



**SAFE ROUTES
TO SCHOOLS**
MARIN COUNTY



Marin City - Sausalito SR2S

Task Force Meeting Notes

September 14, 2022

Here is the link to the [video recording](#)

It will be useful to see the presentations included in the notes

Attendance:

Wendi Kallins- Safe Routes to Schools- Program Coordinator, Peggy Clark- Safe Routes to Schools- Program Manager, Aaron Roller - Chair Pedestrian Bicycle Advisory Committee, Andrew Davidson- DPW Senior Civil Engineer, Cooper Miley- Safe Routes Volunteer Coordinator, Vicki Nichols -Team Leader, Ida Green- Chair Board of Education, Tyler Randazzo- Lead Safe Routes to School Instructor, Kahaya Adams - Parent School Alliance; Dr. Martin Luther King Jr. Academy Sausalito Marin City School District, Jennifer Shriber - Parisi Transportation Engineer, Sybil Boutilier - Team Leader & Age Friendly Sausalito, Eric Payne - Neighbor, Jake Beyer - BPAC Members, Stephine Moulton- Peters- Supervisor, Erin Skiffer - Resident, Milena Flore - Marin City HOA Board Member.

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.

Currently all elementary schools have a parent volunteer~ Thank You!
Parents interested in volunteering are always encouraged to contact

cooper@marinbike.org to support their schools' efforts for these events. Parent volunteers are needed at both schools to assist with these events. Sibyl and Vicky helped last year at some of the events - thank you!

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.

Family Biking

Once again the school district hosted a free Family Biking event in August. Families practiced bike handling skills on the school black-top then took a group ride to Wade Thomas along the wonderful Bike Spine. There will be more events in the fall. [Learn more](#).

Education Update

Last school year we came very close to getting dates on the calendar; however there were scheduling conflicts. Safe Routes will reach out again this year to schedule class for grades 2nd - 6th.

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. Annually the survey results are posted on the website: About> [Resources](#)

E-Bike & E-Scooter Safety Information

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

Currently SRTS staff are not aware of any state legislation changing on what types of Ebikes students can and cannot ride and where. SRTS is not encouraging parents to purchase Type 3 Ebikes.

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 Ebike 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.

Task Force members commented that Next Door is posting many comments on the concerns adults are observing of students not following the rules of the road. It seems many may be riding the Type 3 bike that is restricted from anyone under the age of 16yrs.

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 115 partners to help spread the word using their organization resources and social media. Marin City,

School District, Sausalito City, waiting to hear back from the County Sheriff, have offered to support this campaign.

The new banners and yard sign design will be distributed in many cities and towns and the unincorporated counties starting in mid-October to November. Marin City will have signs available for pick-up in Sausalito vs having to go to the County offices. 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.

Task Force members will distribute to the Chamber of Commerce, and Sausalito Current newsletter and the Rotary

Marin City Safety Issues

The Task Force is focused on safety issues with students traveling to school; specifically related to the routes that kids are taking to and from school and to and from the bus stop. The Task Force wants to make sure they are addressing issues specific to Marin City.

Issues Reported On:

Update on Yellow Bus and Walking School Bus

The district has had a yellow bus service that was funded from different resources. This service was essential for getting students to the two campuses.

Felicia Gaston oversaw the program where they had adult monitors out at three different stops within the community. This year the yellow bus stops wherever there is a Marin Transit sign/stop. The school district has a list of the bus stops. There has been great support with a group of parents at the stops with students.

This year the district had to change the process for adult monitors. Now there is an adult who gets on at the first stop and rides the bus with the students. There are about 50 students now riding the bus.

Many middle school students are biking into Marin City. The route to the campus is pretty straight forward; however, many students are biking on the sidewalks. Some students do divert to the shopping center for food. Students that walk and live in the

community are familiar with Marin City routes to the school. There is a crossing guard at Drake.

Terrace Drive Safety Issue

There is a blind curve with parked vehicles at Terrace and Turners. On this curve there is a pathway that meets the street. The parked vehicles are at a blind spot and drivers cannot see the students on bikes or trying to cross the street. Many crosswalks are not near the stop signs and could help with awareness.

Safe Routes explained the [85 percentile rule](#) which limits reduction of speed limits. However, there is a new law AB2363 that allows areas to reduce speeds in special situations. This law will be taking effect in 2024.

The County DPW initially reported no change was needed; however, they did not know about the pathway that meets the street. Neighbors who live in the area have reported crashes at this location. The County DPW is being asked to review this location again.

