



SAFE ROUTES TO SCHOOLS: MARIN COUNTY



**Sausalito Task Force
Zoom Meeting Notes
Thursday July 30**

Attendance:

Wendi Kallins- Safe Routes to Schools, Kristine Duran-Assistant Head of School Willow Creek, Pierre Ahuncain- Marin County Sheriff Dept., Andrew Davidson-Senior Civil Engineer, Regan Fulton- BPAC & Parent Willow Creek, Peggy Clark- Safe Routes to Schools, David Parisi- Parisi Engineering, Itoco Garcia- Superintendent, John Neville- County of Marin Traffic Engineer, Kevin McGowan-Public Works Director, Maureen Parton-Aide to Supervisor Kate Sears, Aaron Roller -BPAC

Update from the Superintendent

A special Board meeting was conducted the night before the SR2S meeting. The Board reviewed the two lead design options for the facility master plans for both campuses. Additional meetings were planned; they are considering filing for a facilities bond this fall. Task Force members were invited to attend future meetings.

There is a strong collaboration between the City of Sausalito, Community Service District and the School District to address school needs. They are discussing and planning a campus layout to support COVID protocols. A request was made to SR2S task force members to complete and share a bond Project Survey that is on the district website to add input on ideas being developed.

The schools are planning to return in-person Sept 8. They may seek a waiver from the County to return prior for TK- kindergarten, first grade and special education classes. The school district would like the support of Safe Routes to Schools for the fall as students will be walking and rolling to school. Dr Garcia requested the SR2S task force review designs for Nevada Street campus and provide input as soon as possible.

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.

Developing Transportation Plans

Safe Routes to Schools (SR2S) team has been attending meetings county wide and with the Office of Education. School Districts are focused on developing plans to run classes and SR2S is focused on supporting plans to get students to schools safely. This special meeting was scheduled during the summer to plan ahead and to present concepts that are being developed nationally and internationally; no decisions were expected to be made during this meeting.

The possibility of more families driving students will have a negative impact on safe transportation options for students. When the number of vehicles increases during school hours there will be significant traffic issues, that will have a negative impact on the neighborhoods too. Safe Routes to Schools will continue to encourage safe walking and rolling to school practicing physical distancing.

Toolkit presentation

COVID [Back to School Toolkit PowerPoint Presentation](#)

Please view this presentation used during the Zoom meeting. Notes/comments will refer to the PowerPoint slide by title. Not all slides have comments below.

Goals- slide

- Promote the Health and Safety of Children
Safe Routes to Schools continues to promote safety- this now included incorporating COVID protocols when walking and rolling.
- Reduce Demand for Driving to School
The number of students on a Marin Transit bus will be limited.
- Equity planning must be included in all planning.

Planning for the Fall - 3 Recommendations- slide

A transportation committee needs to be created for each school to ensure roadway space using pop-up facilities and locations for park and walk are identified in advance of school reopening. Pop-up facilities are usually temporary and create space for students to spread out when walking and rolling. Many of the students attending MLK already walk.

Volunteers from the community are needed; parents, neighbors, active Safe Routes volunteers, School District Office, School Administration, City and County DPW would be great resources. BPAC members could be the coordination group for these objectives. SR2S staff will be available to develop an encouragement plan; however, they cannot be at every school.

We are asking volunteers to create a temporary committee to take the necessary steps in advance. Safe Routes to School understand there are added pressures on the school district and administration and the city staff; volunteers from the community are essential and now is the time to start planning.

Tools to Consider- slide

Street Adaptations are about finding space on roadway networks that lead to schools to provide additional space for walking and biking while physically distancing. The following options are ideas that must be approved in advance by DPW department(s).

Sidewalk Extensions- slide

The advantage of these options is to allow students to spread apart while traveling and waiting to enter a school campus. Converting curbside parking or a travel lane to pedestrian space. Useful for narrow roads or without sidewalks. The challenges are for vehicle drivers to be aware of these temporary facilities.

