

MARIN COUNTY SAFE ROUTES TO SCHOOLS PROGRAM EVALUATION



SEPTEMBER 2016

ACKNOWLEDGEMENTS

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INTRODUCTION

Established in 2000, Marin County's Safe Routes to Schools (SR2S) is an award-winning program designed to reduce congestion around schools, while instilling healthy habits in children and creating a safer and cleaner environment for all. It does this through classroom education, special events, infrastructure improvements, a crossing guard program, and other strategies that aim to increase the number of non-motorized (walk and bicycle) and higher vehicle occupancy (carpool and transit) trips to and from schools.

Marin's SR2S program has been in operation for 16 years and has expanded to include 58 schools and involvement by over 26,500 students. With its long history and continued community participation, SR2S has enjoyed long-term success. Here is a snapshot of the program:

- ▶ In 2000, there were five schools participating in Safe Routes to Schools; in the 2014-15 school year there were 58 schools.
- ▶ Since 2011 and through 2015, the county has maintained an average 50 percent green trip rate to and from schools, even while the enrollment and schools in the program continue to increase.

- ▶ From 2008 to 2015, the county has experienced an average two percent increase in active green trips.
- ▶ Although the countywide average green trips has remained relatively consistent, individual school districts have achieved recent success in increasing active green trips. Since 2011, Mill Valley School District, Ross Valley School District, and Larkspur-Corte Madera have increased the number of active green trips by three, nine, and 12 percent, respectively.
- ▶ Twenty-five schools have exceeded the countywide average since joining SR2S. Old Mill and Tam Valley elementary schools in Mill Valley and Bacich Elementary in Kentfield, for example, have increased the number of green trips to/from their school by over 20 percent.
- ▶ Safe Route to Schools has extended its reach into every middle school and five of seven public high schools.
- ▶ Over 140 infrastructure projects aimed at increasing safety and encouraging children to walk or bicycle to school have been planned or built since 2000, at a cost of about \$27,000,000.



EVALUATION REPORT

This evaluation report comes as SR2S celebrates its 16th anniversary. The last evaluation of Marin's SR2S program was completed in July 2011, and covered school years 2008–2011, while also looking at the overall history of the program (as far back as the data allows). This current report places particular emphasis on the past four school years. It identifies new features that have been introduced since 2011, but also examines aspects of the

program that continue to make it successful, as well as those that would benefit from improvement. The report also responds to the recommendations from the last evaluation. Lastly, the report outlines a number of recommendations that are intended to improve the effectiveness of the SR2S program, setting it up for even greater success in future years.

Report Organization

This Evaluation Report is organized around seven chapters:

1. **Program Overview.** This section provides a brief history and overview of the Safe Routes to School program, at both the national and local level.
2. **Education.** This chapter describes components of SR2S classes, including those held in the classroom as well as those in the field. It discusses historic trends, and recent changes to the program curriculum.
3. **Encouragement.** This chapter discusses the encouragement component of SR2S, which includes events, such as iWalk, contests, and Green Ways to School.
4. **Engineering.** The Engineering chapter describes the process by which jurisdictions identify and implement infrastructure improvements around schools.
5. **Enforcement.** Three main topics in this chapter include the role of law enforcement, crossing guards, and the Street Smarts campaign in enforcing safety around schools.
6. **Funding.** The funding chapter of the report examines SR2S's funding sources, and ways in which the Transportation Authority of Marin (TAM) is building long-term financial sustainability for the program.
7. **Primary Green Trip Factors.** This chapter describes the results of the evaluation and examines factors that contribute to schools that are successful in increasing active trips and green trips.
8. **A Look to the Future.** Lastly, the report looks to the future of Marin's SR2S program, making recommendations for its continued success.
9. **Appendix.** Provides supplementary evaluation data for participating SR2S schools.

WHO IS SAFE ROUTES?



Students, teachers, parents, and the community at large, all help Safe Routes to become a success. Without these stakeholders, there would be no volunteers to hand out prizes, no students to lead their peers, and no new routes to school constructed. Throughout this report, the “Who is Safe Routes” sections present interviews with a handful of the key contributors to Marin County Safe Routes to Schools.

PROGRAM OVERVIEW

PROGRAM HISTORY

Pilot Program

The Marin County Safe Routes to Schools program began in 2000, when the National Highway Traffic Safety Administration funded two Safe Routes to School pilot programs that were to serve as nationwide models. One pilot program was established in Arlington, Massachusetts and the other in Marin County. At the end of the two-year pilot program in Marin County, the nine participating schools experienced a 57 percent increase in the number of children walking and biking to school, and a 29 percent decrease in the number of children arriving alone in a car.

Building on this success, the County of Marin adopted SR2S in 2003 through a grant provided by the Bay Area Air Quality Management District. In November 2004, SR2S reached a major milestone when Marin voters approved the Transportation Sales Tax (Ballot Measure A). The 20-year half-cent transportation-related sales tax provided an ongoing revenue source for SR2S programs, as well as for the deployment of crossing guards and the construction of school travel-related infrastructure projects. As a result of this new funding source, SR2S became a program of the Transportation Authority

of Marin (TAM) in 2005. Today, additional funding sources from agencies such as the Metropolitan Transportation Commission (MTC) and Caltrans provide supplemental grants to implement new programs.

A National Model

Within a year of the launch of the pilot projects in Marin County and Arlington, Massachusetts, similar efforts began throughout the country. Interest in a federally-funded national program grew, and in 2005 the SAFETEA-LU federal transportation bill provided \$612 million for a new national Safe Routes to Schools program that provides benefits in all 50 states. Communities have used this funding to construct new bicycle lanes, pathways, and sidewalks, as well as launch SR2S education and promotion campaigns in elementary and middle schools. As the first long-term sustainable program with a dedicated local funding source, Marin County continues to be a national leader with new and innovative programs.

SAFE ROUTES TO SCHOOLS IN MARIN COUNTY

Marin's Safe Routes to Schools program integrates health, fitness, traffic relief, environmental awareness and safety into one program. It does this through a comprehensive approach that consists of five key components: Education, Encouragement, Engineering, Enforcement, and Evaluation. The fifth "E"—Evaluation—is also an important tool used to strengthen existing programs and facilitate long-term goal setting. Evaluation of Marin's program involves documenting trends through student surveys conducted in the fall and spring of each school year, as well as periodic parent surveys. The most recent student and parent survey results from spring 2015 are incorporated in this report. Recently, an additional element, Equity, has been introduced to SR2S as a sixth "E". The purpose of which is to promote egalitarian support of safe, active,

and healthy school travel opportunities for all children within the county, and to identify and address obstacles and challenges to safe walking and bicycling that may disproportionately impact low-income and minority communities.

In Marin, the Safe Routes to Schools was integrated as one of four transportation-related strategies for the utilization of funds generated by the ½ cent voter-supported Transportation Sales Tax. As shown in Table 1, Strategy 4 addresses safe access to schools and is supported by three programs: Safe Routes to Schools, Crossing Guards, and Safe Pathways. Each of these programs is further discussed in this report.

Table 1: Strategy 4 of Marin County's Transportation Sales Tax Expenditure Plan

Strategy #4: Reduce school related congestion and provide safer access to schools.	
WHAT CAN SCHOOL ACCESS FUNDS BE USED FOR?	
1. Safe Routes to Schools.	Ongoing funding to support this successful and popular program that promotes walking, biking, taking transit, or carpooling to school.
2. Crossing Guards.	Crossing guards at 70 intersections along major roads serving schools.
3. Provide Capital Funds for Safe Pathways to School Projects.	Safety improvements around Marin County schools in conjunction with the Safe Routes to Schools Program, including sidewalk improvements, safer crosswalks and crossings, bicycle and pedestrian safety improvements, and speed reduction measures..

SURVEYS

Regular input from Safe Routes to Schools participants is critical in determining the effectiveness of the program's activities. As participants join each year or change their travel behavior, the program benefits from constant evaluation. In Marin County, staff evaluates SR2S through student tallies and parent surveys.

Student Tallies

A key element of the SR2S program is quantitative measurement of the shift from single student vehicle trips to school, sometimes called "chauffeured trips," to "green" modes, including bicycling, walking, carpooling, and transit. To measure how students travel to school, SR2S staff members work with classroom teachers to administer "before" and "after" surveys at participating schools. The before or "baseline" survey is generally taken each September before Safe Routes education and encouragement programs are offered. Subsequent surveys are collected every fall and spring. These tallies are then sent to the National Center for Safe Routes to School, a clearinghouse that provides a summary of the data. Except for the 2005-2006 school year, student surveys have been conducted twice a year, every year since the fall of 2003.

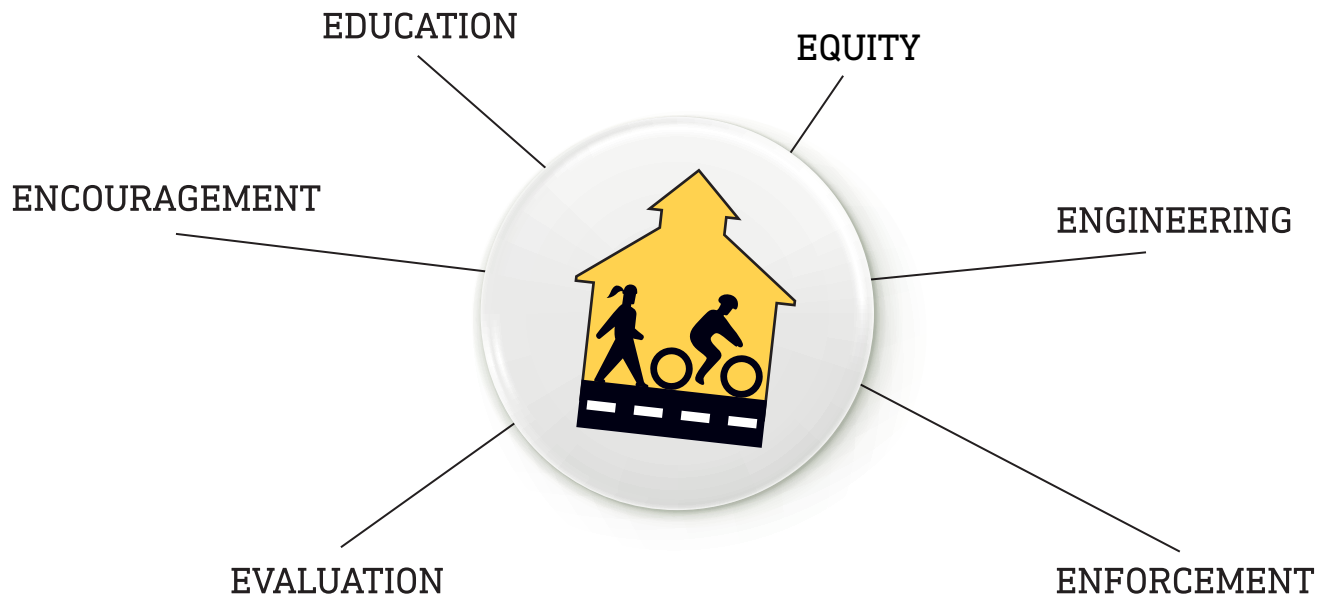
SR2S report cards were revamped for the 2014-2015 school year to provide school administration and team leaders more information on the schools' mode split and involvement in SR2S. Schools that administered student tallies were ranked

Green, Deep Green, Forest Green, and Emerald Green based on participation points and the school's green trips. Each shade of green denotes a different level of green trip-making.

It is important to note the accuracy of this evaluation. The student tally data presented in this report and in the Appendix were tested for statistical significance using confidence interval analysis. During any particular semester from fall 2008 to spring 2015, if a data set for a school did not have enough responses to meet the confidence level, the data set was omitted from the analysis. However, on average, over 85 percent of all survey data met the confidence level threshold. If available, fall and spring data were averaged per school year

Parent Surveys

Parents and guardians of students can provide valuable insight on the strengths and weaknesses of SR2S programs. Parent questionnaires have been administered three times, in 2006, 2011, and 2015. The 2015 parent surveys were conducted online, and paper surveys were provided in Spanish for San Rafael and Novato schools. A total of 1,158 surveys were completed, representing 28 schools, with most representation (75 percent) from parents of elementary school children. This may explain the low response rate for questions involving teen programs such as Teens Go Green Days.



SAFE ROUTES TO SCHOOL PLANNING FRAMEWORK

Like other mature SR2S programs, Marin uses a planning framework known as the 5 Es to ensure a successful program. The SR2S planning framework is as follows:

- **EDUCATION.** Classroom lessons teach children the skills necessary to navigate through busy streets and persuade them to be active participants in the program. Safe Routes instructors have developed the curriculum that includes lessons on safety, health, and the environment.
- **ENCOURAGEMENT.** Encouragement strategies, such as events, contests and promotional materials, encourage children and parents to try walking and biking to school. The program supports and coordinates volunteer organizers and provides schools with promotional and contest materials, prizes, and ongoing consultation.
- **ENGINEERING.** The focus of the engineering component is on creating physical improvements to infrastructure near schools, reducing speeds and establishing safer crosswalks and pathways. The Program's professional traffic engineers assist schools in developing a plan to provide a safer environment for children to walk and bike to school. The improvements are implemented at the direction of the local jurisdiction public works staff.
- **ENFORCEMENT.** Police officers and other law enforcement officials participate throughout the Safe Routes process to encourage safe travel through the community. Targeted enforcement of speed limits and other traffic laws around schools make the trip to school more predictable for students and allow them to interact with motorists and other travelers in the safest possible way. The program also includes unique safety-related messaging, enforcement enhancements and outreach to drivers through driver safety campaigns.
- **EVALUATION.** Program participation is regularly monitored to determine the growth in student and parent participation. Most years, "before and after" travel surveys are taken to ascertain any change in travel mode to school over the course of the year.
- **EQUITY.** Recently introduced to the SR2S framework as a sixth "E", Equity aims to promote egalitarian support of safe, active, and healthy school travel opportunities for all children within the county. In recent years, Marin SR2S has worked to promote equitable distribution of program resources to students countywide.

PARTICIPATING SCHOOLS

Shown in Figure 1, 62 schools have joined Marin's Safe Routes to Schools program since 2001. However, 58 schools, representing 14 school districts, were actively participating in the 2014-2015 school year. Each year, new schools participate in the program while others may discontinue programs, causing the total number of participating schools to remain relatively consistent for the past years, with a spike in the 2014-2015 school year (see Figure 2). This spike is attributed to the addition of a bilingual coordinator to the SR2S team, which enabled additional outreach efforts to previously underserved schools. There are various reasons why other schools do not continuously participate in the program, for example, schools that provide bus service to all of their student population have limited need for the program's focus on increasing walking and bicycling, but would still benefit from the program's safety education elements.

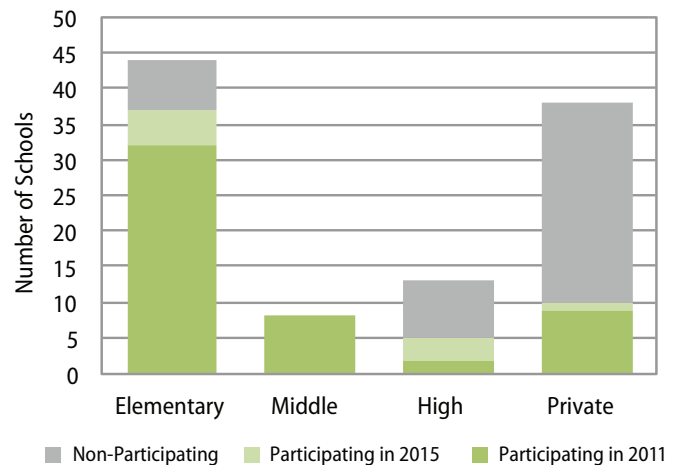
SR2S has been extremely effective in reaching many of the county's public elementary and middle schools (see Figure 3). Almost 85 percent of the county's public elementary schools are currently active in SR2S. All public middle schools are currently participating in the program. High schools and private schools comprise the smallest portion of SR2S-participating schools, with a 2015 participation rate of 23 percent (3 of 13 schools) for the high schools and 26 percent (10 of 38 schools) for private schools.

Schools participate in SR2S at different levels, based on the availability of staff and volunteers, as well as on the school administration's willingness to incorporate Safe Routes to Schools lessons into their curriculums. However, safe pathways and crossing guard programs are provided countywide. School report cards summarizing travel mode split, SR2S activities undertaken, and the level of green travel status for each participating school in 2014-2015 are provided in Appendix A.

Figure 2. Number of Schools Participating in SR2S (2004-2015)



Figure 3. Number of Participating and Non-Participating Schools by Type

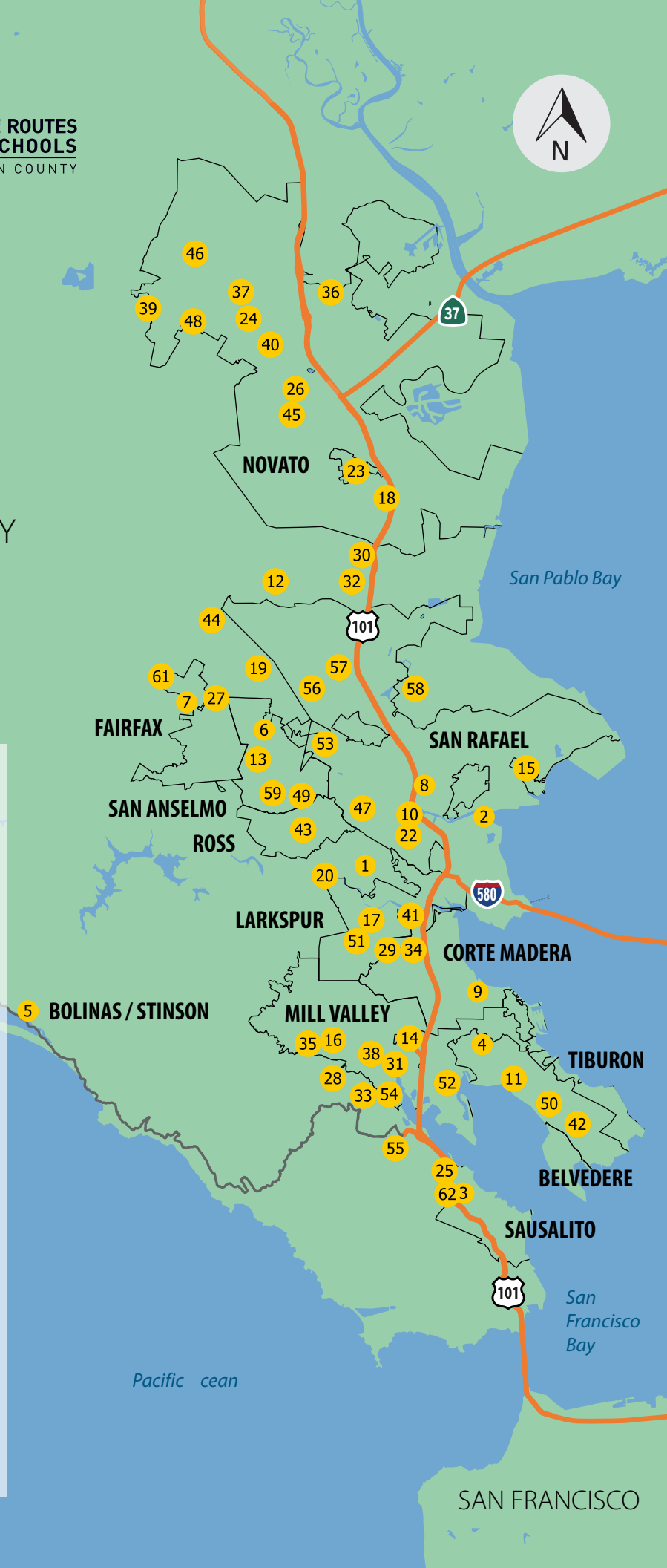




MARIN COUNTY

Figure 1: SR2S Schools in Program (2014–2015)

1 Bacich ES	32 Miller Creek MS
2 Bahia Vista ES	33 Mt. Tamalpais
3 Bayside MLK	34 Neil Cummins
4 Bel Aire ES	35 Old Mill ES
5 Bolinas-Stinson	36 Olive ES
6 Brookside ES	37 Our Lady of Loretto
7 Cascade Canyon	38 Park ES
8 Coleman ES	39 Pleasant Valley ES
9 The Cove School	40 Rancho ES
10 Davidson MS	41 Redwood HS
11 Del Mar MS	42 Reed ES
12 Dixie ES	43 Ross School
13 Drake HS	44 San Domenico School
14 Edna Maguire ES	45 San Jose MS
15 Glenwood ES	46 San Ramon ES
16 Greenwood	47 Short ES
17 Hall MS	48 Sinaloa MS
18 Hamilton Park	49 St. Anselm
19 Hidden Valley ES	50 St. Hilary
20 Kent MS	51 St. Patrick
21 Lagunitas	52 Strawberry Point
22 Laurel Dell ES	53 Sun Valley ES
23 Loma Verde ES	54 Tamalpais HS
24 Lu Sutton ES	55 Tamalpais Valley ES
25 Lycee Francais	56 Terra Linda HS
26 Lynwood ES	57 Vallecito ES
27 Manor ES	58 Venetia Valley ES
28 Marin Horizon	59 Wade Thomas ES
29 Marin Primary and Middle	60 West Marin ES
30 Mary Silveira ES	61 White Hill MS
31 Mill Valley MS	62 Willow Creek Academy



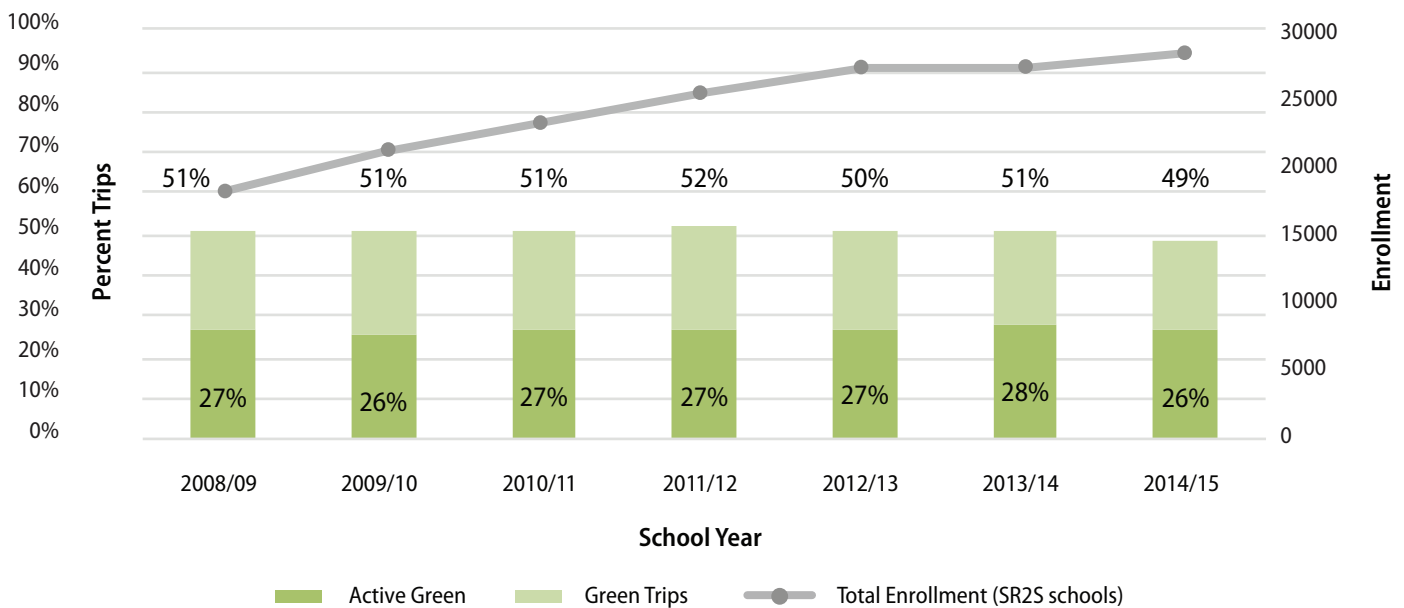
Mode Shift Summary

As mentioned, student travel surveys are an important tool in measuring whether program goals are being met, and ensuring that resources are directed toward efforts that have the greatest likelihood of success. An attempt was made to collect accurate data from all 58 schools participating in the program during the 2014-15 school year. Mode shift calculations included in this report

are based on the 56 schools (97 percent) that returned surveys for both fall and spring semesters. The results are sufficient for statistically relevant purposes.

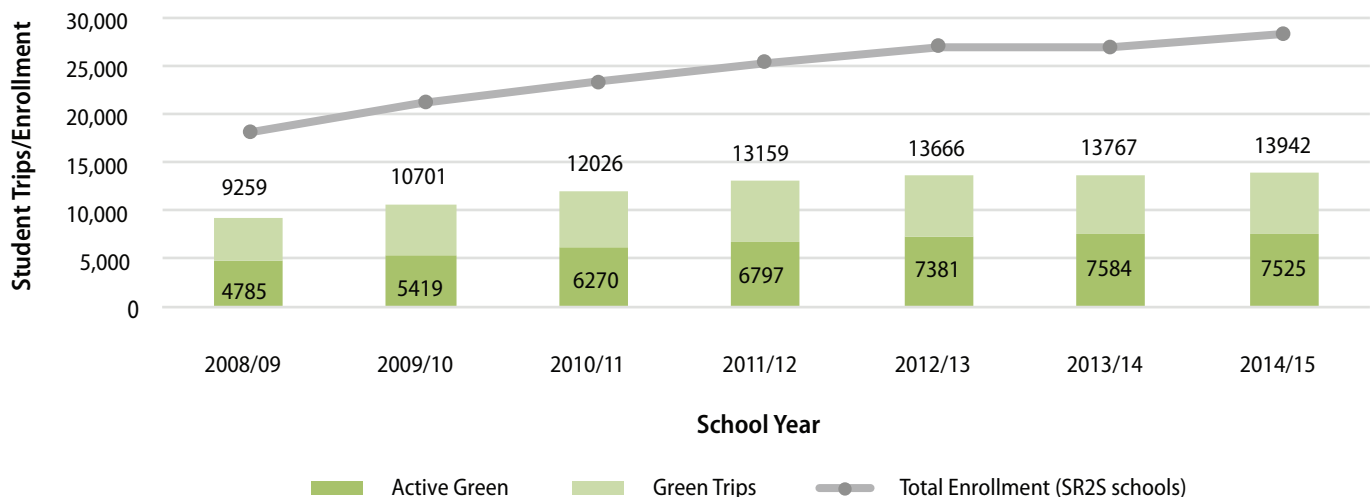
For each school in the program, participating or not, a history of mode splits dating back to the year 2008, when the National

Figure 4. Countywide Active Green and Green Trips / Enrollment



Note: "Active Green Trips" represent the sum of walk, bike, and other trips. "Green Trips" represent the sum of non-family vehicle trips.

Figure 5. Countywide Active Green and Green Trips and Enrollment



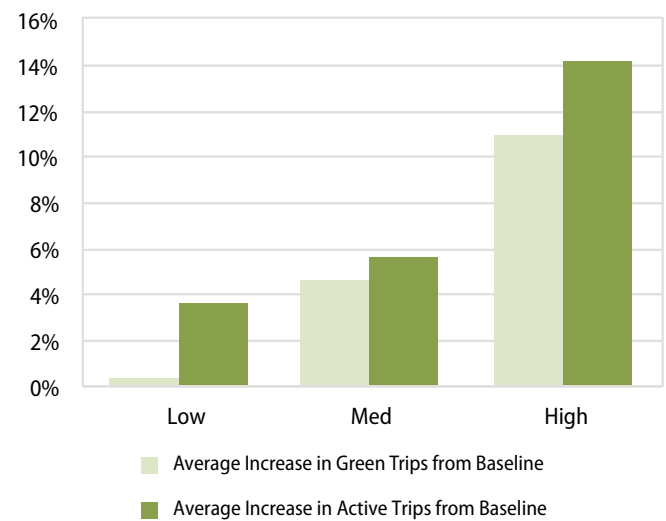
Center for Safe Routes to School clearinghouse began keeping records for Marin schools, is provided in Appendix B. The schools are organized by school district, and the data shown is an average of the fall and spring semesters.

Since 2008, the countywide average of green trips by schools participating in SR2S has consistently remained at or around 50 percent despite the addition of new schools to the program and an increase in overall school enrollment (see Figure 4). It should be noted that schools that join the program in a particular year usually results in a lower average countywide green trip rate because new schools' "before" data represents students who would not have participated in the education or encouragement activities. Since 2008, an additional 4,700 students used green modes of transportation to travel to or from school. As of the 2014-2015 school year, an average of over 15,000 students used green travel modes (see Figure 5).

Moreover, schools with the best results often have the most involvement from the whole school community, including faculty, staff, and student participation in contests and vigorous promotion. As shown in Figure 6, since joining the program, the schools that had high participation points (20-30 participation points awarded in the 2014-2015 report card rankings, see Appendix), had an average 11 and 14 percent increase in green and active trips, respectively. On the other hand, when comparing the "before" mode split to 2014-2015 data, schools with lower participation tend to show almost no change in the in green trips on average.

SR2S programs are not inherently self-sustaining. Although program staff provides turn-key approaches to implementing the SR2S programs, the success of those programs would diminish if not for the on-going leadership and dedication to implement those

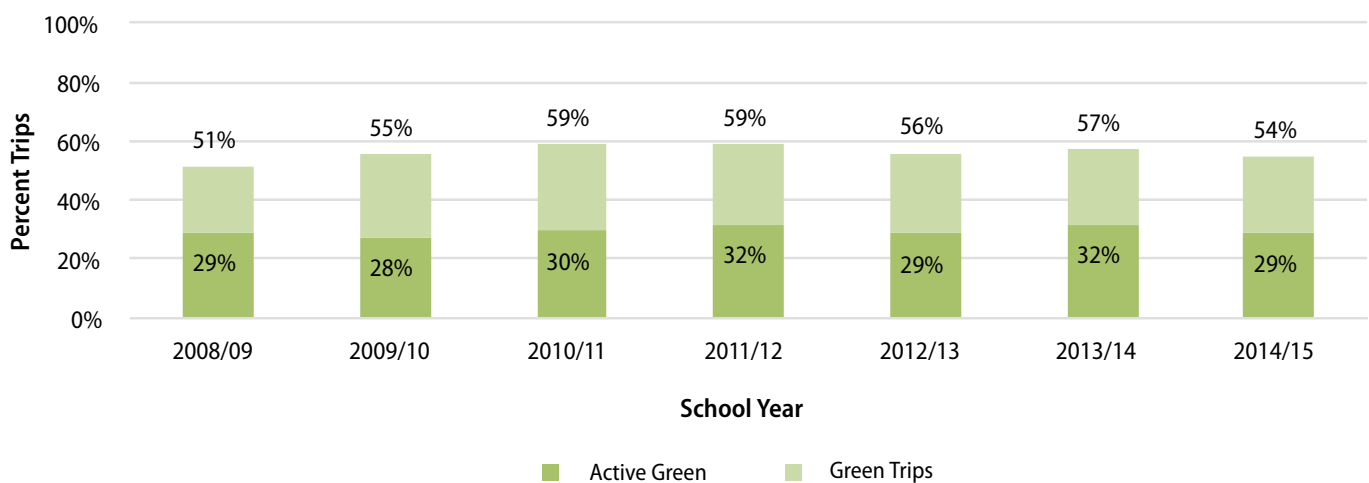
Figure 6. Countywide Average Change in Green Trips and Participation in SR2S (2014–2015)



programs. This is demonstrated in school districts where turn-over of administration and Team Leaders resulted in discontinued SR2S Tasks Forces. For example, Dixie School District schools have been in the program since the early 2000's, but with the absence of a task force and a team leader since 2011, the average green trips have been in decline since that time (see Figure 7).

As detailed in this report, Safe Routes will continue outreach efforts at schools with low green trip rates in order to promote awareness of available SR2S tools and strategies. The Primary Green Trips Factors chapter of this report further analyzes each school's level of SR2S involvement to better assess why some schools have better results.

Figure 7. Dixie Active Green and Green Trips

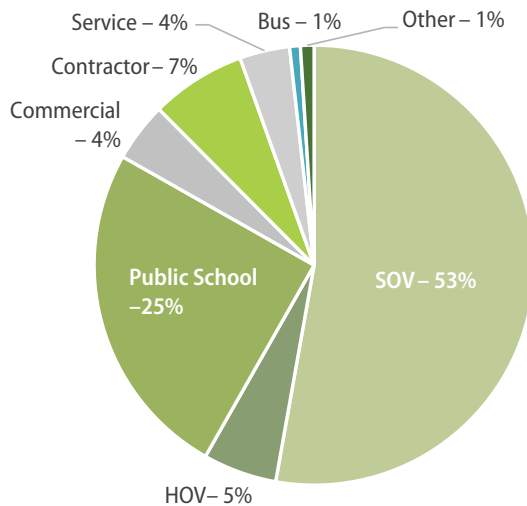


SAFE ROUTES TO SCHOOLS EFFECT ON REDUCTION TRAFFIC CONGESTION

One of the positive side effects of Marin's Safe Routes to School program is the resulting reduction in vehicle trips when children walk, bicycle, use a carpool, or take a bus to school. Since implementation of the SR2S program, traffic in the vicinity of participating schools has decreased from between five and 20 percent. This has also reduced the amount of greenhouse gases emitted near schools.

Along key roadways peripheral to schools, automobile traffic attributable to school trips comprise anywhere between 15 and 30 percent during the weekday a.m. peak period. Reducing vehicle trips just a few percentage points can have a dramatic effect on reducing traffic congestion.

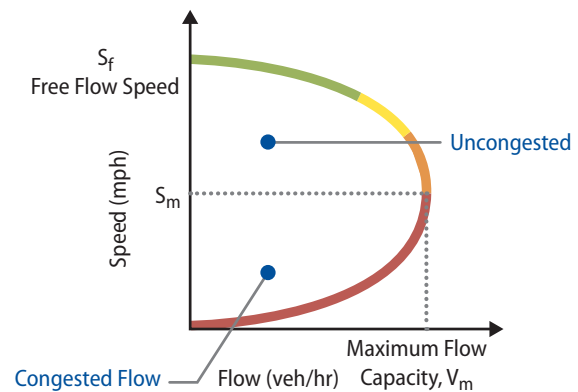
Figure 8. School Trips as a Percentage of Weekday AM Peak Hour Vehicle Trips



Survey location: East Blithedale Ave. west of Tower/Kipling

Many of Marin County's arterial roadways are operating at or over-capacity conditions and are very sensitive to changes in traffic demand. The following graph illustrates the relationship between vehicular capacity and free flow travel speeds. A slight increase in vehicular volume can transform a roadway previously operating at acceptable and uncongested conditions into a roadway experiencing recurring congestion and intolerable traffic delays. Conversely, reducing automobile demand by encouraging children to walk, bicycle, travel in a carpool or take a bus to school can help relieve a congested roadway corridor so that traffic operates at acceptable conditions. In other words, when roadways are operating at congested conditions, sometimes all it takes is a slight reduction in traffic volumes to improve travel speeds.

Figure 9. Relationship between Vehicular Capacity and Free-Flow Travel Speeds



As an example, Mill Valley public schools currently generate about 700 student trips, via vehicle, during the weekday a.m. peak hour along the East Blithedale Avenue/Tiburon Boulevard corridor near Highway 101. This actually converts to almost 900 vehicle trips due to parents making a return trip to their home after dropping their child off at school. These school-related vehicle trips comprise about 25 percent of the overall traffic along the arterial roadway. Without the Safe Routes to Schools program, it is likely that over 1,100 school-related vehicle-trips would result, further burdening this congested roadway corridor. The SR2S program is continuing to work with the school district and schools in reducing single-student occupant vehicle trips through increased walking, bicycling, carpooling and transit – and is working with the Mill Valley School District, the City of Mill Valley, and Marin Transit in promoting use of a pilot yellow school bus program in 2016–2017.

Figure 10. AM Peak Hour School Trips on an Arterial Roadway in Marin – Mill Valley example

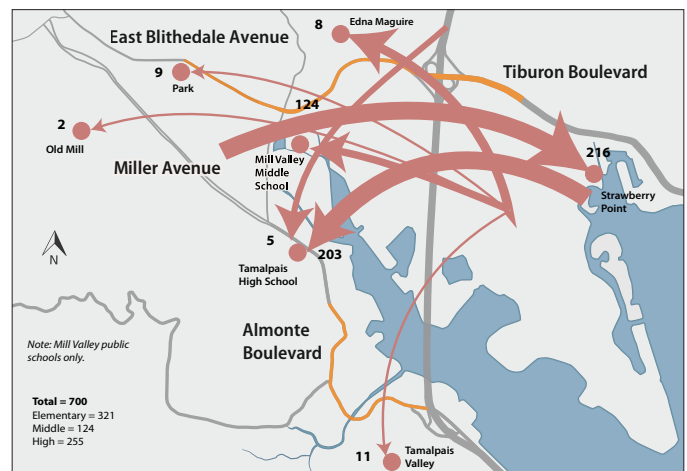
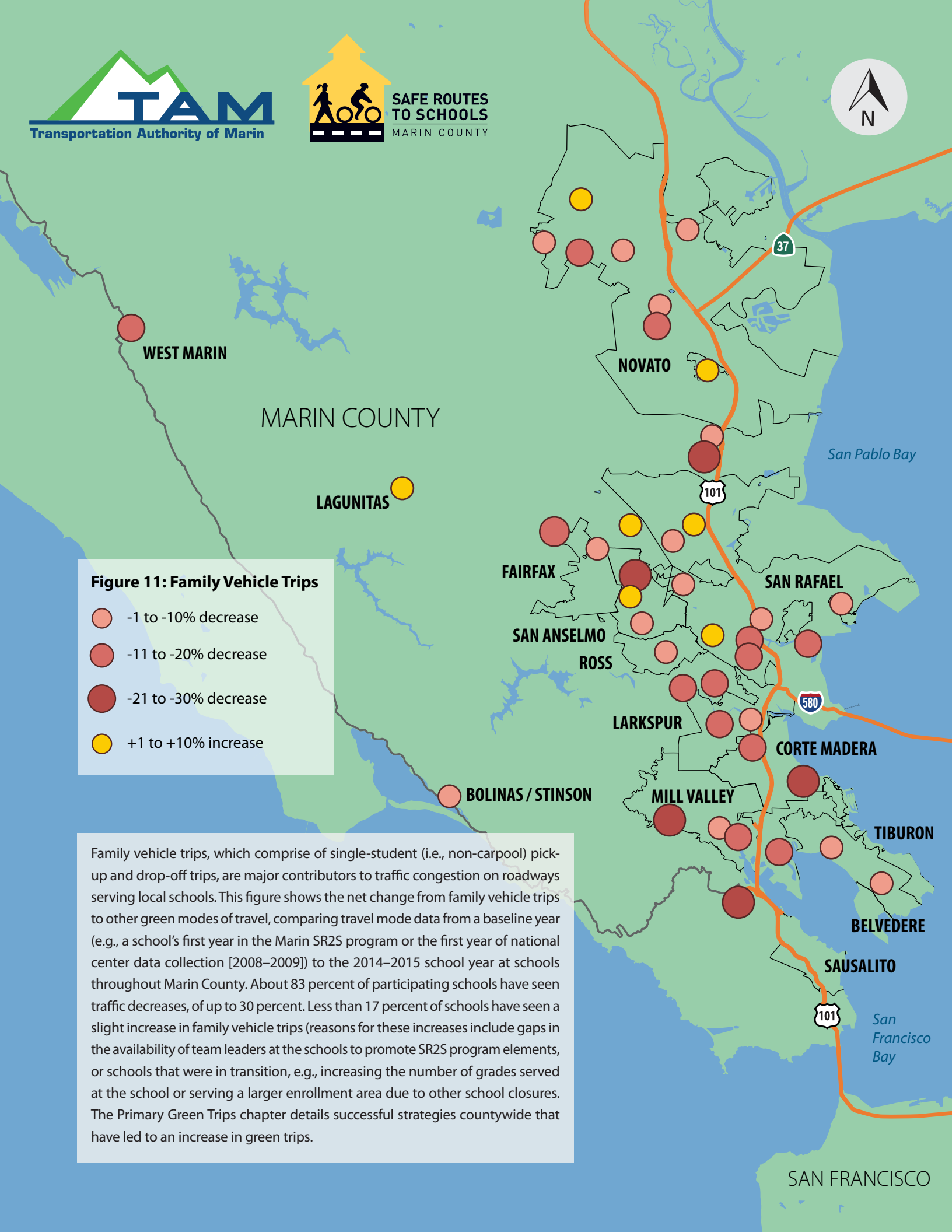




Figure 11: Family Vehicle Trips

- -1 to -10% decrease
- -11 to -20% decrease
- -21 to -30% decrease
- +1 to +10% increase

Family vehicle trips, which comprise of single-student (i.e., non-carpool) pick-up and drop-off trips, are major contributors to traffic congestion on roadways serving local schools. This figure shows the net change from family vehicle trips to other green modes of travel, comparing travel mode data from a baseline year (e.g., a school's first year in the Marin SR2S program or the first year of national center data collection [2008–2009]) to the 2014–2015 school year at schools throughout Marin County. About 83 percent of participating schools have seen traffic decreases, of up to 30 percent. Less than 17 percent of schools have seen a slight increase in family vehicle trips (reasons for these increases include gaps in the availability of team leaders at the schools to promote SR2S program elements, or schools that were in transition, e.g., increasing the number of grades served at the school or serving a larger enrollment area due to other school closures. The Primary Green Trips chapter details successful strategies countywide that have led to an increase in green trips.



CASE STUDY

The Cove School's Kick-off

In 2013, the Larkspur-Corte Madera School District determined that the surge in student enrollment required the opening of another elementary school. With the introduction of the new Cove Elementary School, the District wanted to ensure it would not cause traffic problems in the community. The District had been participating in the Safe Routes to Schools program for over a decade and knew its proven effect on reducing school-related traffic congestion. Safe Routes to Schools joined a task force that included the School District Superintendent, the principal of Cove School, a school district trustee and, SR2S parent volunteers, town public works, police, Marin Transit, a councilmember, and representatives from the neighborhood association. The partners participated in a year-long effort to identify the recommended routes to schools, provided bus and carpool options, and developed extensive education and encouragement programs.

The group conducted a walk and bike audit of the school and identified the best routes and anticipated safety concerns on a school route map. Safe Routes to Schools worked with Town staff to suggest improvements that would enhance pedestrian and bicycle safety within the vicinity of the new school. The suggested improvements included both low-cost and easy to implement improvements such as striping and signage, and

higher-cost improvements such as activated pedestrian crossing beacons at an uncontrolled crosswalk. The Town began making immediate improvements with its general funds. Additional funding was awarded for more expensive improvements. Because some improvements were still in progress when the school year began, the neighborhood association provided volunteer monitors along the route to redirect students during construction, and crossing guards were assigned to key intersections.

Marin Transit adjusted the schedule of a local bus route to serve the Cove School and bus routes were added to the maps. Safe Routes program staff also assisted the parents with finding carpool partners. During the summer, the principal sent notices to parents informing them of available transportation options including route maps and links to the SchoolPool web sites. Safe Routes also provided special classes during physical education that took students off campus to learn the suggested routes.

This comprehensive approach was designed to create a culture of green travel from the very start. The result was a resounding 60 percent green trips (non-single student occupancy family vehicle trips) with almost 40 percent active trips (walk, bike and other trips) at the beginning of the year.



TASK FORCES



While the primary goal of Safe Routes to Schools is to increase green trips to and from school, a secondary goal is to address safety issues along key school routes. Ensuring safety can increase green trips to school. However, in many cases, safety improvements can also reinforce and protect children who are already walking and cycling to school. These issues are addressed through the Task Forces. Each school district is offered a facilitated Task Force that brings together parent leaders, elected officials and staff from the local jurisdiction, traffic engineers, school district representatives, law enforcement personnel, and neighborhood leaders. Task Forces collaborate with the SR2S staff to design and implement a program that addresses the unique needs of their school district.

Task Force meetings provide an ideal venue for SR2S program stakeholders to discuss issues specific to each school district. It also provides an opportunity for stakeholders to identify neighborhood-specific issues that require more focused attention. SR2S has partnered with the Supervisors in the related County districts to form Neighborhood Safety Committees in order to better address their needs. These committees include neighbors and businesses from the area in addition to the usual task force participants. To date, SR2S program staff has participated in Neighborhood Safe Street Committees in Sleepy Hollow in San Anselmo, Oak Manor in Fairfax, McAllister in Kentfield, Terra Linda in San Rafael, and Almonte in Mill Valley. As shown in Table 2, there are currently seven active Task Forces and eight neighborhood sub-committees.

Table 2: Active Task Forces

Area	District Task Forces	Neighborhood Safe Streets Committees
Mill Valley	Mill Valley	Almonte*
Tiburon, Belvedere	Reed	
Ross, San Anselmo, Fairfax	Ross Valley	Butterfield, Oak Manor
Novato	Novato	
Kentfield	Kentfield	McAllister
San Rafael		Terra Linda, Canal , Davidson
Larkspur, Corte Madera	Twin Cities*	Cove
West Marin	West Marin	

**formed in 2016*

Neighborhood Committees



In the last four years, Neighborhood Committees were formed by the District 2 Supervisor's office to respond to special requests from schools on Butterfield Road in San Anselmo and from the McAllister neighborhood near Bacich Elementary and Kent Middle schools in Kentfield. Each of these neighborhoods expressed frustration about the level of current traffic congestion and safety concerns related to school travel in their neighborhoods. The Supervisor's office organized the committee with parents and staff from the schools, neighborhood organizations and individuals, county staff and Safe Routes to Schools staff.

These committees looked at the infrastructure needs of the neighborhood as well as developed unique education and outreach efforts to address motorist and bicyclist behaviors. The committees proved so successful that Safe Routes to Schools reached out to other Supervisors to organize similar efforts in San Rafael and Mill Valley. Similar to the Task Forces, the success of a neighborhood committee is dependent on the level of neighbor involvement. Neighborhood committees differ from Task Forces in that their efforts have a shorter duration with specific tasks and outcomes. The results of Committee efforts are then folded back into the Task Force work.

WHO IS SAFE ROUTES?

City Councilmember

Stephanie Moulton Peters is a councilmember for the City of Mill Valley, as well as the chair of the Transportation Authority of Marin Board of Commissioners and an extremely active participant in the Mill Valley SR2S Task Force.

Stephanie first became aware of the Safe Routes to School Program during its early years, well before she was a councilmember, when she attended a presentation at a middle school library. "I was there with my toddlers, and was very interested to learn how kids were getting to school. I was surprised that most kids were being driven. I remembered how I walked, biked and took the school bus in a large city and thought there should be an opportunity to increase walking and biking in a small town. It seemed that something was missing and Safe Routes was the missing piece of the puzzle. I saw the vision and wanted to support it so I volunteered to be the team leader at Old Mill Elementary School SR2S Task Force."

The task forces provide an opportunity for the school community to work together to stay informed and involved in discussions about SR2S initiatives. Parent volunteers are able to voice safety concerns and ideas that they have regarding how their children travel to and from school. Volunteers are motivated by their ability to make a difference by offering input to city and school officials.



In her capacity as a Mill Valley Councilmember, Stephanie has been instrumental in working to relieve traffic congestion on local roads and has identified school-related traffic as one contributor to congestion that can be remedied. The Mill Valley Traffic and Congestion Reduction Advisory Task Force, which Stephanie is a member of, has developed a pilot yellow school bus program that is initially focused on reducing cross-highway trips generated by providing bus service between select neighborhood locations to schools serving Mill Valley. The program is slated to begin service in Fall 2016.

OUTREACH TO UNDERSERVED SCHOOLS

In 2014, TAM allocated MTC grant funds to increase outreach to disadvantaged schools, defined as schools with 50 percent or more of their students qualifying for the free and reduced lunch program through eligibility guidelines published by the California Department of Education. Within Marin County, the majority of students at these schools speak English as a second language and have parents with limited proficiency in English. This language barrier limited the ability of the SR2S program to provide adequate services to these students and their families. Parents were unaware of the program because program operations were primarily conducted in English, limiting parent's ability to learn about SR2S and subsequently offer to participate and encourage their children to participate in the program.

During the 2014–2015 school year, a bilingual volunteer coordinator joined the SR2S team in order to reach out to these underserved populations at Marin County schools. This provided the program with the ability to cater to both English- and Spanish-speaking populations at participating schools and increased parental awareness and participation. This enables the program to provide equitable services to students throughout the County. The provision of bilingual services has increased SR2S participation at the following schools: Bahia Vista and Venetia Valley Elementary Schools in San Rafael, and Lynwood, Loma Verde, Olive, Hamilton Meadow Park schools in Novato, and Bayside Martin Luther King Jr. Academy in Marin City.

It should be noted that many of the students in these communities were already walking to and from school out of necessity, i.e., financial constraints limit many family's abilities to drive students to and from schools. In these instances, Safe Routes' role is to identify and address barriers and challenges students face while walking and bicycling to and from schools. This included the provision of crossing guards at many locations. In addition to the provision of bilingual services, SR2S sought out various partnership that provided complimentary services to these underserved communities. A partnership with the Marin County Health Department and the Food Bank, allowed SR2S staff to develop education and encouragement programs that promote both nutrition and physical activity at local schools.

The Safe Routes program has also worked closely with school administration in underserved school districts to develop a program that best caters to their student population. For example, during the 2015–2016 school year SR2S received

El Reto de la Zapatilla Verde



¡Haz del caminar y montar en bicicleta a la escuela un hábito divertido!

- Camina, monta en bici, ve en patines o patineta al menos UNA VEZ a la semana, por CUATRO semanas.
- Haz que te estampen la etiqueta que pusimos en tu morral en la mesa de bienvenida UNA VEZ A LA SEMANA.
- El último día del reto, entrega la etiqueta en la mesa de bienvenida para participar en el sorteo de boletos para el cine y palomitas de maíz



tremendous support from school administration at Lynwood Elementary School in Novato. The new principal is bilingual and is dedicated to ensuring the Spanish-speaking population at the school is adequately served. The school had a successful partnership with both the Marin County Department of Health and the Marin County Food Bank that expanded services provided at the schools that promoted healthy living and nutrition. The school had overwhelmingly high levels of participation during the Green Sneaker Challenge. Parent volunteers, with support from the Marin Health and Human Services, lead the contest, and incentivized student participation by rewarding each student participant with a dollar.

Many families in underserved communities are not able to provide students with bicycles that they could use to ride to and from school. Without personal bicycles, these students are unable to participate in the fourth grade bicycle education programs. In Marin City, Bahia Vista Elementary School, and Loma Verde Elementary in Novato, through partnership with companies that donated bicycles, SR2S hosted a bicycle giveaway program in which students were provided with bicycles that allowed them to participate in the bike education program.

EDUCATION

The Education element of the SR2S program is comprised of a comprehensive curriculum that encompasses lessons on traffic safety, healthy living, and promoting environmental awareness as they each pertain to increased walking and bicycling to and from school. This chapter provides an overview of the education

programs that have traditionally been offered to participating schools, introduces new programs implemented during the evaluation period, assesses student participation and parental perception of education programs, and provides recommendations for enhancing the Education element in the future.

EDUCATION PROGRAMS AND CLASSES

Safe Routes to Schools has always offered a variety of education programs designed to instill healthy habits in children and create a safer and cleaner environment for all. Over the last four years, the program continued to offer the same classes, but revamped the curriculum to add more interactive, kid-friendly activities to enhance their learning. Starting in 2nd grade and continuing through high school, the SR2S curriculum provides age-appropriate instruction that meets California state education standards as applicable. The education programs offered are summarized in Table 3, and a detailed description of each program is included in Appendix C

Primary education involves pedestrian and bicycle safety coursework provided by trained instructors. Safety classes are typically offered at the 2nd, 4th, and 6th grade levels during Physical Education. In-classroom lessons such “Stop, Look and Listen” and “Bike Safety” are followed by “Walk Around the Block”

and “Bike Rodeo” where students can practice the theoretical skills learned in class. Classes are often tailored to meet classroom needs and time constraints, address school-specific concerns and utilize existing student skill sets. For example, middle and high school students receive modified bicycle safety instruction that’s based on group riding prior to going on bike field trips.

Additionally, SR2S classes and activities educate students and parents on the environmental and health benefits of using greener transportation modes. One such program is “Teens Go Green” offered to middle and high school students. The program, detailed later in this chapter, provides service learning opportunities while promoting alternative transportation. The education and encouragement programs are intrinsically linked; both our educators and encouragement specialists build awareness of the benefits of green transportation for enhanced quality of life.





Table 3. Education Programs

TITLE	GRADE
Classroom Teaching	
Poster Art	All grades
Stop Look and Listen	2
Bike Safety	4
Traffic Safety	4
Drive Your Bike: Part I	6
Bike Commute 101*	Middle and High
Field Training	
Walk Around the Block	2
Bike Rodeo	4
Drive Your Bike: Part II	6
Bicycle Field Trip	Middle and High
Family Biking1	Parents and Elementary
Assemblies	
Polar Bear Assembly*	Elementary
"Go Green" Assembly	Middle
Presentations	
3D Bike Maps	Middle
Distracted Driving*	High
Marketing Strategy & Transportation*	Middle and High
The Cost of Transportation*	High
Transit Race & Scavenger Hunt ¹	High
Travel Journal*	Middle
Other	
Bicycle Blender	Middle and High
What Do I Stand For?	Middle and High

¹Program available through MTC – Spare the Air grant funding

*New since 2011

KEEPING IT FRESH



Since its inception, the Safe Routes to Schools curriculum has continuously evolved over time, expanding the programs offered so as to meet constituents' needs. Through 2011-2015 the program continued to offer the same classes, with updated content that better caters to existing needs in education. SR2S staff revamped the curriculum in order to add more interactive, kid-friendly activities, and introduced science-based exercises about transportation and the environment that met grade-appropriate standards. The following subsections highlight the new programs offered to participating schools.

Family Biking

"Riding with Youth" was replaced with a revitalized Family Biking program, funded by MTC in 2012-2016 and implemented by TAM's Safe Routes to Schools Program. The Family Biking classes bring parents and youth together for two hours of on-the-road instruction. Students and their parents are given a presentation incorporating the California Department of Motor Vehicle's (DMV) laws for motorists and cyclists. Parents are guided to ride behind their child to observe their child's ability to ride confidently and to follow the DMV's laws.

The Family Biking program hosted 24 events at various locations in Corte Madera, Larkspur, Marin City, Mill Valley, Novato, San Anselmo, San Rafael, and in partnership with local libraries with a Fairfax to San Anselmo "Library to Library" ride. Incoming Davidson Middle School sixth graders attended a Family Bike ride, during

which they learned the recommended route from Sun Valley to their new school. In 2016, the Family Biking program will provide safety instruction around railway tracks in anticipation of the new SMART train.

Polar Bear Assembly

Safe Routes staff attend elementary school assemblies donned in Polar Bear costumes to both raise awareness of environmental issues and playfully encourage students to use their feet to help the environment. Additionally, elementary kids are invited to join the walking school bus with the Polar Bear. This simple addition has proven a successful way to get kids to join in the socially fun action of walking to school.



Distracted Driving

Fatalities resulting from distracted driving are increasing across all age groups, and distraction has been identified as a factor in 58 percent of all teen crashes studied, according to the American Public Health Association, National Safety Council, and the Automobile Association of America (AAA) Foundation for Traffic Safety. The Center for Disease Control cites car crashes as the leading cause of fatality for teens ages 16 to 21, and distracted driving is now more prevalent than drinking and driving. Widespread research indicates that this distracted driving trend is being fueled by cell phone technology.

To combat this, Safe Routes to Schools' Street Smarts program initiated a Distracted Driving Campaign at Sir Francis Drake, Tamalpais, and San Rafael High Schools in 2012. SR2S recruited students from each school's Peer Resource and Leadership classes and led them in the development of a week-long series of events to raise awareness over the dangers of texting and talking while driving. Students were requested to sign a pledge to commit to driving without distractions. Powerful messages about the impact and loss associated with distracted driving were conveyed in student-made videos and at assemblies in which a father spoke about losing his teen daughter due to distracted driving. The outreach effectively reached over 1,000 students at each school. The Distracted Driving campaign is currently in its third year at Drake High School. The current program is being implemented by Heads Up, a volunteer organization working in partnership with law



enforcement, the federally funded Impact Teen Drivers program, San Anselmo Libraries' Book to Action, Tamalpais Union High School District's Wellness Committee, and Safe Routes to Schools. Safe Routes is considering expanding the program to other high schools, and acknowledges the need for additional funds.

INVOLVING TEENS

Teens Go Green Program

Teens Go Green provides opportunities for middle and high school students to be engaged in education and encouragement efforts aimed at reducing greenhouse gas emissions and promoting health. Middle and high school students enjoy the leadership roles and depth of experience that the program provides, particularly at a time when they are exerting their independence and developing critical thinking skills. It is a testament to the value and success of the Teens Go Green program that year after year teachers continue to invite Coordinators into their classrooms and form lunchtime clubs.

The Teens Go Green program uses the "Service Learning" approach to engage students in civic responsibility and social action. The National Service Learning Clearinghouse defines Service Learning as "a teaching and learning strategy that integrates meaningful community service with instruction and reflection to enrich the learning experience, teach civic responsibility, and strengthen communities." In addition to promoting "green transportation" with morning events and contests, the Teens Go Green program develops leadership skills while imparting lessons in environmental stewardship and citizenship. Additionally, the program enhances career preparedness, as exemplified in the Case Study "From High School Safe Routes Advocate to Professional Career."



Teens Go Green Community Partnership

Over the past eight years, students, school administration and the SR2S program as a whole have mutually benefited from on-going partnerships centered around Teens Go Green. Since 2013, the Safe Routes to Schools Teen Coordinator served as a Community Partner working with groups of six MSEL students each semester. Through this partnership, Safe Routes to Schools has taught middle and high school students how to create, organize and market campaigns and events involving school-wide participation and engaging outside community members. Four schools developed such partnerships through the service learning approach employed by the program: Terra Linda High School; and Miller Creek, Kent and Mill Valley Middle Schools.

Marin School of Environmental Leadership (MSEL) at Terra Linda High School incorporates service learning into their freshman and sophomore curriculum. Since 2013, the Teen Coordinator served as a “Community Partner for Transportation” working closely with groups of six students to develop, over the course of one semester, a project that addresses a current environmental concern. Through this partnership, Safe Routes to Schools was able to work collaboratively and more in depth with students on transportation related projects and actions.

The Transportation Nation (Transit Race) was one such project developed and piloted with MSEL students (discussed in more detail in the next chapter).

In 2013, Miller Creek’s 8th grade Science teacher invited the Teen Coordinator into his classes to lead discussions on the impact of students’ transportation choices on the environment. Using the service learning model, the Coordinator facilitated interactions with the students to help them identify their motivation behind

their transportation choices. Data from Miller Creek’s student travel survey was presented to show the direct correlation of their choices on greenhouse gas emissions. Students were instructed to use the Safe Routes to School Travel Journal to identify their travel patterns to and from school, and then asked to select at least one day of the following week in which they would use an active mode of transportation. The Journal’s success led the teacher and students to develop the 50% Challenge and Pledge Drive to encourage active modes of transportation throughout the school. With support from Miller Creek’s Administration and fellow science teachers, all students were given a packet of information to review with their parents for homework. The information included the benefits of active transportation on student health and the environment, a map with recommended walking and biking routes to schools, and a pledge form to commit to, or knowingly opt out of an active form of transportation at least once per week.

The Teen Coordinators have facilitated other service learning opportunities. In 2013, Kent and Mill Valley Middle School students organized a Bike Donation Drive and collected 80 bikes that were given to local families that could not afford to buy any. Since 2013, staff trained students to perform the Go Green Assembly, to create PowerPoint presentations, and to refine their speaking skills to present at the Spare the Air Youth for Environment and Sustainability Conference. Teens Go Green have led high school students in creating and organizing Distracted Driving campaigns involving school-wide participation and engaging outside community members. The Coordinators have taught teens how to develop, organize and market engaging events, such as the Transportation Nation (Transit Race) created in 2014 at Terra Linda High School.

CASE STUDY

From High School Safe Routes Advocate to Professional Career



Anna Garfink, a recent UCLA graduate, was selected to serve in a San Francisco City Hall Fellowship program focused on active transportation planning. This is in large part because of her involvement with

Safe Routes in high school. Anna, who biked to Drake High School daily, became an active transportation activist to address environmental concerns affecting her community. She was a dedicated member of Drake High School's Green Routes club, and attributes both the club and her success to the support

from Drake High School Administration, their teacher advisor, and Teens Go Green of Safe Routes. Anna and the club created "No Cars on Campus," an annual event that encourages students to use green transportation and leaves the front parking lot at Drake void of cars.

"Safe Routes to Schools kicked off my eventual work in advocacy and public service," Anna stated. The desire to positively impact communities influenced her decision to major in politics and civic engagement and led her to pursue public service as a first job. Anna has come full circle working with Safe Routes San Francisco and on the Vision Zero campaign addressing policy and public health concerns. For Anna, the passion she felt for encouraging peers to walk and bike to school, lives on in her advocacy and policy work today. "Active transportation builds stronger communities," a belief Anna lives by.

TRENDS IN PARTICIPATION

SR2S staff closely monitor participation rates for education programs in order to appropriately adjust the curriculum to meet community needs. The number of schools participating in different SR2S education classes has fluctuated throughout the program's history. Figure 12 shows the number of schools participating in Safe Routes to Schools classroom and field training programs for the past five years.

Stop Look and Listen, Bike Safety, Traffic Safety, and Drive Your Bike comprise SR2S's core classes offered during regularly scheduled Physical Education classes, and as a result, continue to be the most heavily used by schools. Conversely, demand for special presentations and field trips vary depending on the interest of individual schools and teachers. These usually take place in middle and high schools and are at the discretion of teachers. Field trips are very popular but also take a tremendous amount of staff time so the number of trips that SR2S can provide is limited.

The number of participating schools for the Bike Skills and Bike Drills programs, during the 2014-2015 school year was lower than that during the previous school year. This was as a result of scheduling conflicts at some schools and lack of participation from small private K-8 schools. These schools were in transition (St. Rita school closed, Cascade Canyon and Lycee Francais school relocated), however, participation rates for the other public middle schools remained consistent between both years. All other

programs experienced an increase in school participation. Based on past participation rates, as well as the results of the parent surveys, it is clear that Safe Routes to Schools classroom activities are both popular and effective.

Safe Routes to Schools' education programs have a major impact on the choices families make regarding what modes of transportation they use to travel to and from schools. Figure 13 shows responses to a parent survey question regarding student increase in the use of greener transportation modes.

Responses to the 2015 parent survey revealed that the highest rated reason parents gave for driving less to Marin schools was to relieve vehicular traffic congestion around schools. Health and environmental benefits were ranked as the second and third reasons, respectfully, why parents chose alternative modes to travel to and from schools. Twenty-three percent of parents surveyed said that because of Safe Routes educational classes, they were more confident about their children's ability to walk and bicycle safely. The results of the survey indicate that students not only absorb messages about the benefits of being "green" and pedestrian and bicycle safety skills, but also echo them back to their parents. By linking the Safe Routes to Schools message to classroom education, the program's curriculum is able to highlight the importance of making greener choices and ultimately influence the behavior of both students and parents.

Figure 12. Schools Participating in SR2S Education Programs (2010-2015)

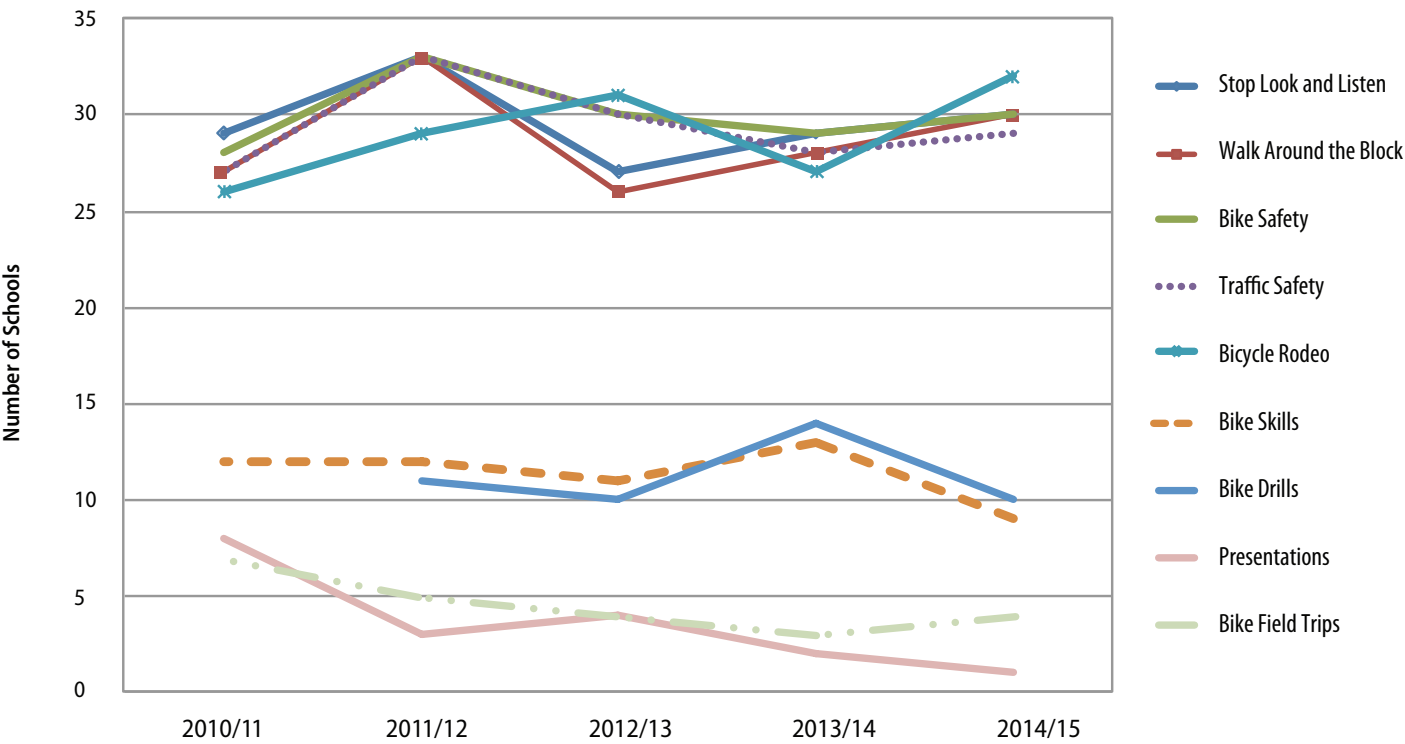
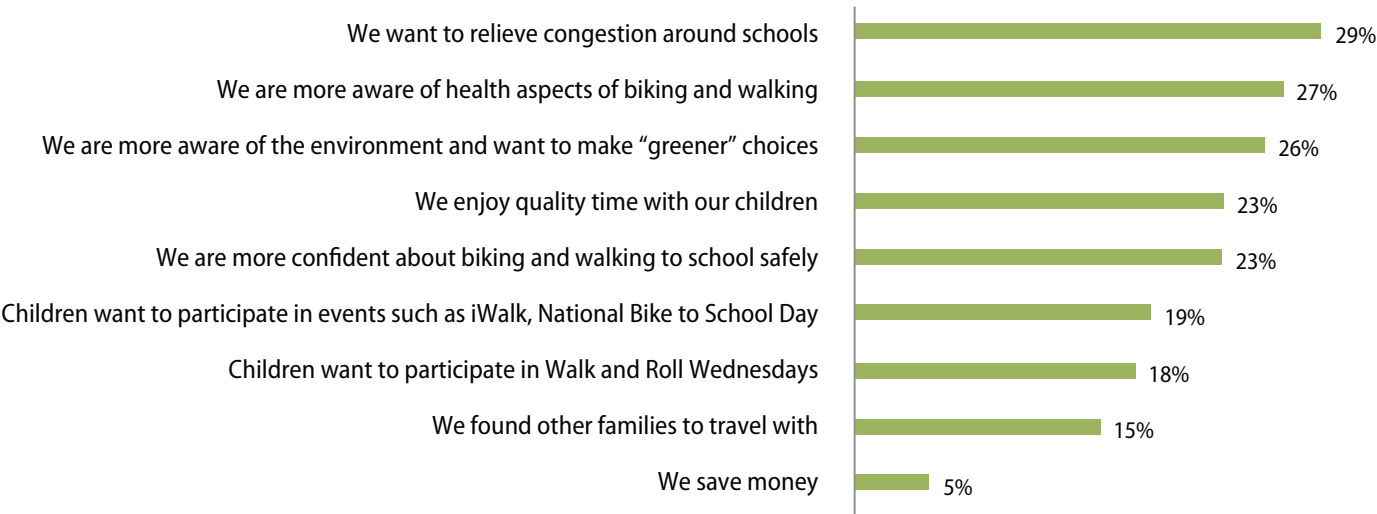


Figure 13. If you have increased traveling green with your child to school, which of the following have most influenced this change?



Source: 2015 Parent Survey, Question #10

Notes:

1. Represents a sample size of 1,309 survey respondents.

2. The survey allowed for one respondent to select all applicable responses.

RECOMMENDATIONS FOR IMPROVEMENTS IN SR2S EDUCATION

The table below provides recommendations for the improvement of the Education element and is based on the success and lessons learned from existing Education programs.

PROGRAM	STATUS	RECOMMENDATION
Bicycle Safety Education	The core curriculum is currently comprised of 4th and 6th grade bicycle education classes, which are hugely popular due to their hands-on approach to learning.	Provide a bicycle safety education program to meet increasing needs of children at earlier ages. Start classes in the 1st grade to motivate and build confidence at an younger age. Seek donations of and/or purchase Balance Bikes for young riders.
Teens Go Green in High Schools	Provides unique learning opportunities for high schoolers such as developing “No Cars on Campus” and “The Transit Race.” Engaged students and provided career advancement opportunities.	Provide education program to meet increasing needs of children at later ages. Create a Teen Advisory Leadership program to empower high school students to lead peers in the promotion of green transportation.
Distracted Driving Workshop (Street Smarts)	Currently focused on vehicular safety awareness to address the top cause of injury and death involving 16 to 21 year olds. A Distracted Driving week-long campaign with activities to educate and motivate behavior change was implemented at three high schools in 2012.	Provide focused Street Smarts education programs to target driver safety. Host the Impact Teen Drivers one-day assembly at three to five schools during the 2016–2017 and 2017–2018 school years.



WHO IS SAFE ROUTES?

Teacher



Mike Schulist was one of the first teachers to partner with Safe Routes' Teens Go Green program when it was originally formed in 2008. For eight years, Mike actively built awareness of the environmental and health benefits of walking and biking

at Miller Creek Middle School. He says that it is important for students to know the implications of their actions and sees his work with Safe Routes to Schools as a "bridge between what is learned in science and what happens in students' lives." When asked what motivates his Safe Routes work, he responded, "Safe Routes to Schools provides great people to work with and allows me to take an idea and easily put it into action." Further

motivation comes from his students. He said, "students like to know that they are standing for something, and that their teacher is as well." Schulist said the actions through the Teens Go Green program gives the students a sense of "power over what is going on in the world."

Mike certainly has been the creator and the catalyst for many programs at his school, and it has been a rewarding for the SR2S team to work with him. He initiated a pledge campaign and a 50% Challenge to encourage students to replace one motorized trip with an active mode of transportation each week. Despite having a popular bus service, students are making the shift; before the contest, 38 percent walked or biked. In recent tracking, 48 percent of Mike's 8th grade students are now actively commuting to and from school.

