



Olive Elementary School Travel Plan



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1. Purpose

1.1. SR2S Planning, Implementation and Monitoring

The Olive 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

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 Olive Elementary School Travel Plan qualifies as such a plan and identifies potential capital projects eligible for Safe Pathways funding.

2. Olive Elementary School Profile

2.1. School Location

629 Plum Street
 Novato, California 94945

2.2. Enrollment and Demographics

Table 1 shows the enrollment by grade at Olive Elementary School for the 2008-09 school year.

Table 2 shows the enrollment by ethnicity.

Table 1: Enrollment by Grade, 2008-09

Grade Level	Enrollment
Kindergarten	79
Grade 1	65
Grade 2	89
Grade 3	61
Grade 4	46
Grade 5	64
Total	404
<i>Source: California Department of Education</i>	

Table 2: Enrollment by Racial and Ethnic Subgroups, 2008-09

Racial and Ethnic Subgroup	Number of Students	Percent of Students
African American	9	2.2%
American Indian or Alaska Native	5	1.2%
Asian	13	3.2%
Filipino	7	1.7%
Hispanic or Latino	147	36.4%
Pacific Islander	4	1.0%
White (Not Hispanic)	210	52.0%
Multiple or No Response	9	2.2%
<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:** Plum, Peach and Olive Streets.
- **Pedestrians & Bicyclists:** Entrance to the school from the north and south from these streets and from the residential streets to the west.
- **ADA Access:** Information not obtained.

Cross Streets

- **Cross Street:** Summers Avenue is the nearest cross street, however, it does not offer school access.

Traffic Controls

- Sherwood Place/Plum Street is a T-intersection, with no controls.
- Zandra Place/Plum Street is a T-intersection, with no controls.
- Chase Street/Plum Street is a T-intersection, stop-sign controlled on the Plum Street approach.
- Chase Street/Peach Street is a T-intersection, stop-sign controlled on the Peach Street approach.
- Chase Street/Olive Avenue is a four-legged intersection, stop-sign controlled on the Olive Street approaches.
- Westwood Drive/Olive Avenue is a T-intersection, stop-sign controlled on the Westwood Drive approach.
- Rosalia Drive/Olive Avenue is a T-intersection, stop-sign controlled on the Rosalia Drive approach.
- Summers Avenue/Olive Avenue is a T-intersection, stop-sign controlled on the Summers Avenue approach.
- Rudnick Avenue/Olive Avenue is a T-intersection, stop-sign controlled on the Rudnick Avenue approach.

Crosswalks

Marked crosswalks are provided at the following locations near the school:

- Olive Avenue at school entrance: yellow transverse.
- Sherwood Place/Plum Street: yellow transverse crosswalk on north leg.
- Zandra Place/Plum Street: yellow transverse crosswalk on north and west legs.
- Chase Street/Plum Street: yellow transverse crosswalk on east leg.
- Chase Street/Peach Street: yellow transverse crosswalk on east leg.
- Chase Street/Olive Avenue: yellow transverse crosswalk on all four legs.
- Westwood Drive/Olive Avenue: yellow transverse crosswalk on south leg.
- Rosalia Drive/Olive Avenue: yellow transverse crosswalk on south leg.

- Summers Avenue/Olive Avenue: yellow transverse crosswalk on north leg.
- Rudnick Avenue/Olive Avenue: yellow transverse crosswalk on north leg.

Crossing Guards

- **Location of School Crossing Guards:** There is one City of Novato funded crossing guard stationed in the vicinity of Olive and Westwood.
- **Location of TAM crossing guards:** There is one TAM-funded crossing guard stationed in the vicinity of Olive Avenues and Summers Avenue.

Transit

- **School Bus Availability:** Information not obtained.
- **Public Transit Availability:** Olive School is served by the San Ramon and Olive School bus routes.
- **Special Transit Needs Offered:** Information not obtained.

Bike Racks

- **Location of Bike Racks:** Near the Olive Avenue parking lot
- **Number of Bike Spaces:** Information not obtained.
- **Rack Condition:** Information not obtained.

2.5. Policies

Pick Up and Drop Off

- **Location:** Information not obtained.
- **Policy:** Information obtained.

