



Wade Thomas Elementary School

Travel Plan



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1. Purpose

1.1. SR2S Planning, Implementation and Monitoring

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

2. Wade Thomas Elementary School Profile

2.1. School Location

150 Ross 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: Wade Thomas School Enrollment by Grade, 2008/09

Grade Level	Enrollment
Kindergarten	70
Grade 1	71
Grade 2	60
Grade 3	60
Grade 4	43
Grade 5	37
Total	341
<i>Source: California Department of Education</i>	

Table 2: Wade Thomas Racial and Ethnic Subgroups, 2008/09

Racial and Ethnic Subgroup	Number of Students	Percent of Students
African American	1	0.3%
American Indian or Alaska Native	0	0%
Asian	26	7.6%
Filipino	1	0.3%
Hispanic or Latino	14	4.1%
Pacific Islander	1	0.3%
White (Not Hispanic)	277	81.2%
Multiple or No Response	21	6.2%
<i>Source: California Department of Education</i>		

2.3. Existing Conditions

Entrances to School

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

Cross Streets

- **Cross Street:** Sunnyside Avenue

Traffic Controls

- The intersection of Sunnyside Avenue/Woodland Avenue is a T-intersection, stop controlled on all legs.
- The intersection of Woodland Avenue/Crescent Avenue, northeast of school, is a T-intersection that is stop controlled on all legs.
- The intersection of Ross Avenue/Kensington Avenue, south of the school, is a T-intersection that is stop controlled on the Kensington leg.
- The intersection of Ross Avenue/Cedar Street, east of the school is a T-intersection that is stop controlled on all legs.
- The intersection of Woodland Avenue/Cedar Street, east of the school is all way stop controlled.

Crosswalks

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

- Ross Avenue/Kensington: yellow transverse on all three legs
- Ross Avenue/Sunnyside Avenue: yellow transverse on all three legs
- Sunnyside Avenue/Foss Avenue: yellow transverse on south leg
- Sunnyside Avenue/Woodland Avenue: yellow transverse on south and east legs
- Woodland Avenue, midblock across from Wade Thomas School entrance: yellow transverse
- Woodland Avenue/Crescent Avenue: yellow transverse on west and south legs
- Woodland Avenue/Cedar Street: yellow transverse on north and east legs
- Ross Avenue/Cedar Street: yellow ladder on north leg

Crossing Guards

- **Location of TAM Crossing Guards:** Sir Francis Drake/Barber Avenue/Ross Avenue

Transit

- **School Bus Availability:** NA
- **Public Transit Availability:** The nearest public bus service to Wade Thomas School 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:** There are several bicycle rack locations on campus.
- **Number of Bike Spaces:** There are 60-70 rack spaces and 20 rack spaces inside a locked gate.
- **Rack Security:** Most racks are out in the open, with good visibility.

2.4. Policies

Pick Up and Drop Off

- **Location:** Parents are asked to drop off/pick up in the school parking lot at the Ross Avenue entrance only. Parents can also park on Ross Avenue or Sunnyside Avenue for drop-off or pick-up. Use of Woodland Avenue for drop-off/pick-up is strongly discouraged by the school because that roadway is too narrow to safely accommodate drop off or pick up activities.
- **Parking Policy:** NA
- **Staff and General Parking:** Staff parking is available in the front parking lot on Ross Avenue, and street parking along streets fronting the school. On-site parking accommodates a fraction of the daily staff demand; remaining staff park on-street areas and walk to campus. Visitors also use the main parking lot.

2.5. Classroom Education

Wade Thomas School 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
- Bicycle Rodeo
- Safety Art
- Pedal Power Assembly
- May consider environmental classes in the future

2.6. Encouragement Programs

Wade Thomas ran a Frequent Rider Mile program from 2003-2007.

Currently, the school offers the following programs of encouragement:

- Participates in International Walk to School Day
- Will consider regular Walk and Roll to School Days in Fall 2008
- Participates in the Cancel a Car program
- Is organizing Pollution Punch Card 2008 which will include:
 - 6 Wednesday walk to school days
 - 3 surprise days

For promotion it will use:

- Newsletter write ups such as promoting existing walking neighborhoods in the newsletter to encourage others to do the same
- Posters
- Banner
- Flyers
- Email
- Talk to individual classes

2.7. Student Surveys

Wade Thomas School has conducted student hand tally surveys since the 2002-03 school year. Teachers asked their students to raise their hands in response to the mode they used to get and from

school. **Table 3** shows the survey results through Spring 2010. Blanks cells indicate that the information was not collected.

