



SAFE ROUTES TO SCHOOLS: MARIN COUNTY



**Reed District Safe Routes to Schools Task Force  
Zoom Meeting Notes  
Tuesday, July 14**

**Attendees:**

Jack Ryan- Tiburon Town Council, Angela McInerney- Parent and Tiburon Parks, Open Space Commission, Bill Brinkman- Del Mar Neighborhood Association, James Campbell-City of Belvedere, Kathy McLeod-Crossing Guard Sup/Outreach Coordinator, Patrick Golier- Parisi Engineering, Steve Palmer- Tiburon Public Works Director, David Esho- Tiburon Assoc. Engineer, Jena Watson- Team Leader Bel Aire School, Gwen Froh- Safe Routes to Schools, Wendi Kallins- Safe Routes to Schools, Peggy Clark- Safe Routes to Schools, Julie Stewart- Team Leader- Reed and Bel Aire School, James O'Brien- TAM Crossing Guard Consultant, Ann-Marie Skaggs- Del Mar Vice Principal, Sergio Ruiz- CalTrans Pedestrian & Bicycle Coordinator/Branch Chief- District 4

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This special summer meeting was scheduled before the start of the school year to address issues and plan for if/when schools reopen in the fall of 2020. At the time of the meeting the Reed School District had not made any final decision and negotiations were still in process as to whether or not or how the school year will start. (note: since this meeting the district has developed a step by step plan for reopening)

All the school districts are working very hard to determine how the next school year will be structured. When schools do reopen students will still need to have safe and supported travel options. SR2S is working with each district to prepare for COVID health protocol for walking and biking to school.

The Marin County Office of Education has also been meeting with the bus service. There are many unknowns for how the bus services can resume and maintain physical distancing with the students in cohorts. The district is considering staggered start and end times for the schools. Students accessing and leaving campus will be taking more time. An “example” would be “start”: 8:00, 8:30, 9:00 and “end”: 2:00, 2:30, 3:00. This would help with health screening.

## **Developing Transportation Plans**

Safe Routes to Schools (SR2S) team has been working with and attending meetings county wide. If the districts' bus service does or does not resume SR2S will still be planning for a robust walking and biking program. Either way the possibility of more families driving students will have a negative impact on safe transportation options for students. If the number of vehicles increases significantly traffic issues will have a negative impact on the neighborhoods too.

## **Toolkit presentation**

[COVID Back to School Toolkit](#) Power Point Presentation

Please view this presentation used during the Zoom meeting. Notes/comments will refer to the powerpoint slide title.

## **Planning for the Fall - 3 Objectives- slide**

A transportation committee needs to be created for each school, district or town to ensure space and park and walk location are identified in advance. SR2S staff will be available to develop an encouragement plan.

## **Tools to Consider- slide**

Street Adaptations are all about finding space on roadway networks that lead to schools to provide additional space for walking and biking while physical distancing.

## **Bike and Roll Lanes- slide**

These provide dedicated space for students to travel safely on bike routes that are separated from vehicles. Focus on roadways that have a high volume of students cycling.

In Tiburon there is a multi-use path that runs the length of Tiburon Blvd. These suggestions are for the streets leading up to the schools. These options would be good for Bel Aire that is not adjacent to the multi-use path.

## **Slow Street- slide**

These facilities are being used throughout the Bay Area and the country. They are used on quiet residential streets that are closed off to through traffic; that still allow access for emergency and local vehicle access. They are typically used in grid roadway networks where drivers can find an alternate route.

## **One-Way Traffic Flow- slide**

Good options for a street that will also include a bike way or if a school is making use of pick-up/drop-off for drivers.

## **Additional Engineering Tools-slide**

The information on this slide is not: temporary, quick build or used in pop-up scenarios. They are engineering tools that may be considered.

- Pedestrian recall setting The photo was taken in Berkeley; the city eliminated the need at many intersections for the pedestrian to have to push a button to activate the crossing signal. They are now pre-set to display the “walk” symbol.
- Signal timing for active transportation (urban areas)  
This may not be appropriate for Tiburon; they are used on city corridors with a high volume of cyclists to manage traffic lights so that they change for bicycle speed.
- Speed Management/Traffic Calming  
Used to slow traffic to make a roadway safer for all road users including students traveling to school.

#### Pop-Up Considerations- slide

Some of the resources needed to separate traffic from students that are walking: sandwich boards, cones, planters (long term pop-up use) something forgiving (not steel or heavy) yet a barrier.

Predictably is very important. Do not create a bike way going against the flow of road traffic. Cyclists should ride with the flow of vehicle traffic. Establishing a complete suggested route network that leads directly to the school(s) from the multi-use path is recommended.

