



# Edna Maguire Elementary School Travel Plan



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# 1. Purpose

## 1.1. SR2S Planning, Implementation and Monitoring

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

## 2. Edna Maguire Elementary School Profile

### 2.1. School Location

Edna Maguire Elementary School is located at 80 Lomita Drive in Mill Valley, California.

### 2.2. Enrollment and Demographics

In the 2008-2009 school year, approximately 415 students were enrolled in Edna Maguire Elementary School. **Table 1** shows the number of students enrolled per grade. Student enrollment decreases slightly from Kindergarten to fifth grade. **Table 2** shows the ethnicity of the student population in 2008-2009. Nearly 75 percent of the student population is White (Non-Hispanic), nine percent is Asian, four percent is Hispanic or Latino, and one percent is African American. Over 10 percent of respondents either responded with multiple answers or did not respond.

*Table 1: Edna Maguire Elementary School Enrollment by Grade, 2008-09*

Grade Level	Enrollment
Kindergarten	83
Grade 1	76
Grade 2	72
Grade 3	78
Grade 4	57
Grade 5	49
Total	415
<i>Source: California Department of Education</i>	

*Table 2: Edna Maguire Racial and Ethnic Subgroups, 2008-09*

Racial and Ethnic Subgroup	Number of Students	Percent of Students
White (Not Hispanic)	309	74.5%
Multiple or No Response	44	10.6%
Asian	37	8.9%
Hispanic or Latino	16	3.9%
African American	6	1.4%
Filipino	3	0.7%
American Indian or Alaska Native	N/A	N/A
Pacific Islander	N/A	N/A
<i>Source: California Department of Education</i>		

## 2.3. Existing Conditions

This section describes the physical conditions around Edna Maguire Elementary School. Physical conditions include school entrances, traffic controls, crosswalks, crossing guards, transit, and bicycle racks.

### School Entrances

- **Primary Entrance:** The primary school entrance is on Lomita Drive. Bicyclists and pedestrians can enter the school site from the west via the Mill Valley Sausalito pathway.

### Traffic Controls

- **Lomita Drive:** Lomita Drive forms a T-intersection at the front parking lot. The intersection is stop controlled on all three approaches.
- **Ashford Avenue/Lomita Drive Intersection:** This is a T-intersection stop controlled on all three approaches.
- **CaminoAlto / Overhill Road Intersection:** This is a T-intersection without stop controls. Overhill Road consists of two one-way segments, each of which intersects Camino Alto.

### Crosswalks

- **Lomita Drive:** Yellow zebra (diagonal) crosswalk on east leg of intersection.
- **Ashford Avenue/Lomita Drive Intersection:** Transverse crosswalk on east leg.
- **CaminoAlto / Overhill Road (eastbound) Intersection:** White zebra crosswalk on north leg of intersection.

### Crossing Guards

- **Location of TAM Crossing Guards:** TAM-funded crossing guards serve Edna Maguire School at the corner of Lomita Drive and East Blithedale Avenue.

### Transit

- **School Bus Availability:** Edna Maguire Elementary School has no regular school busing.
- **Public Transit Availability:** The nearest public bus service to Edna Maguire Elementary School is Golden Gate Transit Routes 4 and 17, stopping at East Blithedale Avenue and Lomita Drive.

### Bike Racks

- **Location of Bike Racks:** Edna Maguire Elementary School has three bicycle racks located between the school and Marin Day School, west of the front parking lot.
- **Number of Bike Spaces:** The bicycle racks can accommodate 70 to 80 bicycles.
- **Rack Condition:** N/A

## 2.4. Policies

### Pick Up and Drop Off

- **Location:** Many parents drive into the main (rear) parking lot to drop off their children. This creates heavy turning movements for vehicles turning left into the parking lot driveway from Lomita Drive. There is also limited visibility for vehicles exiting the driveway at this location. Some student pick-up/drop-off occurs in the front drop-off loop located immediately in front of the school on Lomita Drive. This loop provides for two lanes of one-way counterclockwise traffic. Some parents have been observed parking in the drop-off loop to walk their children to class, which blocks the use of the drop-off area for other vehicles.