Bike and Roll Lanes- slide

These provide dedicated space for students to travel safely on bike routes that are separated from vehicles. They can be designed for 24/7 use or only during school hours. These are best used on roadways that have a high volume of students cycling; streets leading directly to a school and roadways adjacent to shared use paths, parks, waterfronts and roadway shoulders.

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. The materials used are sandwich boards at the end of each block, with signs discouraging through traffic.

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. Good for roads with parking lanes and without existing bike

lanes. Proper and effective messaging to all users is very important here as well.

One-way traffic flow is being considered for Willow Creek School- this may be an option to set-up a pilot pop-up.

Additional Engineering Tools-slide

The information on this slide is not temporary, a 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.
- 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: sandwich boards, cones, planters (long term pop-up use) something that is “forgiving infracture” (not steel or heavy). Barriers that will protect students walking and rolling and not damage vehicles.

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. Establish a complete suggested route network that leads directly to the school(s).

Bike Parking- slide

Confirming there is adequate parking space/racks, planning for an increase in student riders. Plan ahead for sanitization procedures. Health checks could be conducted at bike racks.

Park and Walk- slide

The [Office of Education](#) provided guidelines (check for updates) on routes for entry/exit to a campus. Routes will be specified for cohorts; using as many entrances and exits as feasible. The SR2S recommendations of pop-ups and park and walk supports the school's plans to reduce the number of vehicles and students congesting at the front of a school. Staggered start/end times for a school day could also reduce congestion.

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.

Park and Walk locations provide an opportunity for families with multi age students or cohort carpools that live too far or do not have enough time to walk/roll the full distance to campus. Recommended locations are ¼ mile from school or a 5-10 minute walk. This SR2S program has already proven to be a viable program, the learnings are documented from the pilot and marketing materials are available. Parents and students learned about safe and proper behaviors when walking and when driving in a school zone. The Department of Public works supported SR2S by making sure there were no unintended consequences for the locations that were identified.

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/roll to school while maintaining physical distance. 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; parents could take turns supervising the pod. There are a number of resources available throughout the bay area on walking cohorts. Please contact SR2S for more information. PedPods for bicycle riders can be helpful; cycling by nature creates a physical distance for individuals.

Encouragement for Active Travel- slide

Safe Routes staff are here to support efforts to maintain active travel to school. There is a concern that less families will want to carpool and bus service will be limited. Cycling has increased nationally during this time. SR2S will continue to encourage walking and rolling to/from school; this may be the only exercise some students get each day and it provides time for students to see each other. Health professionals have stated COVID is less dangerous outdoors while physically distancing. SR2S on-line education curriculum is a resource to continue these healthy practices.

A [Social Distancing Tips for Walking and Rolling](#) is available for download in English and Spanish.

Safe Routes Education and Encouragement Programs

SR2S staff are looking at encouragement programs/challenges without campus welcome tables; this does not mean walking and rolling will not be promoted.

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 their children. The lesson provides tools to evaluate when a child is ready and how to ride on the roadway together. An example is parents/adults are suggested to ride behind students to keep an eye out vs. in front of them where they cannot see behaviors.

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.

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. Volunteers are needed to start planning even without having all the information from the county/school district. Advance communications with the DPW will help to identify what could or cannot work for a pop-up. ***Communications are also essential with the school community and surrounding neighborhoods in advance if access to a school changes.*** Surprises or pushback from neighbors will not help; involve them in the process in advance.

Park and Walk locations that have not already been approved must get prior approval. Private property owners must give permission.

Pop-up locations must be approved by the town or County Dept of Public Works (DPW) in advance. The ideas suggested by Safe Routes to Schools are based on “best practices” from NACTO. The DPW must sign-off and potentially issue a permit.

One option is to install a pop-up that would remain in place throughout the school year; this would be managed by the DPW. Focus should be on locations immediately adjacent to the entrance to the school.

Most pop-up resources (sandwich boards and cones) are very temporary; they are set up before the start/end of a school day. These types of pop-ups are not managed by the DPW; they do not have the staff. Volunteers could also put out supplies if approved through an encroachment permit and instructed by public works in advance. BPAC volunteers may also be available. All school districts have limited resources especially during this time; community support is needed.

