



Old Mill Elementary School Travel Plan



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1. Purpose

1.1. SR2S Planning, Implementation and Monitoring

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

2. Old Mill Elementary School Profile

2.1. School Location

352 Thockmorton Avenue
Mill Valley, CA 94941

The Old Mill School site encompasses an entire block bounded by Throckmorton Avenue on the south, Lovell Avenue on the north, Elma Street on the west, and Old Mill Street on the east



2.2. Goals

Increase the number of children walking, biking, carpooling and taking transit to school

Benchmarks

1. Increase the number of children walking, biking, carpooling and taking transit to school 150% by 2008 and 300% by 2013.
2. Increase the number of children walking to Old Mill School on a daily basis from 10% to 50%

Decrease Traffic Congestion around Schools

Increase safety of the routes to school

Benchmarks

1. Designate at least **four** Safe Routes within a half mile radius leading down to the school from the surrounding steep hill sides. Identify, build and promote the routes.
2. Encourage a network of sidewalks and paths leading to Old Mill School, as well as ADA access.
3. Develop a list of prioritized projects for city and county DPW.

2.3. Enrollment and Demographics

As of the 2006-2007, approximately 312 students were enrolled in Old Mill Elementary School. Enrollment by grade is outlined in **Table 1** Error! Reference source not found.. Error! Reference source not found.

Table 2 shows the ethnicity of the student population in 2007-2008. Over 80 percent of the student population is White (Non-Hispanic), four percent is Asian, one percent is Hispanic or Latino, and 0.7 percent is African American. Nine percent of respondents either responded with multiple answers or did not respond.

Table 1: Old Mill Elementary School Enrollment by Grade, 2006-07

Grade Level	Enrollment
Kindergarten	45
Grade 1	49
Grade 2	46
Grade 3	53
Grade 4	51
Grade 5	53
Total	297
<i>Source: Mill Valley School District, School Accountability Report Card 2006-2007</i>	

Table 2: Old Mill Elementary Racial and Ethnic Subgroups, 2007-08

Racial and Ethnic Subgroup	Percent of Students
African American	0.7%
American Indian or Alaska Native	0.3%
Asian	4%
Filipino	0%
Hispanic or Latino	1%
Pacific Islander	0%
White (Not Hispanic)	85%
Multiple or No Response	9%
<i>Source: Mill Valley School District, School Accountability Report Card 2006-2007</i>	

2.4. Existing Conditions

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

School Entrances

- **Primary Entrance:** Vehicular traffic enters on Throckmorton Avenue.

Traffic Controls

- **Throckmorton Avenue/Old Mill Street Intersection:** This is four-legged intersection, with stop-controls on all legs.
- **Throckmorton Avenue/Elma Street Intersection:** This is a T-intersection with a roundabout. It is yield controlled on the westbound approach and stop-controlled on the south and eastbound approaches.
- **Elma Street/Lovell Avenue Intersection:** This is a T-intersection. It is stop-controlled only on the southbound approach.
- **Lovell Avenue/Summit Avenue Intersection:** This is a T-intersection. It is stop-controlled only on the southbound approach.
- **Old Mill Street/Lovell Avenue Intersection:** This is a T-intersection. It is stop-controlled only on the northbound approach. Lovell Avenue is one-way in the westbound direction to Old Mill Street. Eastbound vehicles are not permitted to access Lovell Avenue east of Old Mill Street.

Crosswalks

- **Throckmorton Avenue/Old Mill Street Intersection:** Yellow ladder crosswalks on all legs.
- **Throckmorton Avenue/Elma Street Intersection:** Yellow ladder crosswalks on all three legs.
- **Elma Stree/Lovell Avenue Intersection:** Yellow ladder crosswalks on all three legs.
- **Lovell Avenue/Summit Avenue Intersection:** Yellow ladder crosswalk on the east leg.
- **Old Mill Street/Lovell Avenue Intersection:** Yellow ladder crosswalks on the east and south legs.

Crossing Guards

- **TAM Funded Crossing Guards:** There are two TAM-funded crossing guards stationed in the vicinity of Old Mill School, at the intersections of Throckmorton Avenue/Old Mill Street and Lovell Avenue/Old Mill Street.
- **School Funded Crossing Guards:** Currently, there are no school funded or volunteer crossing guards.

Transit

- **School Bus Availability:** School buses are not provided.
- **Public Transit Availability:** Golden Gate Transit Route 17 has a stop at the Mill Valley depot.
- **Special Transit Needs Offered:** Information is not available.

Bike Racks

- **Location of Bike Racks:** Bicycle racks are located behind the school.
- **Number of Bike Spaces:** Information is not available.

2.5. Policies

Pick Up and Drop Off

- **Location:** Student drop-off and pick-up occurs in front of the school on Throckmorton Avenue. The school has a “Drop Don’t Stop” program in place, in which parents, occasionally with help from 5th grade student valets, assist with opening car doors to quickly unload students and move vehicles along in line. Most parents approach Old Mill School in the westbound direction to drop off along the school frontage on Throckmorton Avenue. A roundabout at the intersection of Throckmorton Avenue and Elma Street facilitates parents turning around to head in the eastbound direction.



Parking

- **Staff parking:** There is no designated staff parking. All parking is on-street around the school perimeter. Parking is not permitted in front of the school entrance. Throckmorton Avenue between Old Mill Street and the school entrance is a designated loading zone,

painted with white curb with parking limited to 10 minutes from 8:00 to 8:45 a.m. and 2:30 to 3:15 p.m. on school days.

- **Public Parking:** There is no designated staff parking.

2.6. Student Surveys

Student surveys were conducted in the fall and/or spring since 2003. On a survey day, teachers ask students how they got to school that day. Blank entries indicate survey information is not available.

Table 3 shows the survey results for 2003 through 2010.

Table 3: How Students Got To School

	Fall						
Year	Walk	Bike	Bus	Family Vehicle	Carpool	Transit	Other
2003-04	11%	5%	0%	83%	1%		
2006-07	28%	3%	0%	58%	11%		
2007-08	24%	6%	0%	61%	9%	0%	1%
2008-09	31%	8%	0%	50%	8%	0%	4%
2009-10	29%	8%	0%	44%	16%	0%	3%
2010-11	30%	10%	0%	49%	6%	0%	5%
	Spring						
Year	Walk	Bike	Bus	Family Vehicle	Carpool	Transit	Other
2003-04							
2006-07							
2007-08	24%	3%	0%	52%	18%	0%	3%
2008-09							
2009-10	36%	3%	0%	45%	13%	0%	3%
2010-11							

Figure 1 shows how children got to school from 2003 through 2010. During this time frame, only two spring surveys were conducted—in 2008 and 2010. Information for 2005-2006 is not available. Over the course of the survey years, the majority of children were driven to school. Walking has been the second most common way to get to school.

The ways children travel to school changed during the survey period. The percentage of children who were driven alone to school dropped from 83% in fall 2003 to 49% in fall 2010. The percentage of children who walked to school increased from 11% to 30% during the same period.

