



Safe Routes to Schools Task Force Meeting
San Rafael School District
Thursday February 15, 2018

Attendance: Gwen Froh- Safe Routes to Schools, Wendi Kallins- Safe Routes to Schools, Peggy Clark- Safe Routes to Schools, Bill Guerin- City of San Rafael, Maika Llorens Gulati-School Board, Mary Sackett-Supervisor Aide, Jean Severinghaus-Caltrans District 4, Molly Blauvelt-Parent, Craig Tackabery-parent, Dan Zaich- School District, Nate Weir-MarinSEL, Kunal Lohtia-Marin SEL, Raghau Chhabra- Marin SEL, Sofia Kakleas- Marin SEL, Ann Tackabery- Marin SEL, Matteo Martinez- Marin SEL, Raul Aguilar- San Rafael Police Dept

MarinSEL Student Presentation (attached SR HS SR2S draft policy changes Feb 2018)

Each student spoke of the different issues of the “ReThink Your Commute” transportation project. These freshman and sophomores reviewed the Safe Routes to Schools District Policy. Working with the school’s Assistant Principal they developed text addressing high school students specifically. The updated policy once approved by the School Board would include transportation alternatives such as carpooling and bus transit.

Students will be hosting six events this school year to encourage alternative transportation options. They have had fun developing this project and the events will be fun for the school too.

Dan recommended the students continue to work with the school’s vice principal, then present it to the Superintendent for the staff to review. The Redwood information will be helpful; however he did have concerns regarding how different the San Rafael school budgets and campuses are from Redwood.

Students also requested “speed feedback signs”, speed bumps and improving safety signs on campus. Drivers speeding near campus are a big issue, many students are crossing the streets and exiting vehicles (open car doors) which creates a somewhat chaotic street environment.

Molly suggested Terra Linda high consider a “rapid flashing” pedestrian beacon similar to others installed in San Rafael near Mary and Mission streets. The DPW is looking at options; the cost for the beacons is estimated at around \$10-\$20,000. Biomarin paid to have one installed to help the city. Molly recommended one be installed on Union by the bus intersection.

The attending officer agreed students do “jay walk” a great deal and observes student drivers speeding and on mobile phones near campus. He would prefer to get a safety message out to students/families before tickets are issued.

The City of San Rafael tends not to use speed bumps for traffic calming. There are road and safety issues for emergency vehicles. Last year the DPW recalled a Marin SEL project to install a crosswalk in the front of the school to help with traffic calming. The city is still considering the feasibility of this option.

Reports from Walk and Bike audits

Notes from the Bike Audit Western access to Davidson Middle School November 9, 2017

Intersection where West End merges into Second Street

The intersection is complicated and confusing and poses challenges for young cyclists merging onto 2nd Street even if they are going to use the sidewalk. The crossing from 4th street is intimidating.

Sidewalk between West End to Miramar.

The sidewalk is uneven causing tripping hazards. It is so narrow that even a single person would have trouble maneuvering. Utility poles block the sidewalk in various locations. The crossings of the side streets are inadequate. A slide along the sidewalk requires a retaining wall. Riding on the street puts students dangerously close to fast moving traffic. Attendees would like a MUP for all ages and all abilities.

G Street Crossing

Many students come down G Street and then ride on the street to Miramar. The crosswalk is long and not visible.

Miramar and 1st

Coming west from 1st and Miramar onto the sidewalk at 2nd is tricky. It would be better to have an entrance at the curve where the 15 mph sign is posted.

1st Street

A relatively quiet street even at the busiest times. Needs sharrows. Where 1st street becomes one way in the short block the maneuvering is challenging and it would be illegal to suggest that students go the wrong way although they all do. Ideas suggest – a counterflow bike lane; local access only with a bikeway (how to enforce?). Take the existing bike route from Welch to Clayton to Bay View.

Alternate Route to Bay View

The Sharrows are fading, and there are no vertical signs marking the route or designating turns. The intersection at Clayton and Marin is difficult to maneuver going west so it would be better

for students to continue on Marin to 1st street. Cars coming around the corner fast and taking a left on Marin causes a hazard for bicyclists. The light at Bayview doesn't have a bike button.

Although we stopped the audit at Woodland, it was noted that Woodland can be challenging during peak periods because of heavy traffic and parked cars. The route through Albert Park could be explored. The removal of RVs has been an improvement. It was also noted that there is also a group of students that take Octavia.