Teacher



In 2011, Leslie Canin, a science teacher at Kent Middle School was recruited by Assistant Principal Jenny Walsh to oversee the school's Eco Action Club. "I found the perfect teacher to work with Safe Routes," exclaimed Jenny. The Eco Action

Club was formed as a five-year partnership with Teens Go Green. Each year, Leslie recruited an average of 20 club students to attend weekly lunchtime meetings. She enjoys the partnership with Teens Go Green because "it provides students with tangible actions where they can see concrete results." Leslie adds, "Some students started with the club in 5th grade and are still involved

three years later – they are still enthusiastic and take pride in hosting Go Green Days; they feel empowered to come up with their own ideas and inspired by the impact of their work."

Beyond hosting monthly events, students have performed in two all-school "Go Green Assemblies," organized a Bike Donation Drive to provide bikes to underserved families, presented twice at the Spare the Air Youth Conference, and dedicated a school garden bench to SR2S co-founders Deb Hubsmith and Wendi Kallins. Jenny adds, "Our partnership strengthens our whole community. Our neighborhood captains program is something I'm really proud of and it is inspired by SR2S and the work it does to make getting to school safe. If you get a child to ride to school, you improve the quality of life for everyone and make a cyclist for life."

Principal



Michelle Walker is the principal who helped plan for Safe Routes to School before the opening of Cove School. She works closely with the Town to advocate for infrastructure projects and with the Safe Routes team. Michelle helps them communicate to

families, keeps teachers up to date on SR2S projects, and publicizes the events in newsletters. After announcing the Green Sneaker challenge during a school assembly, she sent out reminders to

keep it at the forefront. Michelle also recognizes students who use green travel modes to school by bringing them up on stage.

Michelle believes the SR2S program enhances the education objectives of schools. "It builds community spirit. The students have a positive morning experience. Exercise gets their brains ready to learn. If they feel connected and valued, they are less stressed, feel energized, their brain is in a totally different space than those who have not had that experience". According to Michelle, the Principal is a vital player in any Safe Routes program. "Anything with the principal behind it has a better chance of taking root."

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ENCOURAGEMENT

The encouragement element of SR2S is focused on motivating school communities to embrace green travel modes through the use of contests and special events. Similar to the education programs, encouragement programs are made possible through collaboration between school administration, SR2S staff and a multitude of dedicated volunteers. This chapter provides an overview of encouragement programs historically offered by SR2S, introduces new programs implemented during the evaluation period, assesses trends in participation and program perception, and provides recommendations for the enhancement of the encouragement element.

ENCOURAGEMENT CONTESTS AND SPECIAL EVENTS

The partnership between Safe Routes program volunteers, local schools, and SR2S staff make up the backbone of successful SR2S encouragement programs. In elementary schools, SR2S team leaders (who are also parents at the school) volunteer their time to promote and host SR2S contests and events. In middle through high school, events and contests are hosted through club leaders with support from their teachers and SR2S Coordinators.

This partnership has led to the development and implementation of several encouragement programs that are tailored to meet individual grade-level needs so as to achieve SR2S goal of increasing walking and bicycling to neighborhood schools. Encouragement programs are generally hosted in the mornings; as children arrive to school. To boost participation program volunteers are prominently stationed at the schools and provide students with various incentives and gifts to thank them for walking, rolling, carpooling or taking transit.

A list of events and contests offered are listed in Table 4.

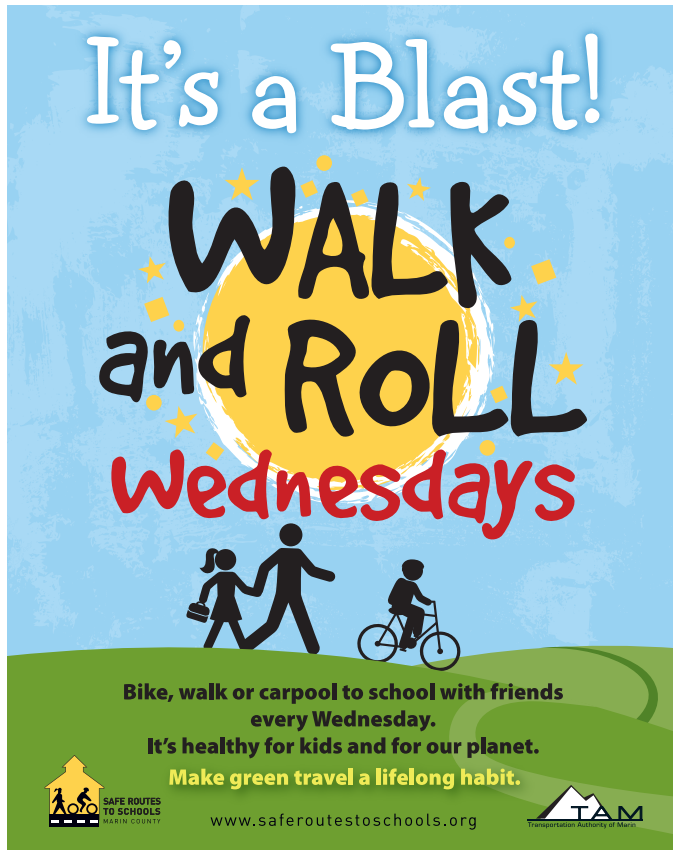
International Walk and Roll to School Day and National Bike to School Day are two popular events hosted annually at participating elementary, middle, and high schools. These larger events are community-based and often attended by local government officials, law enforcement and other community leaders who join the school community in promoting and celebrating the healthy and safe walking and bicycling practices.

Table 4: SR2S Encouragement Program

TITLE	GRADE
Events	
Go Green Days*	Middle and High
International Walk to School Day (iWalk)	All grades
National Bike to School Day*	All grades
Walk and Roll Wednesdays	Elementary
Contests	
Go Green Contests	Middle and High
Green Sneaker Challenge*	Elementary and Middle
Green Ways to Schools*	Elementary
Pollution Punchcard	Elementary
Other	
Active 4 Me*	Elementary and Middle
SchoolPool	All grades

*New since 2011

KEEPING IT FRESH



During the 2011-2015 evaluation period, the Walk and Roll Wednesdays program was developed as an on-going encouragement event at elementary schools to promote green travel modes for elementary schools throughout the school year. The Green Ways to Schools Initiative and the Green Sneaker Challenge were contests developed to invite students to walk and bike more to win prizes and other recognition. This section of the report describes these and other encouragement events and strategies recently introduced to SR2S.

Green Ways to School

The Green Ways to School initiative was launched in 2010 and was included in the previous evaluation report. The program offered a comprehensive approach to increasing the use of green modes of travel through the branding, special materials and special contests. The in-classroom contest was especially effective as it involved the whole school rather than individual children, and had posters in the classroom, which kept the program in front of the children every day. However, it also required extensive participation from teachers. This proved to be burdensome for some of them due to the multitude of responsibilities they already have. For most

schools, participation dwindled each year, and the number of green trips declined in the third year after the program was launched. From this experience, SR2S staff concluded that most contests have a shelf life of about three years, after which a new idea needs to be introduced to maintain and increase participation. One strategy employed by SR2S to maintain interest in programs and ease the burden on school staff is to alternate between contests targeted to individual students, that do not require teacher participation, and classroom contests, which do require teachers' assistance.

Green Sneaker Challenge

In Spring 2015, SR2S piloted a new Green Sneaker Challenge (GSC) in three schools. Participating students each received a GSC card which they proudly displayed in a plastic sleeve hanging from their backpacks. The visual backpack tags encouraged other students to join in the Green Sneaker Challenge throughout the month. Students collected stamps in the shape of a green sneaker at morning welcome tables. Once they collected four stamps, the student's card was entered into a drawing for movie tickets and other prizes. Students and parents were extremely enthused about the challenge. In the fall 2015, 10 schools hosted the challenge and in Spring 2016, it expanded to 24 schools. One school reported 90 percent participation with the contest. Due to its success, SR2S plans to continue to offer fall and spring contests in addition to Walk and Roll Wednesdays.



Teens Go Green

The number of parent volunteers typically diminishes by middle school. Many parents who may have taken time off from work to raise younger children return to work and no longer have the capacity to volunteer as much as they did while their children were in elementary school. Therefore, the Teens Go Green program relies primarily on partnerships formed with teachers who recruit and encourage their students to implement Safe Routes encouragement programs.

From 2012 to 2015, Safe Routes to Schools programs were implemented at all eight public middle schools and four out of seven public high schools. In other words, there was Safe Routes involvement at twelve schools, whether through classes, clubs, or with events such as International Walk and Roll to School Day and National Bike to School Day.

The middle schools with the highest percentage increase in active and green trips compared to baseline surveys were those where Teens Go Green Coordinators had on-going partnerships with teachers and students (see Middle Schools Changing the Culture Case Study). Other factors may have contributed to mode shift at these schools, yet the highest percentage mode shift was at middle schools with the most robust Teens Go Green encouragement programs sustained for more than three years. These schools

offered multiple “Go Green” to school events, contests, and other education and encouragement activities throughout the years.

Teens Go Green Coordinators also played an active role in clubs at Drake and Redwood High Schools since 2012. Clubs typically meet once a week during a 30-minute lunch. The Green Routes Club at Drake High School focused primarily on transportation related actions. After three years of implementing Teens Go Green encouragement events and contests, the student club leaders created “No Cars on Campus”—an annual one-day event where students and staff leave their vehicles at home and the front parking lot at Drake High School is completely void of cars. The empty parking lot provided a powerful visual of what that space could be used for if no one drove to school.

Redwood High School’s Eco Action Club engaged in multiple environmental actions of which “green transportation” was just one focus. Because of the variety of actions, the club typically attracts a large number of students with diverse environmental interests. Safe Routes to School presence in these clubs ensures that the encouragement programs (International Walk and Roll to School, National Bike to School Day, Cocoa for Carpools) are hosted each year.





Transit Race

MTC funds provided by TAM afforded Safe Routes staff the opportunity to promote the use of public transit at two Marin public high schools. The grant was provided to generate awareness regarding the benefits of using transit through basic instruction and motivation strategies. Safe Routes staff collaborated with students from Marin School of Environmental Leaders (MSEL) at Terra Linda High School, on two semester-long projects aimed at promoting transit. One group of students embarked on creating Transportation Nation, a scavenger hunt whereby 38 students formed teams and traveled by bus to designated locations where they took “selfies” to win points for prizes. The students also gave classroom presentations to educate 150 peers about the environmental benefits of using public transit and to promote the event. The Terra Linda High School program was a pilot for similar efforts at other county high schools.

Drake High School Leadership group expanded upon the pilot through additional presentations to over 600 students which resulted in 44 student participants in the scavenger hunt. Race participants said they would use transit more often as a result of the event. The race and scavenger hunt proved to be an exciting way to engage teens in trying a new mode of transportation.

Integrating Technology

Active4.me is an online program that allows schools to scan the barcodes on student tags to track their trips to school. Each student is given a barcode tag and entered into the active4.me database with the distance to and from school, their default transportation type, teacher’s name, and grade. On program days, a volunteer scans in each student as they arrive, capturing that trip. This data can then be summarized for any date range or posted automatically to the school’s web site.

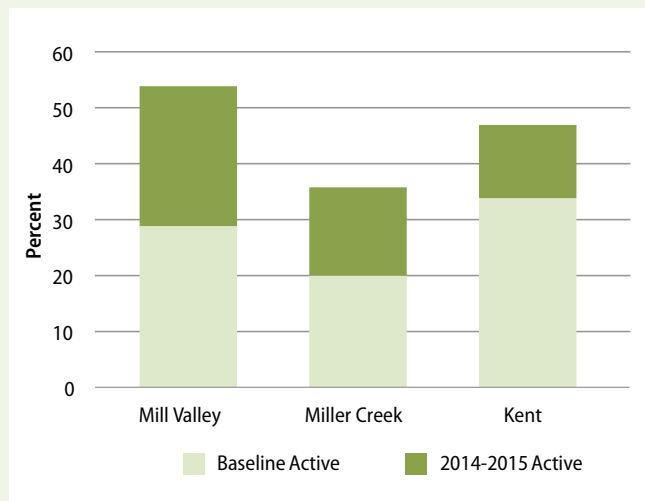
Experience has taught SR2S staff that neither parents nor teens have the stamina to continue logging in online to track their trips, and phone apps and texting have similar low results. However, the scanning system has proven to be effective. With the help of TAM-provided funds for Green Ways to Schools, a few schools were originally able to participate in the program, and now four additional schools have joined in by paying for it themselves. The weekly scanning program has proved to be highly successful in both gathering green trip data, as it is easier to tally student trips, and in increasing green trips as students feel a self-accomplished from ‘scanning in’. Establishment of the program is somewhat labor intensive as volunteers must register all participating students. However, after that, it offers a quick and easy way to track student travel and have the ability to provide instant reporting. Due to its convenience it has proven to be a valuable and effective tool for tracking student trips.

CASE STUDY

Middle Schools Changing the Culture

In the early years of Marin's SR2S program, Mill Valley Middle School's student leaders were among the only students biking to school. That has changed dramatically. Through comprehensive outreach involving City Council, school administration, parent volunteers, and student leadership, Mill Valley Middle School has reached a "tipping point" where 67 percent of students use a green mode of transportation. The efforts included numerous infrastructure projects (see Infrastructure case study), administrative and city support, and student involvement. Administration has been instrumental in reducing traffic and increasing safety around their school through parent communications requesting them to use remote drop off locations away from school. Throughout the years, student leaders at Mill Valley Middle School, held Teens Go Green Days and promoted the health and environmental benefits of active travel. Now, the culture is reversed; hundreds of students or 53 percent walk or roll to school each day.

Miller Creek Middle School has a 75 percent green trip rate due to a popular bus service; students are also encouraged to walk and bike for health benefits. Miller Creek created the 50% Challenge and a school-wide pledge campaign to increase active transportation habits. Safe Routes to Schools presented the Travel Journal to 8th grade students to help them to identify current commute to school habits and where changes could be made. Subsequently, the travel journal was adapted for the school-wide pledge campaign; for homework, students were requested to discuss their travel habits with their parents and to pledge to do more active and greener modes of transportation



to and from school. Active travel has increased from 20 to 38 percent.

Kent Middle School's Eco Action Club creates theme days to promote green modes of transportation; their events are well publicized on live screen broadcasts. Kent Middle's prizes for "Go Green" days coincide with a holiday or festive event at their school such as pie for "Pi Day" (March 14), chocolate hearts for "Have a Heart Day" (Feb. 14), and succulents for "The Earth Thanks YOU" gifts for the winter holidays. Kent club students promote action with social fun and their events are incredibly popular. The promotional efforts helped to change the mode split, increasing active trips from 34 to 47 percent



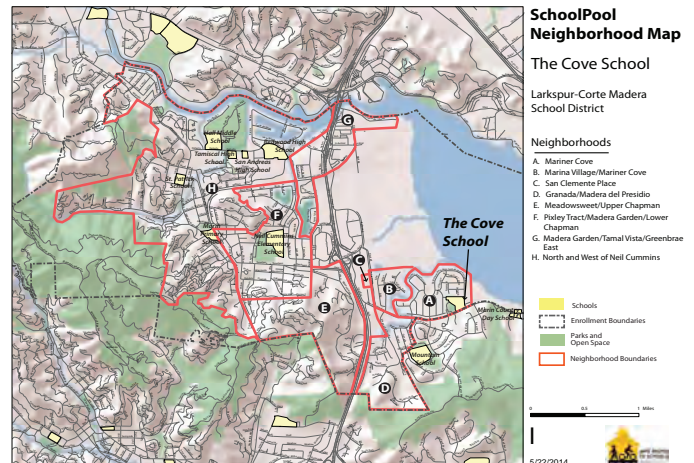
Schoolpool Trip-Matching

Parents often seek out other families along their route to school with whom to establish regular walking or bicycling partners, or to form carpools on their own. This allows families to share the responsibility of getting their children to and from school. Safe Routes to Schools has been exploring ways to help facilitate these trip sharing initiatives. In past surveys, when asked about interest in carpooling, parents indicated that they generally do not carpool because they either did not know anyone nearby or that they would prefer that someone else organize it for them, or both.

Initially introduced on a limited basis in the 2003-2004 school year, SchoolPool is a web-based resource that facilitates carpooling, walking and biking to schools within local neighborhoods. In the fall of 2009, the Marin Community Foundation (MCF) grant allowed the program to expand county-wide, launching a free trip-matching system that allows parents to register to an online database and find companions to travel to and from school together by carpool, walking, biking or riding the bus.

While the desire and need for an organized trip-sharing system exists, the use of an online match-up can be challenging. Often, there are not enough parents from each school signing up to create enough potential matches within a specific neighborhood. Additionally, the use of an online system limits the familiarity parents may have with potential matches. For many parents they prefer to match with a face they know as opposed to a name on an online database. Based on responses to recent parent surveys, parents appreciate the SchoolPool program because they can become aware of other families seeking travel companions. However, they feel that an electronic matching system lacks the familiarity associated with neighborhood matching based on known and trusted faces. Many parents indicated they might participate in SchoolPool if the program was maintained directly by their school.

The most successful ride-matching programs in SR2S schools are managed at the school level, without the use of an online sign-up tool. Neighborhood maps were developed for Kentfield School District, that included an organized database sorted by neighborhoods. The district then recruited neighborhood captains to help to match potential schoolpool partners. San Jose Middle School assigns a PTA member to be in charge of matching people up for carpools. The SchoolPool coordinator sends out recommendations for suitable matches based on survey forms sent in by interested parents. This human touch seems to make a difference. Parents feel more confident in allowing their children to ride with neighbors they have met.



In 2012, SR2S created over a dozen neighborhood maps to provide parents an additional tool they could use to find potential carpooling families in their neighborhood. The maps were published on the SchoolPool website to assist in the registration process. The maps are available for download by parents and school administration that choose to oversee their own carpooling program. Since many parents prefer to be involved in the organization of school pools therefore it is most effective to provide schools with tools such as the neighborhood maps. Safe Routes can provide neighborhood maps and the schools can then have parents identify their neighborhoods as part of the school registration process. They can opt out of the program by saying they don't want their information shared. Then parents can either request a list of those in their neighborhoods or the school can use the San Jose Middle School model by recruiting a parent volunteer to help facilitate the process.

CASE STUDY

San Jose Middle School Carpools

For the last six years, the San Jose Middle School Parent Teacher Association has been assigning one parent to be the carpool coordinator. A carpool form is included in the PTA package at the beginning of the school year. After parents return completed forms, the designated volunteer maps all the addresses in Google maps, and then sorts them by neighborhood. The volunteer then contacts the parents and leaves it to them to coordinate with each other. This intensive has contributed to a large share of the students (25 percent) travelling to and from school by carpool. This is the highest carpool mode share of all participating schools in Marin's SR2S program.

TRENDS IN PARTICIPATION

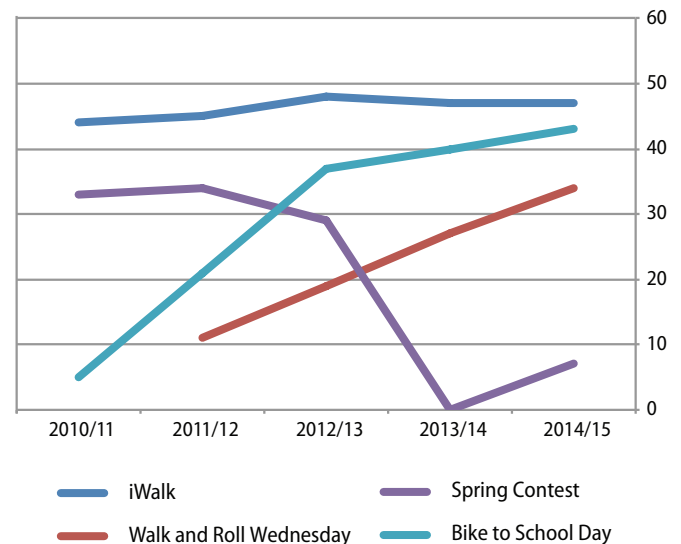
Encouragement events are an integral element of Marin's SR2S program. A review of participation in encouragement events and contests allows SR2S staff to evaluate individual programs and assess their impact on students travel choices.

Over the years, participation in the SR2S annual events has varied on a per-program basis. As illustrated in Figure 14, participation in International Walk to School Day, an annual nationwide event held on the first Wednesday each October, has held steady over the last six years. Meanwhile, participation in National Bike to School Day has doubled since 2011. Walk and Roll Wednesdays participation rate has tripled.

In order to maintain a year-round presence, it is important to have participation in smaller-scale programs such as Walk and Roll Wednesdays, which has become an integral part of schools' culture. In 2013, Safe Routes to School temporarily suspended school contests and reallocated its resources to put more emphasis on developing and promoting monthly and ultimately weekly Walk and Roll Wednesdays in all schools. In 2014 and 2015 SR2S chose to focus limited program resources - financial as well as volunteers - on establishing a strong foundation for the Walk and Roll Wednesdays program. Countywide Contests were not offered in 2014 or 2015 except for those schools who opted to continue with either the Go Green contest or the Pollution Punch Card.

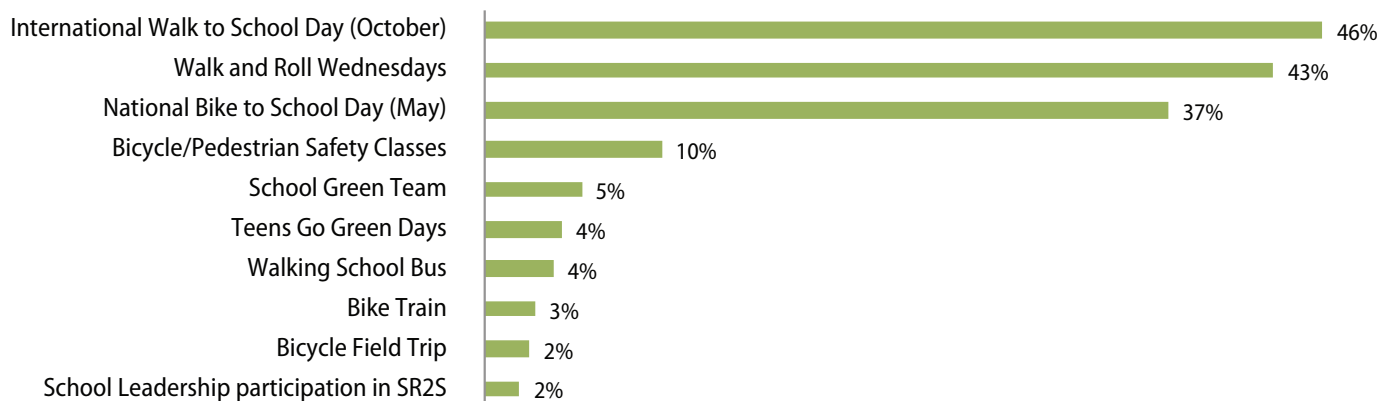
Posters were placed in every classroom and banners were provided to every school. A guidebook was developed and provided to parent team leaders to help them establish the program. Monthly

Figure 14. Schools Participating in SR2S Encouragement Programs (2010-2015)



incentives for participation were offered to students. As a result, the number of schools that hold regular year-round events tripled to 39 schools. A review of recent parent survey results showed that 40 percent of the respondents now participate in Walk and Roll Wednesdays (see Figures 15 and 16). More schools are also organizing walking school buses and bike trains for Walk and Roll Wednesdays. In 2015, SR2S staff reintroduced contests with the Green Sneaker Challenge. However, the program's goal continues to be to increase every day walking and biking rather than just during contest periods.

Figure 15. Did your child participate in any of these programs during the past school year?



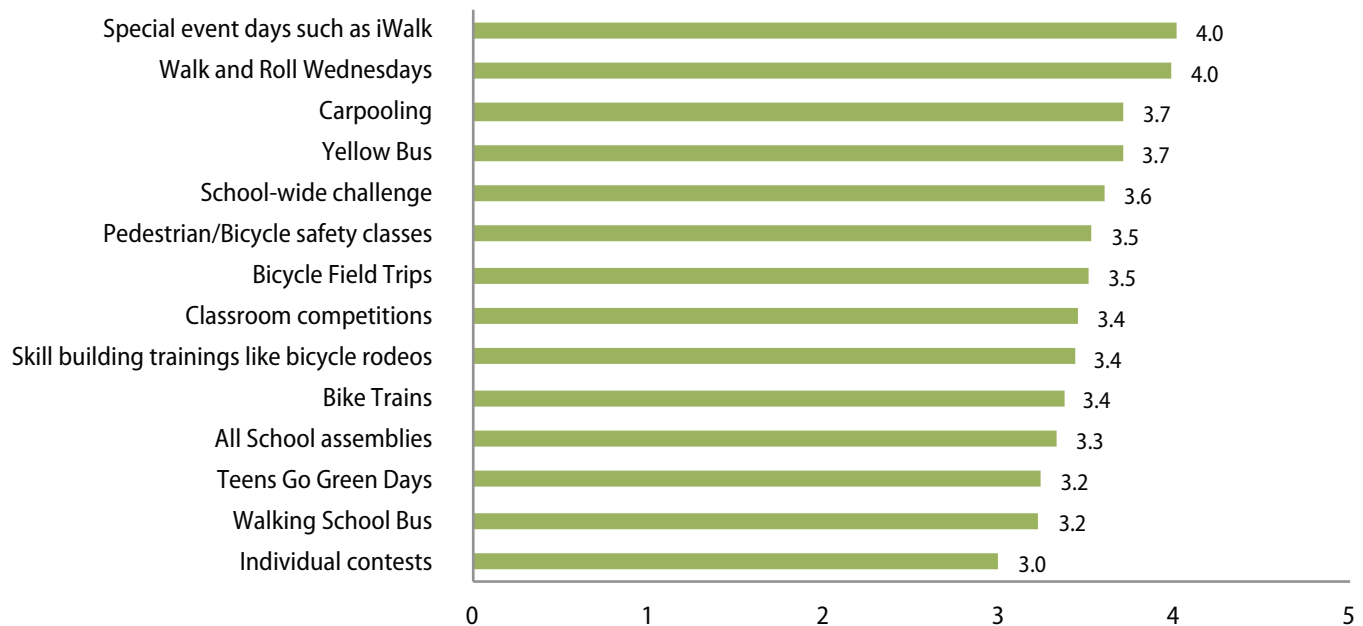
Source: 2015 Parent Survey, Question #15

Notes:

1. Represents a sample size of 1,309 survey respondents.

2. The survey allowed for one respondent to select all applicable responses.

Figure 16. How effective (on a scale from 1-5) are the following programs at encouraging students to walk, bike, park and walk or carpool, bus to school?



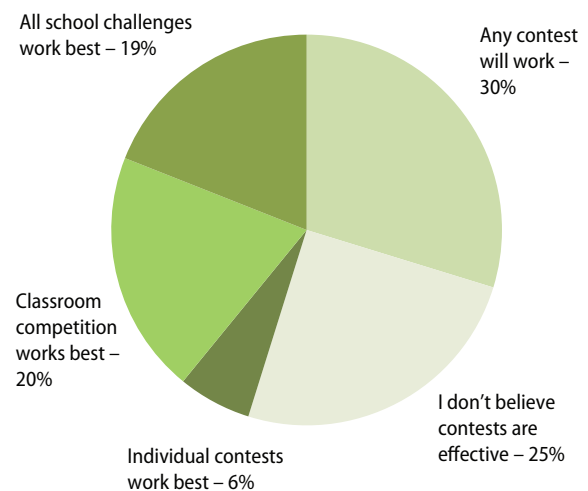
Source: 2015 Parent Survey, Question #17

Notes:

1. Represents a sample size of 1,309 survey respondents.

Results from surveys show that parents cite the special event days such as International Walk to School Day and National Bike to School Day as effective programs. Parents also identify carpool and yellow bus programs as effective encouragement strategies. Respondents ranked contests as the least effective encouragement program. However, this could be due to the fact that contests were temporarily discontinued in the 2013-2015 school years, and families who responded may not have participated in a contest prior to taking the survey. In response to a more specific question regarding contests, 75 percent of the parents responded saying a contest, in one form or another, would be effective (see Figure 17).

Figure 17. Do you think contests with incentives are an effective way to increase green trips?



Source: 2015 Parent Survey, Question #16

RECOMMENDATIONS FOR IMPROVEMENTS IN SR2S ENCOURAGEMENT

The table below provides recommendations for the improvement of the Encouragement element and is based on the success and lessons learned from existing programs.

ENCOURAGEMENT	STATUS	RECOMMENDATION
SchoolPool Marin	Provided and maintained SchoolPoolMarin.org website, offering SchoolPool guidance, neighborhood maps, Suggested Route to School maps, and SchoolPool matching.	Continue to collaborate with Task Forces to prepare neighborhood SchoolPool maps and Suggested Route to School maps. Encourage school districts to add a line item on registration that identifies student origins within neighborhood maps. Work with schools to assign a staff member or volunteer to match carpools.
Bilingual Program in Underserved Schools	Currently outreach to six schools with a population predominantly consisting of students that speak english as a second language. At these schools Walk and Roll Wednesdays continue on a consistent basis. Partnerships with the Food Bank and Marin County Health Department formed to supplant SR2S program.	Expand the bilingual program outreach to more students at underserved schools. During 2016-2017 school year expand bilingual services to Davidson Middle School, Loma Verde Elementary School, The Short School, and Venetia Valley Elementary School. Collaborate with the Marin County Health Department to bring the SR2S program to Martin Luther King Elementary School.
Walk and Roll Wednesdays	Since 2013, the number of schools that host regular year round events has tripled, to currently 34 schools.	Continue to expand contests in elementary and middle schools. Provide more participation incentives and prizes for Walk and Roll Wednesdays for our participating schools.
Green Ways to School	School-wide contest involving classroom teachers have been successful with increased green trips from 48% to 52%	Offer in-classroom contests to elementary schools every three years on a rotating basis to prevent teacher burn-out with implementation.
Green Sneaker Challenge / Hopscotch Challenge	Trip tracking competitive programs that provide fun ways for students to track their trips and/or miles and receive prizes for embracing greener modes of travel. Implemented in 12 schools in 2015; some schools reported a 90% participation rate.	Continue to expand contests in elementary and middle schools. Provide contest materials, promotional messaging, participation incentives, and prizes to an estimated 25 to 30 participating elementary and middle schools.
Teens Go Green – Middle School	Teens Go Green Coordinators are currently working with students in five (of the six) public middle schools to host iWalk, monthly events, Bike to School Day, and an annual contest. Middle Schools with the most robust Teens Go Green programs also have the highest percentage mode shift.	Outreach to teachers and students at more middle schools to host iWalk monthly events, Bike to School Day, and annual contests.
Active4.me	Online trip tracking program with bar-code scanning. SR2S provides bar code supplies and instructions for implementation on request. Schools must pay a fee to use the Active4.me program and are responsible for student pre-registration. The system aggregates student data pertaining to distance traveled and cumulative CO2 saved.	Continue to promote at Team Leader meetings and provide supplies upon school request.

WHO IS SAFE ROUTES?

Team Leader

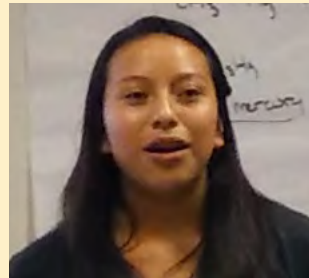


Of the many parent volunteer opportunities offered at Coleman Elementary School, Lynn Stein sprang into action as Team Leader when given the opportunity. Through organizing walking school buses, bike trains, and Walk

and Roll Wednesday events, Lynn cheerfully promotes walking and bicycling because, “we need to preserve our world, and what we teach kids early, stays with them for life.” She adds, “I love Marin, but if it continues to be built for people driving, it will lose its beauty.” Being a dedicated role model to active transportation, she began walking and biking to preschool with her daughter while her son tagged along at 2 ½ years old.

One of her proudest moments was organizing a Fire Truck escort for National Bike to School Day for Coleman students. The day before, Lynn spent 6 hours texting parents to spread the word about the event. The large turnout advanced the spirit and connectedness of their school community. In Lynn’s words, “these are the moments the kids and the parents will always remember.” With passion, she adds “walking and biking should be a way of life.” Of her own two children she says, “They may not always say they like biking to school, but they are always smiling – they love the wind blowing in their faces.”

Student leader



Santy Hernandez Maldonado found her passion for the environment through Miller Creek’s Green Team and Teens Go Green. Santy credits her 8th grade science teacher and Green Team advisor, Mike Schulist, for sparking her

interest. “Mr. Schulist talked about how the environment is not as healthy as it should be. Teens Go Green is a solution so that’s what got me excited about helping kids walk and bike to school.” Santy’s environmental dedication was cemented when she spoke on behalf of Miller Creek’s Green Team at the Spare the Air Yes Conference; “I was so inspired when I saw how many students from throughout the Bay Area cared about the environment. I was so proud to share what we have done at Miller Creek to promote walking and biking.”

Santy can relate to those who resist behavior change. She said, “I was a person who knew that exercise was good for your body, but I had to be pushed to get out of my comfort zone. When I saw how good it was for the environment, I wanted to walk and bike more. That was a result of my participation in the Green Team.” Santy adds, “Even though I’m leaving Miller Creek next year, I’m excited to take what I’ve learned to High School. I know I’m going to keep going with helping the environment.”

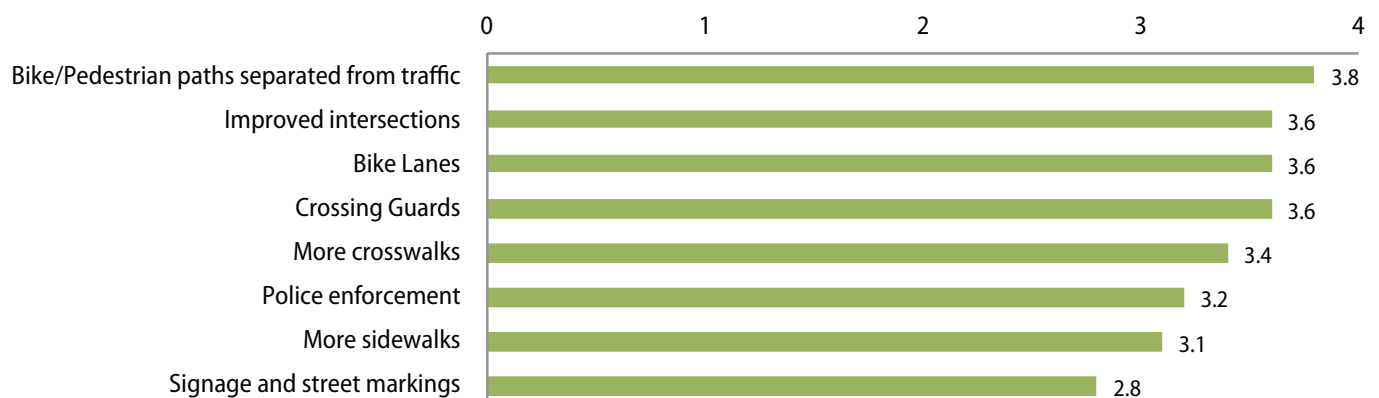


The Safe Routes to Schools program recognizes that, while education and encouragement can change behavior, the lack of safe walking and biking paths to school, along with challenging intersections to cross, is one of the primary barriers preventing parents from allowing their children to walk and bike to school. Figure 16 shows that separation from vehicles is perceived as the most effective infrastructure improvement in encouraging active transportation to school.

The Engineering component of SR2S works to remove these barriers by assisting communities in identifying circulation and access issues and solutions. This process, further described below,

includes a walk and bike audit and the creation of improvement concept plans, which eventually become part of a jurisdiction's infrastructure improvement list. Previously, the improvement concepts were part of schools' overall Travel Plans. Often the basis for grant proposals, these plans are a critical part of SR2S, which has been extremely successful in funding infrastructure improvements across the county. To date, over 140 SR2S projects totaling over \$27 million have been constructed or are currently under design. This section describes some of these key projects, as well as the engineering and implementation process.

Figure 18. What safety improvements do you think are effective in encouraging more walking and biking to school (ranked on a scale of 1–4)?



Source: 2015 Parent Survey, Question #13

DEVELOPING CONCEPT PLANS



The SR2S engineering team works closely with each of the participating Task Forces to identify short and longer-term engineering projects that can improve walking and biking to school. This process consists of the following steps:

- ▶ A walk and bike audit or “walkabout” is conducted with the engineering team, school Task Force, as well as representatives from the local jurisdiction and law enforcement
- ▶ The audit identifies operational and physical obstacles within the school study area, which are then prioritized by the jurisdiction and Task Force
- ▶ The engineering team, working hand-in-hand with the local public works department, develops draft conceptual plans for the highest prioritized locations, illustrating improvement options
- ▶ The plans are presented to the school Task Force for review

Although long-range options are often developed, the concept plans also focus on short-term measures that can be implemented within one or two years. Often, these improvements are relatively low cost and can be funded locally. In other cases, larger projects need to rely on other funds, including grant funding from State or Federal programs. In addition, TAM’s Safe Pathways program is a key source of funding to schools that have completed SR2S Travel Plans or have the project on their infrastructure improvement list. (For more information on Safe Pathways and other funding sources, see the chapter on Funding.)

ACHIEVING RESULTS

As mentioned, the SR2S program has been increasingly successful in implementing engineering projects throughout the county. Figure 19 identifies schools in the program that have completed infrastructure improvements from 2011-2015 as well as prior to 2011. The engineering projects vary widely in scope and cost, such as:

- ▶ School area signing
- ▶ Pavement markings
- ▶ New bicycle lanes
- ▶ High visibility crosswalks
- ▶ Traffic calming features
- ▶ Intersection curb extensions and ramps
- ▶ Pedestrian refuge islands
- ▶ New traffic controls
- ▶ Multi-use pathways
- ▶ New sidewalks
- ▶ Rectangular Rapid Flashing Beacons
- ▶ Radar Speed Feedback signs

Much of Safe Routes’ success is due to the collaborative work of the Task Forces with local jurisdictions. Engineering plans need to be developed and implemented with the support of both community members and city officials. It is particularly important that public works staff, together with the SR2S engineering team, work collaboratively with Task Forces to address their concerns. Without consistent public works involvement, Task Forces lose confidence in the ability to improve walking and bicycling infrastructure and safety.

A “toolbox” of pedestrian and bicyclist enhancement measures based on current best practices is presented in the following pages.



MARIN COUNTY

LAGUNITAS

FAIRFAX

SAN ANSELMO

ROSS

LARKSPUR

BOLINAS / STINSON

MILL VALLEY

SAN RAFAEL

CORTE MADERA

TIBURON

BELVEDERE

SAUSALITO

San Pablo Bay

Pacific Ocean

San Francisco Bay

LEGEND

- Projects completed before 2011
- Projects funded or completed after 2011

Figure 19. Infrastructure Projects Near Schools

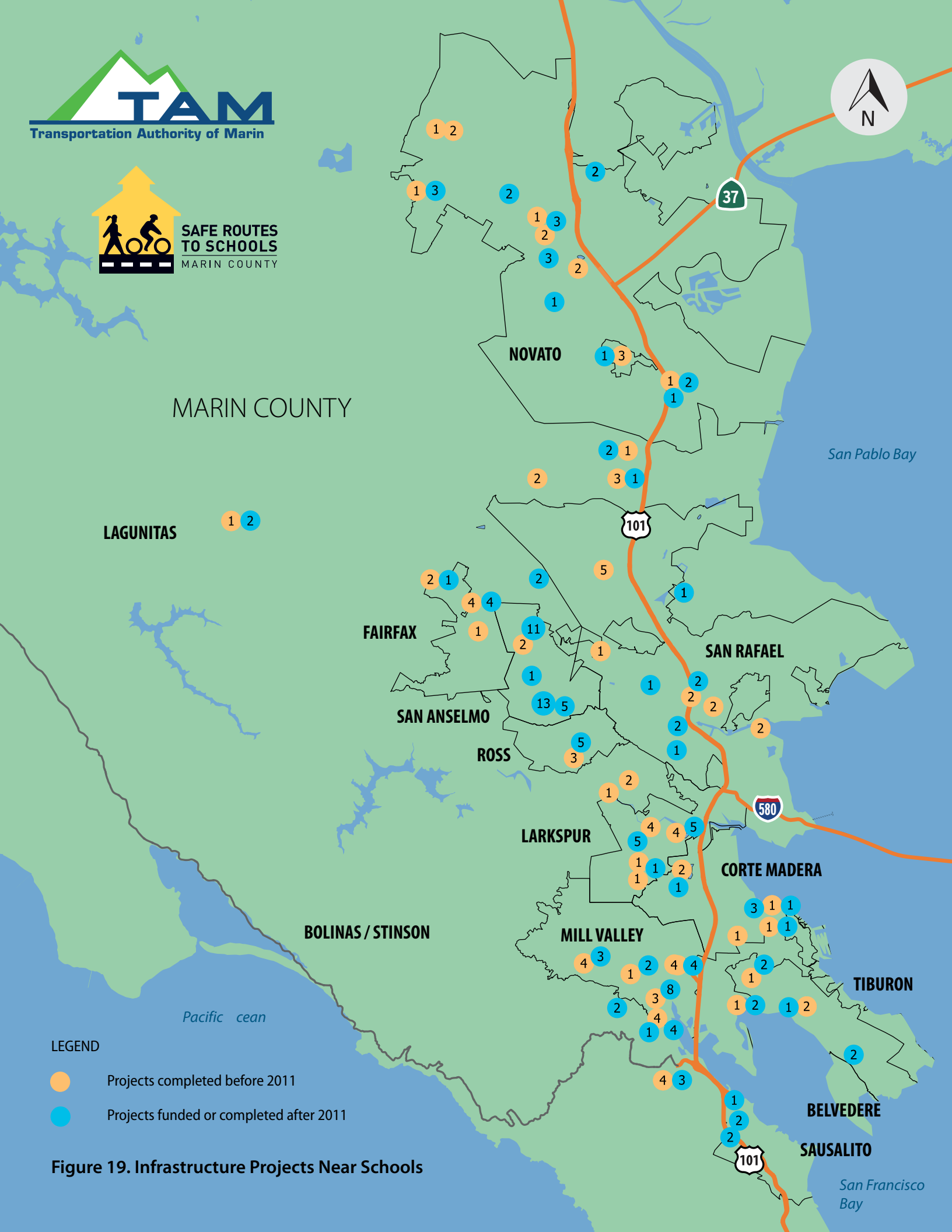


Figure 20. Toolbox



School area signage warn motorists that they are entering a school zone, and or a school crossing.



School area pavement markings also warn motorists that they are about to enter a school zone or encounter a school crossing.



High-visibility crosswalk striping provides heightened visibility over standard crosswalk markings.



Bicycle lanes designate an exclusive space for cyclists through the use of pavement markings and signage. Bike lanes visually remind motorists of bicyclists' right to the street.



School bike routes provide children guidance for the recommended route to and from school, while increasing motorist awareness of the presence of children as co-users of the roadway.



Curb extensions, sometimes called bulb-outs, make pedestrians more visible to motorists while providing additional room to wait before crossing the street. The extensions also reduce crosswalk lengths and slow turning vehicles.



Median refuge islands are protected areas where pedestrians, who may be less able to cross the street in one stage, may safely pause or wait while crossing a street.



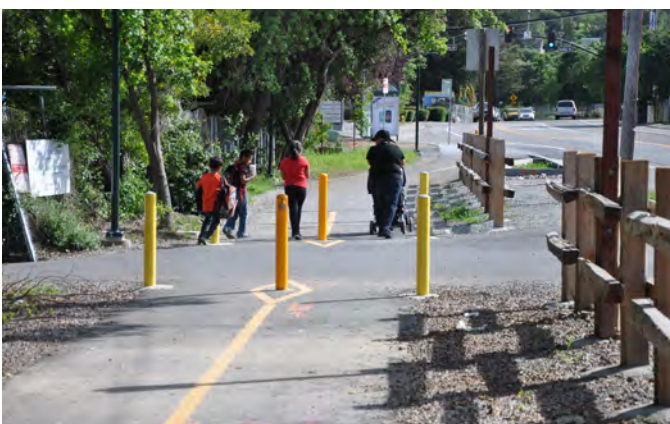
Extending sidewalks where they currently do not exist provides access to schools. **Sidewalk widening** can enable pedestrians to walk side-by-side or wheelchair users to pass each other.



Rectangular rapid flashing beacons are pedestrian-activated beacons that supplement warning signs. By alerting motorists of pedestrians waiting to cross the street, they have been proven to increase driver yield compliance.



Radar speed feedback signs display motorist speed compared to the speed limit of the street, alerting motorists if they drive in excess of the limit.



Multi-use pathways are shared between pedestrians and bicyclists and allow them to travel separated from vehicular traffic. Paths are typically at least ten feet wide to provide bi-directional travel.



A **cycle track** is an exclusive bike facility physically separated from vehicular lanes or parking lanes and distinct from the sidewalk. By separating bicyclists from motor traffic and pedestrians, cycle tracks offer a higher level of safety.

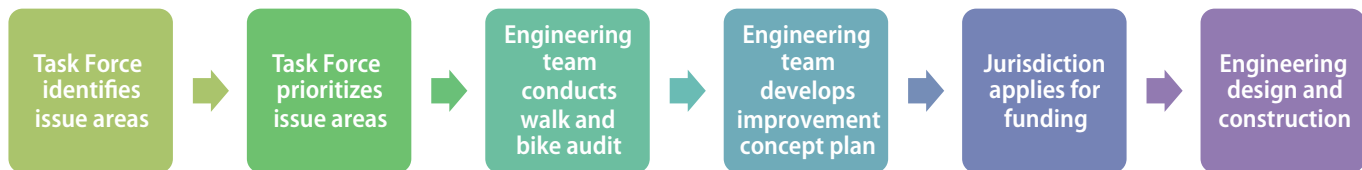
Low Cost Improvements / Safe Pathways Cycle 3

Since the last evaluation in 2011, TAM issued a Safe Pathways to Schools call for projects in 2014. TAM previously funded two cycles of projects in the amount of \$3.9 million for 26 projects. In the third cycle call for projects, approximately \$4.1 million was available.

For the first time, applicants were invited to apply for two types of projects – “small” and “large” projects. “Small” Safe Pathway projects are projects that require \$25,000 or less to design and

construct and should be completed within one year of fund allocation. “Large” projects have a maximum requested amount of \$350,000. All 15 small applications in the amount of \$367,500 were recommended for funding, and 12 of the 18 large project applications were recommended for funding in the amount of \$3.83 million. Large project funds were allocated such that each of the 12 agency applicants received recommended funding.

Process Diagram



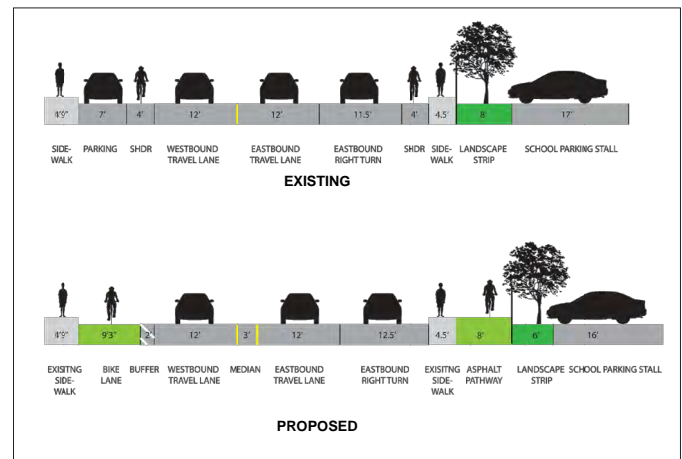
INNOVATIONS

The SR2S Engineering team is helping jurisdictions develop projects that feature innovative solutions based on the latest design guidelines and recommended practices. Below are two projects that received Safe Pathways to School grant funding and will feature improvements new to Marin County.

Doherty Drive Pedestrian and Bicycle Gap Closure

Doherty Drive in front of Redwood High School in Larkspur is currently a major gap in the bicycle infrastructure between the recently constructed pathway by Hall Middle School and multi-use pathways east of Redwood High School. The existing shoulders in the corridor are not standard bike lanes. There is also a narrow sidewalk in front of the high school, with inadequate room for pedestrians to walk side by side. Large groups of students often spill into the roadway shoulder, walking alongside vehicular traffic and bicyclists. Motorists have limited sight distance due to the curvature of the road and visual barriers, posing a potential risk of collision between vehicles and pedestrians or cyclists in the roadway.

Bicyclists traveling from Lucky Drive onto Doherty Drive ride in a disappearing shoulder due to the wear from vehicles in the adjacent right-turn lane. Most cyclists are hesitant to share the narrow right-turn lane with vehicles, causing them to refrain from using the corridor. Lastly, access to the existing multi-use pathways and trails is limited due to lack of curb ramps.



The City of Larkspur received Safe Pathways funding to implement innovative improvements that will close the pedestrian and bicycle gap. A two-way bicycle pathway, separated from motor traffic, will be constructed adjacent to the existing narrow sidewalk. On the north side of Doherty, the shoulder will be converted to a westbound buffered bicycle lane. Additionally, bicyclists traveling from Lucky Drive will benefit from an exclusive bike lane that is separated from vehicles that are also turning right. This bicycle “slip lane” will protect westbound bicyclists from vehicles as bicyclists enter the westbound buffered bike lanes. New curb ramps at all crossings, including the path to the trails will also provide easy access for pedestrians and cyclists.

Tiburon Boulevard / Blackfield Drive Bike Boxes

Blackfield Drive at Tiburon Boulevard is an important crossing for many students in the Tiburon area. Dozens of students bicycle to Bel Aire Elementary School with a “biking school bus”, and older students that ride alone or in groups to Del Mar Intermediate School. The intersection connects to Greenwood Cove Drive and the Tiburon Linear Park. Most bicyclists travel in the north-south direction across Tiburon Boulevard. However, both the northbound and southbound approaches lack signage or pavement markings to indicate a preferred alignment for bicyclists through the intersection.

During the morning and afternoon school commute times, large numbers of elementary and middle school students cross the intersection. Those traveling with the “biking school bus” queue at the intersection without a defined queuing space. In the southbound direction, bicyclists either queue to the right of stopped vehicles or use the pedestrian refuge island. In the northbound direction, some bicyclists cross in the crosswalk while others cross with traffic. Northbound bicyclists are potentially susceptible to right-hook crashes given the large corner radius.

A bike box is a designated area at the head of a traffic lane at a signalized intersection. It provides bicyclists with a visible way to get ahead of queuing traffic and prevents potential right-hook collisions between bikes and vehicles. Installing bike boxes at both

the Blackfield Drive and Greenwood Cove Drive approaches will help provide room to accommodate high numbers of bicyclists traveling through the intersection, allow bicyclists making left turns onto Tiburon Boulevard to position themselves correctly, and reduce the risk of right-hook conflicts by delineating the bicyclists’ path of travel and proper positioning.

The bike box is under design and slated to be the first bike box in Marin County and first on a State Highway in District 4.



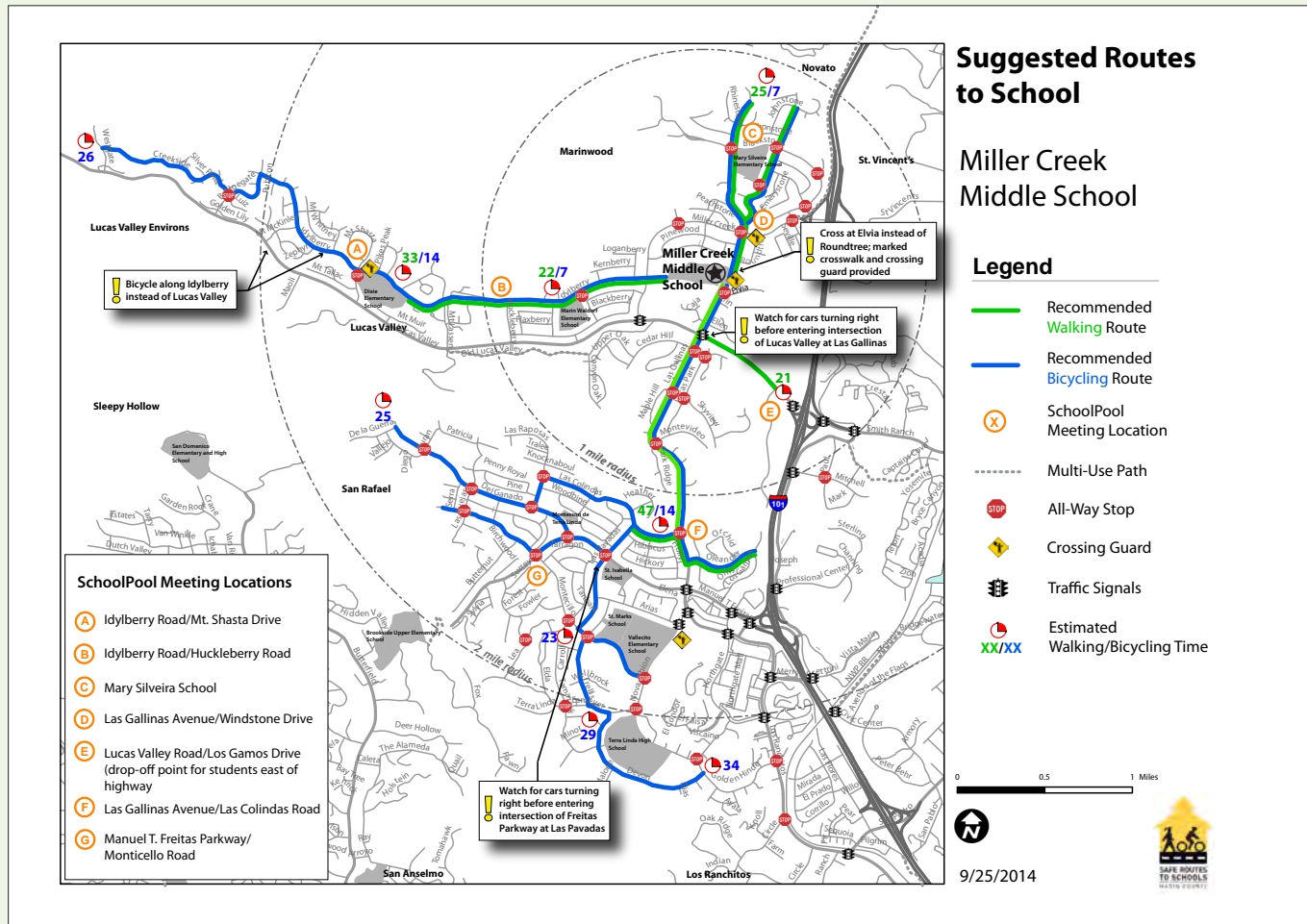
Existing conditions.



Planned bike boxes.

CASE STUDIES

Miller Creek Route Map



Typically, maps illustrating suggested routes to school are created in collaboration with public works staff, school administration, and parent volunteers who are familiar with condition of the various routes to school. However, teachers and students can get involved in the process, as well. Mike Schulist, a science teacher at Miller Creek Middle School, created a classroom lesson out of the route mapping process.

Students plotted on a map where they live and how they got to school, which was used to create a travel mode map. Then they mapped out their bicycling and walking routes before assessing the best locations for meeting spots for bikers and walkers. With help from SR2S staff and parent volunteer, Craig Tachabery, a final suggested route map was created and provided to parents, along with a pledge to bike or walk more days during the week. The



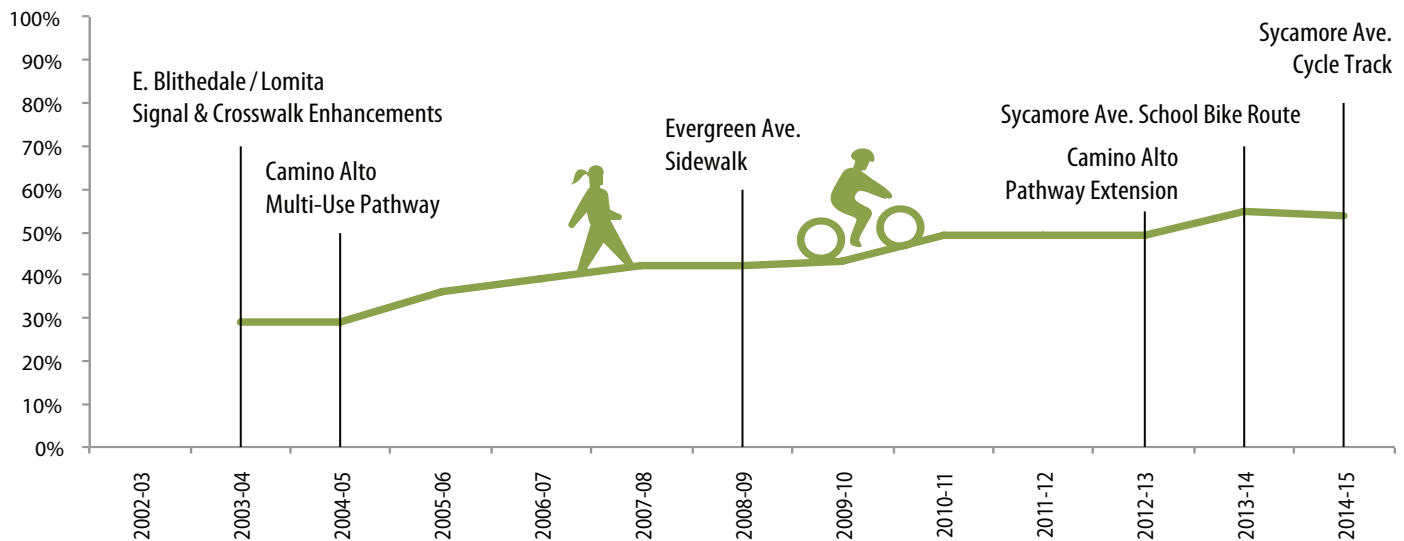
route map and pledge are components of the 50% Challenge, which has the goal that every day, 50% or more of the students will get to and from school by walking or biking.

Mill Valley Middle School Timeline of Improvements

Over the years, the City of Mill Valley has made a large investment in school-related infrastructure through receipt of outside grants as well as using local funds. The result is increased active trips at Mill Valley Middle school by 26 percent since the school joined the SR2S program in 2003. The timeline below tracks the school's climb to 55 percent active trips, in relation to the construction of

infrastructure such as upgrades to the major intersection striping, improvements to the multi-use pathway, and enhancements to uncontrolled crossings. Mill Valley Middle School has shown that the presence of infrastructure that facilitate safe travel to school affects students and families' choice to walk or bike to school.

Mill Valley MS-Infrastructure Projects and Active Trips



WHO IS SAFE ROUTES?

Public Works



Michael Hanlon has worked as an Engineer with the City of Novato's Public Works Department for 18 years. Beginning in 2012, Michael has been the City's liaison to the Safe Routes to School. In this role, Michael helps to coordinate SR2S meetings in Novato and provides information about infrastructure projects that are in the grant application, planning or construction phase.

Michael and the Novato Department of Public Works have been dedicated to finding funding opportunities for SR2S projects. Using staff resources, they developed descriptive Project plans and cost estimates for use in both local and regional grant applications that are extremely competitive. When asked what he finds most gratifying about working with Safe Routes to School Michael replied, "the ability to directly and positively impact the lives of children, parents and Novato residents, and their appreciativeness for the Safe Routes projects".

RECOMMENDATIONS FOR IMPROVEMENTS IN SR2S ENGINEERING

The table below provides recommendations for improved engineering services for the SR2S program, and is based on the success and feedback received from participating jurisdictions.

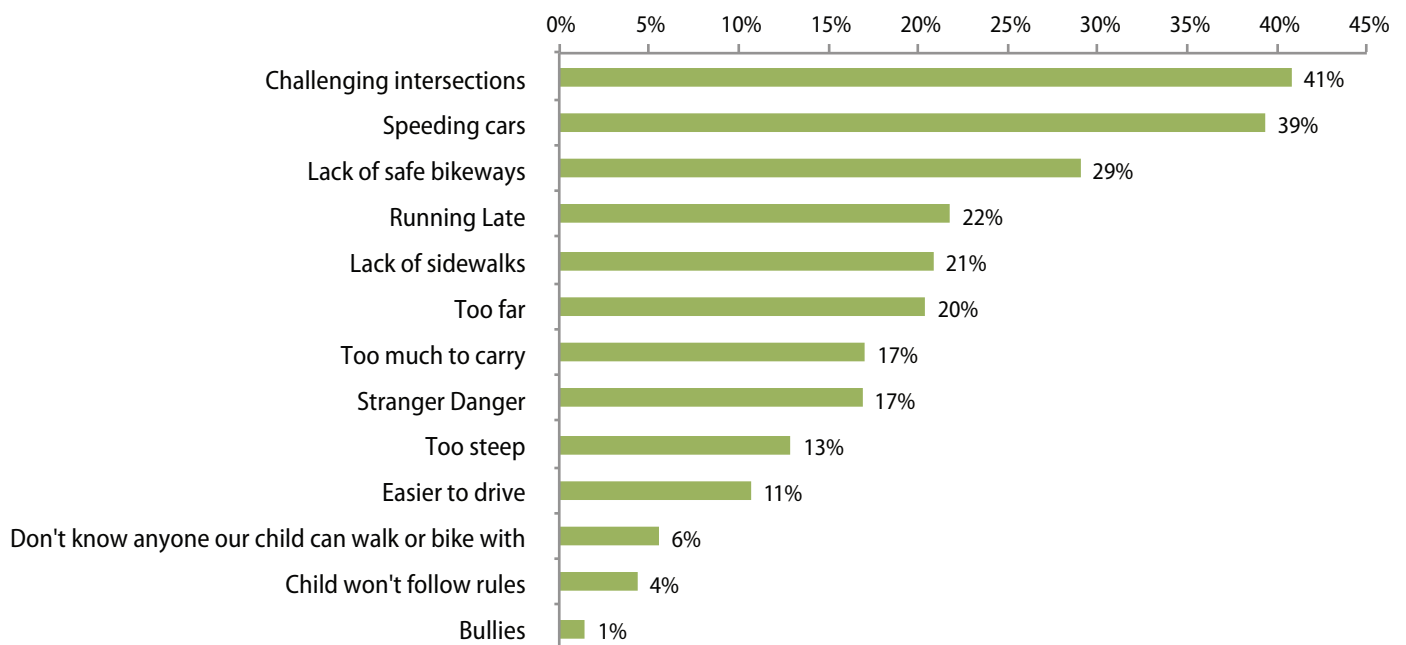
ENGINEERING	STATUS	RECOMMENDATION
Support Task Forces and Public Works Departments to Identify Short-term Projects	SR2S engineers coordinate with Task Forces and municipal public works departments to identify issues and recommend short-term improvement measures implemented by local jurisdictions.	Continue to provide engineering and safety improvement support to public works departments. Work with SR2S Task Forces to identify short-term remedies. Continue to provide design services for low-cost projects.
Prepare Plans for Longer-term Infrastructure Projects	Public Works have installed over 100 infrastructure projects to improve school travel safety including, but not limited to, sidewalk gap closures, bicycle lanes, and use of new tools such as cycle tracks, bike boxes, and rectangular rapid flashing beacons.	Focus infrastructure/safety improvements on high vehicular volume corridors and in areas with high levels of school enrollment. Continue exploring new and improved tools for improving pedestrian and bicycle safety. For e.g., NACTO measures.
Suggested Routes to School Maps	Prepared Suggested Routes to School maps illustrating preferred walking and bicycling routes, along with existing sidewalks, bikeways, crosswalks, crossing guards, etc.	Continue to provide route maps for schools. Prepare three to five new suggested route to school maps every year. Update existing maps as necessary to account for changes in walking and bicycling facilities.

ENFORCEMENT

Fast-moving cars and challenging intersections are the top two reasons parents prohibit their children from walking or bicycling to school (Figure 21). Even with pathway improvements, parents are reluctant to allow their children to walk or bike to school if they still travel alongside speeding cars or cross a busy street. Undoubtedly, local police departments play a critical role in addressing these concerns. Marin's Safe Routes to Schools program

is fortunate to have the support of local police officers, who are often active participants on school Task Forces. SR2S's Enforcement component is also supported by two key programs: the Crossing Guard Program and Street Smarts, which was introduced in 2008. These programs, along with the role of law enforcement in SR2S, is further described below.

Figure 21. What concerns limit your child's ability to walk and bike to school?



Source: 2015 Parent Survey, Question #11

LAW ENFORCEMENT

The enforcement program relies heavily on the participation of police departments to ensure drivers, cyclists, and pedestrians all obey the rules of the road. Local police officers often participate on Task Forces, which may also include representatives from the Marin County Sheriff and California Highway Patrol, when appropriate.

Police officers use a combination of enforcement and education measures to raise safety awareness around schools, including citations, radar trailers, and educational pamphlets. In Ross Valley, for instance, the police department stations officers at intersections with frequent traffic violations during arrival and dismissal times as part of targeted enforcement efforts. Many jurisdictions provide

similar police presence at schools during both the morning and afternoon school commute periods. In addition, speed feedback radar trailers are often rotated to problem areas.

Although there is no formalized law enforcement rotational schedule to monitor all schools, officers from various jurisdictions contribute to SR2S. Some provide enforcement during special SR2S events, such as International Walk to School Day and other educational efforts. The CHP rotates around the schools in Marin, and many jurisdictions' law enforcement liaison officers attend task force and neighborhood meetings to receive and provide input.



CROSSING GUARDS

TAM's Crossing Guard Program is a valuable local safety effort. While some schools have attempted to implement volunteer crossing guard programs, experience has suggested that this is not a viable long-term strategy, as volunteers are not always reliable on a day-to-day basis. Other Bay Area programs such as those in the Cities of Dublin and San Francisco, and that of Santa Clara County, have realized that to eliminate liability concerns, and to ensure that there are well-trained crossing guards with back-ups for every critical intersection, they must contract with a professional company.

Marin has done exactly that through its crossing guard program. The program, which is in its tenth year and is directly managed by TAM, deploys trained school crossing guards at over 80 locations throughout Marin County. Using input from schools, the directors of the public works departments initially identify intersections within their jurisdiction that would benefit from the provision of adult crossing supervision. These locations are submitted to TAM for evaluation and for evaluation and prioritization based on

standardized criteria using pre-determined elements that expand on State criteria.

All the locations evaluated are ranked based on the overall intersection score and the locations with the highest scores are prioritized for inclusion in the crossing guard program. The number of locations that are staffed is limited by the availability of program funds. This process was developed as a way to promote equity in the selection process and to prioritize highest needs locations throughout the county. A map of the Marin crossing guard locations are shown in Figure 22. Two of the locations shown are managed by the funding school district, the rest are managed by TAM. Of the locations managed by TAM, six are paid for by the districts.

With about 40 percent of parent survey responders concerned with challenging intersections, crossing guards play a vital role in the parent's decision to allow their children to walk or bike to school. By making school trips safer, a key barrier to promoting walking and biking is eliminated, lessening the need for students to be driven to school.

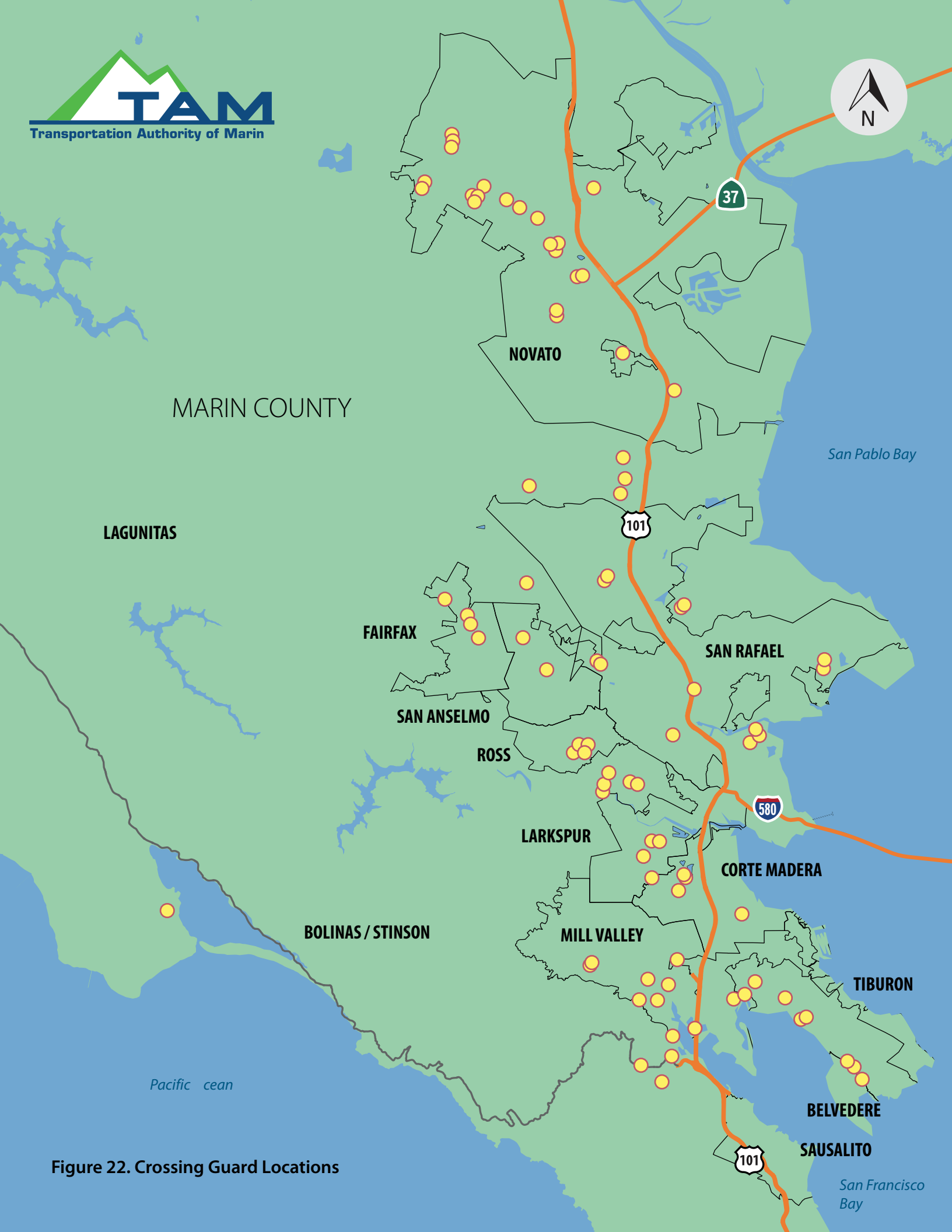


Figure 22. Crossing Guard Locations

STREET SMARTS MARIN



Street Smarts is a public education campaign designed to change driver, pedestrian, and bicyclist behavior in order to make streets safer and friendlier. The program works on many levels through outdoor media (e.g., banners, signs, and posters), as well as community outreach (e.g. brochures, presentations, and press coverage).

Street Smarts Marin was first pilot-tested in the fall of 2008 in three communities: Corte Madera, Larkspur, and Mill Valley. The pilot program was well-received; feedback collected from citizens and city/town staff was overwhelmingly positive. As a result, the program was expanded in the fall of 2009

to include five additional jurisdictions: Belvedere, Fairfax, Ross, San Anselmo, and Tiburon. Since 2011, Street Smarts banners were deployed in the spring before school was dismissed (May) and through the summer to the start of the next school year (August). In the 2014-2015 school year, banners were deployed at key locations in the spring, with a full deployment in the fall (August–November). New messaging-distracted driving banners with “Just Drive”- were well received and highly requested by town council members and municipalities. Figure 22 maps the locations where Street Smarts banners were deployed. Lawn signs were also popular in the last deployment.