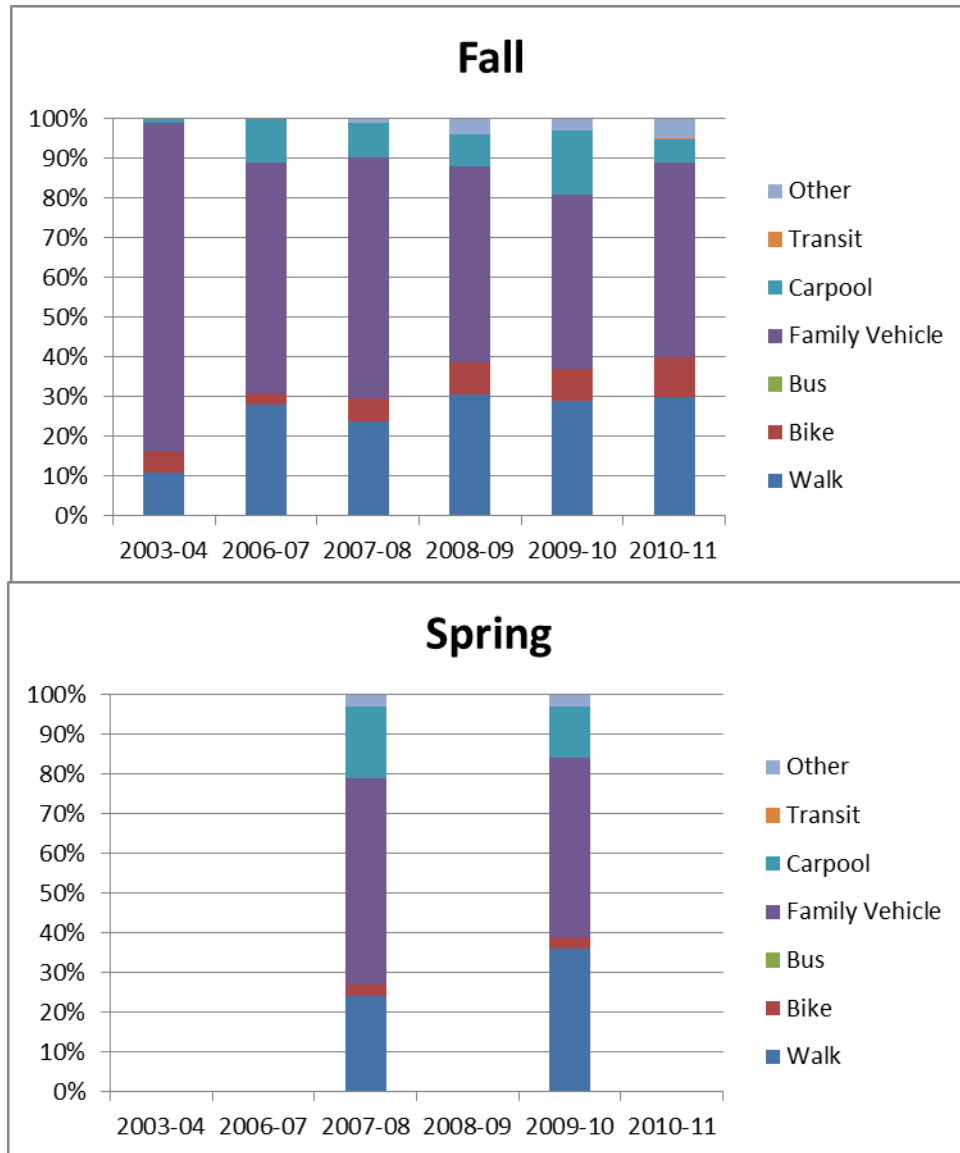


Figure 1: How Children Got To School

3. Barriers and Opportunities

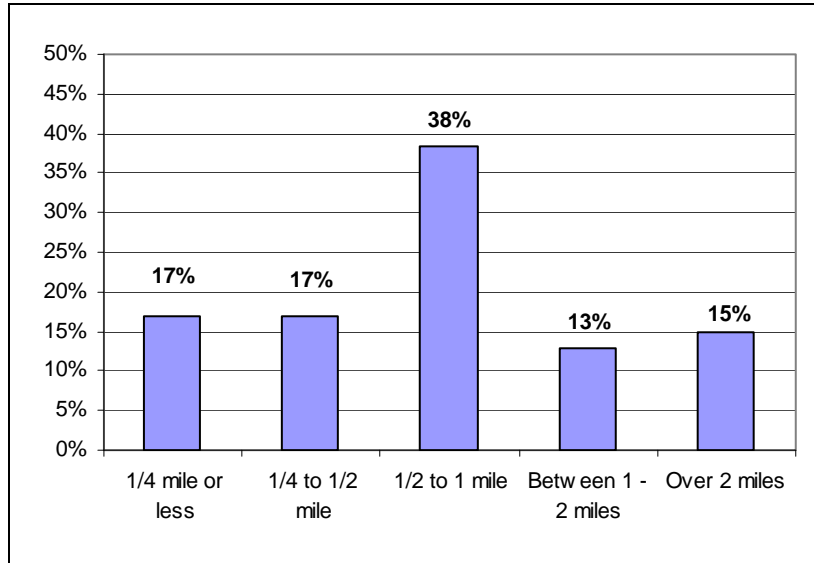
3.1. Parent Survey

A volunteer parent/guardian survey was administered in 2002. This section summarizes results from that survey.

Distance Traveled to School

The parent/guardian survey revealed that 34% of respondents travel less than 1/2 to school and 72% travel less than one mile. **Figure 2** shows distance traveled to school.

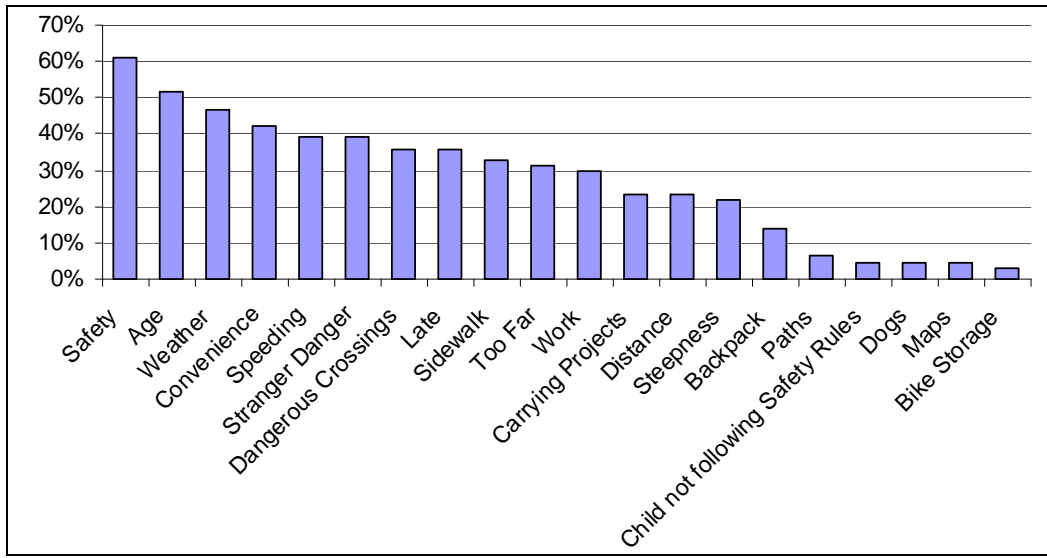
Figure 2: Distance Traveled to School



Concerns

The most common reason the respondents drove to school was safety. Over 60% of respondents listed this as a factor in choosing to drive to school. Their child’s age, weather, and convenience were also cited as reasons for driving. **Figure 3** shows the reported reasons for driving. Many concerns can be mitigated through a Safe Routes Implementation Program. Potential solutions include carpooling, transit, crossing guards, intersection improvements, education for youth, supervised walking and biking and traffic calming along school routes.

