

Ross Valley School District

Safe Routes to School Task Force Meeting Notes

Friday, September 8

10:00 AM – 11:30 AM

Next meeting dates

- January 12, 10 AM
- April 19, 10 AM

For the recording contact Jen Shriber jshriber@parametrix.com

Participants

- John Baker – Co Principal White Hill School School
- Lisel Blash – Fairfax Town Council
- Jason Cardillo – Parent Volunteer
- Brian Colbert – San Anselmo Town Council
- Chance Cutrano – Fairfax mayor
- Gwen Froh – SR2S/MCBC
- Matthew Hartzell – WTB/TAM
- Langston Hazen – Marin County DPW
- Wendi Kallins – SR2S
- Tarrell Kullaway – MCBC, San Anselmo Town Council
- Chris Landles-Cobb – Ross Valley School Board Trustee
- Michael Mason – Manor parent
- John Neville – Marin County DPW
- Terri Rose – White Hill parent
- Scott Schneider – San Anselmo PW
- Mira Schwirtz – SR2S
- Joey Shepp – Manor parent volunteer
- Jen Shriber – SR2S/Parametrix
- Adrienne Sterling – Hidden Valley PTO
- Marci Trahan – RVSD Superintendent
- Loren Umbertis – Town of Fairfax PW
- Nancy Vernon – Aide to Supervisor Katie Rice
- Warren Wells – MCBC
- Christopher Whitlock – Marin Transit
- Sean Youra – Town of Fairfax Sustainability Coordinator
- Mary-Clare Mullin – Co Principal White Hill Middle School

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 Ross Valley schools, comparing the percentage of students walking and biking to the percentage of students that live within walking and biking distance.

Student modes & distance from school

School	% Green Trips	% Active Green Trips	% Students within ½ Mile	% Students within 1 Mile
Archie Williams	60%	38%	9%	37%
Brookside	58%	52%	28%	84%
Hidden Valley	57%	41%	11%	58%
Manor	50%	47%	22%	66%
Ross Valley Charter	18%	6%	No data	No data
San Domenico	75%	16%	No data	No data
Wade Thomas	55%	49%	29%	88%
White Hill	75%	30%	3%	11%

All data are for 2021/2022 school year



Discussion (Wendi Kallins, SR2S)

Archie Williams

Public transit operators have reduced service, which makes it more difficult to utilize.

Opening a historical railroad tunnel between Fairfax and Woodacre could help students in San Geronimo get to school. The feasibility of this would need to be considered.

There is a “coolness” factor of cars vs. other modes. Has this “coolness” factor transferred to e-bikes? After-school sports and the desire to go with friends to lunch also impacts the desire to have a car on campus.

Brookside

Brookside is a neighborhood school, with 84% within walking or biking distance. The new bike lane on Butterfield could encourage students to bike. The Alameda is also a barrier as it is a narrow road with no sidewalks. A former team leader hosted weekly Walk and Roll Wednesdays with homemade muffins. She used a trip tracking program to scan student in and then publish the results. This was labor intensive but had very



high results.

Hidden Valley

Hills and Sir Francis Drake pose barriers to students walking and biking.

Most students taking the school bus are coming from the San Francisco area. There have been talks about introducing a stop on Butterfield and possibly reducing fares for students since they travel a shorter distance.

Fairfax Heights is zoned for Hidden Valley despite being closer to Brookside. This was an attempt to ensure that the schools had roughly equal numbers of students.

The PTO is trying to promote walking and biking, including Walk and Roll events. There's a lot of communication going out to parents about this. Walking and biking can be difficult for parents dropping off students on their way to work.

Manor

Park and walk could be expanded; there is a need to identify additional locations, such as 7-11 or the library. In the past families formed walking school buses from the library.

Previously, weekly walk and roll events encouraged more daily walking and biking to school. Others included obstacle courses, snacks, etc. Parent volunteers can make the program robust.

Cascade Canyon/Deer Park: carpools and bike trains could be good options for these Cascade Canyon and Deer Park. The Manor bike train is very popular.

White Hill

Olema Road is a barrier for students biking. A bike lane here would be very helpful.