### Parking

- **Staff and General Parking:** A small staff lot is located in the front of the school, immediately west of the pick-up/drop-off loop. This parking lot also provides four spots for the Marin Day School, a preschool located on the same school grounds as Edna Maguire Elementary. Many Edna and Marin Day School parents illegally park in the bike path connector used by Edna families and other cyclists. A larger parking area for staff is located behind the school buildings, accessed via an entrance driveway on the east side of the pick-up/drop-off loop. On-site parking accommodates most of the daily staff demand.

## 2.5. Classroom Education

The school schedules the following programs, which are coordinated with P.E. teachers and SR2S staff:

- Second grade safety classes and walk around the block reinforcement
- Fourth grade bike rodeos
- School Safety Assembly

## 2.6. Encouragement Programs

Since Edna Maguire started participating in its encouragement programs, it has experienced a 30 percent shift away from solo driving to school. Currently, the school offers the following programs of encouragement:

### SchoolPool

SchoolPool is a program to connect families who wish to bring their children to school either by biking, walking or carpooling together.

### Walk and Roll to School Days

Edna Maguire hosts a Walk and Roll to School Day on the first Wednesday of each month, following the International Walk and Roll to School Day. A welcome table is provided if there is enough volunteer interest. The table offers a healthy snack and/or small prizes.

### Golden Sneaker Award Contest

The Golden Sneaker contest is a competition between classes that rewards the class with the greatest number of students who walk, bike or carpool to school. Each class keeps track of how often its students commute by these modes. Class monitors can help to remind students to record their points and calculate the totals. The Golden Sneaker is awarded by the principal at a Lifeskills Assembly and the overall winning classes (grouped by grade level: 1-2nd and 3-5th) for a three-month period (November, January, March) wins a party.

### Frequent Rider Contest

The Frequent Rider Contest is a chance for each student to win an award on an individual basis for walking, biking or carpooling to school. Each student receives a card on which to track of how they travel to school. The program runs for four to eight weeks and students earn prizes with every 20 points earned. At the end of the contest, all cards that are turned in with at least 20 points are entered into a drawing for grand prizes like a new bicycle, scooter, a backpack, a bike lock, etc.

## 2.7. Student Surveys

Spring and fall student surveys have been conducted since the 2001-2002 school year. Each spring and each fall, students are asked by their teachers how they got to school on that day.

**Table 3** shows the survey results for 2003 through 2010.

*Table 3: How Students Got To School*

Fall							
Year	Walk	Bike	School Bus	Drive Alone	Carpool	Transit	Other
2001-02	22%	1%	0%	61%	15%	-	-
2003-04	16%	2%	0%	68%	3%	-	-
2004-05	16%	4%	0%	68%	12%	-	-
2006-07	22%	12%	0%	58%	8%	-	-
2007-08	21%	12%	0%	59%	9%	0%	4%
2008-09	13%	11%	0%	63%	10%	0%	3%
2009-10	18%	9%	0%	56%	14%	1%	2%
2010-11	19%	7%	0%	58%	12%	0%	3%
Spring							
Year	Walk	Bike	School Bus	Drive Alone	Carpool	Transit	Other
2001-02							
2003-04	15%	1%	0%	72%	11%	-	-
2004-05	31%	4%	0%	48%	17%	-	-
2006-07							
2007-08	21%	15%	0%	51%	13%	0%	2%
2008-09	26%	14%	0%	45%	15%	0%	4%
2009-10	19%	9%	1%	53%	13%	0%	6%
2010-11							

*Figure 1* shows how children got to school from 2003 through 2010. The charts show the percentage of each mode choice and stack the mode choices to show the total percentage of students surveyed. Information for Spring 2006-2007 was not available and not all children were surveyed in Fall 2003. Over the course of the survey years, the majority of children were driven to school. Walking is the second most common way to get to school, while rates for biking have shown substantial increases since 2005.

