



Davidson Elementary School Travel Plan



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1. Purpose

1.1. SR2S Planning, Implementation and Monitoring

The Davidson Middle School Travel Plan is the blueprint for identifying and prioritizing Safe Routes to School (SR2S) programs, resources, and capital improvements. The Travel Plan also documents program activities and impacts on school-related travel that can be used to assess the success of the SR2S program over time, and important school-specific transportation policies and operations.

The Travel Plan differs from most plans in that it is not a snapshot in time but a living document; one that is repeatedly updated and modified to reflect school staff, community, and parent input along with technical information and lessons learned. This input is primarily captured by a SR2S task force that meets periodically to identify and address new concerns. For more information on Safe Routes to School partnerships in Marin County, visit www.saferoutestoschools.org

1.2. Marin County Measure A

The Transportation Sales Tax Measure Expenditure Plan approved by voters as Measure A in November 2004 dedicates an estimated \$332 million in local sales tax revenues to transportation needs in Marin County. Approximately \$36.5 million (11%) of the sales tax expenditure has been earmarked to reduce school related congestion and safer access to schools. These funds are allocated to three sub-strategies, or programs:

- Safe Routes to School (SR2S)
- Crossing Guards
- Safe Pathways to School

The Safe Pathways infrastructure program is integral to the success of the overall strategy; it is the capital improvement element of the Safe Routes to School program. As a stated policy in the *Transportation Authority of Marin (TAM) Measure A – Transportation Sales Tax Strategic Plan Update (2009)*, all projects eligible for Safe Pathways funding must be identified in Safe Routes plans. The Davidson Middle School Travel Plan qualifies as such a plan and identifies potential capital projects eligible for Safe Pathways funding.

2. Davidson Middle School Profile

2.1. School Location

280 Woodland Avenue Ave. San Rafael
Principal: Harriet MacLean, Ed.D

2.2. Enrollment and Demographics

Table 1 shows the number of students enrolled in each grade for the 2008/09 school year. **Table 2** shows the racial and ethnic breakdown of the student population

Table 1: Davidson School Enrollment by Grade, 2008/09

Grade Level	Enrollment
Grade 6	288
Grade 7	288
Grade 8	284
Total	860

Table 2: Davidson Racial and Ethnic Subgroups, 2008/09

Racial and Ethnic Subgroup	Number of Students	Percent of Students
African American	19	2.2%
American Indian or Alaska Native	3	0.4%
Asian	48	5.7%
Filipino	3	0.4%
Hispanic or Latino	475	56.0%
Pacific Islander	1	0.1%
White (Not Hispanic)	255	30.1%
Multiple or No Response	44	5.2%
<i>Source: California Department of Education</i>		

2.3. School Lunch Program

There are 450 children enrolled in the free lunch program in the 2008/09 school year.

2.4. Existing Conditions

Entrances to School

- Lindaro Street and Woodland Avenue
- ADA accessible

Cross Street

- Lindaro Street and Woodland Avenue

Crossing Guards

- TAM crossing guard: none (there is a crossing guard at Bellum Boulevard and Kerner Boulevard)
- School crossing guards: none

Transit

- School Bus availability:
- Public Transit Availability:
- Special Transit needs

Bike Racks

- Location of bike racks: left side of gym
- Number of bikes that can be stored: 10
- Condition of rack and security issues:

2.5. Policies

Pick Up and Drop Off

- Location:

Parking

- Location of Staff Parking: North of Front Entrance (some staff members have designated parking spots)
- Location of general public parking: North of front entrance

Bike Policy

- Students are allowed to ride bicycles, skateboards, and scooters to school. Once students arrive on campus, bikes and scooters are to be walked on and off campus, and skateboards are to be carried. The bike rack, located to the side of the gym, is to be used to store bikes during the day. Students must lock their bikes during the day. Scooters and skateboard are the students' responsibility and may be left in lockers or students should make arrangements

with their teachers. The district does not carry insurance for accidents involving these items and students should use them in a safe manner.

2.6. Classroom Education

In 2007, the “True Cost of Driving” was taught to science classes at Davidson Middle School.

2.7. Encouragement Programs

Safe Routes to Schools has partnered with Next Generation to highlight the benefits of Walking and biking to school. At a spring safety fair SR2S brought the traffic safety game show.

2.8. Student Surveys

Davidson Middle School conducted its first survey in the fall of 2010. Travel results are summarized in **Table 3**. How Children Got to School.

Table 3. How Children Got to School

	Fall						
Year	Walk	Bike	Bus	Transit	Carpool	Drive Alone	Other
2010-11	17%	2%	24%	4%	16%	35%	0%

3. Barriers and Opportunities

3.1. Parent Survey

Davidson Middle School has not conducted parent surveys.

3.2. Walkabout

A walkabout was held at Davidson Middle on January 25, 2008. **Appendix A** provides notes from the walkabout and recommended improvements.

4. Programs and Projects

4.1. Engineering Design Concepts

Design concepts based on the walkabout and Task Force meetings are summarized below. **Appendix B** provides illustrations of these concepts.

