



SAFE ROUTES TO SCHOOLS: MARIN COUNTY



Larkspur-Corte Madera
SR2S Task Force meeting Notes
5/28/20

Attendance: Wendi Kallins, Peggy Clark Safe Routes to Schools, Charles Lee- Councilmember, Cindy Winter- Resident, Gwen Froh- Director Safe Routes to Schools, David Kunhdart- Councilmember, Jared Barrilleauz-Engineer DPW Corte Madera, Julian Skinner - Director DPW Larkspur, Megan Acevedo-Team Leader, Cheryl Longinotti- Corte Madera BPAC, John Neville- DPW Marin County, James O'Brien- TAM Crossing Guard consultant, Jean Severinghaus-Volunteer Caltrans and BPAC, Jennifer Harrison- Team Leader, Michelle Walker- Principal Cove School

Updates:

Lucky Drive

At the last meeting an overview of the walk audit was presented; a follow-up meeting was conducted. Opportunities and problems were identified regarding the traffic flow for pedestrians, bicycles and motor vehicles along Lucky Drive between Doherty and Fifer extending on to Nellen. Situations were observed of pedestrians conflicting with cyclists riding on the sidewalk and cyclists conflicting with motorists. DPW Engineers met with David Parisi to discuss possible options; each option presented unique solutions and challenges. The intersections along Lucky are the challenging areas for students traveling by bicycle to get across traffic turning right.

Options Discussed:

A Class 4 facility on the northside of Lucky Drive: challenges with entering and exiting the Class 4 facility.

A Class 2 facility on both the north and south sides of the roadway: challenge with eastbound travel toward Fifer entering a conflict area. Another issue identified was planning for sea-level rise in the future. Standing water collects on Lucky Drive at the low level areas causing flooding.

After more discussion the DPW thinks a buffered Class 2 facility would be best in each direction. This is still in the concept stage; no design has been approved or developed.

Lucky Drive crosses Larkspur, Corte Madera and County jurisdictions. It is a well traveled route for cyclists. The roadway beyond Fiefer toward Nellen is Marin County; the roadway is in very bad condition and needs to be resurfaced. There is a section at the end of the road that is a private roadway. Caltrans needs to look at the drainage that causes mud to collect from the bridges.

The facility improvements recently completed at the intersection of Doherty Dr. are great and have really helped the community. There are a few more areas that need attention; ramps and a crosswalk on the east end would be very helpful.

The very low location where the water collects is about halfway between the City of Larkspur's Doherty Dr. intersection and the Fifer Lucky Drive intersection. The DPW is planning to fix the roadway in these sections. The County of Marin DPW will ask their engineers where their section of the road would need to be addressed.

The County is expecting to review it's current budget in December. If there is a 10% cut in the county's budget, program cuts could influence new/proposed projects. This is all to be determined in the future.

Corte Madera has completed some work at Lucky/ Doherty as part of the curb ramp project. It was best to complete now; understanding some of it may change once Corte Madera begins their projects. Larkspur and Corte Madera DPW will work together when the final designs are approved.

There is a neighbor, Eric Layton, who has been supportive of suggested improvements. He is on the Task Force list and has been invited to the meetings. It may be time to contact him directly to garner support for proposed projects.

Corte Madera Updates

101 Overpass

Two or three years ago a good deal of feedback was given. Nothing is happening right now. This is one of 11 areas on the TAM list for Caltrans potential projects to address. At present Caltrans is only looking at improving the freeway ramps as part of its SHOPP maintenance program.. The more visionary design is not being considered at this time.

Tamala Vista Complete Streets

Good enhancements are coming this summer to increase pedestrian accessibility along both sides of the road. It includes adding and revising curb ramps, street crossings with rectangular rapid flashing beacons, pedestrian refuge islands in a few locations.

Construction will begin in May, it should be a fast project and most of it is scheduled to be completed before school resumes. Once all the facilities are completed the roadway will be repaved from Madera to Lucky Drive. Council Crest will also be repaved. New Class 2 facilities are planned on the north & south travel lanes.

Curb ramp job

Pre-paving curb ramp jobs will include pavement work and curb ramps to be improved at the same time. Dug out and cracked seals will be fixed around town too. The north end of Nellen with the poor pavement will also be dug out and cracked sealed.

