



**San Rafael SR2S Fall Task Force
Zoom Meeting Notes
August 31, 2021**

Wendi Kallins- Safe Routes to Schools- Program Coordinator, Gwen Froh- Safe Routes to Schools Program Director, Peggy Clark- Safe Routes to Schools, Jennifer Schriber - Parisi Transportation Engineer, David Parisi- Parisi Engineering, Monica Leifer- Safe Routes Bi-Lingual Coordinator, Brooks Nguyen- Miller Creek School Board Trustee, Cooper Miley- Safe Routes to School Volunteer Coordinator, Monika Kainz- Parent/Resident Laurel Dell, Maika Llorens Gulati - San Rafael Council Member, Lauren Davini- San Rafael Traffic Engineer, Matthew Hartzell-WTB / Transportation Alternatives for Marin, Anna Farley- Laurel Dell Parent & Teacher at Redwood High School, PepeGonzalez- Laurel Dell Principal, Jim Hogeboom- District Superintendent, Jean Severinghaus - Resident/Neighbor & BPAC meeting attendee, Michael Stachon- Davidson Middle School Principal, David Benin - Vallecito School Parent, John Neville- County of Marin Traffic and Transportation Engineer, Wes Howell- Mark Day Director of Facilities, Mike Taylor - Coleman School Principal, Bob Marcucci - Asst Superintendent Business Services, Jenny Hynes- Laurel Del Parent, Dan Zaich- School District Senior Director, Capital Facilities Program, Tamara Rich- Parent and SR2S volunteer: Davidson and Sun Valley Schools.

Safe Routes Education and Encouragement fall

Welcome to Safe Routes to School Volunteer Coordinator Cooper Miley (cooper@marinbike.org). He joins the team with extensive experience in the cycling industry and is currently a mountain bike coach for Berkeley High. His professional experience has been in marketing and sales. He will be coordinating efforts for Safe Routes encouragement and parent volunteer work.

Matt Farber joined the team last January as the Lead Instructor. He started off presenting remote learning classes last school year and in-person outside events last spring.

Safe Routes offered remote learning resources countywide and presented at many campuses in person last spring. All staff have been vaccinated as of last March and many have been teaching on campuses. Safe Routes is working with each school's COVID protocols this fall and looks forward to meeting the students this year.

Safe Routes pedestrian and bicycle safety education is available to all schools in grade 2 thru 6 this school year.

[International Walk and Roll to School Day](#) is October 6, 2021. Nationally and locally this is the largest event to promote walking and rolling to school. SR2S volunteers typically host welcome tables at all schools and small incentives are handed out to students. Volunteers are needed for schools to participate. If vaccinated parents are permitted to be on campus, Safe Routes can work with them and the schools to plan a successful IWalk Day.

IWalk at Davidson Middle School is presented a little differently at middle schools. Lou@marinbike.org is the SR2S Teen Coordinator and will be reaching out to the principal.

A Safe Routes to School Back to School notice was sent out to the school in early August. This comprehensive document provides information on walk, rolling and carpool to schools. It is important for this information to be included in the Back to School packets to all families at the start of the year.

[SR2S Walking Safety Tips 2021](#)

[SR2S Biking Safety Tips 2021](#)

Safe Routes to Schools- Student Travel Survey

The fall travel survey will be conducted at all schools during the week of Sept 14 or Sept 20th. Save the date notices will be emailed to all schools mid-August and survey instructions will be emailed 1 week prior to the scheduled week to conduct the survey. IMPORTANT- last year SR2S was not able to conduct the survey; therefore, we are really encouraging every school and classroom to collect the requested data this year- thank you!

Updates from the City

[San Rafael DPW Update 2021](#) link to presentation provided by the city

Lauren Davini lauren.davini@cityofsanrafael.org is a San Rafael Traffic Engineer; she is very involved in the pedestrian and bicycle improvement in San Rafael. Below are comments made from the PowerPoint presentation.

Crosswalk Improvement Project

The city improvements include RRFB- Rectangular Rapid Flashing Beacons and Quick-build Bulb outs and updating curb ramps.

