

**TRANSPORTATION AUTHORITY OF MARIN
TECHNICAL ADVISORY COMMITTEE MEETING**

MARCH 16, 2017

3:00 P.M.

**CONFERENCE ROOM
900 FIFTH AVENUE, SUITE 100
SAN RAFAEL, CA 94901**



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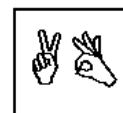
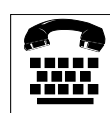
Sausalito
Ray Withy

Tiburon
Alice Fredericks

County of Marin
Damon Connolly
Katie Rice
Kathrin Sears
Dennis Rodoni
Judy Arnold

AGENDA – Page 1 of 1

1.	Introductions
2.	Administration of Oaths (if necessary)
3.	Staff Comments
4.	Committee Member Comments
5.	Open Time for Public Expression
6.	CONSENT CALENDAR (Action) - Attachment Approval of TAC Minutes of January 19, 2017 Meeting
7.	Report out from Crossing Guard Ad-Hoc (Action) – Attachment
8.	Next Meeting
9.	Adjournment



Late agenda material can be inspected in TAM's office between the hours of 8:00 a.m. and 5:00 p.m.
TAM is located at 900 Fifth Avenue, Suite 100, San Rafael.

The meeting facilities are accessible to persons with disabilities. Requests for special accommodations (assisted listening device, sign language interpreters, etc.) should be directed to Denise Merleno, 415-226-0820 or email: dmerleno@tam.ca.gov **no later than 5 days** before the meeting date.

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**TECHNICAL ADVISORY COMMITTEE MEETING
THURSDAY, January 19, 2017
3:00 P.M. – 5:00 P.M.
TAM Conference Room
900 Fifth Avenue, Suite 100
San Rafael, California**

TAC Members Present: Craig Tackabery, Chair
Amy Van Doren, Vice Chair
Scott Anderson
Tim Gilbert
Jonathan Goldman
Mike Grant
Richard Myhre
Russ Thompson
Doug Wilson

Staff Members Present Dan Cherrier, Project Manager
Derek McGill, Planning Manager
James O'Brien, consultant

Guests Present: V-Anne Chernock, COC liaison
David Parisi, Parisi Transportation Consultants
Penelope Amuyunzu, Parisi Transportation

Chair Tackabery called the Technical Advisory Committee meeting to order at 3:01 p.m. He reminded the Committee that speakers should identify themselves when they begin speaking, for the benefit of the minutes clerk.

1. Introductions

Self-introductions were made around the room.

2. Administration of Oaths

None needed.

3. Staff Comments

Project Manager Dan Cherrier indicated that TAM staff is requesting Item 10 be put ahead of Item 7, to accommodate Mr. Parisi, although he noted that since he was already here there was no need. He left it to the Chair's discretion, who agreed to the change.

4. Committee Member Comments

Member Mike Grant wished everyone, "Happy New Year."

Member Amy Van Doren asked the reason for the Safe Routes report, and Mr. Cherrier explained the By-laws require a regular report on the program.

5. Open Time for Public Expression

None.

6. Consent Calendar

a. Minutes of September 15, 2016 Meeting

Member Scott Anderson moved to approve the minutes of September 15, 2016.

Member Myhre seconded the motion, and it was unanimously approved.

Item 10 taken out of order.

10. Review of Safe Routes to School Evaluation Report (Discussion)

Mr. Cherrier introduced the item, briefly commenting on the program, Mr. Parisi's contract with TAM, components of the program, and required evaluations every three years.

Mr., Parisi explained that the key author of the report was his associate, Penelope Amuyunzu, who would also help with the presentation. He reviewed the time frame of the report, its purpose, schools involved, increase in green trips and student involvement, school enrollments, school budgets, decrease in family vehicle trips over the same period.

Ms. Amuyunzu discussed how this year's evaluation report was structured differently from previous years, including what contributes to greater involvement at the schools, volunteers, education/outreach efforts, neighborhood schools, schools served by yellow school buses, and crossing guards. She also reviewed a chart in the report analyzing all the schools based on the year each joined the program, modes of travel, and individual school evaluations.

One of the Committee members asked for information about active green trips, which Ms. Amuyunzu explained. Planning Manager Derek McGill added that the information is available on the TAM website also.

Ms. Amuyunzu went on to discuss green trip factors, hindrances, school task forces, program elements (including the newly added "E", equity, to ensure all schools in the county have access to the program), education programs for the schools, encouragement programs, and school pool trip matching services.

Mr. Parisi continued the presentation with a discussion of infrastructure engineering issues and solutions, expressing appreciation for those who have been involved in the past, such as compliance with current street standards, street markings, installing bicycle lanes, improving crosswalk visibility, traffic calming, curb extensions, and improved traffic controls at intersections, including the use of beacons. He also shared a map showing the location of all Safe Routes improvements, photos of some of the improvements, low-cost alternatives, use of school route maps that show all the different ways/routes to get to the school, case studies highlighted in the report, cooperation with law enforcement, signalization, and multi-use crosswalks.

Mr. Cherrier briefly commented on the Crossing Guard program, how it has grown, number of locations, funding issues, pending locations, and administration of the program by an outside source.

