

Reed School District

Safe Routes to School Task Force Meeting Notes

Thursday, September 7

10:00 AM – 11:30 AM

Next meeting date

- January 25 at 10
- May 2 at 10

To access the recording contact Jen Shriber JShriber@parametrix.com

Participants

- John DiCosmo – Bel Aire Principal
- David Eshoo – Tiburon Engineering
- Gwen Froh – SR2S/MCBC
- Matthew Hartzell – WTB/TAM
- Chuck Hornbrook - Volunteer
- Jennifer Imbimbo – Aide to Supervisor Stephanie Moulton-Peters
- Wendi Kallins – SR2S
- Cindy Neill – Police Service Aide Tiburon PD
- Jessa Reus – PTA parent/volunteer
- Jen Shriber – SR2S/Parametrix
- Michael Song – Del Mar Assistant Principal
- Alice Fredericks – Tiburon Vice Mayor, TAM Commissioner

Safe Routes presentation (Jen Shriber, SR2S/Parametrix & Gwen Froh, SR2S/MCBC)

[See the attached presentation.](#)

The presentation included excerpts from the 2023 evaluation report showing progress countywide in maintaining and increasing active and shared trips to school. It then showed results from Reed, comparing the percentage of students walking and biking to the percentage of students that live within walking and biking distance. The district is doing well in encouraging students who live close to school to walk and bike, but there is room for improvement. At Bel Aire, 40% of students live within one mile but only 27% walk or bike. At Reed, where students are younger, 9% live within a half mile and 10%



walk or bike. At Del Mar, 41% live within one mile and 40% walk or bike. Overall at Bel Aire, Del Mar, and Reed 56%, 67%, and 43% of trips are green trips, respectively.



Discussion (Wendi Kallins, SR2S)

Strategies to maintain and/or increase green trips

Bel Aire

Bel Aire has a number of new families from east Corte Madera who have enrolled due to the interdistrict transfer. These were not captured in the 2021/2022 data.

Some buses (magenta line) are at capacity – the school would like to shift some students from the bus to active transportation.

Parents are concerned about crossings that do not have crossing guards. John helps students cross at Karen although there is supposed to be a guard at this location. (Note: in checking the crossing guard list, Karen Way does have a position assigned to Karen Way – once someone is hired there will be a crossing guard there). The crossing guard at Tiburon and Blackfield was removed due to the addition of bike lanes.

There is an opportunity for parent education on options other than driving students to school. Target families that live 0.5-1 mile from school, such as the Belveron East neighborhood where a cluster of students are located.

Reed

Walking school buses, bike trains, or park and walk could encourage green modes among younger students. Some parents are starting to bring students to Reed on e-cargo bikes. More encouragement and education are needed to instruct parents on how to use them and lower that barrier.

Del Mar

Students would like to take the bus, particularly purple. However, buses are at capacity due to driver shortages. Some buses arrive very late for pick-up or drop-off due to traffic. This deters some families from using the bus.

Updates

Street Smarts (Jen Shriber, SR2S/Parametrix)

The next Street Smarts rollout will be from October 2 through November and will feature educational messaging on banners, signs, and social media to promote safe driving, walking, and cycling behaviors. Visit www.streetsmartsmarin.org to download materials or learn where to get a yard sign.

Caltrans SHOPP program (David Eshoo, Town of Tiburon)

Tiburon has been in discussion with Caltrans for 6-7 months regarding the repavement



of Tiburon Boulevard from 101 to Main Street. Tiburon is trying to implement broadband infrastructure and active transportation improvements as part of this project.

Caltrans has announced that it will add bike infrastructure as part of the project. The eastbound side will include Class II, Class I, and Class IV facilities. The westbound side will include Class II and Class IV. Class II facilities will be located at the ends of the road segment.

The design will also consider three issue areas identified by the SR2S task force: Reed Ranch Road intersection improvements, Avenida Miraflores/Tiburon Boulevard pedestrian improvements, and Mar West/Tiburon potential Rapid Flashing Beacons and transition from the rail trail.

Last week Caltrans finished the draft EIR, and the environmental plan will be approved at the end of this year. After that will be the design and ROW certification phases. The goal is to have project designed and ready to be advertised by end of September 2025, with construction starting in spring 2026.

Next steps

- Look into bus capacity at Reed to see if more students could be encouraged to ride the bus.
- Look at developing a route map for Reed based upon existing information.
- Check into the lack of crossing guard at Bel Aire and Karen. This intersection is supposed to have one but it is currently being staffed by school staff. Perhaps advertise crossing guard positions at retirement communities. (this position is identified as being assigned a crossing guard)
- Principals and parent volunteers should provide parent education/messaging to encourage bus use, carpooling, park and walk/scooter/bike (identify locations), etc. Perhaps more education on the use of E-Cargo bikes for parents to transport students.
- Explore adding more buses at Del Mar. Focus on communication to help more students get on the bus. Deal with student behavior to be good citizens so other students feel comfortable taking the bus.
- Target areas with large clusters of students living within one mile of school for active transportation, such as Belveron East.
- Check the Bel Aire map to make sure the Jefferson stairs to Reed Ranch Road are marked. Share path information with parents.
- Consider an article in the Ark to publicize successes, room for improvement, and/or Tiburon improvements.



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