More education on e-bikes and wearing helmets is necessary. Staff are in place to ensure that students wear helmets when they leave campus; sometimes staff position themselves on Sir Francis Drake to check behavior, but enforcing behavior off campus can be difficult.

Wade Thomas

One commentor thought that the actual percentages of walking and biking trips may be lower than reported (this is anecdotal information). There is a topographical issue as hills pose a challenge to walking and biking. There is also concern about how students get through the Yolanda Station and Laurel intersections and Sir Francis Drake/Red Hill crossings. A big issue is the attitudes of drivers. Dangerous driving discourages parents.



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.

Butterfield Road (Nancy Vernon, Aide to Supervisor Katie Rice)

The Butterfield Safety Committee meets every other week. A recent win has been an official bike lane from San Anselmo town line to past the school zone.

The group just sent out a community survey to assess any parking difficulties resulting from the bike lane, as well as ways to relieve congestion. Five hundred participants responded to the survey and a lot of support was expressed for the current bike lane. Most respondents were not affected by the bike lane and continue to support extending it from the school zone to San Domenico.

A community meeting will be held on Wednesday, September 13 at 6 PM to report on the survey and answer questions. Anyone who uses Butterfield is welcome to attend using the following link:

<https://us02web.zoom.us/j/89159453141?pwd=QUZRT0xxRmlCN3czb09oK3JNZXR2dz09>

The next step will be getting approval from the Board of Supervisors to continue the bike lane. The Safety Committee also continues to work on the crosswalk at the community center, which will be completed during the next paving season. They are also working with Marin Transit on a pilot of a bus stop for Hidden Valley on Butterfield.. Additionally, the local HOA is partnering with San Domenico to allow use of their gravel parking lot for big events, as some parking was displaced by the new bike lane.

Fairfax (Loren Umbertis, Town of Fairfax Public Works)

The Town has started work on the lower part of Scenic, which is part of the town's bike spine. A sidewalk program will start in September and may have a positive impact on the suggested routes to schools.

New issues

Protected bike lanes on Sir Francis Drake Blvd. (Warren Wells, MCBC)

Warren Wells gave a [presentation](#) on some potential bike improvements that could be implemented along Sir Francis Drake Boulevard between Marin Road and Glen Drive. This would provide better access to White Hill and Manor.



Segment 1: Between Marin Road and Oak Manor Drive, near-term improvements could provide a two-way protected bike lane on the east side of the street. Long-term improvements could widen the west sidewalk to make a shared use path while keeping the uphill Class II bike lane.

Segment 2: From Oak Manor Drive to Mitchell Drive, near-term improvements could add a two-way protected bike lane. In the long-term, the existing side-path could be improved to make a multi-use path in addition to class II bike lanes. However, it would need to be determined if the side-path is located on private property. Segments 1 and 2 would require coordination with the Marin County Department of Public Works.

Segment 3: From Mitchell Drive to Glen Drive, near-term improvements could add bollards to the existing buffered bike lane. Long term improvements could widen the sidewalk on the north side to make a class I path.

While these improvements are not in the 2016 Fairfax Bicycle Plan, the Town has requested funding to update its plan and the Town can look into these ideas. These improvements are located on the Cross-Marin Bikeway corridor, which is a priority for TAM.

Bike lane improvements should be a priority at Marin Road/Sir Francis Drake Boulevard, where the bike path crosses and there is a lot of student traffic. Loren from Fairfax DPW noted that these improvements could be feasible but more study is needed.

Next steps

- Consider feasibility of the railroad tunnel to connect Fairfax and Woodacre.
- Study Olema Road for possible bike lanes. At minimum add it to the Bike Spine.
- Repaint Bike Spine
- Look into park and walk locations for Manor and Wade Thomas.
- Upgrade Sir Francis Drake Boulevard bike lanes to class 4 introduce in update to bike/ped master plan. Town is seeking funding from TAM and is in the process of reinstating the BPAC.
- Consider ways to increase Walk and Roll Wednesdays to weekly
- Promote Street Smarts messaging to parents
- Encourage more carpooling and bike trains for those who live outside of the one-mile radius
- Promote more carpooling and biking for high school students
- Create Dot maps for San Domenico and for Ross Valley Charter



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