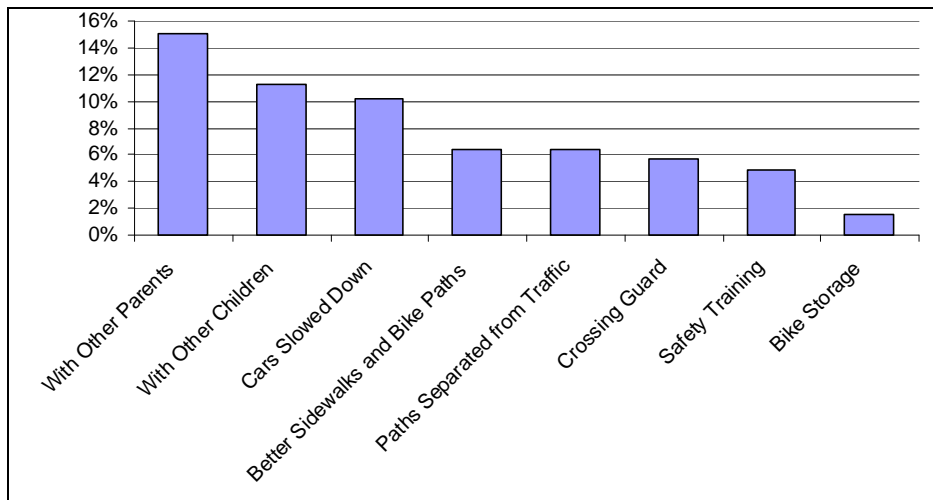
Figure 3: Parental Concerns



Potential Opportunities

When asked under what circumstances they would allow their child to walk or bike to school, top parent and guardian responses were: if the child was “accompanied by other parents,” “with other children,” and “slower traffic” (Figure 4). These responses deliver some of the solutions to the issues described above.

Figure 4: Potential Opportunities to Increase Walking and Bicycle Among Children



3.2. Walkabout Notes

A walkabout with a traffic engineer was held at Old Mill School on March 27, 2006. At the walkabout, teachers, parents, and students cited several issues including traffic congestion on Old Mill Street and Throckmorton Avenue, traffic speeds on Lovell Avenue, and the absence of a stop-

sign on Lovell Avenue and Old Mill Street. Other concerns include pre-school drop-off and children crossing at uncontrolled mid-block locations. Suggested improvements include converting Old Mill Street to one-way travel. Notes from the walkabout are provided in **Appendix D** to this Travel Plan.

4. Projects and Programs

4.1. Engineering Design Concepts

Traffic engineers developed a series of design concepts based on the Task Force meetings and the walkabout. The concepts are illustrated in **Appendix E**. In fall 2007, in response to the Design Concepts, Old Mill School Site Council conducted an extensive survey to determine stakeholders' opinions on the proposed Design Concepts. Outreach included Cornelia and Tamalpais/Magee neighborhood groups, nearby pre-schools and churches, the public library, individual neighbors and the Old Mill School parent and teacher community.

The stakeholder review and survey revealed public concern for getting children to school safely. The issue was addressed with the development and adoption of the "Fifteen Minutes to School" project. It was adopted by the Site Council in May 2008 and summarized below.

In addition to the "Fifteen Minutes to School" project, the review also gathered community comments to the recommended engineering design concepts. The public input guided the following modifications of the design concepts:

*Table 4: Community Survey Feedback to Proposed Design Concepts:
Conducted by Old Mill School Site Council, October 2007*

Location	Priority	General Comments and Requested Actions
Old Mill/Olive one-way traffic pattern	New	Little support for proposed striping on Old Mill. Strong support for consultant's proposed one-way traffic circulation pattern.
Old Mill Park corner – Old Mill Street/Cascade/Throckmorton	1	No support for proposed changes; opposition to painted bulbouts. Strong support for four concrete bulbouts into Throckmorton.
Episcopalian Church corner – Old Mill Street/Lovell	2	No changes were proposed. Strong support for consultant's proposed Stop sign, and for concrete bulbouts into Lovell.
Summit intersection – Lovell/Summit	2	No support for proposed changes, except for signage. Universal agreement that crosswalk is in wrong location and should be moved West on Lovell near school entrance, and add sidewalk bulbouts and/or paddle.
Elma/Lovell	4	Little interest in proposed changes, except for signage. Support for bulbouts and/or paddles in east Lovell crosswalk.

Location	Priority	General Comments and Requested Actions
Library Corner – Elma/Throckmorton	5	Very little interest in proposed changes. Location not viewed as high risk or high priority.

A follow-up meeting was held on November 1, 2007 with the City of Mill Valley (Department of Public Works), Old Mill School Site Council representatives and a City Council Member to move the above community supported changes forward.

Correspondence from the City of Mill Valley (Department of Public Works) to Old Mill School on January 24, 2008 provides the following status on the requested community supported engineering projects:

- Old Mill Park corner – Old Mill Street/Cascade/Throckmorton. Concrete bulbouts in to Throckmorton approved and construction is anticipated during 2009 (not yet commenced).
- Moving the crosswalk on Lovell Avenue at Summit from the east to the west side of the intersection so it is near the school entrance. Approved and implementation is anticipated during 2009 (not yet commenced).
- Yield sign on Lovell Avenue at Old Mill intersection to reinforce the right-of-way for motorists turning right onto Old Mill Street from eastbound Lovell Avenue, to be evaluated in the near-term.
- Concrete bulbouts into Lovell Avenue at Old Mill Street intersection to be evaluated in the longer-term.
- Old Mill Street / Olive Street one-way traffic pattern. City of Mill Valley Circulation Element to conduct a specialized study in the Old Mill neighborhood. If the study recommends this proposed one-way traffic pattern a public hearing will take place. In the meantime the following traffic count information serves as a baseline:

Table 5: Traffic Counts at Intersection of Old Mill Street and Lovell Avenue

Data collected between October 25 and November 1, 2007

Reporting Interval	Total Intersection Traffic/Min	Total Intersection Traffic/Hour	Subset: Total Intersection Pedestrians & Bicycles/Hour
A – Before Old Mill School bell (8:15-8:30)	9.58	575	125
B - Immediately after OMS start (8:30-8:45)	10.83	650	152
C – Before & post preschool start (8:45-9:15)	7.62	457	76
D – Mid-morning (10-10:30)	5.13	308	32
E – Afternoon (1:15-1:45)	5.23	314	30
F – Around OMS end (2:35-2:50)	8.40	504	96

Note 1: Amount of traffic on Olive would decrease by number of vehicles exiting onto Throckmorton if one-way pattern was implemented. No counts were made of this traffic volume.

Note 2: Precise counts of eastbound Lovell Avenue traffic (coming downhill and entering Old Mill Street) were not taken. The observed volume was at least 1:1 in relation to westbound Lovell Avenue traffic, and appeared to approach 2:1 prior to the noon hour.

Note 3: Many bikes/peds avoid using intersection crosswalks, and cross Lovell mid block.

Fifteen Minutes to School Routes

After review of the proposed design concepts in fall 2007, the Site Council and Old Mill School Parent Body reached consensus that the major obstacle to walking or biking to school is the lack of a complete sidewalk network. Most neighborhood streets do not have sidewalks or shoulders, have poor visibility, and are winding and narrow.

The 2007-2008 Site Council established an Infrastructure Subcommittee of the Old Mill School Site Council to review and address this problem. Two of the members used Mill Valley’s system of Steps, Lanes and Paths to bring their children to school. The subcommittee reviewed possible alternative routes to get to school, which would avoid roads and provide safe, direct, single track access to Old Mill School. Of more than 16 possible routes, the Subcommittee identified four high-priority steps, lanes and paths routes for improvement. These four routes avoid roads and provide direct, single track access to Old Mill school. The routes were selected to maximize the number of families who can walk to school in 15 minutes or less and have equivalent “rank” in meeting the goal of getting more children to walk to school. The routes serve populations that are equal in number.

These off-street routes were published to the Old Mill School community in a report, posted at the entrance to school, and circulated on the website for comment. All comments supported the creation of these routes.

The four high priority routes for Old Mill School are:

- **Eugene Way Extension:** This route links Summit Avenue to Tamalpais Avenue to Lovell Avenue to Throckmorton Avenue.
- **Marion Lane Extension:** This route links Rose Avenue to Hazel Avenue to Monte Vista Avenue to Marion Avenue to Cascade Drive to Josephine Street to Throckmorton Avenue.
- **Ethel Court/Millside Lane Extension:** This route links Edgewood Avenue/Marion Avenue to Florence Avenue/Helen’s Lane to Florence Avenue/Millside Lane to Molino Avenue/Ethel Court to Throckmorton Avenue.
- **Oak Lane Extension:** This route links Summit Avenue to Tamalpais Avenue to Cornelia Avenue to Lovell Avenue.