Lindaro Street and Woodland Avenue

- Consider curb extensions and parking restrictions to improve visibility at intersection.
- Consider removing crosswalk across north leg of intersection.

Lindaro Street: School to Jordan Street

- Construct 350 feet of sidewalk from end of sidewalk north of school to Jordan Street. Two options are proposed:
 - Eight-foot wide sidewalk adjacent to road.
 - Ten-foot wide sidewalk consisting of 5-foot wide landscaped buffer adjacent to road and parallel 5-foot sidewalk.
- Narrow up to six driveways.

Signing and Striping Improvements on Lindaro Street

- Install “No Left Turn” signs at driveway exit.
- Improve uncontrolled crossing at Lindaro Street and Jordan Street by installing fluorescent yellow-green pedestrian warning signage at the crosswalk, refreshing “Slow School Xing” pavement markings, and restricting parking adjacent to crosswalk.
- Install or upgrade existing signage to fluorescent yellow-green school area signage.

Lindaro Street: Jordan Street to Andersen Drive

- Widen existing sidewalk on east side of Lindaro Street to eight feet.
- Construct a fence on the Andersen Drive median to discourage jaywalking.

5. Implementation Matrix

Implementation plans for the San Rafael Drive School District are summarized in the District Travel Plan.

Appendix A: Walkabout Notes

Davidson Walkabout notes

Thursday, April 23, 2009

Attendees: David Weinstein, Judy Kramer, Cyr Miller, Leslie Morris, David Parisi, Wendi Kallins

Issues and Observations

- Crosswalk in front of the school needs a crossing guard
- Find a remote drop off location
- Cars double park along Woodland Avenue and Lindaro Street
- Neither drivers nor students pay attention
- The crosswalk ends in the middle of the driveway
- Blind corner on Woodland Avenue between the school and the church
- Many students walk and bike Woodland Avenue
- Bicycles come out of the driveway and immediately go into traffic.
- There is no bike lane on Lindaro Street or Woodland Avenue
- Many large trucks blocking driveways and access, opening doors
- Kids ride on the sidewalk, crossing driveways is challenging
- There are many driveways
- Speed is an issue, more in the morning
- Sidewalk starts at Jordan – too narrow
- Crossing Anderson is confusing
- An unofficial trail and the Mahone Creek trail both end mid-block with no crossing
- Sidewalk is narrow until you reach the new office buildings
- Third street is a short light – not enough time to cross

Recommendations

- School area signage and markings
- Add truncated domes and curb extensions
- Create turn out on Lindaro Street before driveway so parents can pull out and drop off kids
- Increase enforcement during drop off and pick up for double parking
- Educate students
- Reconfigure sidewalks and driveways along Lindaro Street

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Appendix B: Engineering Concepts

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INTERSECTION IMPROVEMENTS: LINDARO ST AND WOODLAND AVE



WOODLAND AVE AND LINDARO ST



Crosswalk ends between school driveways.



Students crossing Lindaro St, outside of crosswalk.



SECTION OVERVIEW

Existing Conditions

- Four-way stop at Lindaro Street and Woodland Avenue.
- North leg crosswalk ends between entry and exit driveways.
- Drivers make left turn out of exit driveway, despite right turn only pavement marking.
- Significant student crossing during arrival and dismissal times. No crossing guard at intersection.
- Oblique angle of intersecting roads reduces driver sightlines.
- Drainage grate on southwest corner of intersection.

Proposed Improvements

- Ⓐ Consider constructing curb extensions on up to all four corners, accommodating drainage on southwest corner.
- Ⓑ Restrict parking 10 feet to the north and south of bulbouts on approach lanes on Lindaro Drive.
- Ⓒ Consider removal of north leg crosswalk.
- Evaluate intersection for crossing guard.

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Figure 1: Intersection Improvements: Lindaro Street and Woodland Avenue

