



SAFE ROUTES TO SCHOOLS: MARIN COUNTY



## **Larkspur Corte Madera Safe Routes to Schools Task Force**

### **Meeting Notes**

**Thursday, February 13, 2020**

Attendance: Jared Barrilleaux- DPW Corte Madera, Dr. Brett Geithman- Superintendent Larkspur School District, Jennifer Harrison- Parent, David Kunhardt- Councilmember Town of Corte Madera, Cheryl Longinotti-Corte Madera BPAC, Jean Severinghaus- Caltrans District 4 Bicycle Advisory Member, RJ Suokko-DPW Corte Madera, Michelle Walker- Principal Cove School, Cindy Winter- Resident, Rich Cho- DPW Larkspur, Wendi Kallins and Peggy Clark Safe Routes to Schools

#### **Corte Madera**

##### **Update on crossing guards – is the move working?**

Report is that most people are happy with the crossing guard support. There was mention of a “near miss” with a student at Redwood and Pixley. The principal has the details and will be asked to submit them to the DPW for location and situation. Trees have been trimmed to increase site lines. Road striping and a bulb-out are planned; all is on schedule to be in place by the start of the next school year. The town council fully supports the changes.

TAM is in discussion regarding the current scoring system used to evaluate how the locations for a crossing guards are determined. No updates or timeline has been announced. It is not yet determined if the guard at Eastman Ave will be funded next school year. An inquiry must be made by the DPW to learn if the location will be staffed.

The intersection of Pixley and Redwood Ave is scheduled for improvements this summer, including road striping and curb bulb-outs. The bulb-out will reduce drivers' ability to take the turn wide and quickly.

## **Safety upgrade locations from new grant from the County Safety plan—**

[Data Collection for HSIP Grant for TS Improvements-link](#) (includes details for each of the five intersections)

TAM reviewed the high priority locations and what safety enhancements could be funded for five intersections. Facility improvements (not all locations) will include increase signal sizes, replace back plates, increase pedestrian countdown leads, install accessible pedestrian signal push buttons, LEAD pedestrian interval (pedestrians will be directed to walk before the traffic signal changes) and advanced detection looping

## **Other Updates and Issues**

The High Canal path near the Sandra Marker Trail bridge to Lucky Drive has recently been re-paved. The stone along the high canal near Lakeside Drive was replaced with a more compact stone; it has been well received by path users. Slurry seal will be used for specific project locations to create a near wear on asphalt, 15-20 sidewalk may get ramps, crack sealing will be completed near the Big 5, dense vegetation will be cut back in specific areas. The DPW welcomes information on overgrown vegetation. Nellen Ave is scheduled for crack seal only,

A Class 1 bike way will be installed near the Village Shopping Center, some trees may need to be removed. It will be a more sustainable pathway. There are some bad conditions along the pathway; the town has done what it can for now. Some of the locations could turn out to be bigger/ more costly projects once uncovered. There are some areas that do not have a quick fix.

## **202 Draft SHOPP**

Caltrans District 4 has presented a summary of the proposed projects for MRN 101 Tamalpais Drive; they are listed in the SHOPP [document 2020 Draft SHOPP Highlight - link](#). The projects proposed by the community were not all approved.

Once the SHOPP budget is approved there will be a public meeting. The community would like this to be a “complete streets” funded project. SHOPP is Caltrans’ bare minimum maintenance program. It may include minor pedestrian and bicycle facilities. Additional funding will need to be found and approved to include the facilities proposed by the community. The on/off ramps over the freeway are dangerous for students traveling to/from school.

The DPW has observed Caltrans starting some work on the overpass. A request was made to the DPW to stay on top of Caltrans planning and to notify the community when

public meetings are scheduled. The community needs to get in front of the Caltrans Advisory Committee at the right time before projects are approved and funded.

## **Larkspur**

### **Bon Air Bridge update**

The north side has been completed. Now there is a lane in both directions and a protected sidewalk. The next phase will be to remove the south side and build the new half of the bridge. This will take 1.5 years; the walkway on the south side will be removed; pedestrians and cyclists will use the north side or cyclists can use the roadway. There are environmental constraints on the construction schedule; construction will start up again in June 2020

### **Crosswalk Studies Update**

The City Council approved the study last October. Engineers are working with Parisi Associates to identify the most important “hot spots” to be studied. The Baltimore Ave at Magnolia intersection is on the studies list; most of the crosswalks on Magnolia are on the list.

The intersection of William and Holcomb Ave is very confusing for all road users. The DPW was requested to provide details for future safety improvements. Students traveling to Redwood High School use this roadway.

### **Safety upgrade locations from new grant from the County Safety plan**

**Data Collection for HSIP Grant for TS Improvements** includes details for the two intersections)

- Magnolia and Doherty
- Magnolia and Ward

### **Other updates and issues**

Funding by the TAM grant will be awarded in stages.