#### Bike Parking- slide

Consider increasing the number of bike racks on campus to provide more space for bike parking. The city may be a resource for additional temporary racks. Bike parking/event services have been researched, they can be expensive. If racks are not available, consider letting students lock bikes to campus fences. Also consider how students will park bikes (distancing) and when the racks will be sanitized.

#### Park and Walk- slide

During this particular time Safe Routes to Schools is focused on encouraging students to walk and bike when they can; most physical activities during school and after will be limited. Walking, biking and scooter /rolling are forms of exercise/transportation that are beneficial to promoting good health. If the classroom settings are more structured, walking and rolling will also help the students in this new classroom environment.

Transportation equity is also a concern to be addressed. Students that rely on bus service, may be able to make use of other transportation modes such as walking or biking. Park and walk locations could be an option for families with young children and cohort carpools that live a good distance from a school.

Loma Verde Elementary School piloted a Park and Walk campaign last year. The program was a huge success. On average 160 vehicles were driven onto campus during drop off; this was reduced to 80 vehicles during and after the campaign. Lawn signs

were used to identify suggested parking locations in neighborhoods. SR2S does have a few signs available.

Comments from Zoom Chat:

\* Reed School may have a parking location a little farther from the school that can support more parked vehicles. \* The parking lot for the library may be available during and after construction is complete. \* The parking lot to the right of the town hall is an option. There is a crossing guard at this location \* During the staggered start times students will be directed to specific entry/exit locations each day. This could help reduce the “clumping” of students. \* Instead of making a build out on the west side of Tiburon Blvd- train students to go into Pine Terrace \* direct some students to park bikes on the Hilary side for Del Mar to reduce crowding at bike racks \*

PedPods and Pedal Pods- slide

These are alternatives to a “[walking school bus](#)”. If/when schools identify cohorts for classroom needs; these cohorts could also meet up to walk or roll to school while maintaining physical distancing. These could be 2-3 families not to exceed groups of 6 students/adults traveling to school together. Another option for a Pod are the social bubbles some families are forming outside of school.

### **Encouragement programs**

Encouragement for Active Travel- slide

Safe Routes staff are here to support efforts to maintain active travel to school. A [Social Distancing Tips for Walking and Rolling](#) is available in English and Spanish. Cycling has increase nationally during this time. SR2S on-line education curriculum are resource to continue these healthy practices. Health professionals have stated COVID is less dangerous outdoors while physically distancing.

Traffic Committee - Steps to Take- slide

Safe Routes to Schools does not have the resources to work with every school in the county. We are asking volunteers to create a temporary committee to take the necessary steps. Some school districts are smaller than others; this can be an opportunity for schools to work together; pooling resources. Volunteers will need to start planning even without having all the information from the county/school district. Communication with the DPW will help to identify what could or cannot work for a pop-up.

Pop-up locations must be approved by the town or county Dept of Public Works (DPW) in advance. One option is to install a pop-up that would remain in place throughout the school year; this would be managed by the DPW. There are some facility improvements planned and budgeted in towns; these pop-up could support those plans.

Most pop-up resources are very temporary; they are set-up before the start/ end of a school day. These types of pop-up are not managed by the DPW; they do not have the staff. At one school the crossing guards set-up the materials (cones and signs) each day.

Volunteers could also put out supplies if approved through an encroachment permit and instructed by public works in advance. The Del Mar Neighborhood Association could be a volunteer resource.

The PTA can be a resource for finding volunteers. Julie is on the PTA at Reed School and offered to reach out to some Bel Aire parents to help coordinate. Kathy offered to contact Tina Davis, a neighbor with kids at Bel Aire.

### **Safe Routes Education and Encouragement Programs**

In past years SR2S volunteers used banners to announce the start of the school year to encourage green travel.

SR2S staff are looking at encouragement programs/challenges without campus welcome tables; this does not mean walking and rolling will not be promoted. Contest cards will be handed out to students in participating schools to track how they get to school. This will be available when campuses reopen.

Safe Routes to Schools now has [Remote Learning](#) resources for all “classroom” curriculum on-line for grades 1-8th grades in English and Spanish. These lessons were distributed to all the schools in the county this past spring. These will be prompted in the fall too.

[Savvy Family Cycling with Youth](#) is a resource for parents to use when teaching children and their families how to ride on the roadway when they are ready.

### Summer Bike Week

During the spring SR2S hosted a Bike Week for middle school students. Over 500 students participated. Now there are two Summer Bike Weeks contests for elementary and middle school age students.; 5 days of fun and education activities; participants can win ice cream for their family.

[Family Bike Week-](#) elementary age  
[Bike Week](#) - middle school age

Volunteers were asked to share these resources on their local NextDoor network. SR2S would also welcome support to continue promoting these resources at the schools.

