

Executive Summary

Overall response

A total of 483 individual households completed the second Butterfield Road Safety Survey over the two month collection period. The vast majority (91%) of these respondents indicated San Anselmo zip codes, and three-quarters live on Butterfield Road or a street accessed by it. Just under half of respondents (46%) are members of the Sleepy Hollow Homes Association and roughly one third (36%) have children who attend a school accessed via Butterfield Road.

Impact of bike lane

Roughly half of respondents indicated that the installation of bike lanes on Butterfield from Oak Knoll Drive to Sleepy Hollow Drive had increased their desire to ride a bike on Butterfield Road. Over half of people who walk or bike on Butterfield Road feel safer now than before the bike lanes were formalized. This represents an improvement, but there is a sizable minority that still does not feel comfortable biking on the road. Most respondents who live on the Butterfield Road corridor do not report increased difficulty parking.

Extension of the bike lane

A substantial majority of survey respondents expressed support for extending the bike lane to the end of Butterfield Road (80%). This was consistent between all respondents, parents of students, corridor residents, and Sleepy Hollow Homes Association members. Bike lane extension would add dedicated safety to Hidden Valley K-5, San Domenico K-12, Presbyterian Church, Little Mountain preschool, recreational mountain bike trails, residents and commuters.

Hidden Valley Elementary School

Roughly a quarter of respondents have children who attend Hidden Valley Elementary School, accounting for nearly half of the student body. Respondents arrive at school by a variety of means, with driving and bicycling being the most common. Additional yellow bus service was of interest to roughly a third (32%) of respondents, while support was high (70%) for a sidewalk or separate path on Green Valley Court. Roughly half (51%) of respondents expressed support for a pick-up/drop-off zone at Butterfield Road/Green Valley Court.

Table of Contents

Executive Summary	1
Overall response	1
Impact of bike lane	1
Extension of the bike lane	1
Hidden Valley Elementary School	1
Table of Contents	2
Introduction	2
Butterfield Road Safety Committee	2
Study background	2
Survey goals	3
Goal 1: Assess impacts of new Butterfield Road bike lanes	3
Goal 2: Assess support for extending the Butterfield Road bike lanes from their current terminus	3
Goal 3: Assess potential for travel demand management treatments among Hidden Valley Elementary School families	4
Survey development	4
Survey distribution & incentives	4
Findings	4
Respondents	4
Number	4
Types of users	5
Most common “other”	6
Home zip	6
Impacts of new bike lane to user comfort and parking	7
Potential bike lane extension	9
Hidden Valley Elementary School responses	10
Share of the school	11
Commute to school	11
Next steps	13
Open Response	13
Mailing list	13

Introduction

Butterfield Road Safety Committee

The committee was convened by the Office of Supervisor Katie Rice and the Sleepy Hollow Homes Association. Other members of the committee include representatives from Marin County and Town of San Anselmo Departments of Public Works, Hidden Valley School, Safe Routes to School, Marin County Bicycle Coalition (MCBC), and various residents of the Butterfield Road Corridor and Green Valley Court.

Study background

The Butterfield Road Corridor Safety Survey was generated from an initiative to improve safety on Butterfield Road, particularly among vulnerable road users (people walking, rolling, or bicycling). The road is traveled by a wide variety of users every day, including work commuters, students accessing the three schools, and bicycle users traveling to Terra Linda via Fawn Drive/Mission Pass Path.

In January 2022, the committee developed and released a first survey, which had three goals: (1) assess comfort of the road's non-motorized users; (2) gather information about previously unreported collisions; (3) assess support for roadway reconfiguration. A summary of the results can be read [on the MCBC website](#), and the full survey report is available [at this link](#).

The results of this first survey demonstrated clear support for formalization of the striped but unenforced bike lanes on Butterfield Road between the Marin County/San Anselmo boundary (roughly Oak Knoll Drive) and Sleepy Hollow Drive. This project was completed in August of 2022.

In June of 2023, the committee decided to develop and release a second survey to evaluate the success of the project and determine whether or not the bike lanes should be extended from their current terminus at Sleepy Hollow Drive to the north end of Butterfield where it terminates at the San Domenico campus.