The four high priority routes are expected to serve as substitutes for sidewalks for the hillside areas of Mill Valley. The consensus of the Site Council and parents is that until these routes are developed Old Mill School will have continued difficulty in obtaining full participation in its Walk to School Program. **Appendix C** includes the Site Council’s full report.

The four high priority routes are comprised of multiple segments. The segments are listed below in order of anticipated cost of completion:

\$5K-10K per Segment: Wood Treads on Grade

- Florence to Molino – SLP 19 (Molino Lane, lower)
- Marion to Cascade – SLP 33 (Marion Lane open, but so decayed as to be largely unused) This lower portion of this segment was replaced in Fall 2008, by a new bridge crossing Cascade Creek, installed as an Eagle Scout project. The upper portion of this segment is scheduled for City reconstruction in spring 2009, with funding from the Federal Non Motorized Transit Program.

\$10K to 25K per Segment: Elevated Wood Stairs, Plus Wood Treads on Grade

- Lovell to Throckmorton – SLP 46 (Eugene Way). In fall 2008, this section was successfully renovated by a combination of volunteer labor and neighborhood, community and City funding.
- Helen’s Lane to Florence – SLP 20 (Molino Lane, upper, adjoins SLP 19)
- Florence to Millside to Molino – SLP 23 (Molino Way) – This segment is scheduled for City reconstruction in Spring 2009, with funding from the Federal Non Motorized Transit Program.

\$80K to \$150K per Segment: Engineered Concrete Stairs

- Rose to Hazel – SLP 36 A (Rose Lane, upper, adjoins SLP 36)

- Hazel to Monte Vista – SLP 36 (Rose Lane, lower, adjoins SLP 34 & 35)
- Marion to Florence – SLP 115 (adjoins SLP 20)
- Tamalpais to Lovell – SLP 167 (adjoins SLP 46)
- Summit to Tamalpais – SLP 169 (adjoins Oak Lane Stairs)

The Infrastructure Subcommittee, which led to the selection of the above routes by the Site Council in May 2008, was assigned the following tasks:

Infrastructure Subcommittee will:

- (a) Identify routes to school within a 15 minute radius that will enable children to leave their homes at 8:15 am and arrive at their desks at 8:30, traveling at a kindergartner’s pace;
- (b) Work with Old Mill School parents and a Safe Routes to School funded traffic consultant to identify the infrastructure improvements needed to make those 15 minute routes usable and safe for a child walking with a parent;
- (c) Rank those needed improvements in terms of cost/ease of achievement, and assign completion dates according to a timeline;
- (d) With the help of City and Safe Routes to School representatives, include these 15 minute routes in this Safe Routes to School travel plan by June 2008, to use to apply for and obtain City and County funding in Fall 2008; and
- (e) Establish a schedule for 2008/2009 for ongoing Site Council follow up, until all improvements have been completed.

For more information refer to **Appendix C** of this plan.

4.2. Education Programs

Street Smarts, an educational program, began in 2008. The first component of the program included banners and lawn signs. It rolled out with banners, signs, a press release, and web site in April 2008. Media outreach included signs at gas pumps and bus shelters.

The Old Mill School participates in the Safe Routes to Schools education program. Yearly Classes taught include:

- Stop Look and Listen (2nd grade)
- Bicycle Rodeo (4th grade)
- Helmet Safety (4th grade)
- All school Pedal power assembly
- Traffic Safety Game Show (4th grade)

4.3. Encouragement Programs

- Walk to School Day is every Wednesday. Wednesday is also the PTA’s coffee cart day, which provides an incentive for parents to walk their children to school. Orange juice and occasionally other treats are served to participants.

- International Walk to School Day contacts parent leaders to help promote the idea of walking to school on a weekly or more regular basis.
- Regular walkers have been bringing a buddy to school on Wednesdays – those who are close enough to walk but typically choose not to.
- Golden Sneaker Award contest – Winter 2008
 - Volunteers around the school stamp hands of walkers, bikers and carpoolers and keep a running tally of how many walked each week, including names for future recognition. Teachers keep track of the number of participants each week, and the total number of walkers and rollers by grade is posted.
 - Students dropped off early before school for childcare can participate by helping volunteers stamp hands. A chart is posted in the main hallway of the school to illustrate the growth of this initiative.

Ways to Participate in the Golden Sneaker Award contest:

- Walk, bike or ride a scooter to school.
- Be dropped off at the house of a friend who walks to school.
- Be dropped off at least 3 blocks from school and walk the rest of the way.
- Coordinate with a route leader or another school parent in your neighborhood to walk to school together.
- Student Council members can choose another day to walk to or from school since their meetings are early Wednesday mornings.
- The grade between 1st and 5th that has the most number of walkers by April 18th received the Golden Sneaker Award! Results: 1300 walkers in 11 weeks (only counted on Wednesdays) Participation was 50-75% each Wednesday.
- “SchoolPool” is promoted in the First Day packet to begin organizing “walking carpools”

“15 Minutes to School” Project

Goal: Get 50% of Old Mill School’s children to walk or bike to school daily (i.e., about 150 children). The current rate is slightly less than 10% (i.e., less than 30 children), except on Walk to School Wednesdays, when the rate has gradually been increasing over the past few years. The 2007-2008 Site Council identified three steps that have to be taken to achieve this goal. These steps are:

Infrastructure – Children must have direct and safe routes to school, before their parents will allow them to walk or bike. This will require concerted partnering efforts with the school parents, the City, the County, and Safe Routes to School to obtain needed infrastructure modifications and improvements. See section 5.1.1. above, for routes identified as essential.

Parent Education – Parents need help with reminders and other incentives to select walking or biking over driving. See Golden Sneaker Award Program above, and other topics below. **Children Education** – Children need their teachers’ help, through science, math and physical education, to learn and understand how walking and biking to school helps them, their community, and their world. See Golden Sneaker Award Program above, and other topics below.

Implementation of the “15 Minutes to School” Project, 2007-2008:

Parent Education Subcommittee will:

Investigate and set up the structure for encouraging and facilitating walking to school by:

- (a) Making Walk to School Wednesdays a regular event, including weekly reminders on the school website, calendar, and the board outside the entrance to school;
- (b) Doing a pilot test of a school wide incentive program (“Golden Sneaker Award”) by May 2008;
- (c) Evaluating the effectiveness of the incentive program, and decide whether to institutionalize it through the PTA/Safe Routes coordinator by May 2008;
- (d) Identifying locations for walking/biking “school buses”, and contact parents to “man” those locations on a regular basis, such as Walk to School Wednesdays;
- (e) Assessing the value/ feasibility of expanding Walk to School Wednesdays to other days or weeks in the school year;
- (f) Developing a simple ongoing plan for encouraging continuing walking to school that will continue when school starts in August 2008.

Children Education Subcommittee will: Develop a school wide program teaching about the advantages of walking to school, using math, science and PE components, to lighten our footprint on the environment:

- (a) Involving the PE teachers in reminding children about Walk to School Wednesdays;
- (b) Pilot testing a single school wide program using the Silicon Valley Math Initiative (“SVM I”) by June 2008;
- (c) Obtaining a SVM I problem that relates walking to metrics and science by August 2008;
- (d) Implementing the “walk to school” SVM I problem during school year 2008-2009;
- (e) Polling students weekly to support the “Golden Sneaker” incentive program;
- (f) Institutionalizing the Safe Routes to School safe walking and bicycle program through the PE department by August 2008;
- (g) Integrating teaching about health/cognitive benefits of walking into existing curriculum about the human body by August 2008.

4.4. Enforcement Programs

- o Three to four police officers are regularly scheduled at major crossings in Mill Valley.
- o Patrols are directed to the schools in the mornings and afternoons.
- o Police officers can target enforcement.
- o The police department uses a mobile radar trailer.
- o Officers respond to complaint areas as needed.