Mr. Parisi and Ms. Amuyunzu finished the report with a discussion of "bad behavior" locations where vehicles are known to be less likely to yield to those in the crosswalk, outreach to the community, speed limits, challenges for locations that are shared between two jurisdictions, leveraging funds for infrastructure grants, Caltrans' financial contribution, volunteer efforts, student involvement, recommendations included in the report and future focal points for Parisi Transportation as the program continues.

Member Van Doren commented on variations in participation among the schools, noting there have been increases at some even while others have declined. Ms. Amuyunzu discussed contributing factors and impacts, as well as potential mitigations.

She also asked about an encouragement tool used to promote participation between two high schools and how it might be applied elsewhere. Mr. McGill explained that the program was originally paid through grant funding that has since expired, so there are no current plans to continue it.

Member Thompson asked whether charter schools are eligible for the program, and staff confirmed they were. In response to a further question, Mr. Parisi and Mr. Cherrier explained the issues related to a particular school, TAM's evaluation and recommendations regarding the school's potential involvement.

Ms. V-Anne Chernock commented on the current long drought in the region, and she asked what measure are being put in place and what effect this year's weather might change the family trips. Mr. Parisi admitted it hadn't been considered, but Ms. Amuyunzu pointed out that the hand-tallied student survey includes what the weather was on the day the survey was taken. She acknowledged there is an increase in parents driving on days when it is overcast or raining. She also discussed carpool incentive programs.

Member Gilbert thanked Mr. Parisi for the report and for the work they are doing to encourage non-motorized transportation. As a member of the Bicycle/Pedestrian Committee, he was especially interested in efforts to ways to merge the interests and goals of his group with the Safe Routes Program to promote non-motorized transportation.

Mr. Parisi expressed appreciation for the cooperation of all jurisdictions in developing the necessary infrastructure.

Member Mike Grant discussed his efforts last year to encourage use of the surveys to evaluate the program's effectiveness. He commented on the importance of following up with schools that are experiencing turnover or changes before participation drops to see what can be done to keep the program's continuance. Mr. Cherrier explained that is when the Safe Routes education components can help.

Member Jonathan Goldman expressed appreciation for the report and for benefits of the program. He questioned whether better integration of the Safe Routes Program could eliminate the need for crossing guards, allowing the cost-savings to be applied elsewhere, such as for infrastructure or pathway improvements.

Chair Tackabery was appreciative of the presentation and the report, especially for the recommendations that were included, but he thought specific goals would be helpful as well, particularly when asking for more money. With the number of schools in Marin; he noted it would good to combine schools when making presentations on the program, as well as involving the PTAs to keep the schools current on the education/encouragement efforts.

Ms. Chernock asked about the involvement of the trustees for each district or the Board of Supervisors in promoting the program. Mr. Parisi said the Board of Supervisors have been very involved, and the trustees as well but slightly less than the Supervisors.

There was discussion among the Committee regarding the need for continued outreach but the number of meetings could overwhelm the staff resources and time. Member

Grant noted there is the 16th District PTA, as well as the Marin County School Boards Association and the Principals Association, any of which could provide a forum for promotion of and involvement in Safe Routes.

7. Report out from Crossing Guard Ad-Hoc (Action)

Mr. Cherrier introduced the item, discussing the formation of the Ad Hoc a year ago, membership of the Ad Hoc and their meetings over the last year.

TAM Consultant James O'Brien presented the staff report, reviewing the recommendations of the group, current number of locations, funding, evaluation and ranking of the sites, analysis and questions from the Ad Hoc, uncontrolled intersections, refining the criteria, and six recommendations/goals for the program from the Ad Hoc.

Member Goldman asked whether Mill Valley Middle School could benefit from the use of a flashing beacon in addition to or instead of the crossing guard.

Mr. Cherrier explained that Kent Middle School is a high-scoring site, based on the number of students who attend there. He indicated there has always been a guard there because of the scoring, but there is no need for a crossing guard because vehicle and pedestrian traffic is controlled by signals, and there is no conflict between the students and vehicle traffic.

There was general discussion of what figure in the ranking system, and how unique and fine-tuned the criteria can be, making it difficult to compare schools and scores.

Member Myhre confirmed with staff that some of the recommendations are designed to simplify the process overall. He was less concerned about reducing the number of survey days than he was about ranking some as permanent top forty. Mr. O'Brien reminded the Committee that a public works director can request that one location be dropped in favor of another one more important to the community.

Member Goldman expressed concern that in trying to conserve costs could result in less participation with the program. He reminded everyone that the goals are to reduce the numbers of single passenger vehicles.

The Committee discussed which criteria (old and new) were most important and the need to make the transitions slowly and keep the jurisdictions informed. Mr. Cherrier strongly recommended that the changes be implemented well ahead of the time needed to conduct any necessary counts.

Member Myhre acknowledged there may be some very low-scoring locations that are on the list because someone knew of special circumstances that weighted the process. He mentioned several inconsistencies in the counts in the reports, which staff agreed to take care of.

8. Review of TAM Work Plans (Discussion)

Item tabled due to time constraints.

9. TAM Strategic Vision Plan – Public Outreach and Initial Strategy Vision Discussion (Discussion)

Mr. McGill presented the staff report, discussing two rounds for the process – one in 2015 primarily for the Regional Transportation Plan to determine the projects most important to the public and spending priorities. He indicated that the Public Works Directors and City Managers were asked the same. He reviewed the projects with the most support and the spending priorities that were identified at that time.

