

Ross Valley Safe Routes to Schools Task Force- Meeting Notes
April 27, 2018

Attendance:

Hadar Albo and Penelope Amuyunzu -Parisi Associates, Elmer Arce- Central Marin Police, Peggy Clark- Safe Routes to Schools, Brian Colbert- DPW San Anselmo, Maureen Collins- Team Leader Brookside, John Ferguson-Ross Valley Charter, Kimberly Pinkson- San Domenico School, Renee Goddard- Town of Fairfax, Bret Joyner- Ross Valley School District, Wendi Kallins- Safe Routes to Schools, Mark Reagan-Ross Valley School District, Nancy Vernon-Aide to Katie Rice, Jennifer Saechao- Marin Transit, Omar Yahya-CHP, Christine and Ben Palmer- Parents Brookside, Scott Schneider-DPW San Anselmo

Crossing Guard update

Wendi provided an update from the recent TAM meeting. TAM will not be cutting any guard positions throughout the county this coming school year but some cuts will take place next school year. However, TAM will be funding 21 guards over and above the 58 in the last report. As many as 91 guards could be funded after the Transportation Tax is approved. If the state gas tax was repealed, then local funds priorities will need to be evaluated. Under the TAM expenditure plan for the sales tax renewal, current funding for crossing guards will increase from 4.5 to 7% with the voter approval of the Transportation Sales Tax in the November 2018 ballot.

Those attending the meeting agreed that it would be helpful if TAM publicly announced meetings more regularly to encourage more community members to attend. The school districts could also help to announce TAM meetings.

If the school community wants to support a crossing guard this is the time to get creative on fund options. TAM cost per guard is \$18,000. One possible option is to hire school staff and have them trained and not hold TAM responsible for funding all crossing guards. TAM has been doing a very good job to support Marin County's crossing guard program; they have gone out of their way to address the demand.

The criteria for the evaluation process that TAM uses is on their website. A few of the 15 factors are: sight lines, speed, intersection design, pedestrian and bicycle volume, driveways.. TAM does have the ability to make adjustments if circumstances dictate where elementary students travel. The safety issue would need to be very extreme to change a determination.

Town updates

Scott reported the Town Council recently approved the contract for the design of the sidewalk near Brookside School. In 2014 the proposed sidewalk went along the west side of Butterfield down to Drake Blvd toward Fairfax. Now the project needs to be phased when confirmed funding is available. Public input will be needed. The DPW would like to hold a meeting before school ends in early June. It is important to have the Brookside parents aware of these meetings and encouraged to attend to input.

Once the project is approved construction could start the fall of 2019 and proceed during the next three summers to manage traffic. Coordinating traffic on Butterfield during all planned road improvements will be provided to the community.

Bike Spine in San Anselmo

Scott reported the town has been seeking federal funds for several years on this project. A good deal of progress has been made and funds could be available October 2018. The next step is to schedule a field review with CalTrans prior to funding being approved. The DPW needs clarification on Phase 2 of the bike spine near the elementary school and for the direction at the Ross Town border. There is also a gap near Drake High toward Brookside School. The crossing at Broadmoor needs to be confirmed along with the many conflicts at Butterfield including where students enter Brookside School.

Maureen reported the speed and volume of traffic on Boardmore to Alameda is a huge, huge problem. This is a constant safety issue; the police do observe in marked vehicles. However drivers tend to behave badly when the officers are not present. She feels it is so unsafe she cannot permit her children to walk to school. She has emailed the city, county and police department about the many unsafe issues in this school area.

A request was made to post a “no left” turn on Butterfield between Arroyo Ave and Calletta Ave. The purpose would be to stop cut through traffic during drop-off in the AM. Scott pointed out that this would also affect parents driving their kids to school or people returning to their homes.

Nancy and Scott commented on the long term projects planned with the local DPW, County and Water District. The different agencies have been working together to develop plans over the next few summers to manage traffic during the projects scheduled for Butterfield. The MMWD is optimistic that both lanes can stay open on Butterfield; this is to be determined. Two way traffic could be redirected, drivers could be directed into the neighborhoods during the AM and PM hours.