Parking

- **Staff Parking:** Available in the school's main parking areas, located north of the school directly off of Plum Street and south of the school off of Olive Avenue.
- **General Public Parking** is also the parking lot off of Plum Street, otherwise there is on-street parking along Plum Street

2.6. Classroom Education

Olive participates in the Safe Routes to Schools education program. Yearly classes taught include:

- Stop Look and Listen
- Walk Around the Block
- Helmet Safety
- Traffic Safety Game Show

- A rodeo might be possible during recess time
- Annual walkathon and weekly running class during recess

2.7. Encouragement Programs

The school has participated in the following encouragement programs:

- Frequent Rider Miles program
- Pollution Punchcard contest (2008)
- Interested in implementing a SchoolPool program.
- Promotes its programs through the school newsletter, posters, flyers and banners, and uses email and teacher announcements.

2.8. Student Surveys

Olive Elementary has conducted fall student surveys since the 2004-05 school year and spring surveys since the 2006-07 school year (no surveys were conducted in 2005-06). For each survey, students are asked by their teachers how they got to school that day. **Table 3** shows the survey results for 2003 through 2010. Blank entries indicate that the information was not collected.

Table 3: How Students Got To School

	Fall						
Year	Walk	Bike	School Bus	Transit	Carpool	Family Vehicle	Other
2004-05	8%	1%	13%		8%	70%	
2006-07	14%	3%	14%		14%	56%	
2007-08	14%	5%	15%		16%	48%	1%
2008-09	14%	6%	16%	0%	17%	46%	1%
2009-10	15%	2%	1%	0%	14%	67%	0%
2010-11	14%	6%	2%	1%	17%	59%	0%
	Spring						
Year	Walk	Bike	School Bus	Transit	Carpool	Family Vehicle	Other
2004-05							
2006-07	13%	3%	16%		14%	53%	
2007-08	13%	5%	15%		23%	44%	1%
2008-09	14%	3%	13%	0%	15%	53%	1%
2009-10	18%	3%	2%	0%	12%	65%	0%
2010-11							

Figure 1 charts the information in **Table 3**. Over the course of the survey years, the most common mode was to be driven alone in a family vehicle. The percentage of children walking and biking to

school remained relatively consistent at about 14 percent and four percent, respectively. Since 2007-08, “other” has been offered as a response, and “transit” was added in 2008-09. School bus service appears to have been dropped in 2009-10.