Redwood Highway Path Project

This borders Redwood Highway on the east side adjacent to the marsh. It will be completely resurfaced and will get a decomposed buffer on both sides of the path later in the summer/early fall. The city needed to address some environmental issues before work could be scheduled. It will be a nice new Class 1 facility.

Paradise Drive Sidewalk Project (across from Nugget Market)

This is a sidewalk widening project to 8ft wide on the west bound traffic side of the road starting at the access point of the Bay Trail past Harbor up to SeaWolf. Student cyclists should be allowed to cycle on it as a "widened sidewalk". It does not meet the required standards for a Class 1 bike facility.

This section of the roadway and crosswalk has been on the BPAC and SR2S issues list for a long time. Students travel this route to Cove School, Neil Cummins, Hall and Redwood High.

This does have priority over some projects; however because it is federally funded the process for obtaining the funds is different than other grants and takes longer. The project is slated for 2021 construction.

Larkspur:

Bon Air Bridge update

The north half of the bridge is open and has the only usable sidewalk; this will be the only side open to pedestrians and cyclists. The south side of the bridge will start up. On June 15 construction in the water will resume thru November of 2020. In November

work will be halted again. The bridge work is scheduled to be completed in the spring of 2022.

The mid-block rapid flashing beacon for the crosswalk at the hospital remains. This will remain as part of the final project.

Crosswalk studies update

The DPW has had to re-structure how staff work in the office and in the field. There have been some delays with the crosswalk improvements. They continue to work on the ramps and ADA facilities. There are funding concerns with tax dollar revenues lowered across the county.

TAM Safe Pathways funding was awarded for South Eliso. Work will begin for “splitter islands” and crosswalks to help with pedestrian safety.

Rose Lane Barrier

There was an issue with a section of the pathway that was on private property. A lawsuit was settled; the city did acquire the property. There are more legal steps that need to be completed once the courts fully re-open. The DPW plans for this section of the pathway to be completed this summer. It is the section by the Warming Hut and bicycle shop.

Doherty Drive

DPW has been working with PGE for a few years to get the overhead utilities moved underground by Redwood High and Hall Middle schools. PGE has this scheduled for September 2020. Currently PGE has all underground projects suspended but for this project.

More work is planned and funded with the Safe Pathways Funding; widening the sidewalk along Redwood High School will begin this spring. The funding does not include the section from Riviera Circle to Lucky which was envisioned originally. The project was split up. The first phase will be to add an 8ft wide asphalt path and will be added next to the existing 4ft wide sidewalk from the parking lot with the solar panels around the curve to the parking lot on the back side of the school. The DPW will apply for additional funding to complete the path all the way to Lucky in the future.

A task force member made a request to the DPW to re-stripe and reduce the width of the vehicle lanes to increase the width of the bike lane and include some type of lane delineators. The DPW has plans to widen the bike lanes; it does include some buffered

stripping in some of the sections. This is not planned until the summer of 2021. PGE must finish their project and then the road will be repaved.

TAM Safe Pathways funded projects for a 5 year cycle; this project is slated to be funded in 2024. If other funding can be secured this will help; the repaving project is slated to be completed in 2023. It includes buffered bike lanes from Riviera Circle toward Doherty. It will include hashing where travel lanes cross intersections to Larkspur Harbor Drive. Project also includes enhancing the crosswalk at Piper Park and Rose Lane with a raised crosswalk with flashing lights (currently uncontrolled). The design process will begin soon, this will help the project move forward when funds are awarded.

The DPW has bulb-outs planned for corners of Pixel and Redwood; road striping and a flashing pedestrian beacon also. This project has been awarded and is part of the 2020 Accessibility Project.

Discussion of pop up needs for school re-opening

Safe Routes to School (SR2S) is staying in communication with the Office of Education who continues to develop guidelines. The proposed class sizes will be for 12 students (cohorts) for staggered school schedules and continued remote learning (Note: these guidelines are now changed with 25 students and no staggered schedules or remote learning) . The school districts are evaluating many variables on how students will be grouped. After school child care, how and from where they travel to school will be priorities. There will be no car pooling or yellow bus service. The change in adult workforce will also be a factor; more adults working from home and how they will get their students to school.

