



Ross Valley Safe Routes to Schools Task Force
Meeting notes
Aug 26, 2022

Attendance:

Wendi Kallins- Safe Routes to Schools- Program Coordinator, Gwen Froh- Safe Routes to Schools Program Director, Brian Colbert -San Anselmo Council Member, Renee Goddard- Councilmember Fairfax, Peggy Clark- Safe Routes to Schools, Christopher Whitlock- Marin Transit Operations Analyst, Nancy Vernon - Aide to District 2 Supervisor Katie Rice, Cooper Miley- Volunteer Coordinator, Tyler Randazzo Lead Instructor- Safe Routes to Schools, Scott Schneider- San Anselmo Asst DPW Director, Marci Trahan- District Superintendent, Shelly Flint- Sustainable Director San Domenico School, Matthew Hartzell-WTB/Transportation Alternatives for Marin, Rachel Litwack- School Board Trustee, Adrienne Sterling- Parent Hidden Valley School, Jennifer Shriber-Parisi Transportation Engineer, Amelia Spilger- Parent: Manor & White Hill Schools

Safe Routes Education and Encouragement Fall 2022

Parent Volunteer- Kick- off meeting scheduled for Tuesday, Aug 20, 2022. Parent volunteers will be presented with a rollout of the program for the school year. This will be the first in-person meeting in three years.

Topics discussed will include: [Walk & Roll Wednesdays](#) and [International Walk and Roll Day](#) (October 12, 2022). There will be monthly

encouragement events in September to December. Parent volunteers will distribute buttons to participating students.

International Walk and Roll to School Day annually has about 1000 students/families participate county wide. In the past Manor School and Wade Thomas had a fire truck escort students to school.

Parent volunteers are encouraged to contact cooper@marinbike.org to support their schools efforts for these events. Brookside School is in need of volunteers. Marci offered to reach out to the school for support.

Buddy Up Contest- New Encouragement Event

[BUDDY UP](#) is a new contest to get students to walk (park and walk), bike, carpool or ride the bus together. Now through October 31, sign up your group of two or more students from neighboring families to travel to or from school. [Tell us your success story!](#)

So regardless of whether students are scootering, biking, or carpooling, we would like families to submit their Buddy Up Story. This is similar to the Bike Hero award; prizes will be awarded.

Education Summary for 2021- 2022

Last school year Safe Routes presented pedestrian and bicycle education to over 12,000 students. This was a big year as many schools requested the students/grades we missed the previous year to participate too.

Family Biking - Brookside School- August

Once again the school district hosted a free Family Biking event. Families practiced bike handling skills on the school black-top then took a group ride to Wade Thomas along the wonderful Bike Spine- *Thank you Brookside School and Ross Valley DPW!*

The Next Family Biking event is Sunday Sept.11, 2022

[To learn more and to register.](#)

E-Bike & E-Scooter Safety Information

Safe Routes to School has heard from many people in our communities regarding e-bike safety concerns as students are riding them to school. SRTS includes e-bike safe education in our campus presentations.

In this [flier](#), we clarify the different types of e-bikes and recommend parents research and assess their student's ability to manage the increased speeds and challenging maneuverability of a heavy e-bike before purchasing one. There is information on e-scooters as well. Please read and share this flier with your family and friends. This flier has been shared with principals throughout the county. Local police agencies have also been sending out information on the safety concerns and are providing education.

The average speed of an average adult cyclist is 12 miles per hour (mph), and 9.7 mph for 14-year-olds. Yet e-bikes can travel 20 mph (Type I and II) and 28 mph (Type III). Communities are worried about students e-biking at twice the speed of regular cyclists, many carrying helmet-less passengers, and dodging between and around vehicles, pedestrians and other cyclists. The Type II; throttle E-bike can cause unique issues because it takes away the organic nature of pedaling a bicycle. E-bikes can go up hills with pedal assist only; a throttle is not required.