The attending parents are requesting a more permanent solution outside of the proposed needs during the road construction.

Nancy reported the Butterfield Safe Streets neighborhood group will be meeting on these concerns. She would like to have representatives from the police, county and town along with community members attend to address the many corridor issues.

Fairfax update

Renee reported there is an infrastructure freeze due to issues that have developed with ADA improvement issues with the Parkade project. The town is attempting to address the safety concerns of speeding vehicles and some community members do not support the infrastructure improvements.

The yellow bus program continues to be vital to reducing traffic and providing safe transportation.

The “bike spine” is functional and a first of its kind. When additional funds are available they would like to complete the Olema Road section. They would also like to update the map.

A flashing beacon is planned at the intersection/crosswalk near the movie theater. Students use the crosswalk during school commute hours. Students often run across the street without warning. The town has a good number of bike facilities; the choke points are in the downtown area.

Bus program update

No changes are planned for the three yellow bus routes unless there is a bell schedule change. The contract with Michaels has been renewed for three years. A few changes have been made to the website to aide users and to enhance purchases. There is a 5% price increase to users; the total overall administrative cost is increasing by 8% at Marin Transit. Passes for the next school year will be available in mid to late May.

Neighborhood Safe Streets reports

No news to report from Oak Manor Safe Streets group.

The Butterfield Safe Streets group will be meeting in early June for spring meeting. Agenda items include reviewing a revised Green Valley Court/Butterfield turn concept, Brookside neighborhood traffic, Legend and Butterfield, Route Mapping, other. Meeting will be held at Sleepy Hollow Clubhouse on June 7 at 11:30am. All are welcome.

Mapping

Parisi Associates is in the early steps for developing a suggested safe route map. The DPW has provided input and will review the first draft. The most important routes will be identified, not

every route will be added to the map. There will be students that take alternate routes; that cannot be prevented.

The maps will include all the facility improvements, bus stops and crossing guards along with the existing bike spine in Fairfax and San Anslemo. It will be a document that can be updated as needed. It will be available digitally on the both towns website and the school sites. It was suggested the map be printed and distributed in the back to school packets if funding is available.

The bike spine to Hidden Valley remains a question. It is not clear how students travel to Butterfield from Fairfax. Wendi suggested they use Rutherford rather than Suffield as the entrance onto Butterfield from Suffield is too dangerous and Rutherford has a stop sign. It does mean a little more uphill biking. The idea is to take Suffield from Drake but then continue on Valley until Rutherford..

The bike spine to Brookside also needs clarification. The main entrance to the school is mostly designed for vehicle drop-off/pick-up. Most of the students that cycle come from the direction of Fairfax. It is important to consider a route that will utilize the facility improvements that have been completed.

It was suggested Brookside and San Domenico present a couple of oversized (or small one) area road maps on Bike to School Day. At the tables with the maps students/parents could mark the route they take to and from the school. San Domenico would like to be included for the few students who do cycle to the school and possibly encourage more green trips. .

A meeting was scheduled with a few key people who are familiar with the routes before the end of the school year. The Butterfield Road Neighborhood meeting will also schedule time for mapping. If a bike/walk audit is needed it would be planned with the engineers. Then a draft map would be presented with all facilities including safety tips on the back side of the map.

The mapping process for Fairfax will be similar; representatives from the town and schools are needed to help with providing feedback. This will be scheduled during the summer.

Safe Routes Updates

Bike to School Day is May 9, most of the school are participating. White Hill will not be planning any event. A parade is planned to start at the park heading to Manor School. Renee is looking into a police escort.

Team Leader Update

Manor- Welcome the new Team Leader Chelsea Donovan
Wade Thomas- No Team Leader
Hidden Valley- No update on current volunteer

Next Meetings:

Brookside Mapping Meeting- took place May 17
Butterfield Road Meeting will be June 7
Task Force Meeting- September 7, 2018