He noted, however, that the responses were much greater in the more recent TAM survey. He indicated that the purpose for the second survey was specific to TAM's future project planning, as well as the spending priorities. He discussed the process followed, number of participants, demographics of the respondents, specific questions, surprising responses, apparent trends, and next steps, including an upcoming innovation workshop, policy decisions and funding issues. He noted that this item will be back at the TAC next month, before it goes to the Board.

Member Van Doren commented on the reference to the number of “transit-dependent commuters” cited in the report, noting that the reason some take transit is not because it is their preference but because in San Francisco (where many work), public transit is the only option. Mr. McGill noted that was included in the staff report as an example of what the respondents said, not necessarily as a true conclusion. He indicated he would review the document extensively before the next TAC meeting to remove any misconceptions or conclusions.

Member Wilson commented on some of the shortcomings of the polling process, but he agreed with the big picture issues identified by staff and frustrations that seem to be building up in some of the respondents. Mr. McGill explained this process is less scientific than for the RTP process, and is intended to reflect the overall reactions of the public regarding transportation issues and priorities.

Member Myhre asked about parking issues, which Mr. McGill acknowledged is an issue, but he questioned its inclusion in this process since there is very little that TAM can do to change the situation. Further questions were raised by the Committee regarding where the respondents had said they would rather take transit than pay for parking. The Committee noted it makes a big difference whether they work in Marin and pay a low amount for parking or work in San Francisco and pay a high amount for parking.

Member Grant recalled a similar question posed to Marin students, whether they would rather pay for parking if the funds go towards a specific program or ride their bikes to school.

Member Goldman commented on a congestion management model of a flexible pricing either to increase turnover or reducing the number of single occupancy vehicles, which could be applied to public or private parking.

Mr. McGill commented on his desire to build consensus on the issues rather than division.

Member Thompson agreed there is a delicate balance when discussing parking and is different for each jurisdiction.

Member Myhre agreed the parking issue should stay in the discussion. He suggested a campaign to raise awareness of the issue, perhaps using a “beat the meter” promotion to increase open parking spaces to allow for potential customers to visit merchants. Mr. Cherrier discussed how things changed in his hometown when the City decided to charge for parking in the downtown – people started parking in older neighborhoods where there were not enough spaces, then they had to establish neighborhood parking passes, and it all got very complicated.

Member Gilbert said for him the issue was not paying for parking but finding parking. He noted the smart meters can tell you where there is available parking when you pay. He expressed appreciation for the changing technology associated with parking.

Member Thompson commented on the many options being considered to facilitate last mile transportation from the new SMART stations. There was considerable discussion of parking issues.”) Mr. McGill confirmed there would be no proposal to institute paid parking. In response to a comment from Member Van Doren, he agreed TDM (transportation demand management) was a worthwhile discussion for the future. It was mentioned that some of the tradeoffs cited in the survey were missing from the staff report, which made it confusing to fully understand. Mr. McGill said they could be added back to the report in some fashion.

Mr. McGill reviewed the next steps in the process.

11. Next Meeting

It was decided to have the next TAC meeting held in February based on the items being carried over from this meeting and other items reviewed by staff.

12. Adjournment

The meeting was adjourned at 5:22 p.m.



March 16, 2017

TO: Transportation Authority of Marin Technical Advisory Committee

FROM: Dan Cherrier – Principal Project Delivery Manager

RE: Review of the TAM Crossing Guard Program Recertification Process – Item 7
(Action)

Dear Committee Members:

Discussion

This item was carried over from the January 19, 2017 TAC meeting. This staff report has been updated to incorporate the discussion at the January 19, 2017 and February 16, 2017 TAC meetings. (Note: This item was originally carried over to the February 16, 2017 TAC meeting, but there was not a quorum at the February meeting, so the item is carried over to the March 16, 2017 TAC meeting.)

The Recertification Ad Hoc Subcommittee of the Technical Advisory Committee (TAC) was formed to review the recertification process and provide recommendations and findings related to the following elements of the TAM Crossing Guard Program recertification process:

- 1) The timing of the pedestrian and vehicle counts during the school year to allow for the reevaluation to be complete in time to notify schools and school districts of changes to the Program before the end of the school year preceding the school year during which changes to the Program will take effect;
- 2) The method used for collecting the pedestrian, bicycle and vehicle count data, e.g. video, manual, or other method(s);
- 3) A method to eliminate some of the locations from the master list that are evaluated during the recertification process to minimize the cost of collecting, compiling and analyzing the pedestrian, bicycle and vehicle count data for the recertification process; and
- 4) The “*TAM Crossing Guard Program Location Scoring Criteria*” adopted in 2009 for use in developing a relative ranking of the locations for determining which locations will receive funding through the Crossing Guard Program.

The Transportation Authority of Marin (TAM) maintains a master list of crossing guard locations throughout Marin County for consideration for funding from the TAM Crossing Guard Program. The Crossing Guard Program is currently funded by a combination of the transportation sales tax (Measure A) and the Vehicle Registration Fee (Measure B). There are currently 147 locations on the master list, of which, 78 are funded through the TAM Crossing Guard Program.

Locations on the master list are evaluated and scored during “recertification” cycles to comply with the Measure A Transportation Expenditure Plan (TEP) requirements. The recertification process uses the “*TAM Crossing Guard Program Location Scoring Criteria*” adopted in 2009 to develop a relative ranking of the locations.