The Street Smarts Marin program currently includes several elements:

- **Banners and Signs.** Horizontal and vertical banners, signs, and posters that include key messages targeted at the top five “bad behaviors.” Special banners are also available for schools.
- **Brochures.** Mainly distributed at schools, the brochures highlight safe as well as unsafe driving practices, stopping distances at various travel speeds, information for children, and safety data relevant to Marin County’s communities.
- **Community Outreach.** A 50-slide presentation titled “Get Street Smart! Did You Know?” was developed for communicating with schools, neighborhoods, civic and business groups, and others. The presentation is designed to raise awareness, change attitudes, and improve driving, pedestrian, and bicycling behaviors.
- **Neighborhood Kits.** Available to participating communities, these kits include background information about Street Smarts Marin, an assortment of lawn signs, the “Get Street Smart! Did You Know?” presentation, educational brochures, and fliers developed and contributed by AAA including “Safe Walking Tips,” “Getting Children to School Safely,” etc.
- **Website.** Part of TAM’s overall website, the Street Smarts Marin site includes general program information, as well as downloadable materials.
- **Press Coverage.** The Street Smarts program is promoted through local paper coverage, newsletters, and email updates.



StreetSmartsMarin.org

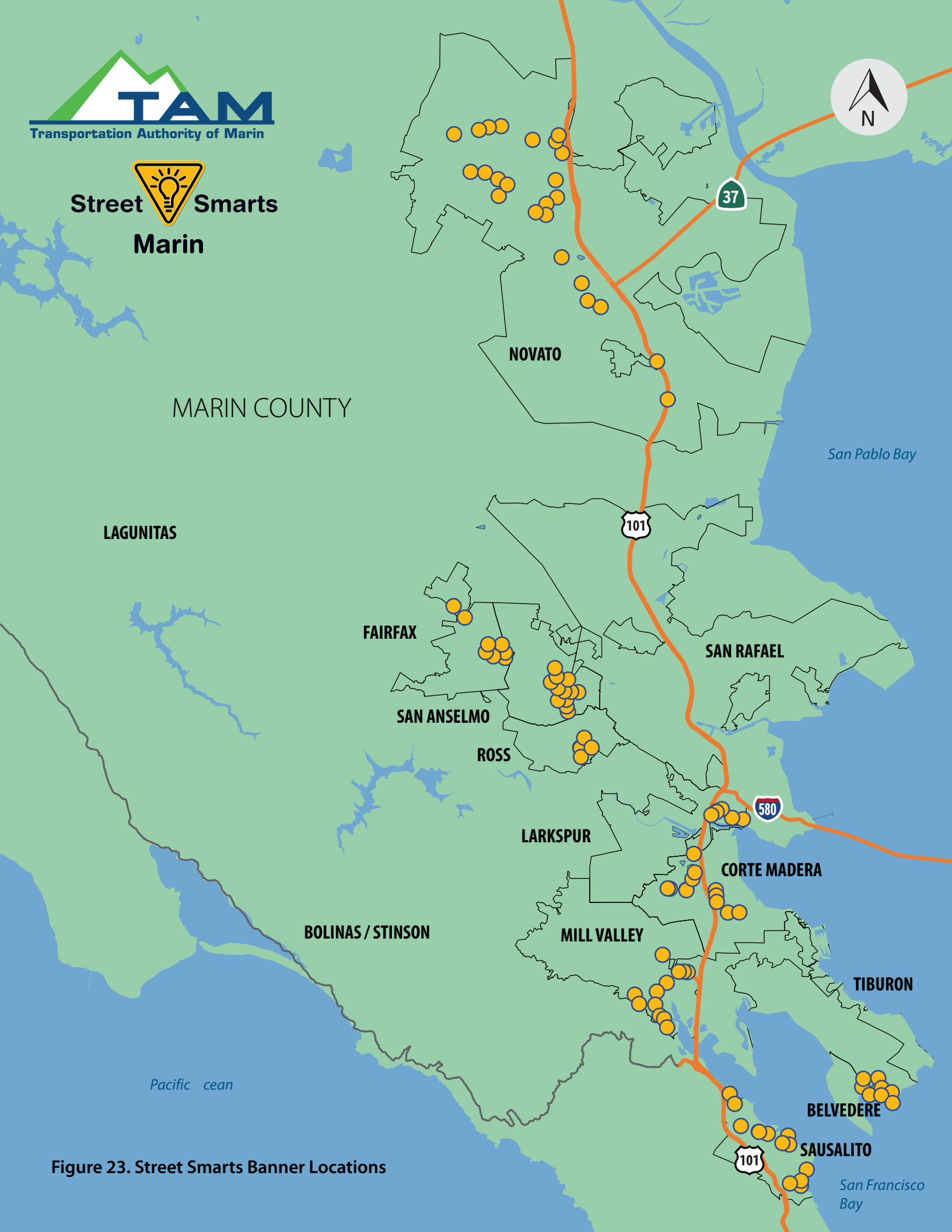


Figure 23. Street Smarts Banner Locations

RECOMMENDATIONS FOR IMPROVEMENTS IN SR2S ENFORCEMENT

The table below provides recommendations for enhancing the enforcement element of the SR2S program, and is based on the success and feedback received from participating schools.

ENFORCEMENT	STATUS	RECOMMENDATION
Street Smarts Marin	Participation in 10 communities throughout Marin, including the annual deployment of 100 banners in high-visibility areas. 500 lawn signs distributed to municipalities and schools in the past three years.	Expand program to include social marketing with information, educational materials, and quick facts on both the program and being Street Smart available through social networks.
Crossing Guard Program	Improved safety at challenging intersections. TAM's separate crossing guard program currently provides guards at 80+ locations serving 70 schools in the County.	Continue to support the Crossing Guard program by identifying potential locations for guard deployment, and providing education to school children regarding crossing streets. Procure additional funds to deploy more crossing guards at the over 150 total potential sites that have been identified.

CASE STUDY

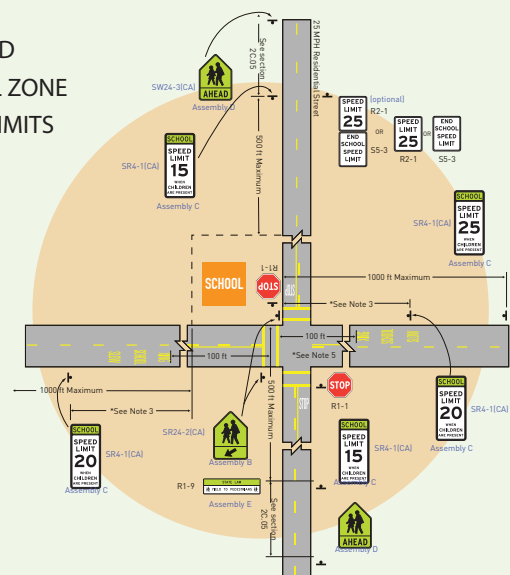
15 MPH Speed Limit

The Town of San Anselmo is the first jurisdiction in Marin County to implement AB321, a law passed in 2008 which allows speed limits to be reduced to 15 mph in school zones. In order to qualify, a school has to be located in a residential district on a two-lane road with an existing speed limit of 30 mph or less. For such schools, a city or county may, by resolution, establish the

15 mph speed limit in the area up to 500 feet from the school, when children are present and with appropriate signage. San Anselmo approved the program after conducting traffic studies to satisfy concerns by law enforcement. The 15 mph signs were recently installed on residential streets around Brookside School, Drake High School, Wade Thomas, and St. Anselm School.



REDUCED SCHOOL ZONE SPEED LIMITS



SAFE ROUTES TO SCHOOLS POLICIES

The growth and success of Safe Routes to Schools has in large part been driven by growing support from school administration and elected officials countywide. This support network facilitates the implementation of various SR2S elements at participating schools and fosters the development of a program that best serves the community in which it operates.

Whenever changes in school administrative personnel and/or elected officials occur, the stability of this established SR2S community network is temporarily threatened, and SR2S staff must conduct outreach activities to newly appointed community leaders, educating them on the status and benefits of the existing SR2S program. This reintroduction of the program at the administrative level may potentially disrupt the existing program at participating schools as new personnel familiarize themselves with the program and provide support for various program elements. In an effort to minimize program disruptions during such transitional periods, it is important to institutionalize the

SR2S program, making it an integral part of the educational framework for Marin County schools.

To accomplish this, Safe Routes to Schools has worked with school districts and other local jurisdictions to develop various policies that institutionalize SR2S program elements into their educational framework. These policies are implemented through the passage of resolutions by elected officials on behalf of participating schools within their jurisdiction. The policy resolutions aim to sustain and/or improve both program level of service and school participation. Many of the county's larger school districts have already passed resolutions that recommend local schools provide SR2S educational classes, participate in task forces, facilitate the administration of program surveys and support parent volunteers during contests and events. Such resolutions have been passed in Novato, San Rafael, Ross Valley, Larkspur/Corte Madera, and Mill Valley.

WHO IS SAFE ROUTES?

Police/Sheriff



Glen Newcomer and Brian Miller are part of the Special Enforcement Unit (SEU) of the California Highway Patrol (CHP). The purpose of the SEU is to enhance public trust through community outreach and partnerships and to identify and respond to evolving law enforcement needs. The CHP is primarily associated with highway and freeway operations, so

the SEU was formed to address neighborhood issues, especially as they pertain to neighborhood schools. Brian explained that "being more present in the community gives us a better understanding of what is going on in locally, and we can pass this insight on to other officers".

As law enforcement representatives, the SEU attends school meetings including those held by Safe Routes to Schools, where they can listen to and address the safety and traffic concerns from the school community. They have worked closely with SR2S and the greater school community, presented at assemblies, and worked with school administration to address traffic circulation concerns on campus.

The officers see SR2S as a key factor in the enhancement of safety for children travelling to and from neighborhood schools. Glen elaborated that "Safe Routes provides a louder voice to parents and students, so if there are changes that need to be made, there is more influence in making those things happen". "It's a two-way street," they both remarked. "We are both giving and receiving input from the community."

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FUNDING

The Marin Transportation Sales Tax was approved by voters under Ballot Measure A in November 2004. The measure provided a one-half cent increase in sales tax that would be designated to transportation-related expenditures, including the Safe Routes to School Program. Marin County became the first jurisdiction in the country to provide long-term funding for its Safe Routes to Schools programs. Since then, it has been extremely successful in leveraging this money to secure even greater funding. SR2S's

capital funding program, Safe Pathways to Schools, has been particularly vital in providing a "local match" source that is used to gain additional state and federal capital funding. By using this approach, TAM has been able to triple its initial investment, and allowed SR2S staff to expand its innovative programming, as well as implement a wide-range of infrastructure projects. This included additional funding for crossing guards from the 2010 voter-approved \$10 vehicle registration fee.

Marin's SR2S program has been funded through a variety of sources:

- ▶ Federal SRTS
- ▶ State SR2S
- ▶ One Bay Area Grant (OBAG) from MTC
- ▶ Transportation Enhancement Program
- ▶ Bicycle Transportation Account (Caltrans)
- ▶ TAM Safe Pathways
- ▶ Local TFCA (TAM)
- ▶ Transportation for Livable Communities (MTC)
- ▶ Bicycle Facilities Program (BAAQMD)
- ▶ Regional TFCA (BAAQMD)
- ▶ Local Jurisdictions' general funds
- ▶ Office of Traffic Safety
- ▶ Highway Safety Improvement Program (HSIP) (Caltrans)
- ▶ School districts and Individual Schools
- ▶ \$10 Vehicle Registration Fee (VRF) (TAM)

TRANSPORTATION SALES TAX EXPENDITURE PLAN

The ½ cent Transportation Sales Tax is expected to generate \$331 million over a 20-year period (through FY 2025). As shown in Table 6, approximately \$36.5 million, or 11 percent, is allocated to school access programs. Of this, nearly \$11 million will be used to support

many of SR2S's Education and Encouragement programs, such as classroom activities and special community events. The remaining \$25 million is split between two complementary programs—the Crossing Guard program and Safe Pathways to Schools Projects.

Table 6: Measure A Funding Allocation for Strategy #4

Strategy #4 Reduce school related congestion and provide safer access to schools.	%	Est. 20-year revenue
1. Safe Routes to Schools	3.3%	\$10.94 M
2. Crossing Guards	4.2%	\$13.93 M
3. Provide capital funds for Safe Pathways To School projects	3.5%	\$11.61 M
TOTAL	11%	\$36.48 M

Source: Marin County Transportation Sales Tax Expenditure Plan, Approved Final Plan, May 6, 2004

Safe Pathways to School

Safe Pathways is SR2S's capital funding program, which is projected to provide \$11.6 million over 20 years for engineering, environmental clearance, and construction of pathway and sidewalk improvements. Safe Pathways projects are selected based on the following performance criteria:

- ▶ Completes a gap in the bicycle and pedestrian system along a major school route
- ▶ Maximizes daily use by students and others
- ▶ Relieves an identified safety or congestion problem along a major school route
- ▶ Attracts matching funds
- ▶ Respects geographic equity

Although Safe Pathways projects target improvements around schools, they benefit the entire community, creating a safe network

of bicycle and pedestrian facilities, enhancing safety and reducing local congestion.

To date, the Safe Pathways to School program has funded over \$9 million in infrastructure projects. Its first funding cycle in 2007 provided \$1.77 million for 12 projects in the county. During its second cycle in 2010, over \$2 million in Transportation Sales Tax funds were allocated to 13 new Safe Pathway projects.

In 2015, \$4.2 million was allocated to 15 "small" projects (under \$25,000) and 12 "large" projects (projects with funding requests up to \$300,000). The call for small projects was created to facilitate the quick implementation of low cost improvements, which proved extremely successful (please see Case Study: Safe Pathways to School Cycle 3 "Small Projects" in this section). A list of these, along with all funded infrastructure projects per jurisdiction, is provided in Appendix D.

VEHICLE REGISTRATION FEE

In addition to the Transportation Sales Tax, SR2S programs received another source of revenue in November 2010 when Marin voters approved Ballot Measure B. The measure authorized a ten-dollar increase in motor vehicle registration fees for the exclusive purpose of funding local transportation projects and programs. A portion of the funds is dedicated to School Safety and Congestion Reduction, which includes the following objectives:

- ▶ Maintain and expand the School Crossing Guard program
- ▶ Enhance/expand programs designed to reduce congestion and improve safety around schools, including Street Smarts and SchoolPool programs

Annually, approximately \$150,000 is programmed for crossing guards and \$25,000 for Street Smarts.

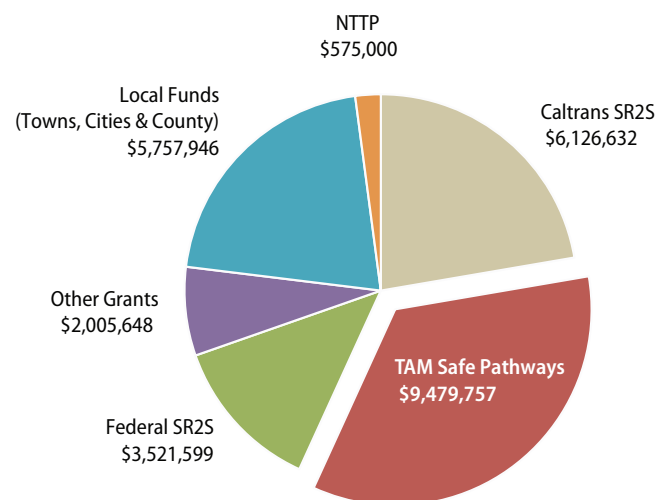
LEVERAGING OF FUNDS

One of the unique features of Marin's Safe Routes to Schools is its grant assistance program, which provides support to cities, towns and the county in developing and submitting grant applications. Primarily aimed toward infrastructure projects, the grants have ranged from as little as \$5,000 for crosswalk enhancements to as much as \$900,000 for more comprehensive improvements. Combined, this level of assistance has resulted in Marin County being awarded over \$12 million in outside funding since the program began in 2000.

Infrastructure Grants

In order to increase the impact of local funds, Safe Pathway projects are expected to attract matching grants from other sources. As shown in the chart below, SR2S has been extremely effective in leveraging the Transportation Sales Tax's "seed money." Safe Pathways to School currently makes up 30 percent of the total infrastructure funding for Safe Routes projects.

Figure 24. Infrastructure Funding



NOTE: Includes grants and matching funds.

CASE STUDY

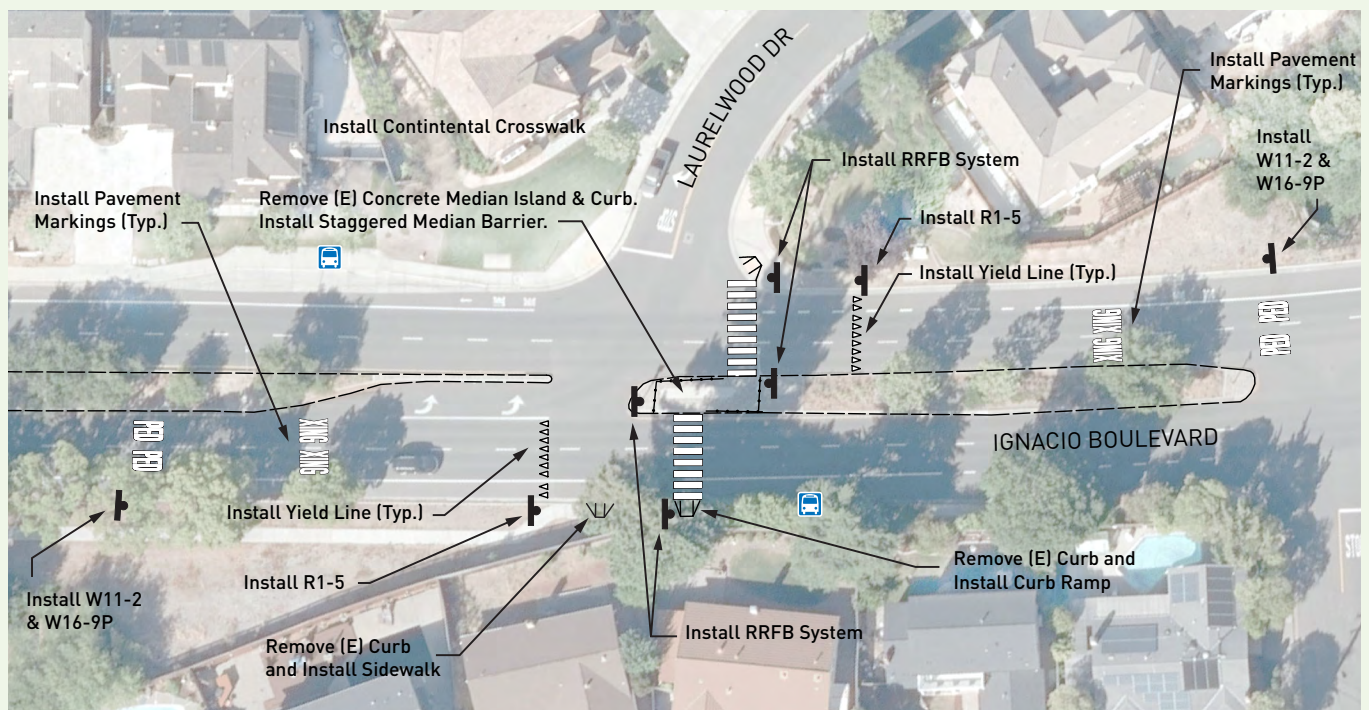
Safe Pathways Cycle 3 Small Projects

In 2015, 15 small projects were awarded Safe Pathways funding, totaling \$367,500.

These improvements, which were meant to be implemented quickly, included:

- ▶ Fairfax Sir Francis Drake/Taylor Rectangular Rapid Flashing Beacons (RRFB)
- ▶ Marin County Changeable Message Sign on schools in unincorporated areas
- ▶ Marin County Sir Francis Drake/Lagunitas School Road RRFB
- ▶ Marin County Butterfield Road/Green Valley Court RRFB
- ▶ Marin County Strawberry Drive at Strawberry Point School RRFB
- ▶ Mill Valley Throckmorton Sidewalk Gap Closure
- ▶ Novato Solar Speed Feedback signs at four designated schools
- ▶ Novato Ignacio Blvd/Laurelwood Crosswalk Enhancements
- ▶ Novato Ignacio Blvd/Country Club Drive Crosswalk Enhancements
- ▶ Novato South Novato Blvd/Lark Court Crosswalk Enhancements
- ▶ Novato South Novato Blvd/Yukon Crosswalk Enhancements
- ▶ Ross Sir Francis Drake Sidewalk Construction
- ▶ San Anselmo Sir Francis Drake Mid-Block Crosswalk Improvements
- ▶ San Rafael Solar Powered Crossing Signs at Fifth Avenue and Cottage Avenue
- ▶ Tiburon Ned Way/Tiburon Blvd Crosswalk RRFB

Many Public Works departments, working with the various Task Forces, had identified locations that could immediately benefit from lower-cost enhancements such as pedestrian crossing beacons, vehicle speed feedback signs and small sidewalk gap closers. The inclusion of “small projects” in the third cycle of Safe Pathways funding proved very popular and successful, and has been requested to be included, if not expanded, in future Safe Pathways funding cycles.



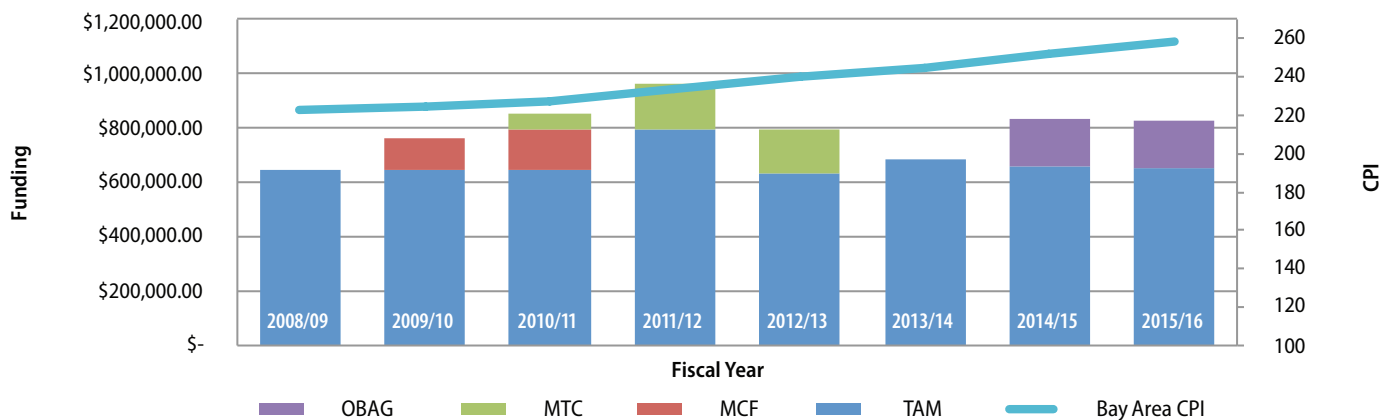
PROGRAM FUNDING

Funding for the SR2S program from 2008-2016 is shown in Figure 22. While funding from TAM's Measure A ½ cent Transportation Sales Tax funds remain relatively consistent, grant funding has contributed to the program over the years. However, funding has levelled off in the last four years. As cost of living, which is dependent on the Consumer Price Index, increases in Marin County, program staff wages must increase. If funding does not increase to meet the cost of living adjustment, the amount of hours staff can put into teaching and hosting events will decrease. This proves to be a challenge as more schools join the program and staff hours are limited.

Maintaining SR2S presence at participating schools while adding new schools to the program requires additional staff time. Teaching classes to a greater number of schools as well as providing tools to implement activities such as contests in the most schools in the history of Marin SR2S require supplemental resources. Moreover, increased outreach to disadvantage schools would also require more staff time.

As explained above, implementing high school programs require a different approach from existing programs available to middle and elementary schools. The success of the Sonoma County's Eco2School program sets an example of the resources and time needed to cultivate teen leaders from multiple high schools.

Figure 25. Program Budget from Various Funding Sources



WHO IS SAFE ROUTES?

Transportation Authority of Marin



All of the TAM staff work closely with the Safe Routes to School Program to promote its continued success in Marin. From managing the ½ cent transportation sales tax and \$10 vehicle registration fee, the driving force behind its success, to creatively finding new funds, TAM is dedicated to maintaining and growing the Safe Routes Program. TAM staff have actively supported the Safe Routes team since 2004, providing coordination with cities, towns, and the county- TAM's member agencies. TAM staff directly manage the Crossing Guard program, and guide the Street Smarts program. TAM has managed the environmental clearance, design and construction of several Safe Pathway projects. Additionally, of special importance, TAM Board members and staff have come together with the Safe Routes team to coordinate all the program features in order to keep a complex program going strong. From paying the bills to championing innovation, TAM staff remain a key source of sustainability for the success of Safe Routes in Marin.

PRIMARY GREEN TRIP FACTORS

PRIMARY GREEN TRIP FACTORS

A main goal of the Safe Routes to Schools program is to help schools reach their potential in green trip mode share. To monitor the success of the program in achieving this goal, staff regularly collect and analyze student tally data, comparing year-to-year growth in walking and bicycle trips. In addition to analyzing changes in travel mode share data, it is also important to track various

factors that could influence deviations to existing travel mode splits. This holistic approach to program evaluation helps staff better understand why some schools are successful in achieving high rates of green travel modes and how those successes can be replicated at other schools.

METHODOLOGY

This extensive evaluation was conducted using both quantitative and qualitative analysis of various factors that impact the choices students make in regards to their travel modes. The evaluation sought to identify these factors' impacts on the percentage of "Active Green Trips" which include non-motorized student travel modes that involve physical activity i.e., walking, bicycling, and "Green Trips" which include active green trips, as well as carpooling and school busses. Both Active Green (walk, bike, and other) and Green (non-single student occupancy family vehicle trips) trips help achieve the SR2S goals of increasing healthy travel choices and reducing school-related vehicular traffic congestion.

The first step in conducting the assessment was to evaluate the student travel mode splits for each participating school. A review of the shifts in both Active Green Trips and Green Trips was conducted for 71 schools that have participated in the program since the 2008-2009 school year. With the final evaluation matrix highlighting the mode shares for the 2014-2015 school year. These mode shares were averaged from student tally data from the fall and spring semester, and compares the green and active green modes that year to the school's baseline green and active green modes. The list is ranked in order of highest to lowest active green trips in the 2014-2015 year.

The supplementary factors and corresponding scores used to assess each school are based on a review of the education and

encouragement classes and events held at each school, as well as on SR2S staff knowledge of administrator and parent volunteer activity. These factors were assigned ratings of 'low', 'medium', or 'high' as they pertain to each school. For example, a 'low' administration participation ranking was given to schools with little to no participation or promotion of SR2S, a 'medium' team leader participation ranking was given to schools with team leaders who facilitate a Walk and Roll Wednesday program at their school and hosts other contests and events, whereas a 'high' education ranking was provided to schools that hosts all of SR2S's core safety education programs every year, in addition to providing additional classroom activities, assemblies, and educational events

As mentioned in the Engineering chapter, the lack of complete walking and biking paths to school can prevent parents from allowing their children to walk and bicycle to school, which would result in lower active trips. Each school was ranked as having low, medium, or high green infrastructure based on how extensive or protected their walking and biking infrastructure near school.

Notes were made based on the availability of bussing options (both yellow school bus and public transit) for students to travel to and from school. Some schools have a yellow school bus program that provides their students with the option to travel to school by bus via a direct connection between their neighborhood and the school campus. Other schools are only served by public transit operators



providing local and regional transit access to the schools. However, it should be noted that although these services are available they may not be convenient options for school travel. Public transit schedules may not always coincide with school schedules. For example, some buses with stops near school sites only make stops at those locations every 30 minutes to one hour. This would mean students using public transit would potentially have to arrive an hour early to be on campus by their first period, or similarly, would have to wait up to an hour after their last period before boarding buses.

Additionally, it was noted whether or not a school could be considered a “Neighborhood School”. These are schools that draw their student population from defined neighborhood boundaries, as compared to those operating under a district-wide open enrollment policy. Students that attend neighborhood schools are likely to live within walking and/or bicycling distance from their school, making this a more viable option for them to travel to and from school.

Finally, the number of crossing guards serving crossing locations along routes to each school is also tabulated. It should be noted that based on location, some crossing guards serve multiple schools. Additionally, the total number crossing guards are shown, which includes TAM-funded guards along with guards funded through local funds. Because guard locations are selected based on criteria including high pedestrian volumes, it is no surprise that schools with higher active trips are generally served by multiple guards at different crossing locations near the school. There are schools that have high or moderate active trips but are not served by crossing guards. These schools are typically elementary schools

that have a relatively smaller student body, and therefore less pedestrian volume generated.

Table 5 details the criteria used to assess schools based on these factors, and Table 6 provides the results of this multi-faceted program evaluation for all participating schools during the 2014-2015 school year.

As seen in the matrix, the schools with the highest rate of active trips generally have supporting infrastructure as well as active leadership and participation. However, there are exceptions and anomalies.

For example, Bahia Vista School is within walking distance to neighborhoods in the school’s enrollment boundaries. Although the school did not have high marks in participation, 60 percent of the students walk, making it the school with the highest active green trips.

Schools with moderate amount of walking and biking trips are likely to have a combination of low participation in one or two areas, even though another factor may be ranked highly. Although the matrix in Table 5 is listed in order of highest to lowest active trips, many schools that have lower active trip rates are still successful in decreasing vehicular trips through carpooling, yellow bus, or public transit. For example, San Jose Middle School has a 25 percent carpool rate which is the highest in the county. Since the closure of Hill Middle School, San Jose Middle School saw an increase in the cross-city car trips to school. To relieve some congested corridors near school, each year, a parent from PTA is given the task of assigning neighborhood carpools.



Table 5. Assessment Factors for SR2S Participation Success (1 of 2)

Factor	High	Medium	Low
School Involvement-Based			
Administration	<ul style="list-style-type: none"> • Actively involved in promoting the program • Participates in and independently promotes events • Attends Task Force Meetings • Hosts SR2S assemblies 	<ul style="list-style-type: none"> • Promotes events at the request of SR2S staff • Include SR2S information in school newsletters 	<ul style="list-style-type: none"> • Little to no participation in or promotion of SR2S events and programs
Team Leader	<ul style="list-style-type: none"> • Makes extra effort beyond the minimum requirements to ensure the success of SR2S programs • Attends Task Force meetings • Develops and implements new programs • Hosts extra contests and/or events 	<ul style="list-style-type: none"> • Coordinates a weekly Walk and Roll Wednesday program • Hosts contests provided by SR2S 	<ul style="list-style-type: none"> • No team leader
Education	<ul style="list-style-type: none"> • Hosts all core SR2S education safety programs each year • Coordinates additional classroom activities, schoolwide assemblies and educational events 	<ul style="list-style-type: none"> • Hosts some SR2S education safety programs 	<ul style="list-style-type: none"> • Does not offer an education program
Encouragement	<ul style="list-style-type: none"> • Hosts all available SR2S encouragement programs at least once per year • Develops and hosts additional encouragement events • Actively promotes SR2S through school newsletters and other media 	<ul style="list-style-type: none"> • Hosts some encouragement events when coordinated by SR2S team • Coordinates monthly Walk and Roll events 	<ul style="list-style-type: none"> • Only holds annual events e.g., iWalk or National Bike to School Day

Table 5. Assessment Factors for SR2S Participation Success (1 of 2)

Factor	High	Medium	Low
Geographic / Infrastructure-Based			
Green Infrastructure	<ul style="list-style-type: none"> • School is located in a very walkable and bikeable community. • Pedestrian-friendly sidewalks and dedicated bicycle facilities within a one-half mile radius of the school • High-visibility crosswalks and signage at intersections and crossings serving school-based traffic • School has ample and secure bicycle parking 	<ul style="list-style-type: none"> • School is located in a moderately walkable and bikeable community • Some pedestrian-friendly sidewalks and dedicated bicycle facilities within a one-mile radius of school; however, facilities could be upgraded to better accommodate pedestrians and bicyclist • Opportunities for improved crosswalks and signage at intersections and crossing serving school-based traffic • Minimal bicycle parking provided at school 	<ul style="list-style-type: none"> • Noticeable gaps in pedestrian and bicycle infrastructure connecting neighborhoods to school
Busing	Yellow (Y) • School is directly served by yellow school service and may also be served by public transit operators Transit (T) • School is served by public transit operators providing local and regional service to the community No (N) • School does not have a yellow school bus system and is not served by public transit operators		
Neighborhood Schools	A neighborhood school is one which draws its student population from within defined neighborhood boundaries. This would result in students living within walking / bicycling distance to their school		
Crossing Guards	Provided		

Table 6. Evaluation Summary of Participating Schools (1 of 3)

School Name	Baseline			2014/2015 Trips		2014/2015 School Trips by Mode							Factors ¹							
	Semester	Green Trips	Active Green Trips	Green Trips	Active Green Trips	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle	Aministration	Team Leader	Education	Encouragement	Green Infrastructure	Busing ²	Neighborhood Schools ³	Crossing Guards ⁴
Bahia Vista Elementary School (K-5)	Fall 2002	<div><div></div>49%</div>	<div><div></div>45%</div>	<div><div></div>67%</div>	<div><div></div>60%</div>	<div><div></div>60%</div>	<div><div></div>0%</div>	<div><div></div>0%</div>	<div><div></div>0%</div>	<div><div></div>0%</div>	<div><div></div>6%</div>	<div><div></div>34%</div>	L	L	H	M	H	N	Y	3
Brookside Elementary School (K-5)	Fall 2001	<div><div></div>37%</div>	<div><div></div>16%</div>	<div><div></div>61%</div>	<div><div></div>55%</div>	<div><div></div>41%</div>	<div><div></div>9%</div>	<div><div></div>5%</div>	<div><div></div>0%</div>	<div><div></div>0%</div>	<div><div></div>6%</div>	<div><div></div>40%</div>	H	H	H	H	H	N	Y	1
Mill Valley Middle School (6-8)	2003	<div><div></div>49%</div>	<div><div></div>29%</div>	<div><div></div>66%</div>	<div><div></div>54%</div>	<div><div></div>25%</div>	<div><div></div>26%</div>	<div><div></div>3%</div>	<div><div></div>0%</div>	<div><div></div>1%</div>	<div><div></div>11%</div>	<div><div></div>34%</div>	H	H	H	H	H	T	N	6
Henry Hall Middle School (5-8)	Fall 2009	<div><div></div>54%</div>	<div><div></div>38%</div>	<div><div></div>72%</div>	<div><div></div>50%</div>	<div><div></div>19%</div>	<div><div></div>29%</div>	<div><div></div>2%</div>	<div><div></div>7%</div>	<div><div></div>10%</div>	<div><div></div>6%</div>	<div><div></div>29%</div>	H	L	H	M	H	T	N	2
Park Elementary School (K-5)	2004	<div><div></div>44%</div>	<div><div></div>34%</div>	<div><div></div>53%</div>	<div><div></div>50%</div>	<div><div></div>39%</div>	<div><div></div>7%</div>	<div><div></div>4%</div>	<div><div></div>0%</div>	<div><div></div>0%</div>	<div><div></div>3%</div>	<div><div></div>47%</div>	L	L	H	M	M	N	Y	2
Neil Cummins Elementary School (K-4)	2001	<div><div></div>52%</div>	<div><div></div>25%</div>	<div><div></div>61%</div>	<div><div></div>49%</div>	<div><div></div>23%</div>	<div><div></div>21%</div>	<div><div></div>5%</div>	<div><div></div>0%</div>	<div><div></div>0%</div>	<div><div></div>13%</div>	<div><div></div>39%</div>	H	H	H	H	H	N	N	3(1)
Ross School (K-8)	Fall 2001	<div><div></div>43%</div>	<div><div></div>36%</div>	<div><div></div>53%</div>	<div><div></div>48%</div>	<div><div></div>24%</div>	<div><div></div>17%</div>	<div><div></div>7%</div>	<div><div></div>0%</div>	<div><div></div>0%</div>	<div><div></div>5%</div>	<div><div></div>46%</div>	L	H	H	H	M	N	Y	4(1)
A. E. Kent Middle School (5-8)	2001	<div><div></div>48%</div>	<div><div></div>34%</div>	<div><div></div>58%</div>	<div><div></div>47%</div>	<div><div></div>32%</div>	<div><div></div>11%</div>	<div><div></div>4%</div>	<div><div></div>0%</div>	<div><div></div>0%</div>	<div><div></div>11%</div>	<div><div></div>42%</div>	H	H	H	H	M	T	N	4
Old Mill School (K-5)	2003	<div><div></div>17%</div>	<div><div></div>16%</div>	<div><div></div>57%</div>	<div><div></div>47%</div>	<div><div></div>40%</div>	<div><div></div>4%</div>	<div><div></div>4%</div>	<div><div></div>1%</div>	<div><div></div>0%</div>	<div><div></div>10%</div>	<div><div></div>43%</div>	H	H	H	H	M	N	Y	2
Wade Thomas Elementary School (K-5)	2002	<div><div></div>47%</div>	<div><div></div>40%</div>	<div><div></div>48%</div>	<div><div></div>42%</div>	<div><div></div>27%</div>	<div><div></div>12%</div>	<div><div></div>3%</div>	<div><div></div>0%</div>	<div><div></div>0%</div>	<div><div></div>7%</div>	<div><div></div>52%</div>	M	M	M	H	M	N	Y	0
Manor Elementary School (K-5)	Fall 2000	<div><div></div>39%</div>	<div><div></div>24%</div>	<div><div></div>48%</div>	<div><div></div>39%</div>	<div><div></div>19%</div>	<div><div></div>18%</div>	<div><div></div>2%</div>	<div><div></div>0%</div>	<div><div></div>0%</div>	<div><div></div>9%</div>	<div><div></div>52%</div>	H	H	H	H	H	N	N	3
The Cove School (K-5)	Fall 2014	<div><div></div>59%</div>	<div><div></div>43%</div>	<div><div></div>54%</div>	<div><div></div>38%</div>	<div><div></div>17%</div>	<div><div></div>17%</div>	<div><div></div>4%</div>	<div><div></div>5%</div>	<div><div></div>3%</div>	<div><div></div>9%</div>	<div><div></div>46%</div>	H	H	H	H	M	T	N	1
Miller Creek Middle School (6-8)	2004	<div><div></div>69%</div>	<div><div></div>20%</div>	<div><div></div>70%</div>	<div><div></div>36%</div>	<div><div></div>23%</div>	<div><div></div>12%</div>	<div><div></div>1%</div>	<div><div></div>26%</div>	<div><div></div>0%</div>	<div><div></div>9%</div>	<div><div></div>30%</div>	H	H	H	H	M	Y	N	2
Bacich Elementary School (K-5)	Fall 2001	<div><div></div>28%</div>	<div><div></div>20%</div>	<div><div></div>45%</div>	<div><div></div>35%</div>	<div><div></div>24%</div>	<div><div></div>7%</div>	<div><div></div>4%</div>	<div><div></div>0%</div>	<div><div></div>0%</div>	<div><div></div>10%</div>	<div><div></div>55%</div>	M	H	H	H	M	N	N	2(1)
Del Mar Middle School (6-8)	Fall 2004	<div><div></div>58%</div>	<div><div></div>22%</div>	<div><div></div>58%</div>	<div><div></div>34%</div>	<div><div></div>13%</div>	<div><div></div>20%</div>	<div><div></div>1%</div>	<div><div></div>13%</div>	<div><div></div>2%</div>	<div><div></div>9%</div>	<div><div></div>42%</div>	L	L	M	L	M	Y	N	6
Mary E. Silveira Elementary School (K-5)	2006	<div><div></div>55%</div>	<div><div></div>30%</div>	<div><div></div>55%</div>	<div><div></div>32%</div>	<div><div></div>27%</div>	<div><div></div>4%</div>	<div><div></div>1%</div>	<div><div></div>17%</div>	<div><div></div>0%</div>	<div><div></div>6%</div>	<div><div></div>45%</div>	L	L	H	L	M	Y	Y	1
Lynwood Elementary School (K-5)	2004	<div><div></div>35%</div>	<div><div></div>25%</div>	<div><div></div>41%</div>	<div><div></div>32%</div>	<div><div></div>31%</div>	<div><div></div>1%</div>	<div><div></div>0%</div>	<div><div></div>0%</div>	<div><div></div>0%</div>	<div><div></div>8%</div>	<div><div></div>59%</div>	L	L	M	M	M	N	N	2
Tamalpais Valley Elementary School (K-5)	2000	<div><div></div>17%</div>	<div><div></div>17%</div>	<div><div></div>42%</div>	<div><div></div>30%</div>	<div><div></div>20%</div>	<div><div></div>9%</div>	<div><div></div>1%</div>	<div><div></div>0%</div>	<div><div></div>0%</div>	<div><div></div>11%</div>	<div><div></div>61%</div>	L	M	H	M	M	N	N	2
Laurel Dell Elementary School (K-5)	2004	<div><div></div>45%</div>	<div><div></div>17%</div>	<div><div></div>60%</div>	<div><div></div>27%</div>	<div><div></div>22%</div>	<div><div></div>4%</div>	<div><div></div>1%</div>	<div><div></div>28%</div>	<div><div></div>0%</div>	<div><div></div>6%</div>	<div><div></div>40%</div>	H	H	H	H	M	Y	N	0
Sinaloa Middle School (6-8)	Spring 2012	<div><div></div>61%</div>	<div><div></div>34%</div>	<div><div></div>51%</div>	<div><div></div>27%</div>	<div><div></div>14%</div>	<div><div></div>13%</div>	<div><div></div>1%</div>	<div><div></div>2%</div>	<div><div></div>4%</div>	<div><div></div>18%</div>	<div><div></div>50%</div>	M	M	H	H	M	N	N	4

NOTES

1. Ranking: L - Low, M - Medium, H - High

2. Busing: Y - Yellow School Bus, T - Public Transit, N - No busing options

3. Neighborhood Schools: Y - Yes, N - No

4. # of locally funded crossing guards

Table 6. Evaluation Summary of Participating Schools (2 of 3)

School Name	Baseline			2014/2015 Trips		2014/2015 School Trips by Mode								Factors ¹							
	Semester	Green Trips	Active Green Trips	Green Trips	Active Green Trips	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle	Aministration	Team Leader	Education	Encouragement	Green Infrastructure	Busing ²	Neighborhood Schools ³	Crossing Guards ⁴	
West Marin Elementary School (2-8)	2009	<div><div></div>54%</div>	<div><div></div>17%</div>	<div><div></div>62%</div>	<div><div></div>26%</div>	<div><div></div>19%</div>	<div><div></div>7%</div>	<div><div></div>1%</div>	<div><div></div>34%</div>	<div><div></div>0%</div>	<div><div></div>3%</div>	<div><div></div>38%</div>	M	H	M	H	M	Y	N	0	
Edna Maguire Elementary School (K-5)	2004	<div><div></div>38%</div>	<div><div></div>23%</div>	<div><div></div>36%</div>	<div><div></div>26%</div>	<div><div></div>15%</div>	<div><div></div>10%</div>	<div><div></div>1%</div>	<div><div></div>0%</div>	<div><div></div>0%</div>	<div><div></div>14%</div>	<div><div></div>60%</div>	H	H	H	H	H	N	N	2	
Bolinas-Stinson School (K-8)	Fall 2002	<div><div></div>72%</div>	<div><div></div>12%</div>	<div><div></div>72%</div>	<div><div></div>25%</div>	<div><div></div>9%</div>	<div><div></div>12%</div>	<div><div></div>4%</div>	<div><div></div>44%</div>	<div><div></div>0%</div>	<div><div></div>4%</div>	<div><div></div>28%</div>	M	H	H	H	M	Y	N	1	
Tamalpais High School (9-12)	2004	<div><div></div>52%</div>	<div><div></div>19%</div>	<div><div></div>47%</div>	<div><div></div>25%</div>	<div><div></div>16%</div>	<div><div></div>7%</div>	<div><div></div>2%</div>	<div><div></div>4%</div>	<div><div></div>8%</div>	<div><div></div>11%</div>	<div><div></div>53%</div>	L	L	L	L	H	T	N	0	
Vallecito Elementary School (K-5)	2000	<div><div></div>56%</div>	<div><div></div>24%</div>	<div><div></div>40%</div>	<div><div></div>25%</div>	<div><div></div>21%</div>	<div><div></div>3%</div>	<div><div></div>0%</div>	<div><div></div>9%</div>	<div><div></div>0%</div>	<div><div></div>7%</div>	<div><div></div>60%</div>	H	M	H	M	M	Y	N	2	
Hamilton Meadow Park K-8 (K-8)	Fall 2001	<div><div></div>45%</div>	<div><div></div>28%</div>	<div><div></div>38%</div>	<div><div></div>25%</div>	<div><div></div>21%</div>	<div><div></div>1%</div>	<div><div></div>3%</div>	<div><div></div>2%</div>	<div><div></div>1%</div>	<div><div></div>10%</div>	<div><div></div>60%</div>	L	L	H	L	M	N	N	1	
Pleasant Valley Elementary School (K-5)	Fall 2003	<div><div></div>28%</div>	<div><div></div>14%</div>	<div><div></div>37%</div>	<div><div></div>25%</div>	<div><div></div>13%</div>	<div><div></div>10%</div>	<div><div></div>3%</div>	<div><div></div>2%</div>	<div><div></div>0%</div>	<div><div></div>10%</div>	<div><div></div>63%</div>	L	M	H	M	M	N	N	2	
Bel Aire Elementary School (3-5)	Fall 2002	<div><div></div>57%</div>	<div><div></div>19%</div>	<div><div></div>56%</div>	<div><div></div>24%</div>	<div><div></div>15%</div>	<div><div></div>7%</div>	<div><div></div>2%</div>	<div><div></div>22%</div>	<div><div></div>1%</div>	<div><div></div>10%</div>	<div><div></div>44%</div>	L	M	H	M	M	Y	N	3(1)	
Hidden Valley Elementary School (K-5)	Fall 2008	<div><div></div>60%</div>	<div><div></div>30%</div>	<div><div></div>47%</div>	<div><div></div>24%</div>	<div><div></div>10%</div>	<div><div></div>14%</div>	<div><div></div>1%</div>	<div><div></div>2%</div>	<div><div></div>5%</div>	<div><div></div>16%</div>	<div><div></div>53%</div>	H	H	H	H	M	Y	N	2	
Rancho Elementary School (K-5)	2003	<div><div></div>43%</div>	<div><div></div>12%</div>	<div><div></div>39%</div>	<div><div></div>24%</div>	<div><div></div>21%</div>	<div><div></div>2%</div>	<div><div></div>1%</div>	<div><div></div>0%</div>	<div><div></div>1%</div>	<div><div></div>14%</div>	<div><div></div>61%</div>	L	L	M	M	L	N	N	3	
Sun Valley Elementary School (K-5)	2004	<div><div></div>41%</div>	<div><div></div>15%</div>	<div><div></div>48%</div>	<div><div></div>23%</div>	<div><div></div>16%</div>	<div><div></div>6%</div>	<div><div></div>1%</div>	<div><div></div>15%</div>	<div><div></div>0%</div>	<div><div></div>10%</div>	<div><div></div>52%</div>	H	H	H	H	M	Y	N	2	
Glenwood Elementary School (K-5)	2000	<div><div></div>46%</div>	<div><div></div>26%</div>	<div><div></div>45%</div>	<div><div></div>23%</div>	<div><div></div>15%</div>	<div><div></div>7%</div>	<div><div></div>1%</div>	<div><div></div>10%</div>	<div><div></div>0%</div>	<div><div></div>12%</div>	<div><div></div>55%</div>	L	L	H	M	M	Y	Y	2(1)	
Loma Verde Elementary School (K-5)	2008	<div><div></div>40%</div>	<div><div></div>16%</div>	<div><div></div>34%</div>	<div><div></div>23%</div>	<div><div></div>18%</div>	<div><div></div>3%</div>	<div><div></div>2%</div>	<div><div></div>0%</div>	<div><div></div>0%</div>	<div><div></div>11%</div>	<div><div></div>66%</div>	H	M	H	L	M	N	N	1	
Lu Sutton Elementary School (K-5)	2004	<div><div></div>34%</div>	<div><div></div>23%</div>	<div><div></div>40%</div>	<div><div></div>22%</div>	<div><div></div>18%</div>	<div><div></div>3%</div>	<div><div></div>2%</div>	<div><div></div>1%</div>	<div><div></div>0%</div>	<div><div></div>16%</div>	<div><div></div>60%</div>	L	M	H	M	M	N	N	3	
James B. Davidson Middle School (6-8)	Fall 2010	<div><div></div>63%</div>	<div><div></div>19%</div>	<div><div></div>66%</div>	<div><div></div>21%</div>	<div><div></div>16%</div>	<div><div></div>4%</div>	<div><div></div>1%</div>	<div><div></div>26%</div>	<div><div></div>5%</div>	<div><div></div>15%</div>	<div><div></div>34%</div>	M	L	H	L	M	Y	N	1	
Coleman Elementary School (K-5)	Spring 2008	<div><div></div>42%</div>	<div><div></div>12%</div>	<div><div></div>43%</div>	<div><div></div>21%</div>	<div><div></div>14%</div>	<div><div></div>4%</div>	<div><div></div>3%</div>	<div><div></div>12%</div>	<div><div></div>0%</div>	<div><div></div>11%</div>	<div><div></div>58%</div>	L	H	H	H	M	Y	N	1	
Strawberry Point School (K-5)	2006	<div><div></div>24%</div>	<div><div></div>15%</div>	<div><div></div>36%</div>	<div><div></div>21%</div>	<div><div></div>18%</div>	<div><div></div>3%</div>	<div><div></div>1%</div>	<div><div></div>1%</div>	<div><div></div>0%</div>	<div><div></div>13%</div>	<div><div></div>64%</div>	M	M	H	M	M	N	N	4(3)	
Dixie Elementary School (K-5)	Fall 2003	<div><div></div>51%</div>	<div><div></div>19%</div>	<div><div></div>45%</div>	<div><div></div>19%</div>	<div><div></div>14%</div>	<div><div></div>5%</div>	<div><div></div>1%</div>	<div><div></div>21%</div>	<div><div></div>0%</div>	<div><div></div>4%</div>	<div><div></div>55%</div>	L	L	H	L	M	Y	N	1	
San Ramon Elementary School (K-5)	2006	<div><div></div>41%</div>	<div><div></div>22%</div>	<div><div></div>36%</div>	<div><div></div>18%</div>	<div><div></div>14%</div>	<div><div></div>4%</div>	<div><div></div>0%</div>	<div><div></div>5%</div>	<div><div></div>0%</div>	<div><div></div>13%</div>	<div><div></div>64%</div>	L	M	H	M	M	N	N	3	
White Hill Middle School (6-8)	2006	<div><div></div>67%</div>	<div><div></div>11%</div>	<div><div></div>80%</div>	<div><div></div>17%</div>	<div><div></div>6%</div>	<div><div></div>10%</div>	<div><div></div>1%</div>	<div><div></div>0%</div>	<div><div></div>57%</div>	<div><div></div>6%</div>	<div><div></div>19%</div>	H	L	H	M	M	Y	N	3	

NOTES

1. Ranking: L - Low, M - Medium, H - High

2. Busing: Y - Yellow School Bus, T - Public Transit, N - No busing options
3. Neighborhood Schools: Y - Yes, N - No

4. # of locally funded crossing guards

Table 6. Evaluation Summary of Participating Schools (3 of 3)

School Name	Baseline			2014/2015 Trips		2014/2015 School Trips by Mode							Factors ¹							
	Semester	Green Trips	Active Green Trips	Green Trips	Active Green Trips	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle	Aministration	Team Leader	Education	Encouragement	Green Infrastructure	Busing ²	Neighborhood Schools ³	Crossing Guards ⁴
San Domenico School (K-12)	Spring 2012	<div><div></div></div> 70%	<div><div></div></div> 19%	<div><div></div></div> 75%	<div><div></div></div> 17%	<div><div></div></div> 16%	<div><div></div></div> 2%	<div><div></div></div> 0%	<div><div></div></div> 46%	<div><div></div></div> 0%	<div><div></div></div> 12%	<div><div></div></div> 25%	H	H	H	H	M	Y	N	0
Redwood High School (9-12)	2009	<div><div></div></div> 47%	<div><div></div></div> 17%	<div><div></div></div> 43%	<div><div></div></div> 16%	<div><div></div></div> 8%	<div><div></div></div> 7%	<div><div></div></div> 1%	<div><div></div></div> 4%	<div><div></div></div> 7%	<div><div></div></div> 16%	<div><div></div></div> 57%	L	H	M	M	M	T	N	0
Olive Elementary School (K-5)	2004	<div><div></div></div> 30%	<div><div></div></div> 9%	<div><div></div></div> 36%	<div><div></div></div> 14%	<div><div></div></div> 11%	<div><div></div></div> 3%	<div><div></div></div> 1%	<div><div></div></div> 5%	<div><div></div></div> 0%	<div><div></div></div> 17%	<div><div></div></div> 64%	H	L	M	L	M	N	N	1
San Jose Middle School (6-8)	Fall 2011	<div><div></div></div> 58%	<div><div></div></div> 12%	<div><div></div></div> 50%	<div><div></div></div> 13%	<div><div></div></div> 10%	<div><div></div></div> 3%	<div><div></div></div> 1%	<div><div></div></div> 2%	<div><div></div></div> 10%	<div><div></div></div> 25%	<div><div></div></div> 50%	M	L	L	L	L	T	N	3
Terra Linda High School (9-12)	Fall 2014	<div><div></div></div> 37%	<div><div></div></div> 12%	<div><div></div></div> 41%	<div><div></div></div> 13%	<div><div></div></div> 9%	<div><div></div></div> 3%	<div><div></div></div> 2%	<div><div></div></div> 0%	<div><div></div></div> 8%	<div><div></div></div> 20%	<div><div></div></div> 59%	M	H	L	H	M	T	N	0
Marin Horizon School (K-12)	Fall 2001	<div><div></div></div> 32%	<div><div></div></div> 4%	<div><div></div></div> 38%	<div><div></div></div> 11%	<div><div></div></div> 7%	<div><div></div></div> 5%	<div><div></div></div> 0%	<div><div></div></div> 16%	<div><div></div></div> 0%	<div><div></div></div> 12%	<div><div></div></div> 61%	M	M	M	M	H	N	N	0
Lagunitas Elementary School (K-8)	Fall 2000	<div><div></div></div> 40%	<div><div></div></div> 16%	<div><div></div></div> 39%	<div><div></div></div> 10%	<div><div></div></div> 4%	<div><div></div></div> 5%	<div><div></div></div> 1%	<div><div></div></div> 18%	<div><div></div></div> 1%	<div><div></div></div> 11%	<div><div></div></div> 62%	M	M	M	M	M	Y	N	0
Marin Primary & Middle School (K-8)	2008	<div><div></div></div> 16%	<div><div></div></div> 10%	<div><div></div></div> 22%	<div><div></div></div> 10%	<div><div></div></div> 3%	<div><div></div></div> 7%	<div><div></div></div> 1%	<div><div></div></div> 5%	<div><div></div></div> 0%	<div><div></div></div> 6%	<div><div></div></div> 78%	L	L	L	L	M	N	N	1
Venetia Valley Elementary School (K-8)	2002	<div><div></div></div> 46%	<div><div></div></div> 13%	<div><div></div></div> 40%	<div><div></div></div> 9%	<div><div></div></div> 8%	<div><div></div></div> 1%	<div><div></div></div> 0%	<div><div></div></div> 25%	<div><div></div></div> 0%	<div><div></div></div> 5%	<div><div></div></div> 60%	L	L	L	L	M	Y	N	2
Reed Elementary School (K-2)	2003	<div><div></div></div> 36%	<div><div></div></div> 8%	<div><div></div></div> 37%	<div><div></div></div> 8%	<div><div></div></div> 4%	<div><div></div></div> 4%	<div><div></div></div> 0%	<div><div></div></div> 15%	<div><div></div></div> 0%	<div><div></div></div> 14%	<div><div></div></div> 64%	L	L	L	L	M	Y	N	2
St. Anselm School (K-8)	2006	<div><div></div></div> 22%	<div><div></div></div> 11%	<div><div></div></div> 26%	<div><div></div></div> 8%	<div><div></div></div> 4%	<div><div></div></div> 4%	<div><div></div></div> 0%	<div><div></div></div> 0%	<div><div></div></div> 0%	<div><div></div></div> 18%	<div><div></div></div> 75%	L	M	M	M	M	N	N	0
St. Patrick School (K-8)	2001	<div><div></div></div> 45%	<div><div></div></div> 23%	<div><div></div></div> 24%	<div><div></div></div> 8%	<div><div></div></div> 6%	<div><div></div></div> 2%	<div><div></div></div> 0%	<div><div></div></div> 0%	<div><div></div></div> 0%	<div><div></div></div> 16%	<div><div></div></div> 76%	L	M	M	M	H	N	N	1
Saint Hilary School (K-8)	Fall 2012	<div><div></div></div> 21%	<div><div></div></div> 3%	<div><div></div></div> 29%	<div><div></div></div> 7%	<div><div></div></div> 2%	<div><div></div></div> 5%	<div><div></div></div> 0%	<div><div></div></div> 0%	<div><div></div></div> 9%	<div><div></div></div> 14%	<div><div></div></div> 72%	L	L	L	L	L	T	N	0
Mount Tamalpais School (K-8)	2003	<div><div></div></div> 64%	<div><div></div></div> 6%	<div><div></div></div> 46%	<div><div></div></div> 4%	<div><div></div></div> 4%	<div><div></div></div> 0%	<div><div></div></div> 0%	<div><div></div></div> 37%	<div><div></div></div> 0%	<div><div></div></div> 6%	<div><div></div></div> 55%	L	L	M	L	M	Y	N	0
Our Lady of Loretto School (K-8)	2004	<div><div></div></div> 12%	<div><div></div></div> 1%	<div><div></div></div> 17%	<div><div></div></div> 4%	<div><div></div></div> 4%	<div><div></div></div> 0%	<div><div></div></div> 0%	<div><div></div></div> 0%	<div><div></div></div> 0%	<div><div></div></div> 13%	<div><div></div></div> 83%	L	L	M	L	L	N	N	0
Lycée Français de San Francisco	Fall 2010	<div><div></div></div> 8%	<div><div></div></div> 8%	<div><div></div></div> 27%	<div><div></div></div> 3%	<div><div></div></div> 1%	<div><div></div></div> 1%	<div><div></div></div> 0%	<div><div></div></div> 13%	<div><div></div></div> 0%	<div><div></div></div> 12%	<div><div></div></div> 75%	M	H	M	M	L	N	N	0
Sir Francis Drake High School (9-12)	Fall 2004	<div><div></div></div> 66%	<div><div></div></div> 25%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	M	H	H	H	M	T	N	0
Cascade Canyon School (K-8)	Fall 2009	<div><div></div></div> 26%	<div><div></div></div> 15%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	L	M	L	L	M	N	N	1
Short Elementary School (K-4)	Fall 2012	<div><div></div></div> 63%	<div><div></div></div> 7%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	L	L	L	L	M	Y	N	0

NOTES

1. Ranking: L - Low, M - Medium, H - High

2. Busing: Y - Yellow School Bus, T - Public Transit, N - No busing options

3. Neighborhood Schools: Y - Yes, N - No

4. # of locally funded crossing guards

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SAMPLE ASSESSMENT OF SCHOOL SR2S PARTICIPATION

The evaluation matrix is intended to provide a more holistic assessment of the average mode splits for students in relation to other factors that would influence their decision to use active transportation modes. This section provides a sampling of conclusions that were drawn from this methodology.

Brookside Elementary School in San Anselmo is considered a neighborhood school since it draws its enrollment primarily from within specific neighborhood boundaries within walking and bicycling distance to the school. The school has experienced a very large increase in Active Green (walking and bicycling) trips between 2001–2002, its first year in the SR2S program, and the 2014–2015 school year. Walking and bicycling trips at the school have increased from 16 percent in 2001 to 55 percent in the 2014–2015 school year. Various factors can be attributed to the 39 percent increase in Active Green trips, including a strong local commitment to SR2S infrastructure improvements including gap closures in walking and bicycling infrastructure by the Town's public works department, hosting a large number of education and encouragement programs at the school, and dedicated and heavily involved SR2S team leaders who would track student travel modes on a weekly basis and provide students with incentives to promote active travel modes.

White Hill Middle School in Fairfax has an open enrollment policy, drawing its student population from the entire Ross Valley School District. As such, walking and bicycling to school can be more challenging for students that have to travel a greater distance from their residences. Despite these obstacles, 80 percent of trips to and from school during the 2014–2015 school year were Green Trips (all modes except for travel via single-student family vehicle). The majority of these trips are comprised of trips by public transit (57 percent). Only 19 percent of trips to and from school were comprised of single-student family vehicle trips. Elementary schools within the Ross Valley School District have some of the highest rates of participation in the SR2S program. Students from these schools that enroll at White Hill Middle School have already embraced greener modes of transportation and continue to use these modes with support from SR2S program elements geared toward middle school students. White Hill Middle School has an administrative staff that is very supportive of SR2S

programs, they have high levels of participation in education programs. Additionally, the school is served by a mid-level green infrastructure. These factors make-up for the low levels of team leader assistance due to high team leader turnover and frequent gaps in leadership.

San Domenico School in San Anselmo draws its student body from three counties (Marin, San Francisco, and Sonoma) with many students travelling substantial distances to and from school. The school has the highest percentage of yellow school bus trips in the County (46 percent). San Domenico School is located at the end of a residential access road (Butterfield Road) with few alternative routes in and out of the community. High levels of school-generated vehicular traffic would greatly impact traffic congestion on local roads. As such, the school has placed significant emphasis on the reduction of vehicular trips particularly during peak periods reducing all vehicular trips by restricting the number of vehicle trips coming to and from the campus during certain hours of the day. San Domenico has a 75 percent rate of Green Trips, of which 17 percent are comprised of Active Green trips, representing local students who live within a walkable or bikeable radius of the school.

Bahia Vista Elementary School in San Rafael draws its student population from the Canal neighborhood in San Rafael. There has been a significant investment in the construction of green infrastructure providing walking and bicycling access to and from the school. Infrastructure upgrades have included gap closures, the provision of widened sidewalks, improved intersections, and closing gaps in active transportation. It should also be noted that the neighborhood is an underserved community with low rates of vehicle ownership. Many students walk to the school out of necessity. The provision of green infrastructure serves to increase safety and access for these students. During the 2014–2015 school year most students (60 percent) walked to school. An additional six percent of students carpooled. The improvements to neighborhood pedestrian infrastructure has helped increase the percentage of active green trips from 45 percent during its inaugural year in the SR2S program (2002–2003 school year) to the 2014–2015 school year.

Six Novato schools within the Novato Unified School District (Hamilton Meadow Park, Loma Verde Elementary, Rancho Elementary, San Jose Middle, San Ramon Elementary and Sinaloa Middle School) experienced a four to 11 percent decrease in the percentage of Green Trips from their first year of participation in the SR25 to the 2014 - 2015 school year. This is attributable to the decrease in school bus trips resulting from the suspension of the district yellow school bus service at the end of the 2010-2011 school year. These trips were often converted to family vehicle based trips due to the distance students live from their respective schools.

Independent schools generally have lower active trip rates due to the nature of their enrollment (parents choose the school rather than get assigned by enrollment boundaries). By choosing a private school that is too far to walk or bike from home, many parents opt to drive. However, many private schools offer popular school bus service, which is reflected in the higher green trips. Compared to other school on the list, private schools such as San Domenico and Mount Tamalpais rank low for active trip rates, but over 35 percent of both schools' students ride the yellow bus.



RECOMMENDATIONS FOR IMPROVEMENTS IN SR2S EVALUATION

The table below provides recommendations for enhancing the evaluation element of SR2S.

It is based on the insights gained during the comprehensive evaluation done of existing participating schools.

EVALUATION	STATUS	RECOMMENDATION
Annual Student Tallies and Parent Surveys	Provide school-by-school snapshots in time of participation. In 2015 more than 1,300 detailed responses were received from more than 30 schools.	Continue evaluating the program through the use of student tallies and parent surveys. Aim for increased survey response rates from all participating schools.
Student Travel Trends Matrix	For the first time, in 2016 the program identified historical travel mode trends by school, going back up to 10 years.	Continue, on a year-to-year basis, to populate and assess the school travel trends to identify potential strategies to further increase green trips.

WHO IS SAFE ROUTES?

Council member



Renee Goddard is a town council member for the Town of Fairfax, and she participates in the Ross Valley SR2S Task Force. Renee's involvement with SR2S started when she took a Family Biking class with her young child. "It really

opened my eyes and helped me to become a safety advocate." She subsequently became a team leader for Manor Elementary School until 2012.

She sees Safe Routes to Schools Task Forces as the coordinating factor for encouraging families to use alternative transportation options to travel within their communities. "We have the key players in the room and there is nothing better than face to

face discussion for making great strides to accomplish things." She said it also created a great cooperation between the towns.

The Town of Fairfax has an established culture that supports and encourages biking and walking. "There is a pride that we have, since we were the first place to start Safe Routes to Schools. Manor School [which has the highest percentage of elementary school children biking to school] has a legacy to uphold."

In the future, Goddard would like to see Safe Routes have more consistent use of the classes in the schools. She wants to see a lot more leadership from the kids with special training for youth leaders. This will help them get more involved in their schools and in the wider community. She would like to see more family biking and other programs that include the public. Her ultimate vision is for driving children to school is to be considered the exception rather than the rule.

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A LOOK TO THE FUTURE

Throughout its history, the Marin County Safe Routes to Schools program has consistently proven its effectiveness in reducing the number of children who are driven alone to school and in increasing the amount of students walking, bicycling, taking the bus or participating in a carpool.

Schools that have been with the program the longest have experienced dramatic results. For example, since the fall of 2001, Brookside Elementary in Ross Valley has seen a 24 percent decrease in the number of students driven alone and Old Mill Elementary in Mill Valley has seen a 40 percent decrease. This change in travel behavior has far-reaching benefits for the community, from reducing congestion and increasing safety, to promoting a healthy lifestyle and a more sustainable future.

In order to strengthen the relevance and long-term impacts of Safe Routes to Schools, the program is constantly evolving and developing new ideas. The past three years has seen updated classroom offerings, new contests, new partnerships, the innovative use of technology, implementation of low-cost engineering tools, and new and increased funding sources. These developments have been key in allowing SR2S to expand its reach while at the same time strengthen its core elements.

With a well-established program like Marin's, however, the focus continues to be on maintenance rather than expansion. Keeping in mind the three key elements of success (see box), the following recommendations are intended to improve the effectiveness of the existing program, so that it can continue to be a leader for years to come.

KEY ELEMENTS OF A SUCCESSFUL PROGRAM

When it comes to showing tangible results, participating SR2S schools have achieved various levels of success. Those that have experienced the most dramatic results—whether it has been through a high increase in green trips or a large number of infrastructure projects—often have three key features in common:

- ▶ **A strong vision.** Having a long-term vision in place allows schools to more effectively implement their goals as they relate to each of the four Es—Education, Encouragement, Engineering, and Enforcement. It is those schools that have a clear vision for their future that are also able to more successfully seek out grants.
- ▶ **Active school participation.** Based on the survey results, it is evident that those schools that experience the most reduction in car trips are also those that are fully engaged in the five “Es.” Schools that do not participate in classroom education activities, or at least one of the all-school events, do not do as well as those that do. Involving the whole school reinforces the lessons taught at specific grade levels and continues the teaching process. Lastly, a successful program cannot be achieved without a team of active school leaders and volunteers.
- ▶ **Strong local support.** An effective SR2S program requires a team approach that involves not only schools, but also support from City and County representatives and elected officials. Enforcement programs cannot be administered without the cooperation of local police departments, just as engineering projects cannot be implemented without the help of City engineers.



RECOMMENDATIONS

The following recommendations are intended to improve both the effectiveness and the long-term sustainability of Marin's Safe Routes to Schools program.

PROGRAMS	STATUS	RECOMMENDATION
EDUCATION		
Bicycle Safety Education	The core curriculum is currently comprised of 4th and 6th grade bicycle education classes, which are hugely popular due to their hands-on approach to learning.	Provide bicycle safety education program to meet increasing needs of children at earlier ages. Start classes in the 1st grade to motivate and build confidence at an younger age. Seek donations of and/or purchase Balance Bikes for young riders.
Teens Go Green in High Schools	Provides unique learning opportunities for high schoolers such as developing "No Cars on Campus" and "The Transit Race." Engaged students and provided career advancement opportunities.	Provide education program to meet increasing needs of children at later ages. Create Teen Advisory Leadership program to empower high school students to lead peers in the promotion of green transportation.
Distracted Driving Workshop (Street Smarts)	Currently focused on vehical safety awareness to address the top cause of injury and death involving 16 to 21 year olds. A Distracted Driving week-long campaign with advities to educate and motivate behavior change was implemented at three high schools in 2012.	Provide focused Street Smarts education programs to target driver safety. Host the Impact Teen Drivers one-day assembly at three to five schools during the 2016-2017 and 2017-2018 school years.
ENCOURAGEMENT		
SchoolPool Marin	Provided and maintained SchoolPoolMarin.org website, offering SchoolPool guidance, neighborhood maps, Suggested Route to School maps, and SchoolPool matching.	Continue to collaborate with Task Forces to prepare neighborhood SchoolPool maps and Suggested Route to School maps. Encourage school districts to add a line item on registration that identifies student origins within neighborhood maps. Work with schools to assign a staff member or volunteer to match carpools.
Bilingual Program in Underserved Schools	Currently outreach to six schools with a population predominantly consisting of students that speak english as a second language. At these schools Walk and Roll Wednesdays continue on a consistent basis. Partnerships with the Food Bank and Marin County Health Department formed to suppliment SR2S program.	Expand the bilingual program outreach to more students at underserved schools. During 2016-2017 school year expand bilingual services to Davidson Middle School, Loma Verde Elementary School, The Short School, and Venetia Valley Elementary School. Collaborate with the Marin County Health Department to bring the SR2S program to Martin Luther King Elementary School.
Walk and Roll Wednesdays	Since 2013, the number of schools that host regular year round events has tripled, to currently 34 schools.	Continue to expand contests in elementary and middle schools. Provide more participation incentives and prizes for Walk and Roll Wednesdays for our participating schools.
Green Ways to School	School-wide contest involving classroom teachers have been successful with increased green trips from 48% to 52%	Offer in-classroom contests to elementary schools every three years on a rotating basis to prevent teacher burn-out with implementation.

PROGRAMS	STATUS	RECOMMENDATION
Green Sneaker Challenge / Hopscotch Challenge	Trip tracking competitive programs that provide fun ways for students to track their trips and/or miles and receive prizes for embracing greener modes of travel. Implemented in 12 schools in 2015; some schools reported a 90% participation rate.	Continue to expand contests in elementary and middle schools. Provide contest materials, promotional messaging, participation incentives, and prizes to an estimated 25 to 30 participating elementary and middle schools.
Teens Go Green – Middle School	Teens Go Green Coordinators are currently working with students in five (of the six) public middle schools to host iWalk, monthly events, Bike to School Day, and an annual contest. Middle Schools with the most robust Teens Go Green programs also have the highest percentage mode shift.	Outreach to teachers and students at more middle schools to host iWalk monthly events, Bike to School Day, and annual contests.
Active4.me	Online trip tracking program with bar-code scanning. SR2S provides bar code supplies and instructions for implementation on request. Schools must pay a fee to use the Active4.me program and are responsible for student pre-registration. The system aggregates student data pertaining to distance traveled and cumulative CO2 saved.	Continue to promote at Team Leader meetings and provide supplies upon school request.
ENGINEERING		
Support Task Forces and Public Works Departments to Identify Short-term Projects	SR2S engineers coordinate with Task Forces and municipal public works departments to identify issues and recommend short-term improvement measures implemented by local jurisdictions.	Continue to provide engineering and safety improvement support to public works departments. Work with SR2S Task Forces to identify short-term remedies. Continue to provide design services for low-cost projects.
Prepare Plans for Longer-term Infrastructure Projects	Public Works have installed over 100 infrastructure projects to improve school travel safety including, but not limited to, sidewalk gap closures, bicycle lanes, and use of new tools such as cycle tracks, bike boxes, and rectangular rapid flashing beacons.	Focus infrastructure/safety improvements on high vehicular volume corridors and in areas with high levels of school enrollment. Continue exploring new and improved tools for improving pedestrian and bicycle safety. For e.g., NACTO measures.
Suggested Routes to School Maps	Prepared Suggested Routes to School maps illustrating preferred walking and bicycling routes, along with existing sidewalks, bikeways, crosswalks, crossing guards, etc.	Continue to provide route maps for schools. Prepare three to five new suggested route to school maps every year. Update existing maps as necessary to account for changes in walking and bicycling facilities.
ENFORCEMENT		
Street Smarts Marin	Participation in 10 communities throughout Marin, including the annual deployment of 100 banners in high-visibility areas. 500 lawn signs distributed to municipalities and schools in the past three years.	Expand program to include social marketing with information, educational materials, and quick facts on both the program and being Street Smart available through social networks.