Note that much of this route was studied in the Fairfax San Rafael Cross Marin Trail Feasibility Study prepared by Alta Planning and Design and Parisi Associates in 2010 for the Town of Fairfax. Pages 6-39 to 6-49

https://drive.google.com/file/d/0BzuujKWI_RAOMDJyZC0zajdWeEU/view

The next steps include Parisi engineering and the San Rafael DPW to work on the 3rd street project; reviewing intersection issues, developing route options to accommodate bikes, traffic control and driver site lines.

Jean requested the engineers address the issue of cyclists on First and E Streets to D Street cycling against the flow of traffic. An alternative is for the city to approve a "right of way" between Safeway and the community center directing cyclists to Anderson. This route has been suggested and approved by the Marin County Bicycle Coalition. SR2S cannot direct students to cycle in the wrong direction on First Street unless the facility has been approved by the city.

Unfortunately the area by the Safeway and the 7 Eleven is subject to homeless people loitering and students/families do not want students passing through that area.

Report on trail through San Rafael High School

David reported a good deal of planning and information gathering has been collected on access to the school from west of San Rafael. The following groups have been instrumental on the planning: San Rafael Schools, City of San Rafael, SRHS Site Design Committee, Safe Routes to Schools, students and parents.

Engineers will focus on opportunities and constraints at Mission Ave, Third and Fourth Streets. North of the fire station and east of the school districts corporation yard.

Changes are planned for the parking lot and ball fields. Mission street has a good deal of traffic including drop off/pick up; therefore it is not a good place for student cyclists and pedestrians.

There is a concept plan to push the fence back along Mission to accommodate a two way cycle track to take the bikes off Mission. Another concept was to section the fields with a pathway running between the 2 fields and/or swap the fields which would be very costly. The ball field would need to be oriented to avoid sunlight in the eyes of the players and the viewing stands.

The pathway could line-up with the entrance to the school and the courtyard. It would remove parking and take space from the corporation yard, influencing where students are dropped off; it would be a costly project. Viable drop off location must be secured before the pathway can be considered. Coordination to use the Salvation Army store lot has been challenging and Whole Foods is looking to expand not reduce customer parking. Many students are driven to the school because walking and cycling is not safe.

Third Street has a very narrow sidewalk on the north side: which pushes students out into the road when it is crowded. The DPW continues to work with San Rafael High to consider widening the sidewalk to 10 feet to the north, going around the campus. There is a storage shed that would need to be moved if the sidewalk area was increased. If approved this could be completed before the 4th street project.

The intersection of Union and 4th was upgraded to an all-way controlled stop in early February. This was a significant safety improvement.

These projects will take a multiyear plan. Funding by a new school bond will be required; there currently is no budget. The School Board needs to be instrumental to raise funds and plan for the future. TAM Safe Pathways funding could also be an option.

Molly expressed her concern for the sub standard sidewalks near the high school not being addressed. She requested SR2S and the City of San Rafael address why these safety issues are not being funded now; such as the fence that is falling down and the old sidewalk surfaces.

The next steps include: Evaluate: traffic impacts, drop off/pickup operations, parking effects, transition to Fourth Street facility. Redefine design and estimate the cost. Obtain funding and construct.

Carpooling Brainstorm (attached document [Brainstorming on Carpool at Redwood High](#))

Redwood High School added a "[Getting to Redwood](#)" website page the summer of 2017. The page provides information to students and parents on: cycling, walking, carpooling and bus options. There was a strong push to encourage student carpooling at the start of the school year.

Redwood set aside 40 spaces for students to park. The parking spots are located in the front row (this helps staff monitor/validate the # of students in a carpool. Not all of the spots are filled each day; however they are held for student carpool only. When students see the empty spots (if they did not carpool) that may encourage them to do so. Students appreciate being able arrive on time and still have a spot. It sends a positive reinforcement message to the students.

The notice to the students read: "Redwood High School defines carpooling as three or more RHS students (including driver) in a car. Students who commit to carpooling will have the opportunity to park in reserved "carpool" stalls. Therefore, students who carpool will be rewarded with a guaranteed parking spot."

At the start of this school year 70 students applied for a permit. Not all of the permits issued are being used. This could be for a number of reasons: no car, they are carpooling with another group or they could not get the minimum number on a regular basis. Seniors were not give priority for issued permits. On average 35 vehicles are student carpools; last year there were only 3 vehicles.

The attending students requested SR2S consider a speed radar feedback device be installed near campus. They felt students tend to pay attention to them. The DPW/Police Dept does have a trailer speed feedback device that can be parked near the school. It does not collect data; it posts the speed of passing vehicles only.