Survey goals

Goal 1: Assess impacts of new Butterfield Road bike lanes

The first goal was to hear from the users of Butterfield Road and nearby residents to learn what the impact, both positive and negative, had been of the reallocation of some on-street parking to formal bike lanes. We wanted to know whether the bike lanes had increased the perception of safety and whether parking had been significantly affected on the corridor.

Goal 2: Assess support for extending the Butterfield Road bike lanes from their current terminus

Following the results of the first survey in spring 2022, the bike lanes were formalized between Oak Knoll Drive and Sleepy Hollow Drive. However, north of Sleepy Hollow Drive, the existing condition was retained, with an unenforced striped bike lane and stencils, and without any “no parking” signs. The reason for stopping the bike lane at Sleepy Hollow Drive was out of consideration for parking demand during swim meets. However, an agreement is currently being developed with San Domenico School to accommodate some of the event parking, opening up the potential to formalize the bike lane between Sleepy Hollow Drive and San Domenico School. The survey aimed to determine the degree of support for this extension of the bike lane from its current northern terminus.

Goal 3: Assess potential for travel demand management treatments among Hidden Valley Elementary School families

During the Butterfield Safety committee meetings, ideas have come up for improving access to Hidden Valley Elementary School. For respondents with children attending that school, several questions about access modes, walking safety, and pick-up/drop-off were asked to determine support and interest in potential treatments.

Survey development

The survey was developed by a member of the Sleepy Hollow Homes Association and staff from the Marin County Bicycle Coalition, and reviewed by the committee over the course of two meetings. The survey was created in SurveyMonkey and distributed online, as described below.

Survey distribution & incentives

The survey was distributed by the various members of the Butterfield Corridor Safety Committee. A link to the survey was posted in the following venues:

- Sleepy Hollow Homes Association email list, website, and bulletin
- Schools on the corridor (San Domenico, Hidden Valley, Brookside, Little Mountain, Archie Williams)
- Marin County Bicycle Coalition email newsletter and social media
- Sleepy Hollow Presbyterian Church
- Nextdoor (SA, Sleepy Hollow)
- San Anselmo Town Manager’s mailing list
- Sleepy Hollow swim team

The survey went live on June 28, 2023 and closed August 20. As an incentive for completing the survey, Marin County Bicycle Coalition offered to raffle a waterproof bicycle bag to one of the respondents at random.

Findings

This section contains a summary of the survey findings, grouped by topic. The survey instrument included 15 questions, five of which were only asked to respondents who indicated that they have at least one child at Hidden Valley Elementary School. The instrument itself, and summaries of all responses, can be provided at request by emailing warren@marinbike.org.

Respondents

Number

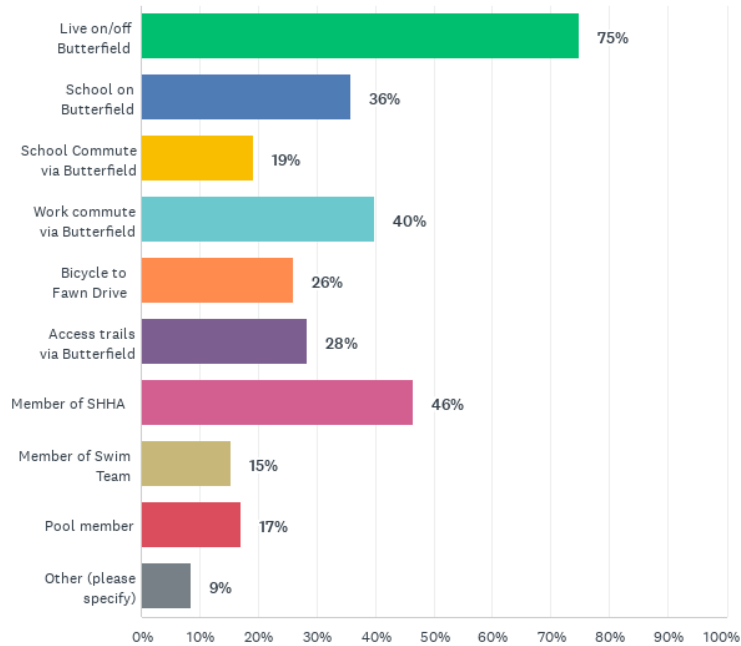
During the course of response collection, the survey received 483 complete responses. The survey requested that respondents complete only one survey *per household*, meaning that the results represent a larger share of the population than they might otherwise suggest.