PROGRAMS	STATUS	RECOMMENDATION
ENFORCEMENT		
Crossing Guard Program	Improved safety at challenging intersections. TAM's separate crossing guard program currently provides guards at 80+ locations serving 70 schools in the County.	Continue to support the Crossing Guard program by identifying potential locations for guard deployment, and providing education to school children regarding crossing streets.
EVALUATION		
Annual Student Tallies and Parent Surveys	Provide school-by-school snapshots in time of participation. In 2015 more than 1,300 detailed responses were received from more than 30 schools.	Continue evaluating the program through the use of student tallies and parent surveys. Aim for increased survey response rates from all participating schools.
Student Travel Trends Matrix	For the first time, in 2016 the program identified historical travel mode trends by school, going back up to 10 years.	Continue, on a year-to-year basis, to populate and assess the school travel trends to identify potential strategies to further increase green trips.
FUNDING		
Secure Supplemental Program Funding	Measures A and B provide the majority of funding for the SR2S program. Supplemental outside funding is required to achieve program objectives. Through 2016, outside funding has been secured.	Leverage TAM's Measure A and Measure B funding to secure outside supplemental funding of \$150,000 to \$250,000 annually to achieve SR2S program objectives.
Secure Funding for Infrastructure Improvements	In the 2014-2015 year Marin's SR2S program secured \$367,500 in funding for the implementation of infrastructure projects, including sidewalks, pathways, multi-use bridges, enhanced crosswalks, and improved intersections.	Continue to seek outside funding for implementation of capital infrastructure projects, e.g., through the Active Transportation Program.
Identify Short-term and Longer-range Safe Pathways Projects	Potential projects are only eligible if included in an adopted Safe Routes Travel Plan. SR2S engineers have developed low-cost/short-term solutions, and also longer-range designs.	Continue to identify effective Safe Pathway projects, including popular lower-cost solutions that can be implemented within a short timeframe.
POLICIES & SCHOOL BUSING		
Institutionalize Partnerships	Strong partnerships with local schools and government, e.g., developing resolutions in support of Safe Routes to School partnerships, have produced dramatic results.	Continue working with municipal and school officials to institutionalize the program. Encourage officials to pass resolutions that establish SR2S as an integral part of the educational framework.
School Busing	The SR2S program supports independent yellow school bus programs, as well as public transit service through Marin Transit.	Continue supporting public transit and the reintroduction of yellow school bus. Support school efforts to considering the addition of yellow school bus service.

WHO IS SAFE ROUTES?

Marin Safe Routes to Schools Staff

Safe Routes to Schools staff help implement the program, by teaching classes to the students, presenting at assemblies, and overseeing and planning the encouragement activities. Every year staff keeps track of each school's participation in various programs as well as their mode split, and then notifies schools and parent team leaders through a report card.

Not only do SR2S staff members interface with school staff, students, and parents, but SR2S also leads Task Force meetings and participates in neighborhood committees. The staff engineers coordinate with public works departments to recommend and develop improvement measures to create safer routes to school.



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MARIN COUNTY SAFE ROUTES TO SCHOOLS PROGRAM EVALUATION APPENDIX



SEPTEMBER 2016

ACKNOWLEDGEMENTS

TRANSPORTATION AUTHORITY OF MARIN BOARD OF COMMISSIONERS

Stephanie Moulton-Peters, Chair *City of Mill Valley*

Judy Arnold, Vice Chair *County of Marin, District 5*

James Campbell *City of Belvedere*

Damon Connolly *County of Marin, District 1*

Alice Fredericks *Town of Tiburon*

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TRANSPORTATION AUTHORITY OF MARIN STAFF

Dianne Steinhauser *Executive Director*

David Chan *Manager of Programming and Legislation*

Dan Cherrier *Principal Project Delivery Manager*

Derek McGill *Planning Manager*

CONSULTANT TEAM

David Parisi *Parisi Transportation Consulting*

Penelope Amuyunzu *Parisi Transportation Consulting*

David Hoffman *Parisi Transportation Consulting*

Ashley Tam *Parisi Transportation Consulting*

Wendi Kallins *Wendi Kallins Consulting*

Gwen Froh *Marin County Bicycle Coalition*

Peggy Clark *Marin County Bicycle Coalition*

Jeremy Thornton *Jeremy Thornton Art & Design*

APPENDIX

- A. 2014–2015 SCHOOL REPORT CARDS
- B. SCHOOL MODE SPLIT HISTORY
- C. EDUCATION AND
ENCOURAGEMENT PROGRAMS
- D. INFRASTRUCTURE IMPROVEMENTS

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APPENDIX A

2014–2015 School Report Cards

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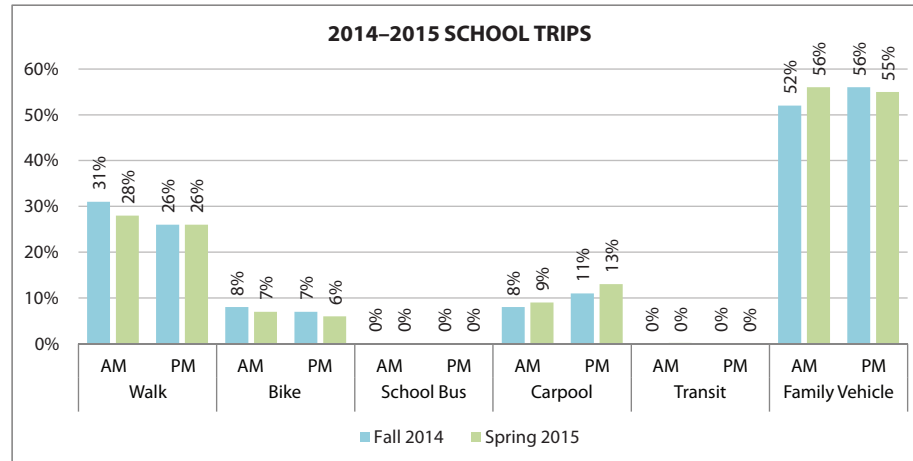


SAFE ROUTES TO SCHOOLS REPORT CARD



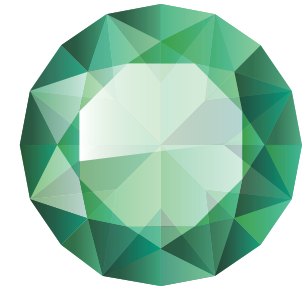
Bacich Elementary School

FALL 2014 TO SPRING 2015



SCORE

71



DEEP GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F'14 – S'15	Increase
Green	28%	45%	17%
Active	20%	35%	15%

EDUCATIONAL ACTIVITIES Points

- Participates in Traffic Safety classes:
- Stop Look and Listen (2nd grade)
- Walk Around the Block (2nd grade)
- Bicycle Safety (4th grade)
- Traffic Safety (4th grade)
- Bicycle Rodeo (4th grade)

1
1
1
1
1
1

DISTRICT PARTICIPATION Points

- Participates in Task Force:
- Provides suggested routes maps

2
1

PROMOTIONAL ACTIVITIES Points

- Hosts International Walk to School Day event in October
- Hosts National Bike to School Day event in May
- Hosts weekly Walk and Roll to School or Teens Go Green Days
- Organizes Neighborhood SchoolPools
- Promotion efforts
- Walking School Bus and/or Bike Train
- School initiated program

2
2
6
1
2.5
1
3

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Sally Peck

Team Leader: Heather McPhail

Year Joined SR2S: 2001

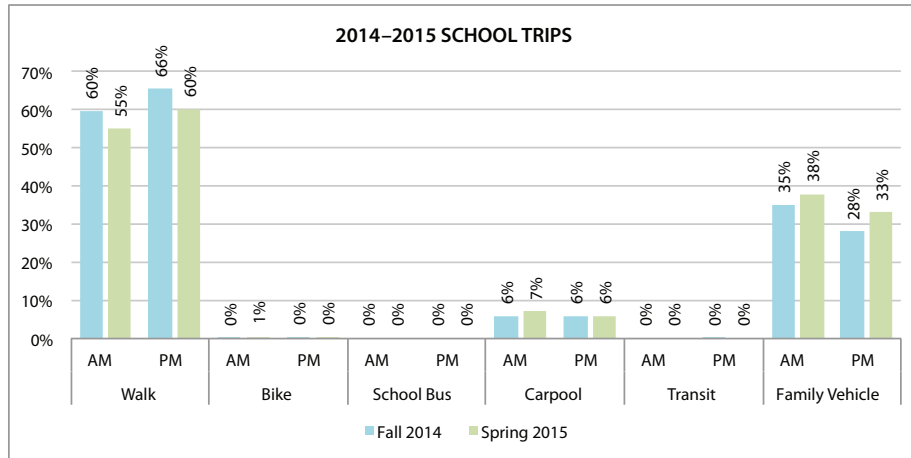




SAFE ROUTES TO SCHOOLS REPORT CARD

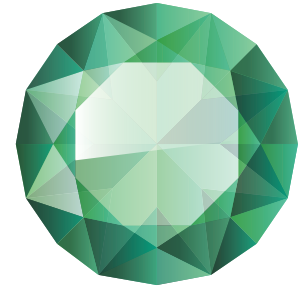
Bahia Vista Elementary School

FALL 2014 TO SPRING 2015



SCORE

73



DEEP GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	49%	67%	18%
Active	45%	60%	15%

EDUCATIONAL ACTIVITIES Points

Participates in Safety classes:	
Stop Look and Listen (2nd grade)	1
Walk Around the Block (2nd grade)	1
Bicycle Safety (4th grade)	1
Traffic Safety (4th grade)	1
Bicycle Rodeo (4th grade)	1

PROMOTIONAL ACTIVITIES Points

School policies that promote Safe Routes to Schools	1
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RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Cecilia Quintana

Team Leader: N/A

Year Joined SR2S: 2002



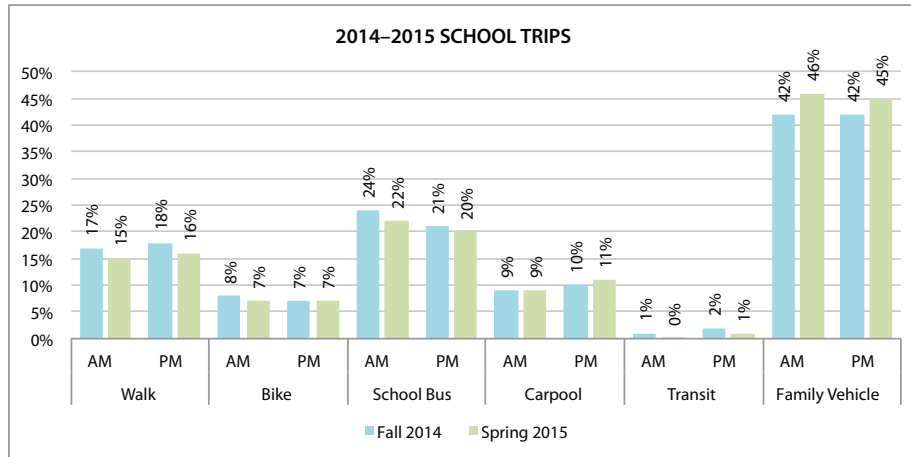


SAFE ROUTES TO SCHOOLS REPORT CARD



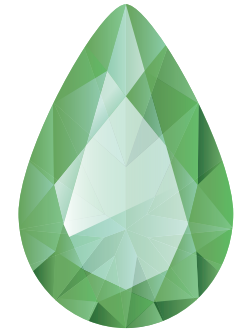
Bel Aire Elementary School

FALL 2014 TO SPRING 2015



SCORE

65



FOREST GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	57%	56%	-1%
Active	19%	24%	5%

EDUCATIONAL ACTIVITIES Points

Participates in Traffic Safety classes:	
Outdoor Bike Drills (6th grade)	1

PROMOTIONAL ACTIVITIES Points

Hosts International Walk to School Day event in October	2
Hosts National Bike to School Day event in May	2
Promotion efforts	1
Walking School Bus and/or Bike Train	1

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Patti Purcell

Team Leader: Matina Seremetis

Year Joined SR2S: 2002



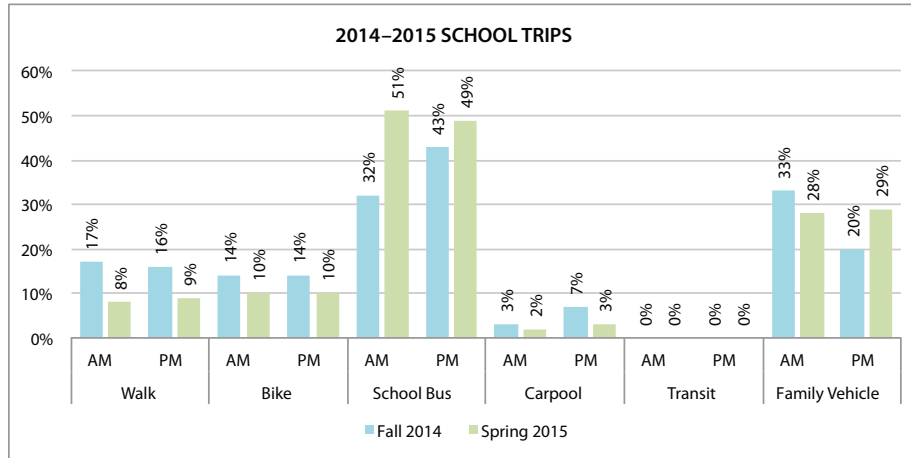


SAFE ROUTES TO SCHOOLS REPORT CARD



Bolinas-Stinson School

FALL 2014 TO SPRING 2015



SCORE

88



EMERALD GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F'14 - S'15	Increase
Green	72%	72%	0%
Active	12%	25%	13%

EDUCATIONAL ACTIVITIES Points

Participates in Traffic Safety classes:	
Stop Look and Listen (2nd grade)	1
Walk Around the Block (2nd grade)	1
Bicycle Safety (4th grade)	1
Traffic Safety (4th grade)	1
Bicycle Rodeo (4th grade)	1

PROMOTIONAL ACTIVITIES Points

Hosts International Walk to School Day event in October	2
Hosts National Bike to School Day event in May	2
Promotion efforts	1
Contest participation in current year	3.5
Go Green	

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Jason Richardson

Team Leader: Anny O. Densmore

Year Joined SR2S: 2002



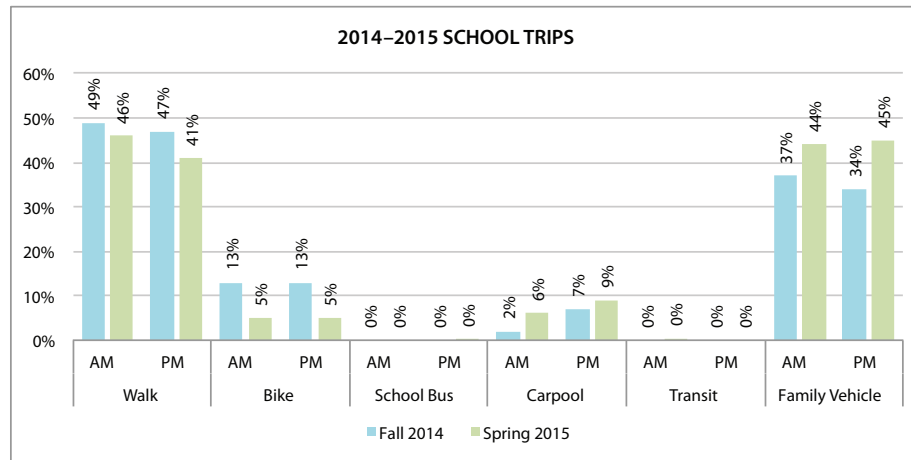


SAFE ROUTES TO SCHOOLS REPORT CARD



Brookside Elementary School

FALL 2014 TO SPRING 2015



SCORE

80



EMERALD GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F'14 - S'15	Increase
Green	37%	61%	24%
Active	27%	55%	28%

PROMOTIONAL ACTIVITIES	Points	DISTRICT PARTICIPATION	Points
Hosts International Walk to School Day event in October	2	Participates in Task Force	2
Hosts National Bike to School Day event in May	2	School policies that promote Safe Routes to Schools	1
Hosts weekly Walk and Roll or Teens Go Green Days	6		
Promotion efforts	2.5		
Contest participation in current year	3.5		

Principals: Rich Van Allen and Nancy Wasserman

Team Leaders: Laura French and Lisa Asher

Year Joined SR2S: 2013

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80



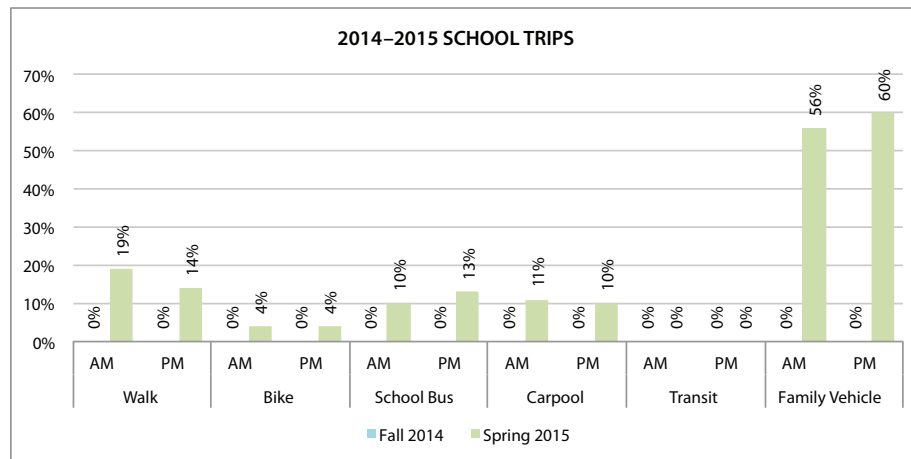


SAFE ROUTES TO SCHOOLS REPORT CARD



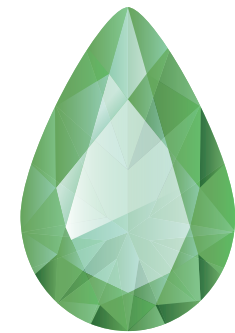
Coleman Elementary School

FALL 2014 TO SPRING 2015



SCORE

65



FOREST GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	41%	43%	2%
Active	12%	21%	9%

EDUCATIONAL ACTIVITIES Points

Participates in Safety classes:	
Stop Look and Listen (2nd grade)	1
Walk Around the Block (2nd grade)	1
Bicycle Safety (4th grade)	1
Traffic Safety (4th grade)	1
Bicycle Rodeo (4th grade)	1

DISTRICT PARTICIPATION Points

Participates in Task Force	2
School policies that promote Safe Routes to Schools	1

PROMOTIONAL ACTIVITIES Points

Hosts International Walk to School Day event in October	2
Hosts National Bike to School Day event in May	2
Hosts monthly Walk and Roll or Teens Go Green Days	3
Promotion efforts	2
Walking School Bus and/or Bike Train	1
Contest participation in current year	3.5

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Scott Carson

Team Leader: Lynn Stein

Year Joined SR2S: 2007



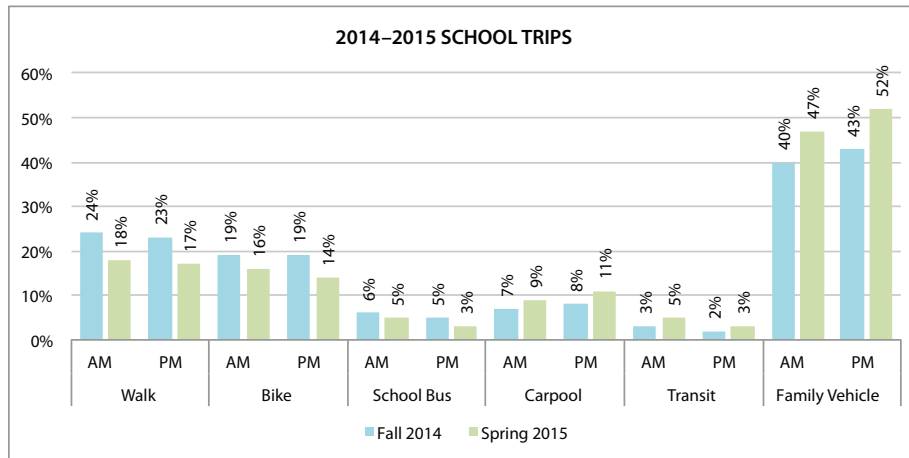


SAFE ROUTES TO SCHOOLS REPORT CARD



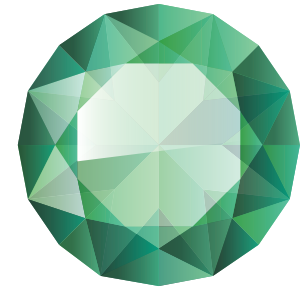
Cove School

FALL 2014 TO SPRING 2015



SCORE

74



DEEP GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	54%	54%	0%
Active	38%	38%	0%

EDUCATIONAL ACTIVITIES Points

Participates in Safety classes:	
Stop Look and Listen (2nd grade)	1
Walk Around the Block (2nd grade)	1
Bicycle Safety (4th grade)	1
Traffic Safety (4th grade)	1
Bicycle Rodeo (4th grade)	1

DISTRICT PARTICIPATION Points

School policies that promote Safe Routes to Schools	1
Provides suggested routes maps	1

PROMOTIONAL ACTIVITIES Points

Hosts International Walk to School Day event in October	2
Hosts National Bike to School Day event in May	2
Hosts monthly Walk and Roll or Teens Go Green Days	3
Promotion efforts	1.5
School initiated program	3

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Michelle Walker

Team Leaders: David McPherson and Todd Ritola

Year Joined SR2S: 2014



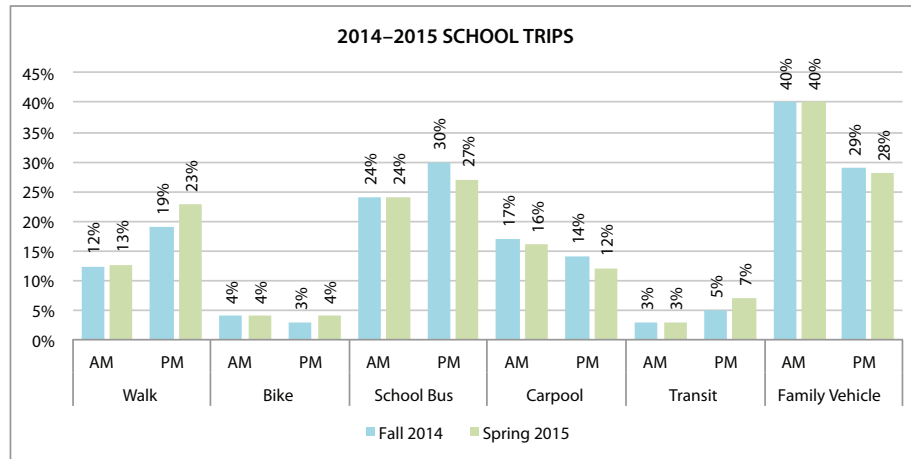


SAFE ROUTES TO SCHOOLS REPORT CARD



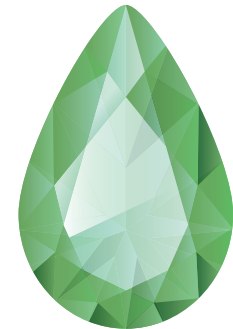
Davidson Middle School

FALL 2014 TO SPRING 2015



SCORE

73



FOREST GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	63%	66%	3%
Active	19%	21%	2%

EDUCATIONAL ACTIVITIES Points

Participates in Safety Classes:	
Drive That Bike (6th grade)	1
Outdoor Bike Drills (6th grade)	1

PROMOTIONAL ACTIVITIES Points

Holds National Bike to School Day event	2
---	---

DISTRICT PARTICIPATION Points

Participates in Task Force	2
School policies that promote Safe Routes to Schools	1

RANKING	SCORE
GREEN.....	55
FOREST GREEN.....	65
DEEP GREEN.....	75
EMERALD GREEN.....	85

Principal: Bob Marcucci

Team leader: N/A

Year joined SR2S: 2011





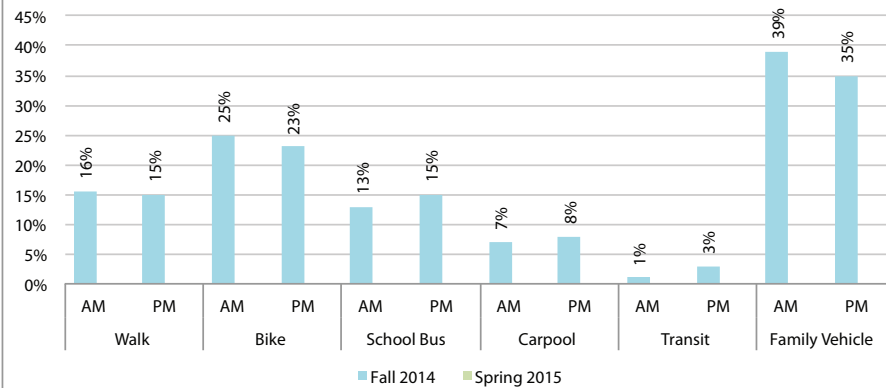
SAFE ROUTES TO SCHOOLS REPORT CARD



Del Mar Middle School

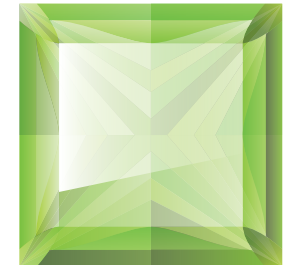
FALL 2014 TO SPRING 2015

2014-2015 SCHOOL TRIPS



SCORE

60



GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F'14 - S'15	Increase
Green	58%	63%	5%
Active	22%	39%	17%

EDUCATIONAL ACTIVITIES

Points

Participates in Safety Classes:	
Drive That Bike (6th grade)	1
Outdoor Bike Drills (6th grade)	1

RANKING	SCORE
GREEN.....	55
FOREST GREEN.....	65
DEEP GREEN.....	75
EMERALD GREEN.....	85

Principal: Alan Vann Gardner, Ed.D.

Team leader: Kathy McLeod

Year joined SR2S: 2004



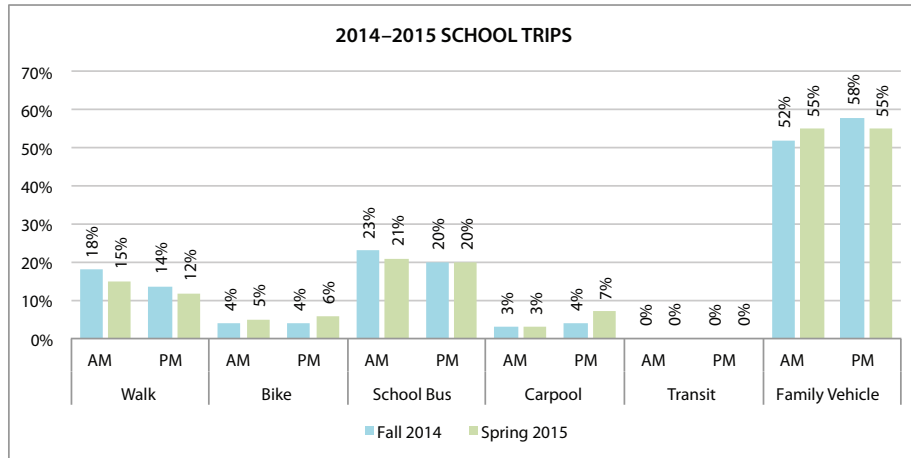


SAFE ROUTES TO SCHOOLS REPORT CARD



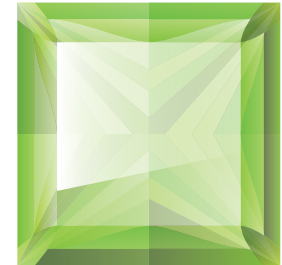
Dixie Elementary School

FALL 2014 TO SPRING 2015



SCORE

53



GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	51%	45%	-6%
Active	19%	19%	0%

EDUCATIONAL ACTIVITIES Points

Participates in Safety classes:	
Stop Look and Listen (2nd grade)	1
Walk Around the Block (2nd grade)	1
Bicycle Safety (4th grade)	1
Traffic Safety (4th grade)	1
Bicycle Rodeo (4th grade)	1

PROMOTIONAL ACTIVITIES Points

Hosts National Bike to School Day event in May	2
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RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Greg Johnson

Team Leader: N/A

Year Joined SR2S: 2004



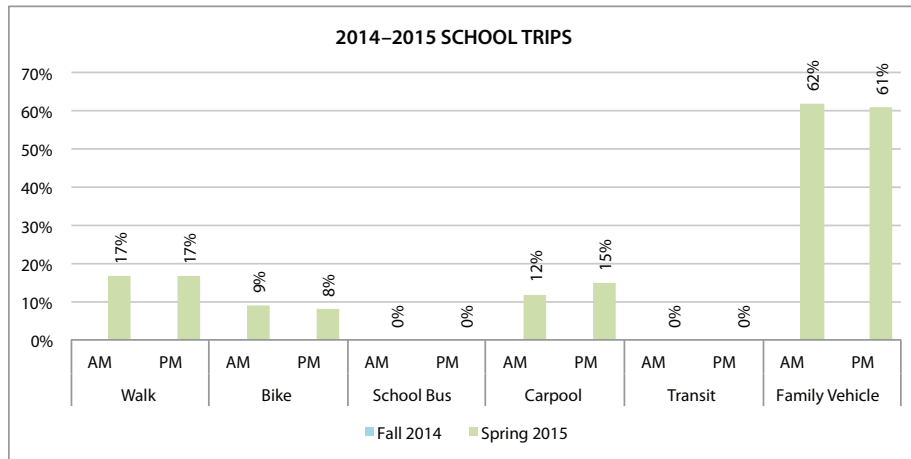


SAFE ROUTES TO SCHOOLS REPORT CARD



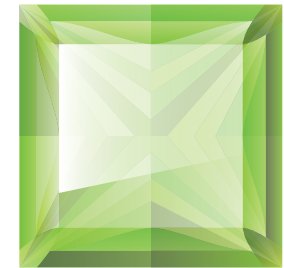
Edna Maguire Elementary School

FALL 2014 TO SPRING 2015



SCORE

57



GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	38%	39%	1%
Active	23%	25%	2%

EDUCATIONAL ACTIVITIES Points

Participates in Safety classes:	
Stop Look and Listen (2nd grade)	1
Walk Around the Block (2nd grade)	1
Bicycle Safety (4th grade)	1
Traffic Safety (4th grade)	1
Bicycle Rodeo (4th grade)	1

DISTRICT PARTICIPATION Points

Participates in Task Force:	2
Provides suggested routes maps	1

PROMOTIONAL ACTIVITIES Points

Hosts International Walk to School Day event in October	2
Hosts National Bike to School Day event in May	2
Hosts monthly Walk and Roll or Teens Go Green Days	3
Promotion efforts	1.5

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Leo Kostelnik

Team Leaders: Ryan Erving, Jess and Mike Willard

Year Joined SR2S: 2000



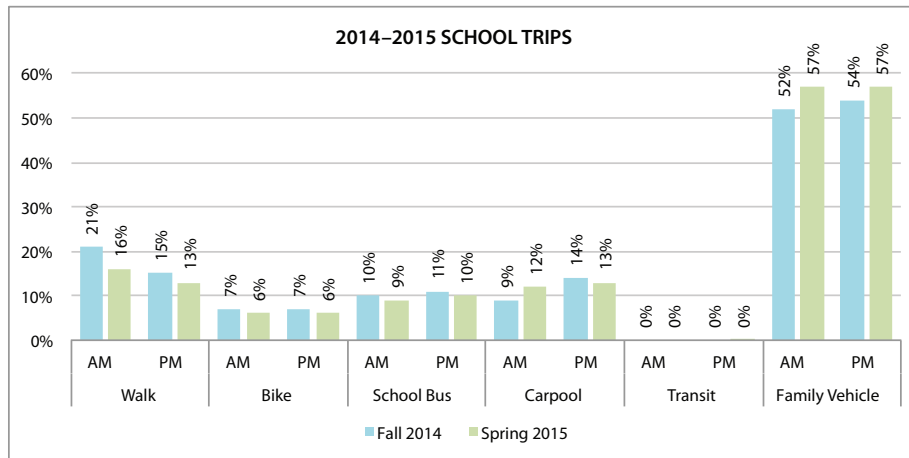


SAFE ROUTES TO SCHOOLS REPORT CARD



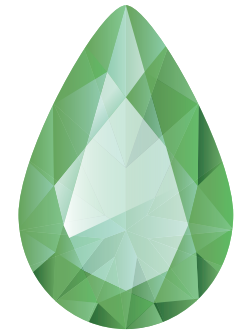
Glenwood Elementary School

FALL 2014 TO SPRING 2015



SCORE

63



FOREST GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F'14 - S'15	Increase
Green	46%	45%	-1%
Active	26%	23%	-3%

EDUCATIONAL ACTIVITIES Points

Participates in Safety classes:	
Stop Look and Listen (2nd grade)	1
Walk Around the Block (2nd grade)	1
Bicycle Safety (4th grade)	1
Traffic Safety (4th grade)	1
Bicycle Rodeo (4th grade)	1

PROMOTIONAL ACTIVITIES Points

Hosts International Walk to School Day event in October	2
Hosts National Bike to School Day event in May	2
Hosts weekly Walk and Roll or Teens Go Green Days	6
Promotion efforts	1.5

DISTRICT PARTICIPATION Points

School policies that promote Safe Routes to Schools	1
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RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Kim Goodhope

Team Leaders: Jen VanGorder and Moe Herr

Year Joined SR2S: 2003



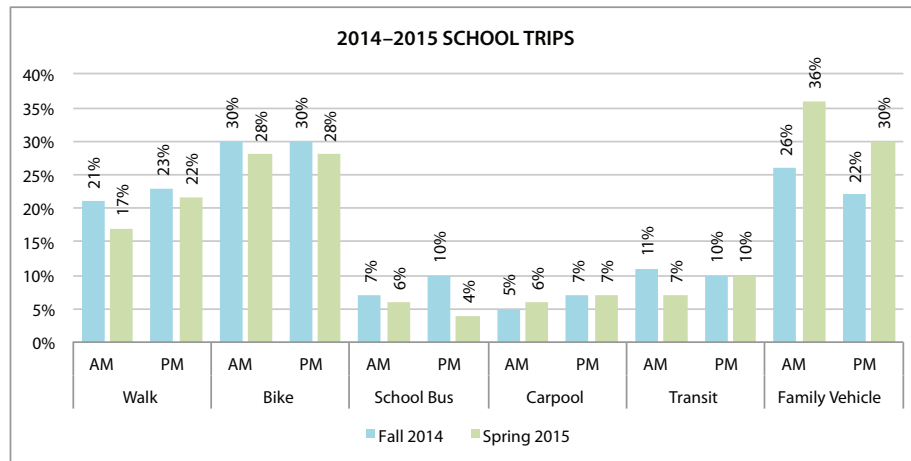


SAFE ROUTES TO SCHOOLS REPORT CARD



Hall Middle School

FALL 2014 TO SPRING 2015



SCORE

85



EMERALD GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	54%	72%	18%
Active	38%	50%	12%

EDUCATIONAL ACTIVITIES Points

Participates in Safety Classes:	
Drive That Bike (6th grade)	1
Outdoor Bike Drills (6th grade)	1

PROMOTIONAL ACTIVITIES Points

Holds International Walk to School Day event	2
Holds National Bike to School Day event	2
Promotion Efforts	1
Holds other special schools activities or contests	6

RANKING	SCORE
GREEN.....	55
FOREST GREEN.....	65
DEEP GREEN.....	75
EMERALD GREEN.....	85

Principal: Tom Utic

Team leader: Josh Evans

Year joined SR2S: 2001





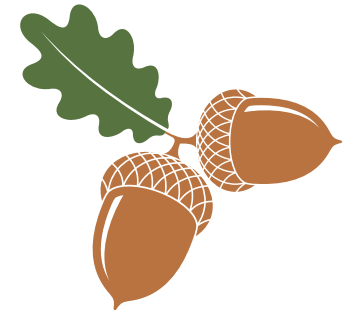
SAFE ROUTES TO SCHOOLS REPORT CARD

Hamilton Meadow Park Elementary and Middle School

FALL 2014 TO SPRING 2015

SCORE

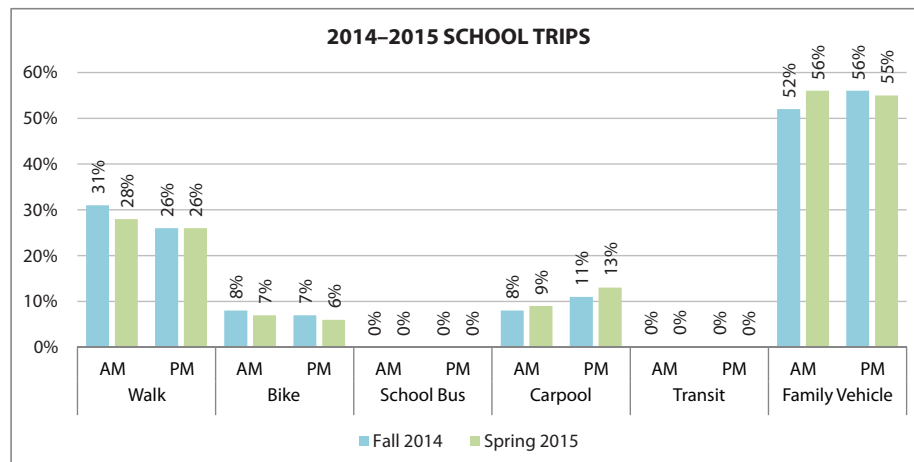
46



GROWING

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	45%	38%	-7%
Active	28%	25%	-3%



PROMOTIONAL ACTIVITIES Points

Hosts National Bike to School Day event in May	2
Hosts monthly Walk and Roll or	
Teens Go Green Days	3
Promotion efforts	1.5
Walking School Bus and/or Bike Train	1

DISTRICT PARTICIPATION Points

School policies that promote	
Safe Routes to Schools	1

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Steve Hospodar

Team Leader: Genny Boyd

Year Joined SR2S: 2004



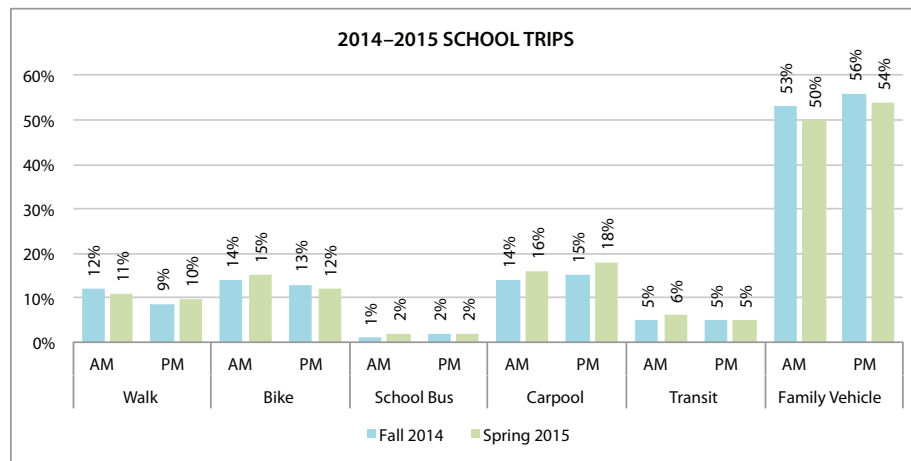


SAFE ROUTES TO SCHOOLS REPORT CARD



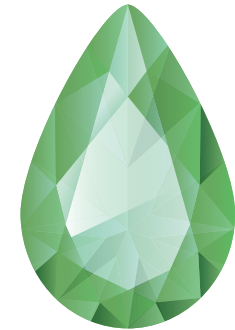
Hidden Valley Elementary School

FALL 2014 TO SPRING 2015



SCORE

67



FOREST GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	41%	47%	6%
Active	22%	24%	2%

EDUCATIONAL ACTIVITIES Points

Participates in Safety classes:	
Stop Look and Listen (2nd grade)	1
Walk Around the Block (2nd grade)	1
Bicycle Safety (4th grade)	1
Traffic Safety (4th grade)	1
Bicycle Rodeo (4th grade)	1

DISTRICT PARTICIPATION Points

Participates in Task Force	2
School policies that promote Safe Routes to Schools	1

PROMOTIONAL ACTIVITIES Points

Hosts National Bike to School Day event in May	2
Promotion efforts	2.5
Walking School Bus and/or Bike Train	1
School initiated program	3
Contest participation in current year	3.5

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Kristi Fish

Team Leaders: Karen Baigrie and Karen Zamorano

Year Joined SR2S: 2013



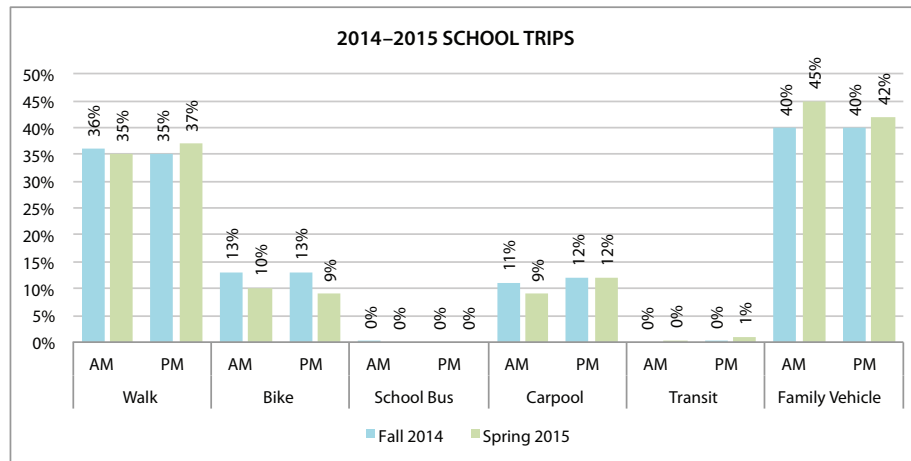


SAFE ROUTES TO SCHOOLS REPORT CARD



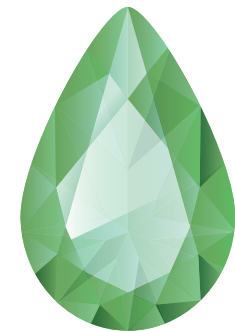
Kent Middle School

FALL 2014 TO SPRING 2015



SCORE

73



FOREST GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	48%	58%	10%
Active	34%	47%	13%

EDUCATIONAL ACTIVITIES Points

Participates in Safety Classes:	
Drive That Bike (6th grade)	1
Outdoor Bike Drills (6th grade)	1

PROMOTIONAL ACTIVITIES Points

Holds International Walk to School Day event	2
Holds National Bike to School Day event	2
Holds monthly Walk and Roll or Teens Go Green Days	3
Organizes Neighborhood SchoolPools Green Days	1
Promotion Efforts	1
Holds other special schools activities or contests	3

RANKING	SCORE
GREEN.....	55
FOREST GREEN.....	65
DEEP GREEN.....	75
EMERALD GREEN.....	85

Principal: Skip Kniesche

Team leader: Leslie Canin

Year joined SR2S: 2001





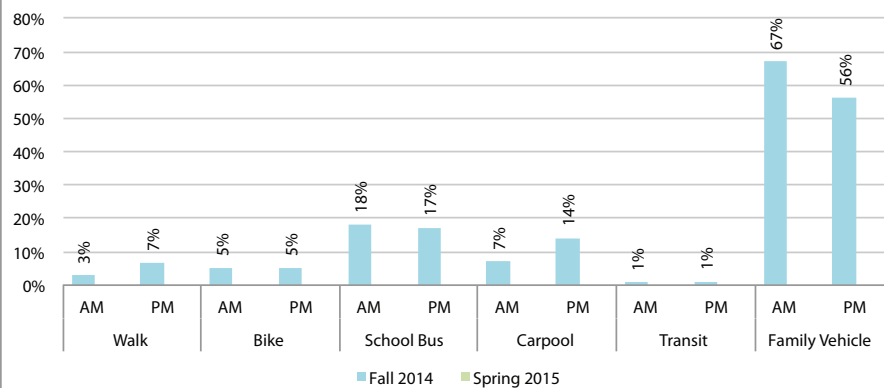
SAFE ROUTES TO SCHOOLS REPORT CARD



Lagunitas School

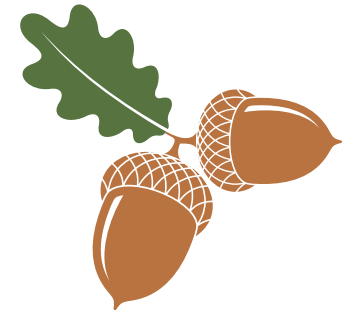
FALL 2014 TO SPRING 2015

2014-2015 SCHOOL TRIPS



SCORE

48



GROWING

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 - S' 15	Increase
Green	38%	39%	1%
Active	15%	10%	-5%

PROMOTIONAL ACTIVITIES

Points

Hosts International Walk to School Day event in October	2
Hosts National Bike to School Day event in May	2
Hosts monthly Walk and Roll or Teens Go Green Days	3
Promotion efforts	1
Walking School Bus and/or Bike Train	1

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Laura Shain

Team Leader: Emma-Louise Anderson

Year Joined SR2S: 2000



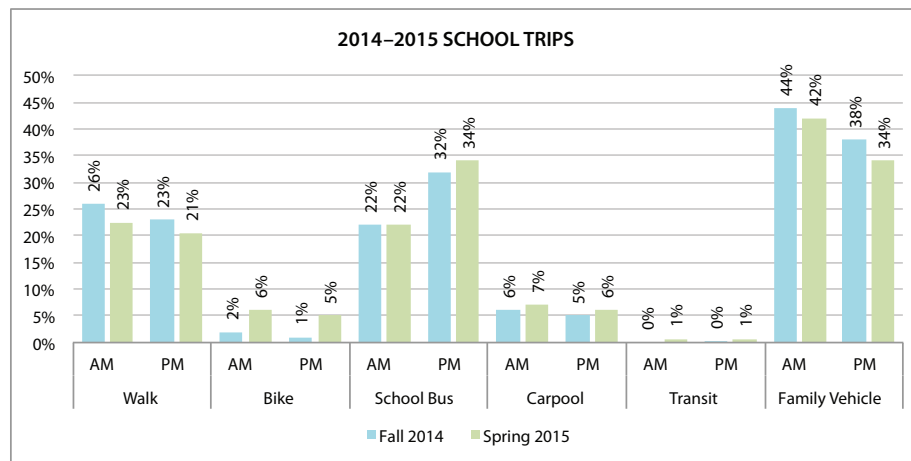


SAFE ROUTES TO SCHOOLS REPORT CARD



Laurel Dell Elementary School

FALL 2014 TO SPRING 2015



SCORE

74



DEEP GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	45%	60%	15%
Active	17%	27%	10%

EDUCATIONAL ACTIVITIES Points

Participates in Safety classes:	
Stop Look and Listen (2nd grade)	1
Walk Around the Block (2nd grade)	1
Bicycle Safety (4th grade)	1
Bicycle Rodeo (4th grade)	1

PROMOTIONAL ACTIVITIES Points

Hosts International Walk to School Day event in October	2
Hosts National Bike to School Day event in May	2
Hosts monthly Walk and Roll or Teens Go Green Days	3
Promotion efforts	1

DISTRICT PARTICIPATION Points

School policies that promote Safe Routes to Schools	1
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RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Pepe Gonzalez

Team Leader: Suzanne Service

Year Joined SR2S: 2004





SAFE ROUTES TO SCHOOLS REPORT CARD

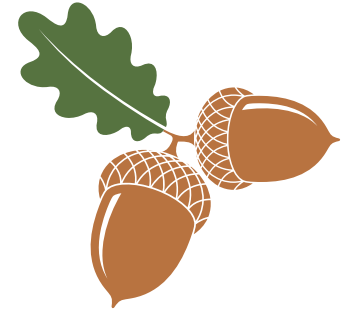


Loma Verde School

FALL 2014 TO SPRING 2015

SCORE

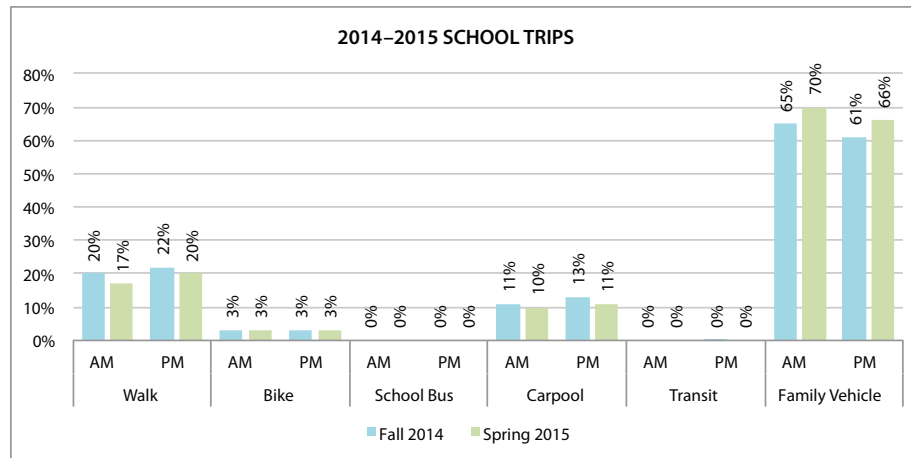
44



GROWING

MEASURE OF SUCCESS

Trip Type	Baseline	F'14 – S'15	Increase
Green	40%	34%	-6%
Active	16%	23%	7%



PROMOTIONAL ACTIVITIES

Points

Hosts International Walk to School Day event in October	2
Hosts National Bike to School Day event in May	2
Hosts monthly Walk and Roll or Teens Go Green Days	3
Promotion efforts	1.5

DISTRICT PARTICIPATION

Points

School policies that promote Safe Routes to Schools	1
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RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Tehniat Cheema

Team Leader: Kelly Smith

Year Joined SR2S: 2008



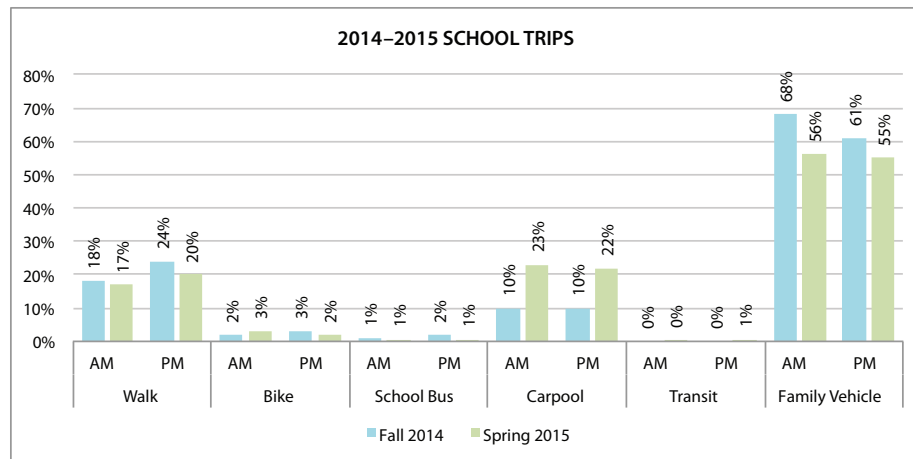


SAFE ROUTES TO SCHOOLS REPORT CARD



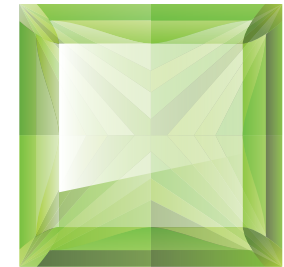
Lu Sutton Elementary School

FALL 2014 TO SPRING 2015



SCORE

54



GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 - S' 15	Increase
Green	34%	40%	6%
Active	23%	22%	-1%

PROMOTIONAL ACTIVITIES

Points

Hosts International Walk to School Day event in October	2
Hosts weekly Walk and Roll or Teens Go Green Days	6
Promotion efforts	1.5
Contest participation in current year	3.5

DISTRICT PARTICIPATION

Points

School policies that promote Safe Routes to Schools	1
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RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Bonnie Barron

Team Leaders: Kris Sargent, Heidi Joseph, and Tiki Martin

Year Joined SR2S: 2004

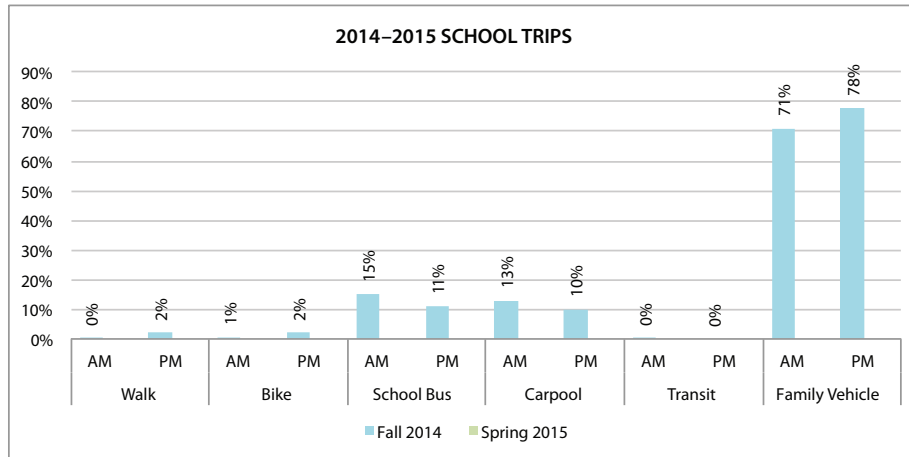




SAFE ROUTES TO SCHOOLS REPORT CARD

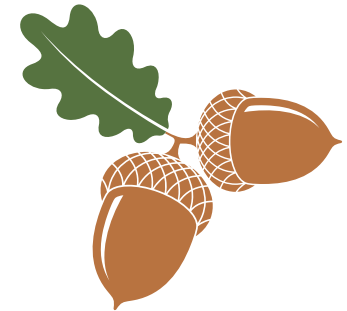


Lycée Français School FALL 2014 TO SPRING 2015



SCORE

48



GROWING

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	8%	27%	19%
Active	1%	3%	2%

EDUCATIONAL ACTIVITIES Points

Participates in Safety classes:	
Stop Look and Listen (2nd grade)	1
Walk Around the Block (2nd grade)	1
Bicycle Safety (4th grade)	1
Traffic Safety (4th grade)	1
Bicycle Rodeo (4th grade)	1

PROMOTIONAL ACTIVITIES Points

Hosts International Walk to School Day event in October	2
Hosts National Bike to School Day event in May	2
Hosts monthly Walk and Roll or Teens Go Green Days	3
Promotion efforts	2
Contest participation in current year	3.5

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Frédéric Faïsse

Team Leaders: Celine Jackson, Miriam Leon, and
Yolita Nowak Lecellier

Year Joined SR2S: 2010





SAFE ROUTES TO SCHOOLS REPORT CARD

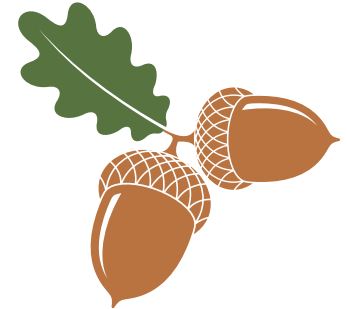


Lynwood Elementary School

FALL 2014 TO SPRING 2015

SCORE

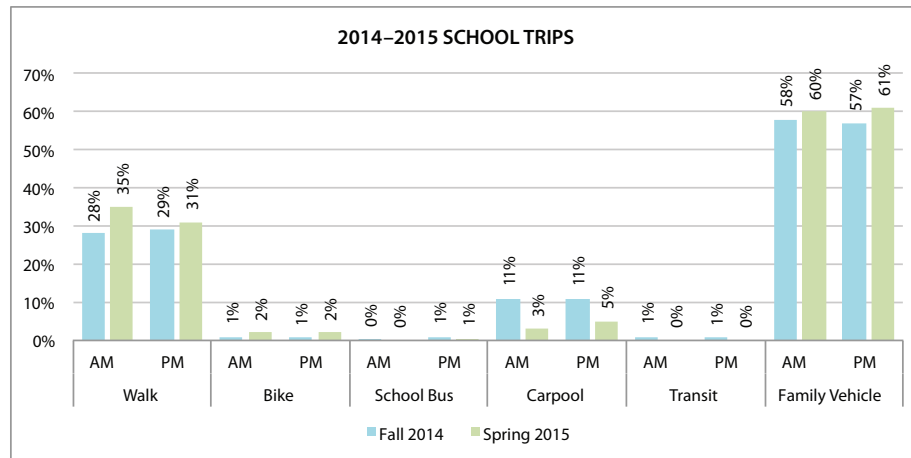
48



GROWING

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	35%	41%	6%
Active	25%	32%	7%



PROMOTIONAL ACTIVITIES

Points

Hosts weekly Walk and Roll or
Teens Go Green Days

6

DISTRICT PARTICIPATION

Points

School policies that promote
Safe Routes to Schools

1

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Andy Cline

Team Leader: N/A

Year Joined SR2S: 2004



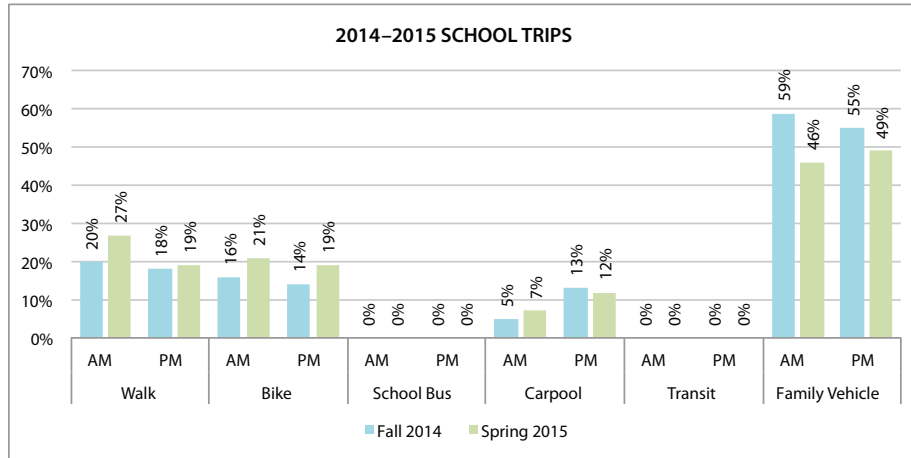


SAFE ROUTES TO SCHOOLS REPORT CARD



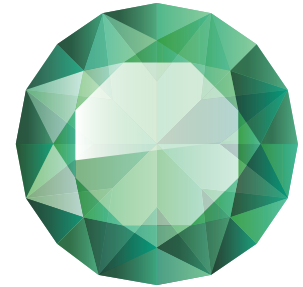
Manor Elementary School

FALL 2014 TO SPRING 2015



SCORE

70



DEEP GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F'14 – S'15	Increase
Green	39%	48%	9%
Active	24%	39%	15%

EDUCATIONAL ACTIVITIES Points

Participates in Safety classes:	
Stop Look and Listen (2nd grade)	1
Walk Around the Block (2nd grade)	1
Bicycle Safety (4th grade)	1
Traffic Safety (4th grade)	1
Bicycle Rodeo (4th grade)	1

DISTRICT PARTICIPATION Points

Participates in Task Force	2
School policies that promote Safe Routes to Schools	1

PROMOTIONAL ACTIVITIES Points

Hosts International Walk to School Day event in October	2
Hosts National Bike to School Day event in May	2
Hosts monthly Walk and Roll or Teens Go Green Days	3
Promotion efforts	2
Walking School Bus and/or Bike Train	1
Contest participation in current year	3.5

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Peg Minicozzi

Team Leaders: Mandy Thomasson and Aaron Czerny

Year Joined SR2S: 2000





SAFE ROUTES TO SCHOOLS REPORT CARD

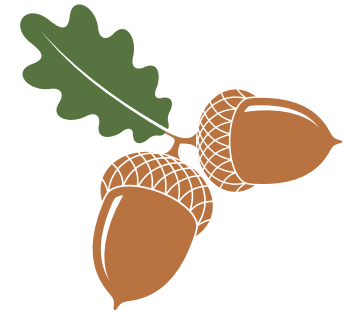


Marin Horizon School

FALL 2014 TO SPRING 2015

SCORE

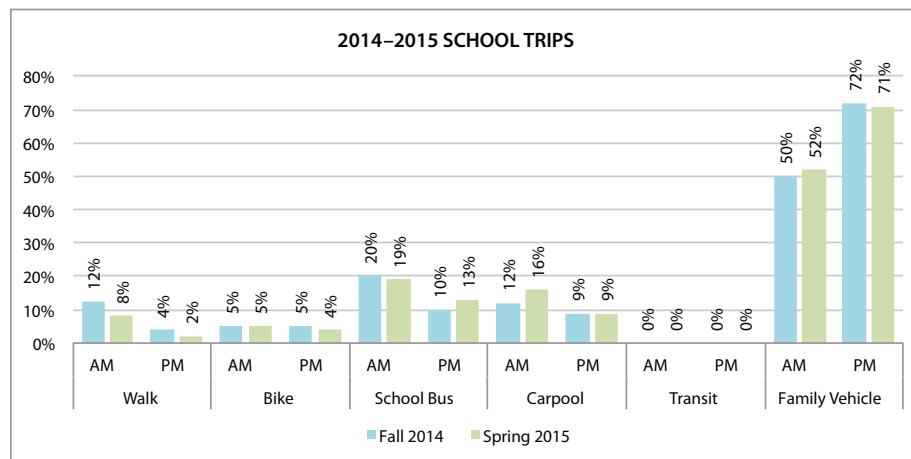
47



GROWING

MEASURE OF SUCCESS

Trip Type	Baseline	F'14 – S'15	Increase
Green	32%	38%	6%
Active	4%	11%	7%



PROMOTIONAL ACTIVITIES Points

Hosts International Walk to School Day event in October	2
Hosts monthly Walk and Roll or Teens Go Green Days	3
Promotion efforts	1.5

DISTRICT PARTICIPATION Points

Participate in Task Force	2
---------------------------	---

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principals: Luis Ottley and Hillery Jaffe-Urell

Team Leader: Michael Mooney

Year Joined SR2S: 2001





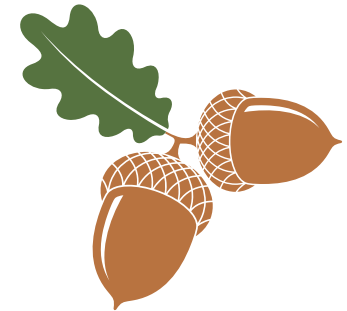
SAFE ROUTES TO SCHOOLS REPORT CARD

Marin Primary and Middle School

FALL 2014 TO SPRING 2015

SCORE

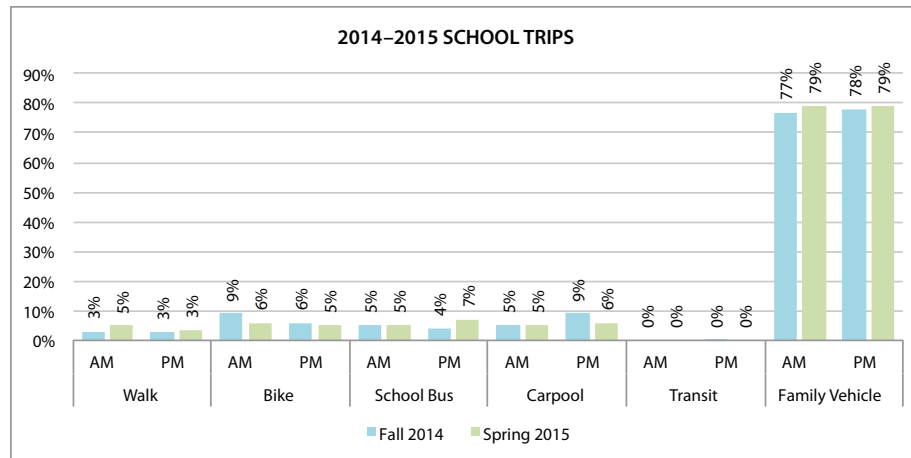
28



GROWING

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	16%	22%	6%
Active	10%	10%	0%



PROMOTIONAL ACTIVITIES Points

Hosts National Bike to School Day event in May	2
Hosts monthly Walk and Roll or Teens Go Green Days	3
Promotion efforts	1.5

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principals: Julie Elam and Erin Murphy

Team Leader: Hilary King

Year Joined SR2S: 2008



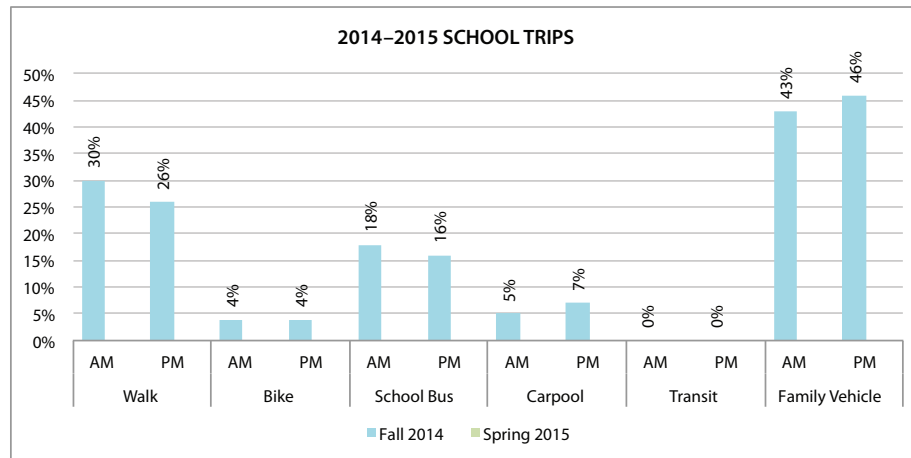


SAFE ROUTES TO SCHOOLS REPORT CARD



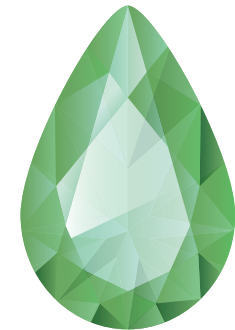
Mary Silveira Elementary School

FALL 2014 TO SPRING 2015



SCORE

66



FOREST GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	55%	55%	0%
Active	30%	32%	2%

EDUCATIONAL ACTIVITIES

Points

Participates in Safety classes:	
Stop Look and Listen (2nd grade)	1
Walk Around the Block (2nd grade)	1
Bicycle Safety (4th grade)	1
Traffic Safety (4th grade)	1
Bicycle Rodeo (4th grade)	1

PROMOTIONAL ACTIVITIES

Points

Hosts International Walk to School Day event in October	2
Hosts monthly Walk and Roll or Teens Go Green Days	3
Promotion efforts	1

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Will Anderson

Team Leader: Mike Schulist

Year Joined SR2S: 2006



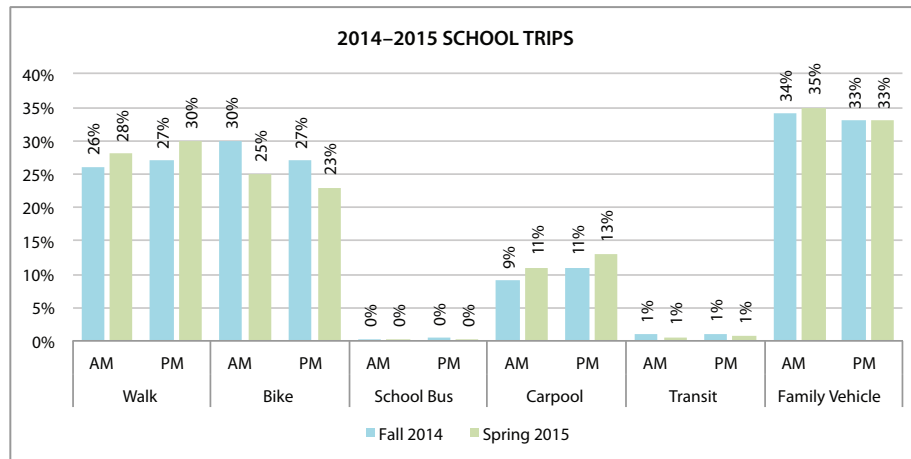


SAFE ROUTES TO SCHOOLS REPORT CARD



Mill Valley Middle School

FALL 2014 TO SPRING 2015



SCORE

85



EMERALD GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	49%	66%	17%
Active	29%	54%	25%

EDUCATIONAL ACTIVITIES Points

Participates in Safety Classes:	
Drive That Bike (6th grade)	1
Outdoor Bike Drills (6th grade)	1

PROMOTIONAL ACTIVITIES Points

Holds International Walk to School Day event	2
Holds National Bike to School Day event	2
Holds monthly Walk and Roll or Teens Go Green Days	3
Promotion Efforts	1.5
Participates in Green Ways to School contest	2
Holds other special schools activities or contests	3

DISTRICT PARTICIPATION Points

Participates in Task Force	2
School policies that promote Safe Routes to Schools	1
Street Smarts banners and signs displayed	0.5

RANKING	SCORE
GREEN.....	55
FOREST GREEN.....	65
DEEP GREEN.....	75
EMERALD GREEN.....	85

Principal: Anna Lazzarini

Team leader: Tricia Satake

Year joined SR2S: 2003



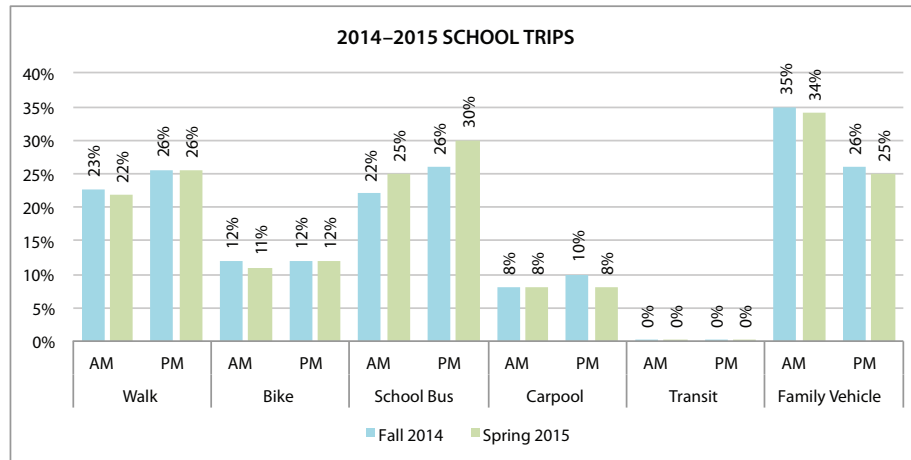


SAFE ROUTES TO SCHOOLS REPORT CARD



Miller Creek Middle School

FALL 2014 TO SPRING 2015



SCORE

90



EMERALD GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	69%	70%	1%
Active	20%	36%	16%

