



SAFE ROUTES TO SCHOOLS: MARIN COUNTY



Sausalito SR2S Task Force
Zoom Meeting Notes
September 3, 2020

Attendance:

Aaron Singer- Sausalito Resident, Janelle Kellman- Resident, Melissa Blaustein - Resident, Kieran Culligan- Resident, Melissa Blaustein- Resident, Gwen Forh- Safe Routes to School- Program Director, Wendi Kallins- Program Manager, Andrew Davidson- Sausalito DPW Engineer, David Parisi- Parisi Engineering, John Neville- Traffic Engineer County of Marin, Regan Fulton- Parent Volunteer, Peggy Clark- Safe Routes to Schools, Maureen Parton- Aide to Kate Sears, Pierre Ahuncain- Marin County Sheriff, Carey Lando- Transportation Planner County of Marin, Jon DiRe- Resident (*no contact information*), Dr. Itoco Garcia - Superintendent

Nevada Street updates since last meeting

Aaron Roller's [Nevada Street Cycle Track - Options](#) (link to slide presentation)

Last year the City was awarded \$50,000 for the Nevada Street Striping Project. There is continued interest to explore extended design options and to evaluate what impact it will have on parking. Parking is controlled by the City Council; all proposed changes must be presented to the community before approval.

At the most recent meeting a proposed design was presented by the Bicycle Pedestrian Advisory Committee (BPAC). [Nevada Street Cycle Track - Options](#) (please view; not all the comments made are included in these notes).

The City is proposing to narrow the lanes to 10.5 and put buffers on both sides. They are not bike lanes; not wide enough. The BPAC is promoting the Cycle Track design. The goals and how to achieve those goals are listed in the presentation. The BPAC is hoping to get a variance from the city on the width of the cycle track 6ft lane and 2ft buffer vs the recommended minimum of 8 feet with a 3 foot buffer. There are a number of multi-use paths throughout Sausalito that are 6ft wide. Community members are very familiar with walking and cycling on these paths that are not 8 feet wide. Students already travel on the 6ft lanes; they are familiar with them.

The benefits of the cycle track with the adjusted width (6ft) would not be a new concept to cyclists in Sausalito. Students traveling to school would be the biggest users. Sausalito has a number of 10 ft travel lanes (Bridgeway, Second Street), 7ft parking is common in town as well.

- Slide to view: A two-way Class IV cycle track protected by parked cars for the comments above

The BPAC wants to keep the track on the Northside of the street; this is how the students travel in the AM and PM. This is not a route commuters or recreational cyclists travel.

The BPAC feels removing street parking will remove barriers that are valuable to cyclists and sidewalk users and will add to the potential push back from the community. They do not think the 8ft wide lane is needed in this case.

- Slide to View: Summary of Options (Draft)

This information presents the number of choices to consider for design. The engineers are requested to review from an engineering and cost prospective.

David expressed his gratitude for the work and ideas being presented. He explained that the state embraces some of these new ideas such as a cycle track (Class 4 Bike Lanes) and provides design guidance and minimal standards that need to be followed. There are challenges with getting approval for going below the minimum requirements; there are potential liability issues and jurisdictions must sign off. The state minimum is 8ft for a lane and 3 feet for a buffer. This ideal street would be 46-47 feet wide this street is 42-44 feet wide.

Community outreach has included flyers that were distributed on Nevada Street. The BPAC will be collecting comments received and a summary report will be available. The responses have been in support of slowing the speed of vehicles and the challenges on Tamales of drivers taking the turn to quickly and visibility challenges.

The intent of the project has always been to calm traffic speeds and include a zone for cyclists to feel more comfortable on the roadway and to retain parking. If parking was removed either permanently or during specific times on one side of the street, there is enough space to provide a two-way bike way to meet the minimum standards. Additional options were also presented including restricted parking during specific hours providing access to the two-way bikeway during those times (AM one direction and the PM the opposite direction). This would be a very unique facility; there would be challenges managing the direction with potential safety issues. Driver expectations for this roadway is also an important factor.

The city would need to apply for a Design Exception for the reduced lane and buffer widths. The challenge is the proposed design includes many exceptions/compromises that would all require approval.

John (resident), he really likes Aaron's proposed plan. He does have his own parking so parking restrictions would not directly affect him. He has noticed that parking has increased with residents from the hills driving down to park and take the bus into the city. He pointed out that he rarely sees adult recreational riders on this route and the need for sharrows should be reconsidered. Going up Nevada can be very slow for cyclists; this would influence the speed of drivers; could cause frustrations.

E-bike riders were observed using this route. With the access of these bikes, bike traffic could increase in this neighborhood.

If these proposed design changes were developed further they would require Planning Commission Approval and City Council Approval. The City's General Plan would be a point of reference for the decision process. If the parking space sizes were altered; a variance would need to be approved. The number of current parking spaces in the immediate area would influence the decision making/approval. Transportation and the need for vehicles will be changing in the very distant future; the proposal for these roadway facilities could support a future demand for more cycling, pedestrian, and public transportation needs.

In summary for this meeting; a bikeway that would reduce students exposure to vehicle traffic is preferred by Safe Routes to Schools. There are standards that must be included as design ideas are considered by the community and the city. The next step is for the DPW, Parisi Engineering and the BPAC to meet. The BPAC will be meeting on Sept 21st. The BPAC was invited to the Sausalito Sustainability Commission meeting on Sept 24th.

Transportation Committee Update

As of this meeting the committee has not held a planning meeting. Outreach is needed and a follow up meeting will be scheduled.

[Covid-19 Toolkit Supplement](#)

Please view the Toolkit Supplement when reading the notes below. To learn more about:

- How to Set-up a Transportation Committee Developing a (Transportation Committee has begun for Sausalito schools)
- Park and Walk Locations
- Pop- Up Infrastructure
- Sample Letters
- Appendix

Oregon Metro has developed a very extensive Toolkit. Many of their resources will be included in SR2S Toolkit Supplement: Pop-up Temporary Streets: one way streets, sidewalk extensions, communications/outreach, bike parking.

Safe Route proposed that the Nevada Street project be considered for a temporary pop-up during COVID.

Dr. Garcia reminded task force members that guidance from the State continues to change on how schools can reopen frequently. The CA Dept of Public Health did approve the district's waiver to operate in-person schools on Sept 8 on the Marin City campus. They were expecting as many as 100 students to show up. Some families will continue with remote learning.

Willow Creek also submitted a waiver; it is still under review. If approved they may resume on campus on Sept 21 or beginning of Oct. The schools will be planning for cohort's when they schedule students to return to campus. The Willow Creek campus is very open and has a number of entrances that will help with students spreading out during arrival/departure.

Traditionally a large number of students that attend Willow Creek walk or bike to school. The Superintendent would like to push for a small barrier as soon as possible (Sept or early Oct) that would not need to be moved every day during COVID. This is an appropriate time to place this facility and

learn how it impacts the community and safety of the students before pre-Covid traffic flow resumes.

The city's DPW will require a facility plan including a list of resources to be submitted. It will need to include who will manage the barrier (if needed). An encroachment permit may be required. The school district was encouraged to send a formal request to the city before the BPAC, Parisi Engineer and the City met.

Wendi is available to assist the Transportation Committee when they have questions and the Safe Routes to Schools education and encouragement program are also available.

Next Meeting -Zoom

January 21, 2021 at 9:30am.