



Marin Primary & Middle School Travel Plan



SAFE ROUTES
TO SCHOOLS
MARIN COUNTY



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Purpose

1.1. SR2S Planning, Implementation and Monitoring

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

Marin Primary and Middle School Profile

1.3. School Location

30 Magnolia Avenue
Larkspur, CA 94939

1.4. Enrollment and Demographics

Table 1 shows the number of students enrolled in each grade for the 2006/07 school year. **Table 2** shows the racial and ethnic breakdown of the student population

Table 1: Marin School Enrollment by Grade, 2006/07

Grade Level	Enrollment
Kindergarten	23
Grade 1	21
Grade 2	15
Grade 3	13
Grade 4	19
Grade 5	26
Grade 6	31
Grade 7	30
Grade 8	26
Total	204

Table 2: Marin Racial and Ethnic Subgroups, 2006/07

Racial and Ethnic Subgroup	Percent of Students
African American	1%
American Indian or Alaska Native	0%
Asian	3%
Filipino	0%
Hispanic or Latino	1%
Pacific Islander	1%
White (Not Hispanic)	87%
Multiple or No Response	11%

1.5. Lunch Program

Information not obtained.

1.6. Existing Conditions

Entrances to School

- **Primary School Entrance:** Information not obtained.
- **ADA Access:** Information not obtained.

Cross Streets

- **Cross Street:** Wilshire and Magnolia Avenues

Traffic Controls

- Location of stop signs: Magnolia Avenue and Redwood Avenue (three-way stop, no lights)
- Location of traffic lights: None
- Location of pedestrian activated signals: None
- Other traffic control devices (i.e. yield to pedestrian paddles): Pedestrian paddle at school crosswalk

Crosswalks

Yellow ladder crosswalks on:

- All legs of the Monte Vista Avenue and Alexander Avenue intersection
- The north and east legs of the Magnolia Avenue and Alexander Avenue intersection
- The west leg of the Magnolia Avenue and Piedmont Road intersection
- The south leg of the Park Way and Magnolia intersection
- The south leg of the Wilshire Avenue and Corte Madera Avenue intersection
- The south leg of the Lark Court and Corte Madera Avenue intersection

Crossing Guards

- **Location of TAM Crossing Guards:** Redwood Avenue and Magnolia Avenue
- **Location of School Crossing Guards:** Faculty and staff for morning drop off on Magnolia Avenue

Transit

- **School Bus Availability:** Information not obtained.
- **Public Transit Availability:** The nearest public bus service to MPMS are Golden Gate Transit Routes 18 and 22. The Twin Cities Shuttle Golden Gate Transit Route 221 runs every 35 minutes from 11 to 6:30 pm.
- **Special Transit Needs Offered:** Information not obtained.

Bike Racks

- **Location of Bike Racks:** Information not obtained.

- **Number of Bike Spaces:** 12
- **Rack Condition and Security:** The racks are secure inside a fenced courtyard.

1.7. Policies

Pick Up and Drop Off

- **Location:** Magnolia Avenue in the back parking lot and at the Middle School office at the Magnolia Avenue Loading Zone (white curb).
- **Policy:** Morning drop off is at back parking lot—supervised by faculty, Primary Director, and Head with handheld stop sign, traffic direction, and assistance opening car doors 2) Magnolia Avenue Loading Zone Drop Off is curbside drop off with Middle School Director serving as greeter and providing assistance. Afternoon pickup occurs at various times at the same 2 locations without supervision.

Parking

- **Staff and General Parking:** Staff is requested to park on the residential side streets, although some staff park in the school parking lot. Some parking available in school parking lot with remainder of parking on the curb at street.
- **Policy:** (See above) School parking is available during school hours. During non-school hours and weekends, the public may use MP&MS parking lot for Joe Wagner field access.

1.8. Education Programs

Marin Primary School participated in the following education programs for the 2007-08 school year:

- Stop Look and Listen
- Walk Around the Block
- Helmet Safety
- Assembly

1.9. Encouragement Programs

Marin Primary participated in 2007 International Walk and Bike to School Day.

1.10. Student Surveys

Marin School conducted a student travel survey in the 2008/09 and 2009/10 school years, and in the fall of 2010. The vast majority of students reported being driven in a family vehicle, although rates

for walking and carpooling have grown significantly since the surveys began. **Table 3** presents the complete survey results. **Figure 1** charts the survey results.