The number of locations to be scored has a direct impact on the cost of the recertification process (funding which could otherwise fund additional locations), and as the number of locations on the master list has increased, so has the cost of the recertification process. The number of locations scored for the 2010 recertification was 125. In 2012, four (4) locations were added to the list for a total of 129 locations, and in 2014, 132 locations were scored as part of the recertification cycle with five (5) locations added after the recertification for a total of 137 currently ranked locations. There are currently 147 locations on the master list for the next recertification, including ten (10) locations which do not have scores adopted by the TAM Board. Attachment A shows the current list of 147 locations and their rankings from 2012 and 2014.

Recommendations

Staff is recommending that the TAC approve the following recommendations related to the TAM Crossing Guard Program recertification process:

- 1) Pedestrian, bicycle and vehicle count data should be collected during the early part of the school year, i.e. before mid-November;
- 2) Pedestrian, bicycle and vehicle count data should be collected using the most cost-effective method, or methods, available to provide the data required for scoring. Data should be collected for two days, unless circumstances warrant additional collection to ensure sufficient data for scoring;
- 3) New data should only be collected for locations that were not ranked in the top 40 or that ranked below 110 in the 2012 and 2014 rankings as shown in Attachment A;
- 4) The “*TAM Crossing Guard Program Location Scoring Criteria*” adopted in 2009 should continue to be used in developing a relative ranking of the locations for determining which locations will receive funding through the Crossing Guard Program;
- 5) The limit of only one guard per location, even where opposite crosswalks qualify, should be continued; and
- 6) Locations at which pedestrian/vehicle conflicts do not potentially exist based on traffic control devices and/or configuration should continue to be scored and funded if ranked above the cutoff line.
- 7) Locations that have ranked above the funding cutoff line, and subsequently been exchanged for another location below the cutoff line for two consecutive regular school years should be removed from the list for future consideration for funding through the TAM Crossing Guard Program.
- 8) Locations at which TAM is providing a crossing guard funded by others should remain on the master list of locations, and scoring data for such locations should be collected during recertification cycles.

Background

The Recertification Ad Hoc Subcommittee of the TAC was formed to review the recertification process and provide recommendations and findings related to the following elements of the TAM Crossing Guard Program recertification process:

- 1) The timing of the pedestrian and vehicle counts during the school year to allow for the reevaluation to be complete in time to notify schools and school districts of changes to the Program before the end of the school year preceding the school year during which changes to the Program will take effect;
- 2) The method used for collecting the pedestrian, bicycle and vehicle count data, e.g. video, manual, or other method(s);
- 3) A method to eliminate some of the locations from the master list that are evaluated during the recertification process to minimize the cost of collecting, compiling and analyzing the pedestrian, bicycle and vehicle count data for the recertification process; and
- 4) The “*TAM Crossing Guard Program Location Scoring Criteria*” adopted in 2009 for use in developing a relative ranking of the locations for determining which locations will receive funding through the Crossing Guard Program.

The Subcommittee met with TAM staff in May, June and September of 2016 to review the TAM Crossing Guard Program recertification process. This item was discussed at the January 19, 2017, and February 16, 2017 TAC meetings.

All of the locations on the master list are evaluated and scored during “recertification” cycles to comply with the Measure A Transportation Expenditure Plan (TEP) requirements. The location scoring criteria, adopted in 2009, are based primarily on pedestrian, bicycle and vehicle count data gathered at each location during the recertification process. Data is collected for all the locations on the master list and each location is given a score for ranking relative to all other locations on the list. The ranked list is then used to determine which locations will be funded through the TAM Crossing Guard Program.

The Authority Board has adopted policies to address the need for adding locations to the list between recertification cycles, and for updating the scoring data for locations which experience changes in conditions affecting school travel patterns between recertification cycles. TAM staff maintains a current set of scoring data for each location on the master list.

The number of locations scored has a direct impact on the cost of the recertification process. Increasing direct costs for data gathering along with increases in the number of locations on the master list have increased the cost of the recertification process. The number of locations scored for the 2010 recertification was 125. In 2012, four (4) locations were added to the list for a total of 129 locations, and in 2014, 137 locations were scored. There are currently 147 locations on the master list for the next recertification.

The current location scoring criteria has been used for the 2010 and 2014 recertification cycles, and for an off-cycle update approved by the TAM Board in 2012 to add new locations and update count data for locations with changed conditions in accordance with approved policy. Attachment 2 shows the current list of 147 locations with the rankings from 2012 and 2014.

The Subcommittee developed the following recommendations and/or findings related to the TAM Crossing Guard Program recertification process (*updated as indicated based on discussion at the January 19, 2017 TAC*).