Also suggested:

- a. Conduct a study to change the speed limit to 15 mph by the school. This has been implemented in the Ross Valley School District by the DPW.
- b. Require student drivers to take the Street Smarts pledge before they are issued a parking permit.
- c. Safe Routes to Schools Distracted Driving Campaign be made available to the school with the support of administration. Possible options to partner with the local police department.
- d. Incentive for students to stay on campus during lunch. Food trucks if they are more than 50 yards from campus.
- e. Ideas to get parents on board to carpool if students cannot drive.
- f. Consider San Rafael schools budget constraints vs. schools that have more funds to implement a carpool program. Redwood uses staff to monitor the carpool lot.
- g. Include in school registration process a field for families to select their neighborhood if they are interested in carpooling from their neighborhood. Student usually know who lives near them "if they want" to carpool. SR2S will provided TLHS with a form before the next school year registration starts.
- h. Consider changing senior parking permit policy to a "carpool policy". Students that can legally drive other schools (juniors too) could get a permit.

Mapping workshop

Safe Routes to Schools (SR2S) Task Force will meet with school representatives and parents to identify routes currently being used by students/families and issues along each route. Maps will include gaps in routes to schools such as bike lanes and sidewalks. The issues lists will identify how students travel to school and the challenges they encounter from traffic congestion (carpool challenges) to unsafe road and sidewalk conditions (speeding and illegal parking).

SR2S has developed maps for other school districts including Tiburon and Mill Valley. Developing them is a complex process however the resources collected and developed are well worth the effort for years to come. For the project to be successful students must be involved in the process. It was suggested that a focus group is need to be identified for the San Rafael schools.

San Rafael Schools Map Needs:

Terra Linda- not sure they need one as it is pretty straight forward

Miller Creek- current has a route- does it need to be updated?

Davidson MS-does need a map. The next step is to get students from the school to meet and identify routes and issues along those routes. This could be an after school project and the DPW could be invited as they would need to sign off on the maps before they are districtured. Parent input is also needed.

Mapping meeting will be **Wednesday March 28 at 5 pm. Location TBD**

Crossing Guard report

The Transportation Authority of Marin recently released a preliminary report for crossing guard assignments for next school 2018-19.

<http://www.tam.ca.gov/wp-content/uploads/2018/01/12-Attachment-Ranked-List-with-funding-by-others.pdf>

The last TAM crossing guard report was developed in 2014, a new report was drafted in 2017 and all the crossing guard positions were re-ranked with the current criteria.

It is proposed that out of the 150 requests 56 positions will be filled. This is due to the loss of grant funding that had been supplementing the crossing guard program. TAM will be preparing reports for each school district detailing the criteria for the evaluation/ranking for each position. These reports will be presented next month and addressed at the March TAM Board meeting.

The ranking for a crossing guard can change if road or sidewalk facilities have been improved. Sometimes, improvements actually reduces their ranking to get a guard..

A sales tax will be on the Nov 2018 ballot; it could increase funding to the crossing guard program if approved. Then more crossing guard positions could be funded. TAM has been working with a voter approved fixed % of funds for the program from Measure A. Expenses have risen over the years and TAM had found ways to continue to fund crossing guards. It was \$12,000 to fund a guard and now it is \$18,000 a year.

TAM has proposed a [Crossing Guard Volunteer program](#); it is not currently being used. The cost is \$4,000.00 vs \$18,000 for a paid crossing guard (note this cost has been increased to \$5000). The funding for the volunteer program would be borne by the school or local jurisdiction (see attached report). The program would train, manage and insure an adult volunteer crossing guard. The challenge is finding volunteers that can commit to being a guard on a daily basis. Parents are already busy; the local retired community may be a resource. Now is the time to look for creative solutions within each school district.

Here are the current recommendations:

Crossing guards still funded:

- Bahia Way and Kerner
- Nova Albion Way at Vallecito
- Woodland Ave. and Lindaro
- Santa Venetia School
- Kerner and Canal
- Bahia School entrance
- 5th and River Oaks
- Knight and Ashwood Ct.
- Las Gallinas and Elvia
- Aria and Trellis (funded by Mark Day)

Crossing guards not recommended

- Mt Shasta and Idylberry
- Blackstone and Las Gallinas
- Happy Lane and 5th
- Las Gallinas and Miller Creek
- Belle Ave. at Coleman
- N. San Pedro and Roosevelt

San Rafael Bike and Walking Update

The San Rafael BPAC meeting will be Feb 22 at 5:30pm at the City Hall.

SR2S needs to confirm the plan will include the most current SR2S Issue List to be presented to the DPW and City Council.

Next Meeting

June 7th at 7:00pm. Location to be determined. Planning for San Rafael High to encourage students to attend.

-
- The Mapping committee will plan to meet in March or late April
- Requested Agenda Item: Review of Issues list, Wendi will send it out to Task Force members-