



Lu Sutton Elementary School Travel Plan



SAFE ROUTES
TO SCHOOLS
MARIN COUNTY



TAM
Transportation Authority of Marin

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1. Purpose

1.1. SR2S Planning, Implementation and Monitoring

The Lu Sutton 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 Lu Sutton School Travel Plan qualifies as such a plan and identifies potential capital projects eligible for Safe Pathways funding.

2. Lu Sutton School Profile

2.1. School Location

1800 Center Drive
Novato, CA 94947

2.2. Enrollment and Demographics

Table 1 shows the enrollment by grade for the 2008/09 school year. **Table 2** shows the enrollment by racial or ethnic subgroup.

Table 1: Enrollment by Grade, 2008/09

Grade Level	Enrollment
Kindergarten	80
Grade 1	79
Grade 2	68
Grade 3	75
Grade 4	66
Grade 5	83
Total	451
<i>Source: California Department of Education</i>	

Table 2: Racial and Ethnic Subgroups, 2008/09

Racial and Ethnic Subgroup	Number of Students	Percent of Students
African American	24	5.3%
American Indian or Alaska Native	0	0%
Asian	15	3.3%
Filipino	5	1.1%
Hispanic or Latino	162	35.9%
Pacific Islander	2	0.4%
White (Not Hispanic)	220	48.8%
Multiple or No Response	23	5.1%
<i>Source: California Department of Education</i>		

2.3. School Lunch Program

Information not obtained.

2.4. Existing Conditions

Entrances to School

- **Primary School Entrance:** Leland Court and Center Road

Cross Streets

- **Cross Street:** Piper, Stanford, and Leland Courts

Traffic Controls

- Orman Court and Center Road is a T-intersection, with a stop-sign control on the Orman Court leg.
- Crescent Court and Center Road is a T-intersection, with a stop-sign control on the Crescent Court leg.
- Stanford Court and Center Road is a T-intersection, with a stop-sign control on the Stanford Court leg.
- Piper Court and Center Road is a T-intersection, with a stop-sign control on the Piper Court leg.
- Meyers Court and Center Road is an uncontrolled T-intersection.

Crossing Guards

- **Location of School Crossing Guards:** Center Road near Leland Drive and the intersection of Wilson Avenue and Center Road. During Walk/Bike to School days there are also volunteer crossing guards at Center Road/Tamalpais Avenue, McClay Road/Center Road, and an additional crossing guard at Wilson Avenue/Center Road.

Transit

- **Transit Availability:** Only special day class buses

Bike Racks

- **Number of Bike Spaces:** 60

2.5. Policies

Pick Up and Drop Off

- **Location:** There are loading zones on both sides of Center Road. There is a daycare drop off in the parking lot, but those vehicles have decals displayed. There is a turnaround that is currently not utilized.

Parking

- **Parking Policy:** Parents are allowed to park automobiles Alameda de la Loma or Calle Paseo and walk children to or from school. Parents can drop off or pick up children on Calle Paseo. Parents are reminded not to park in the crosswalk. (Source: Lu Sutton School Parent Guide 2007-08)

2.6. Classroom Education

Classes requested from SR2S:

- 4th Grade Helmet Safety
- Bicycle Rodeo

2.7. Encouragement Programs

The school offers the following encouragement programs:

- The school participates in International Walk to School Day in the fall and the Frequent Rider Miles Contest in the spring.
- The school has held Monthly Walk to School Days on Wednesday or Thursday were previously conducted, except in 2007-08. Monthly walk to school days are planned to be resumed.
- Families are encouraged to form carpools, walk pools and bike pools.
- The school promotes activities through the school newsletter, posters, flyers and banners and through principal announcements.

2.8. Student Surveys

Fall and spring student surveys have been conducted intermittently since the 2004-05 school year. Students are asked how they travel between home and school. **Table 3** shows the survey results through spring 2010. Blank entries indicate that data was not collected.

Table 3: How Students Got To School

Fall							
Year	Walk	Bike	School Bus	Transit	Carpool	Family Vehicle	Other
2004-05	16%	7%	3%		8%	66%	
2006-07							
2008-09	22%	6%	3%	1%	10%	57%	1%
2009-10	15%	3%	3%	0%	11%	68%	1%
2010-11	19%	6%	4%	0%	13%	56%	2%
Spring							
Year	Walk	Bike	School Bus	Transit	Carpool	Family Vehicle	Other
2004-05	24%	10%	3%		12%	51%	
2006-07	20%	10%	5%		19%	46%	
2008-09							
2009-10	21%	6%	3%	0%	14%	54%	1%
2010-11							

Figure 1 charts the travel information in **Table 3**. On average, most students are driven alone in a family vehicle. The second most popular travel mode is walking. On average, 19 percent of students walk to school during the school year. Biking has remained the third most popular travel mode, consistently showing an increase during the spring semester. “Other” travel modes include skateboards and scooters.