EDUCATIONAL ACTIVITIES Points

Participates in Safety Classes:	
Drive That Bike (6th grade)	1
Outdoor Bike Drills (6th grade)	1
Participates in other SR2S classes	1

PROMOTIONAL ACTIVITIES Points

Holds International Walk to School Day event	2
Holds National Bike to School Day event	2
Holds monthly Walk and Roll or Teens Go Green Days	3
Promotion Efforts	1.5
Participates in Green Ways to School contest	2
Holds other special schools activities or contests	3
Holds other special schools activities or contests	3

RANKING	SCORE
GREEN.....	55
FOREST GREEN.....	65
DEEP GREEN.....	75
EMERALD GREEN.....	85

Principal: Kristy Treewater

Team leader: Mike Schulist

Year joined SR2S: 2004



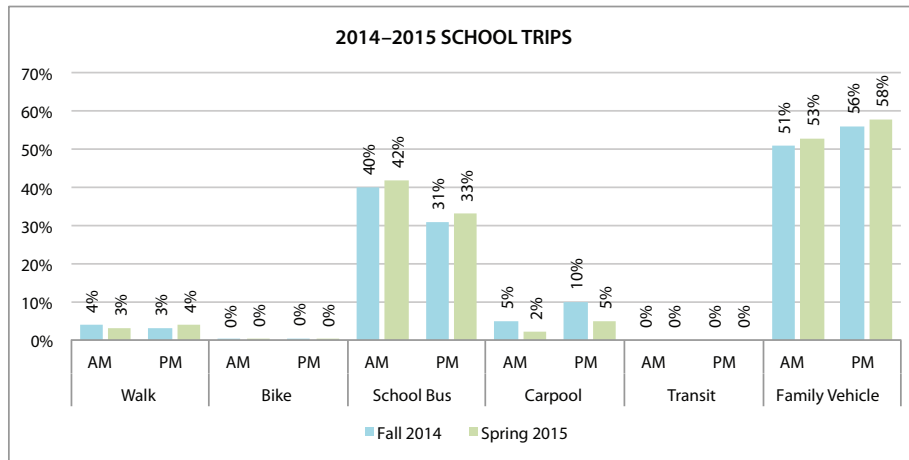


SAFE ROUTES TO SCHOOLS REPORT CARD



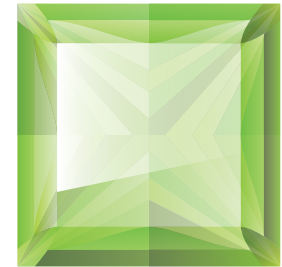
Mt. Tamalpais School

FALL 2014 TO SPRING 2015



SCORE

53



GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F'14 - S'15	Increase
Green	60%	46%	-14%
Active	6%	4%	-2%

PROMOTIONAL ACTIVITIES Points

Hosts International Walk to School Day event in October	2
Hosts monthly Walk and Roll or Teens Go Green Days	3
Promotion efforts	1.5

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Andy Mecca

Team Leaders: Nancy Bernstein, Debbie Niedermeyer, and Laura Hill

Year Joined SR2S: 2003



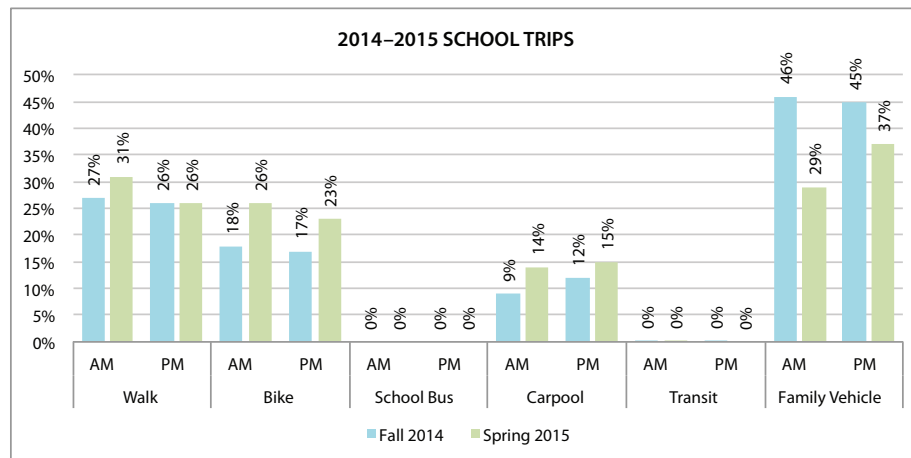


SAFE ROUTES TO SCHOOLS REPORT CARD



Neil Cummins Elementary School

FALL 2014 TO SPRING 2015



SCORE

84



EMERALD GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F'14 - S'15	Increase
Green	52%	61%	9%
Active	25%	49%	24%

EDUCATIONAL ACTIVITIES Points

Participates in Safety classes:	
Stop Look and Listen (2nd grade)	1
Walk Around the Block (2nd grade)	1
Bicycle Safety (4th grade)	1
Traffic Safety (4th grade)	1
Bicycle Rodeo (4th grade)	1

PROMOTIONAL ACTIVITIES Points

Hosts International Walk to School Day event in October	2
Hosts National Bike to School Day event in May	2
Hosts monthly Walk and Roll or Teens Go Green Days	3
Promotion efforts	1.5

Walking School Bus and/or Bike Train	1
Contest participation in current year	3.5

DISTRICT PARTICIPATION Points

Participates in Task Force	2
School policies that promote Safe Routes to Schools	1
Provides suggested routes maps	1

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Patty Flynn-Elliott

Team Leaders: Jennifer Harrison and Michael Koeppel

Year Joined SR2S: 2001



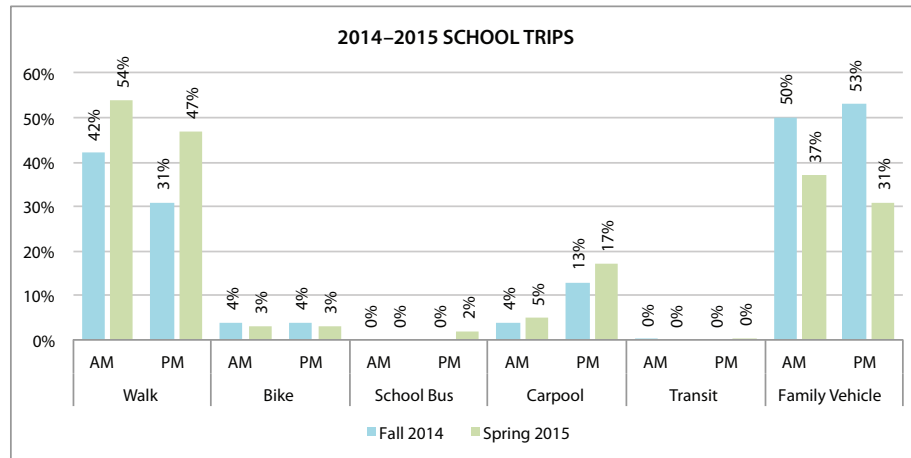


SAFE ROUTES TO SCHOOLS REPORT CARD



Old Mill School

FALL 2014 TO SPRING 2015



SCORE

83



EMERALD GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F'14 - S'15	Increase
Green	17%	57%	40%
Active	16%	47%	31%

EDUCATIONAL ACTIVITIES Points

Participates in Safety classes:	
Stop Look and Listen (2nd grade)	1
Walk Around the Block (2nd grade)	1
Bicycle Safety (4th grade)	1
Traffic Safety (4th grade)	1
Bicycle Rodeo (4th grade)	1

DISTRICT PARTICIPATION Points

Participates in Task Force	2
School policies that promote Safe Routes to Schools	1

PROMOTIONAL ACTIVITIES Points

Hosts International Walk to School Day event in October	2
Hosts National Bike to School Day event in May	2
Hosts weekly Walk and Roll or Teens Go Green Days	6
Promotion efforts	2.5
Walking School Bus and/or Bike Train	1
Contest participation in current year	3.5

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Jason Deppong

Team Leaders: Kim McFerrin, Renee Shelton
and Garin Bougie

Year Joined SR2S: 2003





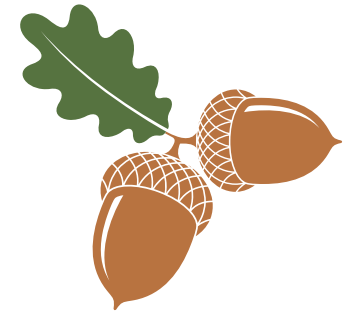
SAFE ROUTES TO SCHOOLS REPORT CARD

Olive Elementary School

FALL 2014 TO SPRING 2015

SCORE

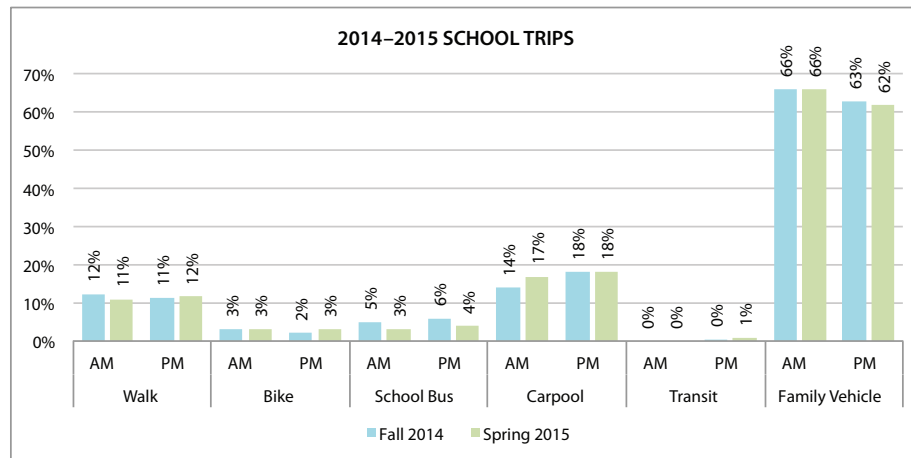
42



GROWING

MEASURE OF SUCCESS

Trip Type	Baseline	F'14 – S'15	Increase
Green	30%	36%	6%
Active	9%	14%	5%



EDUCATIONAL ACTIVITIES Points

Participates in Safety classes:	
Stop Look and Listen (2nd grade)	1
Walk Around the Block (2nd grade)	1
Bicycle Safety (4th grade)	1
Traffic Safety (4th grade)	1
Bicycle Rodeo (4th grade)	1

DISTRICT PARTICIPATION Points

School policies that promote Safe Routes to Schools	1
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RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Elizabeth Olinyk

Team Leader: Alison Blume

Year Joined SR2S: 2004





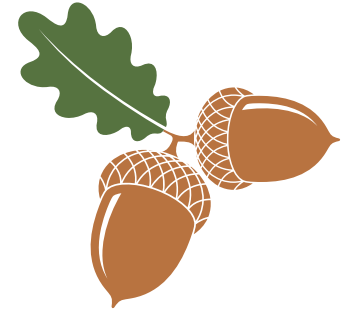
SAFE ROUTES TO SCHOOLS REPORT CARD



Our Lady of Lorreto School FALL 2014 TO SPRING 2015

SCORE

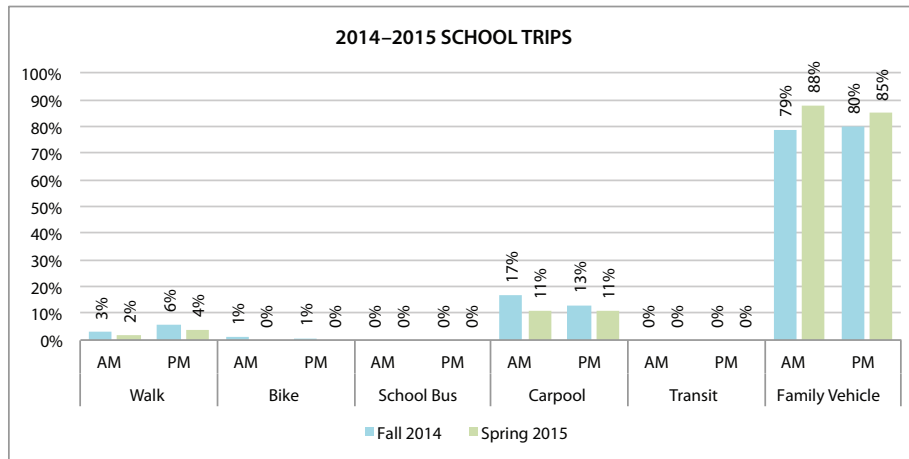
20



GROWING

MEASURE OF SUCCESS

Trip Type	Baseline	F'14 – S'15	Increase
Green	12%	17%	5%
Active	1%	4%	3%



EDUCATIONAL ACTIVITIES Points

Hosts International Walk to School Day event in October	2
Promotion efforts	1

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Kathleen Kraft

Team Leader: N/A

Year Joined SR2S: 2004



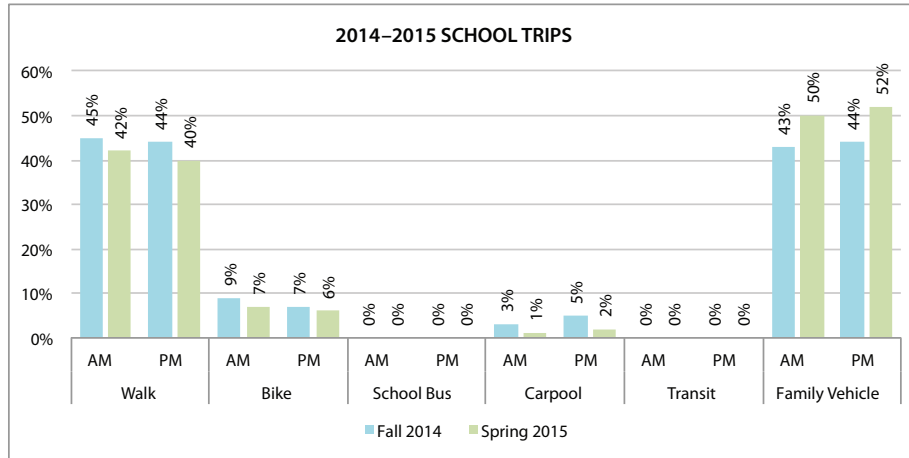


SAFE ROUTES TO SCHOOLS REPORT CARD



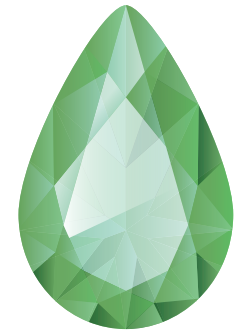
Park Elementary School

FALL 2014 TO SPRING 2015



SCORE

69



FOREST GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	44%	53%	9%
Active	34%	50%	16%

EDUCATIONAL ACTIVITIES Points

Participates in Safety classes:	
Stop Look and Listen (2nd grade)	1
Walk Around the Block (2nd grade)	1
Bicycle Safety (4th grade)	1
Traffic Safety (4th grade)	1
Bicycle Rodeo (4th grade)	1

DISTRICT PARTICIPATION Points

Participates in Task Force	2
School policies that promote Safe Routes to Schools	1

PROMOTIONAL ACTIVITIES Points

Hosts International Walk to School Day event in October	2
Hosts National Bike to School Day event in May	2
Hosts monthly Walk and Roll or Teens Go Green Days	3
Promotion efforts	1

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Andrew Withers

Team Leader: Tracy McMillan

Year Joined SR2S: 2004

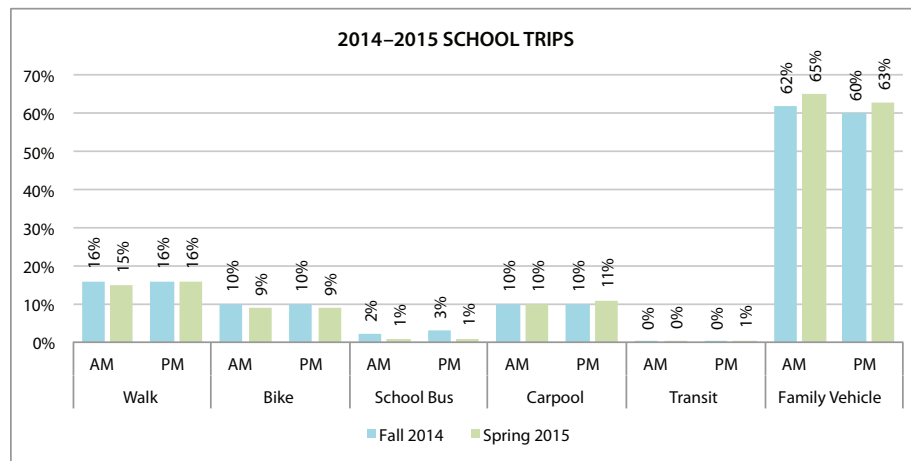




SAFE ROUTES TO SCHOOLS REPORT CARD

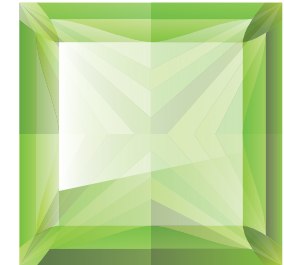
Pleasant Valley Elementary School

FALL 2014 TO SPRING 2015



SCORE

54



GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	28%	37%	9%
Active	14%	25%	11%

EDUCATIONAL ACTIVITIES Points

Participates in Safety classes:	
Stop Look and Listen (2nd grade)	1
Walk Around the Block (2nd grade)	1
Bicycle Safety (4th grade)	1
Traffic Safety (4th grade)	1
Bicycle Rodeo (4th grade)	1

PROMOTIONAL ACTIVITIES Points

Hosts International Walk to School Day event in October	2
Hosts National Bike to School Day event in May	2
Hosts monthly Walk and Roll or Teens Go Green Days	3
Promotion efforts	1.5

DISTRICT PARTICIPATION Points

Participates in Task Force	2
School policies that promote Safe Routes to Schools	1

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Dana Sadan

Team Leader: Susan Holland

Year Joined SR2S: 2003





SAFE ROUTES TO SCHOOLS REPORT CARD

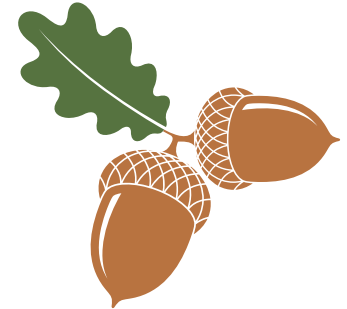


Rancho Elementary School

FALL 2014 TO SPRING 2015

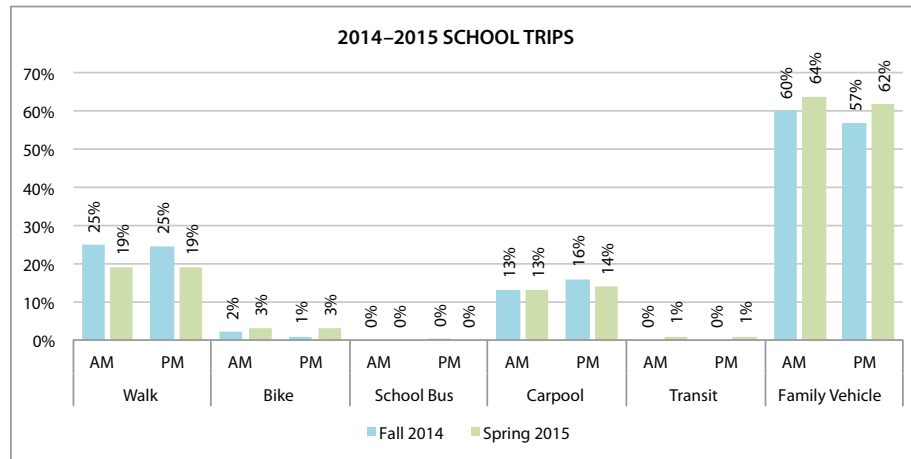
SCORE

48



GROWING

MEASURE OF SUCCESS



EDUCATIONAL ACTIVITIES Points

Participates in Safety classes:	
Stop Look and Listen (2nd grade)	1
Walk Around the Block (2nd grade)	1
Bicycle Safety (4th grade)	1
Traffic Safety (4th grade)	1
Bicycle Rodeo (4th grade)	1

PROMOTIONAL ACTIVITIES Points

Hosts International Walk to School Day event in October	2
Promotion efforts	0.5

DISTRICT PARTICIPATION Points

School policies that promote Safe Routes to Schools	1
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RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Trip Type	Baseline	F' 14 - S' 15	Increase
Green	43%	39%	-4%
Active	12%	24%	12%

Principal: Angela Kriesler

Team Leader: N/A

Year Joined SR2S: 2003





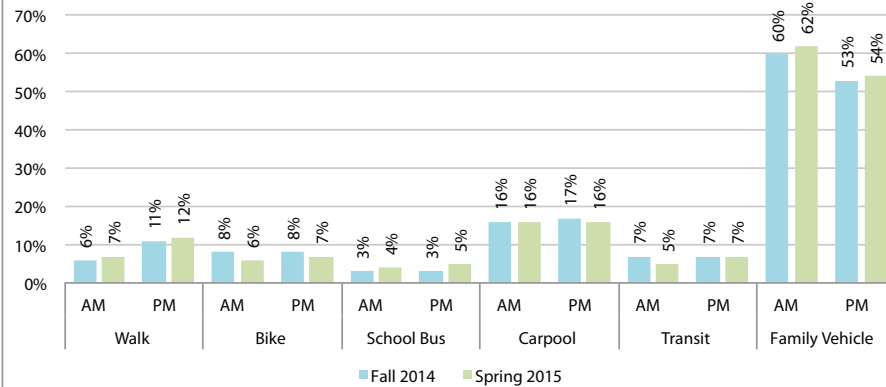
SAFE ROUTES TO SCHOOLS REPORT CARD



Redwood High School

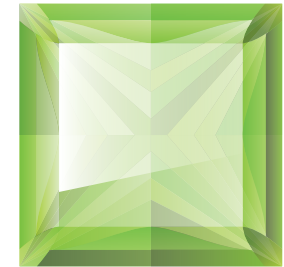
FALL 2014 TO SPRING 2015

2014-2015 SCHOOL TRIPS



SCORE

56



GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	47%	43%	-4%
Active	17%	16%	-1%

EDUCATIONAL ACTIVITIES Points

Participates in other SR2S classes	1
Assembly	2

PROMOTIONAL ACTIVITIES Points

Holds International Walk to School Day event	2
Holds National Bike to School Day event	2
Promotion Efforts	1
Holds other special schools activities or contests	6

RANKING	SCORE
GREEN.....	55
FOREST GREEN.....	65
DEEP GREEN.....	75
EMERALD GREEN.....	85

Principal: David Sondheim

Team leader: Joe Stewart

Year joined SR2S: 2009





SAFE ROUTES TO SCHOOLS REPORT CARD

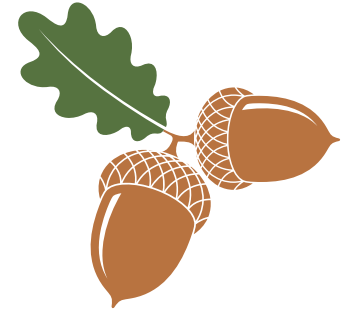


Reed Elementary School

FALL 2014 TO SPRING 2015

SCORE

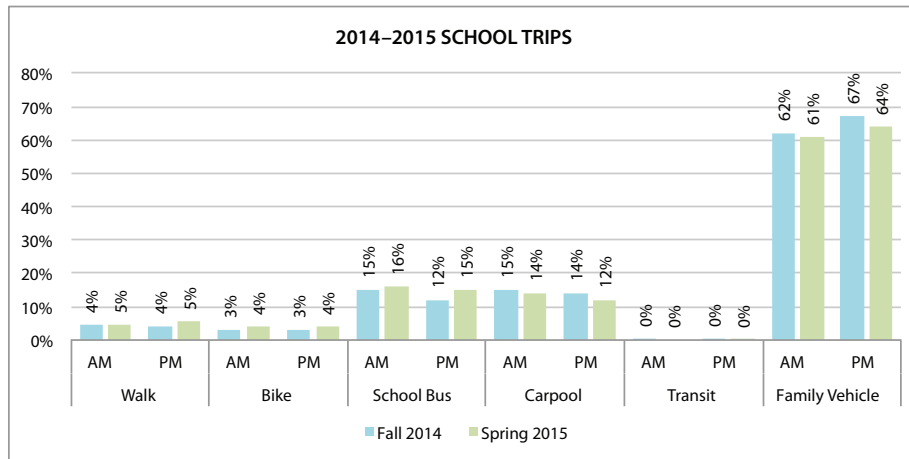
43



GROWING

MEASURE OF SUCCESS

Trip Type	Baseline	F'14 – S'15	Increase
Green	36%	37%	1%
Active	8%	8%	0%



EDUCATIONAL ACTIVITIES

Points

Participates in Safety classes:	
Stop Look and Listen (2nd grade)	1
Walk Around the Block (2nd grade)	1

PROMOTIONAL ACTIVITIES

Points

Hosts International Walk to School Day event in October	2
Hosts National Bike to School Day event in May	2
Promotion efforts	0.5

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principals: Dr Mary Niesen and Melissa Benson

Team Leader: Melissa Pulling

Year Joined SR2S: 2003



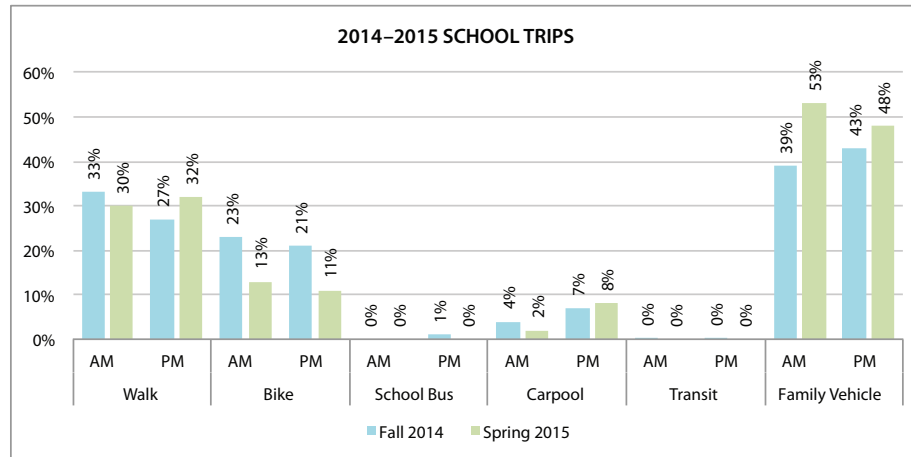


SAFE ROUTES TO SCHOOLS REPORT CARD



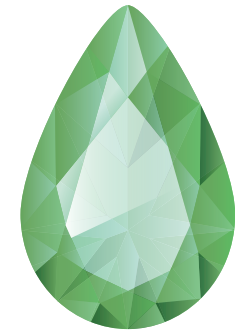
Ross School

FALL 2014 TO SPRING 2015



SCORE

68



FOREST GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F'14 – S'15	Increase
Green	43%	53%	10%
Active	36%	48%	12%

EDUCATIONAL ACTIVITIES Points

Participates in Safety classes:	
Stop Look and Listen (2nd grade)	1
Walk Around the Block (2nd grade)	1
Bicycle Safety (4th grade)	1
Traffic Safety (4th grade)	1
Bicycle Rodeo (4th grade)	1

PROMOTIONAL ACTIVITIES Points

Hosts International Walk to School Day event in October	2
Hosts National Bike to School Day event in May	2
Hosts monthly Walk and Roll or Teens Go Green Days	3
Promotion efforts	2.5

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principals: Melissa Benson and Stacy Marshall

Team Leaders: Hope Garbo and Jennifer Glassman

Year Joined SR2S: 2001



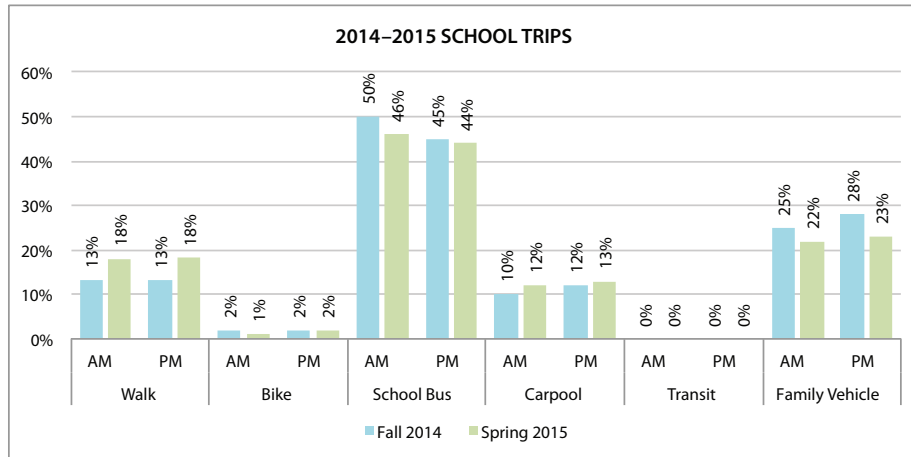


SAFE ROUTES TO SCHOOLS REPORT CARD



San Domenico School

FALL 2014 TO SPRING 2015



SCORE

89



EMERALD GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F'14 - S'15	Increase
Green	28%	45%	17%
Active	20%	35%	15%

EDUCATIONAL ACTIVITIES Points

Participates in Safety classes:	
Bicycle Rodeo (4th grade)	1
Outdoor Bike Drills (6th grade)	1

PROMOTIONAL ACTIVITIES Points

Hosts International Walk to School Day event in October	2
Hosts National Bike to School Day event in May	2
Promotion efforts	0.5
School initiated program	3

DISTRICT PARTICIPATION Points

Participates in Task Force	2
School policies that promote Safe Routes to Schools	1

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Cecily Stock

Team Leader: Kristy Marksbury and Shelly Flint

Year Joined SR2S: 2012





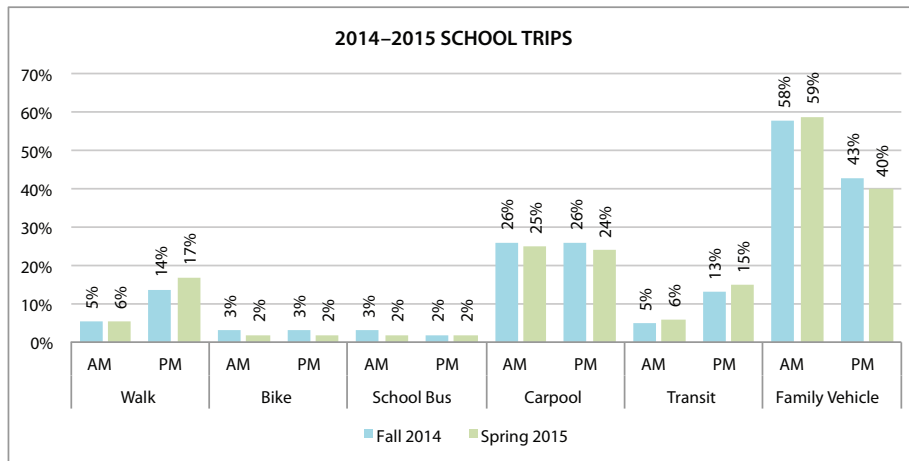
SAFE ROUTES TO SCHOOLS REPORT CARD



San Jose Middle School

FALL 2014 TO SPRING 2015

2014-2015 SCHOOL TRIPS



SCORE

50



GROWING

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	58%	50%	-8%
Active	12%	13%	1%

RANKING	SCORE
GREEN.....	55
FOREST GREEN.....	65
DEEP GREEN.....	75
EMERALD GREEN.....	85

Principal: Justin Mori

Team leader: Marla Fields

Year joined SR2S: 2011





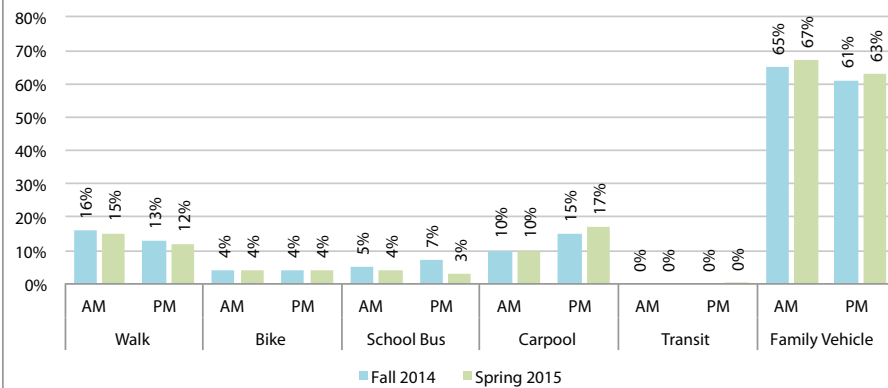
SAFE ROUTES TO SCHOOLS REPORT CARD



San Ramon Elementary School

FALL 2014 TO SPRING 2015

2014-2015 SCHOOL TRIPS



SCORE

71



GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F'14 - S'15	Increase
Green	41%	36%	-5%
Active	22%	18%	-4%

EDUCATIONAL ACTIVITIES Points

Participates in Safety classes:	
Stop Look and Listen (2nd grade)	1
Walk Around the Block (2nd grade)	1
Bicycle Safety (4th grade)	1
Traffic Safety (4th grade)	1
Bicycle Rodeo (4th grade)	1

PROMOTIONAL ACTIVITIES Points

Hosts International Walk to School Day event in October	2
Hosts National Bike to School Day event in May	2
Hosts monthly Walk and Roll or Teens Go Green Days	3
Promotion efforts	1

DISTRICT PARTICIPATION Points

Participates in Task Force	2
School policies that promote Safe Routes to Schools	1

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Amanda Langford

Team Leaders: Erin and John Lazzaretto

Year Joined SR2S: 2006



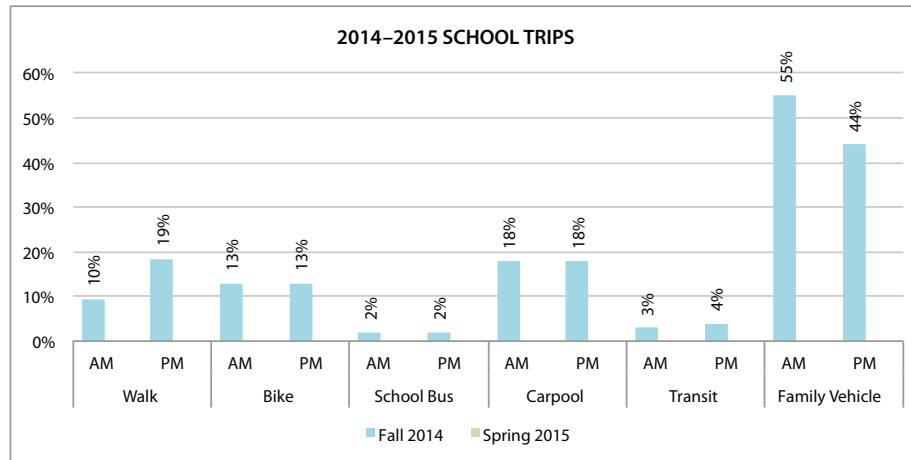


SAFE ROUTES TO SCHOOLS REPORT CARD



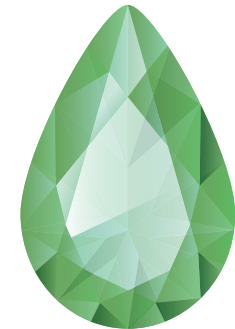
Sinaloa Middle School

FALL 2014 TO SPRING 2015



SCORE

73



FOREST GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F'14 - S'15	Increase
Green	61%	51%	-11%
Active	34%	27%	-7%

EDUCATIONAL ACTIVITIES Points

Participates in Safety Classes:	
Drive That Bike (6th grade)	1
Outdoor Bike Drills (6th grade)	1

PROMOTIONAL ACTIVITIES Points

Holds International Walk to School Day event	2
Holds National Bike to School Day event	2
Holds monthly Walk and Roll or Teens Go Green Days	3
Holds weekly Walk and Roll or Teens Go Green Days	6
Holds other special schools activities or contests	6

DISTRICT PARTICIPATION Points

Provides suggested routes maps	1
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RANKING	SCORE
GREEN.....	55
FOREST GREEN.....	65
DEEP GREEN.....	75
EMERALD GREEN.....	85

Principal: Jim Larson

Team leader: N/A

Year joined SR2S: 2011



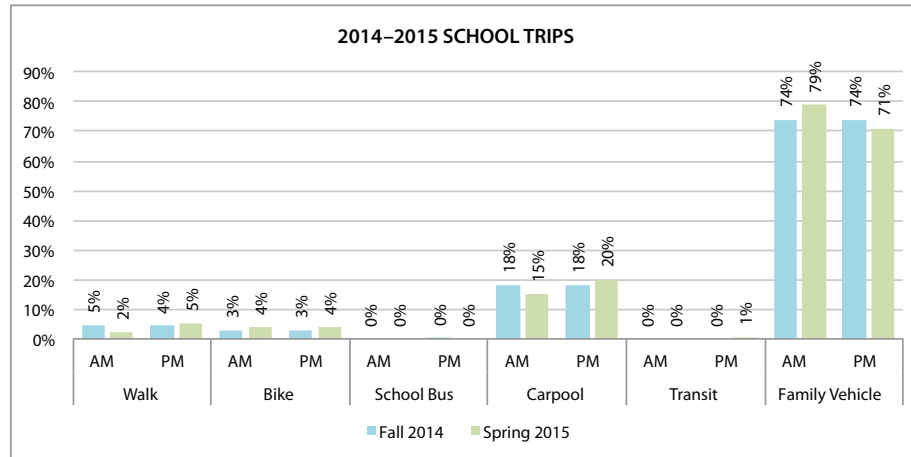


SAFE ROUTES TO SCHOOLS REPORT CARD



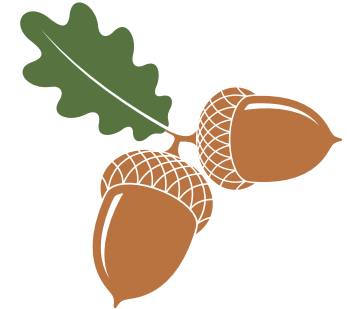
St. Anselm School

FALL 2014 TO SPRING 2015



SCORE

41



GROWING

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	23%	26%	3%
Active	11%	8%	-3%

EDUCATIONAL ACTIVITIES

Points

Participates in Safety classes:	
Stop Look and Listen (2nd grade)	1
Walk Around the Block (2nd grade)	1
Bicycle Safety (4th grade)	1
Traffic Safety (4th grade)	1
Bicycle Rodeo (4th grade)	1
Outdoor Bike Drills (6th grade)	1

PROMOTIONAL ACTIVITIES

Points

Hosts International Walk to School Day event in October	2
Hosts monthly Walk and Roll or Teens Go Green Days	3
Promotion efforts	1

DISTRICT PARTICIPATION

Points

Participates in Task Force	2
----------------------------	---

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Kim Orendorff

Team Leader: Kathleen Cutter

Year Joined SR2S: 2006





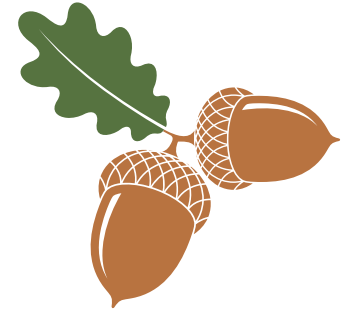
SAFE ROUTES TO SCHOOLS REPORT CARD

St. Hilary School

FALL 2014 TO SPRING 2015

SCORE

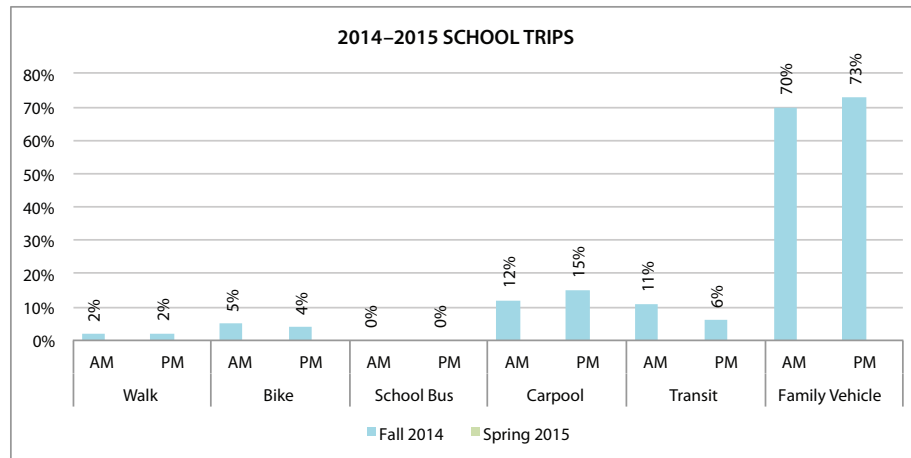
29



GROWING

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	21%	29%	8%
Active	3%	7%	4%



RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Marie Bordeleau

Team Leader: N/A

Year Joined SR2S: 2012



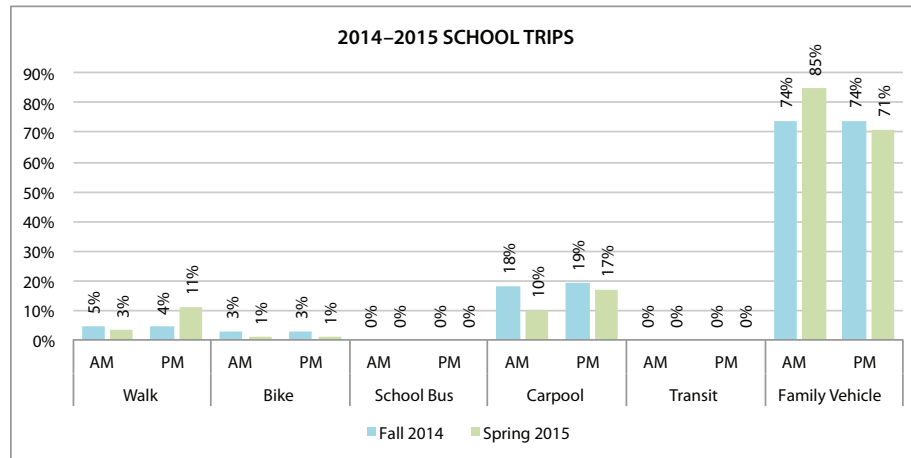


SAFE ROUTES TO SCHOOLS REPORT CARD



St. Patrick School

FALL 2014 TO SPRING 2015



SCORE

38



GROWING

MEASURE OF SUCCESS

Trip Type	Baseline	F'14 - S'15	Increase
Green	28%	45%	17%
Active	20%	35%	15%

EDUCATIONAL ACTIVITIES	Points	PROMOTIONAL ACTIVITIES	Points
Participates in Safety classes:		Hosts International Walk to School Day event in October	2
Stop Look and Listen (2nd grade)	1	Hosts National Bike to School Day event in May	2
Walk Around the Block (2nd grade)	1	Hosts monthly Walk and Roll or	
Bicycle Safety (4th grade)	1	Teens Go Green Days	3
Traffic Safety (4th grade)	1	Promotion efforts	1.5
Bicycle Rodeo (4th grade)	1		

Principal: Linda Kinkade

Team Leader: Anne Coletti

Year Joined SR2S: 2001

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80



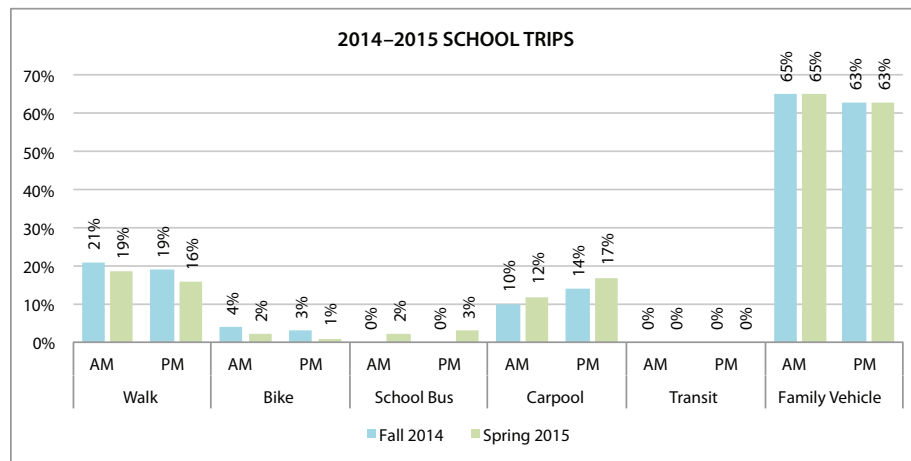


SAFE ROUTES TO SCHOOLS REPORT CARD



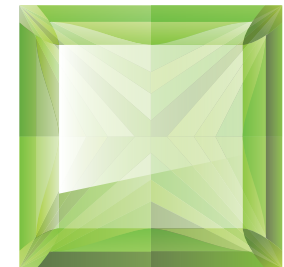
Strawberry Point Elementary School

FALL 2014 TO SPRING 2015



SCORE

52



GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	24%	36%	12%
Active	15%	21%	6%

EDUCATIONAL ACTIVITIES Points

Participates in Safety classes:	
Stop Look and Listen (2nd grade)	1
Walk Around the Block (2nd grade)	1
Bicycle Safety (4th grade)	1
Traffic Safety (4th grade)	1

PROMOTIONAL ACTIVITIES Points

Hosts International Walk to School Day event in October	2
Hosts National Bike to School Day event in May	2
Hosts monthly Walk and Roll or Teens Go Green Days	3
Promotion efforts	2

DISTRICT PARTICIPATION Points

Participates in Task Force	2
School policies that promote Safe Routes to Schools	1

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Leslie Thornton

Team Leader: Jan Heinemann

Year Joined SR2S: 2006



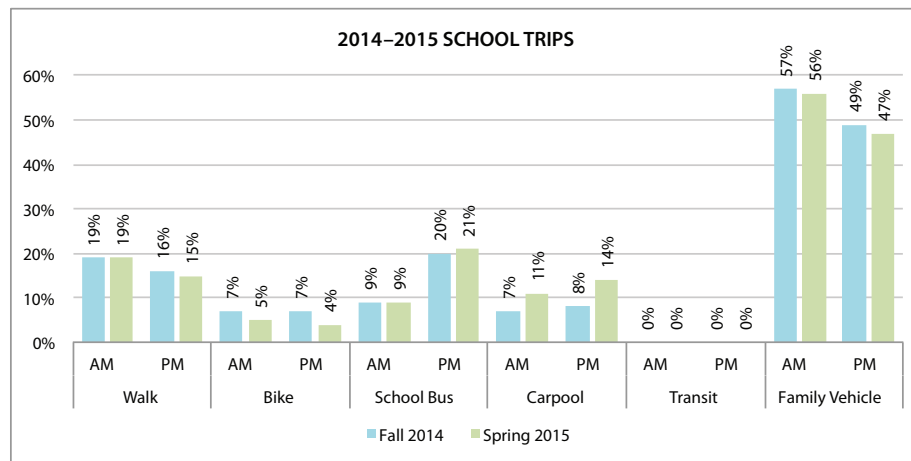


SAFE ROUTES TO SCHOOLS REPORT CARD



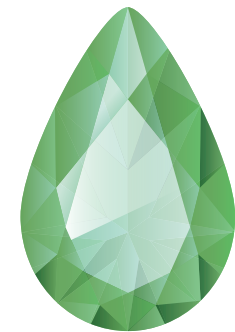
Sun Valley Elementary School

FALL 2014 TO SPRING 2015



SCORE

66



FOREST GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	41%	48%	7%
Active	15%	23%	8%

EDUCATIONAL ACTIVITIES

Points

Participates in Safety classes:	
Stop Look and Listen (2nd grade)	1
Walk Around the Block (2nd grade)	1
Bicycle Safety (4th grade)	1
Traffic Safety (4th grade)	1

DISTRICT PARTICIPATION

Points

Participates in Task Force	2
School policies that promote Safe Routes to Schools	1

PROMOTIONAL ACTIVITIES

Points

Hosts International Walk to School Day event in October	2
Hosts National Bike to School Day event in May	2
Hosts monthly Walk and Roll or Teens Go Green Days	3
Promotion efforts	2.5
Walking School Bus and/or Bike Train	1

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Julie Harris

Team Leader: N/A

Year Joined SR2S: 2004





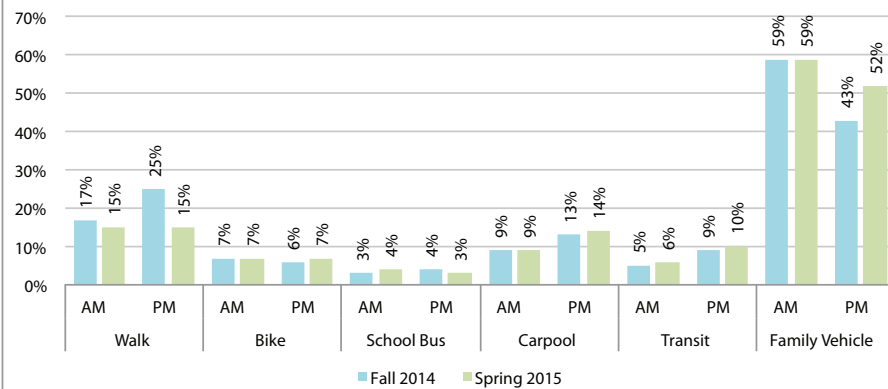
SAFE ROUTES TO SCHOOLS REPORT CARD



Tamalpais High School

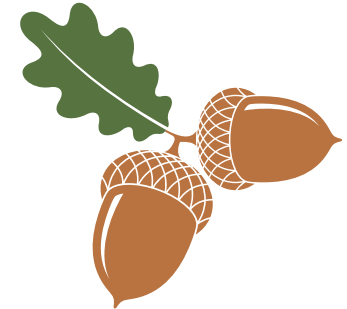
FALL 2014 TO SPRING 2015

2014-2015 SCHOOL TRIPS



SCORE

47



GROWING

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	52%	47%	-5%
Active	19%	25%	6%

RANKING	SCORE
GREEN.....	55
FOREST GREEN.....	65
DEEP GREEN.....	75
EMERALD GREEN.....	85

Principal: Dr. David Brown

Team leader: N/A

Year joined SR2S: 2004



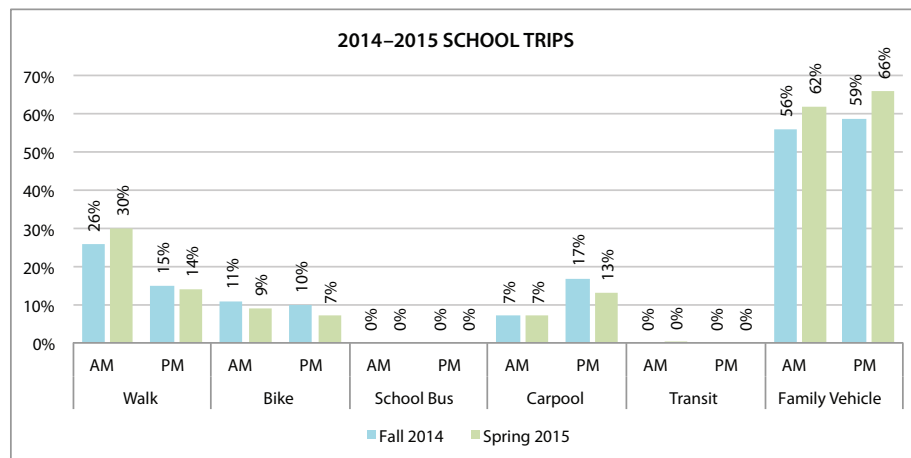


SAFE ROUTES TO SCHOOLS REPORT CARD



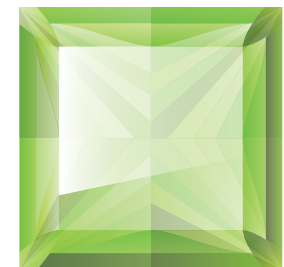
Tamalpais Valley Elementary School

FALL 2014 TO SPRING 2015



SCORE

57



GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	17%	42%	25%
Active	17%	30%	13%

EDUCATIONAL ACTIVITIES Points

Participates in Traffic Safety classes:	
Stop Look and Listen (2nd grade)	1
Walk Around the Block (2nd grade)	1
Bicycle Safety (4th grade)	1
Traffic Safety (4th grade)	1

DISTRICT PARTICIPATION Points

Participates in Task Force:	2
Provides suggested routes maps	1

PROMOTIONAL ACTIVITIES Points

Hosts International Walk to School Day event in October	2
Hosts National Bike to School Day event in May	2
Hosts monthly Walk and Roll or Teens Go Green Days	3
Promotion efforts	1.5

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Gail Van Adelsberg

Team Leader: Matt McMahon

Year Joined SR2S: 2000



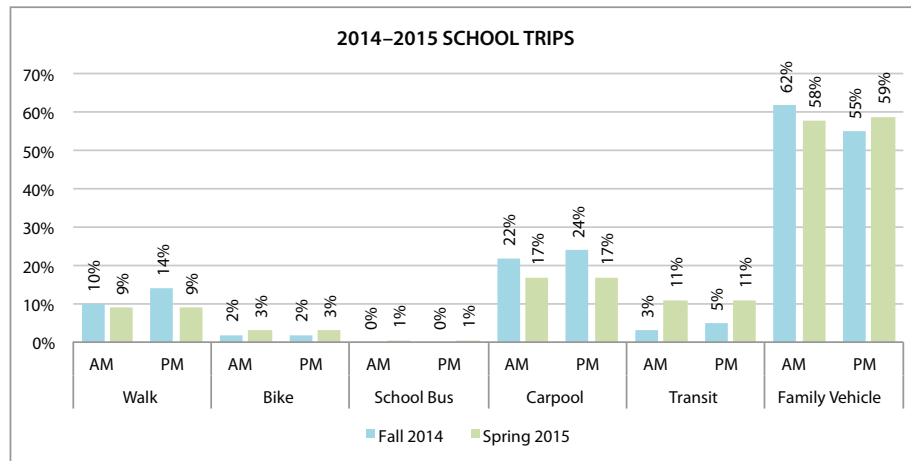


SAFE ROUTES TO SCHOOLS REPORT CARD



Terra Linda High School

FALL 2014 TO SPRING 2015



SCORE

55



GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F'14 - S'15	Increase
Green	37%	41%	4%
Active	12%	13%	1%

EDUCATIONAL ACTIVITIES Points

Participates in other SR2S classes 1

PROMOTIONAL ACTIVITIES Points

Holds International Walk to School Day event 2

Holds monthly Walk and Roll or

Teens Go Green Days 3

Promotion Efforts 1

Holds other special schools activities or contests 6

RANKING	SCORE
GREEN.....	55
FOREST GREEN.....	65
DEEP GREEN.....	75
EMERALD GREEN.....	85

Principal: Katy Dunlap

Team leader: N/A

Year joined SR2S: 2014



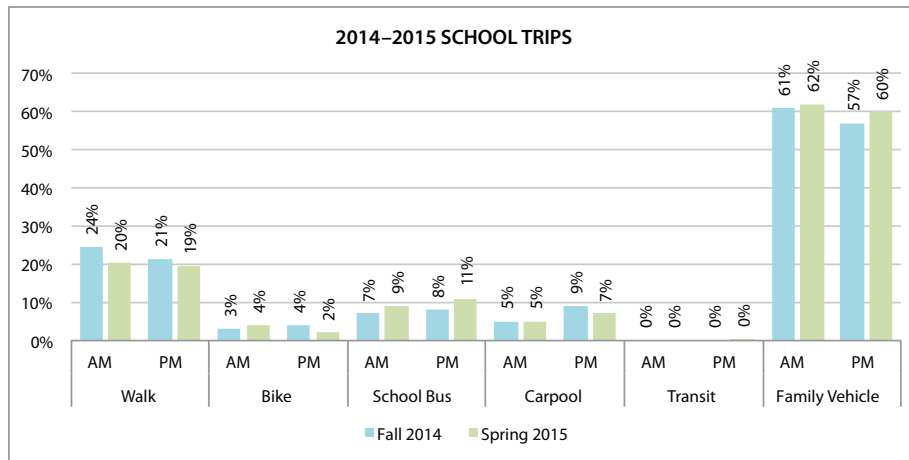


SAFE ROUTES TO SCHOOLS REPORT CARD



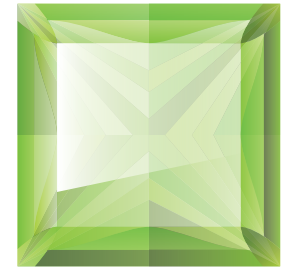
Vallecito Elementary School

FALL 2014 TO SPRING 2015



SCORE

53



GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	56%	40%	-16%
Active	24%	25%	1%

EDUCATIONAL ACTIVITIES

Points

Participates in Safety classes:	
Stop Look and Listen (2nd grade)	1
Walk Around the Block (2nd grade)	1
Bicycle Safety (4th grade)	1
Traffic Safety (4th grade)	1

PROMOTIONAL ACTIVITIES

Points

Hosts International Walk to School Day event in October	2
Hosts National Bike to School Day event in May	2
Hosts monthly Walk and Roll or Teens Go Green Days	3
Promotion efforts	1.5

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Tracy Smith

Team Leader: Robin Ryan

Year Joined SR2S: 2000





SAFE ROUTES TO SCHOOLS REPORT CARD

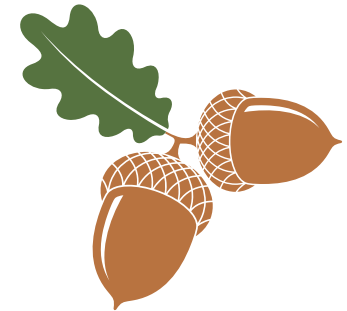


Venetia Valley Elementary School

FALL 2014 TO SPRING 2015

SCORE

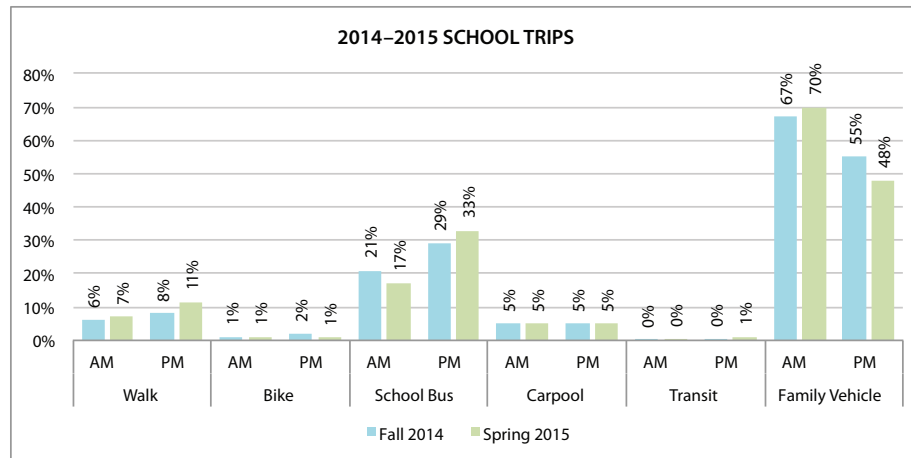
48



GROWING

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	16%	22%	6%
Active	10%	10%	0%



PROMOTIONAL ACTIVITIES

Points

Hosts International Walk to School Day event in October	2
Hosts National Bike to School Day event in May	2
Hosts monthly Walk and Roll or Teens Go Green Days	3

DISTRICT PARTICIPATION

Points

School policies that promote Safe Routes to Schools	1
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RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Juan Rodriguez

Team Leader: Torhalla Dabalos

Year Joined SR2S: 2002



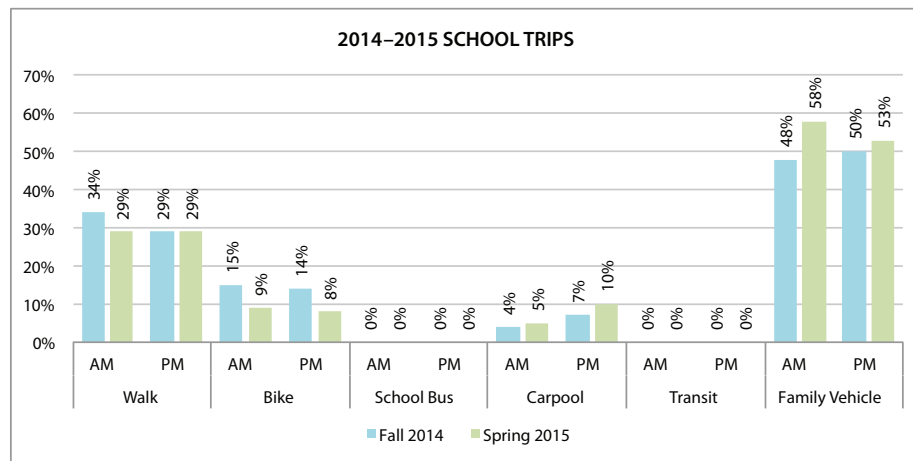


SAFE ROUTES TO SCHOOLS REPORT CARD



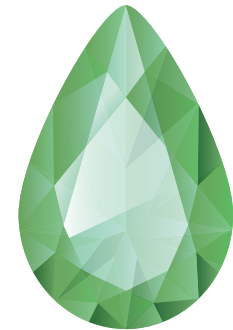
Wade Thomas Elementary School

FALL 2014 TO SPRING 2015



SCORE

68



FOREST GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	46%	48%	2%
Active	40%	42%	2%

PROMOTIONAL ACTIVITIES Points

Hosts International Walk to School Day event in October	2
Hosts National Bike to School Day event in May	2
Hosts weekly Walk and Roll or Teens Go Green Days	6
Promotion efforts	2.5
Contest participation in current year	3.5

DISTRICT PARTICIPATION Points

Participates in Task Force	2
School policies that promote Safe Routes to Schools	1

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Donna Faulkner

Team Leader: Joe Loll and Jason Stoughton

Year Joined SR2S: 2002



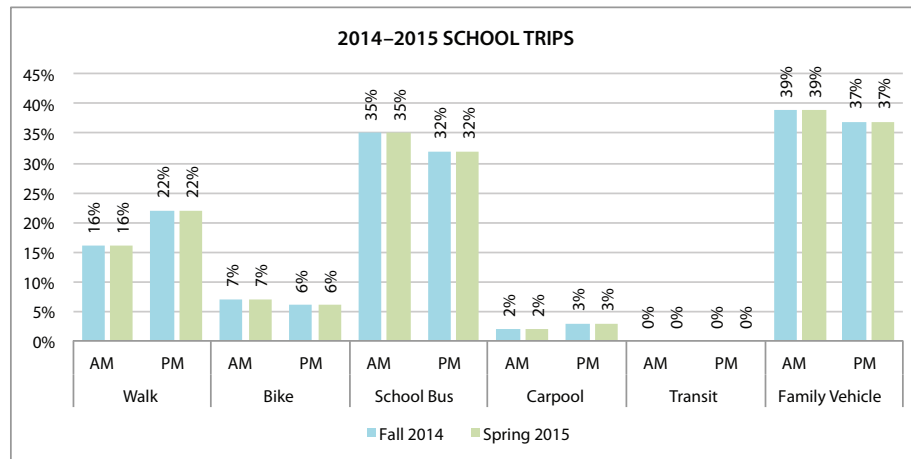


SAFE ROUTES TO SCHOOLS REPORT CARD



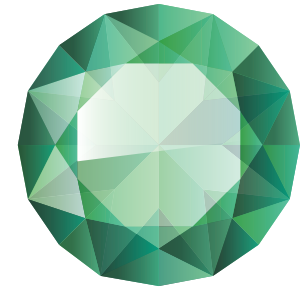
West Marin School

FALL 2014 TO SPRING 2015



SCORE

73



DEEP GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F'14 - S'15	Increase
Green	28%	45%	17%
Active	20%	35%	15%

PROMOTIONAL ACTIVITIES Points

Hosts International Walk to School Day event in October	2
Hosts National Bike to School Day event in May	2
Hosts monthly Walk and Roll or Teens Go Green Days	3
Promotion efforts	1.5

DISTRICT PARTICIPATION Points

Participates in Task Force	2
----------------------------	---

RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Matt Nagle

Team Leader: Abbie Durkee

Year Joined SR2S: 2009





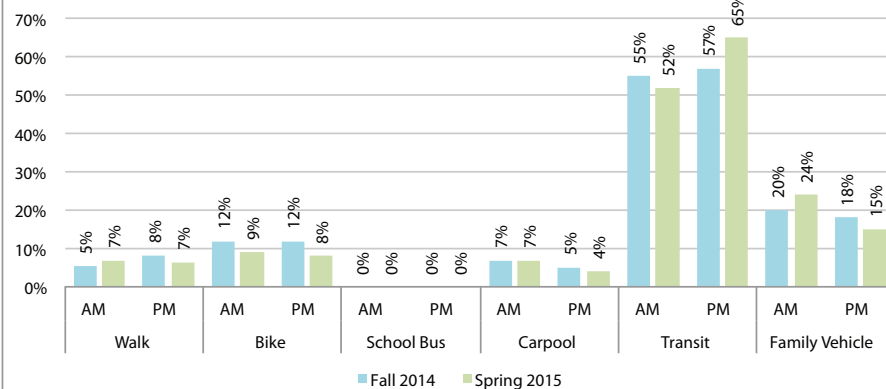
SAFE ROUTES TO SCHOOLS REPORT CARD



White Hill Middle School

FALL 2014 TO SPRING 2015

2014-2015 SCHOOL TRIPS



SCORE

87



EMERALD GREEN

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	67%	80%	13%
Active	11%	17%	6%

EDUCATIONAL ACTIVITIES

Points

Participates in Safety Classes:	
Drive That Bike (6th grade)	1
Outdoor Bike Drills (6th grade)	1

PROMOTIONAL ACTIVITIES

Points

Holds International Walk to School Day event	2
Holds National Bike to School Day event	2
Promotion Efforts	0.5

RANKING	SCORE
GREEN.....	55
FIRST GREEN.....	65
DEEP GREEN.....	75
EMERALD GREEN.....	85

Principal: David Finnane

Team leader: N/A

Year joined SR2S: 2006



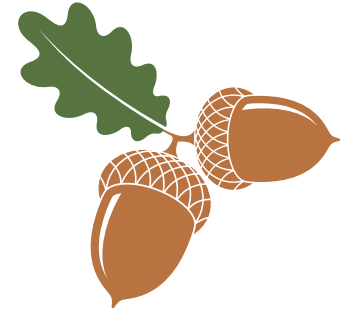


SAFE ROUTES TO SCHOOLS REPORT CARD

Willow Creek Academy FALL 2014 TO SPRING 2015

SCORE

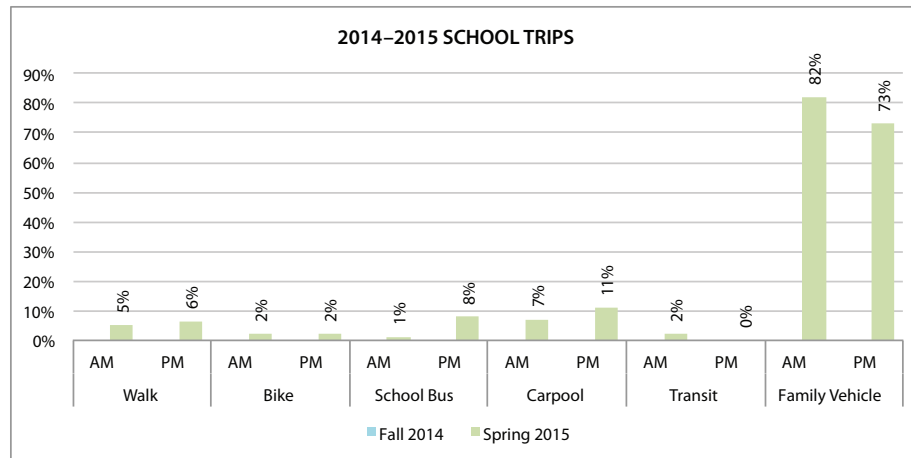
22



GROWING

MEASURE OF SUCCESS

Trip Type	Baseline	F' 14 – S' 15	Increase
Green	22%	22%	0%
Active	8%	8%	0%



RANKING	SCORE
GREEN.....	50
FOREST GREEN.....	60
DEEP GREEN.....	70
EMERALD GREEN.....	80

Principal: Royce Conner

Team Leader: Gracie Matejka

Year Joined SR2S: 2015



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APPENDIX B

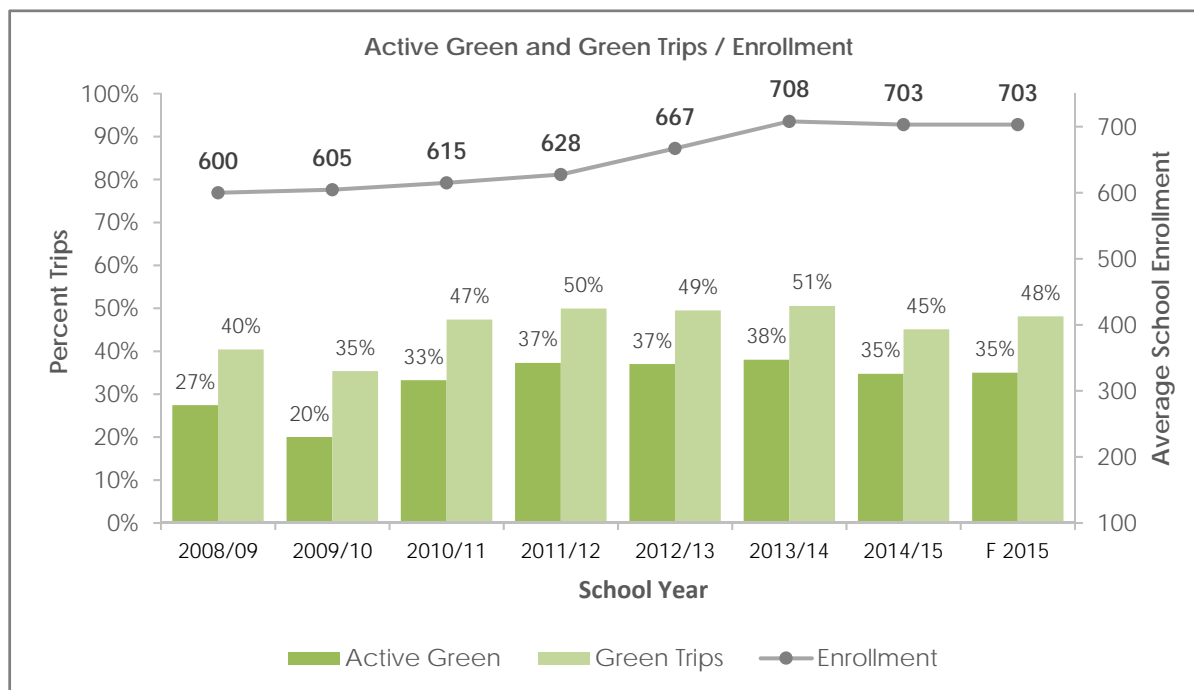
School Mode Split History

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Marin County Safe Routes to School Program Student Travel Tally Report Summary



Bacich Elementary School (K-5) Kentfield Elementary School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	26%	7%	3%	0%	0%	13%	52%
2014 / 15	24%	7%	4%	0%	0%	10%	55%
2013 / 14	26%	8%	4%	1%	0%	12%	50%
2012 / 13	26%	8%	3%	0%	0%	12%	51%
2011 / 12	25%	10%	3%	0%	0%	13%	50%
2010 / 11	22%	8%	4%	1%	1%	13%	53%
2009 / 10	16%	4%	1%	1%	0%	14%	64%
2008 / 09	18%	8%	2%	0%	0%	13%	60%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