The popular Type II throttle E-bike offers riders the option to travel up to 20mph without pedaling. Many manufacturers state that "children under the age of 16 may lack the necessary judgment and skill to safely operate the

e-bike.” Many will not sell their bikes to individuals under the age of 16 yrs. even though CA law does not have age restriction for Type 1 & 2 Ebikes. Type 3 e-bikes are restricted to 16 yrs. and above; this Ebike can reach a top speed of 28mph.

The Fairfax Police Department has acknowledged they need to communicate with the community; specifically, students about the safe and legal practices for riding an Ebike and e scooter.

Welcome Tyler- Safe Routes to Schools New Lead Instructor

Tyler will be presenting SRTS pedestrian and bicycle safety classes to elementary, middle and high school students starting this fall.

Tyler has been providing bicycle education for several years in camp settings and in charter schools throughout the Bay Area. He is “super excited” to be working with our program in Marin. We are honored to have him joining our program!

Safe Routes to School Fall Student Travel Survey

Marin County schools have been emailed the directions regarding the fall travel study. This survey is conducted in the fall and spring in classrooms. The Travel Survey measures the number of children traveling to and from school by various modes. This survey is required by Safe Routes to Schools funding source and gives them an assessment of the success of the program at your schools throughout the county.

The survey will be conducted Sept 13-14-15; make up week is Sept 20-21-22. Please contact peggy@marinbike.org for all questions.

Street Smarts Campaign

The following notes were made during this PowerPoint presentation.

Street Smarts is a traffic safety program run by the Transportation Authority of Marin. The goal is to provide education to drivers, pedestrians and bicyclists about safety issues. It is designed to make streets safer and friendlier and reduce the number of traffic related collisions.

The prior campaign focused on speeding, stopping drivers from running red lights and stop signs, addressing distracted driving, crosswalk safety and bicycle violations. The signs and banners aged out and needed to be replaced.

The new campaign has engaged more community partners. New data is available that identifies roadway hotspots where collisions occur and the most common types of collisions. This data will help engineers develop roadway designs to help prevent collisions.

Moving forward, this is a data driven campaign. There will be new targeted messaging, updated branding, and new media platforms.

Safe Routes to School engineers collected and analyzed data of all collisions in Marin County from 2016 to 2020. The information helped to develop relevant messaging.

During this period there were over 14,000 collisions; about 4% resulted in a fatality or severe injury, and about two thirds for vehicles only, while 5% involved bicycles and 3% involved pedestrians.

Even though the percentage of collisions involving pedestrians and cyclists were low; disproportionately they resulted in injuries or fatalities.

Pedestrian: 20% resulted in a fatality or severe injury and for cyclists, 15% of those collisions involved a fatality or severe injury. SRTS wants to target behaviors that would hopefully prevent these collisions.

Collision factors = the main behavior that caused the collision. The trends identified are: speed, improper turning, then driving or cycling under the influence, and pedestrian right of way violations. Distracted driving is

unfortunately not recorded in crash reports; however, surveys have found that more than 54% of California drivers say that they had been hit or were nearly hit by a driver who was talking on a cell phone or texting. Ignoring traffic signs and cycling on the wrong side of the road is also an unsafe trend noted.

A Task Force was created with representatives from many cities and towns including TAM, school districts and other community leaders to focus on six target behaviors and help develop the messaging. The campaign “Eyes Up” models what was organized by the Butterfield Road Safety Committee. This new campaign has over 100 partners to help spread the word using their organization resources and social media.

The new banners and yard sign design will be distributed in many cities and towns and the unincorporated counties starting in mid-October-November. It will come back in the spring of 2023 (annually Spring/Fall). Residents can contact their local DPW for lawn signs in English and Spanish. Messaging will be focused on driver behavior and to help people who are walking.

All materials will be available at streetsmartsmarin.org. If you have additional questions please contact jennifer@parisi-associates.com

The committee will discuss how the program can be tracked and what the impact is.

Butterfield Road committee report

Incredible results have come from the Butterfield Safe Streets committee. It is a stellar example of participatory democracy and how it can be successful.