Types of users

Question 1 of the survey asked respondents to indicate their relationship with Butterfield Road. This question allowed respondents to indicate multiple responses, understanding that people use the corridor in several different ways, meaning that the total sums to more than 100%.

A majority of survey respondents live on Butterfield Road or on a road accessed by Butterfield Road. Roughly a third of respondents have children attending one of the three schools accessed from Butterfield (Brookside, Hidden Valley, or San Domenico) with a smaller group (one fifth) having children who attend school off the corridor but commute via Butterfield Road. One quarter of respondents use Butterfield Road to access the bicycle route to Terra Linda via Fawn drive. Sleepy Hollow Home Association (SHHA) members made up nearly half of the responding households.

Q1 Please identify your relationship to Butterfield Road:



Most common “other”

An open response was provided for people to indicate other ways in which they use Butterfield Road. The most common responses were:

- Recreational activities *on* Butterfield Road (such as jogging or dog walking)
- Recreational activities accessed *via* Butterfield Road (such as off-street trails)

Home zip

While the largest share of respondents completing the survey live on the Butterfield Road Corridor, a number of frequent users live outside of it. The table below shows the number of respondents from each of the nearby zip codes.

City/Town	Zip Code	%
San Anselmo	94960	91%
Fairfax	94930	4%
Terra Linda	94903	1%
Central San Rafael	94901	1%
Novato	94949/94947/94945	1%

All Others	-	2%
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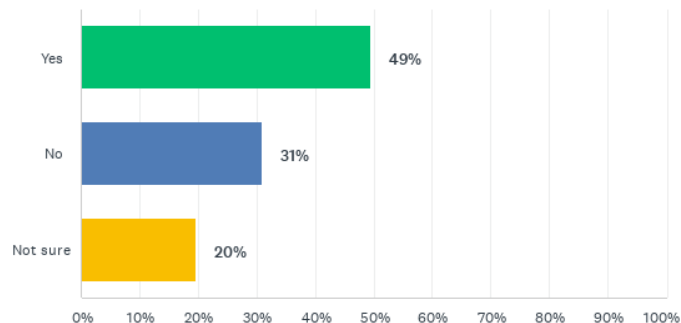
Because addresses were not requested, it's not possible to determine the share of people on the Butterfield Road Corridor who completed the survey. However, 426 respondents from the 94960 zip code represent 7.1% of the 5,988 households living in the zip code (which covers larger area than the Butterfield Corridor)

Impacts of new bike lane to user comfort and parking

One of the goals of the survey was to assess the impact of the bike lanes that were formalized in 2022, particularly with respect to perceived user comfort and safety, and to parking (on some parts of Butterfield Road where the bike lane was formalized there is now no space to park on-street).

Respondents were asked whether the installation of the bike lane (from Oak Knoll Drive to Sleepy Hollow Drive) has increased their/their family's desire to bike on Butterfield Road. Roughly half of the respondents (49%) indicated that it had. This share held for residents of the Butterfield corridor (46%) and for families with children attending school on the corridor (53%). Among the remaining respondents roughly 30% stated that the bike lane had not increased their desire to bike Butterfield, with roughly 20% remaining unsure.

Q2 Has the installation of the bike lane increased your/your family's desire to bike on Butterfield Rd?