Cole Drive Speeding Vehicles

Residents say there are speeding vehicles on a roadway that is also a hill. Vehicles are parked on both sides of the street and there are blind spots and drivers tend to drive in the middle of the street potentially causing a head on collision with students riding on the roadway. If a bike lane was to be approved, task force members and residents are not clear where it would go with so many vehicles parked on both sides of the street. These apartment buildings were not designed to accommodate the number of vehicles people now own therefore they park in the street making it unsafe for student pedestrian and cyclists

Currently there are no bicycle or pedestrian plans for Marin City. There are some bike lanes by the shopping center but they do not connect to the school campus. There are also not enough crosswalks for students. Stephanie would like to see a plan developed for Marin City.

Stop Sign needed at Terrace and other locations.

A request for a stop sign at Drake and terrace; some drivers go so fast down Drake and Terrace students try to cross but cannot because of the speeds.

The County needs to look at the problem which is speeding drivers and the lack of visibility for seeing younger students. These issues need to be addressed before a stop sign is approved or not approved.

School District Update

Dr Itaco reported the bus program is running well. There have been a few delays with the morning route being late a few times; possibly due to traffic. An adult chaperone is needed for the 3:00pm route.

School campus proposed designs

Please check this website for updates [2020 MEASURE "P" BOND](#)

The rendering presented during the meeting provides an overview of the design elements driven by the Department of State Architecture requirements for building safe schools. Safe schools implies schools that are safe and secure and not soft targets for bad people.

The design includes ample parking and a separate three lane drop off and pick up area. Similar to an airport; wide enough for a curbside drop off and vehicles. There's a middle lane to merge in and out of the drop off curb lane, and then a third lane which is close to the parking lot.

There is designated access for bicycle and pedestrian and buffering in the design but it wasn't in the picture. Bike racks will be provided. Safe Routes wants to ensure there is safe access for walkers and bikers.

The big difference in the design of this campus between the current space is, the main buildings are all moved down to the perimeter of the campus. The entrance will be flat. The multi use library/gym that will be at the north end of the campus.

Nevada St. Update

[DPW Presentation Safe Pathways](#)

The following notes were taken from comments made during this presentation by Andrew Davidson. This project design was funded by TAM. The task force expressed how grateful to the DPW for their time.

This project is completed. The slides in the presentation display the before and after. The project was designed to calm traffic between Bridgeway to the east, and westward towards Lincoln and Marin. That was accomplished by adding striping and narrowing the lanes; including buffer lanes, two curb ramps and painted crosswalks. Updated signage will be installed too. A microsurface was added to give a nice uniform appearance to the whole length of the roadway.

Coloma Street Update

[DPW Presentation Safe Pathways](#)

The following notes were taken from comments made during this presentation by Andrew Davidson.

The city did receive a \$400,000 grant from Safe Pathways. This is a very big project and will not go into construction until early next fiscal year. Additional grant funding will be needed.

The design includes installing a new crosswalk on the northerly side of Coloma, from Bridgeway to the entrance to the towns MLK facility. Adding a mid-block crossing with the rapid flashing beacon and curb ramps.

The city wants to repave the street and rehabilitate sanitary and storm drains below the street. The city will conduct public outreach/response to extend the sidewalk to Olema; more research needs to be conducted.

Improvements are planned at Ebbtide Ave to address the 90-degree turn. Facilities would include a pedestrian refuge, new striping, new curb ramps to help students get across the street safely.

Task Force members pointed out that the bulb-out and curb ramps and pedestrian activated light are the kind of improvements that could be considered in Marin City. This project was initially proposed in 2014. Safe Routes conducted a Walk audit a number of years ago.

New issues/concerns were expressed for the speed of traffic and the high number of vehicles parked where Coloma Street dead ends. When adults and children are walking, they tend to walk in the middle of the street with a blind corner. The current design of this project would not help increase safety in this area because there is no sidewalk. The sidewalk needs to be continued. The local BPAC has had this on their radar for a number of years.

Bridgeway Corridor Update

[DPW Presentation Safe Pathways](#)

The following notes were taken from comments made during this presentation by Andrew Davidson.

This project is being designed by Parisi engineering addressing Bridgeway between Napa and Johnson Street. A study showed a number of pedestrian and bicycle collisions have occurred in this area.

Other updates

Task force members expressed their support for the improvements planned for Sausalito and emphasized the need for similar and more extensive focus be given to the safety needs in Marin City. Safe Routes to Schools does have a successful history for identifying issues, addressing them with the correct agency and DPW's and finally getting them funded and built.

Next Zoom Meeting

Tuesday, Feb 7th, 2023 at 5:00pm