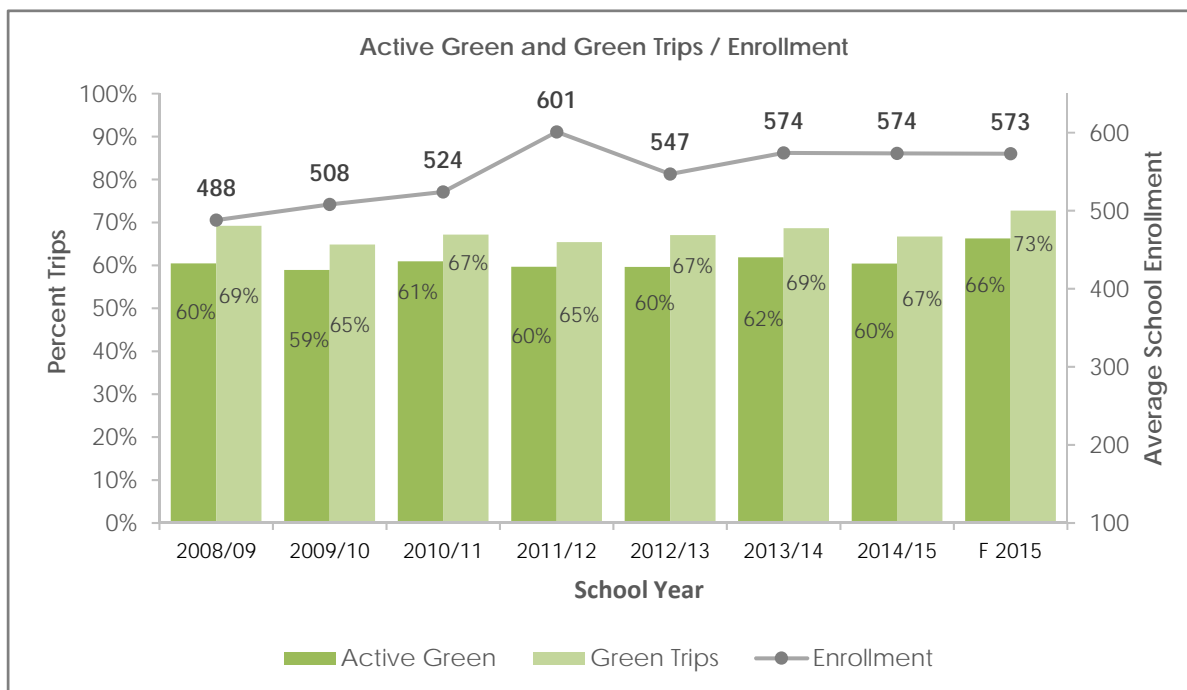
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Neighborhood Captain Program initiated in the 2010/2011 school year.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Bahia Vista Elementary School (K-5) San Rafael City Schools



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	65%	1%	1%	0%	0%	7%	27%
2014 / 15	60%	0%	0%	0%	0%	6%	34%
2013 / 14	61%	0%	1%	0%	0%	7%	31%
2012 / 13	57%	2%	1%	1%	0%	7%	33%
2011 / 12	57%	2%	0%	0%	0%	5%	35%
2010 / 11	59%	1%	0%	0%	1%	5%	33%
2009 / 10	57%	1%	1%	1%	0%	5%	36%
2008 / 09	58%	3%	0%	0%	0%	9%	31%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

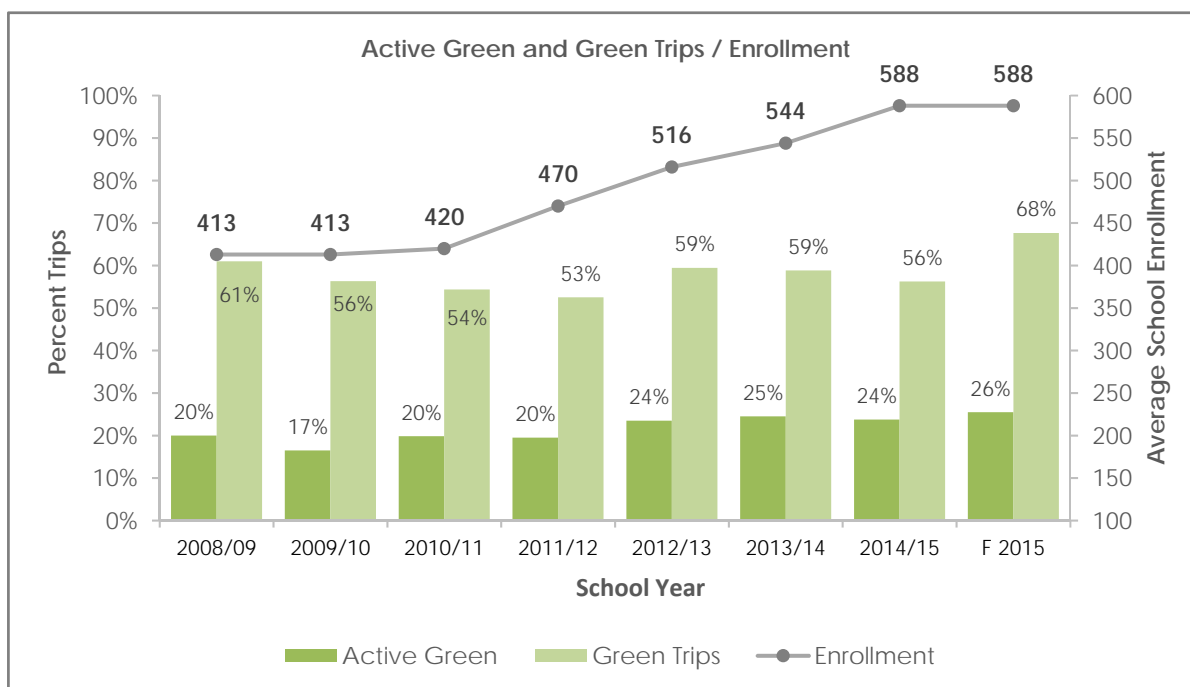
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

A bi-lingual program was initiated in the 2015/2016 school year.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Bel Aire Elementary School (3-5) Reed Union School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	16%	8%	2%	35%	0%	7%	32%
2014 / 15	15%	7%	2%	22%	1%	10%	44%
2013 / 14	12%	10%	3%	24%	0%	10%	41%
2012 / 13	14%	7%	3%	26%	0%	10%	41%
2011 / 12	10%	8%	2%	20%	0%	13%	47%
2010 / 11	11%	7%	2%	22%	0%	13%	46%
2009 / 10	12%	3%	2%	27%	0%	13%	43%
2008 / 09	15%	4%	1%	31%	0%	11%	39%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

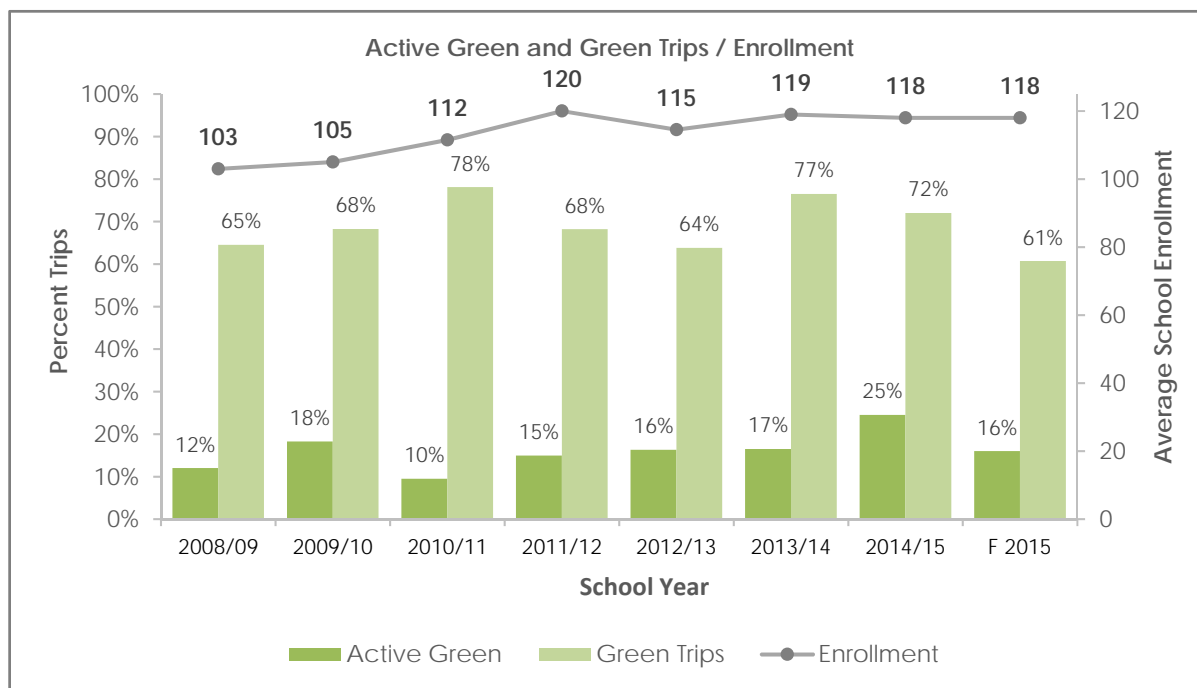
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Bolinas-Stinson School (K-8) Bolinas-Stinson Union



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	3%	11%	2%	42%	0%	3%	39%
2014 / 15	9%	12%	4%	44%	0%	4%	28%
2013 / 14	5%	10%	2%	49%	0%	12%	23%
2012 / 13	9%	8%	1%	45%	0%	3%	36%
2011 / 12	9%	6%	1%	49%	0%	4%	31%
2010 / 11	4%	5%	2%	66%	0%	3%	22%
2009 / 10	7%	12%	1%	46%	2%	4%	32%
2008 / 09	8%	4%	0%	53%	0%	0%	35%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

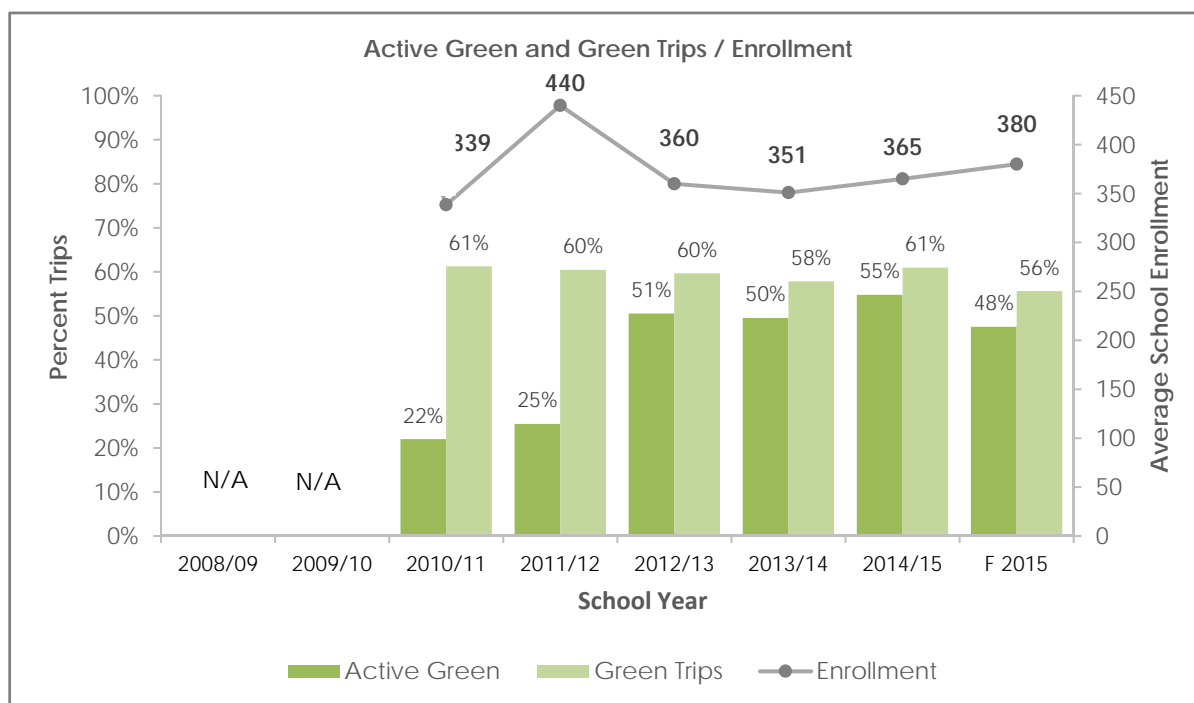
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Brookside Elementary School (K-5) Ross Valley



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	37%	9%	2%	0%	0%	8%	44%
2014 / 15	41%	9%	5%	0%	0%	6%	40%
2013 / 14	38%	7%	5%	0%	0%	8%	43%
2012 / 13	38%	9%	4%	1%	1%	8%	40%
2011 / 12	10%	15%	0%	4%	12%	20%	40%
2010 / 11	8%	13%	1%	6%	14%	19%	39%
2009 / 10	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2008 / 09	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

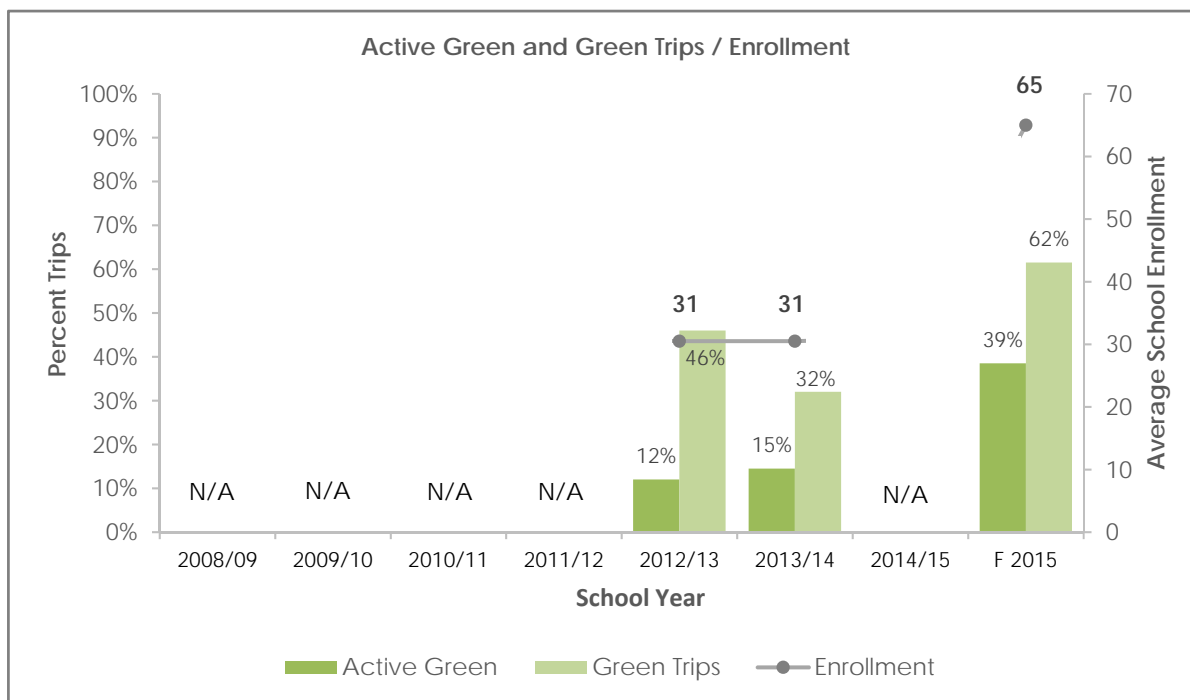
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

"N/A" denote years in which student tally data is unavailable.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Cascade Canyon School (K-8) Independent



School Year	School Trips by Mode									
	Walk		Bike		Other	School Bus	Public Transit	Carpool		Family Vehicle
Fall 2015	<div><div></div></div>	21%	<div><div></div></div>	18%	0%	0%	0%	<div><div></div></div>	23%	<div><div></div></div> 39%
2014 / 15		N/A		N/A	N/A	N/A	N/A		N/A	N/A
2013 / 14	<div><div></div></div>	5%	<div><div></div></div>	10%	0%	0%	0%	<div><div></div></div>	18%	<div><div></div></div> 68%
2012 / 13	<div><div></div></div>	6%	<div><div></div></div>	6%	0%	<div><div></div></div> 3%	<div><div></div></div> 2%	<div><div></div></div>	31%	<div><div></div></div> 55%
2011 / 12		N/A		N/A	N/A	N/A	N/A		N/A	N/A
2010 / 11		N/A		N/A	N/A	N/A	N/A		N/A	N/A
2009 / 10		N/A		N/A	N/A	N/A	N/A		N/A	N/A
2008 / 09		N/A		N/A	N/A	N/A	N/A		N/A	N/A

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

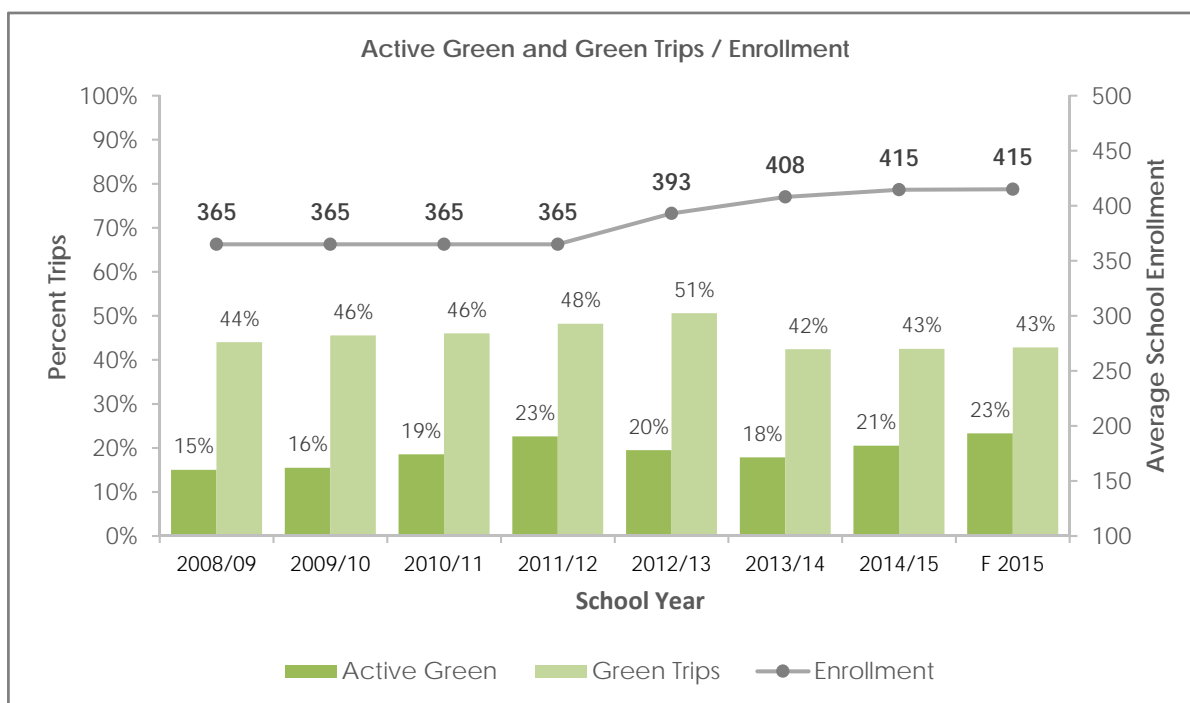
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

"N/A" denote years in which student tally data is unavailable.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Coleman Elementary School (K-5) San Rafael City Schools



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	18%	5%	1%	9%	0%	11%	58%
2014 / 15	14%	4%	3%	12%	0%	11%	58%
2013 / 14	15%	2%	1%	13%	0%	11%	58%
2012 / 13	15%	4%	2%	14%	0%	17%	49%
2011 / 12	16%	5%	2%	11%	0%	15%	52%
2010 / 11	15%	3%	1%	11%	0%	17%	55%
2009 / 10	13%	2%	1%	17%	0%	13%	55%
2008 / 09	11%	2%	4%	20%	0%	9%	59%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

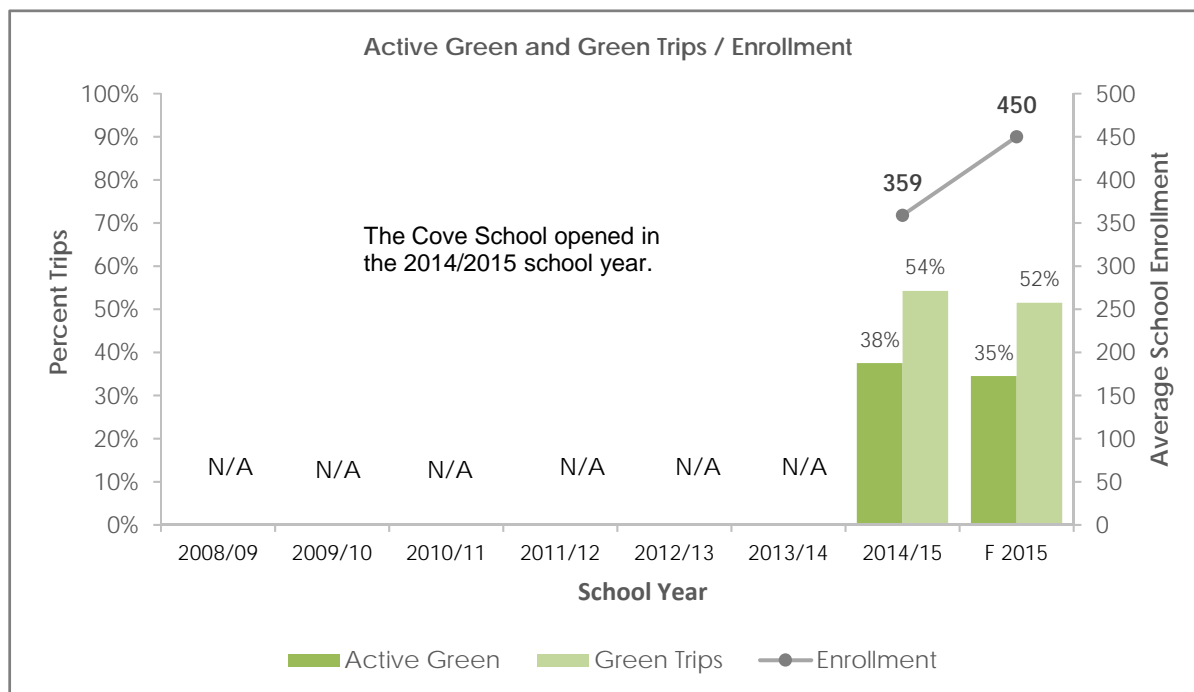
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



The Cove School (K-5) Larkspur-Corte Madera School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	17%	14%	4%	3%	5%	9%	49%
2014 / 15	17%	17%	4%	5%	3%	9%	46%
2013 / 14	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2012 / 13	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2011 / 12	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2010 / 11	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2009 / 10	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2008 / 09	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

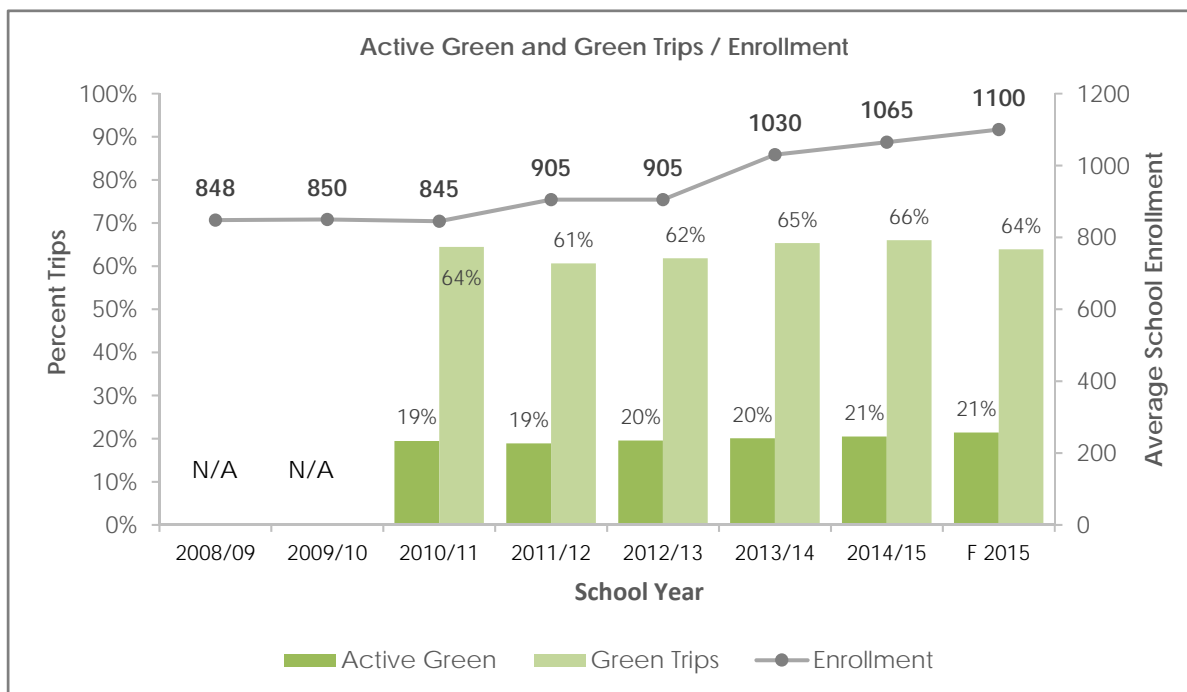
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

"N/A" denote years in which student tally data is unavailable.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



James B. Davidson Middle School (6-8) San Rafael City Schools



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	15%	6%	1%	26%	4%	13%	37%
2014 / 15	16%	4%	1%	26%	5%	15%	34%
2013 / 14	16%	4%	0%	25%	4%	17%	35%
2012 / 13	17%	3%	0%	26%	3%	14%	38%
2011 / 12	16%	3%	0%	24%	3%	15%	40%
2010 / 11	17%	2%	0%	25%	5%	16%	35%
2009 / 10	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2008 / 09	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

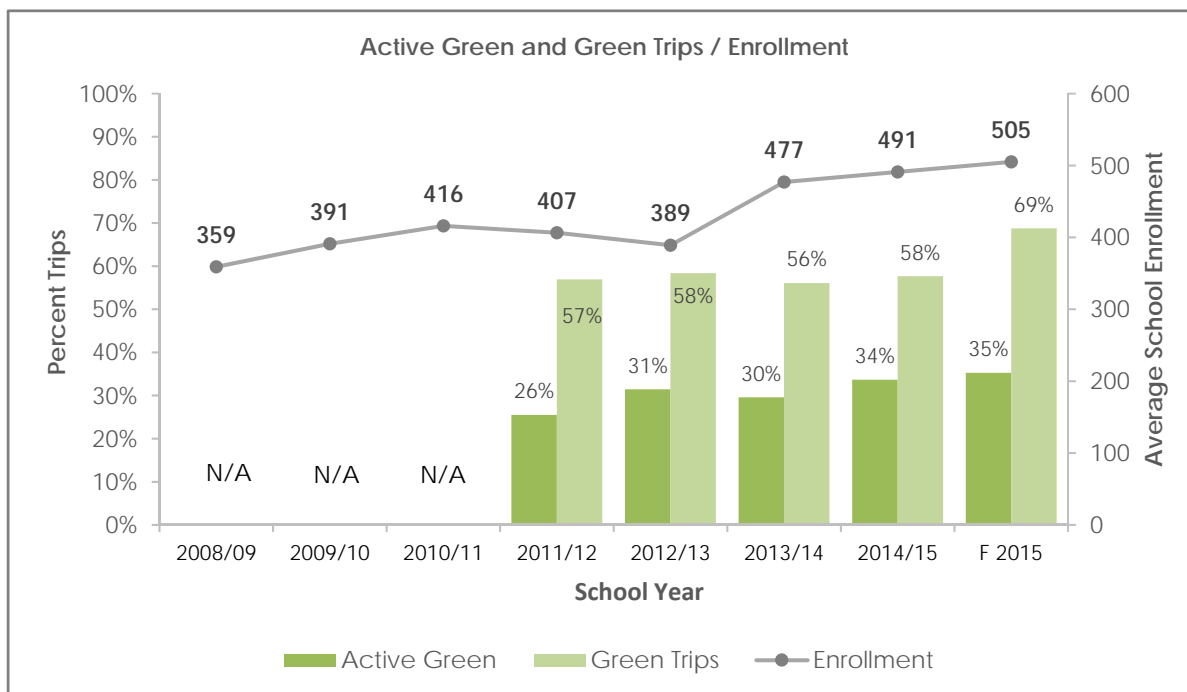
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

"N/A" denote years in which student tally data is unavailable.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Del Mar Middle School (6-8) Reed Union School District



School Year	School Trips by Mode													
	Walk		Bike		Other		School Bus		Public Transit		Carpool		Family Vehicle	
Fall 2015	<div><div></div></div>	10%	<div><div></div></div>	25%	<div><div></div></div>	1%	<div><div></div></div>	28%	<div><div></div></div>	2%	<div><div></div></div>	4%	<div><div></div></div>	31%
2014 / 15	<div><div></div></div>	13%	<div><div></div></div>	20%	<div><div></div></div>	1%	<div><div></div></div>	13%	<div><div></div></div>	2%	<div><div></div></div>	9%	<div><div></div></div>	42%
2013 / 14	<div><div></div></div>	12%	<div><div></div></div>	17%	<div><div></div></div>	1%	<div><div></div></div>	14%	<div><div></div></div>	2%	<div><div></div></div>	11%	<div><div></div></div>	44%
2012 / 13	<div><div></div></div>	12%	<div><div></div></div>	19%	<div><div></div></div>	1%	<div><div></div></div>	14%	<div><div></div></div>	1%	<div><div></div></div>	12%	<div><div></div></div>	42%
2011 / 12	<div><div></div></div>	10%	<div><div></div></div>	16%	<div><div></div></div>	0%	<div><div></div></div>	20%	<div><div></div></div>	1%	<div><div></div></div>	11%	<div><div></div></div>	42%
2010 / 11		N/A		N/A		N/A		N/A		N/A		N/A		N/A
2009 / 10		N/A		N/A		N/A		N/A		N/A		N/A		N/A
2008 / 09		N/A		N/A		N/A		N/A		N/A		N/A		N/A

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

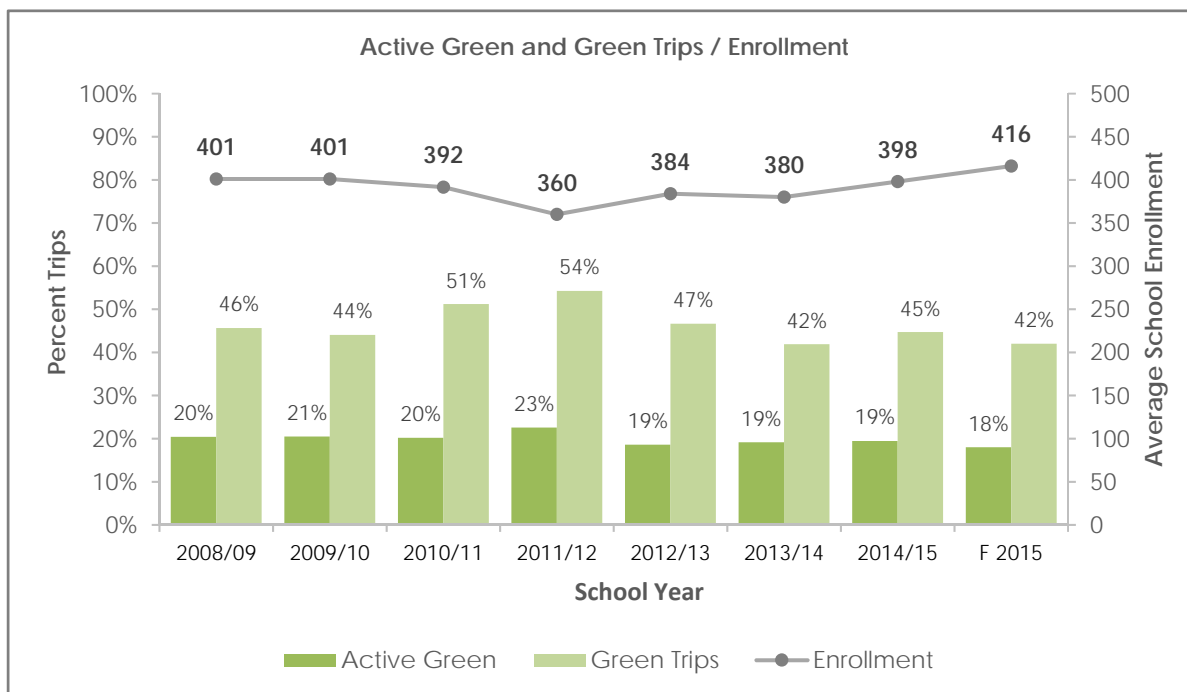
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

"N/A" denote years in which student tally data is unavailable.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Dixie Elementary School (K-5) Dixie School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	12%	5%	2%	18%	0%	6%	59%
2014 / 15	14%	5%	1%	21%	0%	4%	55%
2013 / 14	14%	4%	1%	18%	0%	5%	58%
2012 / 13	13%	5%	1%	19%	0%	9%	53%
2011 / 12	14%	7%	2%	20%	0%	11%	46%
2010 / 11	12%	7%	1%	20%	0%	11%	32%
2009 / 10	13%	7%	1%	12%	0%	12%	56%
2008 / 09	13%	6%	2%	13%	0%	12%	55%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

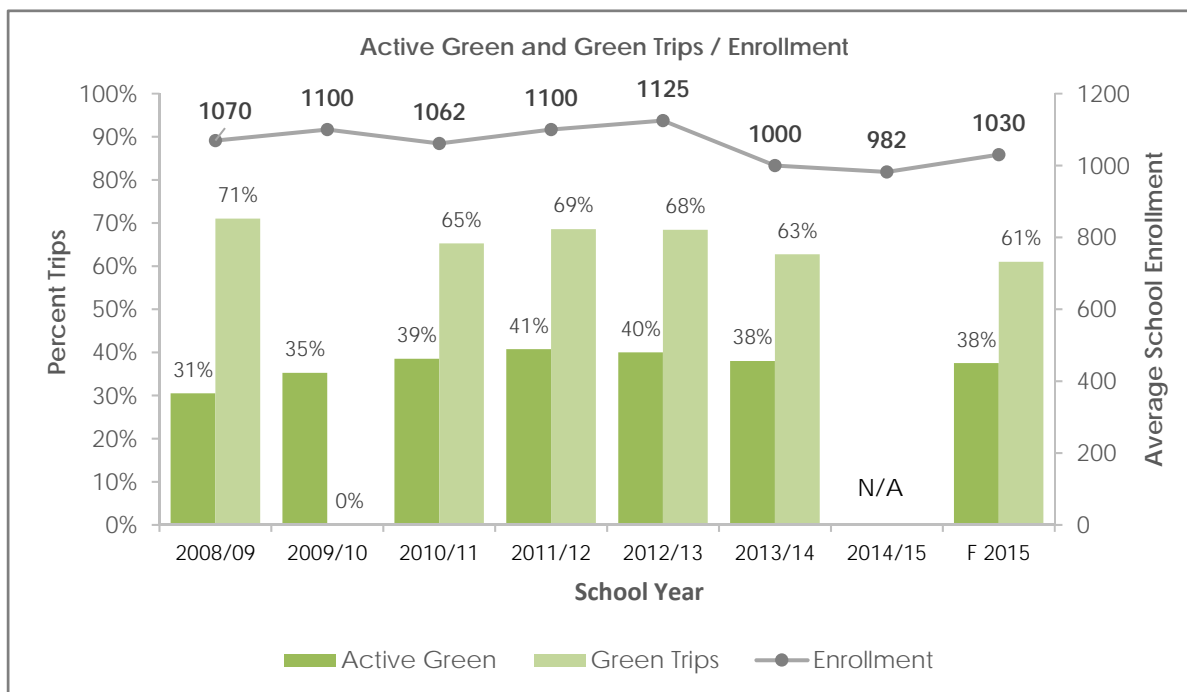
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Sir Francis Drake High School (9-12) Tamalpais Unified School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	24%	12%	2%	2%	7%	15%	39%
2014 / 15	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2013 / 14	27%	9%	3%	1%	6%	18%	38%
2012 / 13	27%	10%	3%	0%	6%	23%	32%
2011 / 12	29%	9%	3%	0%	6%	22%	32%
2010 / 11	28%	8%	3%	0%	5%	22%	36%
2009 / 10	26%	7%	2%	1%	5%	23%	35%
2008 / 09	24%	6%	1%	0%	11%	30%	30%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

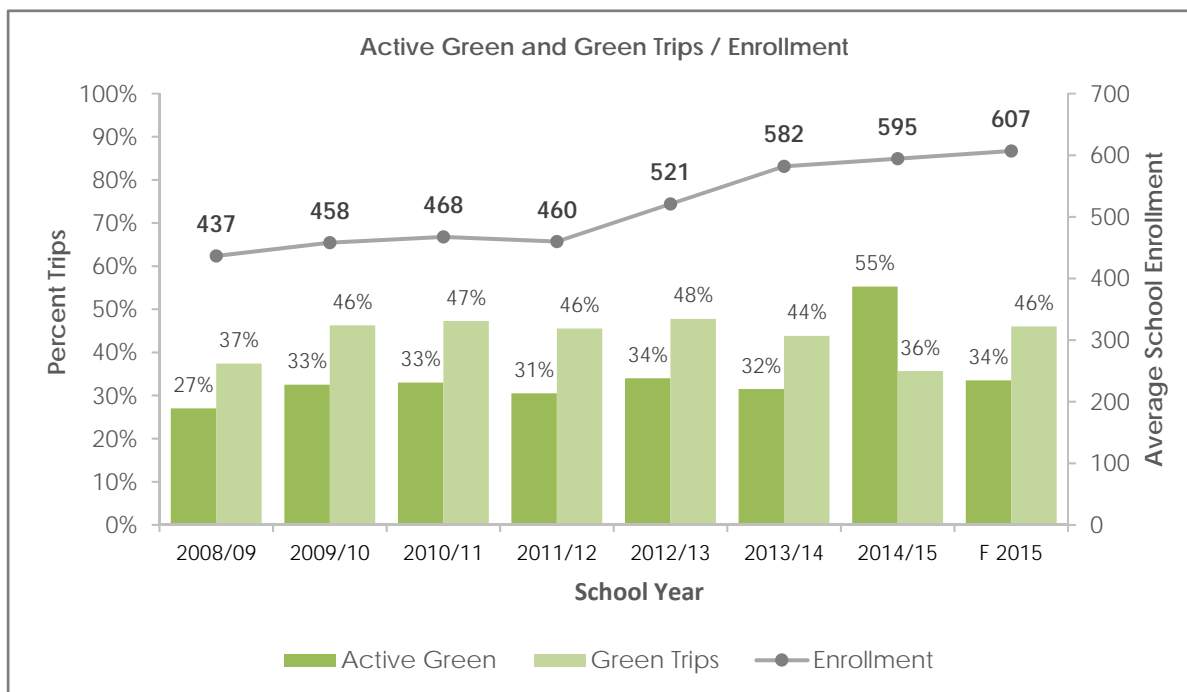
"N/A" denote years in which student tally data is unavailable.

The Active Drake Club for Juniors and Seniors was initiated in the 2011/2012 school year.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Edna Maguire Elementary School (K-5) Mill Valley School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	18%	14%	2%	1%	0%	12%	54%
2014 / 15	15%	10%	1%	0%	0%	14%	60%
2013 / 14	19%	11%	2%	0%	0%	12%	56%
2012 / 13	19%	11%	4%	0%	0%	14%	52%
2011 / 12	19%	10%	2%	0%	0%	15%	55%
2010 / 11	21%	9%	4%	0%	0%	14%	53%
2009 / 10	19%	10%	4%	0%	1%	14%	54%
2008 / 09	14%	11%	3%	0%	0%	10%	63%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

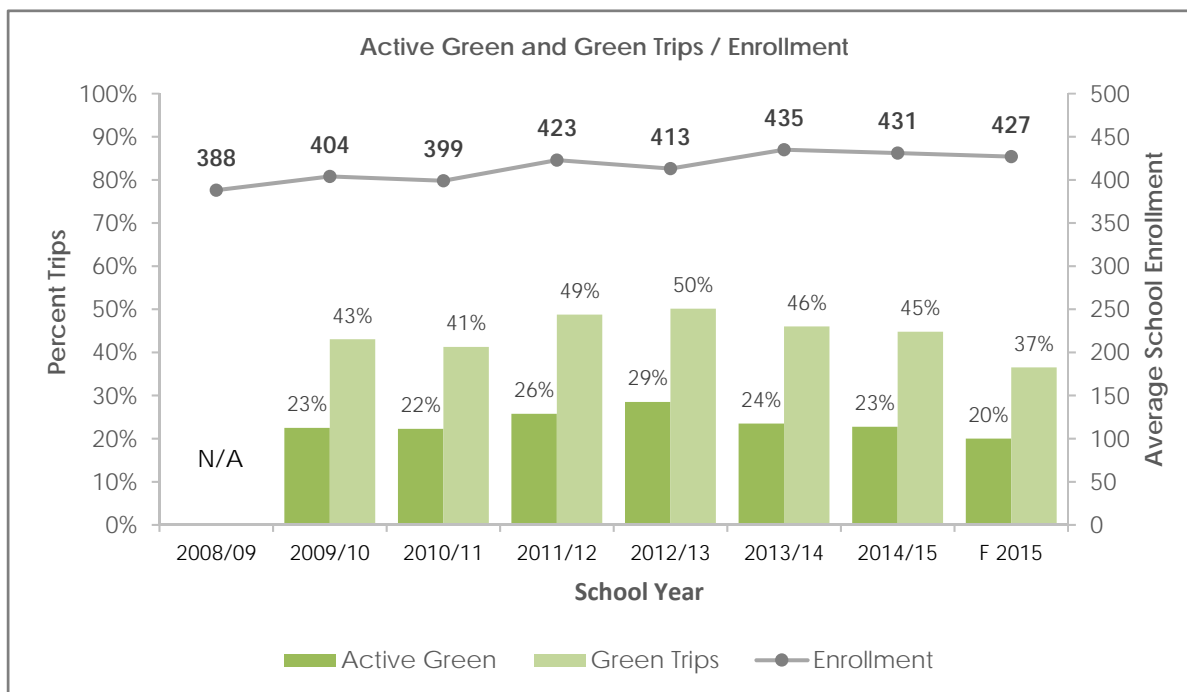
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Glenwood Elementary School (K-5) San Rafael City Schools



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	14%	6%	1%	8%	0%	9%	64%
2014 / 15	15%	7%	1%	10%	0%	12%	55%
2013 / 14	14%	7%	3%	10%	0%	13%	54%
2012 / 13	16%	7%	6%	9%	0%	13%	50%
2011 / 12	12%	8%	7%	8%	0%	15%	52%
2010 / 11	11%	6%	6%	7%	1%	12%	59%
2009 / 10	13%	6%	4%	8%	0%	12%	57%
2008 / 09	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

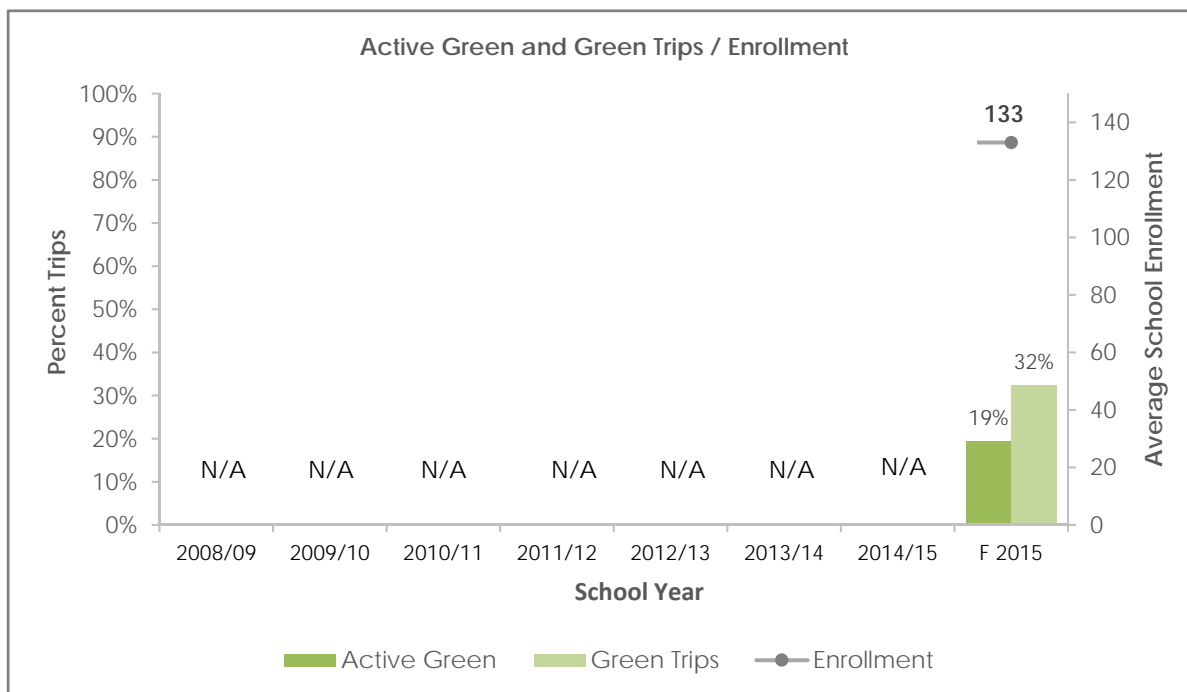
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

"N/A" denote years in which student tally data is unavailable.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Greenwood School (K-8) San Rafael City Schools



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	16%	4%	1%	4%	0%	9%	68%
2014 / 15	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2013 / 14	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2012 / 13	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2011 / 12	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2010 / 11	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2009 / 10	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2008 / 09	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

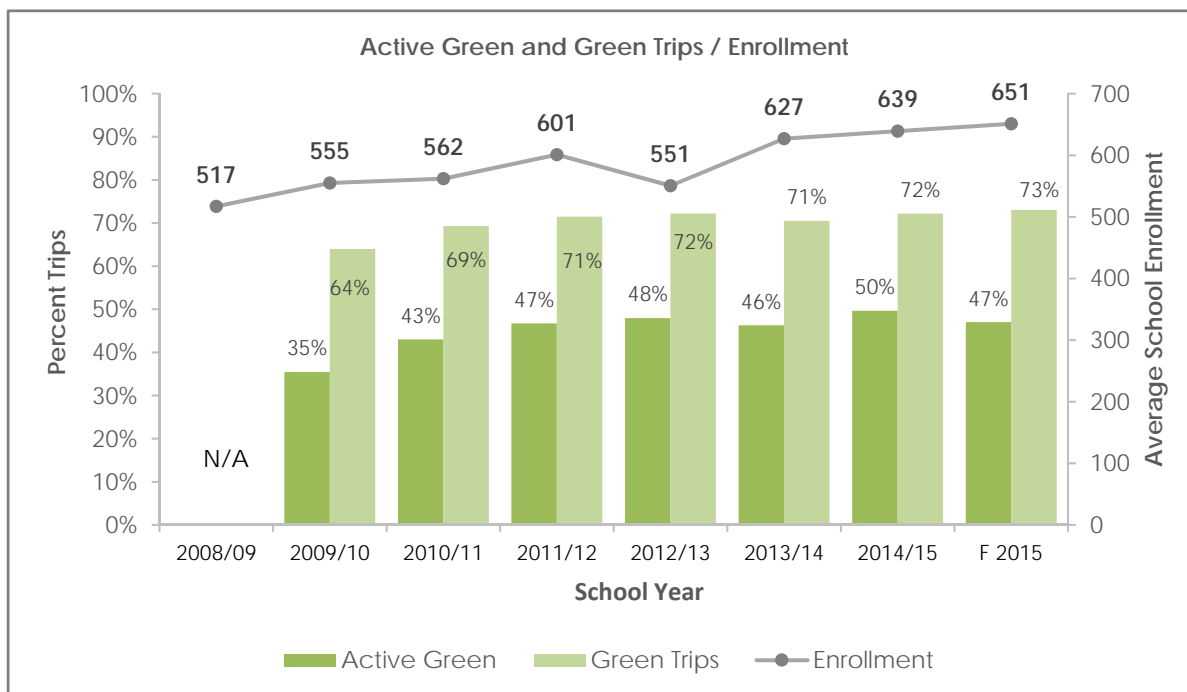
"N/A" denote years in which student tally data is unavailable.

Greenwood School joined the Safe Routes to School Program in the 2015 / 2016 School Year.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Henry Hall Middle School (5-8) Larkspur-Corte Madera School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	18%	27%	3%	9%	10%	7%	27%
2014 / 15	19%	29%	2%	7%	10%	6%	29%
2013 / 14	19%	25%	3%	8%	9%	8%	30%
2012 / 13	21%	26%	1%	10%	7%	8%	29%
2011 / 12	24%	20%	2%	7%	10%	7%	29%
2010 / 11	22%	20%	2%	10%	10%	7%	30%
2009 / 10	16%	17%	2%	8%	11%	10%	36%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

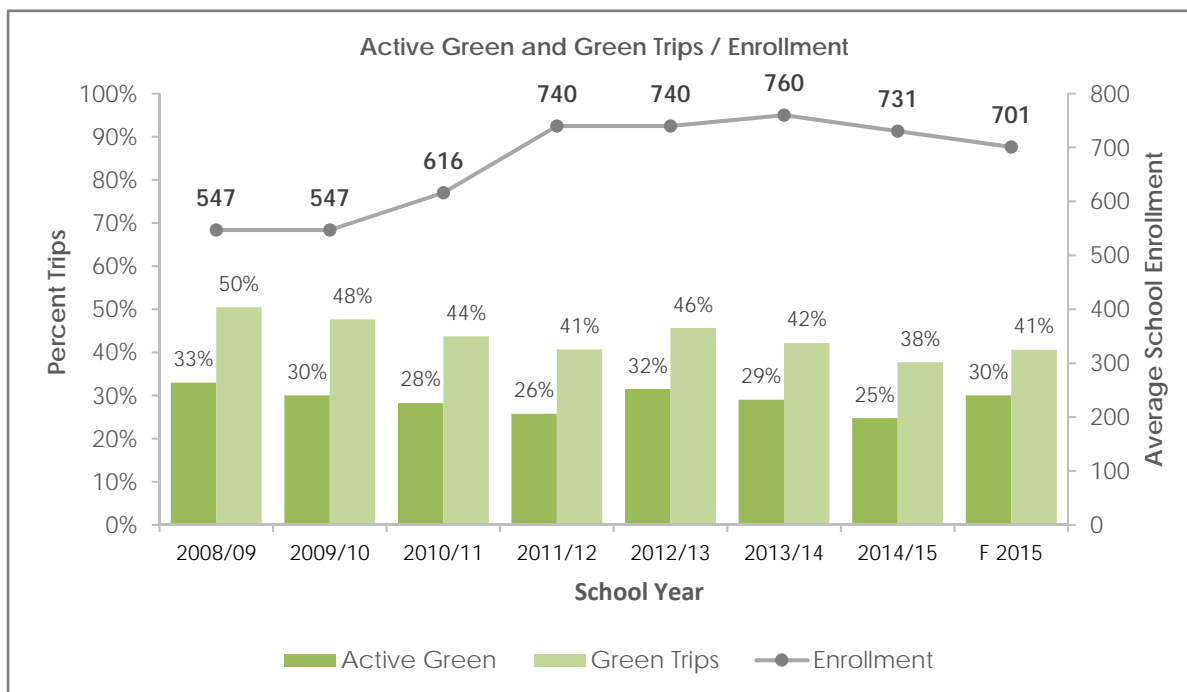
"N/A" denote years in which student tally data is unavailable.

A bi-Lingual program, as well as Walk and Roll events were initiated in the 2014/2015 school year.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Hamilton Meadow Park (K-8) Novato Unified School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	24%	1%	5%	2%	0%	9%	59%
2014 / 15	21%	1%	3%	2%	1%	10%	60%
2013 / 14	22%	4%	3%	2%	0%	11%	59%
2012 / 13	24%	4%	4%	1%	1%	13%	55%
2011 / 12	20%	4%	2%	3%	0%	12%	59%
2010 / 11	21%	5%	3%	2%	0%	13%	57%
2009 / 10	21%	5%	5%	5%	1%	12%	52%
2008 / 09	23%	7%	4%	4%	0%	13%	49%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

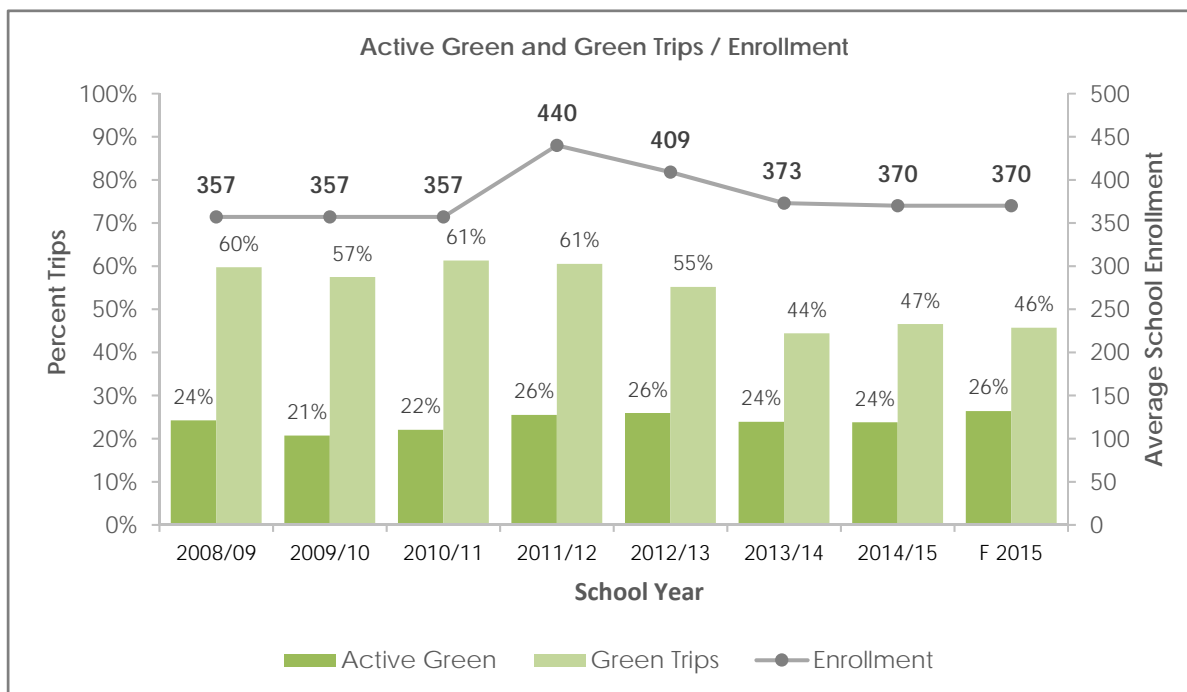
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Prior to the 2010/2011 school year, Hamilton Meadow Park was a K-5 school.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Hidden Valley Elementary School (K-5) Ross Valley School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	10%	17%	0%	7%	1%	13%	55%
2014 / 15	10%	14%	1%	2%	5%	16%	53%
2013 / 14	12%	12%	1%	1%	5%	15%	56%
2012 / 13	13%	12%	1%	3%	8%	19%	45%
2011 / 12	10%	15%	1%	4%	12%	20%	40%
2010 / 11	8%	13%	1%	6%	14%	19%	39%
2009 / 10	8%	12%	1%	3%	13%	20%	43%
2008 / 09	8%	16%	0%	9%	15%	13%	41%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

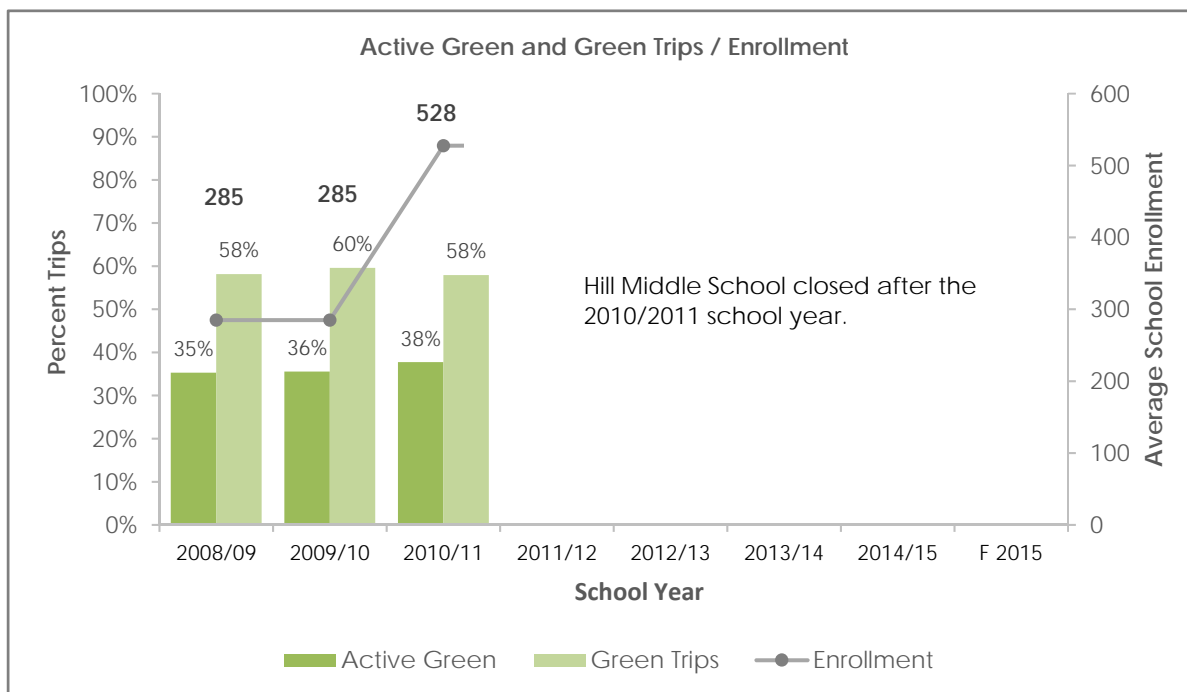
"N/A" denote years in which student tally data is unavailable.

Prior to the 2013/2014 school year Hidden Valley Elementary only included 3rd to 5th grade.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Hill Middle School (6-8) Closed



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2014 / 15	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2013 / 14	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2012 / 13	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2011 / 12	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2010 / 11	32%	4%	2%	0%	2%	18%	42%
2009 / 10	30%	5%	1%	1%	3%	21%	40%
2008 / 09	29%	4%	2%	4%	2%	17%	44%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

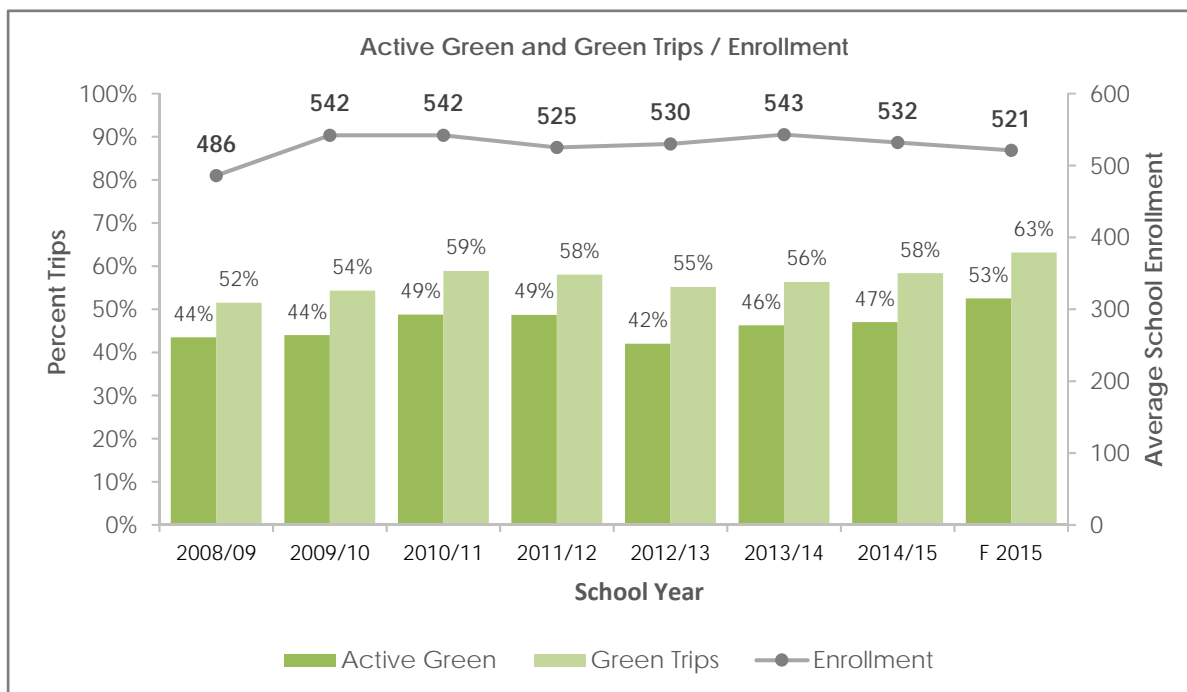
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



A. E. Kent Middle School (5-8) Kentfield Elementary School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	35%	16%	2%	0%	0%	11%	36%
2014 / 15	32%	11%	4%	0%	0%	11%	42%
2013 / 14	31%	12%	4%	0%	0%	10%	43%
2012 / 13	29%	10%	4%	1%	1%	12%	45%
2011 / 12	34%	14%	1%	0%	1%	9%	42%
2010 / 11	35%	12%	2%	0%	1%	10%	41%
2009 / 10	32%	11%	2%	0%	0%	10%	46%
2008 / 09	31%	12%	1%	0%	1%	8%	49%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

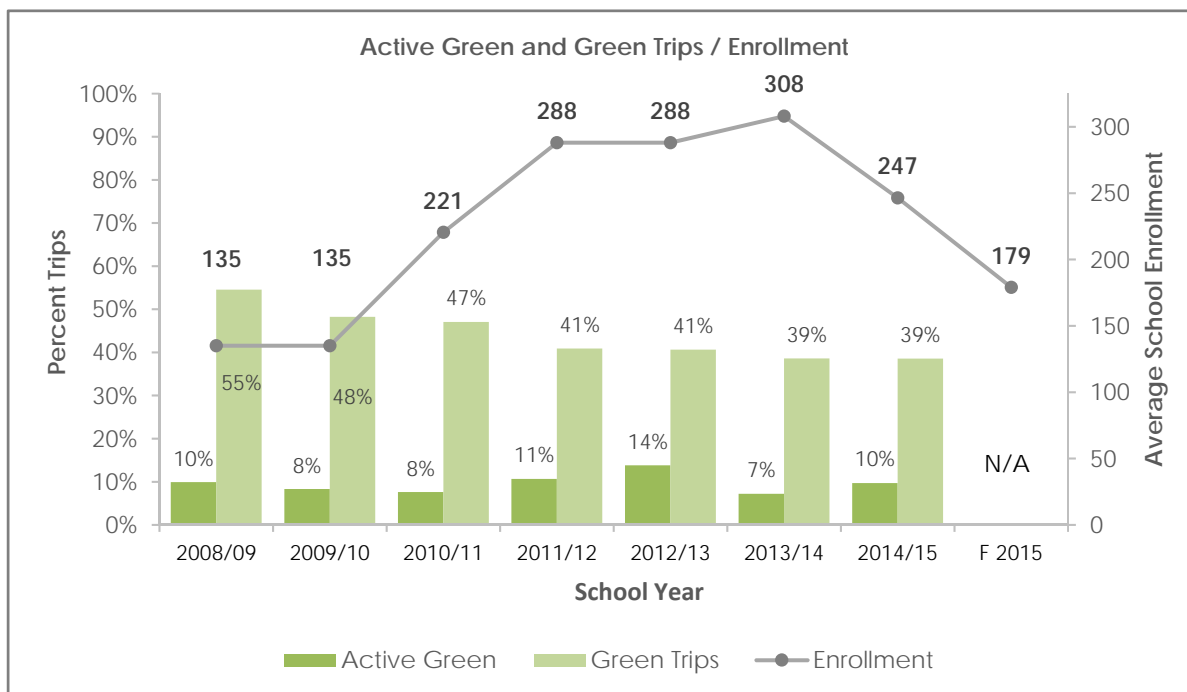
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Lagunitas Elementary School K-8 Lagunitas School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2014 / 15	4%	5%	1%	18%	1%	11%	62%
2013 / 14	3%	4%	0%	22%	0%	10%	61%
2012 / 13	6%	8%	0%	16%	0%	11%	60%
2011 / 12	4%	6%	0%	15%	1%	15%	59%
2010 / 11	4%	4%	0%	21%	1%	19%	53%
2009 / 10	4%	4%	0%	21%	1%	19%	52%
2008 / 09	4%	5%	1%	20%	1%	24%	45%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

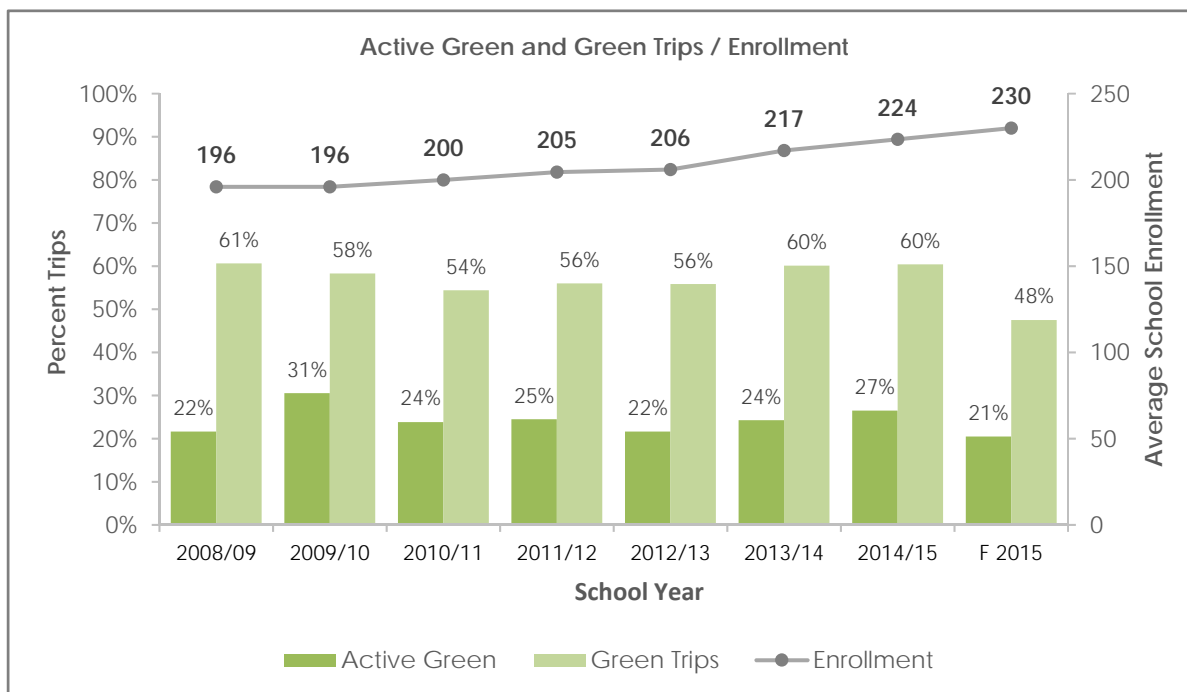
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

"N/A" denote years in which student tally data is unavailable.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Laurel Dell Elementary School (K-5) San Rafael City Schools



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	18%	1%	2%	25%	0%	3%	53%
2014 / 15	22%	4%	1%	28%	1%	6%	40%
2013 / 14	20%	2%	2%	29%	0%	7%	40%
2012 / 13	16%	5%	1%	28%	1%	6%	44%
2011 / 12	22%	2%	1%	26%	0%	6%	44%
2010 / 11	21%	3%	1%	25%	0%	6%	45%
2009 / 10	28%	2%	1%	25%	0%	2%	41%
2008 / 09	21%	2%	1%	33%	0%	6%	40%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

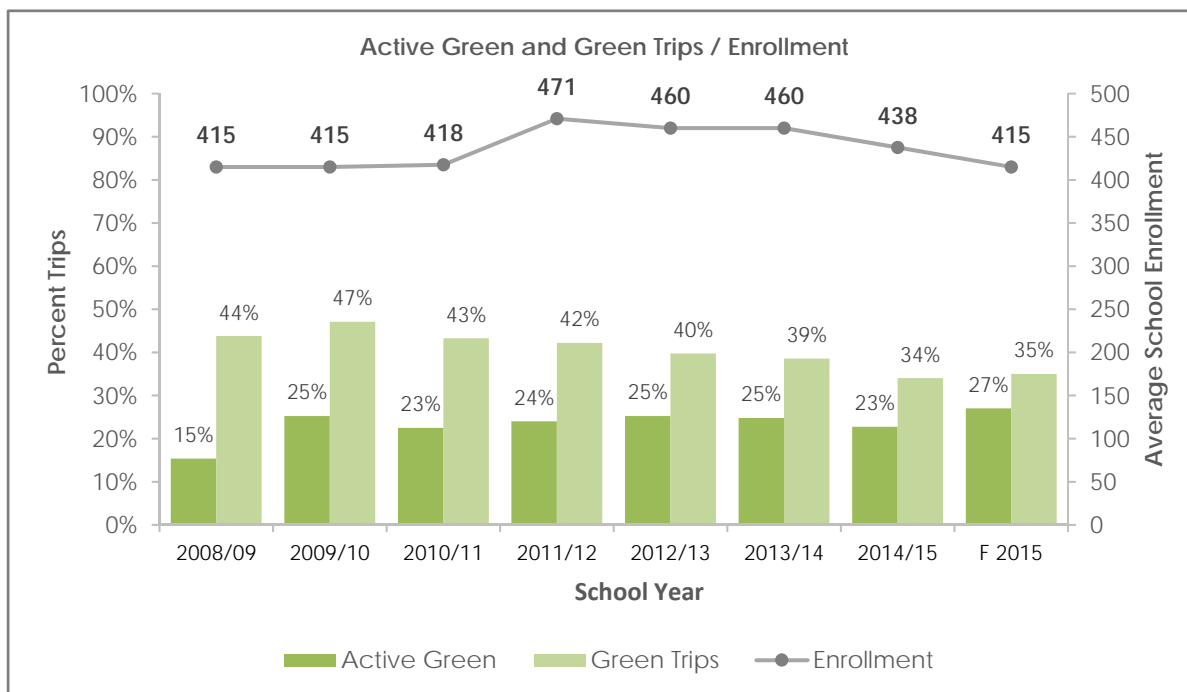
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Loma Verde Elementary School (K-5) Novato Unified School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	19%	5%	3%	0%	0%	8%	65%
2014 / 15	18%	3%	2%	0%	0%	11%	66%
2013 / 14	18%	7%	1%	0%	0%	14%	62%
2012 / 13	19%	5%	2%	0%	0%	15%	60%
2011 / 12	15%	4%	6%	1%	0%	18%	58%
2010 / 11	17%	3%	2%	0%	0%	21%	57%
2009 / 10	20%	2%	3%	0%	0%	21%	53%
2008 / 09	13%	2%	1%	18%	0%	10%	56%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