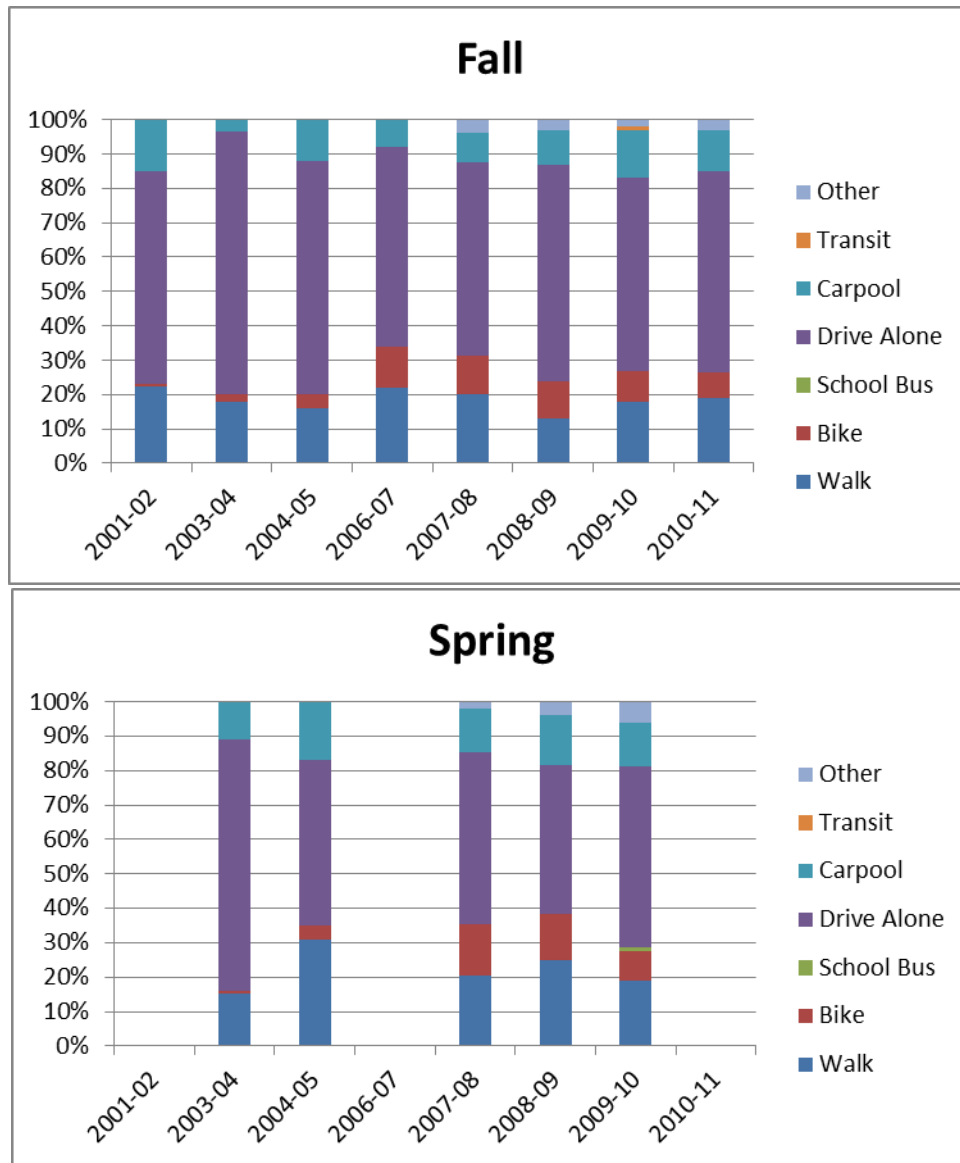


Figure 1: How Children Got To School

### 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.

## Concerns

When asked “Why you drive your child to school (check all that apply)” the top responses cited included “it’s too far” and “child is too young.” **Table 4** lists parent concerns from most to least common.

**Table 4: Parental Concerns**

<b>Concern</b>	<b>Percent</b>
It's too far	70%
Child is too young	44%
Stranger Danger	40%
Dangerous intersections	39%
Speeding cars	32%
Unsafe or lack of sidewalks and/or bikeways	26%
Weather	21%
Too much to carry	21%
Running late/tardiness	16%
On the way to work	11%
It's too steep	10%
Scary dogs	4%
Bullies	3%
Child won't follow safety rules	3%
Lack of safe bike parking	2%
<i>Source: Parent Survey, 2007-08, 185 Responses</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”. These responses deliver some of the solutions to the issues described above. Of note, 21 percent of the respondents stated they would never allow their child to walk or bike to school.