Historically the HOA and residents have tried to work together to have bike lanes in the unincorporated roadways which are currently roadway shoulders that pose several safety concerns for students walking and

rolling to school. There are also safety concerns for students and adults crossing the roadway to the community center; there is not a crosswalk.

A small group of Butterfield residents have been very determined to improve that area. They developed a survey with help from the Marin County Bicycle Coalition and the Homeowners Association. The survey asked people who live in the area or use Butterfield Road, if they felt safe on Butterfield. Residents responded with issues that have happened to them that may not have been reported to the County or police while they were walking and/or biking. Approximately 1000 individuals responded.

The results of the survey provided the County with information for the entire roadway; North to South end. The committee is taking a corridor approach. The County is recommending a bike lane in the northern area to Sleepy Hollow Drive only that includes the school zone. In the future the southern end can be addressed; this area has more roadway design challenges. A concept for the road way crossing was also developed and will be addressed; funding will need to be identified.

The Board of Supervisors approved both of those projects, making a real bike lane from the San Anselmo town line to the Hidden Valley Drive.

The community is confident the projects will move forward due to the overwhelming support. If negative comments are presented to the Board they will be addressed.

This Butterfield group is now looking into creating more off-road parking in the school zone. Currently homeowners have vegetation, rocks etc. that prevent drivers from parking safely when students are traveling to/from school.

Article - Marin County Bicycle Coalition- [NEW BIKE LANES ON BUTTERFIELD ROAD](#)

Bus update

Some changes were made to the yellow bus afternoon routes. The most significant change was to the route from downtown Fairfax to the Butterfield area. This year all four buses that leave White Hill immediately after the bell are sold out; one bus was at 50% last year. That is a welcomed increase in use. Currently pass sales are up from last year; 590 have been sold. There was a spike in sales for Hidden Valley; passes are up from 45 last year to 67 this year. Bus capacity is 50 riders.

A supplemental school route in the afternoons was added; Route 625. The route spans from Forest Knolls to San Anselmo hub. This route was added to help reduce the overcrowding at White Hill School.

Bus drivers are still needed; these shortages could cause occasional cancellations.

Town issues and updates

San Anselmo

The striping on Butterfield is now completed; the bike lanes have been widened and there are many green bike boxes before each and after each intersection.

The town is waiting on speed feedback signs. Two will be installed for; northbound and southbound traffic. A rapid flash crosswalk light will be forthcoming at the Woodside intersection.

In the fall the DPW will present two signal projects to the City Council. One signal will separate the phases at the Broadmoor Sierra intersection to make it safer for drivers and for pedestrians. The other will be to install a HAWK system light to replace the current rapid flashing light.

The DPW is working with the County on the Highway Safety Improvement program. This will include improving signals across the county: new push

buttons for pedestrians, pedestrian countdown heads, and larger traffic lights to replace the smaller eight-inch diameter lights.

The DPW recently observed issues at Brookmead; the little pedestrian aisle that is alongside the backside of Brookside Elementary School. They are considering a standard sidewalk and raised curb. This will be presented to the Council next year.

Task Force members made comments regarding the good work San Anselmo is/has made for the community and overall support for the students safety. The DPW is a good example of an effective city department.

Fairfax

The town has a new Public Works Director after having two interim public works directors. He will start on September 29th; he is coming from the City of Sausalito.

In the meantime, a consultant has been hired to deal with the urgent town issues.

Renee will be taking him on a ride to observe the bike spine in Fairfax and San Anselmo. They will observe current conditions and facilities in both towns and discuss potential future projects for Fairfax.

Manor Circle

Safety concerns were expressed after a mother and children were in a collision last spring. It was along the suggested route to school at a roadway circle where visibility for drivers is an issue. The vegetation was cut back upon request to the maintenance department.

However, it is still a challenging intersection. Many drivers do not treat the circle like a traditional circle; that would direct the flow of traffic and the signs are confusing.

Next Meeting is January 13, 2023 at 10:00AM