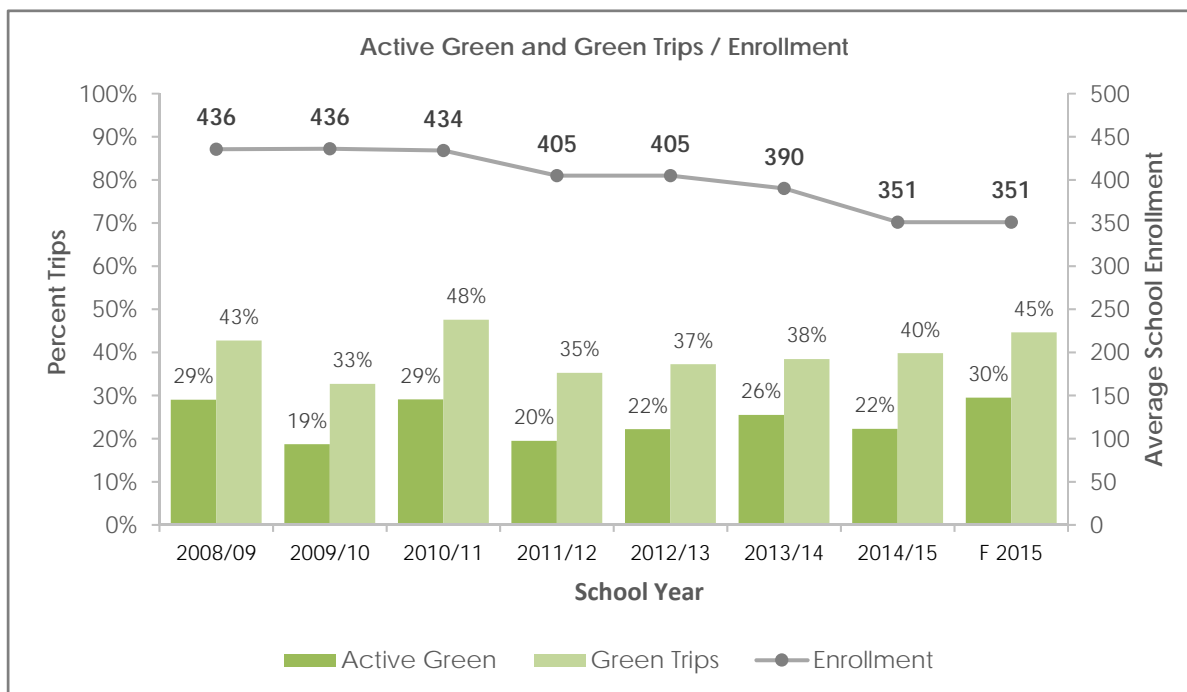
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Lu Sutton Elementary School (K-5) Novato Unified School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	17%	5%	8%	1%	0%	14%	56%
2014 / 15	18%	3%	2%	1%	1%	16%	60%
2013 / 14	16%	7%	1%	1%	0%	13%	63%
2012 / 13	16%	4%	3%	2%	0%	13%	63%
2011 / 12	15%	4%	1%	3%	1%	13%	65%
2010 / 11	22%	5%	2%	4%	0%	14%	53%
2009 / 10	16%	3%	1%	3%	0%	11%	68%
2008 / 09	22%	6%	1%	3%	1%	10%	57%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

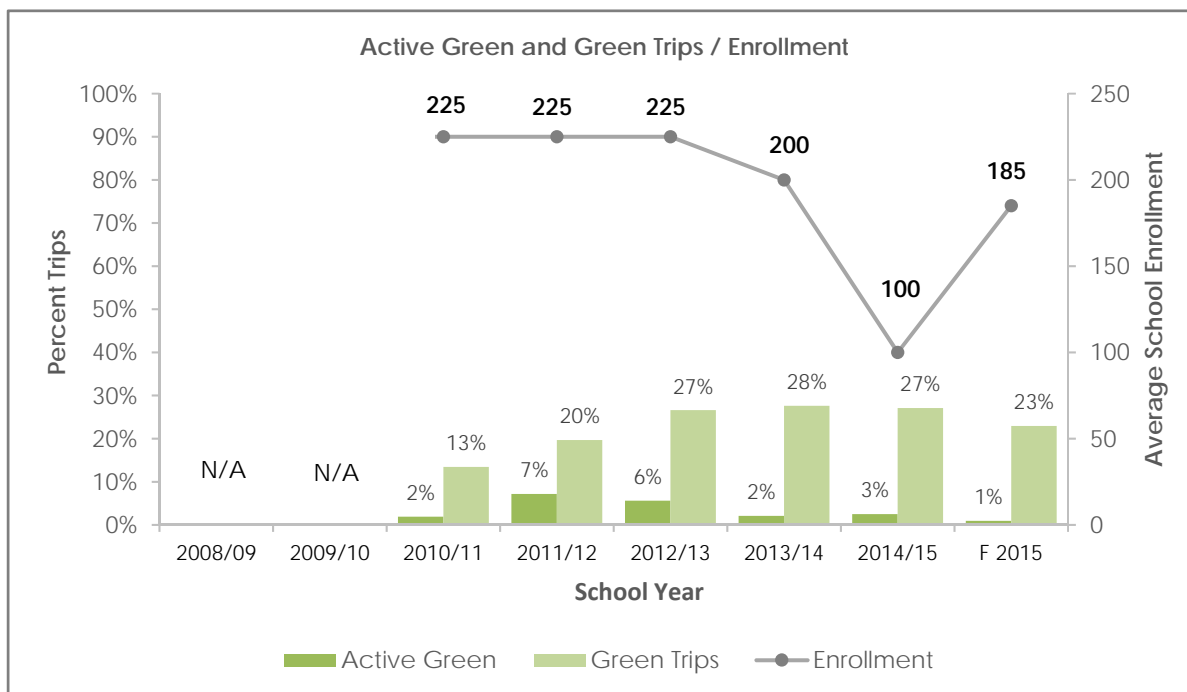
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

"N/A" denote years in which student tally data is unavailable.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Lycée Français de San Francisco Independent



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	1%	1%	0%	15%	1%	6%	78%
2014 / 15	2%	1%	0%	13%	0%	12%	75%
2013 / 14	1%	1%	0%	13%	1%	13%	73%
2012 / 13	3%	3%	0%	9%	0%	13%	73%
2011 / 12	4%	3%	1%	6%	0%	6%	80%
2010 / 11	1%	0%	1%	0%	0%	13%	87%
2009 / 10	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2008 / 09	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

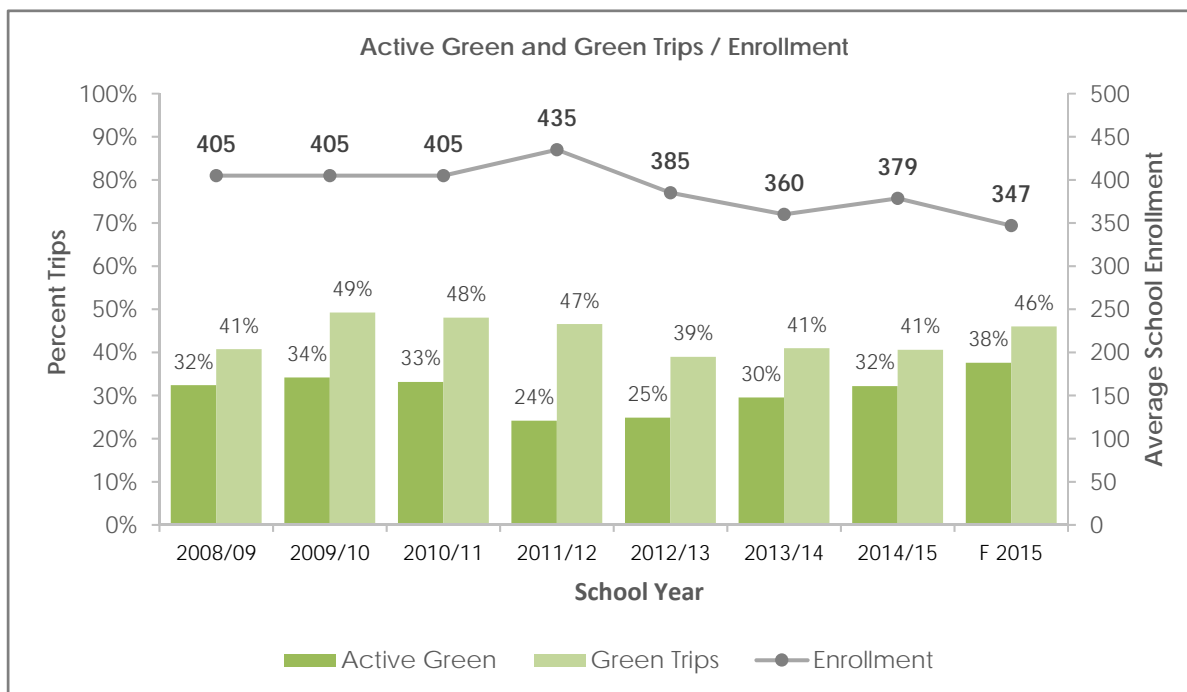
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

"N/A" denote years in which student tally data is unavailable.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Lynwood Elementary School (K-5) Novato Unified School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	35%	3%	0%	0%	1%	8%	54%
2014 / 15	31%	1%	0%	1%	1%	8%	59%
2013 / 14	26%	4%	0%	1%	1%	10%	59%
2012 / 13	21%	4%	0%	4%	1%	12%	61%
2011 / 12	19%	5%	0%	11%	1%	11%	53%
2010 / 11	28%	4%	1%	2%	1%	13%	52%
2009 / 10	32%	2%	0%	4%	1%	11%	51%
2008 / 09	29%	2%	1%	1%	1%	7%	59%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

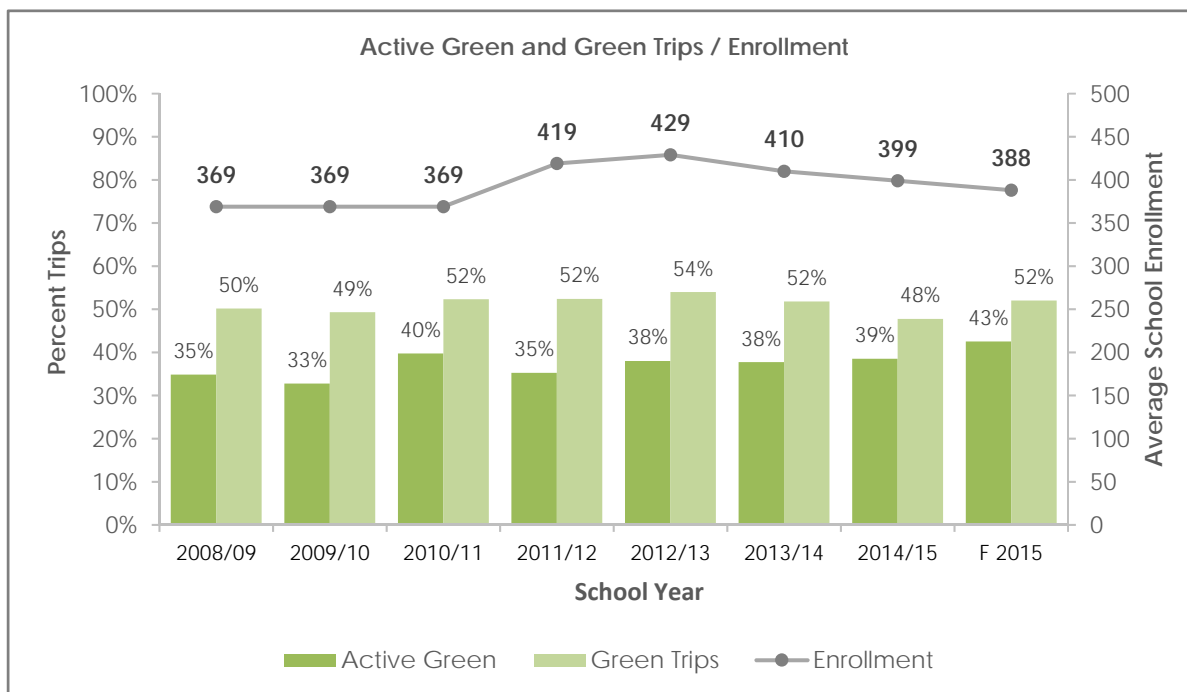
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Manor Elementary School (K-5) Ross Valley School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	17%	24%	2%	2%	0%	9%	49%
2014 / 15	19%	18%	2%	0%	0%	9%	52%
2013 / 14	21%	15%	3%	1%	1%	13%	48%
2012 / 13	21%	15%	2%	1%	1%	15%	46%
2011 / 12	20%	13%	2%	3%	0%	16%	48%
2010 / 11	20%	19%	1%	1%	0%	12%	48%
2009 / 10	16%	15%	2%	2%	0%	15%	51%
2008 / 09	17%	16%	1%	1%	0%	14%	50%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

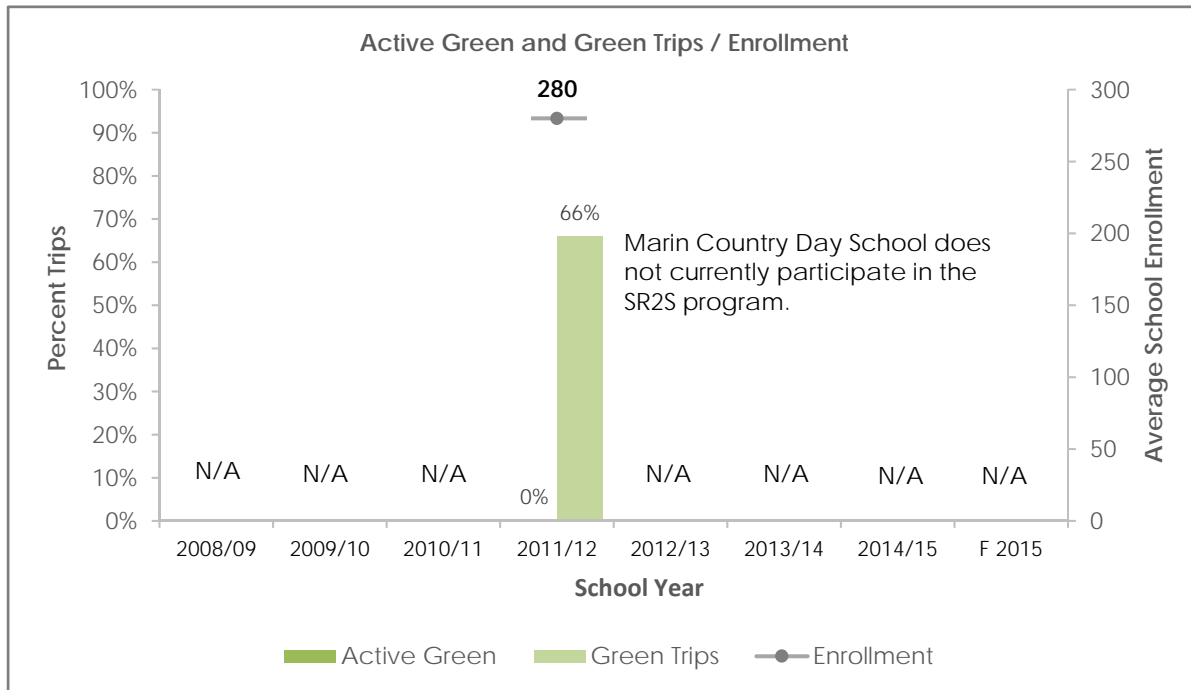
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Marin Country Day School (K-8) Independent



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2014 / 15	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2013 / 14	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2012 / 13	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2011 / 12	0%	0%	0%	48%	0%	18%	34%
2010 / 11	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2009 / 10	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2008 / 09	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

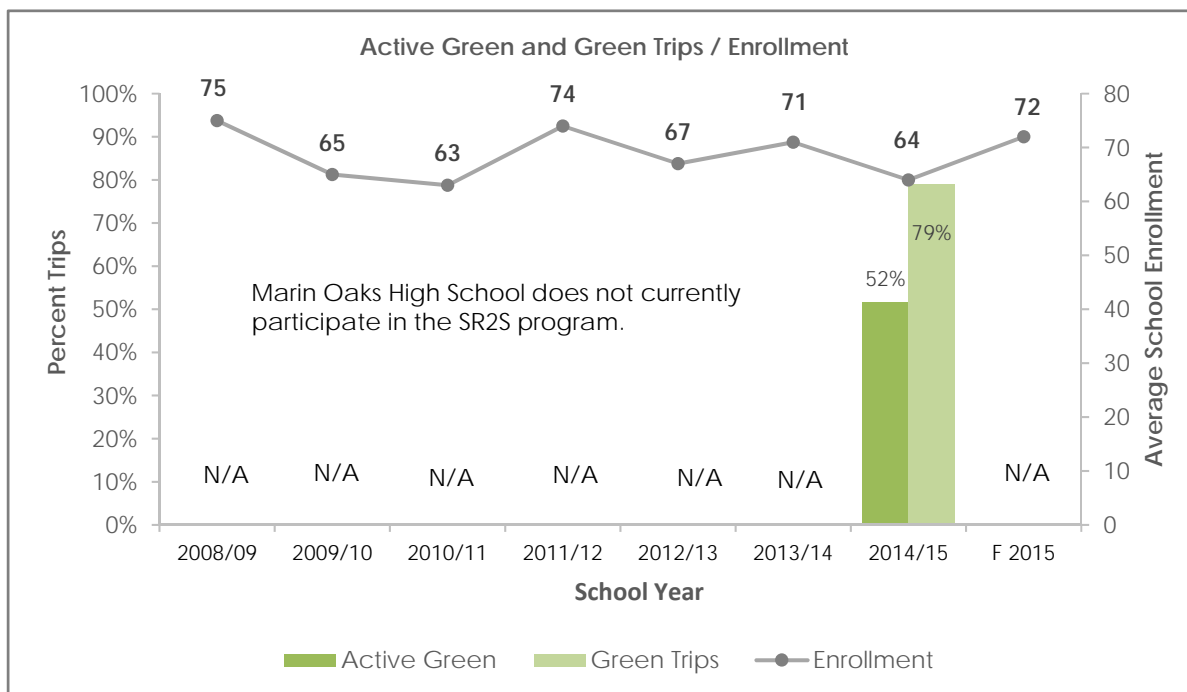
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

"N/A" denote years in which student tally data is unavailable.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Marin Oaks High School (9-12) Novato Unified School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2014 / 15	47%	1%	4%	0%	16%	12%	21%
2013 / 14	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2012 / 13	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2011 / 12	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2010 / 11	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2009 / 10	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2008 / 09	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

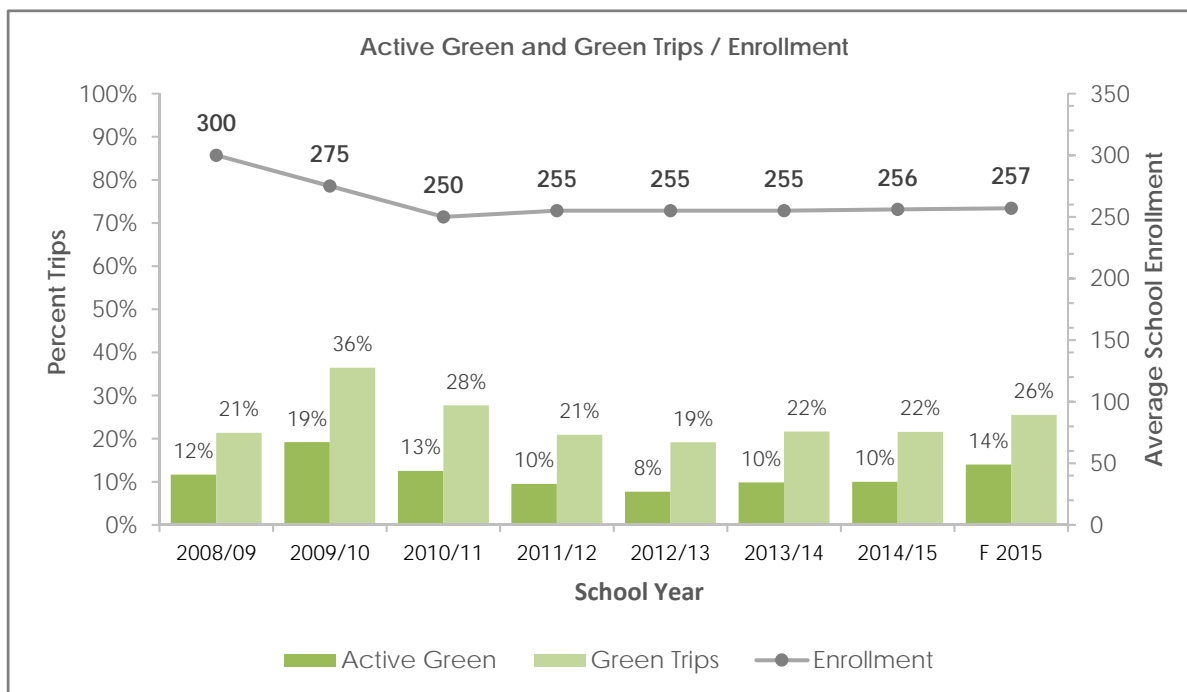
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

"N/A" denote years in which student tally data is unavailable.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Marin Primary & Middle School (K-8) Independent



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	5%	8%	2%	6%	0%	6%	74%
2014 / 15	3%	7%	1%	5%	0%	6%	78%
2013 / 14	4%	6%	1%	4%	0%	8%	78%
2012 / 13	3%	4%	1%	2%	0%	10%	81%
2011 / 12	5%	3%	1%	1%	0%	11%	79%
2010 / 11	6%	5%	2%	3%	0%	13%	73%
2009 / 10	13%	6%	1%	0%	3%	16%	64%
2008 / 09	6%	5%	1%	0%	1%	9%	79%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

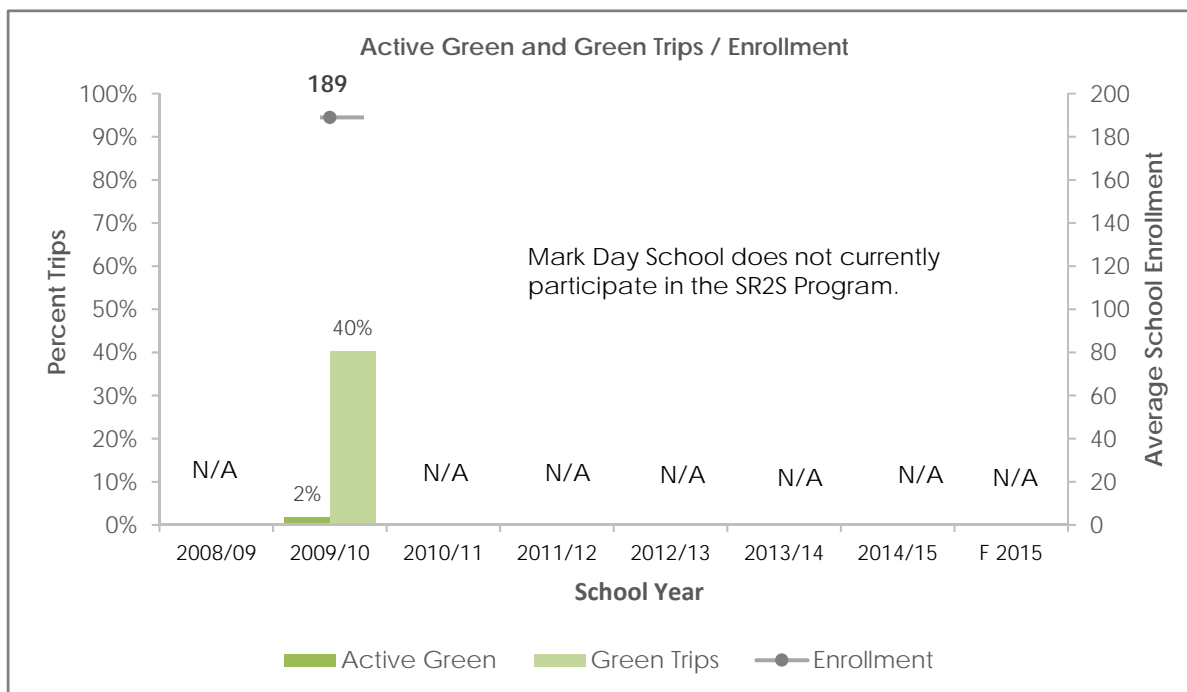
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Mark Day School (K-8) Independent



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2014 / 15	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2013 / 14	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2012 / 13	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2011 / 12	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2010 / 11	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2009 / 10	2%	0%	0%	5%	0%	34%	60%
2008 / 09	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

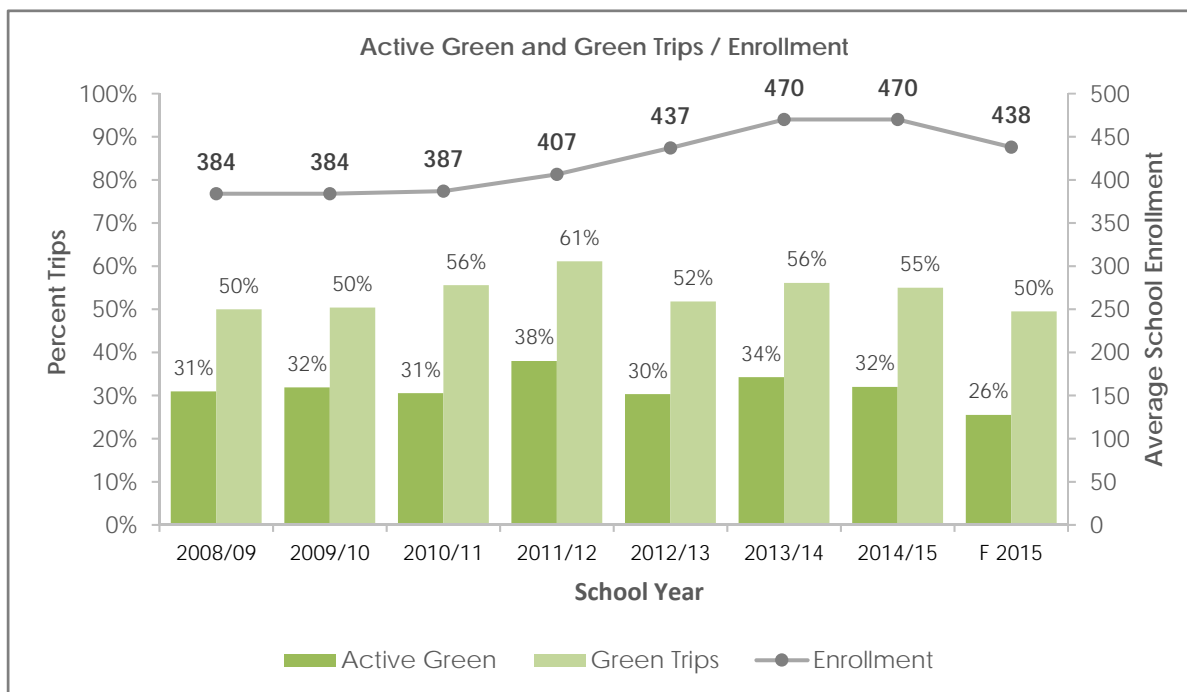
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

"N/A" denote years in which student tally data is unavailable.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Mary E. Silveira Elementary School (K-5) Dixie School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	23%	3%	1%	19%	0%	5%	50%
2014 / 15	27%	4%	1%	17%	0%	6%	45%
2013 / 14	30%	3%	2%	16%	0%	6%	44%
2012 / 13	27%	3%	1%	14%	0%	8%	49%
2011 / 12	32%	4%	2%	15%	0%	8%	40%
2010 / 11	26%	4%	1%	15%	0%	11%	45%
2009 / 10	27%	3%	1%	9%	0%	10%	50%
2008 / 09	25%	5%	2%	11%	0%	8%	50%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

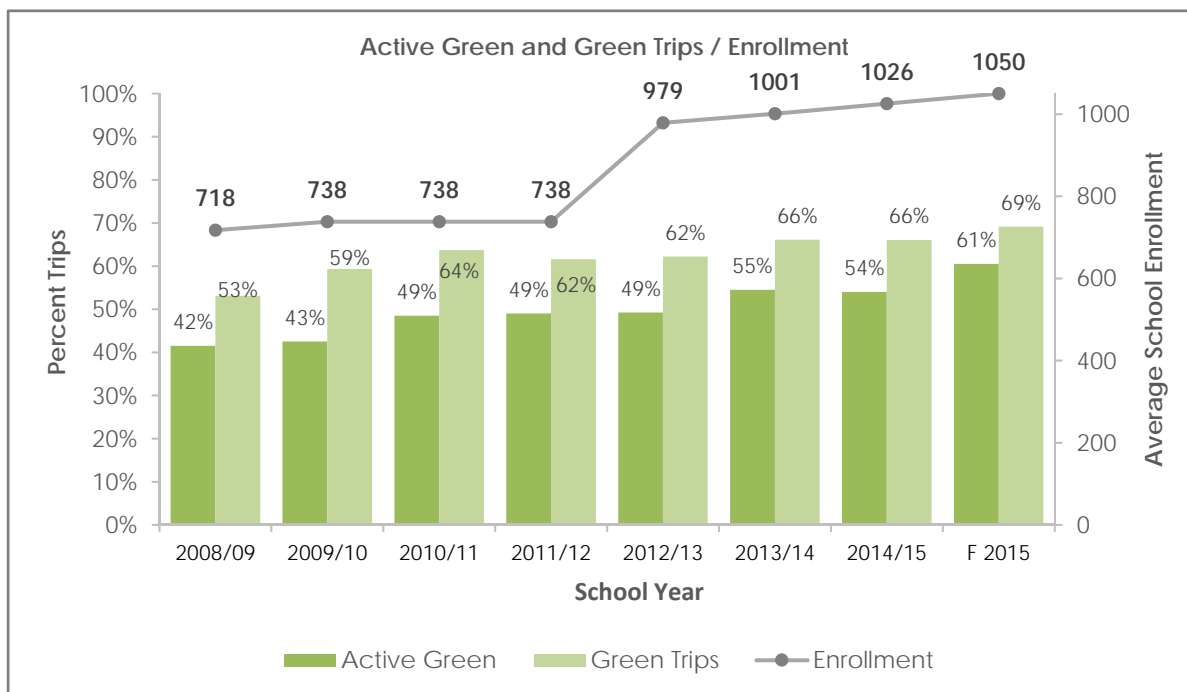
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Mill Valley Middle School (6-8) Mill Valley School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	24%	35%	2%	0%	0%	8%	31%
2014 / 15	25%	26%	3%	0%	1%	11%	34%
2013 / 14	26%	26%	2%	0%	1%	11%	35%
2012 / 13	24%	23%	3%	0%	1%	12%	38%
2011 / 12	24%	22%	3%	0%	1%	12%	38%
2010 / 11	22%	23%	4%	2%	0%	13%	37%
2009 / 10	23%	17%	4%	0%	1%	16%	41%
2008 / 09	25%	15%	3%	0%	1%	11%	47%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

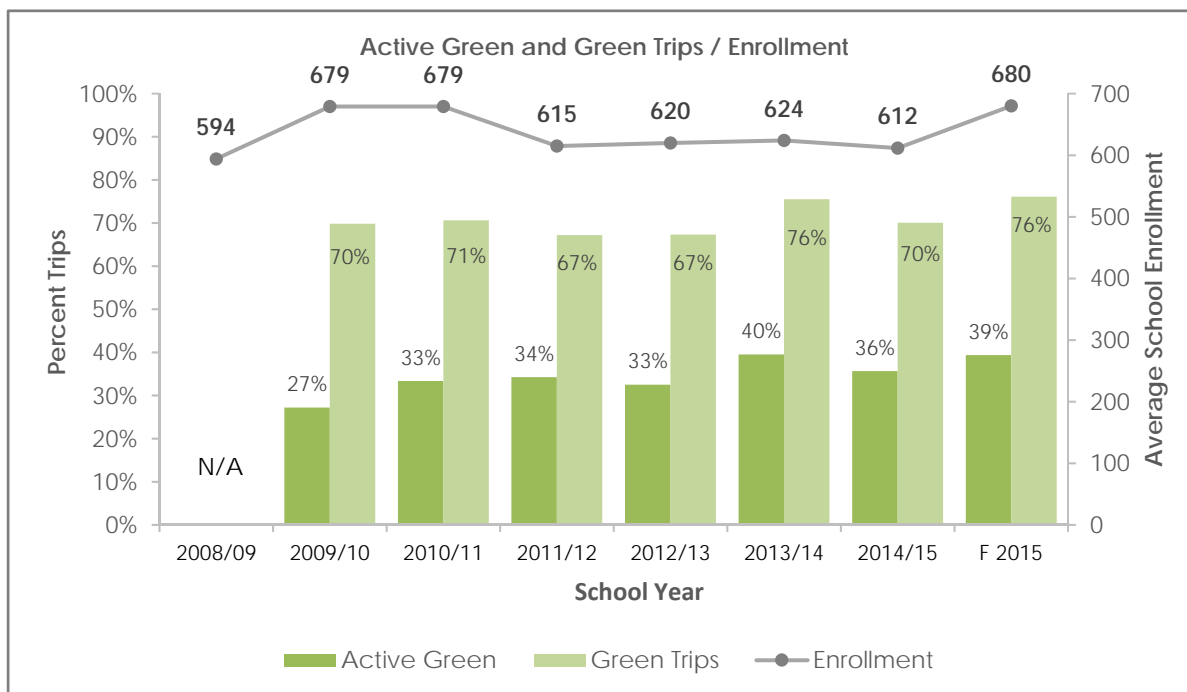
2012/2013 enrollment increase resulted in messaging to parents to use remote drop-off locations.

Bike classes given to all incoming 6th grade students.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Miller Creek Middle School (6-8) Dixie School District



School Year	School Trips by Mode													
	Walk		Bike		Other		School Bus		Public Transit		Carpool		Family Vehicle	
Fall 2015	<div></div>	24%	<div></div>	15%	<div></div>	0%	<div></div>	26%	<div></div>	0%	<div></div>	11%	<div></div>	24%
2014 / 15	<div></div>	23%	<div></div>	12%	<div></div>	1%	<div></div>	26%	<div></div>	0%	<div></div>	9%	<div></div>	30%
2013 / 14	<div></div>	25%	<div></div>	14%	<div></div>	1%	<div></div>	27%	<div></div>	0%	<div></div>	9%	<div></div>	24%
2012 / 13	<div></div>	22%	<div></div>	9%	<div></div>	2%	<div></div>	25%	<div></div>	0%	<div></div>	10%	<div></div>	33%
2011 / 12	<div></div>	20%	<div></div>	11%	<div></div>	3%	<div></div>	20%	<div></div>	0%	<div></div>	13%	<div></div>	33%
2010 / 11	<div></div>	23%	<div></div>	10%	<div></div>	1%	<div></div>	24%	<div></div>	0%	<div></div>	14%	<div></div>	29%
2009 / 10	<div></div>	20%	<div></div>	7%	<div></div>	0%	<div></div>	28%	<div></div>	0%	<div></div>	15%	<div></div>	30%
2008 / 09		N/A		N/A		N/A		N/A		N/A		N/A		N/A

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

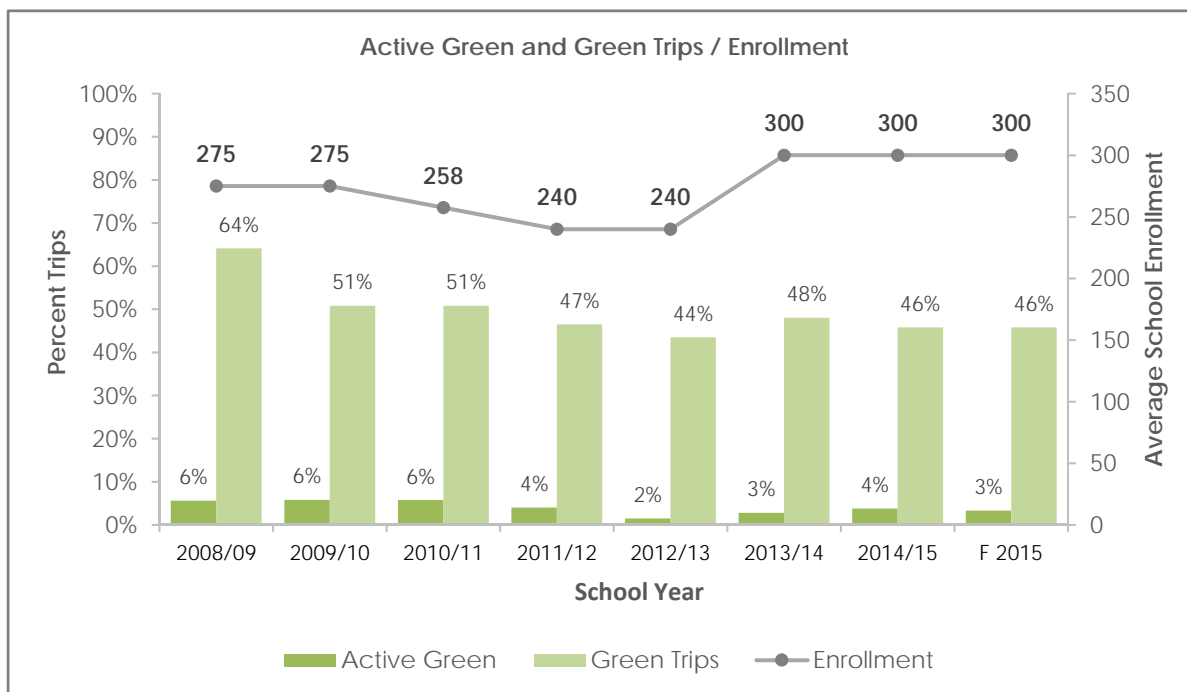
"N/A" denote years in which student tally data is unavailable.

2013/2014 50% Challenge and Pledge Drive promoting active transportation was introduced to entire school during science classes with SR2S support.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Mt. Tamalpais School (K-8) Independent



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	3%	0%	0%	38%	0%	5%	55%
2014 / 15	4%	0%	0%	37%	0%	6%	55%
2013 / 14	3%	0%	0%	41%	0%	4%	44%
2012 / 13	2%	0%	0%	37%	0%	5%	57%
2011 / 12	4%	0%	0%	35%	0%	8%	54%
2010 / 11	5%	1%	0%	31%	0%	14%	49%
2009 / 10	5%	1%	0%	31%	0%	14%	49%
2008 / 09	5%	0%	0%	28%	1%	30%	36%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

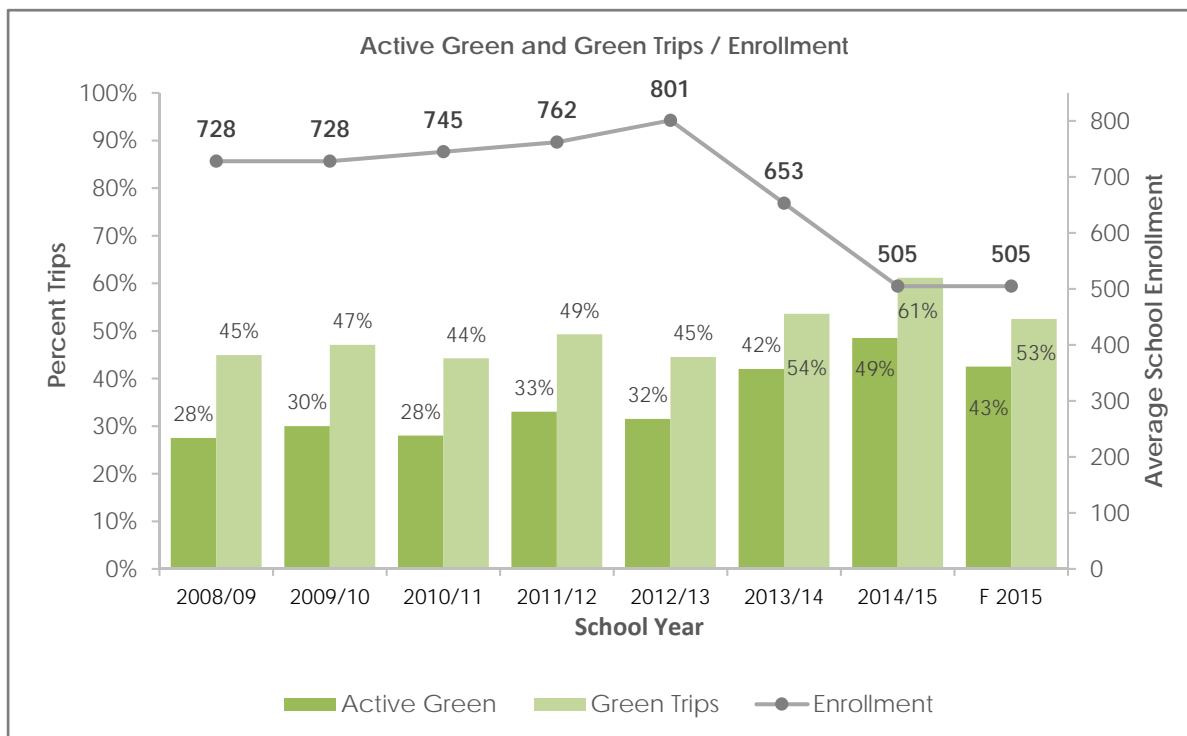
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Neil Cummins Elementary School (K-4) Larkspur-Corte Madera School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	18%	19%	6%	1%	0%	9%	48%
2014 / 15	23%	21%	5%	0%	0%	13%	39%
2013 / 14	21%	16%	5%	1%	1%	10%	47%
2012 / 13	20%	9%	3%	1%	1%	11%	56%
2011 / 12	22%	8%	3%	1%	1%	15%	51%
2010 / 11	17%	9%	2%	1%	1%	15%	56%
2009 / 10	17%	10%	3%	0%	1%	16%	53%
2008 / 09	16%	8%	4%	1%	1%	15%	55%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

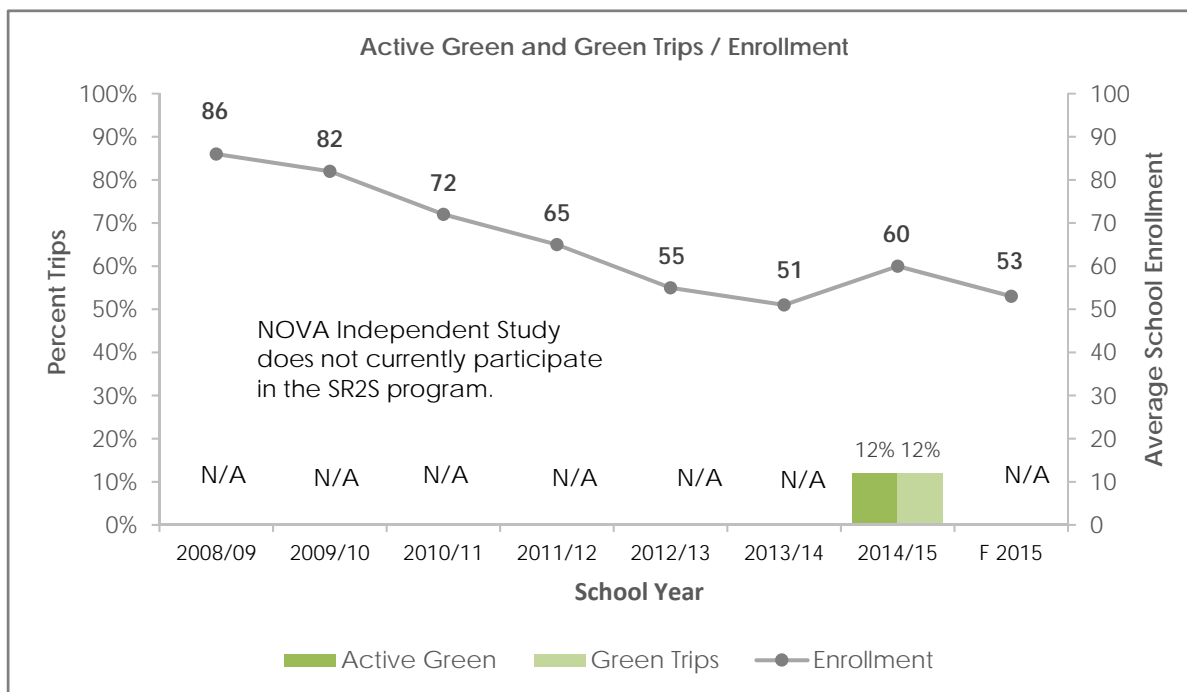
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

"N/A" denote years in which student tally data is unavailable.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



NOVA Independent Study (K-12) Novato Unified School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2014 / 15	7%	5%	0%	0%	0%	0%	88%
2013 / 14	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2012 / 13	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2011 / 12	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2010 / 11	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2009 / 10	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2008 / 09	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

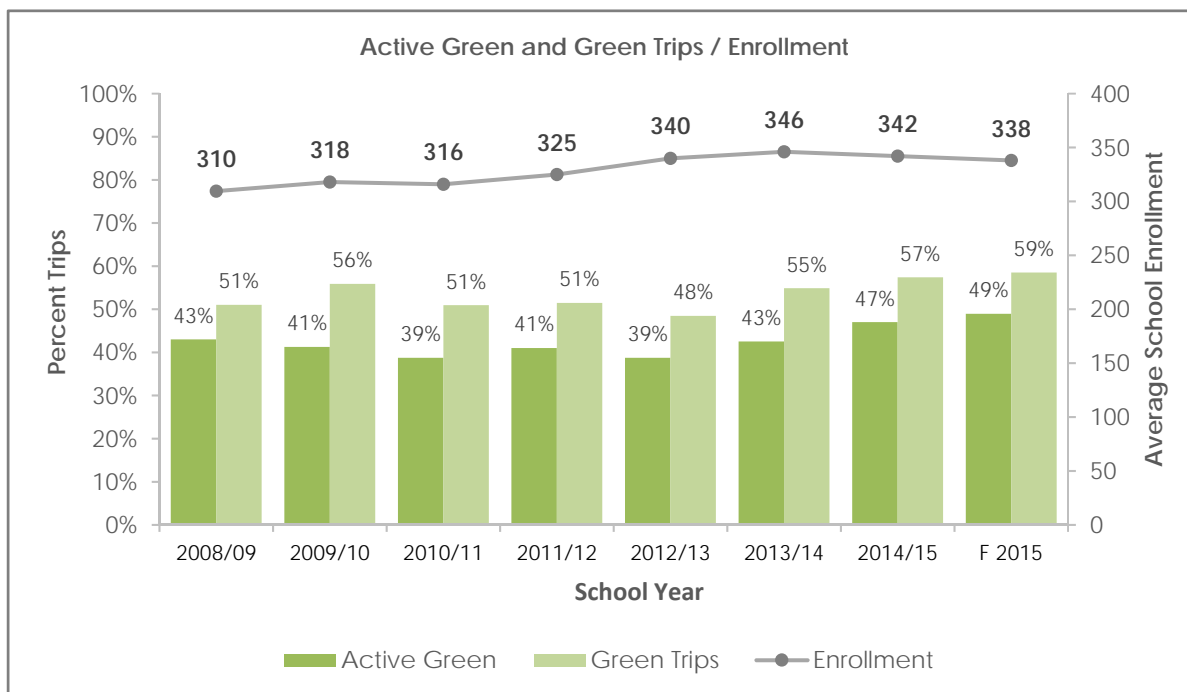
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

"N/A" denote years in which student tally data is unavailable.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Old Mill School (K-5) Mill Valley School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	39%	9%	1%	0%	0%	10%	42%
2014 / 15	40%	4%	4%	2%	0%	10%	43%
2013 / 14	35%	6%	3%	0%	1%	12%	45%
2012 / 13	30%	6%	4%	0%	0%	10%	51%
2011 / 12	30%	9%	3%	2%	0%	10%	49%
2010 / 11	28%	7%	4%	0%	0%	12%	50%
2009 / 10	32%	5%	4%	0%	1%	15%	44%
2008 / 09	32%	8%	4%	0%	0%	8%	50%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

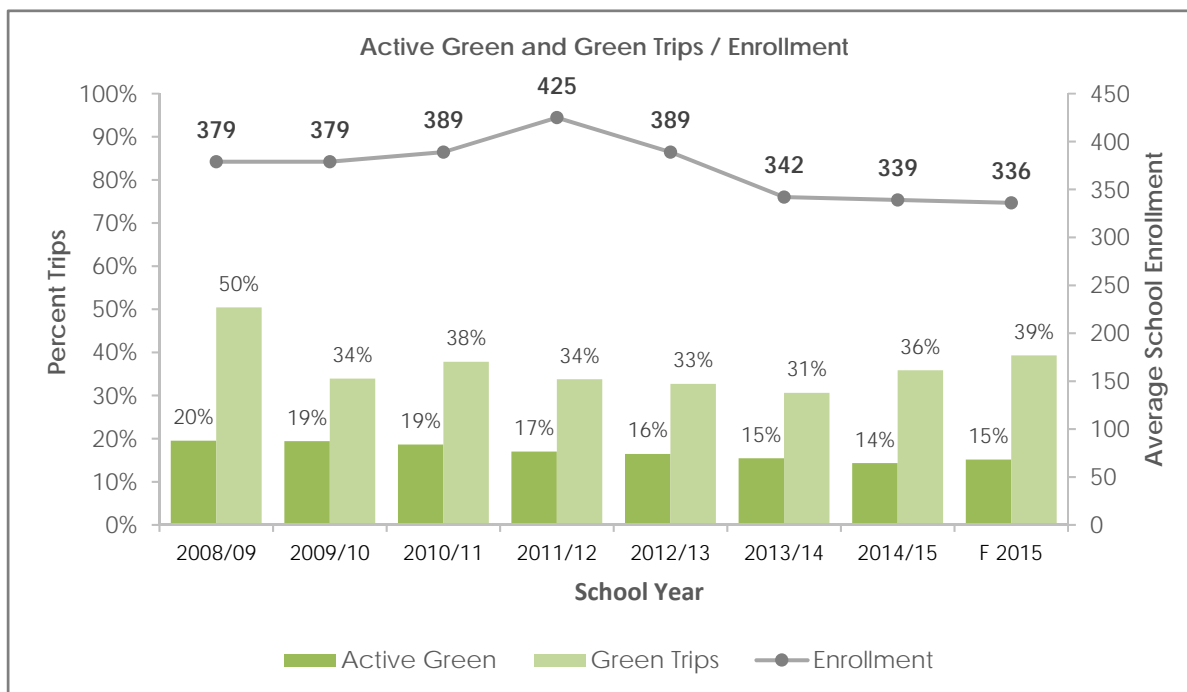
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Olive Elementary School (K-5) Novato Unified School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	13%	3%	0%	5%	0%	19%	61%
2014 / 15	11%	3%	1%	5%	1%	17%	64%
2013 / 14	10%	4%	1%	4%	1%	11%	69%
2012 / 13	12%	4%	0%	3%	0%	13%	67%
2011 / 12	13%	4%	1%	1%	0%	16%	67%
2010 / 11	13%	5%	0%	2%	1%	17%	62%
2009 / 10	17%	3%	0%	1%	0%	13%	66%
2008 / 09	14%	5%	1%	15%	0%	16%	50%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

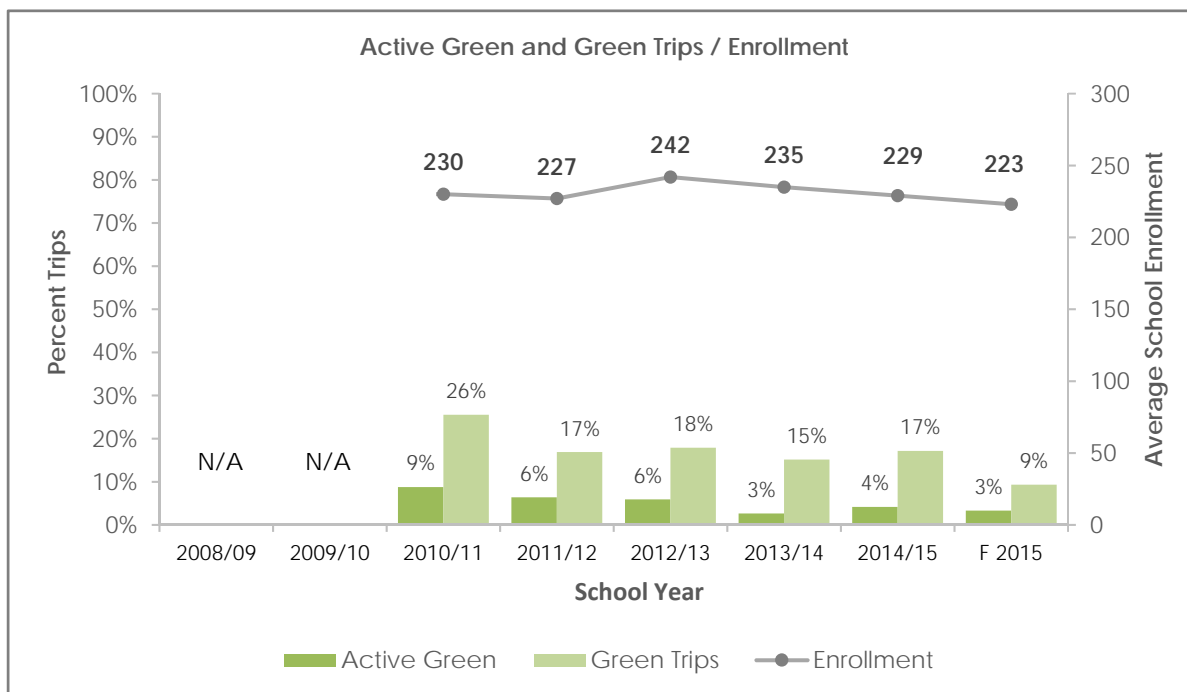
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

"N/A" denote years in which student tally data is unavailable.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Our Lady of Loretto School (K-8) Independent



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	3%	1%	0%	0%	0%	6%	91%
2014 / 15	4%	1%	0%	0%	0%	13%	83%
2013 / 14	2%	0%	0%	0%	0%	13%	85%
2012 / 13	5%	1%	1%	0%	0%	12%	82%
2011 / 12	5%	1%	0%	0%	0%	11%	83%
2010 / 11	8%	1%	0%	0%	0%	17%	75%
2009 / 10	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2008 / 09	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

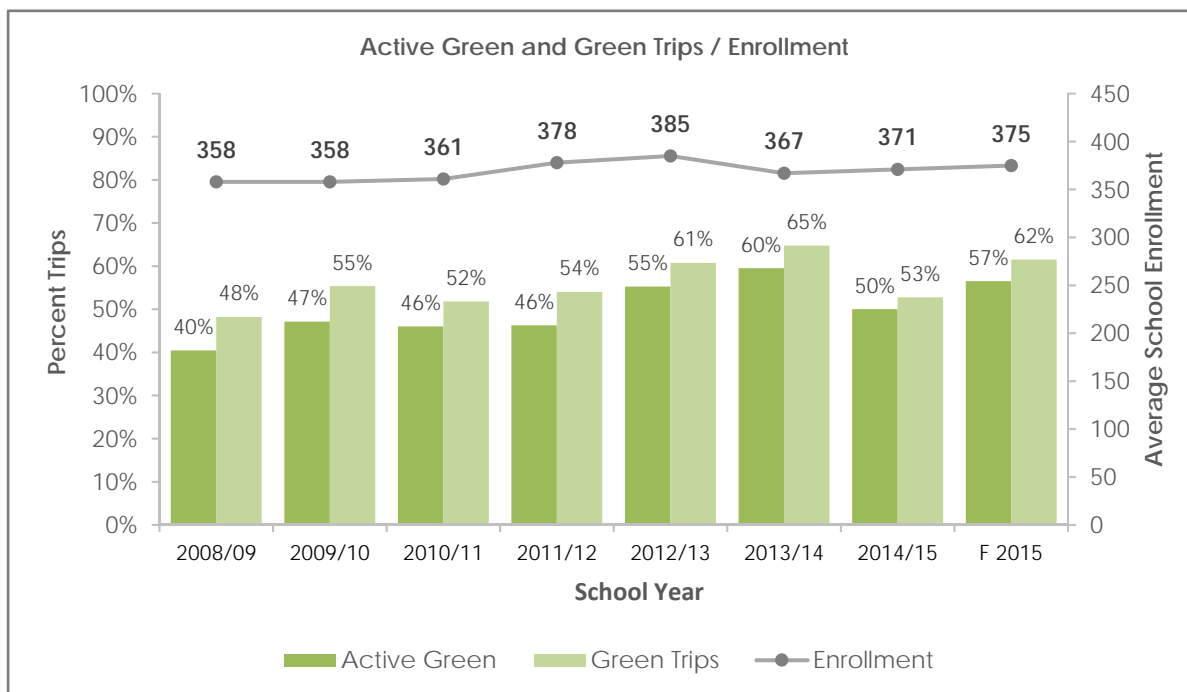
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

"N/A" denote years in which student tally data is unavailable.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Park Elementary School (K-5) Mill Valley School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	48%	6%	3%	0%	0%	5%	39%
2014 / 15	39%	7%	4%	0%	0%	3%	47%
2013 / 14	48%	8%	4%	0%	0%	5%	35%
2012 / 13	46%	8%	2%	0%	0%	6%	39%
2011 / 12	37%	6%	4%	0%	0%	8%	46%
2010 / 11	37%	7%	2%	0%	0%	6%	48%
2009 / 10	38%	8%	2%	0%	0%	8%	45%
2008 / 09	32%	6%	2%	0%	0%	8%	52%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

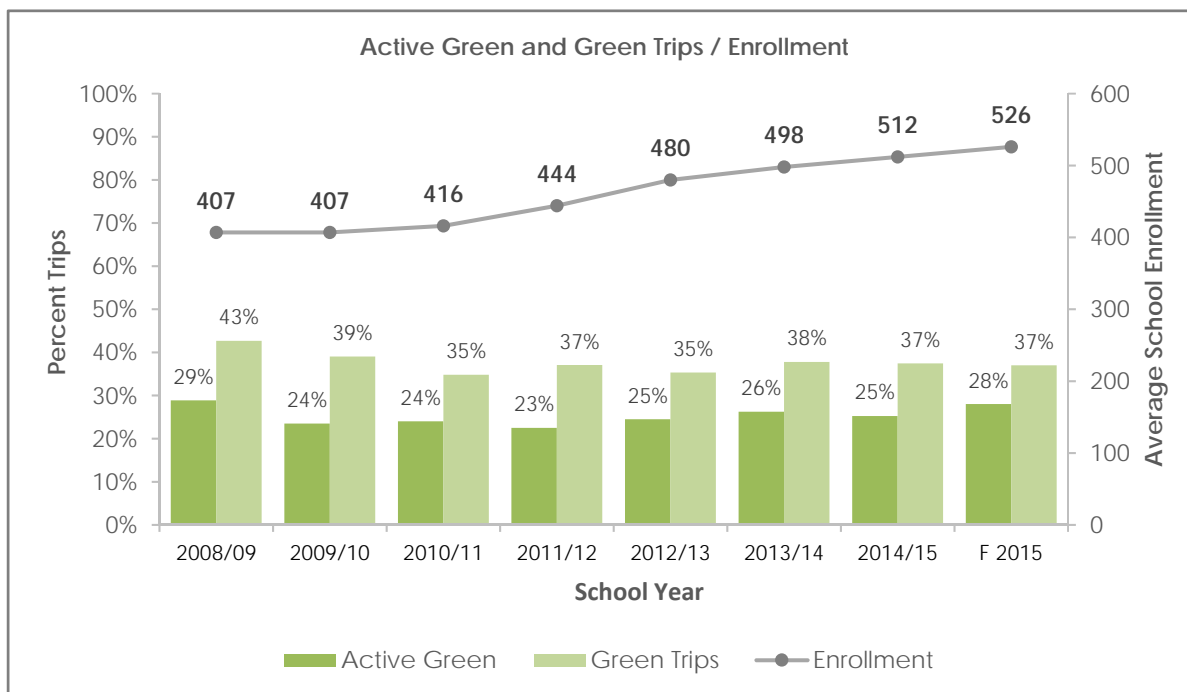
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

"N/A" denote years in which student tally data is unavailable.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Pleasant Valley Elementary School (K-5) Novato Unified School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	16%	11%	1%	1%	0%	8%	62%
2014 / 15	13%	10%	3%	2%	0%	10%	63%
2013 / 14	15%	10%	2%	1%	0%	11%	62%
2012 / 13	13%	9%	3%	3%	0%	8%	64%
2011 / 12	14%	7%	2%	2%	1%	12%	62%
2010 / 11	15%	8%	2%	3%	0%	8%	66%
2009 / 10	14%	7%	3%	3%	0%	13%	61%
2008 / 09	18%	9%	1%	5%	0%	9%	58%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

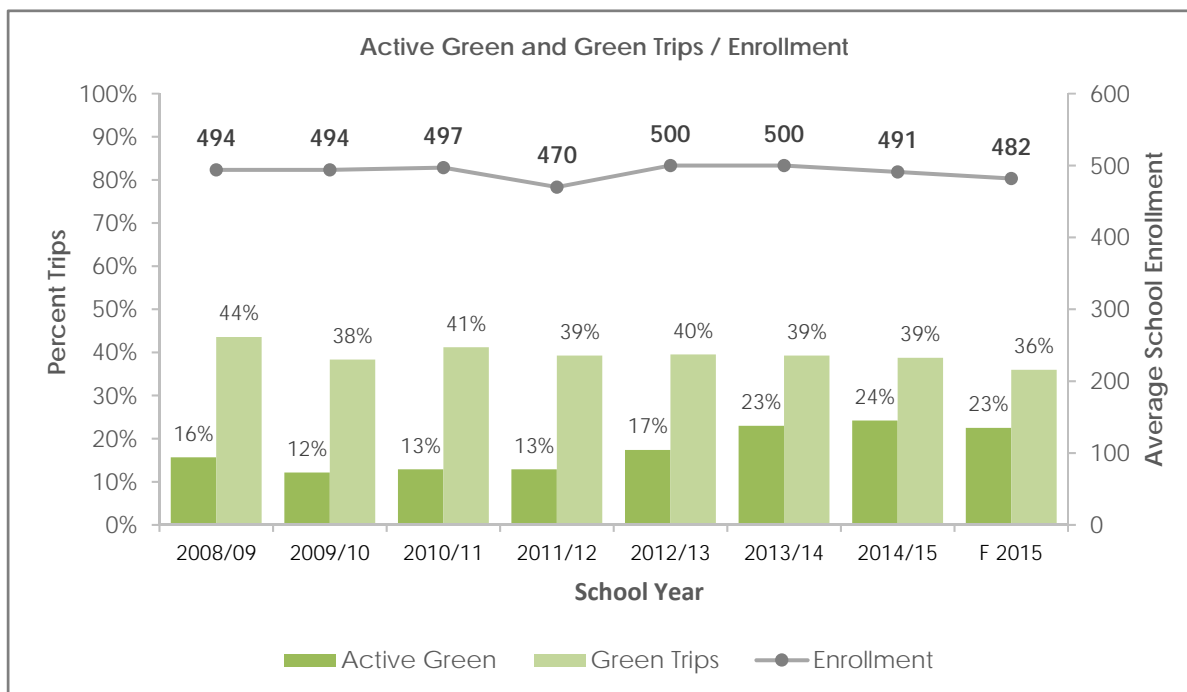
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Rancho Elementary School (K-5) Novato Unified School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	19%	3%	1%	0%	0%	13%	64%
2014 / 15	21%	2%	1%	0%	1%	14%	61%
2013 / 14	21%	1%	1%	0%	0%	16%	60%
2012 / 13	15%	2%	0%	0%	0%	22%	61%
2011 / 12	10%	2%	1%	0%	0%	26%	61%
2010 / 11	10%	2%	1%	0%	0%	28%	59%
2009 / 10	11%	1%	0%	0%	0%	26%	62%
2008 / 09	13%	2%	1%	0%	0%	27%	57%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

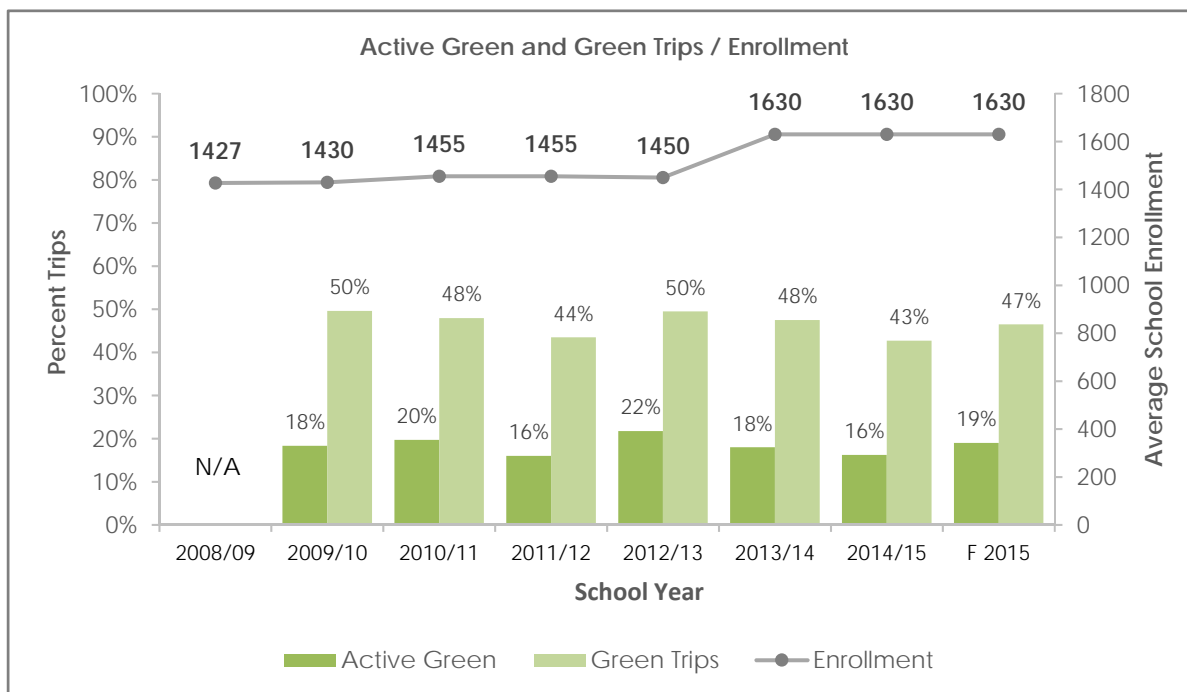
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Redwood High School (9-12) Tamalpais Union School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	9%	8%	2%	4%	7%	17%	53%
2014 / 15	8%	7%	1%	4%	7%	16%	57%
2013 / 14	9%	7%	4%	3%	13%	16%	53%
2012 / 13	10%	9%	3%	6%	6%	17%	51%
2011 / 12	7%	8%	1%	2%	8%	19%	57%
2010 / 11	10%	8%	2%	7%	3%	18%	52%
2009 / 10	11%	5%	2%	7%	6%	20%	50%
2008 / 09	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

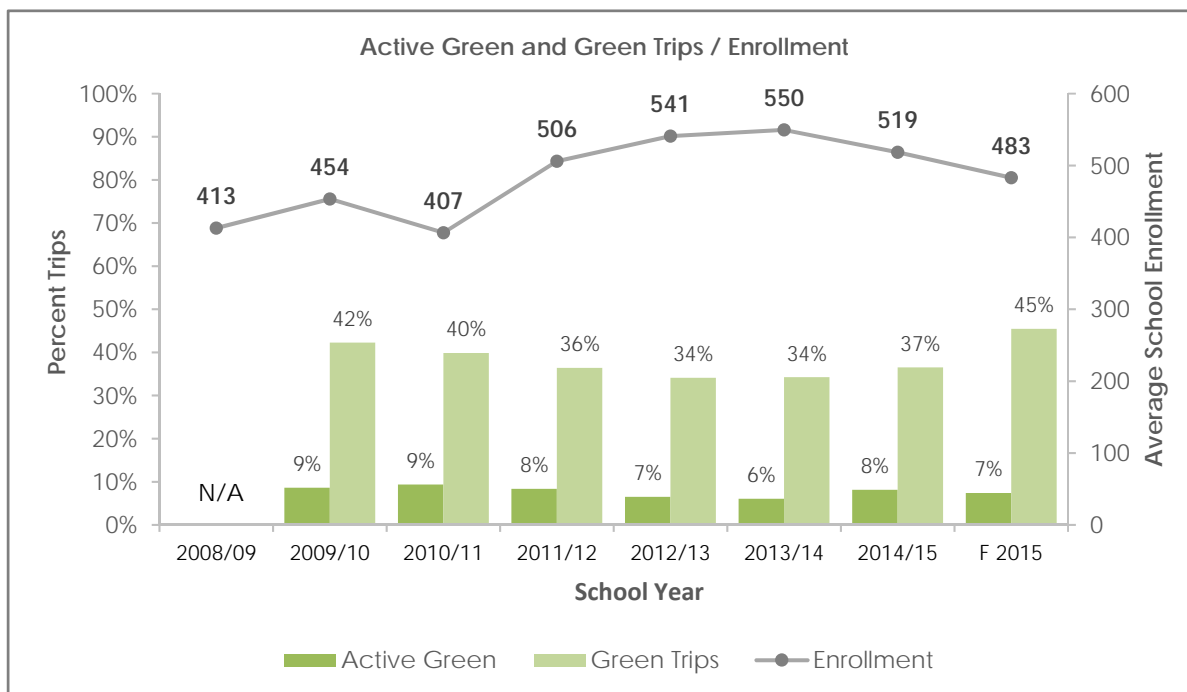
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

"N/A" denote years in which student tally data is unavailable.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Reed Elementary School (K-2) Reed Union School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	5%	2%	0%	33%	0%	5%	55%
2014 / 15	4%	4%	0%	15%	0%	14%	64%
2013 / 14	3%	3%	1%	17%	0%	11%	66%
2012 / 13	4%	3%	0%	15%	0%	12%	66%
2011 / 12	6%	2%	1%	16%	0%	12%	64%
2010 / 11	5%	4%	1%	17%	0%	14%	61%
2009 / 10	6%	3%	0%	17%	0%	17%	58%
2008 / 09	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

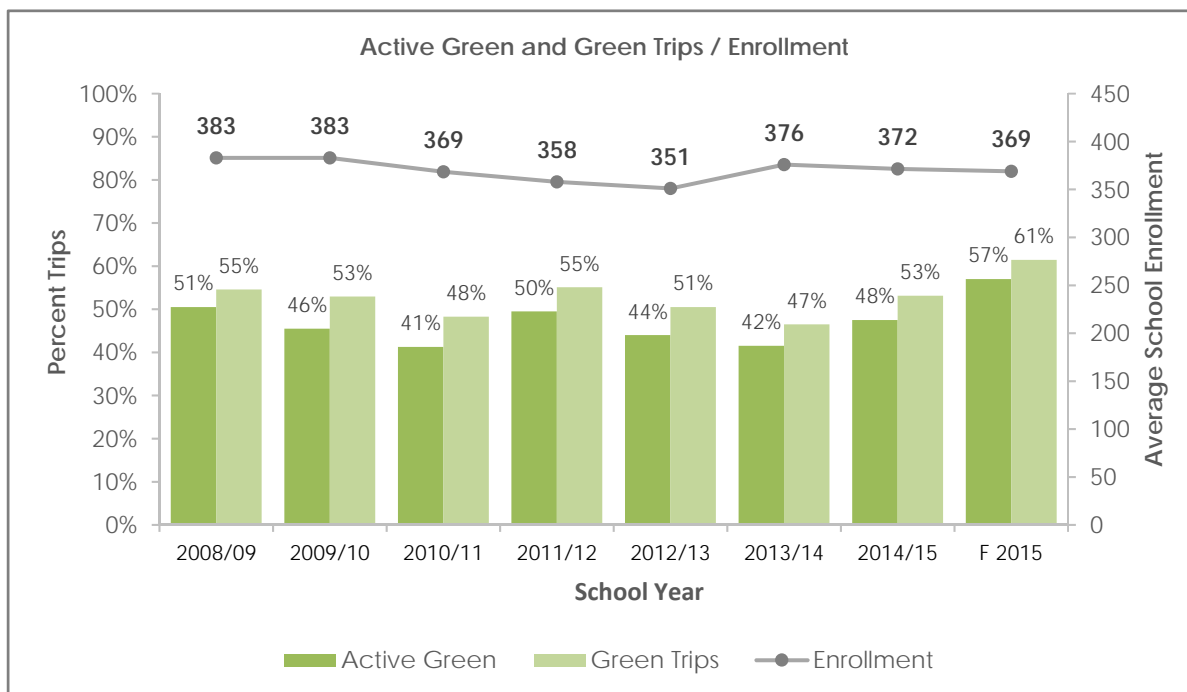
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