- 1) Pedestrian, bicycle and vehicle count data should be collected during the early part of the school year, i.e. before mid-November, so the scoring can take place to allow for a draft ranked list to be developed and distributed for review in the January-February timeframe. A final ranking in March would allow time to notify the schools and school districts about any pending changes to the Crossing Guard Program before the end of the school year. TAM has historically notified individual schools and school districts about upcoming changes to the Crossing Guard Program before the changes are implemented so the schools and districts can notify students and families about the pending changes. Changes have typically been implemented at the beginning of the school year, so the schools and districts must be notified before the end of the preceding school year. (*Same recommendation as January 19, 2017 TAC meeting.*)
- 2) Pedestrian, bicycle and vehicle count data should be collected using the most cost-effective method, or combination of methods, available to provide the data required for scoring. In the most recent data collection cycle, video data capture methods were used and complemented by manual counts. Previous data collection cycles used only manual counts. The numbers of days on which data is collected should be reduced to two days (the video data was typically collected over three days). Additional data can be collected for certain locations on a case-by-case basis to ensure sufficient data for scoring. (*Same recommendation as January 19, 2017 TAC meeting.*)
- 3) Identify any locations that have ranked above 40 in both the 2012 and 2014 rankings as shown in Attachment A, and any locations that have ranked below 110 (changed from 100 based on discussion by TAC members) in both the 2012 and 2014 rankings. Only perform data collection for locations that are not included in either the “Top 40,” or “Below 110,” groups to reduce the number of locations for which count data must be collected and analyzed. The change from below rank 100 to below rank 110 was based on concerns expressed at the TAC meeting related to locations getting “stuck” in the bottom group and not being considered for future eligibility based on lack of updated count data. A similar concern was expressed for locations being “grandfathered” into the top 40 group. An option was suggested to reduce the number of count days from three to two, i.e. recommendation item 2) above, and continue to count all the locations on the master list, i.e. not reduce the number of locations to be counted. The option was discussed and it was concluded that implementing both cost-reducing measures, i.e. reducing the number of count days and the number of locations to be counted, provides a balance between affording opportunities for competitive locations to be considered for funding and not spending money on evaluating locations which repeatedly rank significantly above or below the funding cutoff line. It was also noted that concerns about locations being excluded from future funding eligibility due to the lack of updated count data are addressed by the current policy which allows for an evaluation of any location at any time upon request by the local public works department. A public works department can request an evaluation in the future based on an observed increase, or decrease, in pedestrian and bicycle volumes at any location, including locations which are not counted in the upcoming recertification cycle based on this recommendation. The change from below rank 100 to below rank 110 decreases the number of locations at the lower ranks that will not be counted in the upcoming recertification cycle from

- 22 to 11. This recommendation will eliminate the need to collect data for 35 locations, i.e. the 11 locations in the below 110 group plus the 24 locations in the top 40 group as shown in Attachment A. *(Updated recommendation based on January 19, 2017 and February 16, 2017 TAC meetings.)*
- 4) Continue to use the “*TAM Crossing Guard Program Location Scoring Criteria*” adopted in 2009 for use in developing a relative ranking of the locations for determining which locations will receive funding through the Crossing Guard Program with minor revisions to provide clarification. The Ad Hoc Subcommittee made a clarification regarding pedestrian count data for uncontrolled intersections to be used for scoring. The current scoring criteria states that the scoring for school-aged pedestrian volumes at uncontrolled intersections is based on the daily pedestrian volume, but daily volumes are not counted. The clarification is that the scoring for school-aged pedestrian volume is based on the combined a.m. and p.m. peak hour volume rather than the daily volume. The Subcommittee also made recommendations for incorporating accident data gathered by others into the scoring process. The location scoring criteria includes extra points for documented accident histories. Attachment B shows the scoring criteria with the change from “daily” to “combined a.m. and p.m.” reflected. *(Same recommendation as January 19, 2017 TAC meeting.)*
 - 5) An overall goal of the Program has been to maximize the number of locations. At one site, two opposite crosswalks score high enough to qualify for separate guards. Efforts have been made to consolidate users to one side of the intersection without success. Requests have been made by the crossing guard vendor and the School District to add a second guard. The Ad-Hoc felt that the Program would be better served limit the guards to one per location. *(Same recommendation as January 19, 2017 TAC meeting.)*
 - 6) A location exists where the students experience no conflict with vehicles due to traffic signal phasing that has eliminated all other movements during crossing. The Ad-Hoc felt this crossing guard should be maintained. *(Same recommendation as January 19, 2017 TAC meeting.)*
 - 7) Current policy allows for local public works departments to “exchange” a location that ranks above the funding cutoff line for another location within the same jurisdiction that ranks below the cutoff line. It is recommended that any such location that ranks above the cutoff line and is not guarded due to being exchanged for another location below the cutoff line for two consecutive regular school years should be removed from the list for future consideration for funding through the TAM Crossing Guard Program. This recommendation will result in two locations being removed from the master list as shown in Attachment A. *(Recommendation added since January 19, 2017 TAC meeting.)*
 - 8) The TAM Crossing Guard Program currently allows for a crossing guard to be deployed through the TAM contract with the company providing crossing guards at locations requested and funded by others, i.e. the sponsoring entity reimburses TAM for cost of crossing guard. It is recommended that locations at which a crossing guard is deployed through the TAM contract and funded by others should remain on the TAM Crossing Guard Program master list of locations. *(Recommendation added since January 19, 2017 TAC meeting.)*

Attachments:

- A: TAM Crossing Guard Program 2012 and 2014 Location Rankings
- B: TAM Crossing Guard Program Location Scoring Criteria

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TAM Crossing Guard Program 2012 and 2014 Location Rankings