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

<b>Opportunities</b>	<b>Percent</b>
Accompanied by other parents	35%
When he/she is older	28%
Crossing guards at dangerous intersections	25%
Cars slowed down	24%
I would never allow my child to walk or bike to school	21%
Accompanied by other children	17%
Park and walk locations where we could walk part way	15%
More police enforcement	15%
Improved sidewalks and paths	14%

Opportunities	Percent
Improved intersections	14%
Safety training was provided for students	9%
Secure bike storage was available	9%
Other (please specify)	9%
Route maps were provided	3%
<i>Source: Parent Survey, 2007-08, 185 Responses</i>	

### 3.2. Walkabout Notes

A walkabout was held at Edna Maguire Elementary School on May 26, 2006. Several locations were identified as having a higher opportunity for a collision. These locations include the existing crosswalk in front of the school where vehicles do not stop, an internal crosswalk where vehicles travel at high speeds and at the intersection of Ashford Avenue and Lomita Drive where pedestrians access the Mill Valley Sausalito Path. Pedestrians travel from the path, down a slope and into the intersection. Detailed notes are included as **Appendix A**.

In addition, the intersection of Camino Alta and Overhill has been noted as problematic for bicyclists and pedestrians.

## 4. Programs and Projects

### 4.1. Engineering Design Concepts

A series of design concepts were developed based on the Task Force meetings and the walkabout. The concepts are summarized below and are illustrated in **Appendix B**.

#### Crosswalk at Lomita Drive

Improvements at this location aim to improve safety at the crossing of Lomita Drive in front of the school. The improvements consist of a repainted marked crosswalk using ladder stripes and installation of curb ramps at the crossing. A raised crosswalk could also be considered at this location.

#### Internal Crosswalk

Improving the crosswalk off of the school's drop-off loop includes the installation of raised high visibility marked crosswalks.

#### Mill Valley Sausalito Path Access

This improvement increases accessibility and connectivity to the street from the path. The improvements include a paved ADA accessible path and a high-visibility marked crosswalk on the north leg of the Ashford Avenue/Lomita Drive intersection.

## 5. Implementation Matrix

Implementation plans for the Mill Valley School District are summarized in the District Travel Plan. Please refer to that plan for implementation efforts.

### Implementation Plan

The City of Mill Valley has implemented a number of improvements in recent years that have benefited Edna Maguire School. These include:

- Restoration of existing multi-use pathway along Camino Alto
- Installed asphalt path connection between County path & Edna Maguire School
- Modified ADA ramps to prevent drivers from driving across ramps
- Modified traffic signal timing at Blithedale/Lomita benefit pedestrians
- Installation of fluorescent yellow green school zone warning signage
- Installation of high-visibility crosswalks and advance warning signage

## Appendix A: Walkabout Notes

**Edna Maguire Walkabout**  
**May 26, 2006**

### Attendees

Kira Keane  
Nancy Felder  
Aniko Molnar  
Christine del Castillo  
Sheryl Patton  
Karyn Johnson  
Lisa Zimmer  
Amanuel Haile  
David Parisi  
Wendi Kallins

### Issues

**Priority 1** – Crosswalk in front of the School – cars don't stop, roll into the crosswalk. The crosswalk stops all traffic, which causes backups and road rage. Needs better channelization. No curb cuts. Repaint as thermoplastic? Enhance stop lines. Add curb cuts to the sidewalk intersections of Lomita (at Edna), Shell Road and Lomita, and Somerset and Lomita. Strollers, bikes, scooters, etc can't get up onto the sidewalks.

**Priority 2** – Entrance to the back of the school. – Cars fail to stop at the crossing, don't yield, going too fast. Possible raised crosswalk. What are the movements? Amanuel offered to do traffic counts before school lets out.

**Priority 3** – Ashford and Lomita – entrance to the bike path from the neighborhood. No crosswalk and no one stops. Gravel path is not easy to maneuver. It's not being used as much as it could as a result. Kids come down the hill fast and end up on the street. The property is private –owned by PG&E. If a crosswalk is put in then it would need a fully accessible routes per ADA. The pathway could be improved without a crosswalk – could be a neighborhood project if PG&E agrees. People are cutting through Ashford off the freeway and driving too fast.