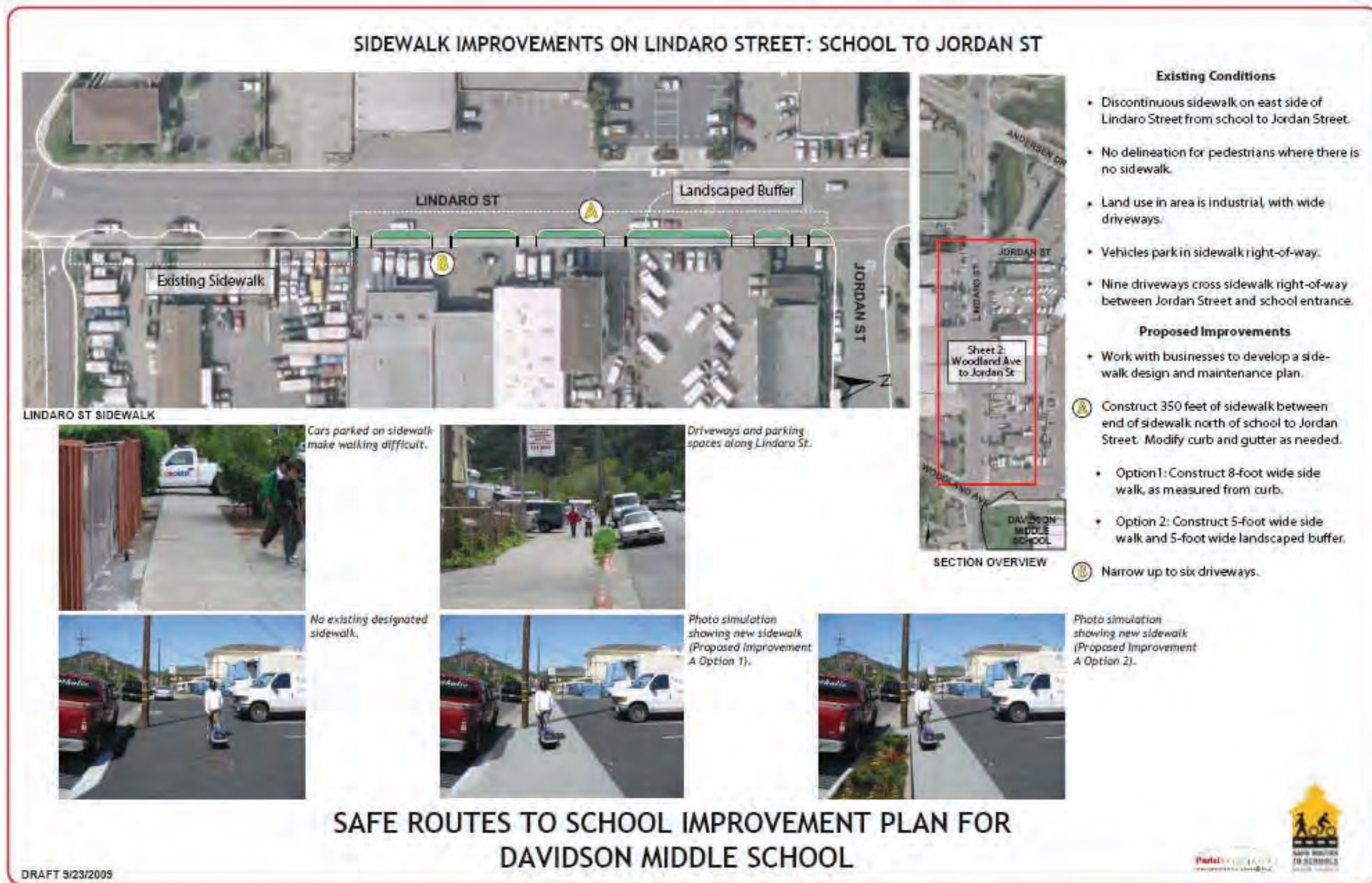


Figure 2: Sidewalk Improvements on Lindaro Street: School to Jordan Street

SIDEWALK IMPROVEMENTS ON LINDARO STREET: JORDAN ST TO ANDERSEN DR



SECTION OVERVIEW



LINDARO ST: JORDAN STREET TO ANDERSEN DRIVE

Existing Conditions

- Five-foot wide sidewalk on Lindaro Drive between Jordan Street and Anderson Drive.
- Students accessing Mahon Creek Trail jaywalk across median on Anderson Drive.

Proposed Improvements

- A Widen approximately 250 feet of sidewalk on Lindaro Drive to eight feet.
- B Construct fence in median of Anderson Drive to discourage jaywalkers.



Narrow sidewalk beginning at Jordan St.



Andersen Dr. intersection.



Students crossing midblock to access Mahon Creek Trail.



Entrance to Mahon Creek Trail starts midblock at Andersen Dr.

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Figure 3: Sidewalk Improvements on Lindaro Street: Jordan Street to Andersen Drive

SIGNING AND STRIPING IMPROVEMENTS: LINDARO ST



Existing Conditions

- Outdated signage and striping.
- Limited visibility at uncontrolled crosswalk at Albert Park Lane.
- Uncontrolled crosswalk at Albert Park Lane does not have signage.
- Parked cars restrict visibility of Albert Park Lane crosswalk.
- Outdated pavement markings on Lindaro Street.

Proposed Improvements

- A** Install "No Left Turn" sign at driveway exit.
- B** Install fluorescent yellow-green Assembly B signage at uncontrolled crosswalk and fluorescent yellow-green Assembly D signage in advance of crosswalk.
- C** Replace existing pavement markings with "Slow School Xing" pavement markings.
- D** Restrict parking to 20 feet on either side of the uncontrolled crosswalk.
- E** Install fluorescent yellow-green Assembly A signage adjacent to school.

- Existing sign to remain
- Existing sign to be removed/replaced
- New sign



Note: All school area signs should use fluorescent yellow green (FYG) coloring

**MUTCD 2006 CA SUPPLEMENT
SCHOOL AREA SIGN ASSEMBLIES**

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DAVIDSON MIDDLE SCHOOL**

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Figure 4: Signing and Striping Improvements: Lindaro Street