SR2S is researching options for students traveling to school while supporting the designed guidelines. If families chose to not walk and roll to school and drive; traffic around schools will increase significantly, possibly creating an increase in unsafe travel conditions. SR2S goal is to support families currently walking and rolling and encourage more families to travel this way. Identified and approved Park and Walk locations can be key to continued encouragement.

SR2S is encouraged by the number of students and adults walking and biking during the shelter in place order. These are healthy behaviors and should continue with physical distancing.

Safe Routes to Schools is asking municipalities to look into temporary “roadway pop-ups” to encourage traffic calming. These could create space in the roadways (

temporary use of parking spaces and/or traffic lanes); enabling physical distance for the students. Engineers will also consider designs that do not impact/increase traffic with the “pop-ups”.

The DPW's are being asked to consider where this is possible and how this would be supported and executed before the start of the school year. The Safe Routes to School engineer will be working very closely with town and county DPW staff to develop a toolkit. Each school has its own unique circumstances to create new and safe circulation patterns. It will ultimately be up to each jurisdiction to make the decisions for their specific schools.

Now is the time to identify the bottleneck areas; some have been issues for a long time. Specific areas could be temporarily coned off to provide space during school travel times for physical distancing.

The Town of Corte Madera is assessing ideas to identify areas where roadway space could be temporarily used to support the increase of students and adults traveling by foot or bicycle. Creating temporary changes on Paradise Drive may be risky given the flow of traffic.

Transportation of Marin TAM *new* [Safe Routes to School](#) information site.

This is a one stop information site. It has links to the Safe Routes to Schools Remote Learning resources, suggested routes maps to schools, encouragement contest and challenges for students and task force meeting information.

The Safe Routes to School program will be staying active throughout the county, providing meaningful resources to teachers and students; while supporting parents and the school districts. SR2S has developed on-line lessons; these lessons are normally presented in the classroom throughout the county each school year. [SR2S Remote Learning Lessons](#) are available to all students and parents. It has been a long term goal to make SR2S curriculum available to parents and now it is. The remote learning presentation will also be available in Spanish too.

SR2S plans to return to the schools in the fall teaching our outdoor education program following physical distancing protocols

[Safe Routes to School- Route Maps](#)

[Cove School Map](#)

The task force reviewed the map currently on-line. This map has not been updated since the school opened; however it does show the neighborhood and the local streets and routes students use to get to Cove. The arrows on the side streets were initially there to direct students when Spindrift Passage was under construction. Spindrift Passage is the primary suggested safe route.

A request was made to consider temporarily designating some of the neighborhood roads to Cove School as “residents only” to discourage cut-through traffic when students are traveling to/from school. This could provide the temporary space needed for physical distance. There are families that drive and park on Spindrift for student drop-off/pick-up. This needs to be discouraged.

If the schools schedules are adjusted to reduce the number of students heading to school on a given day this could reduce traffic around schools. This could impact the need for additional roadway space needed.

[Neil Cummins Map](#)

The following locations and ideas were presented to consider for temporary pop-ups to support physical distancing.

The crossing distances near Lakeside Drive and Mohawk Ave are very wide. It is a well traveled route for students to/from school. Vehicle drivers often use this route to avoid traffic lights on Tamalpais. There are reported collisions on these roads. This is an area that needs traffic calming. One recommendation would be a “pop-up round-about.

Temporary bulb-outs at the intersections could be helpful to maintain physical distancing.

Families park along Monona Drive and other roads to drop off students. The crossing guards are very helpful to manage the students crossing. If space is created/dedicated parents would make use when walking to the school.

Consider the geographic location of where families are traveling from. If they live within a certain distance to the school, request they not to drive to school. If a family lives farther away; provide them with a vehicle sticker giving them access to park and walk to school when possible.

[Henry Hall Middle School](#)

[Redwood High School](#)

Both of these schools have existing routes and facilities and pathways to the schools.

Next Meeting

ZOOM meeting Thursday, July 16, 2020 at 3:45pm

A request was made to have all of the School District and SR2S resources ready before the back to school packets are sent out to families. School starts August 19, 2020.