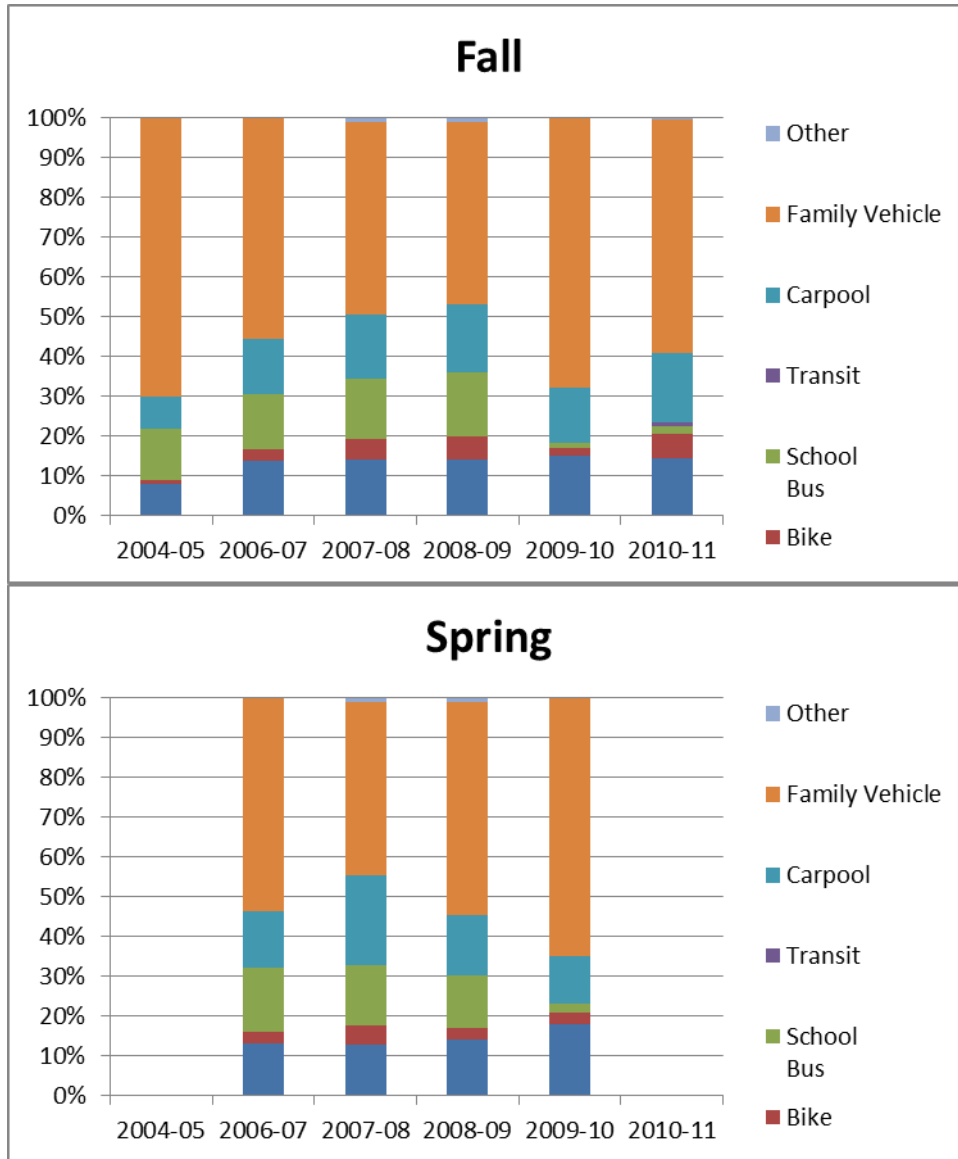


Figure 1: How Children Got To School

3. Barriers and Opportunities

3.1. Parent Survey

Information not obtained.

3.2. Walkabout Notes

A walkabout was held at Olive Elementary School on March 31, 2006.

Main Concerns of Parents and Staff

Plum Street

- Lack of continuous sidewalks causing people to walk in the street and sometimes around parked cars.
- Need for crosswalk connecting south side of Plum Street to the school sidewalk entrance.
- Speeding cars.

Peach Street

- Lack of continuous sidewalks causing people to walk in the street and sometimes around parked cars.
- Cars park on both sides of this already narrow street, leaving one lane's width for cars coming and going.
- Some parents use this back gate as a drop off/ pick up location, causing cars to pile up and reducing safety.
- Speed

Olive Avenue

- Speed control/signage – The *School Zone when children are present* signs are inadequate. Unless drivers are looking for the crossing guard's yellow vest they do not know or think about the fact that they are speeding through a school zone until they are right at the parking lot. This is especially true approaching the campus from the east end of Olive Avenue.

Summers Avenue/ Rosalia Drive

- Both of these corners are blind. A driver must roll through the crosswalks in order to safely see cross traffic.

Peach Street Meeting, January 30, 2007

Meeting attendees identified the following issues:

- Speeding
- Chaos
- Garbage day – everyone is in the middle of the street. Kids are smaller than the garbage cans.
- Each year it starts over again
- People are rude
- Don't slow down because they are late
- Once they hit the hump they speed up (at #659)
- No speed sign
- Pavement no longer has speed marking
- Street sweeping comes randomly and causes hazards
- No parking prohibitions

Improvement Considerations

- Police presence
- Hand out flyers to drivers
- Put something in the newsletter
- Can the school informally close the street?
- Partial barricade
- Warning letters from police – what would be the infraction?
- Paint the end of the street red for no stopping or parking
- Designate as a walk/bike routes and promote
- Sidewalk gap closure
- Chicanes

4. Programs and Projects

4.1. Engineering Design Concepts

Based on the walkabout and Task Force meetings, design concepts were developed and summarized below. **Appendix A** provides illustrations of these concepts.

Plum Street

These improvements are aimed at improving pedestrian connectivity to the Olive School. They include installation of sidewalks in four gaps on Plum Street.