Table 3: How Students Got To School

	Fall						
Year	Walk	Bike	Bus	Transit	Carpool	Family Vehicle	Other
2002-03	27%	13%	0%		7%	54%	
2003-04	30%	6%	0%		12%	52%	
2004-05	21%	13%	0%		8%	53%	
2006-07	29%	16%	0%		7%	48%	
2007-08	29%	12%	5%		7%	45%	3%
2008-09	24%	15%	0%	0%	6%	54%	2%
2009-10	21%	6%	0%	0%	21%	51%	2%
2010-11	20%	15%	0%	0%	14%	49%	2%
	Spring						
Year	Walk	Bike	Bus	Transit	Carpool	Family Vehicle	Other
2002-03							
2003-04	42%	6%	0%		9%	42%	
2004-05	32%	13%	0%		16%	40%	
2006-07	35%	9%	7%		9%	40%	
2007-08	15%	5%	0%		48%	31%	1%
2008-09	23%	11%	1%	0%	13%	51%	2%
2009-10	24%	9%	0%	0%	18%	46%	3%
2010-11							

Table 3 charts the surveys results. Overall trends are that the percentage of children walking to school is quite high, fluctuating between 15% and 42% since 2003. The percentage of children bicycling has fluctuated between 6% and 16%, and similar percentages carpool to school. Roughly half of students in a given year are driven alone to school, although the rates of driving alone are generally lower in the Spring than the Fall.

