



# Brookside Upper Elementary School

## Travel Plan



SAFE ROUTES  
TO SCHOOLS  
MARIN COUNTY



Transportation Authority of Marin

## TABLE OF CONTENTS

<b>1. PURPOSE.....</b>	<b>1</b>
1.1. SR2S Planning, Implementation and Monitoring .....	1
1.2. Marin County Measure A.....	1
<b>2. BROOKSIDE UPPER ELEMENTARY SCHOOL PROFILE.....</b>	<b>2</b>
2.1. School Location.....	2
2.2. Enrollment and Demographics.....	2
2.2.1. Enrollment by Grade.....	2
2.2.2. Enrollment by Ethnicity.....	2
2.2.3. Free Lunch Enrollment.....	3
2.3. Current Conditions .....	3
2.4. Policies .....	4
2.5. Student Survey History.....	5
<b>3. BARRIERS AND OPPORTUNITIES .....</b>	<b>7</b>
3.1. Parent Survey .....	7
3.2. Walkabout Notes.....	7
<b>4. PROGRAMS AND PROJECTS.....</b>	<b>8</b>
4.1. Engineering Design Concepts.....	8
4.2. Education Programs .....	8
4.3. Encouragement Programs .....	9
<b>5. IMPLEMENTATION MATRIX.....</b>	<b>9</b>
<b>APPENDIX A: MEETING NOTES .....</b>	<b>10</b>
<b>APPENDIX B: ENGINEERING DESIGN CONCEPTS.....</b>	<b>13</b>

### Tables

Table 1: Brookside Upper Elementary School Enrollment by Grade, 2007-08.....	2
Table 2: Brookside Upper Elementary Racial and Ethnic Subgroups, 2008-9.....	2
Table 3: Means of Travel to School .....	5

### Figures

Figure 1. How Students Got to School .....	6
--	---

*This page intentionally left blank*

# 1. Purpose

## 1.1. SR2S Planning, Implementation and Monitoring

The Brookside Upper Elementary 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](http://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 Brookside Upper Elementary School Travel Plan qualifies as such a plan and identifies potential capital projects eligible for Safe Pathways funding.

## 2. Brookside Upper Elementary School Profile

### 2.1. School Location

45 Green Valley Ct., San Anselmo CA 94960  
Primary contact: Tracy Smith

### 2.2. Enrollment and Demographics

#### 2.2.1. Enrollment by Grade

For the 2008-2009 school year Brookside Upper School had 327 enrolled students. **Table 1** shows the number of students enrolled in each grade

**Table 1: Brookside Upper Elementary School Enrollment by Grade, 2007-08**

Grade Level	Enrollment
Grade 2	40
Grade 3	90
Grade 4	94
Grade 5	103
Total	327

#### 2.2.2. Enrollment by Ethnicity

**Table 2** shows the racial and ethnic breakdown of the student population

**Table 2: Brookside Upper Elementary Racial and Ethnic Subgroups, 2008-9**

Racial and Ethnic Subgroup	Number of Students	Percent of Students
African American	2	.6%
American Indian or Alaska Native	1	.3%
Asian	11	3%
Filipino	0	0
Hispanic or Latino	12	4%
Pacific Islander	1	.3%
White (Not Hispanic)	284	87%
Multiple or No Response	16	5%

### 2.2.3. Free Lunch Enrollment

Confidential

## 2.3. Current Conditions

### Entrances to School

- **Primary School Entrance:** GreenValley Court

### Cross Streets

- **Cross Street:** Butterfield Road

### Speed Checks:

Conducted 2/12/2009 Butterfield and Baytree

#### Peak Speeds

95<sup>th</sup> Percentile speed: 36  
85<sup>th</sup> Percentile speed 33  
15<sup>th</sup> percentile speed 26  
10 MPH pace 25-35  
Number in Pace 1052

#### Low Speeds:

95<sup>th</sup> percentile speed 32  
85<sup>th</sup> percentile speed 30  
15<sup>th</sup> percentile speed 21  
10 MPH pace 21-31  
Number in pace 954

Conducted 12/5/08 Butterfield and Caleta

#### Peak Speeds

95<sup>th</sup> Percentile speed: 35  
85<sup>th</sup> Percentile speed 32  
15<sup>th</sup> percentile speed 26  
10 MPH pace 24-34  
Number in Pace 1318

#### Low Speeds:

95<sup>th</sup> percentile speed 31  
85<sup>th</sup> percentile speed 29  
15<sup>th</sup> percentile speed 2122