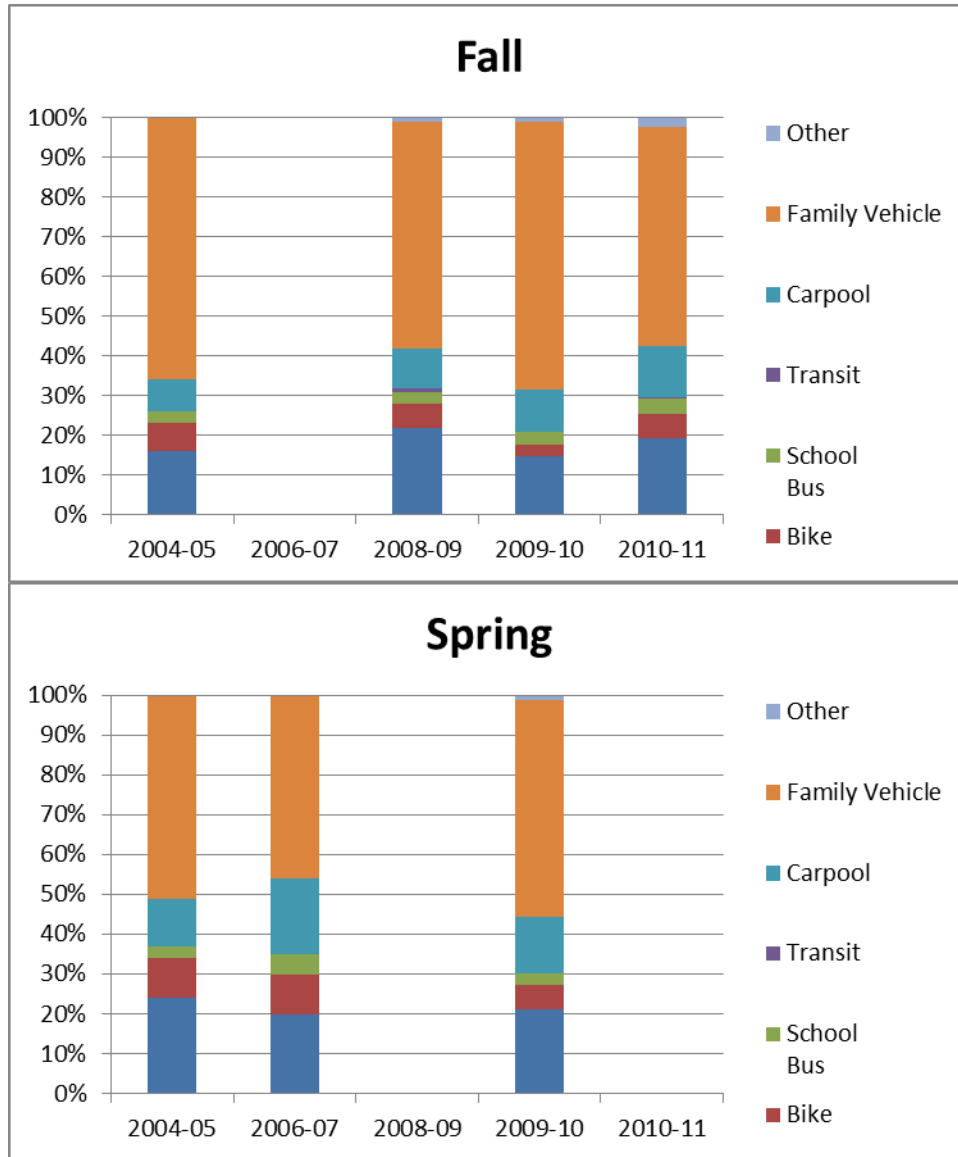


Figure 1: How Children Got To School

3. Barriers and Opportunities

3.1. Parent Survey

Lu Sutton conducted a parent survey in the fall and spring of the 2004/05 school year. Two hundred and three parents responded to the fall survey and 197 responded to the spring survey.

Mode Choice

The most popular mode choice among parents is driving. The survey reveals about five percent of students driven to school are bused home. The second most popular mode choice to and from school is walking.

Table 4: Parent Mode Choice

Mode	Morning	Afternoon
Drive	75%	67%
Walk	24%	24%
Bike	11%	11%
Bus	6%	11%
Carpool	5%	5%

Barriers to Biking and Walking to School

When asked “What concerns limit your ability to walk or bike to school?” the highest number of parents indicated “safety.” “Age” and “stranger danger” received the second and third most responses. “Backpack” received the least number of responses.