- The Mill Valley Police Department conducted a special decoy program for four months in 2007. A plainclothes police officer would cross the street and drivers who encroached on the pedestrian right of way were ticketed.
- Mill Valley police department also provides citizen reporting forms for ‘dangerous driver’ at every school. Citizens may fill out the form reporting the license number of the car, the date and time and description of the incident. The police department then sends a ‘dangerous driver’ warning letter to the offending party. Letters are tailored to specific drivers that are reported. There is information on the police web site about the letter program.

Mill Valley Police may also provide:

- Assistance at rodeos and any training or educational venue
- Written safety info for school newsletters
- Group/school/safety/promotional/event info in police monthly Herald column
- Group/school/safety/promotional/event info on the Police Department web site as well as the city site
- Enforcement of laws especially pertaining to those around the safety of bikes/peds and near schools
- The committee also recommended that crossing guards be equipped with recording devices so they can report dangerous driving behavior.

Problem Driving Behaviors:

Problematic driving behaviors include:

- Cell phone use
- Right turn violations/Failure to yield to pedestrians
- Use of crosswalk
- Drivers running yellow & red lights
- Drivers rolling stops and running stop signs

4.5. Program Evaluation

Table 6 lists goals for Old Mill Elementary School. The goals were developed with input from the School Task Force members. The table includes current baseline measurements for each goal, and target measurements and dates to meet.

Table 6: Goals, Measurements, and Targets

Goal	Current Measurement	Target Measurement	Target Date
Get 50% of Old Mill School's children to walk or bike to school daily	<10% walking or biking to school, except on Walk to School Wednesdays, where % is gradually increasing	50% of students walk or bike to school on a daily basis	By the end of school year 2010/2011 (assuming the 4 high priority routes to school are open)
Construct 4 high priority routes that will allow Old Mill families to walk to school within 15 minutes.	Very few sidewalks and car-free routes exist in hills surrounding Old Mill.	Construct 4 high-priority "gateway" routes to school.	Funding Fall 2008, Construction to begin Summer 2009
Improve the safety around the four corners of the school	Baseline infrastructure. Several locations have been identified as outlined in section 5.1 of this plan entitled "Safety Improvements Around the Perimeter of Old Mill School."	Complete all improvements identified.	Some funding secured in 2007. Construction on three improvements to begin summer 2008.
Improve the safety of other pedestrian and bicycle routes to school.	The Site Council has identified 16 routes that provide walking access to school in 15 minutes or less.	Construct pedestrian-friendly amenities along all 16 routes.	No date identified yet, but after improvements on 4 high-priority routes have been identified.

5. Implementation Matrix

Prior to 2000, the City of Mill Valley greatly improved the safety of the Elma/Throckmorton and Elma/Lovell corners of the school by sidewalk modifications (bulb outs and a roundabout) and crosswalk striping.

The “*15-Minutes to School*” *Summary Report* outlines three priorities for future infrastructure improvements:

Priority 1: Fund and Construct improvements along the 4 high-priority pathways.

Priority 2: Make the four corners of the school safe for children unaccompanied by parents

Priority 3: Improving all of the 16 pedestrian routes to school with pedestrian friendly amenities, such as sidewalk bulb outs, crosswalks, vegetation removal, signage, and the like.

6. Funding

In December 2007, the school and City were successful in obtaining “Safe Pathways” funding for some of additional improvements, as follows:

- Concrete sidewalk extensions into Throckmorton Avenue at the Old Mill/Cascade intersection. These sidewalk extensions will be installed in spring 2009.
- Relocating the Lovell crosswalk at Summit westward, nearer to Old Mill School’s northern entrance gate. To be installed spring 2009.
- Yield sign for Lovell traffic heading west through the Old Mill Street intersection. To be installed spring 2009.

In the “*15-Minutes to School*” *Report (Appendix C)*, the Old Mill School Site Council Infrastructure Committee recommends that “the Site Council, on behalf of Old Mill School and with the help of the City of Mill Valley and Safe Routes to School representatives , use this plan to obtain funding for its priority routes from sources such as County of Marin Measure A funding, Safe Routes to School funds, Federal Non-Motorized Transit funds and City of Mill Valley capital improvement project (CIP) funds” to enable the construction of these pedestrian pathways, with the objective of having installation begin in summer 2009.

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7. Appendix A: Collision Data and Speed Limit Recommendations

W. Blithedale Avenue - Elridge Ave to Throckmorton Ave

The collision rate for this segment was calculated at 1.64 collisions per million vehicles (c/mvm), down from 3.64 c/mvm reported in 1998. With an 85th percentile speed measured at 27 mph, it is recommended that the existing speed limit be retained.

E Blithedale Avenue - Throckmorton Ave to Elm Ave

There were 20 reported collisions in the road segment during this period from 2000 to 2002, which translates to a collision rate of 2.00 c/mvm which is down from 3.82 c/mvm reported in 1998. With an 85th percentile speed of 28mph, it is recommended that the existing 25 mph speed limit be retained.

E Blithedale Avenue -Elm Ave to Camino Alto

This segment has a collision rate of 1.83 c/mvm and is down from the 3.71c/mvm reported in 1998. Due to this positive reduction in collision rates, it is recommended that the existing 25 mph speed limit be retained despite the 36 mph critical speed.

Buena Vista Avenue - Carmelita Ave to Country Club Dr.

The critical speed obtained in the spot speed survey for this segment was 29 mph. With no collision reported during the study period, the collision rate is 0.00 c/mvm which is down from a collision rate of 2.96 c/mvm reported in 1998. There are no sidewalks along this road segment that provide access to Boyle Park, a tennis club, and a country club. Based on these factors, the existing 25 mph speed limit should be retained.

Cascade Drive -Throckmorton Ave to Josephine St.

Although only three collisions were reported for this study segment, due to the low volumes this translates to a collision rate of 12.64, which is higher than might be expected, but slightly lower than the rate of 13.57 c/mvm determined in 1993, when the speed limit was reduced to 20 mph. The continued high collision rate may in part be the result of limited visibility due to vertical and horizontal curves at various points in the segment, as well as the restricted street width. The 85th percentile speed was measured at 25 mph. Based on these factors, it is recommended that the existing 20 mph speed limit be retained.

Edgewood Road-Sequoia Valley Rd to Birch St.

The critical speed measured on this roadway was 35 mph, and four collisions were reported during the study period, for a collision rate of 1.51 c/mvm. There are no sidewalks along this roadway for use by the substantial volumes of pedestrian and bicycle traffic. Additionally, sight distance is limited by horizontal and vertical curves in various locations. Based on these factors, it is recommended that the existing 20 mph speed limit be retained.

Miller Avenue - Sunnyside Ave to Montford Ave La Goma St

A critical speed of 35 mph was obtained for this segment, and with 14 reported collisions, the collision rate is calculated at 1.02 c/mvm, down from 4.00 c/mvm in 1998. Based on this information, it is recommended that the speed limit be retained at 30 mph.

Miller Avenue - Montford Ave/La Goma St to Camino Alto

There were 38 collisions reported for this segment during the study period, for a collision rate of 2.52 c/mvm, down from 4.42 c/mvm in 1998. Since the collision rate has increased substantially, it is recommended that the speed limit be retained at 30 mph.