Projects planned or underway:

- Widening the sidewalk by the high school
- Upgrades to the light posts on the sidewalk on Doherty Drive
- 150 curb ramps will be updated- project is 40% complete; project is on schedule to be completed by July 2020.

- A bulb-out is planned on Doherty and Magnolia at the gas station. Funds have been approved and the city is working with an engineer.
- Funds from TAM will be used for a “splitter island at South Eliseo and Bon Air. This will encourage drivers to slow down when making turns
- Green backed sharrows will be installed after repaving
- Buffered bike lanes are included in the TAM grant

Task force members commented on how good the facility improvements completed at Lucky and Doherty by the high school are for the students and community.

### **Report on Lucky Drive Walk Audit**

Parisi Transportation Consulting is working with the city and town to develop concept designs. A special meeting will be planned for key task force members and DPW engineers. The DPW will be presenting information on sea level rise for this area too. The meeting was held on Monday February 24th. Here are notes from that meeting:

David Parisi presented several different plans including the one that was approved by the City of Larkspur five years ago. Lucky Drive at Doherty is in Larkspur jurisdiction and then it turns into Corte Madera to just east of Fifer and then into County of Marin to Highway 101. It is 40 feet wide between the curb faces, with about 10 feet of public space behind the curbs. 5 foot of sidewalk and 5 feet more behind the sidewalk but encroached with landscaping. Five years ago, Larkspur approved Class 4 bike lanes on Doherty between Riviera Circle (west) and Lucky Drive. They have some funding for it and plan to build the project in segments as funding becomes available. At that time, they hoped to put in class 2 bike lanes on Lucky drive. Would have lost 6 or so parking spaces.

Since the walk audit, there have been interest in other facilities. The biggest issue if Fifer Dr. Cars turn left from Fifer and right from Lucky with no controls. It is important to keep the right turn lane to keep traffic moving as well as keeping the through lane. Space is limited - a roundabout would not fit.

One option is to install class 2 bike lanes but with buffers. This would eliminate parking. It was noted that all the parking used during the day is from students. It was noted that it is hard to merge to the Redwood parking lot stop sign. At one-point Larkspur looked at a roundabout in that location. The other options would be a Class 4 bikeway which is a 2-way bike lane on one side with vertical separation on the North side of Lucky. Transitions in and out of intersections would need to be worked out. Fifer intersection is the most problematic. Trees would have to be removed. The Redwoods are dying according to Eric. He agreed that the town can anticipate push back from neighbors especially about parking removal.

The town of Corte Madera is considering sea level rise and is already looking at flooding right across from its corporation yard. Will need to address that within this project.

In order to determine which project is feasible there needs to be confirmation of the right of way. Cindy - concern that people pulling out of condos will need to pull into class 4 bike lane in order to get onto Lucky. Eric - not such. Huge parking lot, not used much. Jean - only seen one car come out of there.

RJ was concerned about the short length of class 4 but agreed it would make sense if it continues onto Doherty. There was a preference for class 4 from users and safe routes volunteers.

David Kunhardt noted the need to bring the county to the table for continuation of bike lane all the way to freeway on Lucky

### **85<sup>th</sup> Percentile Rule—**

This is a CA law that requires speed limits to be set based on how fast most drivers are going. The current law does not account for posting speeds that keep people safe, including in communities with schools.

A recent article addressed the movement by Walk SF and some State Assembly people in support of redefining the rule. A Zero Traffic Fatalities Task Force published a report outlining their recommendations for creating safer roadways, including looking at the 85th percentile.

Regarding the specific recommendations in the report about the 85th percentile, they would go a long way to improve things by:

- Increasing how much speed limits can be lowered from the 85th percentile speed on high-injury networks and roadways that have high concentrations of vulnerable road users.
- Allowing areas with a high volume of road users and frequent street crossings to set lower speed limits without a traffic survey, like the way school zones are currently approached.
- Allowing state and local agencies to post speed limits below 25 MPH when supported by a traffic survey.

Walking and cycling organizations are presenting data to the State Legislation regarding the safety challenges the 85% rule poses in communities with schools. The automotive industry has not been supportive of changing the rule. With the future of self-driving vehicles (AV) speed limits may be impacted on local streets and highways.

### **Other updates and issues**

Cove Improvements

Sidewalk widening (reducing the road shoulder) is planned for the north side of the sidewalk. This will enhance the route student cyclists take to Cove School.

#### Redwood High Parking

The DPW was not aware of any new complaints since the start of this school year. The school now offers World Wraps lunch on campus. This may be influencing the number of students who usually leave campus.

#### **Next Meeting**

May 28, 2020 Hall Middle School at 3:45pm in room 401.