Table 5: Potential Opportunities to Improve Biking and Walking to School

Improvement Opportunity	% of Respondents
Safety	57%
Age	44%
Stranger Danger	43%
Convenience	34%
Weather	32%
Work	27%
Speeding	22%
Dangerous Crossings	21%
Too Far	18%
Late	13%
Distance	11%
Carrying Projects	9%
Sidewalk	9%
Child not following Safety Rules	5%
Dogs	5%

Improvement Opportunity	% of Respondents
Backpack	3%

Encouraging Biking and Walking to School

When asked “would you allow your child to walk or bike to school if...?” most respondents cited having their children “accompanied by other parents” and “crossing guards at dangerous intersections.”

Table 6: Encouraging Biking and Walking to School

Encouragement	% of Respondents
With Other Parents	49%
Cars Slowed Down	23%
Crossing Guard	23%
With Other Children	21%
Safety Training	21%
Better Sidewalks and Bike Paths	17%
Paths Separated from Traffic	13%
Bike Storage	5%
Maps	2%

3.2. Walkabouts

The walkabout identified improvement opportunities on Center Road and Wilson Avenue. Center Road does not have defined travel lanes or pavement striping and at the intersection with Wilson Avenue, traffic control signs and pavement markings are not clear.

4. Programs and Projects

4.1. Engineering Design Concepts

Based on the walkabout and Task Force meetings, design concepts were prepared. These are summarized briefly below. **Appendix A** shows these concepts in more detail.

Wilson Avenue and Center Road Intersection Improvements

- **Option 1:** Paint limit lines (stop bars) approximately five feet before crosswalk.
- **Option 2:** Install a traffic signal in addition to limit lines (stop bars) before the crosswalk.
- **Option 3:** Construct a roundabout with splitter islands and high-visibility crosswalks to calm traffic.

Traffic Calming Improvements for Center Road

All recommendations for Center Road include striping lanes, removing the loading zone from the south side of the road and reducing travel lanes to ten feet, which is intended to slow motor vehicular traffic and provide space for all street users. The recommendations include three options:

- **Option 1:** Bike lanes on both sides of street with parking on the south side.
- **Option 2:** Stripe wide shoulders with ten-foot travel lanes.
- **Option 3:** Create parking lanes on the north and south sides of Center Road and provide a bike lane on the north side of the street. Restrict parking on south side during school hours to accommodate bicyclists traveling east.

5. Implementation Matrix

Implementation plans for the Novato School District are summarized in the District Travel Plan. Please refer to that plan for implementation efforts.

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Appendix A: Engineering Concepts

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WILSON AVENUE AND CENTER ROAD INTERSECTION IMPROVEMENTS

OPTION 1: LIMIT LINES
Center Road & Wilson Ave.



Recommendation

Paint limit lines approximately five feet back from crosswalks

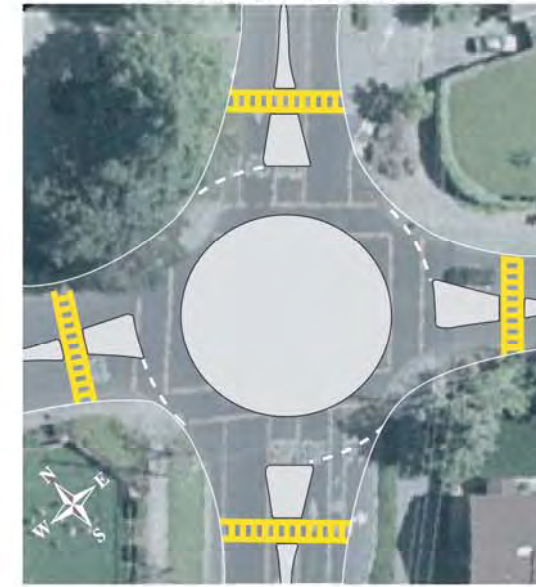
OPTION 2: SIGNAL AND LIMIT LINES
Center Road & Wilson Ave.



Recommendation

If warranted, install traffic signal, with limit lines painted approximately five feet back from crosswalks

OPTION 3: ROUNDABOUT
Center Road & Wilson Ave.



