



# 2018 Community Traffic and Safety Inquiry

# A Brief History

1. California's **oldest independent school**, founded in 1850 and a **neighborhood asset in Sleepy Hollow** for over 53 years
2. **1/3** of our students live on campus or in Sleepy Hollow; **65** Sleepy Hollow students + boarding students
3. **43+** employees live in Sleepy Hollow or along Butterfield corridor
4. **SD's sustainability** and **eco-literacy** program provides guidance for other schools and organizations in Marin and the Bay Area
5. **34%** of students receive **financial aid**
6. The school operates at max capacity with ~ **680 students**

# Why are we here?

*To ask our community for help in updating San Domenico's 20-year-old traffic plan.*

- We seek an update to the 1998 plan for some much-needed **flexibility**.
- **Current standards and penalties** severely restrict school operations and put **San Domenico at risk**.
- With some changes to the plan, San Domenico can **invest more in safety and traffic calming measures** by redirecting our resources.
- We are **not increasing enrollment** or adding congestion on Butterfield.

# A Community Resource



# A Balancing Act

## BENEFIT to the Community

- San Domenico is a **100% open campus**, offering residents access to a variety of amenities within Sleepy Hollow.
- Community use includes **tennis, pool, baseball, dog walking, park-like features, trail access, etc.**
- Neighbors are regularly invited to campus events, such as **movie nights, theater productions, concerts, etc.**

## RISK to the School

- Each car **in** and **out** counts as **two** trips
- **Community use trips are being inappropriately counted** against the school's allowable limits which are only supposed to count institutional/instructional trips
- There are many days where **community use is over 173 cars, or 346 trips.**

# Permanent San Domenico Programs

1. **80%** of commuting students ride the bus
  - **Transportation included in tuition**
  - **Cost is \$844,000/year**
  - **21 daily routes; 126 stops**
2. **Safe Routes to school leader**
  - **#1** private school in Marin, “Emerald Green”
  - **#2** of 57 public and private schools
3. **Ongoing community education** and **incentives** to choose safe and green routes
4. **Staff incentives** for carpools and timing on and off campus
5. **Student driving/parking permits** (35 total/year)
6. **Strong** history of **compliance**

# And yet...

*Current trip standards are based on a 1995 study, which challenges San Domenico's ability to function.*

1. **Non-school, community related trips** are counted against San Domenico's allowable trip levels.
2. **Lack of flexibility in peak and off-peak periods** severely constrain the schools ability to get teachers, staff, prospective families, current parents, and others to and from campus.
3. **12 different trip standards** requires **extensive human** and **financial capital**.
4. **Enrollment rollback consequences** put San Domenico's future **at constant risk**.

# Current Standards

		Existing Standards	
		Criteria	Limit
Weekday		Average Daily	1,476
Weekday 7:45-8:45 AM		Average Total	366
		Outbound Average	130
		Maximum Total	461
		Outbound Maximum	164
Weekday 5-6 PM		Average Total	113
		Outbound Average	71
		Maximum Total	142
		Outbound Maximum	89
Weekday 3-4 PM		Average Total	321
Saturday		Maximum Total	895
Sunday		Maximum Total	600

## TWELVE Standards in 1998 Plan

1. Most schools have just one or two standards focused on peak flow. SD has 12 separate standards that are individually monitored.
2. Peak flow on Butterfield is:
  - 7:45 – 8:45 am *outbound* (toward Sir Francis Drake)
  - 5:00 – 6:00 pm *inbound* (toward San Domenico)
  - 3:00 – 4:00pm *both directions*



# Enrollment Rollbacks

1. Each trip in and each trip out, whether school-related or community use, count as **separate** and **distinct trips**.
2. If San Domenico exceeds its traffic Standards, **enrollment is immediately frozen**.
3. If there is a **second violation**, the **enrollment reduction** is tied to the percentage that the school exceeds its traffic violation.

Violation	Enrollment Rollback
4%-7%	5%
7%-15%	10%
15%-18%	15%
18%-22%	20%
22%-30%	25%
30%-34%	30%
35%+	35%

# 5 Extra Trips

The consequences of breaching the current Standards can impact the school such that it would be forced to move or shut down.

If, for example, SD is just **5** trips more than the **71** average outbound trips during the **5:00 - 6:00 pm** period, we would be required to reduce enrollment by **10%**, or **67** students which would result in loss of **\$2.1M** for the first year alone.

# Goals of an Updated Traffic Plan

A joint SHHA and San Domenico proposal to update the 1998 Traffic Plan is intended to achieve two major objectives:

- **Goal #1: Creating simplified standards** that provide increased flexibility to the school and **acknowledgement of community use trips.**
- **Goal #2: Establishing consequences** with “teeth,” but that don’t threaten San Domenico’s long-term viability.

# Goal #1: Increased Flexibility

In analyzing the key areas of need, San Domenico is hoping for increased flexibility in the following ways:

1. An average level of **community use trips** are not counted against **San Domenico's trip limits**.
2. Allowance for additional car trips during **weekday peak and off-peak periods**.
3. Allowance for additional car trips during the **weekends**.

# *What might more trip flexibility add on an average midweek day?*

## **MIDWEEK**

9:00 am Garden Coffee	20 cars
11:00 am Current Parent Meeting	30 cars
7:30 pm Admissions event	30 cars

# *What might more trip flexibility add on an average weekend?*

## **WEEKEND**

9:00 am CYO Basketball practice	12 cars
10:30 am Middle School Musical rehearsal	30 cars
7:00 pm Movie Night	60 cars

## Goal #2: New Consequences

Some of the possibilities shared by Sleepy Hollow community members at meetings over the last few months:

1. Series of **escalating fines**.
2. Fines used to seed fund and **support Butterfield Corridor Safe Streets**.
3. Specific steps required to identify and **remedy the source of the infraction**, within a cure period or additional fines are levied.
4. If repeated violations, **consequences become more severe**.

# Community Benefit

Simplified standards would allow the school to **redirect the time and financial investments** that are now required to manage the 12 separate regulations.

In recent community discussions, we have heard a desire to **focus more on safety** by investing in **traffic calming measures along Butterfield**.

San Domenico intends to form a collaborative, working partnership with the **Butterfield Corridor Safe Streets Committee** to support the traffic safety goals of the community.





# Redirected Funds Could Support Traffic Calming

## Community ideas we have heard are of interest to increase safety along Butterfield Road:

- Dedicated CHP patrols
- Removal of Eucalyptus tree at Legend / Butterfield to improve sightlines
- Digital speed sign at Sleepy Hollow Road
- Crossing guards
- Street art features to promote safety / speed reduction
- Funding a neighborhood traffic calming study
- Various other measures to be determined...

# Next Steps

1. SD and Working Group develops proposal (September, 2018)
2. Open House presentation by SD for SHHA Board and SHHA community members, with new traffic management plan proposal (October, 2018)
3. SD and Working Group update plan based on community response (October, 2018)
4. SD presents to SHHA Board; Board votes on new plan (November, 2018)
5. Joint petition to County from SD and SHHA (December, 2018)

# THANK YOU!

## QUESTIONS? PLEASE CONTACT

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