Peach Street

These improvements are aimed at improving pedestrian connectivity to the Olive School. They include installation of sidewalks in seven gaps on Peach Street.

Traffic Calming on Olive Avenue

These improvements are aimed at decreasing vehicle speeds on Olive Avenue. Improvements include narrowing travel lanes, restriping bicycle lanes, installing a curb extension and an installing a high-visibility crosswalk in front of the school with the addition of a refuge island.

Plum Street and Olive Street Parking Lot Reconfigurations

For the Plum Street lot, recommendations include the installation of a center island, construction of a sidewalk along the northwest side, and the creation of a drop-off/pick-up area with passing lane. For the Olive Street lot, the construction of a sidewalk on the east side of the parking lot, connecting to the existing sidewalk, is recommended.

4.2. Program Evaluation

Information not obtained.

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 Design Concepts

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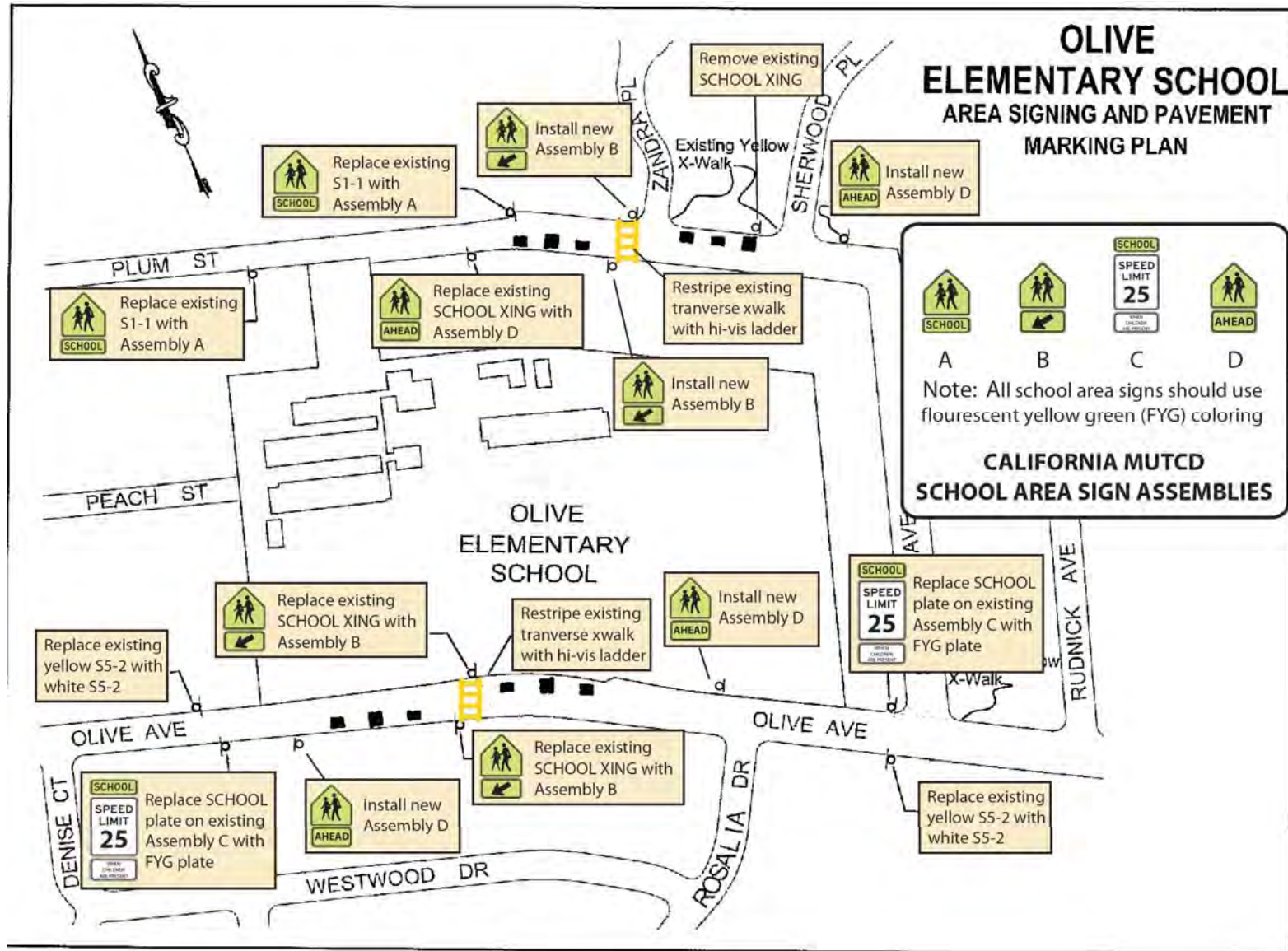