Recommendation

Construct roundabout with splitter islands if feasible within existing right-of-way

EXISTING CONDITIONS



Bike lane on Wilson Ave, facing NE



Looking SW down Wilson Ave



Looking NE down Center Road

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SAFE ROUTES TO SCHOOL IMPROVEMENT PLAN FOR LU SUTTON SCHOOL

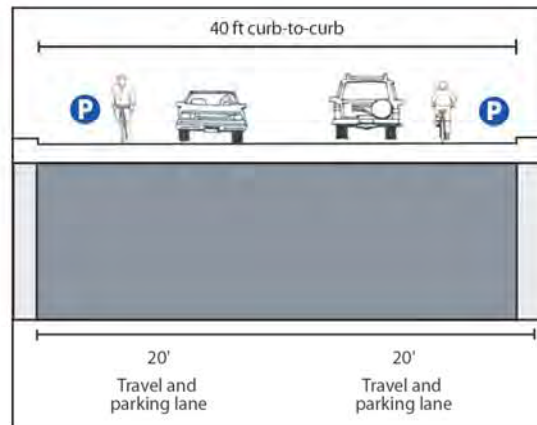
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Figure 2: Wilson Avenue and Center Road Intersection Improvements

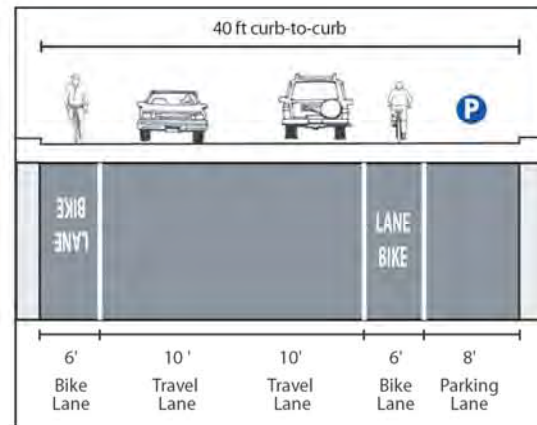
TRAFFIC CALMING IMPROVEMENTS FOR CENTER ROAD

BEFORE: Center Road Facing West at Lu Sutton School



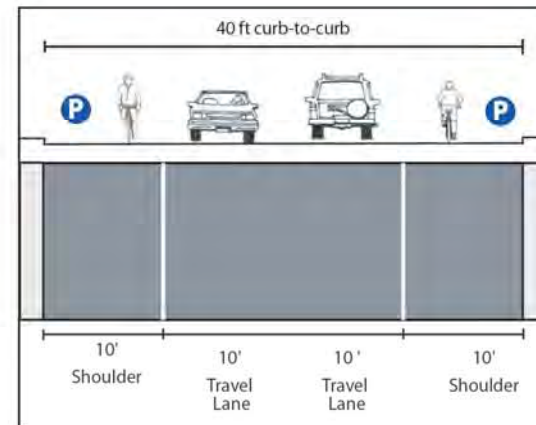
- Existing Conditions: Looking East on Center Road**
- Center Road passes in front of Lu Sutton School as a 40 foot roadway with 20 foot travel lanes.
 - No striping on road
 - Loading zone located on south side of Center Road, opposite school.
 - Limits: Center Road from Tamalpais Avenue to Wilson Ave, possibly past Wilson Ave.

AFTER: Option 1 - Bike Lanes, Parking One Side



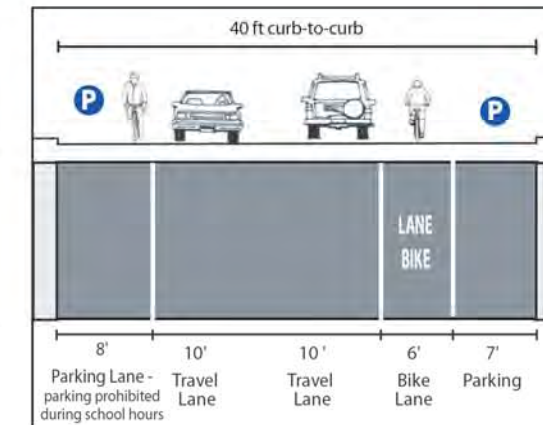
- Recommendations: Option 1**
- Stripe 6 foot bike lane on south side of Center Road
 - Stripe 6 foot bike lane and 8 foot parking on north side of Center Road *
 - Reduce travel lanes to 10 feet
 - Eliminate loading zone on south side of street
 - Parking allowed only on north side of street

AFTER: Option 2 - Wide Shoulders



- Recommendations: Option 2**
- Stripe shoulders to 10 feet
 - Reduce travel lanes to 10 feet
 - Eliminate loading zone on south side of street
 - Parking allowed on both sides of street
- * Note: Provision of bicycle lane(s) would require a General Plan amendment.

AFTER: Option 3 - Bike Lanes, Parking Both Sides, Restricted Parking During School Hours



- Recommendations: Option 3**
- Stripe 8 foot parking lane on south side of Center Road. Restrict parking during school hours in order to provide shoulder for cyclists.
 - Stripe 6 foot bike lane and 7 foot parking on north side of Center Road *
 - Reduce travel lanes to 10 feet
 - Eliminate loading zone on south side of street

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10/19/09

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Figure 3: Traffic Calming Improvements for Center Road