Discussion

The County of Marin - DPW received a grant to install some of these facilities throughout the county. John Neville- jneville@marincounty.org is the contact for the County DPW.

As a result of the collective considerations and the school unification process underway they currently have a Sausalito-Marin City Transportation Committee for a year now. This committee should be contacted to help direct efforts. The Superintendent requested task force members take action to partially block some streets. The city has taken proactive steps to automate pedestrian signals and has blocked off streets for months now. He would like to suggest advance steps be taken to make streets safer for all road users during this time; possibly using more permeate resources to shift behavior in the short and long term. Make a more environmentally friendly community.

The school district is excited to make use of the Safe Routes to School resource for on-site pedestrian and bicycle safety education and bike clubs. Incentives like these work and they want them to be available to the schools. Traditionally driving students has been the culture; a shift to other modes of transportation must be encouraged.

Aaron offered to follow up with Dr Garcia and the Transportation Committee. He extended an invitation to Safe Routes to attend the next BPAC meeting to provide additional updates and needs for the school communities. The BPAC is actively supporting the efforts of the city and school district.

The City of Sausalito DPW wants to collaborate with the BPAC and school district. The DPW must evaluate requests; available resources depend on what is requested. Pop-ups that are simple to install may be approved quickly; more complex requests: restrict parking, changing the flow of traffic they require more analysis.

The County DPW wants to support and partner; they must consider the safety of the motoring public and the liability for both the county and the school as they consider requests. An MOU may not be needed; an encroachment permit may be the best route

for approval. County staff are available to work with district and school administrators. The TAM grant funds could also be a resource.

Nevada Street

A grant application for a Large Safe Pathway Project was submitted for Nevada Street Traffic Calming. It was accepted for approximately \$57,000.00 in funding. Many letters of support were submitted with the application.

The initial concept included bike lanes in both directions. After additional analysis it was determined the road is very narrow and there is not enough space for bike lanes in both directions. The design concept vetted includes; narrowing the lanes, adding more red curbs, providing buffers on either side of the road to keep the lanes narrow, encourage slower driving speeds and include an unofficial bike lane to be used for students traveling to/from school. This project is using the Complete Streets concept. The DPW would like to work on this project as soon as possible.

Parisi Engineering has a design concept completed to 95%. This detail provided information to determine a cost for the project. The design includes: updating road marking on Bridgeway, buffer stripes, reinforcing existing crosswalks and no parking zones (some to be extended), add bulb-outs across Tomales Street, new slow school crossing markings, new crosswalk, and extend the project up to Lincoln Ave. The current concept does not require a slurry seal (expensive treatment). If the center line was shifted to accommodate a bike lane it would add costs to the project.

Comments:

Aaron expressed concern that students will not understand where they are supposed to ride with the bike lane being under 5 feet and not striped. He requested bike markings to help students understand it is "OK" to bike in the lane and vehicle drivers will see that bikes should be expected.

Proposed suggestions:

- Include a West bound bike lane with no buffer on the downhill (no space to include one)
- Student cyclists stop at the parking lot- the lane does not need to go any higher
- At Tomales street is where the lane would go to 3.5 feet- no eastbound buffer would be needed and would support space for the westbound bike lane.
- Sharrows on the eastbound lane are requested, do not think buffers are needed due to the low volume of cyclists.

- Maybe consider holding off on updating the upper crosswalk and focus on the lower area of the road that is actually used by students most of the time (option suggested to reduce cost)
- Consider the school district applying for a facility bond that could fund changes to the current concept (to move the center line and seal the road).
- An expanded sidewalk will be considered in a future project.

Dr Garcia requested this project be considered for a short term stronger - temporary barrier while this is under review to test out how it is used and the effect on traffic. Willow Creek students will be remote learning this fall; providing time to plan this project out. It would take a week or more if the center line concept is approved and funded.

Next Zoom Meeting- Sept 3, 2020 at 9:30am