### **Discussion**

Communications out to the school community and neighborhoods will be essential to help people to be aware of the road way changes. People will want to know if the pop-ups will be in place during school hours only or every day during COVID physical distancing.

There have been prior discussions for Bel Aire School; addressing a no right turn on to Karen Way for vehicle traffic. This would free up roadway space for students cycling and free up the sidewalk for students walking to campus. This would help increase safety during the morning commute. Karen Way does not have bike lanes and there are a number of vehicles parked daily; this makes the road very narrow for cars to pass. This is the route the bus has to take for space.

The Tiburon DPW has had a few discussions regarding the “no right turn”. They identified that there may be unintended consequences if this “no right turn” is posted. Diverted traffic would then be on a street that does not have as much traffic as before. They do not want to move one traffic problem to another street. The engineers will have to evaluate this proposed change.

A proposal was made to the DPW to place a temporary sign to study how the changes would impact the other streets. The DPW would need to reach out to the homeowners near the school in advance. An engineering study may be helpful before the homeowners are contacted. The DPW will look into how the town approves evaluating such proposals. They would like to have a neighborhood group to discuss this suggestion.

Angela reminded the task force that Parisi Engineering and the Chief of Police had evaluated the “no right”, it was approved and is on the [Bel Aire Suggested Safe Routes to School Route Map](#). Angela stood out on the street corner, before school each day with her preschooler, holding signs directing traffic. Enforcement is now needed from the school district and the town. Once the school community understands this is the route; behaviours will change and it can be successful.

At the end of last school year the flow to school with vehicles, pedestrians and cyclists was going very well. There is a need at the start of each school year to educate the school community; then it is successful. A sandwich board “no right turn” could be more of a warning sign until drivers understood the pattern.

The schools may be suggesting students carpool within their cohort if this is following the Health departments guidelines. Carpools will also be encouraged to “park and walk”; to keep the vehicles away from the school zones.

#### Crossing Guards Schedule

The crossing guard schedule will need to be addressed/changed if the staggered start and times are approved (this could be county wide). This is new information as of this meeting for the crossing guard coordinator.

#### **Del Mar School- traffic improvements**

Parisi engineers did start on the plan in July after the TAM released the grant funds for 2020. The design should be completed in 3-4 months; the 2nd phase of construction will begin in the summer of 2021 when the construction funds will be available from TAM.

The plans will include refuge islands; this will break-up large groups when there is traffic. Curb extensions/bulb-outs are not currently in the plans. Plans have been presented to POST; if there are additional recommendations they will need to be added before the plan is presented to the town council.

The task force would like the DPW to consider temporary bulb-outs during the physical distancing; the new planned facilities addressed above will not be helpful this school year at Del Mar School. Another crowded location where students wait to cross Tiburon Blvd is Avenida Miraflores. There can be very large groups of students walking and with bikes; physical distancing will be very challenging in these narrow areas. Pine Terrace is a possible location for a roadway pop-up to reduce crowding for crossing Tiburon Blvd.

### **Caltrans update**

Caltrans reported they did have the list of recommendations from the task force about a year ago. Those recommendations do not include the needs during COVID. Caltrans can address striping and signage only. They do not have any program for pop-up/temporary/pilots infrastructure. Most pop-up projects are sponsored by the local agency. It would require a maintenance agreement with Caltrans as they would not have the resource to maintain them.

If the local DPW did agree to support pop-up facilities, they would need to apply for an encroachment permit from Caltrans. There are special event permits for 1-2 day events; they do not have a permit process for the temporary needs like COVID. There is now statewide guidance at this time.

### Update for Tiburon Blvd which is a state highway.

Upcoming paving projects are programmed for 3-4 years; the construction phase would be in 2024. Caltrans is currently in the programming phase to secure funding for the project. The next phase will be environmental; starting next year. Community outreach will be planned then. Community outreach is not common for repaving projects; however with Complete Streets programming included community outreach and with feedback from the public is important.

[Caltrans Complete Streets](#) is a program of Caltrans to address the needs of all roadway users not just for vehicles. It is a holistic approach for roadway design that is not just for vehicles.

Caltrans is looking to include the Complete Street element. The proposal submitted includes a bikeway gap closure (two-way cycle track) between Greenwood Cove Drive and Strawberry Drive. Caltrans met with a number of key stakeholders including Safe Routes to Schools. The need for pedestrian crossings and other issues was provided. The proposed crosswalks will be evaluated during the next phase in 2021.

The project will include (where there is road way space) Class 2 bike lanes and Class 4 which includes channelizers to separate bikes from vehicles and adding stripping improvements at the 101 interchange.

There are some issues on the task force list that can be addressed sooner; signal timing is under review including the leading pedestrian interval recommendation- this does not require a capital project.

**Next Zoom Meeting**

Tuesday, September 15 at 10:00am