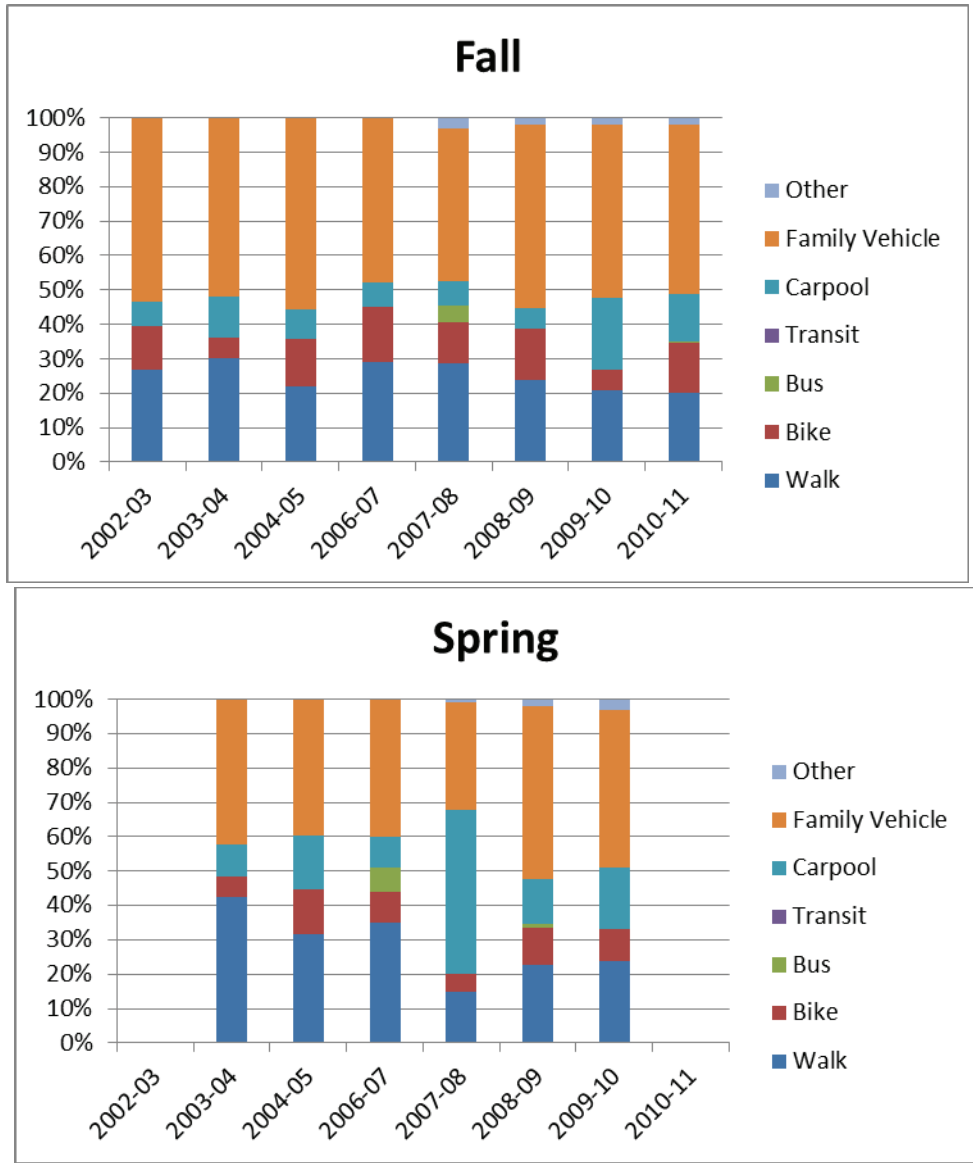


Figure 1: How Students Got To School

3. Barriers and Opportunities

3.1. Parent Survey

Team leaders administered volunteer parent/guardian surveys as part of the 2007-2008 travel plan process. The survey was distributed at school. Parents and guardians could either return the completed survey to the school or complete it online through a link on the Transportation Authority of Marin homepage. Wade Thomas School returned 57 surveys

Concerns

When asked “Why you drive your child to school (check all that apply)” the top response cited included “unsafe or lack of sidewalks and/or bikeways”. **Table 4** lists parent concerns from most to least common.

Table 4: Parental Concerns

Concern	Percent
Unsafe or lack of sidewalks and/or bikeways	39%
On the way to work	37%
Dangerous intersections	37%
Running late/tardiness	30%
Speeding cars	28%
Weather	25%
child is too young	21%
Other (please specify)	21%
It's too far	16%
It's too steep	11%
Stranger danger	11%
Too much to carry	7%
Child won't follow safety rules	5%
Lack of safe bike parking	2%
Bullies	0%
<i>Source: Parent Survey, 2007-08</i>	

Potential Opportunities

Parents and guardians were asked under what circumstances they would allow their child to walk or bike to school. **Table 5** shows the responses to the survey. The opportunity cited the most was is their children were “accompanied by other parents”. The opportunities cited second most were if “improved sidewalks and paths” and when their child “was older”.

Table 5: Potential Opportunities to Increase Walking and Bicycle Among Children

Opportunities	Percent
Accompanied by other parents	49%
Improved sidewalks and paths	42%
When he/she is older	40%
Cars slowed down	37%
Crossing guards at dangerous intersections	33%
Improved intersections	32%
Accompanied by other children	26%
Safety training was provided for students	18%
More police enforcement	11%
Park and walk locations where we could walk part way	11%
Route maps were provided	9%
Secure bike storage was available	7%
Other (please specify)	5%
<i>Source: Parent Survey, 2007-08</i>	

Likelihood to Carpool

When asked under what circumstances they would carpool, parents cited finding parents that lived close by was the most. **Table 6** shows the responses to this question.

Table 6: Likelihood to Carpool

Circumstance	Percent
You could find other parents who lived close by	35%
You were familiar with the driver	26%
We already carpool	14%
Other	14%
<i>Source: Parent Survey, 2007-08</i>	

3.2. Walkabout Notes

Walkabouts were held at Wade Thomas School in May 2004 and in October 2005. Issues identified during the first walkabout were several specific intersection/crossing locations, including Miracle Mile at United Market, Jones/Ross, Cedar/Ross, and Sir Francis Drake/Ross. Issues identified in the second walkabout included a lack of continuous sidewalks, hazardous condition of sidewalks, and lack of safe crossings along routes to school.

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. Wade Thomas Elementary had 362 students enrolled for the 2006-07 school year.

4.1. Engineering Design Concepts

Based on the walkabouts and Task Force meetings, several design concepts for locations around Wade Thomas School, summarized briefly below, were prepared. **Appendix A** shows these concepts in more detail.

Miracle Mile at United Market

This improvement plan recommended several pedestrian enhancements to this intersection, including high visibility crosswalk striping, countdown signals and pedestrian pushbuttons, modified right-turn phasing, and extended curbs.

Ross at Sir Francis Drake

This improvement plan recommended several pedestrian enhancements at this intersection, including consistent high-visibility crosswalks, countdown signals, ADA-compliant pedestrian pushbuttons, installing yield to pedestrian signs, and extending curbs at the corners.