Figure 2: Area Signing and Pavement Marking Plan

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SIDEWALK GAP CLOSURE IMPROVEMENTS

Recommendations

- A** Close sidewalk gaps on south side of Plum Street by constructing approximately 400 linear feet of 4-foot wide sidewalk. There are four gaps.
- B** Close sidewalk gaps on south side of Peach Street by constructing approximately 400 linear feet of 4-foot wide sidewalk. There are 7 gaps.

GAPS ON PLUM STREET FROM SCHOOL TO CHASE STREET



Gap One



Gap Two



Gap Three



Gap Four

VICINITY MAP



GAPS ON PEACH STREET FROM SCHOOL TO CHASE STREET



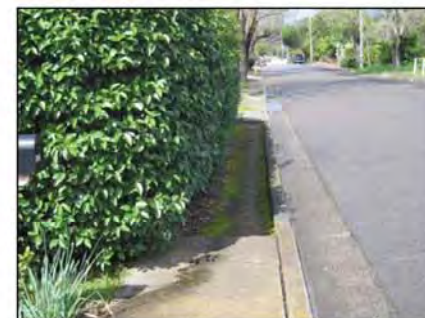
Gap One



Gap Two



Gap Three



Gap Four



Gap Five



Gap Six



Gap Seven

DRAFT
4/28/06

SAFE ROUTES TO SCHOOL IMPROVEMENT PLAN FOR OLIVE SCHOOL

April 2006



Figure 3: Sidewalk and Gap Closure Improvements

DROP-OFF PICK-UP AREA IMPROVEMENTS

PLUM STREET LOT: EXISTING CONFIGURATION



EXISTING CONDITIONS: PLUM STREET LOT



Plum Street Parking lot on a school day

PLUM STREET LOT: RECOMMENDED IMPROVEMENTS



Recommendations: Plum Street Lot

- A** Install landscaped center island
- B** Move parking adjacent to center island
- C** Install raised sidewalk along northwest side
- D** Create drop-off/pick-up area with passing lane

Note: Potential loss of five parking spaces--from 38 to 33 spaces.

OLIVE STREET LOT: RECOMMENDED IMPROVEMENTS



Recommendation: Olive Street Lot

- E** Construct 200 linear feet of raised 8-foot sidewalk on east side of parking lot
- F** Connect to existing sidewalk

EXISTING CONDITIONS: OLIVE STREET LOT



End of sidewalk in Olive Street parking lot

DRAFT
5/16/06

April 2006

SAFE ROUTES TO SCHOOL IMPROVEMENT PLAN FOR OLIVE SCHOOL

Parisi ASSOCIATES
transportation consulting



Figure 4: Drop-Off and Pick-Up Area Improvements

PEACH STREET SIDEWALK GAP CLOSURE

Recommendation: Close Sidewalk Gaps

A Option 1: North Side of Peach Street

- Construct approximately 650 linear feet of sidewalk. Match width of existing sidewalk segments.
- Reconstruct approximately 12 driveways to comply with ADA 2% cross-slope maximum.

B Option 2: South Side of Peach Street

- Construct approximately 475 linear feet of sidewalk. Match width of existing sidewalk segments.
- Reconstruct approximately 6 driveways to comply with ADA 2% cross-slope maximum.
- Maintain encroaching landscaping.
- Relocate 150 feet of encroaching fence at Chase Street.