Map (slide 4) identifies the locations of the improvements and how they are funded:
Green Circles- Measure AA crosswalks by San Rafael High; Mission Ave and Third Street

Purple Circles- Lifeline grant funding

Orange Circle- City of San Rafael funding

There is a new signalized crosswalk on Third St in front of the high school This was activated April 2021. The signal stays dark until it is activated by a person to help the flow of traffic.

There are about 50 crosswalks throughout San Rafael that are under review for improvements. The city is prioritizing the projects based on pedestrian volumes and high vehicle speeds.

Terra Linda High Safe Pathways (Small)

This project is in coordination with the San Rafael School District at Terra Linda High School. The city will be working on the bike connections to the nearest “all way” stops.

Woodland Ave

In the Laurel Dell and Davidson school zones high visibility crosswalks and stop bars were added to the all-way stop controlled intersections. Assistance from Jenny to move this project along was appreciated. A new crosswalk will be added when the sewer and street resurfacing improvements are completed at Woodland and Seibel Avenues.

Francisco Boulevard East Sidewalk Widening

Important project for students walking and biking to/from on a 4ft wide sidewalk. It is now 8ft wide and connects to the Grand Ave new pedestrian and bike bridge. Once completed the street will be resurfaced; scheduled for fall 2021.

Grand Avenue Cycle Track

This project is in line with the city Ped and Bike Plan

Parisi Engineering provided a map (slide 14) detailing the city's roadway facilities and schools in the area that would be improved by this project. Slide 15-19 displays the existing conditions and proposed changes. The project would shift the existing “wide”

lanes, providing room for a two-way cycle track. The city has applied for two grants and will continue to seek additional funding.

Question: Is the city addressing connections for cyclists traveling from the east to the west end of town: schools on the west side? The city has a good deal of work to address issues on 2nd, 3rd, 4th and 5th streets for improving bicycle facilities.

SR2S would like the city to consider the next segment to be a safe way for students traveling to Davidson Middle School. The biggest obstacle is getting through the section that goes under the freeway and crosses Heatherton; then on to Lindaro to reach Davidson.

Laurel Del/Davidson issues

[SR2S Davidson- Laurel Dell Issues List](#)

Safe Routes conducted a virtual Walk Audit and identified several issues; many are along Woodland Ave. and are included in this list.

Comments: The corridor by Laurel Dell on Woodland down to the shopping center and beyond, people are using Lovell as a shortcut and three areas have no sidewalks. A safe passage to the Bret Hart neighborhood is needed.

Irwin to Lovell is a challenging area for students that travel those streets due to the commercial traffic: sidewalk on one side of the street only and the sidewalks are in very bad condition. If students took another path there is a hill and a retaining wall that looks like it is about to fail. The City does have the repair/replacement in the CIP. This CIP list is revised every year and reprioritized. [San Rafael CIP Information](#). It has not been scheduled as of this meeting.

Parisi Engineering developed short- and long-term solutions (36 items). About $\frac{1}{3}$ have all already been implemented by the city: including stripping, crosswalk improvements. A few of the proposed facilities: more red curbs, bikeways, yield lines, install sharrows, no parking sign on sidewalks, remove the guard rail and cut back vegetation.

The Davidson principal is concerned about the safety of students during pick-up/dropoff. They are working with the bus service to develop a way to reduce the traffic/gridlock on Woodland leading toward the campus. Traffic gets backed up at Lindaro and Anderson traffic lights. The school is considering redirecting the buses to the Annex, redirecting drop-off drivers to Jordan; northbound drivers go left and eastbound turn right. It stops the need for kids to be running through the parking lot.

A concern was expressed for the intersection of Woodland and Lovell. It is a wide crossing and if busses were directed to the Annex it would increase traffic on that section of Lovell. Laurel Dell is encouraging families coming for the southeast end of town to drop off at the Annex and then loop back and not drive to Woodland. Students are directed by the wonderful crossing guard to the school after being dropped off.

A recommendation was made to consider making the streets that border Laurel Dell (Seibel and Eva Streets) to be one way to improve traffic flow. Many of the sidewalks on these streets are in poor condition. Vehicles park on both sides of the street; narrowing the street for two vehicles to pass.