TAM Site No.	Location	City/Community	2012 Rank	2014 Rank	Notes	Count in 2017
1	Mt Shasta & Idylberry	Lucas Valley	43	68		Y
2	Las Gallinas & Miller Creek Rd	Marinwood	12	62		Y
3	Nova Albion Way at Vallecito School	San Rafael	4	3	Note 1	N
4	Nova Albion Way & Arias Street	San Rafael	90	64		Y
5	Sir Francis Drake Blvd & Laurel Grove Ave	Kentfield	58	49		Y
6	College Ave & Woodland Ave (East Side)	Kentfield	47	58		Y
7	College Ave & Stadium Way	Kentfield	34	50		Y
8	Sir Francis Drake Blvd & Wolfe Grade	Kentfield	105	123		Y
9	Sir Francis Drake Blvd & College Ave	Kentfield	65	71		Y
10	Tam Racket Club & Doherty Rd	Larkspur	3	42		Y
11	Corte Madera & Tamalpais Dr (& Redwood)	Corte Madera	92	128		Y
12	Doherty Dr at Piper Park Crosswalk	Larkspur	36	4	Note 1	N
13	Magnolia Ave & King St	Larkspur	51	45		Y
14	E Blithedale & Lomita Ave	Mill Valley	19	9	Note 1	N
15	Throckmorton Ave & Old Mill St	Mill Valley	22	74		Y
16	E Strawberry Dr at Strawberry School	Marin County	9	14	Note 1	N
17	Bell Lane & Enterprise Concourse	Mill Valley	20	37	Note 1	N
18	Tiburon Blvd & Blackfield Dr	Tiburon	80	27		Y
19	Camino Alto & Sycamore Ave	Mill Valley	18	18	Note 1	N
20	Tiburon Blvd & Avenida Mireflores	Tiburon	66	53		Y
21	Tiburon Blvd & Lyford Dr	Tiburon	13	20	Note 1	N
22	Tiburon Blvd & Trestle Glen	Tiburon	72	80		Y
23	Lagunitas & Allen Avenue	Ross	39	35	Note 1	N
24	Lagunitas & Ross Common	Ross	59	15		Y
25	Sir Francis Drake Blvd & Lagunitas	Ross	106	91		Y
26	Sir Francis Drake Blvd & Oak Manor	Fairfax	108	120		Y
27	Butterfield Rd & Green Valley Court	Sleepy Hollow	25	26	Note 1	N
28	Sir Francis Drake Blvd & Broadmoor Ave	San Anselmo	97	121		Y

TAM Crossing Guard Program 2012 and 2014 Location Rankings

TAM Site No.	Location	City/Community	2012 Rank	2014 Rank	Notes	Count in 2017
29	Sir Francis Drake Blvd & Bolinas Ave	San Anselmo	103	133		Y
30	Sir Francis Drake Blvd & Tamal Ave	San Anselmo	48	69		Y
31	Sir Francis Drake Blvd & Barber Ave/Ross Ave	San Anselmo	113	124	Note 2	N
32	Bahia Way & Kerner Blvd	San Rafael	7	1	Note 1	N
33	N San Pedro & Roosevelt	Santa Venitia	63	72		Y
34	Bahia Way at School Entrance	San Rafael	28	32	Note 1	N
35	Kerner Blvd & Canal St	San Rafael	35	33	Note 1	N
36	177 N San Pedro Road	Santa Venitia	5	30	Note 1	N
37	Knight Dr & Ashwood Ct	San Rafael	49	13		Y
38	Woodland Ave & Siebel	San Rafael	94	118		Y
39	5th Ave & River Oaks Dr	San Rafael	23	38	Note 1	N
40	Happy Lane & 5th Ave	San Rafael	50	40		Y
41	Oak Manor (mid-block at school)	Fairfax	60	17		Y
42	Sir Francis Drake Blvd & Oak Tree Lane	Fairfax	8	5	Note 1	N
43	Center Rd & Wilson Ave	Novato	64	31		Y
44	Center Rd & Leland Dr	Novato	6	8	Note 1	N
45	S Novato Blvd & Sunset Pkwy	Novato	53	83		Y
46	Sutro Ave & Dominic Dr	Novato	24	10	Note 1	N
47	Arthur & Cambridge St	Novato	14	110		Y
48	S Novato Blvd & Yukon Way	Novato	56	77		Y
49	San Marin Dr & San Ramon Way	Novato	79	85		Y
50	San Ramon Way & San Benito Way	Novato	21	28	Note 1	N
51	Diablo Ave & Hotchkin Dr	Novato	102	111		Y
52	Alameda De La Loma & Calle De La Mesa	Ignacio	17	56		Y
53	Paladini & Vineyard	Novato	10	11	Note 1	N
54	Wilson & Vineyard	Novato	76	25		Y
55	W Castlewood Dr & Knight Dr	San Rafael	54	99		Y
56	Avenida Mireflores at School	Tiburon	29	46		Y