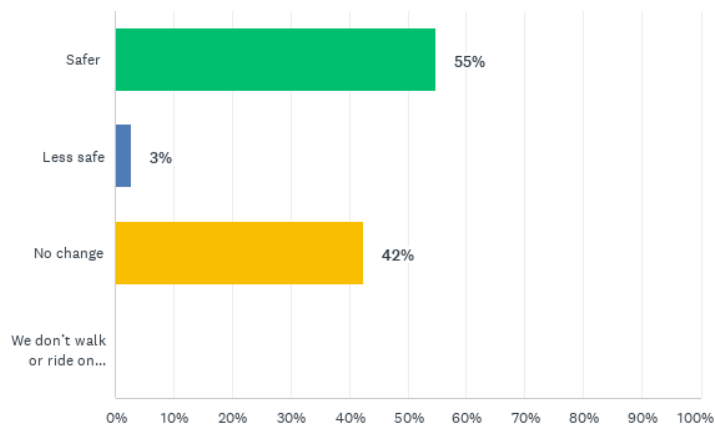


When asked whether respondents feel safer walking or riding on Butterfield Road since the installation of the new bike lanes, of those who walk or ride there, a small majority (54%) indicated that they did indeed feel safer. This held both for residents of the Butterfield Corridor (52%) and for families with children attending school on the corridor (55%). Most of the

remaining respondents indicated that there was no change (42%) with a small share (3%) saying they felt less safe walking or biking.

These findings indicate that the bike lane is a clear improvement over the former condition, but that it has not improved the perception of safety sufficiently to attract a large majority of potential users.

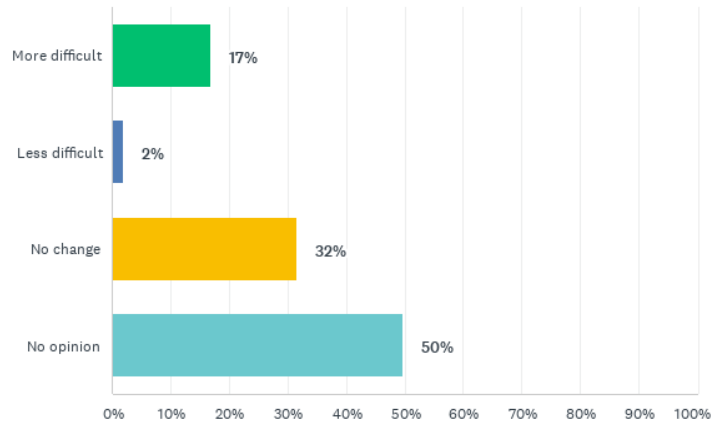
Q3 Do you/your family feel safer walking or riding on Butterfield Road since the bike lane installation?



Respondents were asked whether parking on Butterfield Road has been more difficult since the installation of the new bike lane. Of residents of the Butterfield Road Corridor (meaning those people who live on Butterfield or a street accessed by it, which could have potentially seen spillover parking), a large majority indicated that they had “no opinion” or had seen “no change” (81% between the two responses). Roughly 1 in 6 respondents (17%) found that parking was “more difficult.” These shares were essentially the same for SHHA members (79% “no opinion” or “no change” and 18% “more difficult”). A very small percentage (2%) indicated that parking has been easier since the installation of the bike lanes.

While there do seem to have been some additional challenges for on-street parking, that does not appear to be the experience of most local residents.

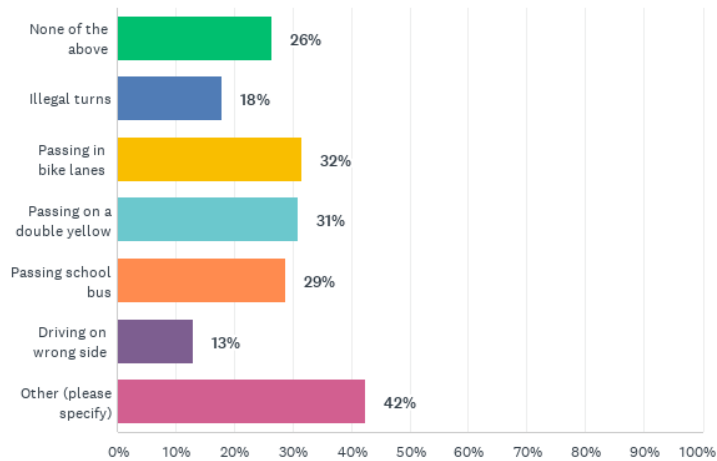
Q5 Has parking on Butterfield Road been more difficult since the installation of the bike lane between Sir Francis Drake Boulevard and Sleepy Hollow Drive?