School Area Intersections

This plan recommended pedestrian and crossing enhancements to three intersections: Ross/Kensington, Ross/Jones, and Ross/Cedar. Recommended improvements include adding STOP legends, filling sidewalk gaps, and providing new crosswalks.

Cedar Street from Woodland to Tamalpais

This plan recommends bicycle enhancements to this segment of Cedar Street, including recommended parking prohibitions during school commute periods to provide a striped shoulder area for use as a bicycle route.

Raymond and Crescent

This plan recommends several sidewalk gap closures along Crescent, and painting a new ladder crosswalk at the intersection of Crescent/Raymond.

Woodland Avenue

This plan recommends sidewalk installation on Woodland west of Cedar, and crosswalk enhancements at Woodland/Cedar.

Woodland and Tamalpais

This plan recommends a new high visibility midblock crosswalk on Woodland across from the school entrance, crosswalk enhancements at Woodland/Crescent, and sidewalk gap closures on Tamalpais Avenue between Magnolia and Raymond.

5. Implementation Matrix

5.1. Implementation Plan

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

Appendix A: Engineering Design Concept

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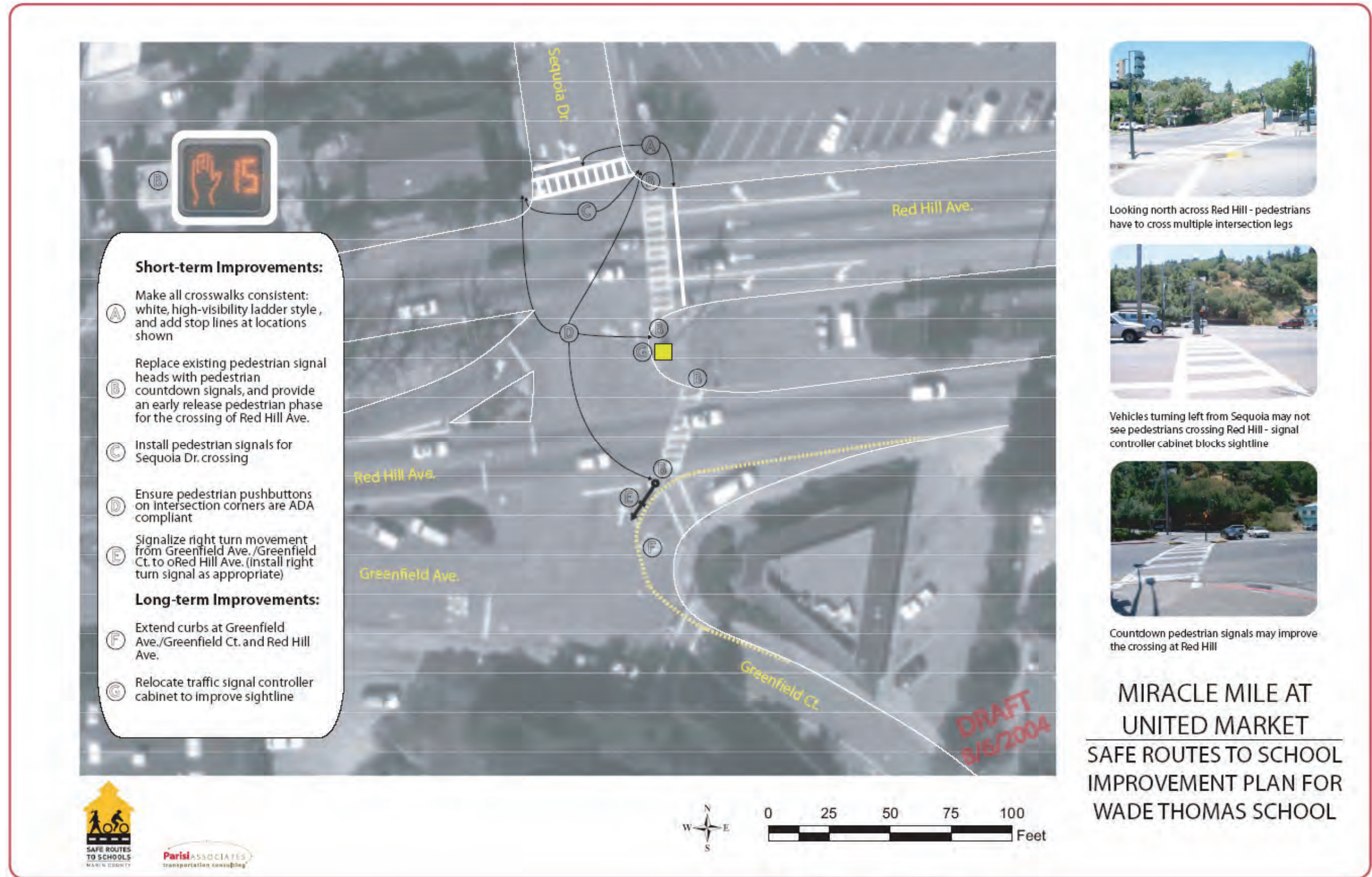