TAM Crossing Guard Program 2012 and 2014 Location Rankings

TAM Site No.	Location	City/Community	2012 Rank	2014 Rank	Notes	Count in 2017
57	Mohawk (in front of Neil Cummins School)	Corte Madera	26	39	Note 1	N
58	Tamalpais Dr & Eastman Ave	Corte Madera	84	103		Y
59	Butterfield Rd (in front of School)	San Anselmo	46	61		Y
60	Sunset Pkwy & Lynwood Dr	Novato	73	34		Y
61	Karen Way (in front of school)	Tiburon	30	43		Y
62	Blackstone & Las Gallinas	Marinwood	74	86		Y
63	Las Gallinas & Elvia Ct	Marinwood	75	54		Y
64	Lomita Dr (in front of Edna Maguire School)	Mill Valley	40	75		Y
65	Sir Francis Drake Blvd & Marinda Dr	Fairfax	44	7		Y
66	Ross & Kensington	San Anselmo	95	108		Y
67	Sir Francis Drake Blvd & Butterfield Rd	San Anselmo	93	95		Y
68	Sunset Pkwy & Ignacio Blvd	Novato	86	12		Y
69	Olema-Bolinas Rd & Mesa	Bolinas	127	126	Note 2	N
70	Olema-Bolinas Road (in front of school)	Bolinas	96	59		Y
71	Marinwood Ave & Miller Creek Rd	Marinwood	99	105		Y
72	Nova Albion Way & Las Gallinas Ave	San Rafael	52	89		Y
73	Sir Francis Drake Blvd & Meadow Way	San Geronimo	110	114	Note 2	N
74	Hickory Ave (near Mohawk)	Corte Madera	27	44		Y
75	Magnolia Ave & Wiltshire Ave	Larkspur	62	66		Y
76	Harvard Ave & Wellesley	Tamalpais Valley	117	132	Note 2	N
77	E Blithedale & Elm Ave	Mill Valley	70	70		Y
78	Ricardo Ln & E Strawberry Dr	Marin County	101	78		Y
79	Gibson & Shoreline	Tamalpais Valley	120	87		Y
80	Montford Ave & Melrose Ave	Tamalpais Valley	109	127		Y
81	Melrose Ave & Evergreen Ave	Tamalpais Valley	91	81		Y
82	Tiburon Blvd & E Strawberry Dr	Marin County	118	92		Y
83	Evergreen Ave & Ethel Ave	Tamalpais Valley	114	113	Note 2	N
84	Richmond & Belle	San Anselmo	38	100		Y

TAM Crossing Guard Program 2012 and 2014 Location Rankings

TAM Site No.	Location	City/Community	2012 Rank	2014 Rank	Notes	Count in 2017
85	Richmond & Mariposa	San Anselmo	115	119	Note 2	N
86	Tiburon Blvd & Kleinert Way	Tiburon	61	57		Y
87	Tiburon Blvd & Stewart Dr	Tiburon	87	67	Note 3	N
88	Blackfield Dr & Karen Way	Tiburon	107	134		Y
89	Woodland (at back entrance of school)	San Anselmo	77	117		Y
90	Sir Francis Drake Blvd & Aspen Court	San Anselmo	128	130	Note 2	N
91	Sir Francis Drake Blvd & Saunders Ave	San Anselmo	122	102		Y
92	Sequoia & Miracle Mile	San Anselmo	112	129	Note 2	N
93	Woodland Ave & Eva	San Rafael	68	96		Y
94	Woodland Ave & Lovell Ave	San Rafael	98	94		Y
95	Racquet Club Dr & 5th Ave	San Rafael	88	101		Y
96	Bellam Blvd & Francisco Blvd East	San Rafael	126	135	Note 2	N
97	Bellam Blvd & I-580 on ramp	San Rafael	124	106		Y
98	Bellam Blvd & I-580 off ramp	San Rafael	125	104		Y
99	Bellam Blvd & Anderson Dr	San Rafael	121	97		Y
100	Olive Ave & Summers Ave	Novato	119	107		Y
101	One Main Gate Road at School	Novato	41	19		Y
102	Wilson Ave at X-walk to field	Novato	83	55		Y
103	Tinker Way & Bowling Circle	Novato	116	76	Note 3	N
104	Center Rd & Tamalpais Ave	Novato	37	73		Y
105	Center Rd & Diablo Ave	Novato	45	79		Y
106	Adams St & Johnson St	Novato	33	47		Y
107	Sunset Parkway & Merritt Dr	Novato	69	2		Y
108	Lovell Ave & Old Mill St	Mill Valley	42	29		Y
109	Nova Albion & Monticello	San Rafael	15	109		Y
110	Belle Ave (in front of school)	San Rafael	89	51		Y
111	Lincoln Ave & Paloma (east side of Lincoln)	San Rafael	111	131	Note 2	N
112	Grand Ave & Jewell St	San Rafael	85	122		Y