Table 3: How Students Got to School

Year	Walk	Bike	Bus/ Transit	Drive Alone	Carpool	Other
Fall 2008	4%	5%	0%	84%	6%	1%
Spring 2009	7%	4%	2%	73%	12%	2%
Fall 2009	16%	4%	3%	63%	15%	0%
Spring 2010	11%	7%	0%	64%	16%	1%
Fall 2010	16%	4%	3%	63%	15%	0%

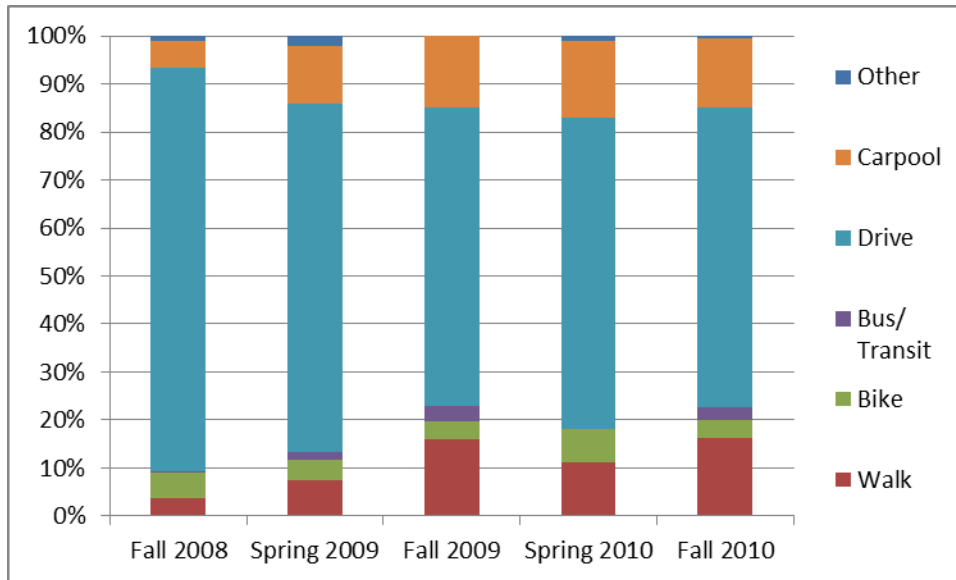


Figure 1: How Students Got to School

Barriers and Opportunities

1.11. Parent Survey

Marin School has not conducted parent surveys.

1.12. Walkabout Notes

A walkabout was conducted in November 2008. The following issues were identified during the walkabout.

- Possibility of creating No Idling zones
- Used to have a left turn sign out of the parking lot onto Magnolia Avenue
- Signage in the crosswalk at Alexander – people don't see people. Look at placement of the crosswalk. Power pole obstruction on Magnolia Avenue.
- Path through Magnolia park – connect to the school. Move the trash to allow a pathway through? Would love a single path for kids to get to school. Fehrs and Peers is doing a traffic study and will reconfigure the parking lot with a separate path on the playing fields side.
- Singing and pavement markings
- Buckling sidewalk on Alexander just before bridge
- Need a better connector to the bike path. Connecting path under the bridge – which would require stairs or a ramp or access through playing fields. Another access possibility on southeast corner of the property – there is an old fence. There is an existing access along Branch next to the school at the southern end.
- Kids cut through to Hall.
- Crosswalk at Lark Court?

Implementation Matrix

An implementation matrix with district wide improvements is in the Twin Cities District Plan.

Programs and Projects

1.13. Engineering Design Concepts

The engineering design concepts focus on three areas: updating the signage, constructing access to the multi-use trail and connecting Centennial Park and the school with a trail. Descriptions of each concept are provided below and illustrations are provided in **Appendix A**.

Signage Update: This plan recommends replacing the existing school area signage with updated Fluorescent Yellow Green signage, which is more visible. In addition, a new yellow ladder crosswalk, with appropriate warning signage, is recommended at the intersection of Magnolia

Avenue and Lark Court. An extension of the red curb to a total length of 75 feet is recommended on Magnolia Avenue across from the school, intended to improve circulation by restricting on-street parking.

Multi-Use Trail Connections: This plan recommends identifying a preferred connection to the existing multi-use trail. The design concept provided in Appendix A presents two possible connection alignments. Option 1 connects the northeast corner of the basketball courts to the trail, while Option 2 runs along the eastern edge of the Art Building.

Centennial Park and School Connection: This plan recommends constructing a six-foot wide sidewalk on the southeast edge of the tennis courts, where parking stalls currently exist. The parking stalls would be shifted to accommodate the sidewalk and one parking stall would be lost.