Hello Walkabout Attendees:

While we were at Ashford Avenue last week, it was mentioned that maybe a more current speed survey was needed for this street. There isn't a specific traffic survey for Ashford as the surveys cover segments or areas. There is a traffic survey dated August 5, 2004 which covers Lomita Drive (E. Blithedale Avenue to City Limits North) that covers that area.

#### Selection of Locations

The main objective of the study was to analyze 19 street segments in the City of Mill Valley and to recommend appropriate speed limits for each of these street segments consistent with the laws and practices of the State of California. Some of the streets were broken into more than one segment to ensure that each street section having unique characteristics was individually surveyed.

#### Conducting the Radar Checks

Radar checks were made on street sections in which the traffic speeds, the traffic volumes, the street width or other significant factors were different from an adjacent section. Each of the radar speed checks was made from an inconspicuously parked, unmarked vehicle. chapter 8 of the Traffic Manual indicates that it is desirable to have a minimum sample size of 100 vehicles for a speed zone survey for a city arterial. However, for low volume roadways this may result in excessive survey periods, but a survey should in no case contain less than 50 vehicles. For this survey a time constraint of a minimum of one-half hour at each location or at least 50 vehicles was established.

The traffic survey for Lomita Drive states:

There were six collisions reported for this road segment during the study period, for a collision rate of 1.26 c/mvm. The critical speed obtained during the spot speed survey was 31 mph, however, there is a school zone located within this segment and there are not continuous sidewalk facilities for school age pedestrians. Based on this information, it is recommended that the existing 25 mph speed limit be retained.

Also included in the report is a vehicle speed report showing all speeds driven during the survey. This speed report is the basis for the recommendations. If anyone has questions regarding the analysis of the data, please contact me.

Thank you,

Sheryl Patton

Hi David:

Here are my findings for the school during early morning school drop-off time (8-8:45).

The driveway access (not the drop-off zone) approaching from Lomita northbound was the heaviest traffic movement, at times northbound Lomita traffic was in queue to access the driveway that leads to the back of the school.

Very few vehicles used the drop-off zone!

Over all Right-of-way was well observed (surprisingly), it is like a roundabout that all you see is cars in motion and very few conflicts and delays. I have the following recommendations:

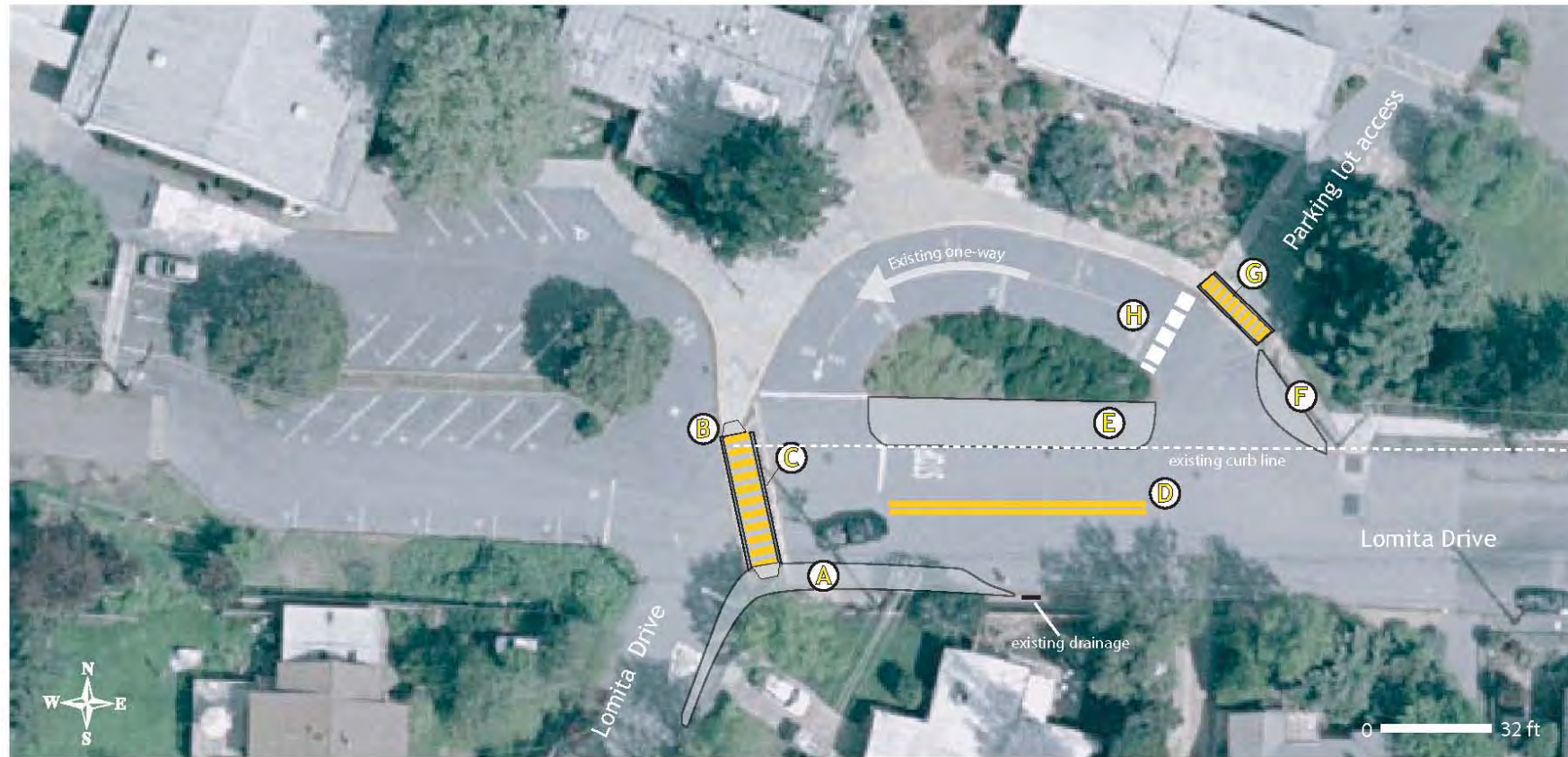
1. There are some parents that park at the drop-off area and walk their kids to classes, the area is designated drop-off and should be used as such!
2. Add a center line pavement marking along Lomita (east-west portion-parallel to the drop-off area) extending it to, following the curving left to the path of travel i.e. towards the driveway. The idea is to demarcate the area where cars enter and exit from the driveway to Lomita, forcing or guiding vehicles to stay to the right as much as possible. This will avoid potential head-on collision, even though not observed!
3. Vehicles exiting from the back of the school have limited visibility to vehicles turning right from westbound Lomita, additional guide line for westbound Lomita traffic might be warranted but can send a wrong message to westbound Lomita thru traffic.
4. If the above can be accomplished using pavement marking, then I don't recommend prohibiting the thru movement (almost a slight left turn) from the driveway exit to access Lomita as recommended during the walkabout.
5. Early morning school drop-off might be different from pickup (unless it is random) but most of the complaint I think was during morning drop-off time.

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## Appendix B: Engineering Design Concepts

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### EDNA MAGUIRE SCHOOL ENTRY IMPROVEMENTS



EXISTING CONDITIONS



Crosswalk across Lomita Drive



Crosswalk in front of school parking lot entrance

**RECOMMENDATIONS**

- A** Install curb extension with curb ramps
- B** Install curb ramp
- C** Repaint crosswalk with high-visibility markings. Consider installing raised crosswalk
- D** Stripe yellow center divider line
- E** Extend island to meet line of existing street curb
- F** Install curb extension
- G** Install raised crosswalk with high-visibility markings
- H** Paint white blocks to direct exiting traffic toward Lomita Drive

## SAFE ROUTES TO SCHOOL IMPROVEMENT PLAN FOR EDNA MAGUIRE SCHOOL



Figure 2: Edna Maguire School Entry Improvements

### MULTI-USE PATH ACCESS IMPROVEMENTS



#### EXISTING CONDITIONS



Access to path from Lomita Drive and Ashford Avenue



Existing gravel access path



Multi-use path



View from above multi-use path, showing gravel access path and road

#### RECOMMENDATIONS

- Ⓐ Install high-visibility crosswalk
- Ⓑ Add ADA-compliant paved path

## SAFE ROUTES TO SCHOOL IMPROVEMENT PLAN FOR EDNA MAGUIRE SCHOOL



Figure 3: Multi-Use Path Improvements

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