Figure 2: Miracle Mile at United Market

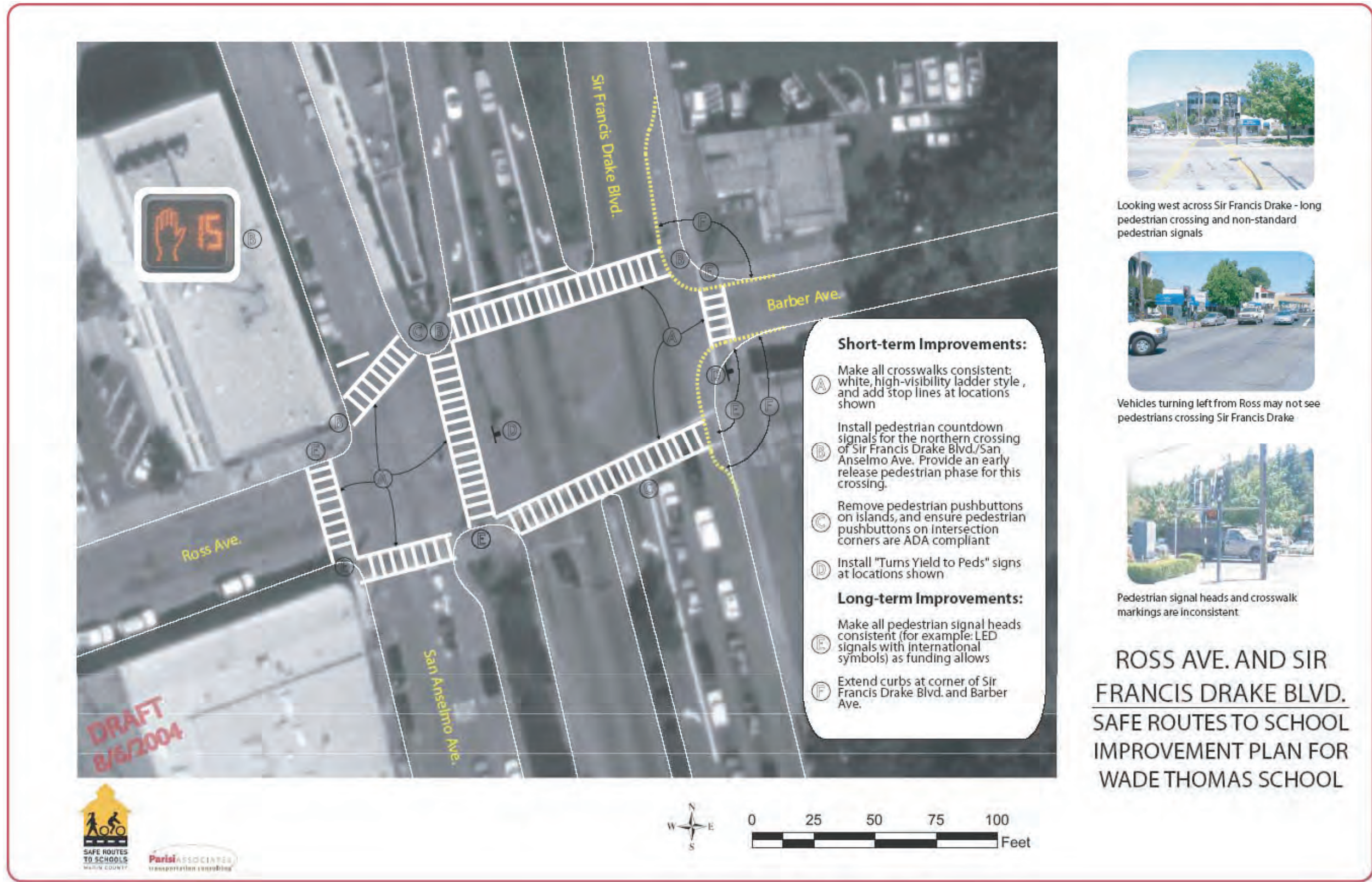


Figure 3: Ross Avenue