10 MPH pace 21-31  
Number in pace 1316

### **Crossing Guards**

- a. Location of TAM crossing guards: Butterfield and Green Valley
- b. Location of school crossing guards: None

### **Transit**

- c. School bus availability: None
- d. Public Transit Availability: Marin Transit #126 provides special school service to Brookside schools
- e. Special Transit needs no offered

### **Bike Racks**

- f. Location of bike racks: by tennis courts
- g. Number of bikes that can be stored: unknown
- h. Condition of rack and security issues: Good condition

## **2.4. Policies**

### **Pick Up and Drop Off**

Locations: Circle in front of school

Parents pull through circle, s6tudents exit and enter cars, parents pull forward as spaces open up

### **Parking**

- i. Location of Staff Parking: Behind school
- j. Location of general public parking: in circle, not at drop off/pick up); street
- k. Parking Policies: Sign is posted stating that the lots are only for people with school business.

### **Bicycles and Skateboards**

Bicycle and/or skateboarding Policy: Skateboards are not allowed on campus. Bicycles are not to be ridden on campus. See district plan for bike pledge.

## 2.5. Student Survey History

Since the 2003 school year, students have been asked how they traveled to school, once in the fall and once in the spring. The results of these surveys are below, in **Table 3**.

**Table 3: Means of Travel to School**

	Fall						
Year	Walk	Bike	School Bus	Transit	Family Vehicle	Carpool	Other
01-02	13%	17%	4%		40%	26%	
03-04	12%	17%	24%		31%	16%	
04-05	7%	13%	41%		29%	10%	
06-07	8%	13%	21%		40%	18%	
07-08	8%	23%	23%		35%	11%	0%
08-09	7%	19%	0%	26%	37%	10%	0%
09-10	7%	17%	1%	16%	43%	14%	1%
10-11	5%	17%	6%	13%	40%	17%	1%
	Spring						
Year	Walk	Bike	School Bus	Transit	Family Vehicle	Carpool	Other
01-02							
03-04	6%	7%	25%		37%	25%	
04-05	14%	10%	28%		33%	15%	
06-07	10%	16%	21%		33%	20%	
07-08	4%	24%	18%		35%	19%	0%
08-09	9%	13%	0%	19%	44%	15%	0%
09-10	8%	7%	6%	10%	43%	26%	0%
10-11							



