



SAFE ROUTES TO SCHOOLS: MARIN COUNTY



Sausalito Task Force
Meeting Agenda
Wednesday March 11
9:30 AM
City Hall Conference Room 2nd Floor.
420 Litho St.
Sausalito

1. Welcome and Introductions Wendi Kallins, SR2S coordinator; Aaron Roller, SR2S Team Leader; David Parisi, SR2S Engineering; Kevin McGowan, Sausalito DPW; Kieran Culligan, Resident; Maureen Parton, Aid Supervisor Sears; Andrew Davidson, Sausalito DPW; Eric Payne, Marin City Resident; James Obrien, TAM crossing guards; Stuart Hayre, County DPW Heather White, Sheriff
2. Updates (see [Power Point](#))
 - a. Nevada Street Restriping
 - i. City has received funding for striping changes. This will create a narrower lane. It does not create a pure bike lane as it doesn't meet the width standards but it can be used for bike lanes. The intent is to slow down speeds. There will be no parking removed. Funding available is \$50,000. There will be a study to see if they can put in slurry seal so that people can see the stripes better.
 - b. Coloma Street Improvements
 - i. This is also funded through a \$400 K TAM grant. The money will become available in 2021, with projected 2022 construction. Next year (2021) is the design phase. Some improvements are already made such as sidewalk adjacent to field and traffic improvements adjacent to the pathway. There is a heavily used pathway down Tomales paper street. Improvements will include a high visibility midblock crossing and continuing the pathway all the way to the school. A new pump station replacing the existing one is starting this summer so it will be completed before this project begins.
 - c. Bee and Bonita Road Repair –
 - i. This road way is beat up and in need of reconstruction. The utilities need to go in as well. The hope is to try to get them in first and then replace asphalt with concrete and add wheel chair ramps.
 - d. Signal improvements – signals throughout the town are old and needing replacement.

- i. The City is currently replacing Harbor and Bridgeway signal
 - ii. Spring and Easterby – one of the turn lanes is too short. Want to make improvements in the next year but funding is the issue.
 - iii. Nevada St. Intersection – putting it on the capital improvements program
 - e. Bridgeway below Woodward – There is need of a slide repair. When work goes on, the sidewalk will need to temporarily rerouted.
 - f. CIP development – considering studies and pilot projects. Testing out possible experimental projects.
3. Education programs – Classes have been scheduled at Willow Creek but not at MLK. Dr. Garcia will look into it.
 4. Nevada and Bridgeway intersection – crossing guard request – Many of the parents drop off parents and then exit from Nevada to Bridgeway turning left. A lot of children are crossing there. Cars are turning left through the crosswalk. There was discussion of an all stop when pedestrians are crossing. Cars are also making a right turn onto Nevada from Bridgeway. The TAM crossing guard program observed the intersection looking at 4 locations of conflict. There were only 13 pedestrians crossing at peak, volumes well below the cut off line. Also, as a signalized intersection, the count was well below the potential for conflict. All the cars going through straight don't count for scoring. When evaluating assigning crossing guards signalized intersections score lower as the signal does the job of crossing guards. However, TAM is taking a look at the scoring process given similar situations in other communities. Left and right turns are what is counted. Gives extra points when there are multiple egress and ingress. The Bus stop was creating a weird dynamic for right turn. That bumped up the score. Corte Madera exercised an option that a public works director could request moving a guard from an approved location to another one. In that case they moved a guard from in front of the school to a major signalized intersection. Sausalito can evaluate moving one of the guards from in front of the school. One suggestion - what about shifting deployment at a certain time and then route the guard back to assigned post. Can the traffic be forced up the hill and back to the freeway? Only allowing a right hand turn out of the school and get the permission of the city to cone it off for a half hour every day. Kevin said he would want to look at the proposal. One suggestion was to put a barrier in the middle of street and a right turn only during drop off and pick up. Next step is to show DPW a diagram. Long term solution is to reconfigure the entrance to campus.
 5. Terrace Ave Marin City
 - a. The intersection of Turner comes out of the shopping center where there is a 3 way stop. Terrace has turned into a speedway. There is now a medium strip to try to slow things down. There is a sharp turn where people park and get hit. People come around corner really fast. It's a bit of a gauntlet. The question is how to slow things down. Lots of children in the neighborhood plus apartments. The Sheriff has been responsive. People are using Terrace as a cut through. Children blow out of pathway and there are parked cars blocking the view. However, a speed survey found that the average speed is 19 -23mph. It's a narrow street, about 30 feet wide. It could have two additional 25 mph signs. There have been some pedestrian crossing signs put in. In Oakland, they installed

speed humps. Keeps speed to 25 mph. That might divert the traffic and at least force them to slow down some. There are criteria to trigger speed bumps. Suggestion to put the speed radar trailer out there. The county is going after grant to put in bulb outs and ped ramps. Why isn't there a crosswalk at the pathway? The best solution is to get people to stop using that route. Would be difficult. Too many people who live there. Dr. Garcia wants digital marquee to communicate with the community. Next steps – enforcement and radar trailer. Grant for improving intersections. Look into installing a crosswalk. Paint a red curb where cars are continually hit. Develop a community-based outreach campaign for traffic safety. Suggestion of no left turn from Drake onto Terrace. When are the hot times when enforcement would be helpful? Include CHP in the discussion.

6. 85th Percentile Rule – The [State Zero Fatalities Task Force](#) has studied the affect of speed on crashes and found a direct correlation. It has issued a number of recommendations including modification of the 85th % rule to allow lower speed limits including allowing 15 mph speed limits in some places. Legislation is now being studied.
7. Set next meeting: Wednesday May 20, 9:30 am City Hall