TAM Crossing Guard Program 2012 and 2014 Location Rankings

TAM Site No.	Location	City/Community	2012 Rank	2014 Rank	Notes	Count in 2017
113	Sir Francis Drake Blvd & Manor Rd	Kentfield	100	88		Y
114	Sir Francis Drake Blvd & Bon Air Rd	Kentfield	82	90		Y
115	Sir Francis Drake Blvd & S Eliseo Dr	Kentfield	129	116	Note 2	N
116	Golden Hind Passage (in front of school)	Corte Madera	71	112		Y
117	E Blithedale & Buena Vista Ave	Mill Valley	67	84		Y
118	Woodland Ave & Lindaro St	San Rafael	16	23	Note 1	N
119	Miller Ave & Evergreen Ave	Mill Valley	2	21	Note 1	N
120	San Marin Dr & San Carlos Way	Novato	123	93		Y
121	Sir Francis Drake & Glen Dr	Fairfax	1	16	Note 1	N
122	Miller Ave & Almonte Blvd	Mill Valley	55	36		Y
123	Sutro Ave (in front of Pleasant Vly Elementary)	Novato	11	24	Note 1	N
124	Olive Avenue (in back of school)	Novato	31	48		Y
125	Wilson Ave & Hansen Road	Novato	104	136		Y
126	Shoreline Hwy & Almonte Blvd	Tamalpais Valley	32	65		Y
127	Redwood Hwy & S.B. Seminary Dr Ramp	Mill Valley	57	63		Y
128	Redwood Hwy & DeSilva Dr (at POC)	Marin County	81	137		Y
129	Marin St & Bayview St	San Rafael	78	125		Y
130	Shoreline Highway & Pine Hill Road	Tamalpais Valley	NA	41	Note 4	Y
131	Kleinert Way & Neds Ave	Tiburon	NA	82	Note 4	Y
132	San Benito Way & San Ramon Way (south)	Novato	NA	52	Note 4	Y
133	Arthur Street & Taft Court/Tyler Street	Novato	NA	115	Note 4	Y
134	Ross Common (at Post Office)	Ross	NA	22	Note 4	Y
135	Paradise Drive at Seawolf Passage	Corte Madera	NA	98	Note 4	Y
136	Tiburon Blvd & Mar West St	Tiburon	NA	6	Note 4	Y
137	Spindrift Passage & Prince Royal Passage	Corte Madera	NA	60	Note 4	Y
138	Arthur Street (in front of HS)	Novato	NA	NA	Note 5	Y
139	Sutro Avenue & Center Road	Novato	NA	NA	Note 5	Y
140	Shoreline Highway (in front of West Marin School)	Point Reyes Station	NA	NA	Note 5	Y

TAM Crossing Guard Program 2012 and 2014 Location Rankings

TAM Site No.	Location	City/Community	2012 Rank	2014 Rank	Notes	Count in 2017
141	Arias Street & Trellis Drive	San Rafael	NA	NA	Note 5	Y
142	Tiburon Boulevard and San Rafael Avenue	Tiburon	NA	NA	Note 5	Y
143	South Novato Boulevard and Lark Court	Novato	NA	NA	Note 5	Y
144	Main Gate Road and C Street	Novato	NA	NA	Note 5	Y
145	San Ramon Way and San Juan Court	Novato	NA	NA	Note 5	Y
146	Almonte Boulevard and Rosemont Avenue	Tamalpais Valley	NA	NA	Note 5	Y
147	McAllister Avenue and Stadium Way	Kentfield	NA	NA	Note 5	Y

Notes:

- 1) Location ranked above 40 in 2012 and 2014 lists
- 2) Location ranked below 110 in 2012 and 2014 lists
- 3) Locations that have been exchanged for two consecutive school years are removed from master list
- 4) New location and count data added in 2014
- 5) New location added since 2014 Ranked List was approved
- 6) 24 Locations above Rank 40 for both 2012 and 2014 Rankings
- 7) 11 Locations below Rank 110 for both 2012 and 2014 Rankings

TAM Crossing Guard Program Location Scoring Criteria

Index	Criterion	Scoring	Score	Weight	Weighted Score
1	Actual vehicular volume crossing crosswalk as percent of qualifying volume (use highest hourly volume a.m. or p.m.)	One point, rounded to the nearest whole number, for each ten percentage points of maximum actual volume counted (a.m. or p.m. - hourly or daily) to applicable "qualifying volume." (Maximum of 20 points)		2	0
2	Actual school-aged pedestrian volume as percent of qualifying volume (use highest hourly volume a.m. or p.m., or daily combined a.m./p.m. volume depending on the type of intersection control)	One point, rounded to the nearest whole number, for each ten percentage points of maximum actual volume counted (a.m. or p.m. - hourly or daily -combined a.m./p.m.) to applicable "qualifying volume." (Maximum of 20 points)		5	0
3	Intersection Skew Angle	Maximum skew from 0 to 5 degrees = 0 Maximum skew from 6 to 15 degrees = 1 point Maximum skew from 16 to 25 degrees = 2 points Maximum skew from 26 to 35 degrees = 3 points Maximum skew from 36 to 45 degrees = 4 points Maximum skew greater than 45 degrees = 5 points		1	0
4	Stopping Sight Distance at Intersection	Stopping sight distance not impaired = 0 Stopping sight distance slightly impaired = 1 point Stopping sight distance significantly impaired = 2 points		10	0
5	Location of intersection on a horizontal curve with posted warning or speed reduction sign(s)	No = 0 Yes = 1 point		5	0
6	Posted speed limit (highest on any approach to pedestrian crossing)	Posted Speed Limit 25 mph or less = 0 Posted Speed Limit 30 mph = 1 point Posted Speed Limit 35 mph = 2 points Posted Speed Limit 40 mph = 3 points Posted Speed Limit 45 mph = 4 points Posted Speed Limit 50 mph or greater = 5 points		2	0
7	Other factors	Use total score (i.e. total for all factors) (Maximum of 4 points total) Ped-Vehicular accident history documented = 1 point Multiple ingress-egress within 50 feet of crosswalk = 1 point Crossing more than 4 lanes total (i.e. both directions) = 1 point Other factor documented/concurred by Public Works = 1 point ea.		5	0
				Total	0