A comment was made to consider funding more bus service. Currently TAM funds approximately \$250,000.00. The district would need to seek in-house or more subsidized funding to fund additional buses. It is a large expense for the school district. The bus service now is operating at pre-COVID capacity.

A Bay Area wide task force was looking into creating a seamless transit system. One issue was school bus services; funding and coordination. MTC representatives should be contacted to encourage this issue to stay alive.

Marin Transit has been very involved county wide and helped facilitate the funding from TAM. SR2S can invite MT to the next meeting to learn if there are service options. These would most likely be public buses; often elementary age students' parents do not want them on a public bus.

School start times for both schools have changed this year; data is needed to learn how this is impacting traffic.

Coleman Walk Audit report

An extensive in person audit was conducted including areas on both sides of the freeway in June. Issues identified: congestion in the school drop-off, sidewalk gaps, missing crosswalks, speeding drivers, poor stop sign visibility, long roadway crossings, lack of ADA ramps and overgrown vegetation.

Parisi engineers observed conditions in the area a couple of times. A list of options has been developed; before more drawings are developed feedback is needed. This is a process and the SR2S engineers will continue to work with the city on priorities.

Potential Improvements: bulb-outs, median refuge island, ADA ramps, neighborhood traffic circle, quick build curb extensions (narrowing width of intersections), sidewalk

repairs and widening, update traffic signals. The intersections under study are Jewell, Rafael Drive, Grand Ave., Bell Ave Paloma and Lincoln Ave.

The Coleman Principal is very pleased to see the presentation of options collected and presented by the engineers to increase safety for students/parents at the school. He believes these improvements are the resources needed to encourage more walking and roll because the current conditions discourage such encouragement.

Currently Coleman has closed off the front entrance to vehicles to create more space for students to enter the campus. Also encouraging more “park and walk”.

Vallecito and Mark Day update

Short- Term Access enhancements Concepts

Representatives from Miller Creek School District, Mark Day School and Safe Routes engineers met to develop a plan for the entrance to the school and students travel to Vallecito School. Mark Day school supports these recommendations. The plans include a buffer for students traveling along the access way by Mark Day School.

The plans are currently in the hands of the school district to review. A parent and Mark Day VP attending the meeting was not aware of any improvements being made. A district representative understood dividers were installed at the bottom of the hill and the access at Mark Day was widened with dividers. Follow-up will be provided to Safe Routes.

A request was made to address the surface areas in the city park that have gotten worse in the past year; loose rock, tree roots. The City DPW will look into the right of way.

Long-Term Access Enhancements Concepts

This concept would permanently re-route drivers on the Mark Day Ring Road (still providing access) and a wide raised multi-use path connecting both paths. This could be a project for a grant application in the future.

Venetia Valley connection (North San Pedro)

This issue has been raised a number of times; challenge for students/families who live on the east side of the freeway to access schools by walking and rolling under the freeway.

The City recognizes there are safety concerns and a lack of connections. The current design of the on/off ramps serve high speed traffic. The city does not currently have any improvements planned at this time.

WTB / Transportation Alternatives for Marin Presentation

[Link to PowerPoint presentation](#)

The presentation map identifies a number of pathways that are currently in the city's bike and ped master conceptual plan. Not all of these colored pathways have been built.

The city's Master Pedestrian and Bike Plan does include a conceptual segment for North San Pedro Road. This could connect the east/west communities for students to that live on both sides of the freeway. The WTB study (conceptual drawing in slide) indicates there is enough room to design pathways. They are also proposing a roundabout on the eastside of North San Pedro with a pathway boarding the roadway to reduce pedestrian roadway crossings. None of these suggestions have been vetted by the City or the County to determine their feasibility.

This is a long-term major project, most of this project is in the right or way of Caltrans. They are aware the TAM is undertaking improvement for several on/off freeway ramps in the county. WTB has presented these ideas to TAM, they would like to present to the city next. There may be federal funding for improvements in the future.

New issue:

At the intersection of Las Gallinas Ave & Las Colindas Rd drivers are not yielding to student riders creating unsafe conditions. Additional information will be provided to the city at the next meeting.

Next Zoom Meeting

Jan 25, 2021 at 5:00pm