



# St. Anselms Elementary School Travel Plan



SAFE ROUTES  
TO SCHOOLS  
MARIN COUNTY



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# 1. Purpose

## 1.1. SR2S Planning, Implementation and Monitoring

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

## 2. St. Anselms Elementary School Profile

### 2.1. School Location

40 Belle Avenue  
San Anselmo, CA 94960

### 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: St. Anselms School Enrollment by Grade, 2008/09*

Grade Level	Enrollment
Kindergarten	30
Grade 1	30
Grade 2	29
Grade 3	31
Grade 4	30
Grade 5	31
Grade 6	32
Grade 7	30
Grade 8	30
Total	273

*Table 2: St. Anselms Racial and Ethnic Subgroups, 2008/09*

Racial and Ethnic Subgroup	Percent of Students
Hispanic	5%
White (Not Hispanic)	95%

### 2.3. Existing Conditions

#### Entrances to School

- **Primary School Entrance:** Belle Avenue
- **ADA Access:** NA

#### Cross Streets

- **Cross Street:** San Anselmo Avenue and Richmond Road

### Traffic Controls

- **Location of stop signs:** San Anselmo and Mariposa Avenue; San Anselmo Avenue at Belle Avenue; on Richmond Road at Mariposa, on Belle Avenue at Richmond Road
- **Location of traffic lights:** None
- **Location of pedestrian activated signals:** NA
- **Other traffic control devices:** (i.e. yield to pedestrian paddles) on Richmond Road midway on block and Richmond Road at Belle Avenue.

### Crossing Guards

- **Location of TAM Crossing Guards:** San Anselmo Avenue and Ross Avenue; SFD and Bolinas; Belle Ave and Richmond Rd

### Transit

- **School Bus Availability:** None
- **Public Transit Availability:** The nearest public bus service is Golden Gate Transit Routes 22, 24, and 29, which stop at Sir Francis Drake Boulevard and Ross Avenue
- **Special Transit Needs Offered:** NA

### Bike Racks

- **Location of Bike Racks:** West end of the school yard (Richmond Road)
- **Number of Bike Spaces:** 15-20
- **Rack Condition and Security:** Good condition; Inside the school, locked fence

## 2.4. Policies

### Pick Up and Drop Off

- **Location:** Parents of K-4 drop off and pick up their children on Belle Ave, and parents of 5-8th graders drop off and pick up their children on Mariposa mid-block.
- **Parking Policy:** 7:50-8:30 am on Belle Avenue, and 2:00-3:30 on Belle and Mariposa Aves
- **Staff and General Parking:** Parking is located on the street.

## 2.5. Classroom Education

Saint Anselm's received the complete Safe Routes to Schools education program in 2008 including

- Stop Look and Listen (2<sup>nd</sup> grade)
- Walk Around the Block (2<sup>nd</sup> grade)
- Helmet Safety (4<sup>th</sup> grade)
- Traffic Safety Game Show (4<sup>th</sup> grade)
- Bicycle Rodeo (4<sup>th</sup> grade)

## 2.6. Encouragement Programs

Saint Anselm's students have participated in the fall International Walk and Roll to School Day, as well as the spring Pollution Punchcard contest/challenge, every year since 2007.