Appendix A: Engineering Design Concepts

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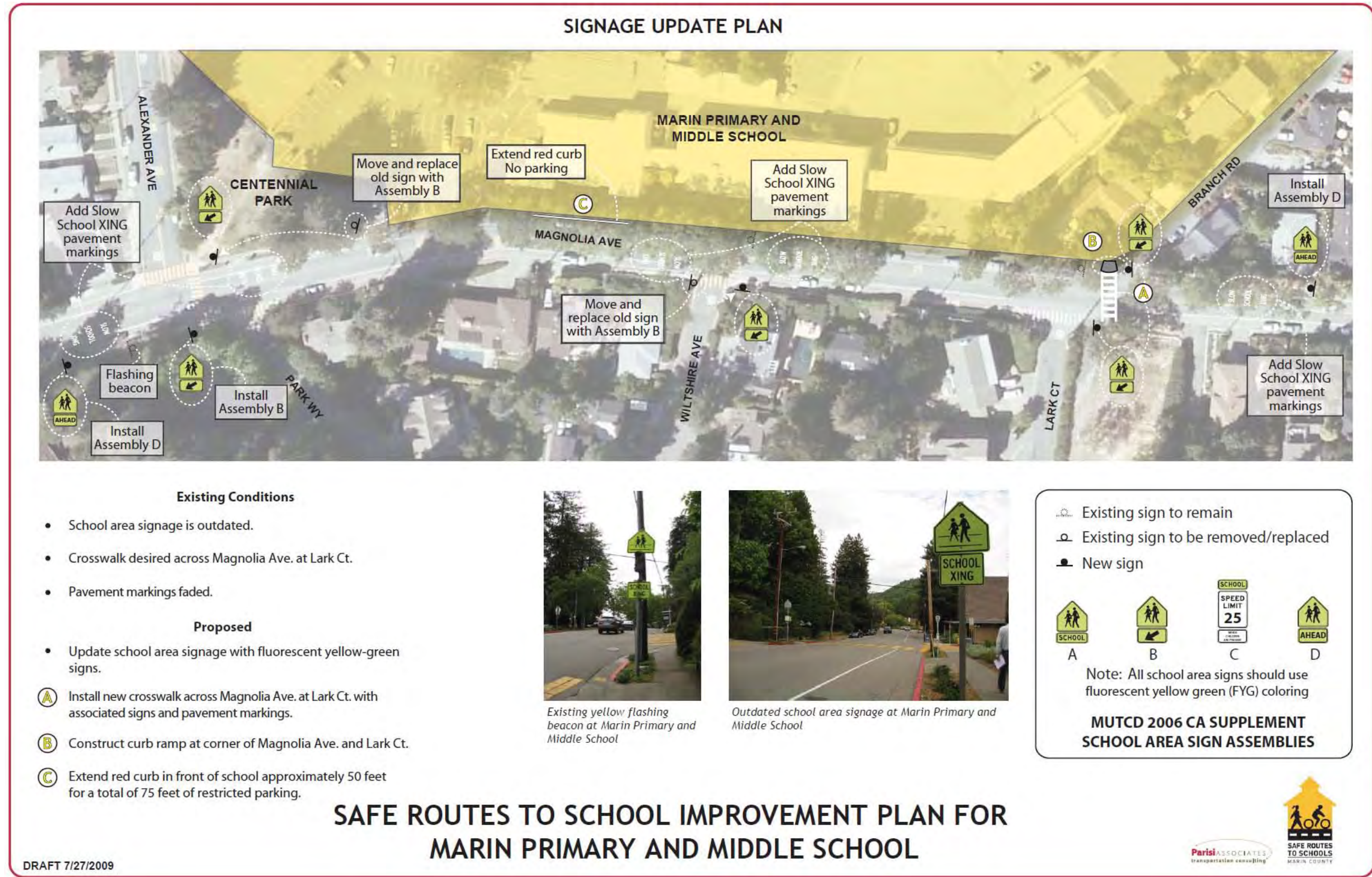


Figure 2: Signage Update Plan

CONNECTION TO MULTI-USE TRAIL

Existing Conditions

- No direct access from school to trail.
- Informal access under bridge is not ADA compliant.

Proposed Option 1

- Ⓐ Construct an 8-foot wide asphalt path from basketball court to trail. This option minimizes the number of trees that must be removed to accommodate path.
- Ⓑ Construct gate in existing fence.

Proposed Option 2

- Ⓒ Construct an 8-foot wide asphalt path around the back of the art building to the trail.
- Ⓓ Connect path to existing concrete sidewalk.
- Ⓔ Widen concrete sidewalk to 8 feet.
- Ⓕ Construct gate at path entrance.



Trail adjacent to Marin Primary and Middle School



Location of gate (for Option 1)



Existing sidewalk near art facility



Location of proposed path behind art building (for Option 2)

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Figure 3: Connection to Multi-Use Trail

CONNECTION BETWEEN CENTENNIAL PARK AND SCHOOL

Existing Conditions

- Students accessing school from Centennial Park must walk through parking lot.

Proposed

- Ⓐ Construct a 6-foot wide concrete sidewalk adjacent to the tennis courts.
- Ⓑ Move parking stalls to accommodate path. It is estimated that one parking space will need to be removed.
- Ⓒ Connect sidewalk to existing sidewalk along ball fields.



Location of proposed pathway



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Figure 4: Connection between Centennial Park and School