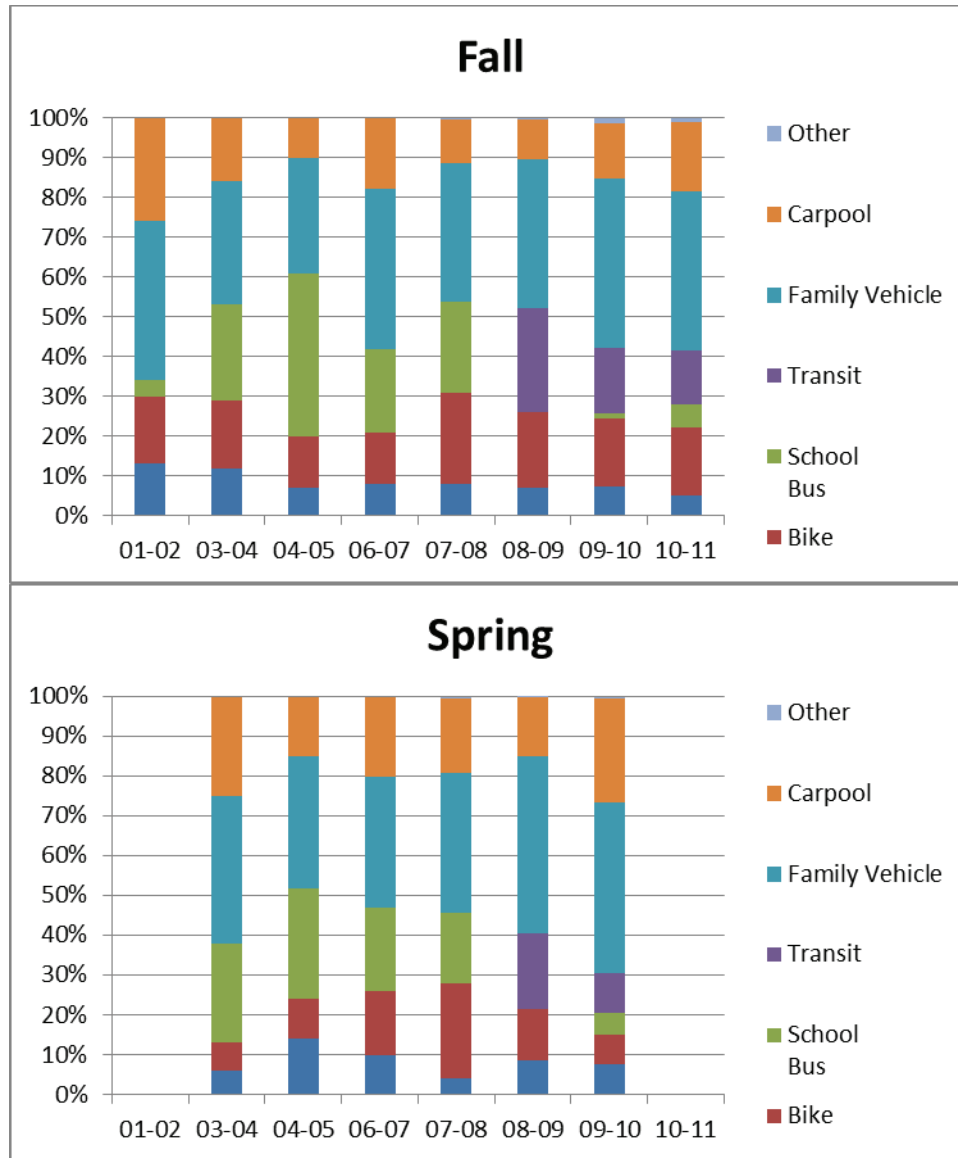


Figure 1. How Students Got to School

In 2001, students participated in International Walk to School Day. Here are the results of those surveys:

**October 2001**

**Student survey results.** Thanks to the teachers and students for completing the “How I got to school today” survey the week of September 24. On average over the week for kids reporting, at lower campus, 20 percent walked, 7 percent carpooled, and 65 percent came alone by car; at upper campus: 11 percent walked, 17 percent biked, 27 percent carpooled, and 40 percent came alone by car.

**International Walk-to-School Day.** The I-Walk event saw even more kids walking and biking. At lower campus, out of seven classes surveyed, 32 percent walked, 11 percent biked, 21 percent carpoled, and 32 percent came alone by car; at upper campus, 19 percent walked and an amazing 42 percent biked, while 10 percent carpoled and only 20 percent came alone by car. Plus, the kids had the satisfaction of sharing an activity with kids from all over the globe.

## 3. Barriers and Opportunities

### 3.1. Parent Survey

The Brookside Safe Routes to Schools Task Force was formed in the fall of 2000 and sent surveys home to the parents of both campuses. Surveys completed ranked safety and high speed vehicles as the number one concern, and inadequate or incomplete sidewalks as the next important reason why they drive their children to school. Parents indicated their willingness to allow their children to walk and bike based on different criteria. Improved sidewalks and bike paths ranked third with 45% stating that these improvements would make a difference.

Volunteers distributed check lists to allow parents and neighbors to identify areas of improvements. Concerns about safety along Butterfield Road and incomplete sidewalks, inadequate bike paths and crosswalks were again the number one concern. These issues were re-iterated at a community meeting held in January, 2002.

### 3.2. Walkabout Notes

Notes from Brookside Upper Walkabout  
June 10, 2009

Present: Jen Grenier Selvig, Brookside team leader, Gina Feiner, School Board, Tracy Smith, Principal, Amanuel Haille and John Neville, County DPW, Wendi Kallins, SR2S

Issue: Green Valley court, narrow road, no sidewalks or pathway, cars occasionally park on the road.

Possible solutions – install no parking between 8-8:30, put periodic pile-ons to designate pathway. Need to get the neighbors to agree first.

Other solution – reroute cars by opening up to Hidden Valley and have cars make a one way loop.  
Issue – neighbors on Hidden valley, turning left onto Butterfield.

Issue: Car no waiting for crossing guard to reach curb, also makes wide left turns around kids

Possible solution – increased enforcement; put in a yield to pedestrian sign in crosswalk (would need to remove at night to keep it from being destroyed)

Issue: Fawn Drive – cars drop off and kids run across the street – blind curve and steep downhill.

Possible solution – school increase education of parents to NOT drop off at fawn drive, have teacher or principal periodically monitor it, have sheriff enforce.

Issue – crossing Butterfield to get to bus stops. Did not discuss solutions. Amanuel will look at it.