8. Appendix B: Homes within 1/2 Mile

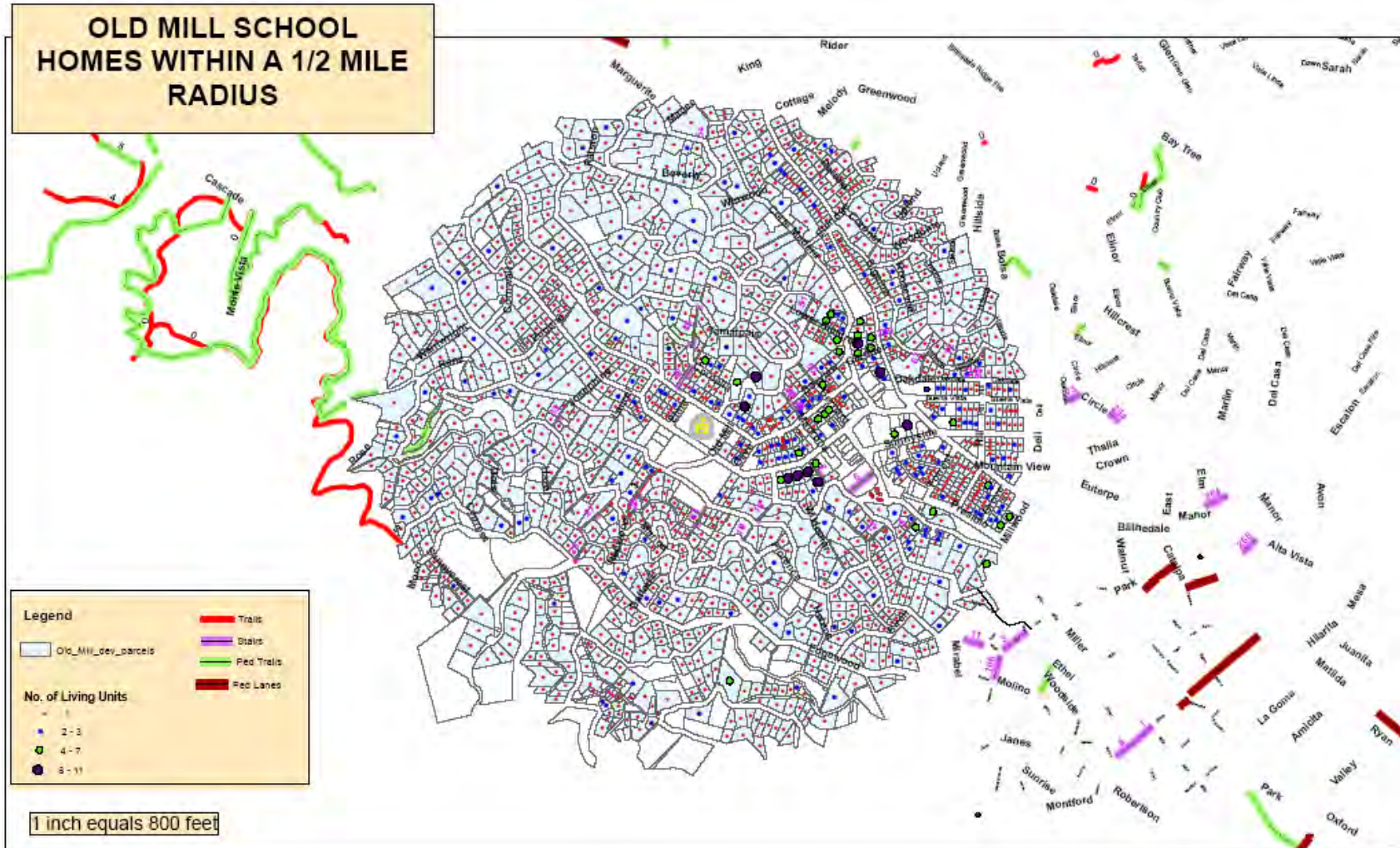


Figure 5: Homes within One Half Mile Radius

9. Appendix C: “15 Minute to School Project”

“15 Minute to School Project”

Old Mill School Site Council

Infrastructure Subcommittee Report – 2007/2008

(Members: Mary Anderson, Bryce Goeking, Victoria Talkington)

Goal: Increase the number of children walking to Old Mill School from 10% to 50% on a daily basis.

Infrastructure Overview: Old Mill School is nestled at the bottom of a canyon. More than 50% of its potential families live on steep hillsides within a ½ mile radius of school grounds. Yet, there are no sidewalks serving these hillside residents. The narrow, steep roads make it impossible to add them or bike lanes. A few hillside pedestrian paths are open for travel. They are frequently used by those families that walk to school. Opening other logically linked hillside routes will permit more children to walk to school. However, until such routes are installed, car trips will continue to dominate transportation to Old Mill School, and other infrastructure improvements will have limited effect.

Infrastructure Tasks and Recommendations:

Task 1. Route Identification: The subcommittee is to identify routes to school that will enable children to leave their homes at 8:15 am and arrive at their desks at 8:30, traveling with an adult at a kindergartner’s pace.

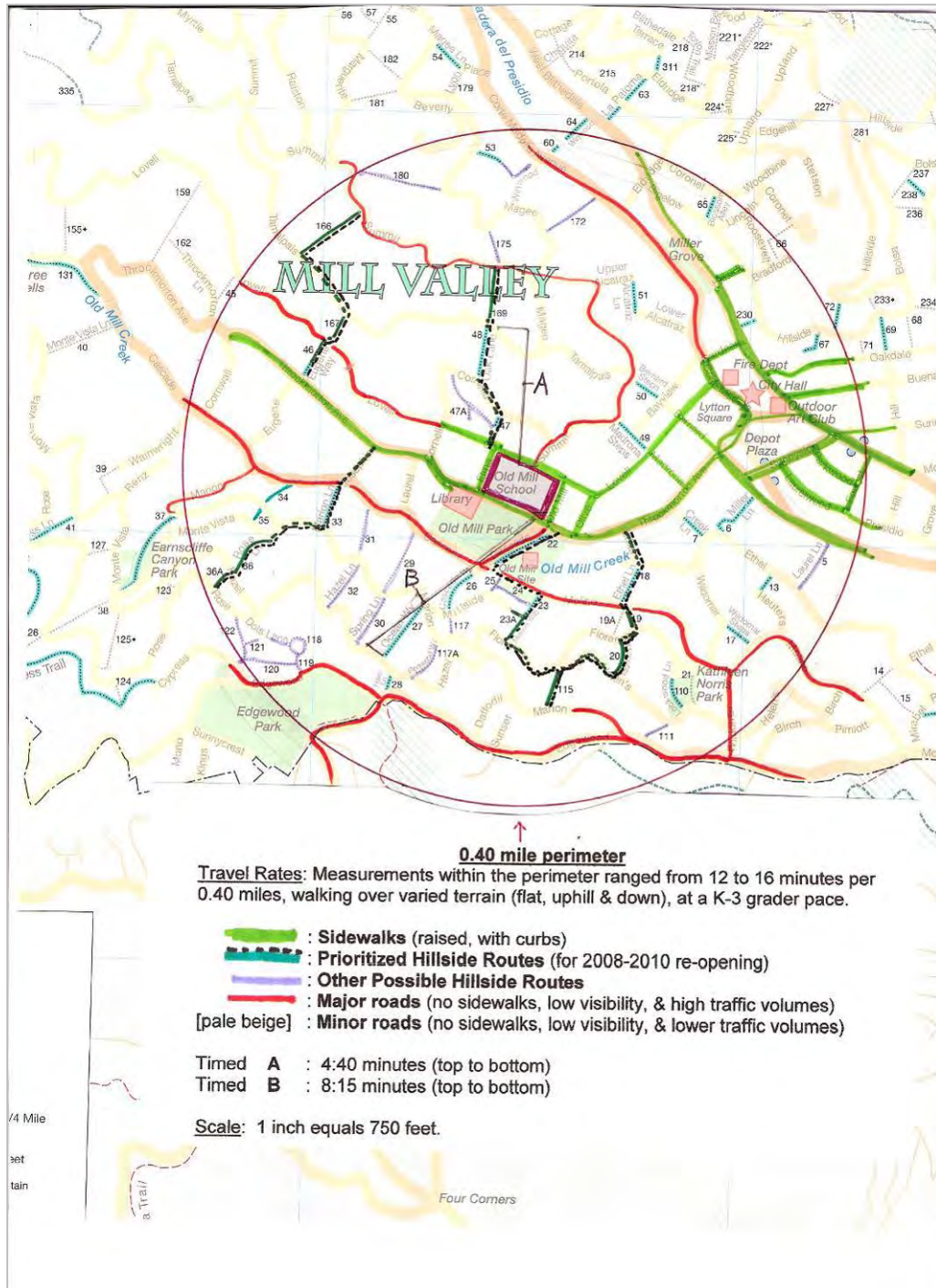
The subcommittee has identified sixteen such routes. The existing, potential, and proposed routes are **shown on the next page**.