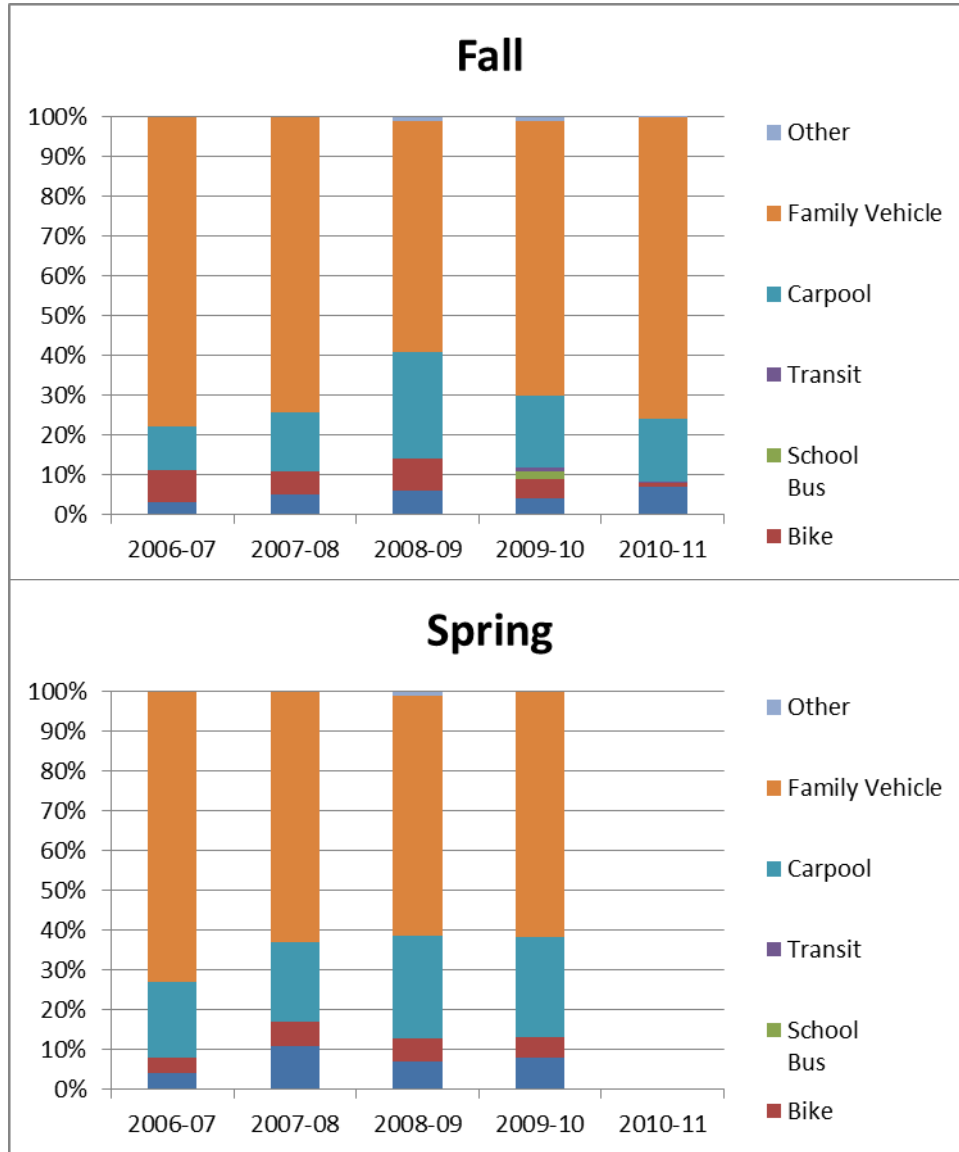
## 2.7. Student Surveys

St. Anselms School has conducted student hand tally surveys since the 2006 school year. Teachers asked students to raise their hands in response to the travel mode the used to get to and from school. **Table 3** shows the survey results. Blank cells indicate that the information was not obtained.

*Table 3: How Students Got To School*

	Fall						
Year	Walk	Bike	School Bus	Transit	Carpool	Family Vehicle	Other
2006-07	3%	8%	0%		11%	77%	
2007-08	5%	6%	0%		15%	75%	0%
2008-09	6%	8%	0%	0%	27%	58%	1%
2009-10	4%	5%	2%	1%	18%	69%	1%
2010-11	7%	1%	0%	0%	16%	76%	0%
	Spring						
Year	Walk	Bike	School Bus	Transit	Carpool	Family Vehicle	Other
2006-07	4%	4%	0%		19%	73%	
2007-08	11%	6%	0%		20%	63%	0%
2008-09	7%	6%	0%	0%	26%	61%	1%
2009-10	8%	5%	0%	0%	25%	61%	0%
2010-11							

**Figure 1** charts the survey results. Most students were driven alone in a family vehicle to school. However, the percentage of students driven has generally decreased. In contrast, few students walked or bicycled to or from school but both mode choices have shown slight increases since 2006. The percentage of carpooled students showed the same trend.



*Figure 1: How Children Got to School*

## 3. Barriers and Opportunities

### 3.1. Parent Survey

Parent/guardian surveys were not administered at Saint Anselm's school.

### 3.2. Walkabout Notes

Walkabouts were held at Saint Anselm's School on May 19, 2006. During the walkabout, the corner of Richmond Road and Mariposa Avenue was identified as having only one stop sign, appearing to confuse motorists. Motorists commonly cut the corner, crossing over the pedestrian commuting route. The crosswalk sign on the far side of the intersection cannot be seen. In addition, a cue of cars blocks the visibility of motorists and pedestrians during arrival.

## 4. Programs and Projects

Since Safe Routes to Schools became a project of the Transportation Authority of Marin, the program has been able to increase participation countywide. A record 49 schools, representing nearly 22,500 students, currently participate in the program. St. Anselms Elementary had 362 students enrolled for the 2006-07 school year.

### 4.1. Engineering Design Concepts

Based on the walkabout and Task Force meetings, a series of Design Concepts summarized briefly below, were prepared. The subsequent page shows these concepts in more detail. A series of recommendations include the following options to narrow the intersection:

- Option 1: The low-cost alternative is to extend the existing curb line on the southwest corner of Richmond Road and Mariposa Avenue into the intersection by installing a separate concrete curb. This new curb line would provide space for the existing crosswalk.
- Option 2: The higher cost alternative is to extend the curb on Mariposa Avenue Avenue, rebuild the driveway and curb cut and realign the crosswalk. Parking would be removed and accommodations for drainage must be considered.

Further optional treatments include stop signs on Mariposa Avenue and changes to the current traffic circulation pattern to make Richmond Road a one-way street.

## 5. Implementation Matrix

### 5.1. Implementation Plan

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

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## Appendix A: Engineering Design Concept

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TRAFFIC CALMING IMPROVEMENTS ON MARIPOSA AVENUE AND RICHMOND ROAD

HIGH COST OPTION



LOW COST OPTION



PHOTO SIMULATION  
High Cost Option Shown



Existing



Proposed curb extension and bulb-out

RECOMMENDATIONS

- A Extend curb on Mariposa Avenue
- B Rebuild driveway
- C Rebuild curb cut and realign crosswalk
- D Remove parking
- E Accommodate drainage

RECOMMENDATIONS

- A Install concrete curb with doweling and epoxy
- B Provide space for existing crosswalk

OPTIONAL TREATMENTS



Add stop signs on Mariposa



Modify circulation pattern by reconfiguring Richmond to one-way

**DRAFT**  
July 2006

SAFE ROUTES TO SCHOOL IMPROVEMENT PLAN FOR ST. ANSELM'S SCHOOL



Figure 2: Improvement Plan