Notes from Brookside team meeting 9-19-09

- Fix bike racks (Jen did this already)
- Send get well card to Manuel Haille DPW
- John Nova is our new contact at DPW
- Get parents to meet the bus at Lower to help kids learn to cross the street; they should wait for the bus to pass. Hopefully we will be getting a crossing guard soon (Hal Brown has made an official request last week).
- Suffield intersection: suggestion to make a pathway to make a safe route and get it patrolled to keep cars from driving on Suffield
- Get Street Smarts Signs
- Safety assemblies for students (one brief one and one longer one coming up)
- Riding with Youth workshop set up
- Golden Gate Transit (change bus stop) Anna already contacted!
- Encourage car pooling
- Temporary pylons along white line on green valley ct (where to get the manpower for this on a daily basis?)
- Anna to call Gina to inquire about PACE cars
- Tracy—SHHA bulletin submittal about safety
- Other solutions:
- Could we stagger our release? Walkers, bikers then bus riders then pick ups?
- Tracy to contact neighbors to set up a meeting to discuss other solutions: Hidden Valley? Fawn Dr? no parking signs?

## 4. Programs and Projects

### 4.1. Engineering Design Concepts

### 4.2. Education Programs

Brookside schools held a bicycle rodeo in the fall of 2001 and had lessons in bicycle safety for 4<sup>th</sup> graders and pedestrian safety for 2<sup>nd</sup> graders. San Anselmo police and the Sheriff's department has offered increased enforcement and accompanied children on Walk and Bike to

School Day in the Fall of 2001. Brookside continues to utilize the Safe Routes to Schools education programs with 2<sup>nd</sup> grade classes in Pedestrian Safety

Stop Look and Listen

Walk Around the Block

4<sup>th</sup> Grade Classes in Bicycle Safety

Helmet Safety

Traffic Safety Game Show

Bicycle rodeo

### 4.3. Encouragement Programs

Brookside Schools began their own Safe Routes to Schools program by providing parent volunteer to “drive” walking school buses and bike trains. A map was placed in the school office to indicate the “bus” routes and “drivers” and phone numbers. They have also held monthly Walk and Bike to School days and have participated in the Frequent Rider Miles contest which allows children to keep a tally card of the number of times they walk and bike to school. Those who complete their card can turn them in for increasingly more desirable rewards. Children also could fill out an activity book which gave them one card which is entered into the raffle where a bike will be given away at the end of the year. These activity books teach children about bicycle safety and the care of their bicycles.

Brookside continues to participate in International Walk to School Day every year and conducts the Frequent Rider Miles contest each spring.

## 5. Implementation Matrix

An implementation matrix with district wide improvements is in the Ross Valley District Plan.

## Appendix A: Meeting notes

The San Anselmo Safe Routes to School workgroup met on January 16, 2002 for presentations and a lively discussion on improving safety and health for kids on their way to school. Here are my notes from the meeting.

Comments welcome.

Please let me know if you prefer not to be included in the San Anselmo Safe Routes e-mail list.

### Introductions

Introductions included Chief Maynard and Lieutenant Kirton of the San Anselmo police department, Rabi Elias of San Anselmo Public Works, and Berenice Davidson and Jack Baker of County of Marin Public Works, and Tim Lentini, Brookside schools liaison.

### Welcome

San Anselmo Mayor Judith Hodgens, San Anselmo Councilman Peter Breen, and Supervisor Hal Brown introduced themselves, welcomed the participants, and expressed their support for the group's purpose. Peter and Hal discussed the on-going efforts of the Ross Valley traffic committee that has been meeting for some time, and Hal indicated that the county would be able to contribute some funding to local transportation safety efforts despite likely budget cuts due to the State budget situation.

### History

Wendi Kallins, Marin Safe Routes to Schools, Tom Crowell, member of the former San Anselmo Bicycle Task Force, and Martha Lee Steinmann, co-founder of the San Anselmo Safe Routes workgroup, provided the context for this meeting in terms of county-wide efforts and past efforts in San Anselmo.

### Traffic Calming Presentation

David Parisi, a traffic engineer specializing in traffic calming and pedestrian and bicycle safety planning, gave an overview of the methods to increase safety where people and traffic interact, beginning with education and enforcement and progressing on to various engineering techniques.

### Group Discussion

Problem areas indentified:

-- Green Valley Ct.