Task 2: Route Ranking: The subcommittee is to rank potential and existing routes in terms of cost/ease of achievement, and assign infrastructure improvement completion dates according to a timeline.

A. Priority Routes. Of these 16 routes, the subcommittee has selected four as priority routes. These priorities are shown on the next page. They connect the following streets:

- (1) Eugene Way Ext.: Summit, to Tamalpais, to Lovell, to Throckmorton
- (2) Marion Lane Ext.: Rose, to Hazel, to Monte Vista, to Marion, to Cascade, to Josephine, to Throckmorton
- (3) Ethel/Millside Lane Ext.: Edgewood/Marion, to Florence/Helen’s, to Florence/Millside, to Molino/Ethel, to Throckmorton

(4) Oak Lane Ext.: Summit, to Tamalpais, to Cornelia, to Lovell



These were selected because, if improved, they will both increase and maximize the numbers of families who can walk to school in 15 minutes or less. They also:

- Avoid roads, cars and road crossings for most of their length;
- Lead directly and quickly to school in ≤ 15 minutes;
- Link the streets/neighborhoods without sidewalks to Old Mill; and
- Exit the hills onto sidewalks leading to Old Mill.

The prioritized 4 routes have equivalent “rank” in meeting the goal, because they serve populations that are equal in number, enabling them to reach Old Mill School in the same travel time. However, some improvements are less costly than others, so the path links in each route are listed by (anticipated) cost of construction:

\$5K-10K per Segment: Wood Treads on Grade

- Florence to Molino – SLP 19 (Molino Lane, lower)
- Marion to Cascade – SLP 33 (Marion Lane open, but so decayed as to be largely unused)

\$10K to 25K per Segment: Elevated Wood Stairs, Plus Wood Treads on Grade

- Lovell to Throckmorton – SLP 46 (Eugene Way)
- Helen’s Lane to Florence – SLP 20 (Molino Lane, upper, adjoins SLP 19)
- Florence to Millside to Molino – SLP 23 (Molino Way)

\$80K to \$150K per Segment: Engineered Concrete Stairs

- Rose to Hazel, SLP 36 A (Rose Lane, upper, adjoins SLP 36)
- Hazel to Monte Vista, SLP 36 (Rose Lane, lower, adjoins SLP 34 & 35)
- Marion to Florence, SLP 115 (adjoins SLP 20)
- Tamalpais to Lovell – SLP 167 (adjoins SLP 46)
- Summit to Tamalpais – SLP 169 (adjoins Oak Lane Stairs)

Task 1 & 2 Recommendation: Until this package of “gateway” improvements is funded and installed, Old Mill School cannot significantly reduce the numbers of families driving their children to school. Therefore, **the infrastructure subcommittee recommends that Old Mill School and the City of Mill Valley apply, in fall 2008, for Measure A funding to enable the construction of these pedestrian pathways, with the objective of having installation begin in summer 2009.**

B. Four Corner Priorities. The **second priority** is to make the four corners of the school safe for children, unaccompanied by parents. In fall 2007, in response to a “Safe Pathways” grant opportunity initiated by the City, the school community identified a number of helpful pedestrian improvements around the four corners of Old Mill School.

In December 2007, the school and City were successful in obtaining “Safe Pathways” funding for some of these improvements, as follows:

- Concrete sidewalk extensions into Throckmorton Avenue at the Old Mill/Cascade intersection. These sidewalk extensions will be installed in [summer] 2008.
- Relocating the Lovell crosswalk at Summit westward, nearer to Old Mill School’s northern entrance gate. To be installed [summer] 2008.

- Yield sign for Lovell traffic heading west through the Old Mill Street intersection. To be installed [spring] 2008.

The school has asked the City to fund two other essential “four corners” items in 2008:

- Concrete sidewalk extension into Lovell Avenue, east of the Old Mill Street intersection.
- One way traffic flow pattern as recommended by the Safe Routes to School consultant.

The Department of Public Works has deferred the request regarding the One Way traffic flow pattern indefinitely. However, DPW is seeking funding from the City Council for the additional concrete sidewalk extension into Lovell at Old Mill Street.

C. Filling in the Gaps. The **third priority** is fine tuning all of the 16 routes, with pedestrian friendly amenities, such as sidewalk bulb outs, crosswalks, vegetation removal, signage, and the like. The purpose would be to enable children to walk safely to school unaccompanied by adults. However, until gateway problem is addressed – i.e., the absence of short direct routes to school separated from cars –these other types of improvements will not substantially advance the goal of getting greater numbers of children to walk to school.

Task 3: Teaming. The subcommittee is to team with Old Mill School parents and a Safe Routes to School funded traffic consultant to identify the particular infrastructure improvements needed along each route that will make them usable and safe for a child walking with a parent. Meetings and discussions were initiated in fall 2007 with the City and a Safe Routes to School consultant, and will continue until a plan is completed by **June 2008**. Thereafter, meetings will be set as required to move grant applications and funding requests forward in **fall 2008**.

Task 4: Publishing. The subcommittee will publish these 15-minute routes in the Safe Routes to School travel plan. The Site Council, on behalf of the school and with the help of City and Safe Routes to School representatives, will use this plan to obtain funding for its priority routes from sources such as County of Marin Measure A funds, Safe Routes to School funds, federal Non-Motorized Transit funds, and City of Mill Valley CIP (capital improvement project) funds.

Task 5: Follow Up. The subcommittee will establish a schedule for 2008/2009 for ongoing Site Council follow up, until all improvements have been completed.

Task 5 Recommendations. The subcommittee recommends that the Site Council add this item (i.e., ongoing follow up and assisting grant submissions) to its 2008/2009 agenda, to ensure that the recommended improvements get funding, and are fully implemented by the City and the County by 2010.

Respectfully Submitted,

The Old Mill Site Council Infrastructure Subcommittee

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10. Appendix D: Walkabout Notes

Notes from Old mill Walkabout March 27, 2006

Attending: Stephanie Moulton-Peters, David Parisi, Wendi Kallins, Jane McDonough, Greg Syben, Jill Barns, Anne Leake, Sheryl Patton.

Issues: Throckmorton and Old Mill – heavy traffic. Double parking at times. Drop don't Stop works well.

Old Mill is toughest – parking in red zone. Preschool drop-off causes congestion. Midblock crossing. Kids cross the street mid block. Curb painting is confusing.

Lovell and Old Mill – lack of stop sign on up gill. Speeding cars. Double parking. Summit is a major thoroughfare of people coming down the mountain including commuter traffic. Feeds into Old Mill.

Elma is narrower than Old Mill. Corner of Elma and Throckmorton works well with traffic circle.

Biking is very difficult. Only safe way to ride is on the sidewalk.

Can there be a one way around the school?