Respondents were asked whether they have noticed unsafe driving behavior on Butterfield Road or Green Valley Court. Users were able to select more than one answer, leading to responses that sum to more than 100%. Only one quarter of respondents indicated that they had not observed any unsafe driving. The most common responses were using the bike lanes to pass (32%), passing on the double yellow line (31%), and passing a stopped school bus (29%).

In reviewing the “other” responses, speeding was a clear standout, with 124 (or 26%) respondents specifically noting it. Other notable responses in the “other” category were “parked cars blocking the bike lane” (29 responses, or 6%) and some variety of “e-bike users riding dangerously” (23 responses, or 5%).

Q6 Have you noticed any unsafe driving behavior on Butterfield Road or Green Valley Court? Check all that apply:

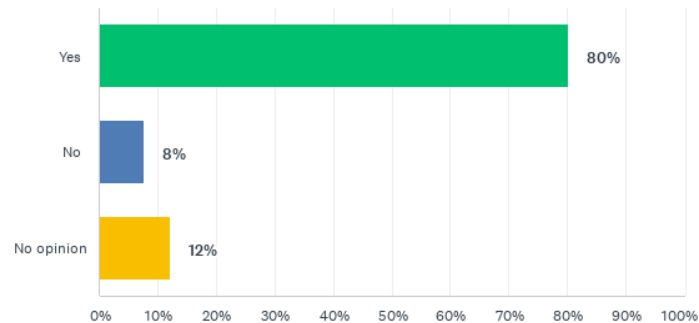


Potential bike lane extension

Respondents were asked whether they support the extension of the bike lane from where it now ends at Sleepy Hollow Drive to the end of Butterfield Road. Responses to this question indicated a clear majority would be in favor of such an extension, with 80% of all respondents, 79% of Butterfield Road corridor residents, 92% of families with a child attending school on the corridor, and 77% of Sleepy Hollow Homes Association members.

Across these groups the remaining share was split more or less evenly between “No” and “No opinion.” The largest percentage of “No” respondents was among SHHA respondents, at 12%. The smallest percentage of “No” respondents was among parents of students on the corridor, with 3%.

Q4 Do you support the extension of the bike lane from where it now ends at Sleepy Hollow Drive to the end of Butterfield Road?



Hidden Valley Elementary School responses

The survey included several questions intended solely for families with children who currently attend Hidden Valley Elementary School. Respondents who indicated “yes” to this question were asked five additional questions. Respondents who indicated “no” were sent to the end of the survey.

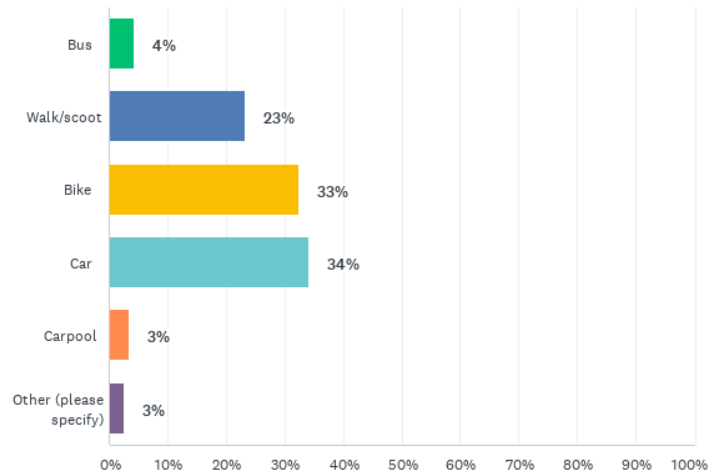
Share of the school

One quarter (25%) of survey respondents indicated that they have a child at Hidden Valley Elementary School. Respondents were also asked how many children in their household attend the school. By multiplying the responses by the number of students, it appears that survey responses account for 168 students at the school, or just under half of the 340 enrolled students.