and Sir Francis Drake Boulevard

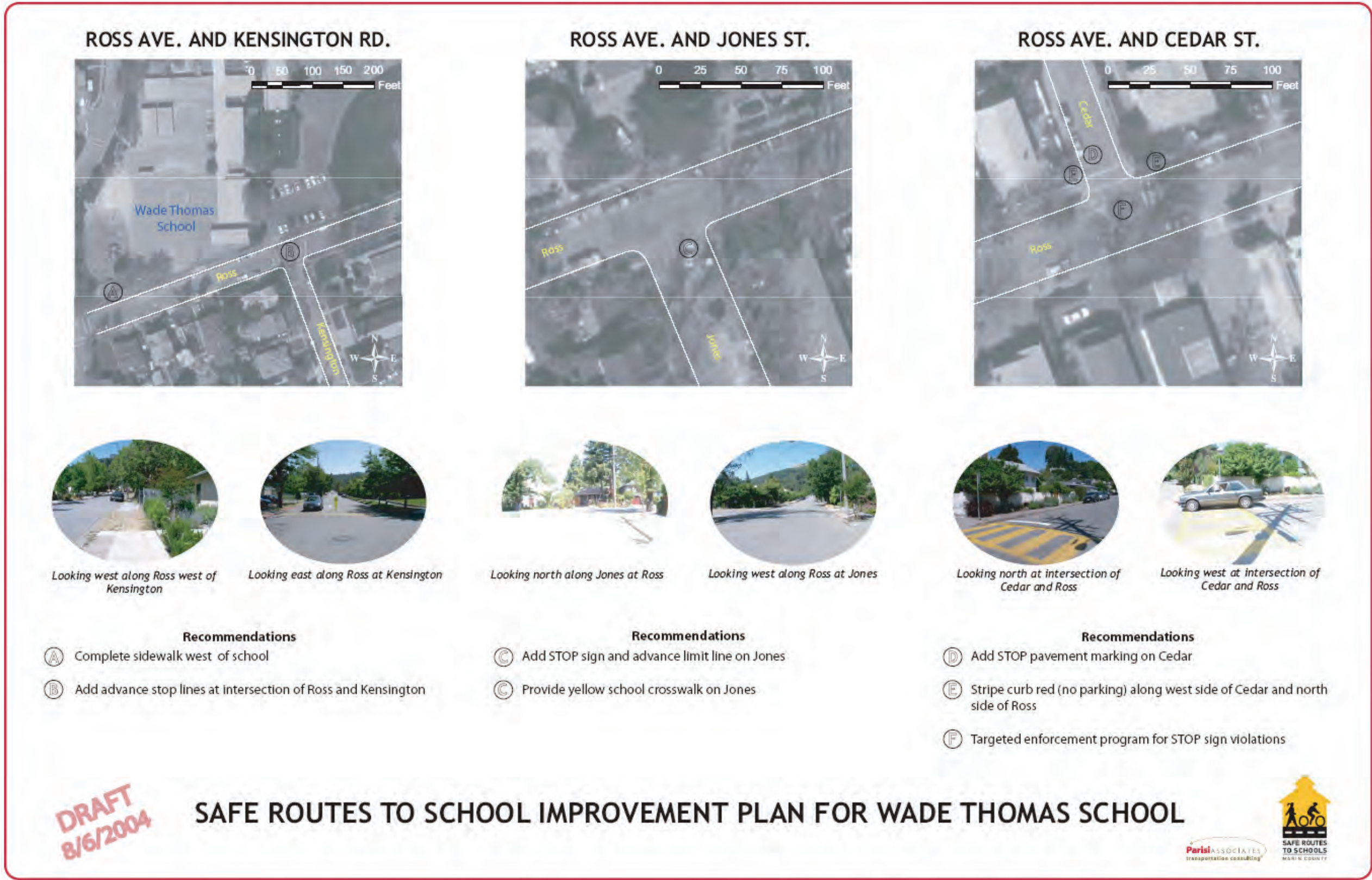


Figure 4: Improvement Plan