EXISTING CONDITIONS: NORTH SIDE



Existing sidewalk is incomplete



Driveways do not meet ADA slope

EXISTING CONDITIONS: SOUTH SIDE



Fence encroachment



Damaged sidewalk



Steeply sloped driveway

Option 1: North Side



Option 2: South Side

Relocate fence

Construct sidewalk (approximate locations)

0 50 100 150 200 Feet

DRAFT
10/18/07

SAFE ROUTES TO SCHOOL IMPROVEMENT PLAN FOR OLIVE SCHOOL

Parisi ASSOCIATES
transportation consulting



Figure 5: Peach Street Sidewalk Gap Closure

TRAFFIC CALMING RECOMMENDATIONS FOR OLIVE AVENUE

VICINITY MAP



Recommendations: Olive Avenue Corridor

Where parking lane is adjacent to bike lane:

- A** Restripe travel lanes from 12 ft to 10 ft within school vicinity
- B** Provide 8 foot parking lane and 7 foot bicycle lane within school vicinity. Stripe both outside and inside of bicycle lane
- C** Place curb extensions at intersections, including at Summers and Olive Ave.

Recommendations: Crosswalk in front of school

- D** Repaint crosswalk in front of school with high-visibility ladder-style crosswalk
- E** Construct a pedestrian refuge at the crosswalk in front of the school

BEFORE: Crosswalk in front of school



AFTER: Pedestrian refuge installed

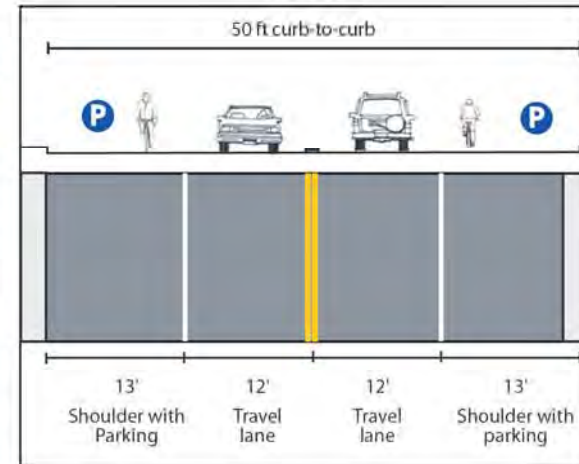


EXISTING CROSS SECTION: Olive Avenue

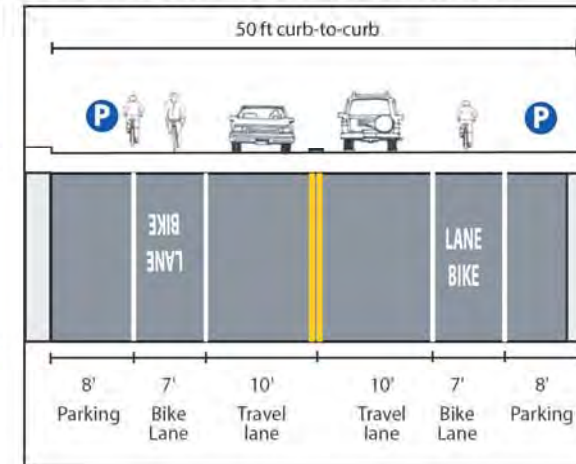


Typical cross section of Olive Avenue, showing 13 ft shoulder

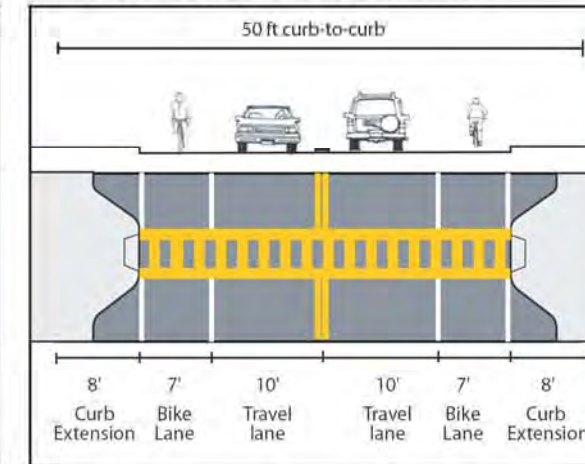
BEFORE



AFTER - Section without curb extensions



AFTER - Section with curb extensions



SAFE ROUTES TO SCHOOL IMPROVEMENT PLAN FOR OLIVE SCHOOL

10/31/07



Figure 6: Traffic Calming Recommendations for Olive Avenue