- Broadmoor/Brookside/Morningside area
- Butterfield/San Anselmo/Sir Francis Drake, especially now that the redesign of the Butterfield intersection has moved the crosswalks to the opposite side of Butterfield;
- Van Winkle corridor and intersection with Butterfield
- Butterfield Road near Woodside

Safety concerns identified and comments are below:

- Traffic too heavy, too fast, too congested (Butterfield, Sir Francis Drake) – see comments 5, 10-14, 16, 22, 25, 27, 31
- Kids too near traffic (Butterfield, Green Valley) – see comments 5-8, 20, 21, 27
- Missing, dangerous, or obstructed sidewalks and bike lanes (Butterfield, Van Winkle, Brookside, Green Valley) – see comments 6, 9, 20, 21
- Traffic controls needed [Sir Francis Drake, Butterfield] – see comments 3, 4, 23, 35
- Drop-off congestion – see comments 20, 22, 31, 32

Solutions suggested:

- Change in location and timing of Butterfield / SFD crosswalk and signal – see comments 17, 19
- Open up Hidden Valley access and reroute traffic through upper campus – see comment 23
- Drop off kids off campus – see comments 24, 29, 32
- Crossing guards – see comments 18, 28, 36
- Valet system – see comments 34, 35
- Campus reorganization (K-5 at both) see comments 26, 37

Mapping data collection

Safe Routes workgroup will distribute map and checklist via bulletin and set up a drop-box at the schools. [Map was included in recent bulletin; I've received one call in response so far.] We may also distribute the map to kids as a mapping exercise in conjunction with curriculum. Data collected will help prioritize problems for possible design and capital improvement work. Possible capital funding options include the County of Marin, the Town of San Anselmo, and the CalTrans Safe Routes to School program.

Next Meeting

San Anselmo Safe Routes plans to begin scheduling monthly meetings for the Brookside community on the Brookside campus to continue data collection, planning, prioritizing, and recommending solutions. We'll announce the date, time, location, and proposed agenda of the next meeting via e-mail and through the Brookside bulletin.

Transcript of recorded comments

1. Green Valley
2. Broadmoor and Morningside
3. Butterfield/SFD/SA Ave; change in intersection -- crosswalk moved
4. Van Winkle/Butterfield
5. Many kids walking/riding on Butterfield with all the auto traffic
6. Missing sidewalks [Butterfield, other streets]
7. Too narrow near Woodside [Butterfield]
8. Sidewalk too near road and too narrow [Butterfield]
9. Parked cars force bikes into roadways [Butterfield]
10. Children too near powerful machines
11. And a lot of traffic
12. Reducing traffic makes remaining traffic go faster
13. Need to get the cars to slow down
14. Children do not see what adults see
15. Construction and service vehicles on road and obstructing paths [Butterfield]
16. Limited hours during which we have the problem
17. Change in Butterfield/SFD intersection -- light at crosswalk should be much faster during school trip times
18. Crossing guards to help at light and on Butterfield
19. Change in Butterfield/SFD intersection forces you to cross Butterfield
20. Brookside at Broadmoor and into school parking lot
21. Green Valley -- once had a sidewalk plan at county level -- neighborhood resisted [sidewalk, due to loss of trees in front yards along street] but put in bike path striping [and residents make effort not to park on the road]
22. Parents driving kids to school aren't considerate of residents [Green Valley]
23. Possible opening of Hidden Valley access to upper campus and rerouting traffic, possibly one-way
24. Many parents now drop off/pick up on Butterfield instead [of on upper campus]
25. Only recently have most kids arrived by car -- changed when upper/lower campuses change grade levels
26. Why not have two K through 5 schools again?
27. SFD at San Francisco to White Hill -- kids not safe at the bus stop
28. High school kids as crossing guards [Chief Maynard pointed out liability indemnification problem]
29. Develop drop-off point off the campus
30. Fawn Drive drop-off -- see pg. 9
31. [From page 9 diagram] -- steep section of Fawn Drive with curve and cliff at upper campus; gap in guard rail just at campus; cars sometimes go too fast down the hill; drop-off [around curve] creates congestion
32. How many people [currently] use Hidden Valley to drop off?
33. Valet system with student valets -- parents don't get out, cars move faster

- 34. Valet system reduces pedestrian activity at drop-off
- 35. Left turn from Green Valley onto Butterfield
- 36. Crossing guards -- if under 18 need adult monitors; want to be indemnified [shielded from liability lawsuits]
- 37. Support for K-5 at both campuses

## Appendix B: Engineering Design Concepts

See attached