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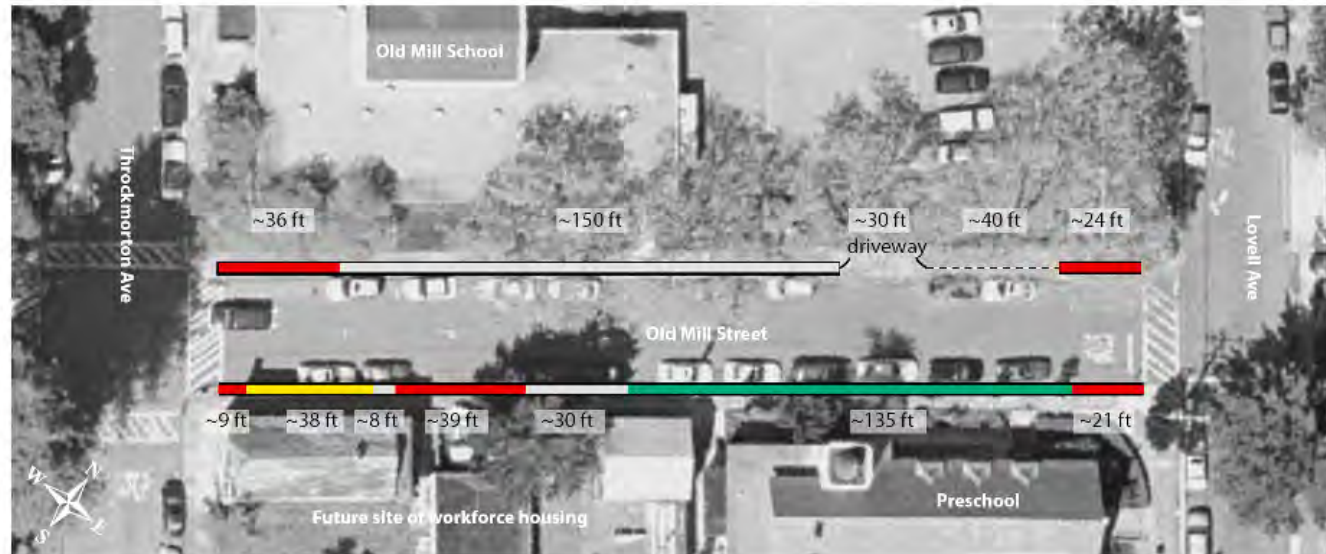
Appendix E: Proposed Engineering Design Concepts

These concepts were presented in fall 2007 for input and approval.

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RECOMMENDED CURB STRIPING ON OLD MILL STREET

EXISTING CONDITIONS



Existing Conditions:

- Both sides of street used for drop-off/pick-up
- Parking allowed on both sides
- North side of Old Mill has approximately 150 feet of unmarked curb used for drop-off, pick-up and unrestricted parking
- South side of Old Mill has approximately 135 feet of green curb and several signs indicating 10-minute parking during school hours
- South side of Old Mill has a yellow unsigned curb which appears to be remnant loading zone associated with a former business on the site



North curb of Old Mill



South curb of Old Mill



Parking restrictions on south side of Old Mill

PROPOSED CURB PAINTING



Recommendations:

- Ⓐ On north and south curbs, paint 20-foot red zones adjacent to each corner to improve sight lines
- Ⓑ Paint white restricted parking zone on north side of curb to be used for drop-off/pick-up
- Ⓒ Refresh green 10-minute parking curb on south side in front of preschool
- Ⓓ Create unrestricted parking area to west of 10-minute parking zone

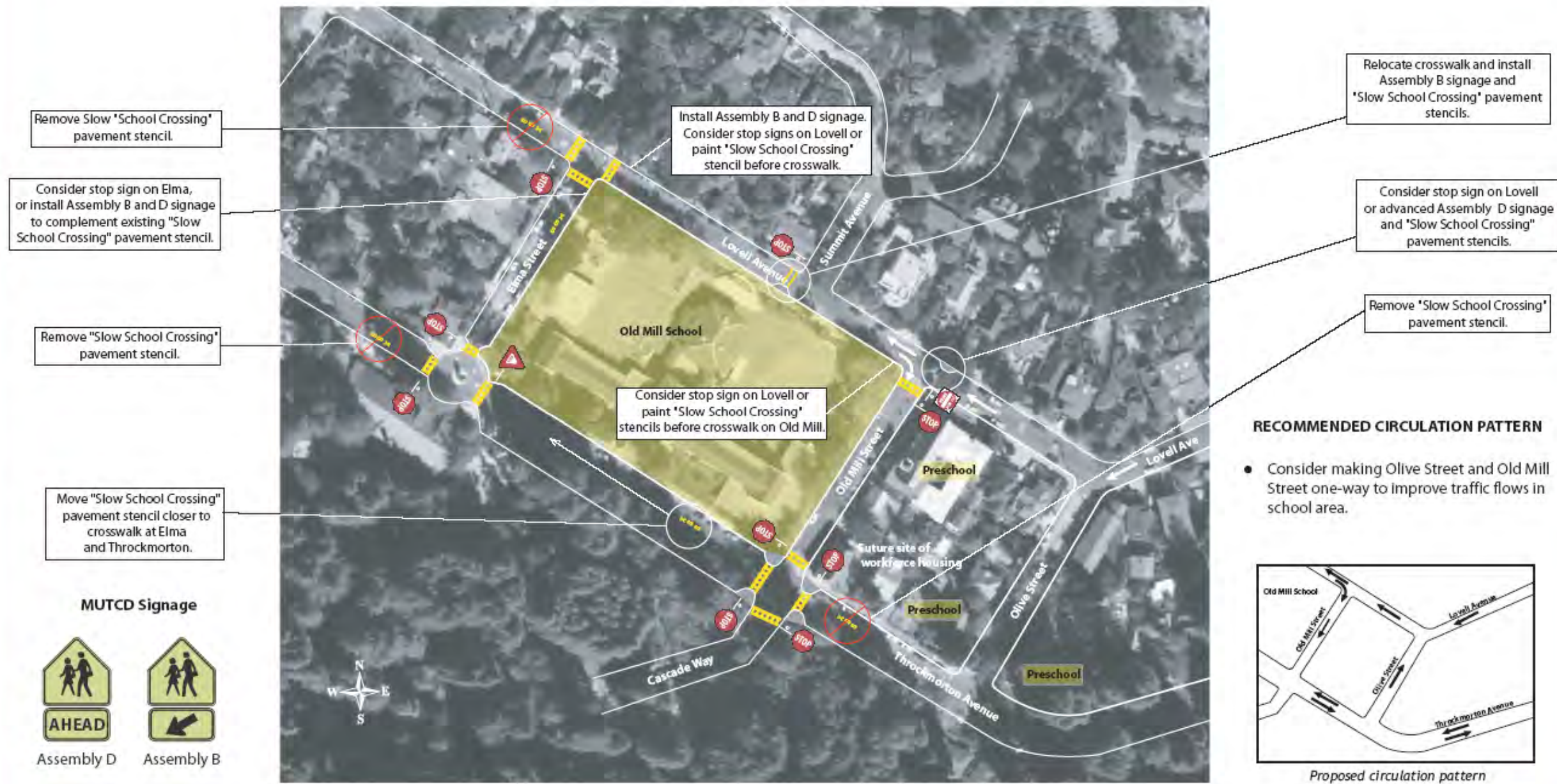
SAFE ROUTES TO SCHOOL IMPROVEMENT PLAN FOR OLD MILL SCHOOL

May 2006



Figure 6: Recommended Curb Striping on Old Mill Street

SCHOOL AREA SIGNAGE PLAN



SAFE ROUTES TO SCHOOL IMPROVEMENT PLAN FOR OLD MILL SCHOOL

Revised 10/19/09



Figure 7: School Area Signage Plan

CROSSING IMPROVEMENTS AT OLD MILL STREET AND THROCKMORTON AVENUE

RECOMMENDATIONS



EXISTING CONDITIONS

- Curb-to-curb width on Old Mill Street is 30 feet
- Curb ramps on both sides
- High visibility yellow ladder-style crosswalk painted on all four crossings
- Intersection monitored by crossing guard during school hours

Recommendations:

Short Term:

- Paint bulb-outs on north leg of Old Mill Street and Throckmorton Avenue.

Long Term:

- Consider installing concrete bulb-outs at this location.

SAFE ROUTES TO SCHOOL IMPROVEMENT PLAN FOR OLD MILL SCHOOL

Revised 10/19/09



Figure 8: Crossing Improvements at Old Mill Street and Throckmorton Avenue