Commute to school

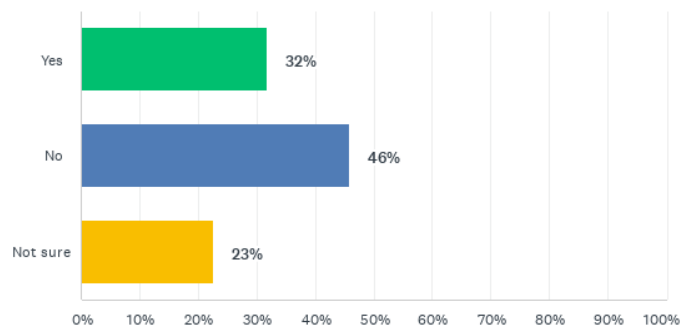
Respondents were asked what their most frequent mode of transportation to school was. Results show a mix with the largest share being driving alone or carpool (37%), followed by biking (33%) and walking/scooting (23%). Only 4% of responding families have their children riding the bus.

Q9 What is your most frequent mode of arrival & departure to school?



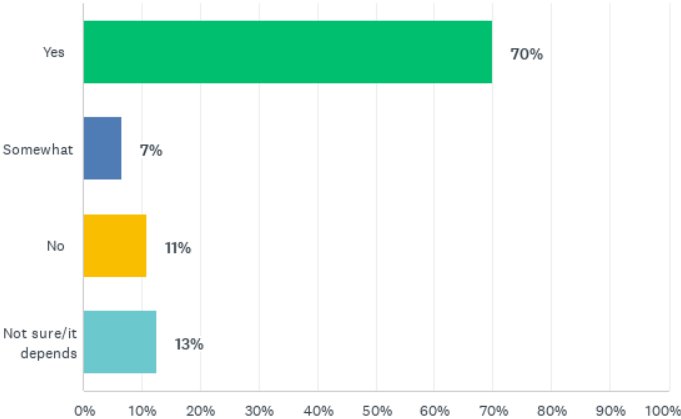
However, when asked if families would choose the yellow bus if a pickup location was offered near them, 44% of respondents who currently arrive by car/carpool and 32% of overall respondents indicated that they would. An additional 23% of respondents were not sure if a school bus pickup stop near them would be enough to make the change to the bus.

Q10 If the yellow school bus offered a pickup location near you, would you choose this option for your child?



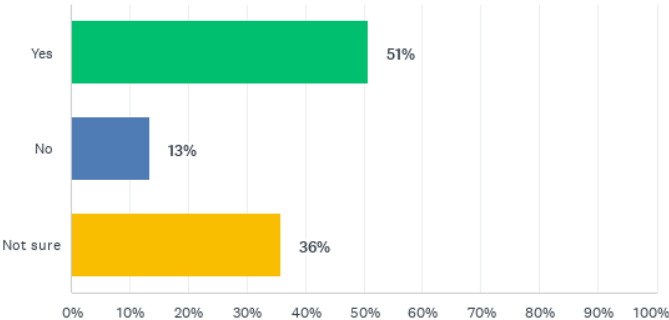
Green Valley Court, the street connecting Butterfield Road to Hidden Valley Elementary School, is a narrow heavily used road during school pick up and drop off, mixing cars, pedestrians, and people walking bicycles on a shared roadway with no existing sidewalks. When asked whether a sidewalk or separated path with bollards would improve the sense of safety for students accessing the school by foot, 70% said “yes” with another 7% saying “somewhat.”

Q11 Would the presence of a sidewalk or path separated with bollards on Green Valley Court improve your sense of safety for children walking between Butterfield Road and Hidden Valley ES?



When asked if a drop-off/pick-up zone at Butterfield Road/Green Valley Court should be provided if accommodation was made for turnarounds, half (51%) of respondents said “yes.” Only 13% of respondents said “no,” with a little over a third (37%) being unsure.

Q12 If turnarounds could be accommodated, would you like to see a drop-off/pick-up zone on Butterfield Road at Green Valley Court?



Next steps

Open Response

The survey also provided a question where respondents could give qualitative feedback or other recommendations for improving safety on Butterfield Road and Green Valley Court. While a full qualitative analysis has not yet been initiated, review of the open responses found that a large number of respondents were highly concerned about speeding on Butterfield Road.

Mailing list

Respondents were able to leave an email address if they wished to be notified about further safety updates on Butterfield Road (and be entered into a raffle for an Ortlieb bag, offered by Marin County Bicycle Coalition). A total of 251 emails were obtained this way. Steps should be taken to maintain this mailing list for future correspondence.