"N/A" denote years in which student tally data is unavailable.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Ross School (K-8) Ross School District



School Year	School Trips by Mode													
	Walk		Bike		Other		School Bus		Public Transit		Carpool		Family Vehicle	
Fall 2015	<div></div>	32%	<div></div>	21%	<div></div>	5%	<div></div>	1%	<div></div>	0%	<div></div>	4%	<div></div>	39%
2014 / 15	<div></div>	24%	<div></div>	17%	<div></div>	7%	<div></div>	1%	<div></div>	0%	<div></div>	5%	<div></div>	46%
2013 / 14	<div></div>	21%	<div></div>	15%	<div></div>	6%	<div></div>	0%	<div></div>	0%	<div></div>	5%	<div></div>	54%
2012 / 13	<div></div>	27%	<div></div>	12%	<div></div>	5%	<div></div>	0%	<div></div>	0%	<div></div>	7%	<div></div>	49%
2011 / 12	<div></div>	33%	<div></div>	12%	<div></div>	6%	<div></div>	1%	<div></div>	0%	<div></div>	5%	<div></div>	45%
2010 / 11	<div></div>	28%	<div></div>	10%	<div></div>	4%	<div></div>	0%	<div></div>	0%	<div></div>	7%	<div></div>	51%
2009 / 10	<div></div>	28%	<div></div>	14%	<div></div>	4%	<div></div>	0%	<div></div>	0%	<div></div>	7%	<div></div>	48%
2008 / 09	<div></div>	29%	<div></div>	17%	<div></div>	6%	<div></div>	0%	<div></div>	1%	<div></div>	4%	<div></div>	46%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

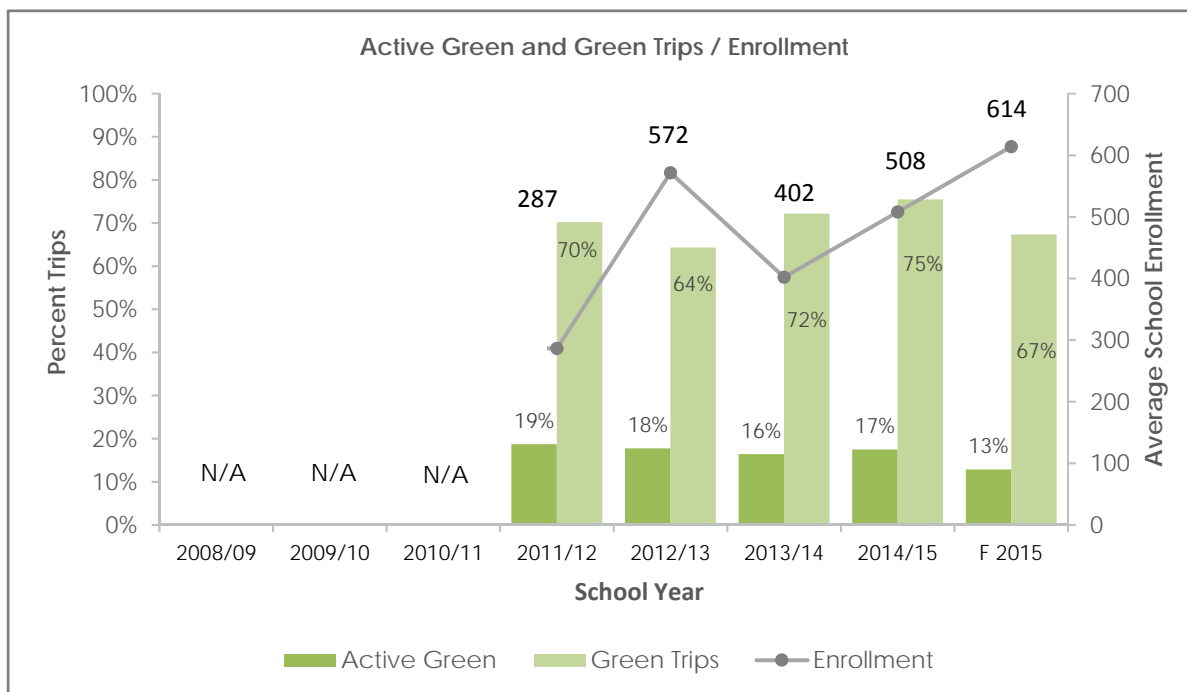
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



San Domenico School (K-12) Independent



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	12%	1%	0%	51%	0%	4%	33%
2014 / 15	16%	2%	0%	46%	0%	12%	25%
2013 / 14	14%	2%	0%	46%	0%	10%	28%
2012 / 13	16%	2%	0%	39%	0%	8%	35%
2011 / 12	18%	1%	0%	43%	0%	9%	30%
2010 / 11	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2009 / 10	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2008 / 09	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

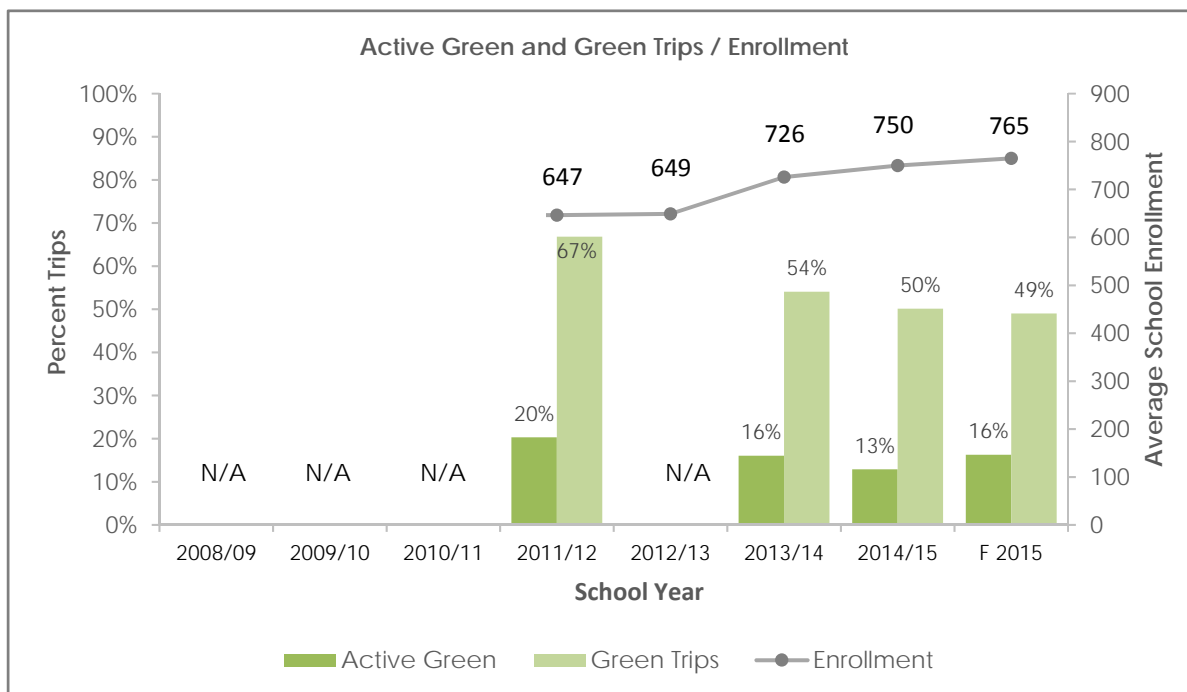
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

"N/A" denote years in which student tally data is unavailable.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



San Jose Middle School (6-8) Novato Unified School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	11%	6%	0%	1%	10%	22%	51%
2014 / 15	10%	3%	1%	2%	10%	25%	50%
2013 / 14	10%	6%	1%	2%	8%	29%	47%
2012 / 13	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2011 / 12	15%	6%	0%	2%	4%	41%	35%
2010 / 11	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2009 / 10	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2008 / 09	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

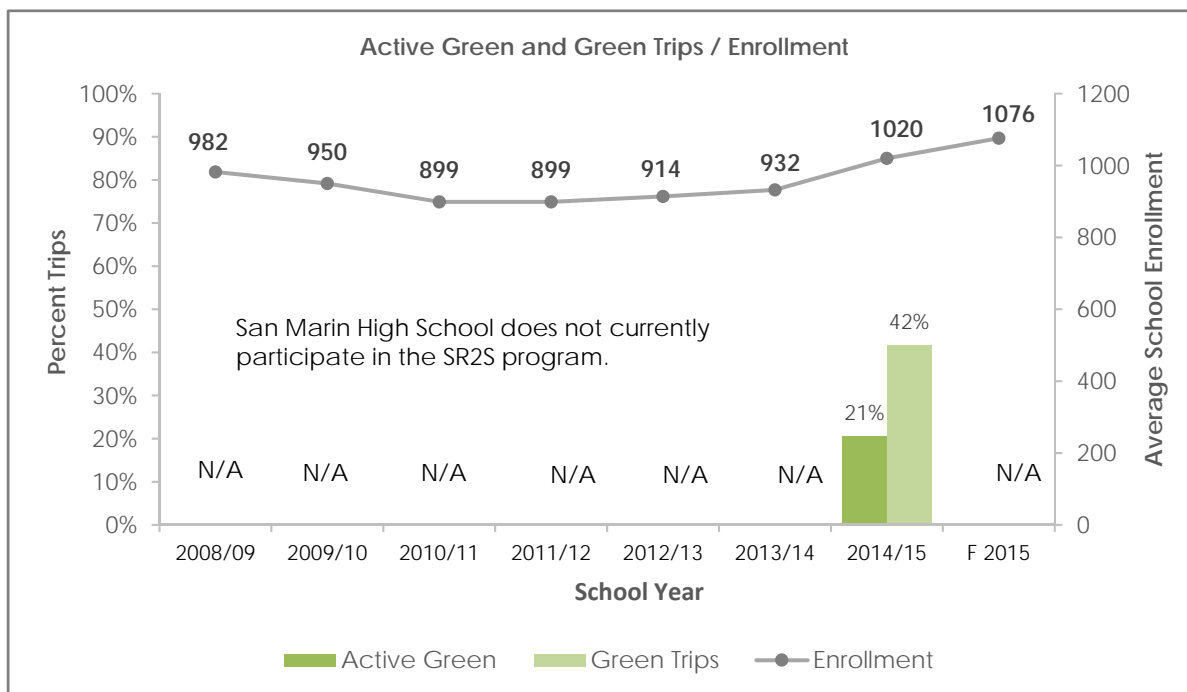
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

"N/A" denote years in which student tally data is unavailable.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



San Marin High School (9-12) Novato Unified School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2014 / 15	14%	3%	4%	0%	4%	18%	59%
2013 / 14	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2012 / 13	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2011 / 12	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2010 / 11	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2009 / 10	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2008 / 09	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

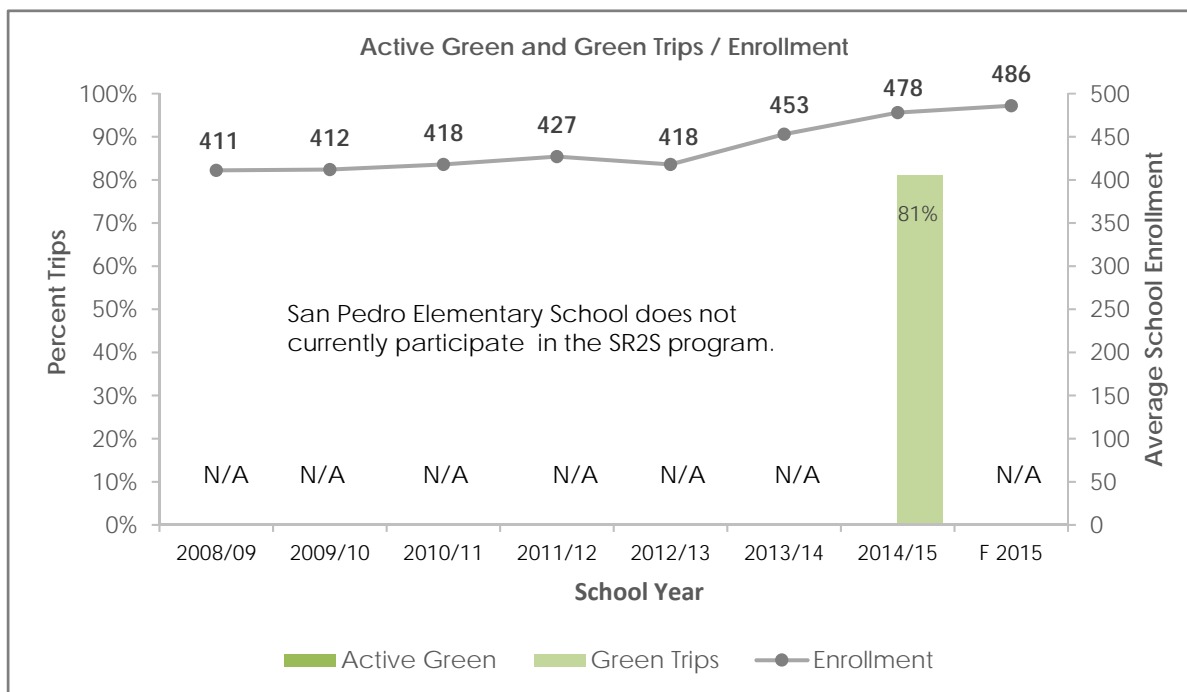
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

"N/A" denote years in which student tally data is unavailable.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



San Pedro Elementary School (K-5) San Rafael City Schools



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2014 / 15	0%	0%	0%	79%	0%	2%	20%
2013 / 14	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2012 / 13	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2011 / 12	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2010 / 11	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2009 / 10	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2008 / 09	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

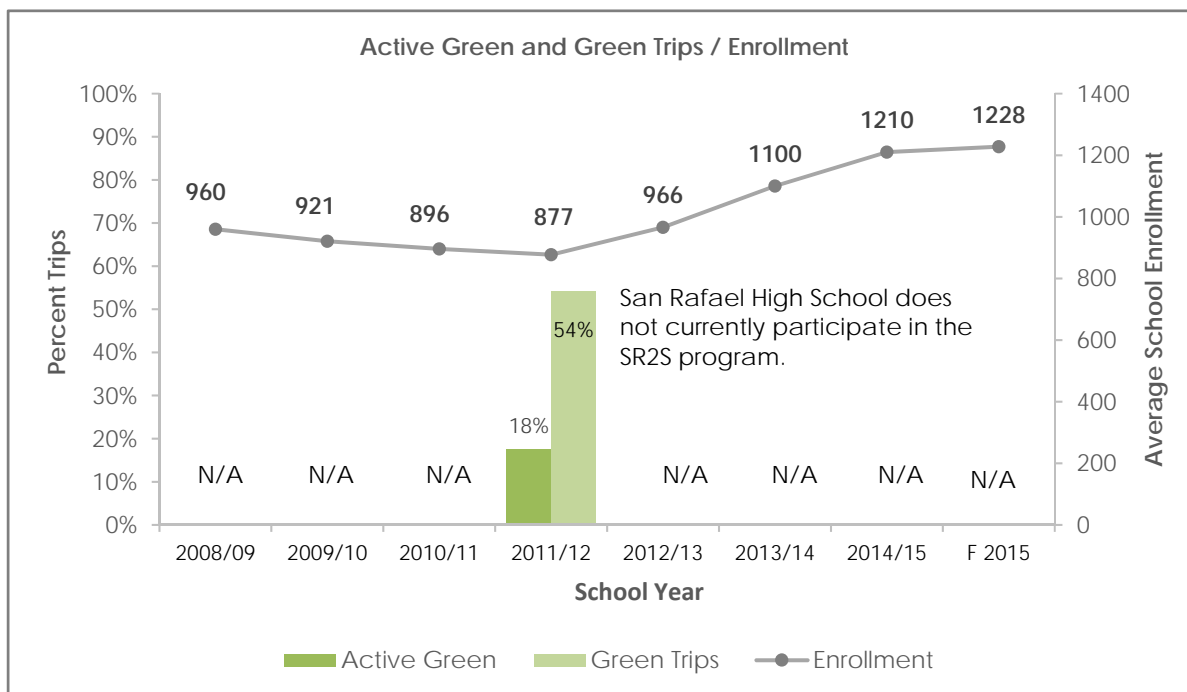
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

"N/A" denote years in which student tally data is unavailable.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



San Rafael High School (9-12) San Rafael City Schools



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2014 / 15	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2013 / 14	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2012 / 13	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2011 / 12	12%	4%	2%	1%	21%	15%	46%
2010 / 11	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2009 / 10	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2008 / 09	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

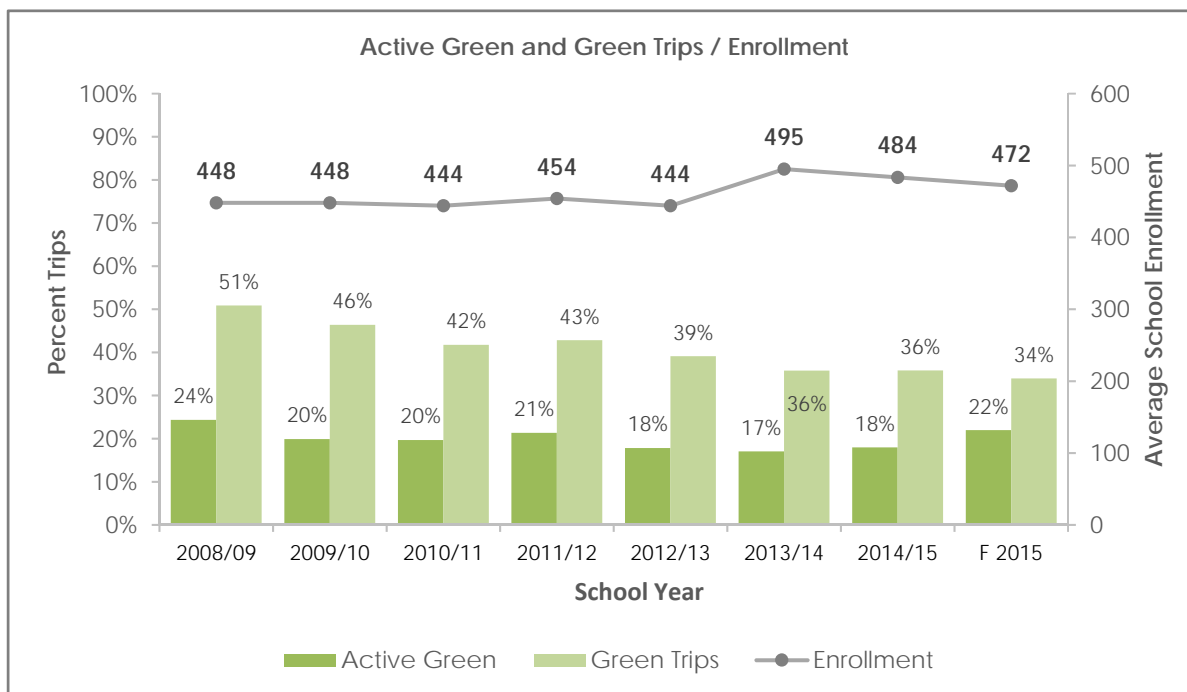
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

"N/A" denote years in which student tally data is unavailable.

Marin County Safe Routes to School Program
Student Travel Tally Report Summary



San Ramon Elementary School (K-5)
Novato Unified School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	18%	4%	1%	2%	0%	10%	66%
2014 / 15	14%	4%	1%	5%	0%	13%	64%
2013 / 14	12%	4%	1%	6%	1%	12%	65%
2012 / 13	15%	3%	0%	7%	1%	14%	61%
2011 / 12	18%	4%	0%	6%	1%	15%	58%
2010 / 11	17%	2%	1%	4%	1%	18%	58%
2009 / 10	17%	2%	1%	5%	1%	21%	53%
2008 / 09	19%	5%	0%	12%	0%	15%	49%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

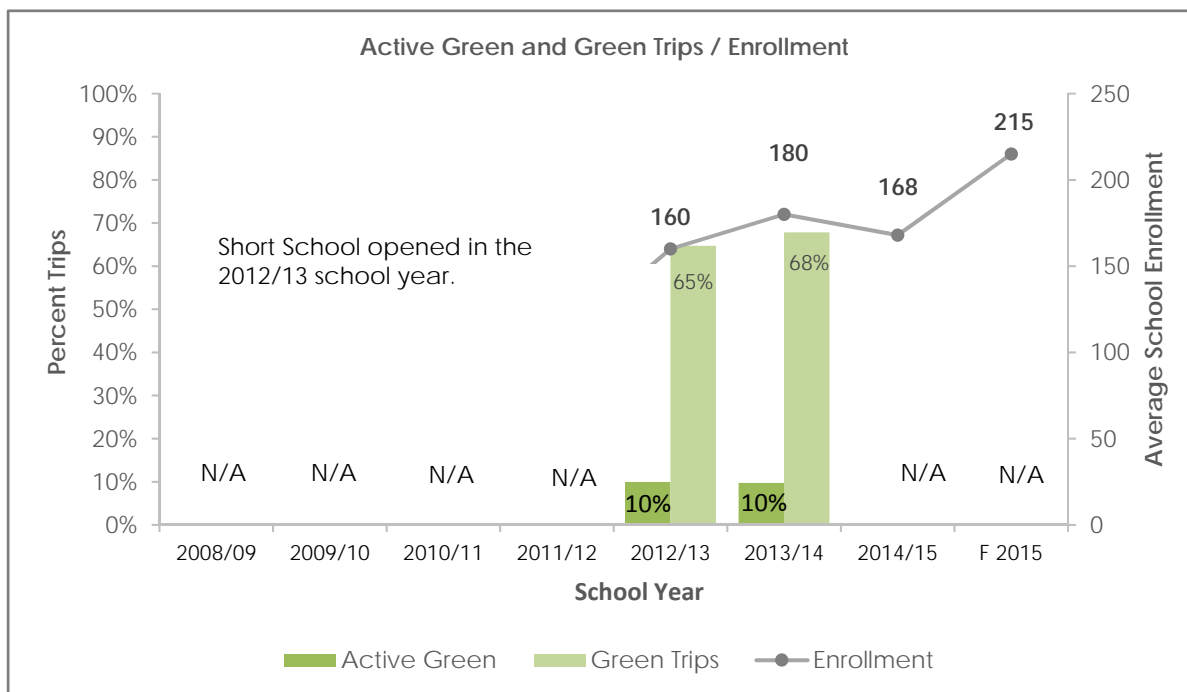
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Short Elementary School (K-5) San Rafael City Schools



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2014 / 15	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2013 / 14	9%	1%	1%	55%	1%	2%	32%
2012 / 13	7%	1%	5%	53%	0%	2%	36%
2011 / 12	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2010 / 11	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2009 / 10	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2008 / 09	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

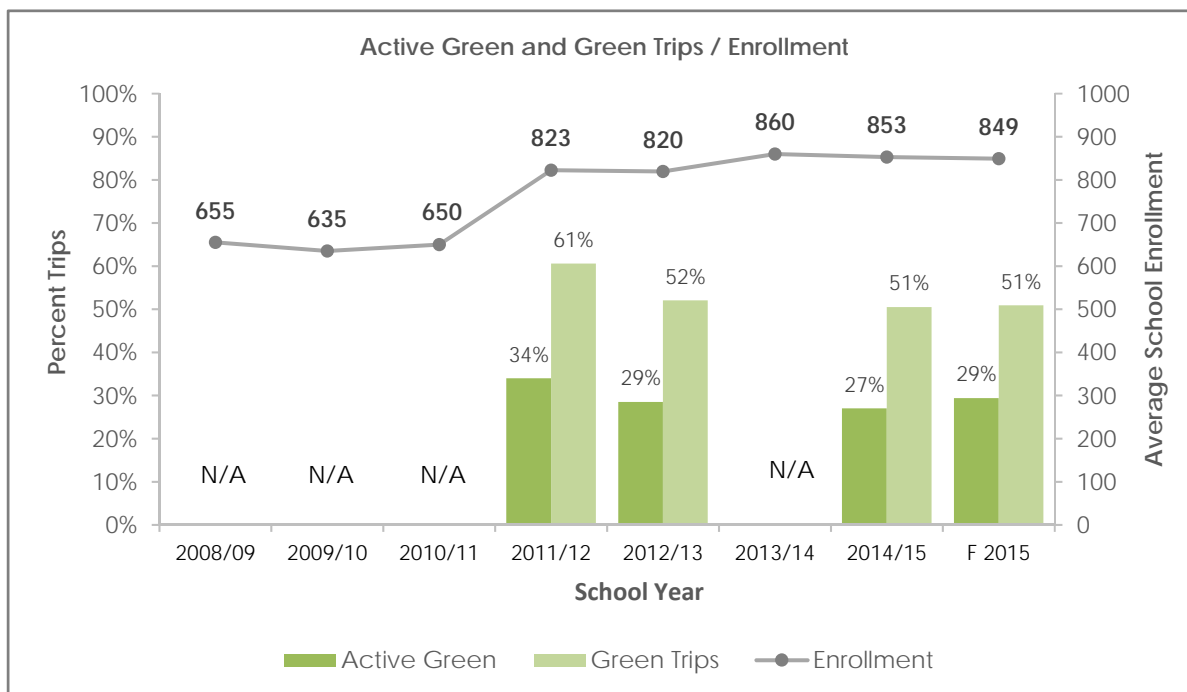
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

"N/A" denote years in which student tally data is unavailable.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Sinaloa Middle School (6-8) Novato Unified School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	14%	15%	1%	2%	3%	17%	50%
2014 / 15	14%	13%	1%	2%	4%	18%	50%
2013 / 14	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2012 / 13	18%	10%	1%	1%	1%	22%	47%
2011 / 12	18%	10%	6%	1%	0%	26%	40%
2010 / 11	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2009 / 10	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2008 / 09	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

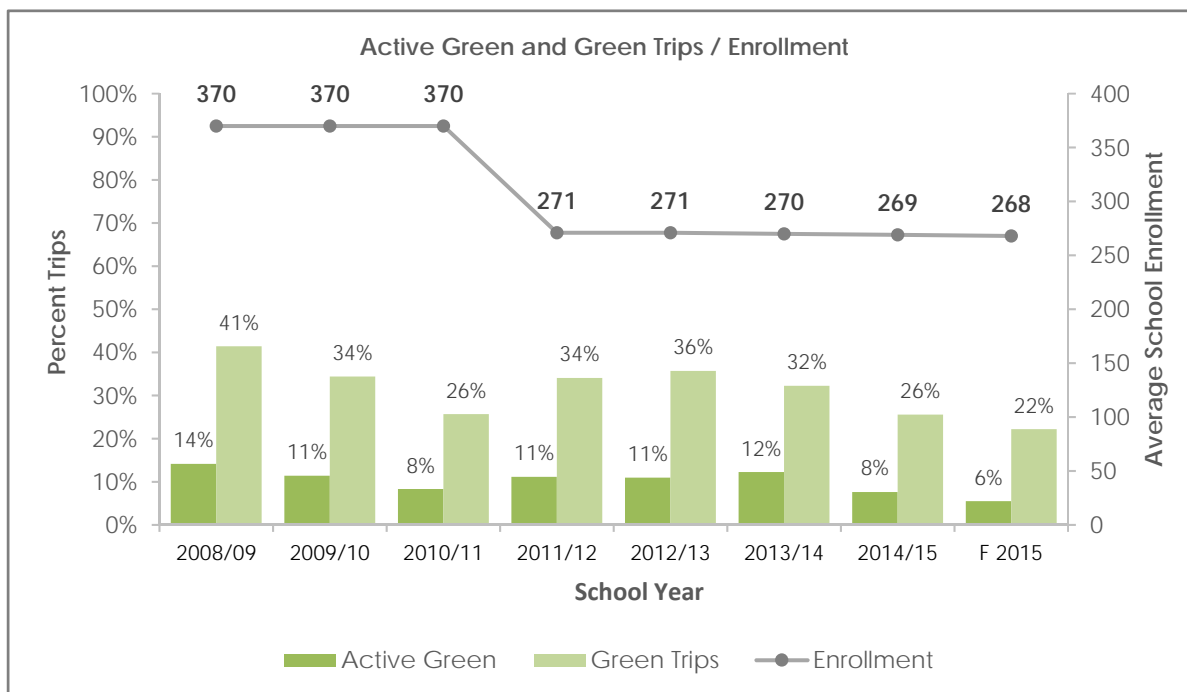
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

"N/A" denote years in which student tally data is unavailable.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



St. Anselm School Independent



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	3%	3%	0%	0%	0%	17%	77%
2014 / 15	4%	4%	0%	0%	1%	18%	75%
2013 / 14	6%	5%	3%	0%	0%	20%	68%
2012 / 13	7%	4%	0%	0%	0%	25%	64%
2011 / 12	8%	3%	1%	0%	1%	23%	66%
2010 / 11	7%	1%	0%	0%	1%	17%	74%
2009 / 10	6%	5%	1%	4%	1%	21%	65%
2008 / 09	7%	7%	1%	0%	0%	27%	59%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

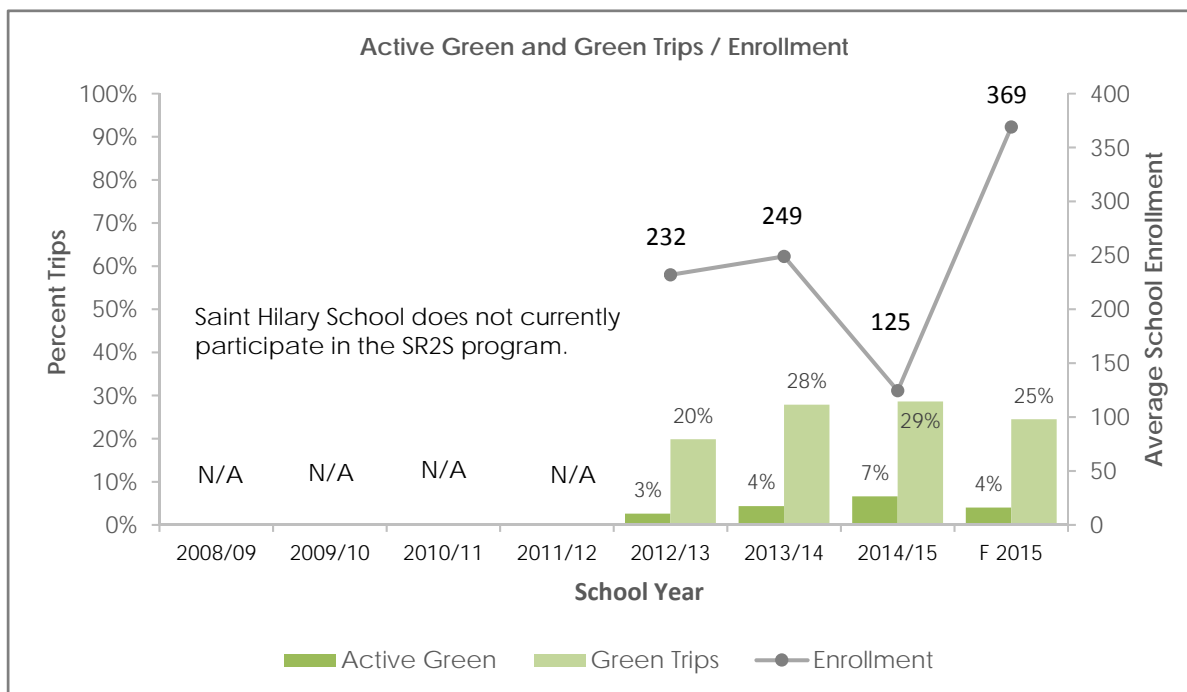
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Saint Hilary School (K-8) Independent



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	2%	3%	0%	0%	8%	13%	76%
2014 / 15	2%	5%	0%	0%	9%	14%	72%
2013 / 14	2%	2%	0%	0%	11%	13%	72%
2012 / 13	0%	3%	0%	0%	7%	10%	80%
2011 / 12	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2010 / 11	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2009 / 10	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2008 / 09	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

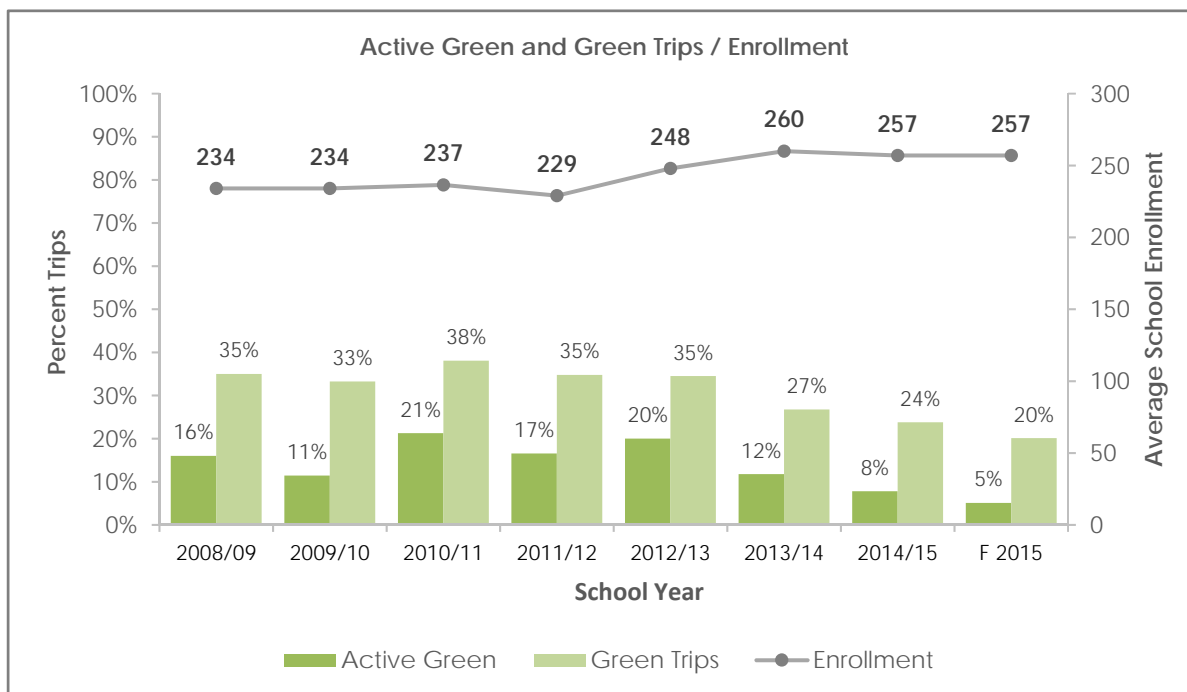
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



St. Patrick School (K-8) Independent



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	4%	1%	0%	0%	0%	15%	80%
2014 / 15	6%	2%	0%	0%	0%	16%	76%
2013 / 14	7%	3%	2%	0%	0%	15%	74%
2012 / 13	11%	7%	2%	0%	0%	15%	66%
2011 / 12	9%	7%	1%	0%	1%	18%	66%
2010 / 11	12%	6%	3%	0%	0%	17%	62%
2009 / 10	9%	3%	0%	0%	0%	22%	67%
2008 / 09	10%	6%	0%	0%	0%	19%	65%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

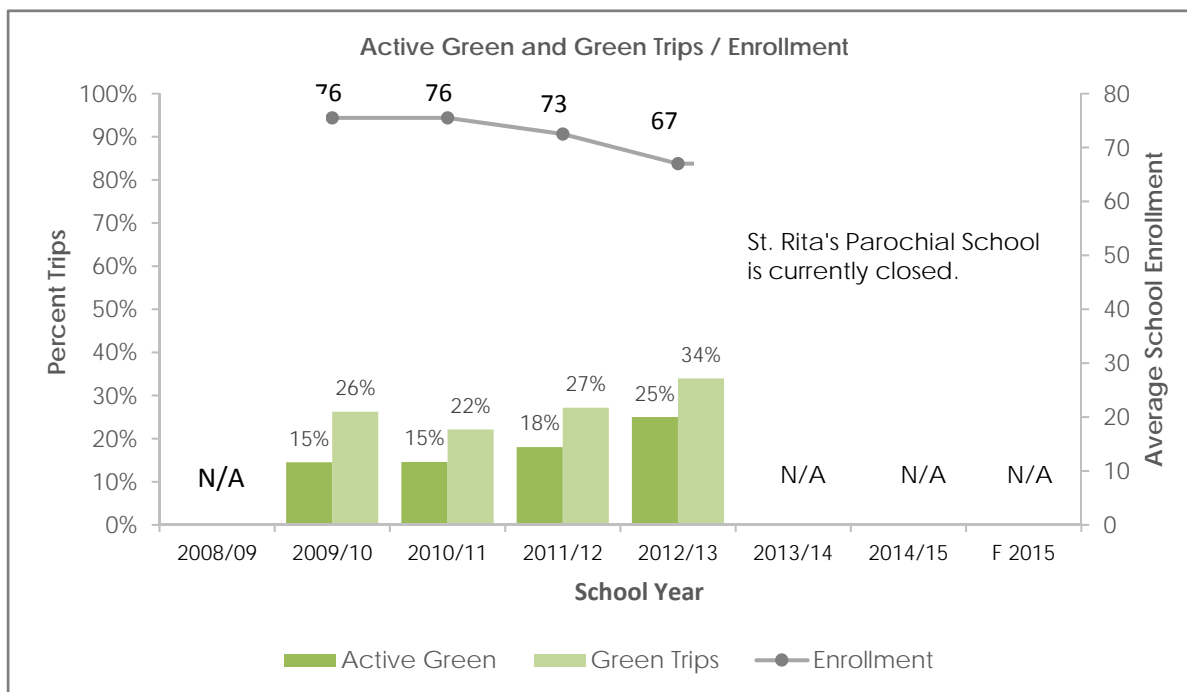
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



St. Rita's Parochial School Independent



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2014 / 15	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2013 / 14	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2012 / 13	16%	6%	4%	0%	0%	9%	67%
2011 / 12	10%	8%	1%	1%	1%	8%	73%
2010 / 11	8%	6%	1%	0%	1%	7%	78%
2009 / 10	11%	4%	0%	1%	1%	11%	74%
2008 / 09	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

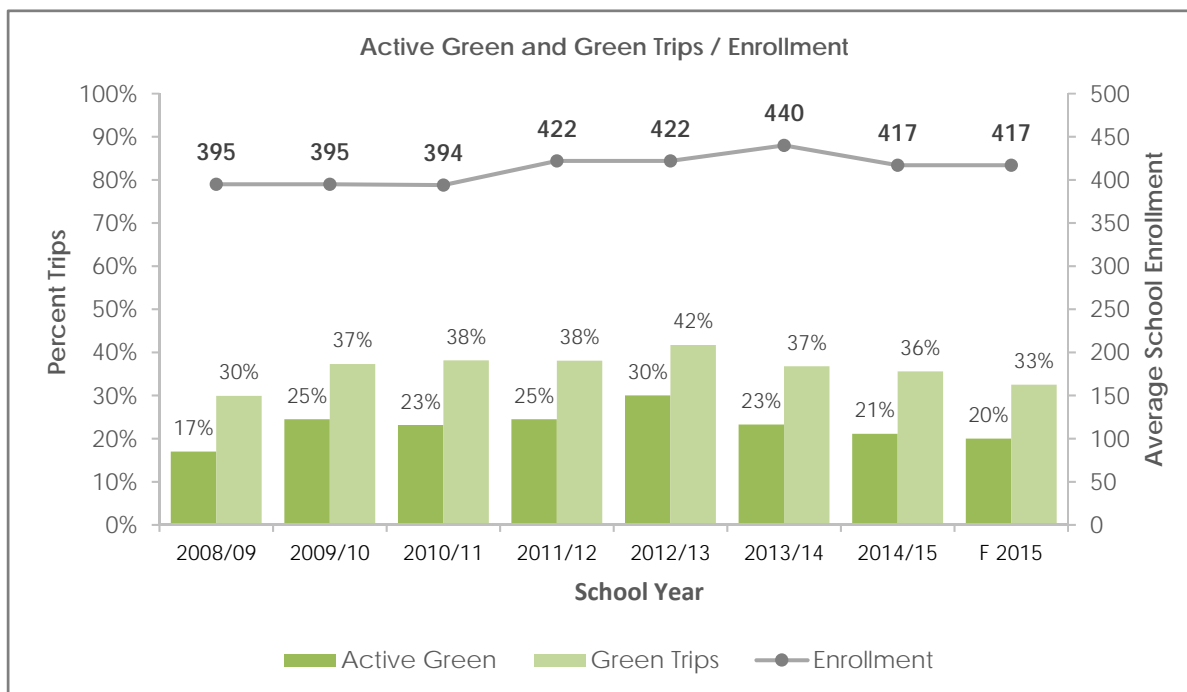
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Strawberry Point School (K-5) Mill Valley School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	17%	3%	1%	0%	0%	13%	68%
2014 / 15	18%	3%	1%	3%	0%	13%	64%
2013 / 14	19%	3%	2%	0%	0%	14%	63%
2012 / 13	26%	2%	2%	0%	0%	12%	59%
2011 / 12	19%	3%	3%	0%	0%	14%	62%
2010 / 11	18%	5%	1%	0%	0%	15%	62%
2009 / 10	18%	5%	2%	0%	0%	13%	63%
2008 / 09	12%	2%	3%	0%	0%	13%	70%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

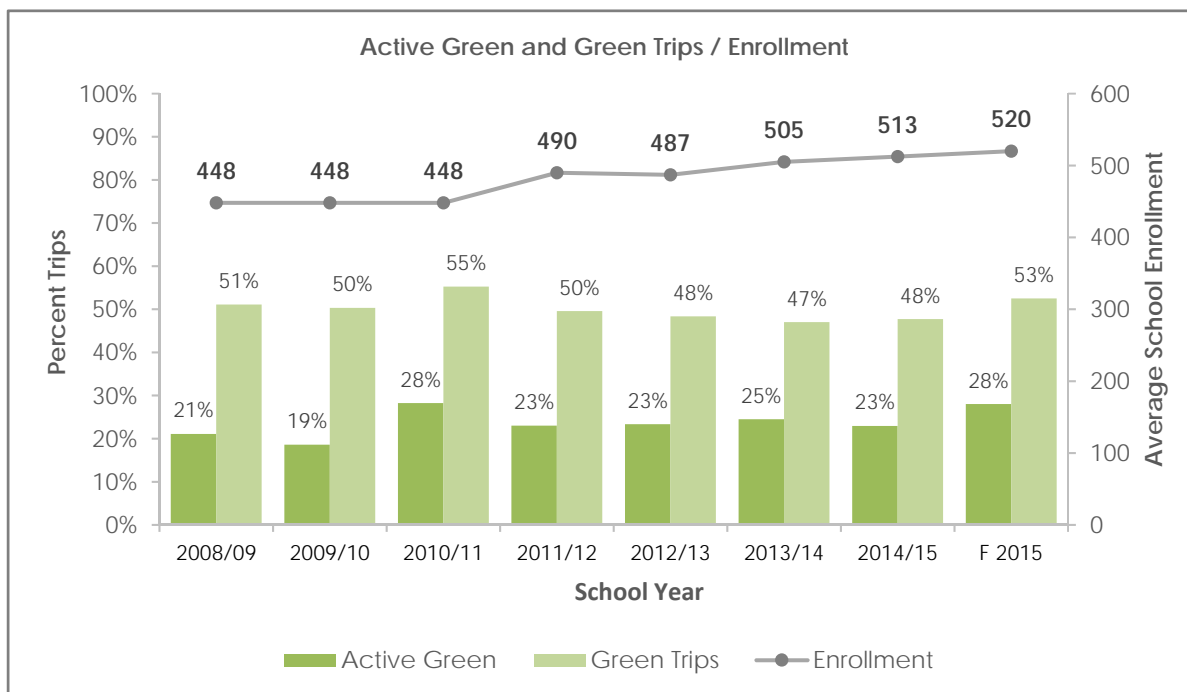
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Sun Valley Elementary School (K-8) San Rafael City Schools



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	19%	8%	2%	15%	0%	10%	48%
2014 / 15	16%	6%	1%	15%	0%	10%	52%
2013 / 14	17%	6%	2%	13%	0%	10%	53%
2012 / 13	17%	6%	1%	15%	0%	10%	52%
2011 / 12	15%	7%	1%	16%	0%	11%	50%
2010 / 11	20%	7%	1%	17%	0%	10%	45%
2009 / 10	13%	5%	1%	20%	1%	11%	50%
2008 / 09	14%	7%	1%	19%	0%	12%	49%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

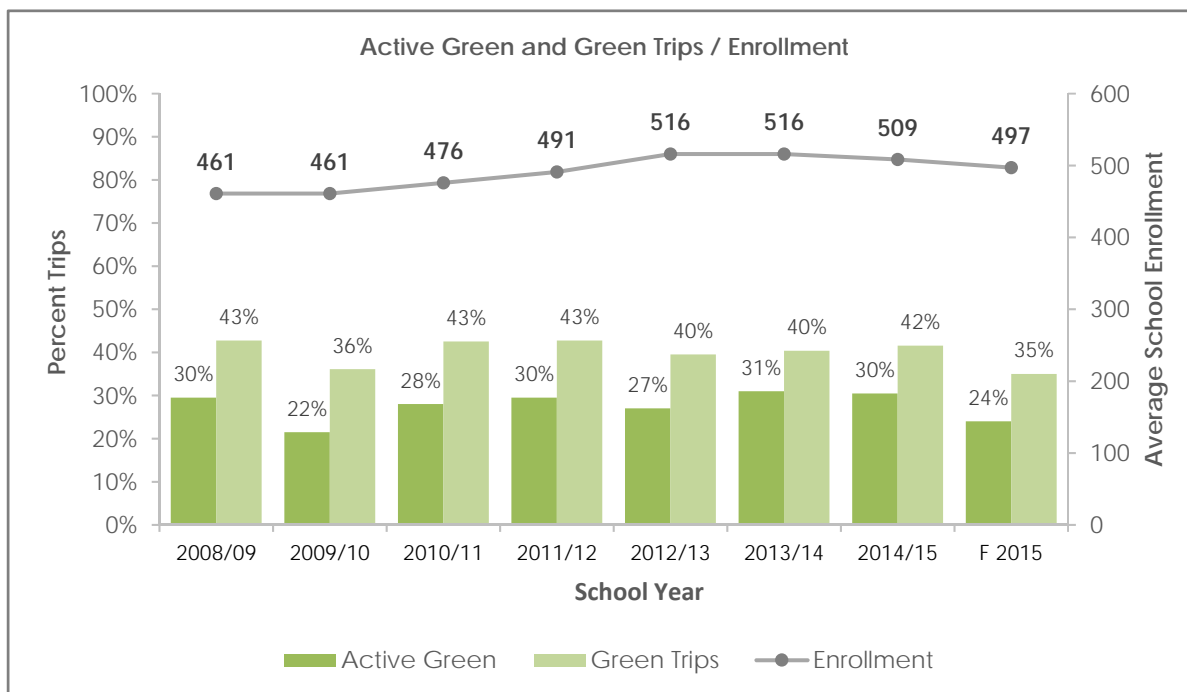
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program
Student Travel Tally Report Summary



Tamalpais Valley Elementary School (K-5)
Mill Valley School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	13%	8%	4%	0%	0%	11%	66%
2014 / 15	20%	9%	1%	0%	0%	11%	61%
2013 / 14	16%	13%	2%	0%	0%	9%	60%
2012 / 13	14%	11%	2%	1%	0%	12%	60%
2011 / 12	19%	9%	2%	0%	0%	13%	58%
2010 / 11	20%	6%	2%	0%	0%	15%	58%
2009 / 10	15%	5%	2%	0%	0%	15%	64%
2008 / 09	20%	7%	3%	0%	0%	13%	58%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

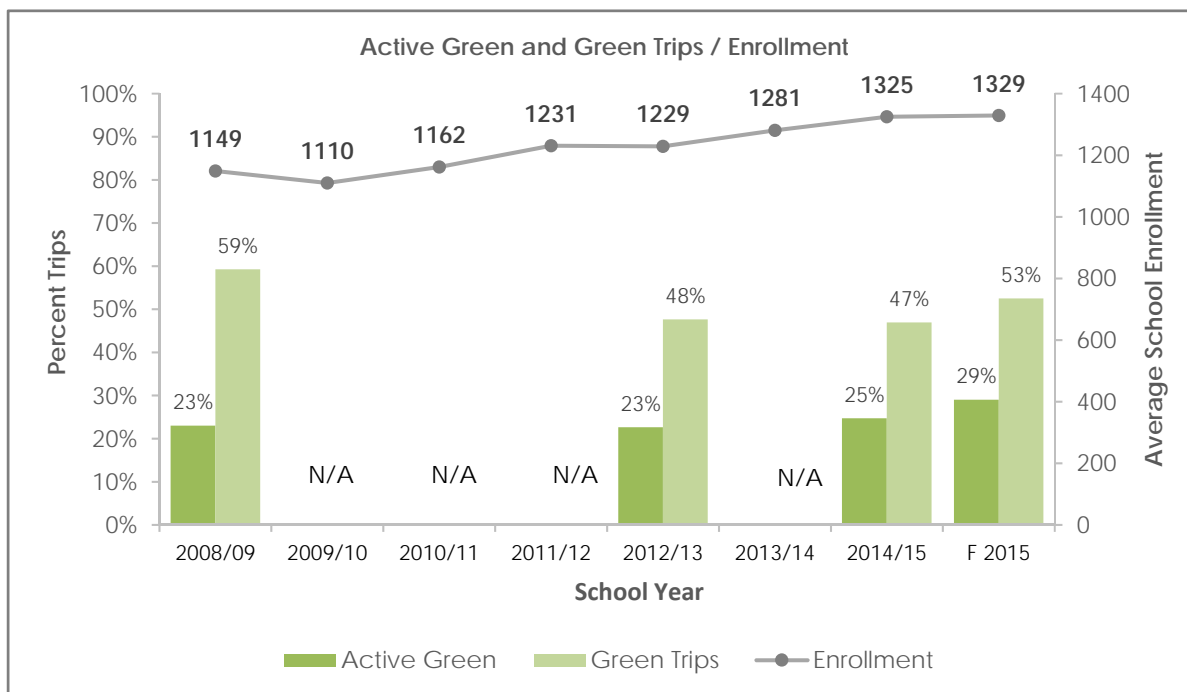
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Tamalpais High School (9-12) Tamalpais Union High School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	20%	8%	2%	3%	6%	15%	47%
2014 / 15	16%	7%	2%	4%	8%	11%	53%
2013 / 14	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2012 / 13	17%	5%	1%	15%	0%	10%	52%
2011 / 12	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2010 / 11	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2009 / 10	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2008 / 09	16%	6%	2%	6%	6%	24%	41%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

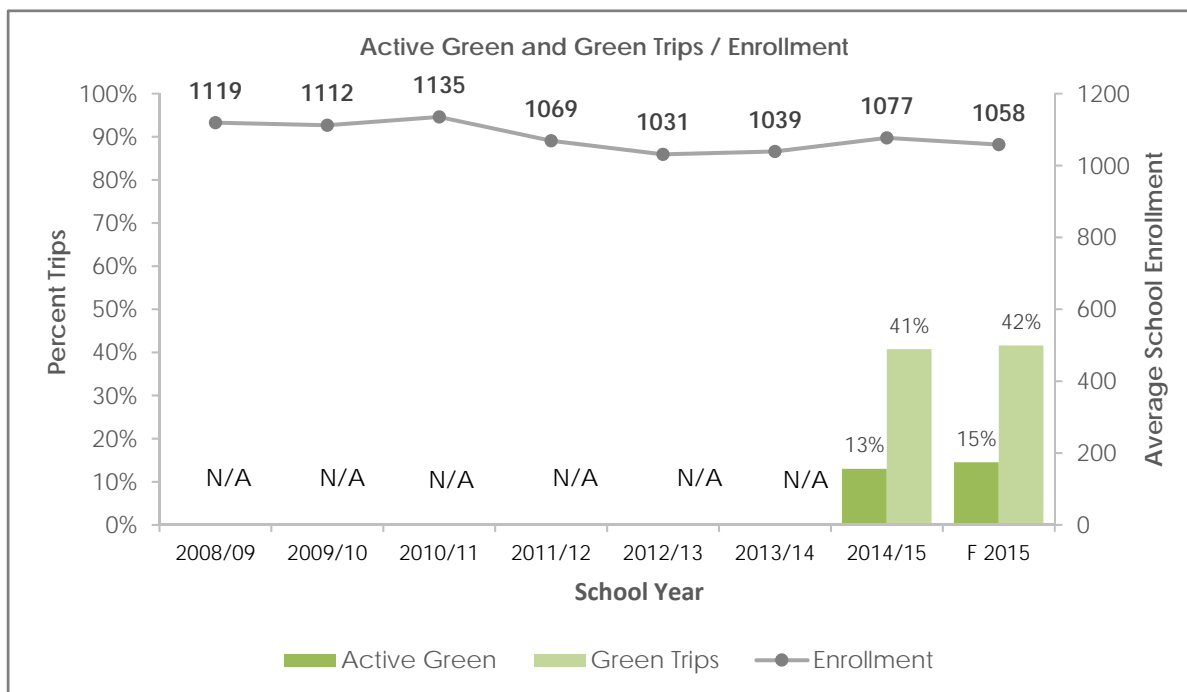
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Terra Linda High School (9-12) San Rafael City Schools



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	11%	3%	1%	0%	14%	14%	58%
2014 / 15	9%	3%	3%	1%	8%	20%	59%
2013 / 14	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2012 / 13	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2011 / 12	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2010 / 11	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2009 / 10	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2008 / 09	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

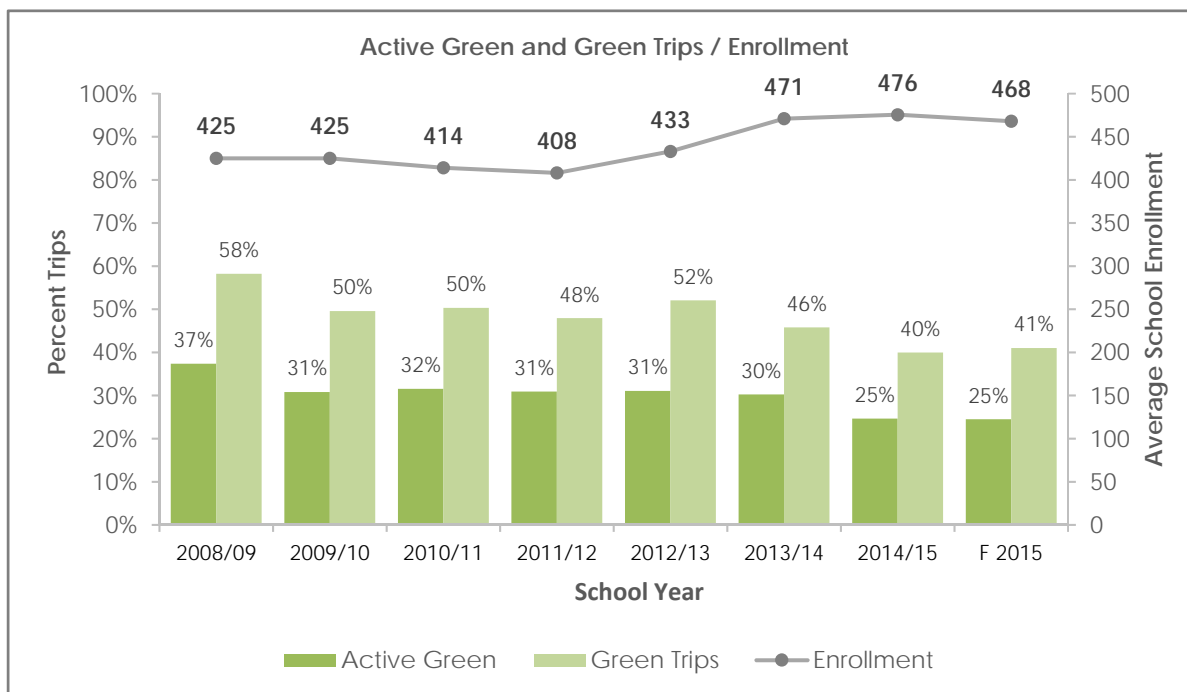
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

"N/A" denote years in which student tally data is unavailable.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Vallecito Elementary School (K-5) Dixie School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	20%	3%	2%	9%	0%	8%	59%
2014 / 15	21%	3%	0%	9%	0%	7%	60%
2013 / 14	26%	4%	0%	7%	0%	9%	55%
2012 / 13	24%	6%	1%	6%	0%	15%	53%
2011 / 12	22%	8%	1%	7%	0%	10%	52%
2010 / 11	25%	6%	1%	8%	1%	11%	50%
2009 / 10	26%	4%	1%	9%	0%	10%	51%
2008 / 09	30%	7%	1%	6%	0%	15%	41%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

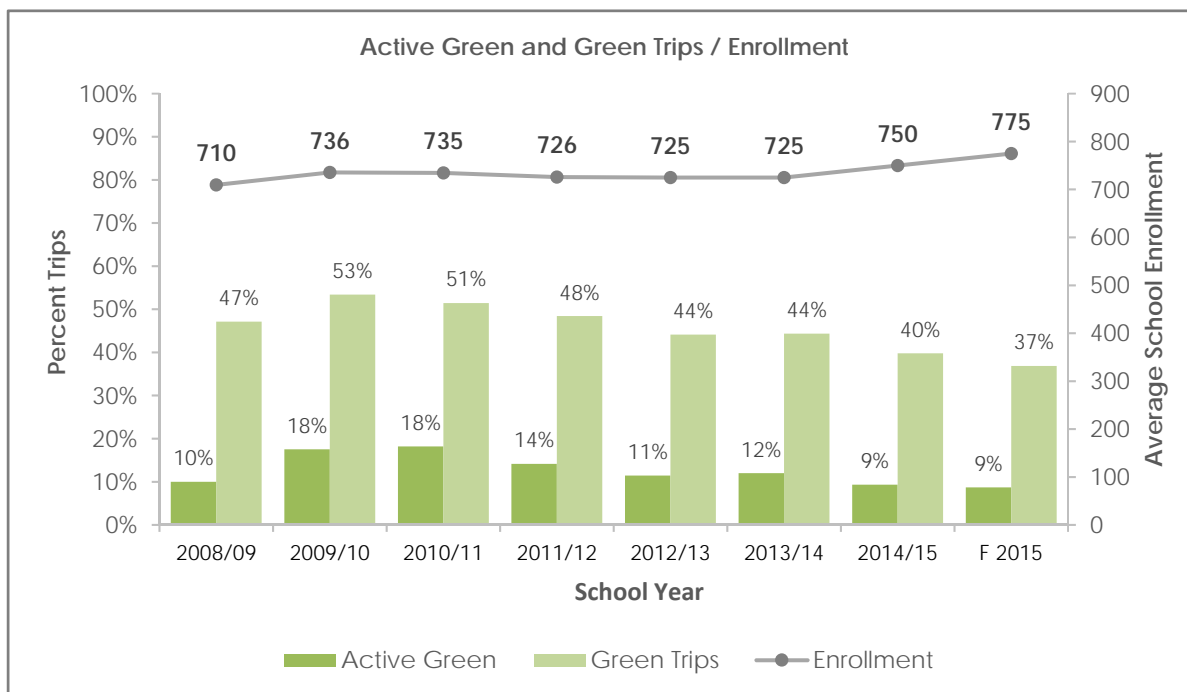
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program
Student Travel Tally Report Summary



Venetia Valley Elementary School (K-8)
San Rafael City Schools



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	8%	1%	0%	23%	1%	5%	63%
2014 / 15	8%	1%	0%	25%	0%	5%	60%
2013 / 14	11%	1%	0%	25%	1%	7%	56%
2012 / 13	10%	1%	0%	25%	0%	8%	55%
2011 / 12	12%	2%	1%	23%	1%	10%	51%
2010 / 11	15%	2%	1%	23%	1%	10%	49%
2009 / 10	14%	4%	0%	24%	1%	11%	47%
2008 / 09	8%	2%	0%	35%	0%	2%	54%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

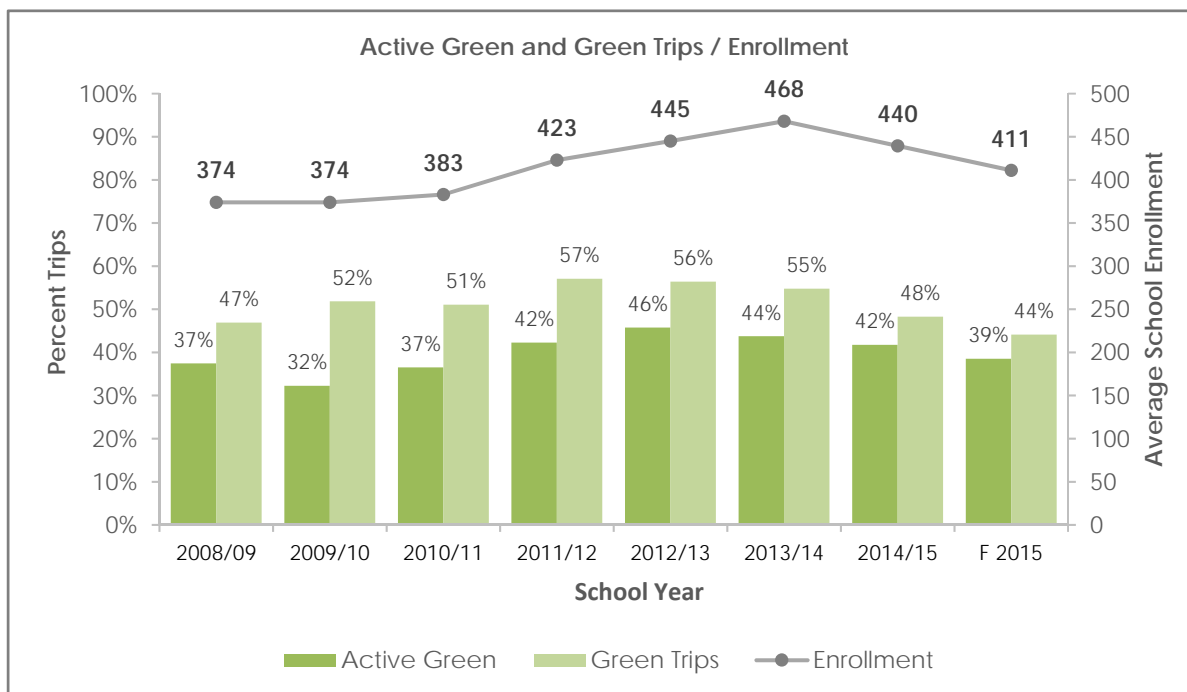
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Wade Thomas Elementary School (K-5) Ross Valley School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	25%	11%	3%	0%	0%	6%	56%
2014 / 15	27%	12%	3%	0%	0%	7%	52%
2013 / 14	27%	14%	3%	0%	0%	11%	46%
2012 / 13	29%	13%	4%	1%	0%	11%	44%
2011 / 12	26%	12%	4%	0%	0%	15%	43%
2010 / 11	22%	11%	3%	1%	0%	14%	49%
2009 / 10	22%	8%	3%	0%	0%	20%	48%
2008 / 09	23%	13%	2%	1%	0%	9%	53%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

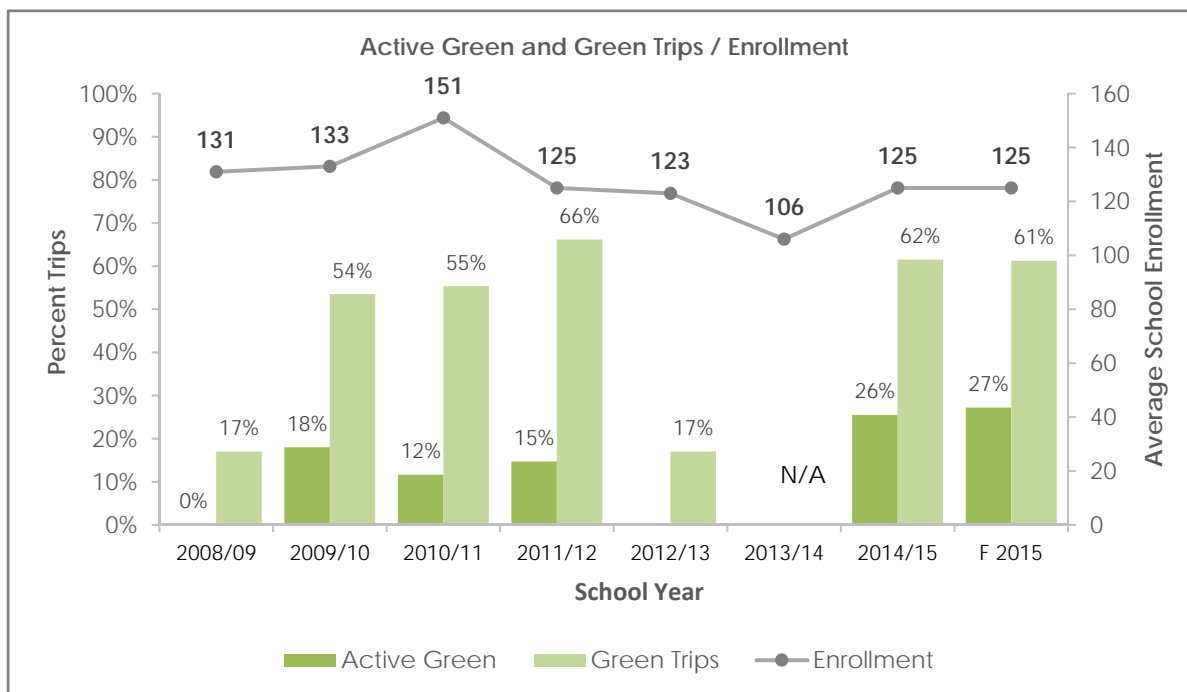
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

"N/A" denote years in which student tally data is unavailable.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



West Marin Elementary School (K-8) Shoreline Unified School District



School Year	School Trips by Mode													
	Walk		Bike		Other		School Bus		Public Transit		Carpool		Family Vehicle	
Fall 2015	<div><div></div></div>	18%	<div><div></div></div>	9%	<div><div></div></div>	0%	<div><div></div></div>	31%	<div><div></div></div>	0%	<div><div></div></div>	3%	<div><div></div></div>	40%
2014 / 15	<div><div></div></div>	19%	<div><div></div></div>	7%	<div><div></div></div>	1%	<div><div></div></div>	34%	<div><div></div></div>	0%	<div><div></div></div>	3%	<div><div></div></div>	38%
2013 / 14		N/A		N/A		N/A		N/A		N/A		N/A		N/A
2012 / 13		N/A		N/A		N/A		N/A		N/A		N/A		N/A
2011 / 12	<div><div></div></div>	14%	<div><div></div></div>	2%	<div><div></div></div>	1%	<div><div></div></div>	43%	<div><div></div></div>	1%	<div><div></div></div>	8%	<div><div></div></div>	34%
2010 / 11	<div><div></div></div>	11%	<div><div></div></div>	0%	<div><div></div></div>	1%	<div><div></div></div>	30%	<div><div></div></div>	0%	<div><div></div></div>	14%	<div><div></div></div>	33%
2009 / 10	<div><div></div></div>	16%	<div><div></div></div>	2%	<div><div></div></div>	0%	<div><div></div></div>	30%	<div><div></div></div>	0%	<div><div></div></div>	6%	<div><div></div></div>	46%
2008 / 09		N/A		N/A		N/A		N/A		N/A		N/A		N/A

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

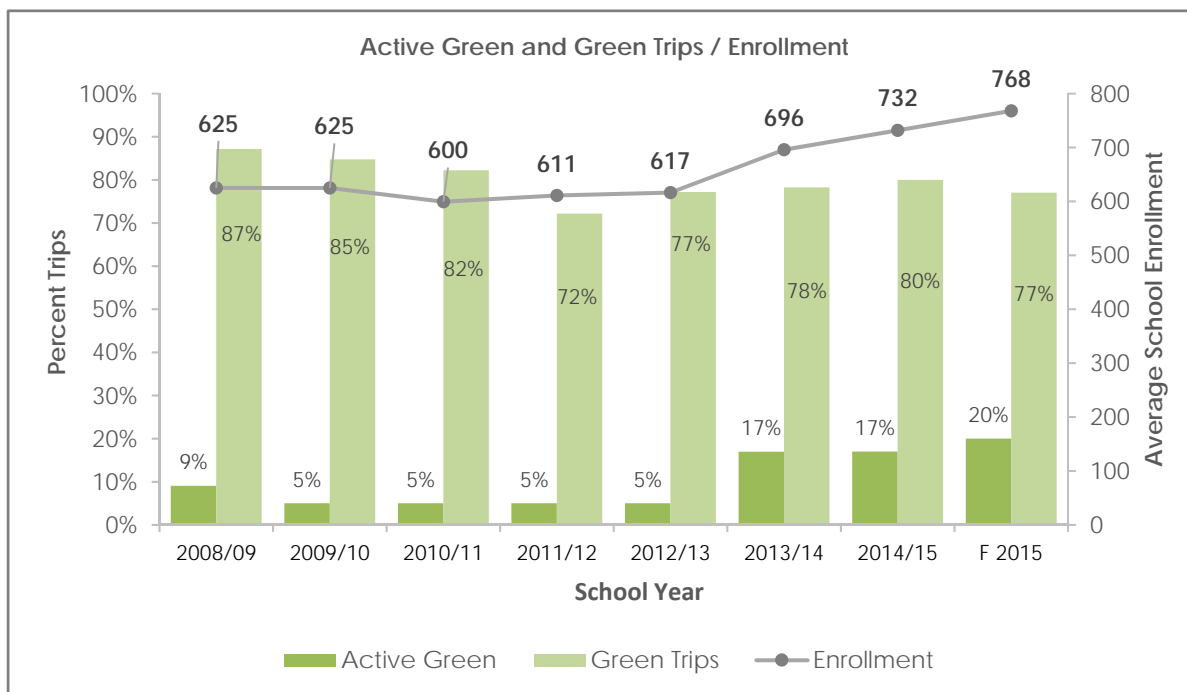
"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



White Hill Middle School (6-8) Ross Valley School District



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	8%	11%	2%	47%	2%	8%	24%
2014 / 15	6%	10%	1%	0%	57%	6%	19%
2013 / 14	5%	12%	0%	32%	23%	7%	22%
2012 / 13	5%	11%	1%	33%	23%	6%	23%
2011 / 12	6%	12%	1%	24%	24%	5%	18%
2010 / 11	6%	9%	0%	56%	6%	8%	18%
2009 / 10	5%	7%	1%	40%	27%	6%	38%
2008 / 09	9%	4%	1%	54%	41%	6%	13%

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

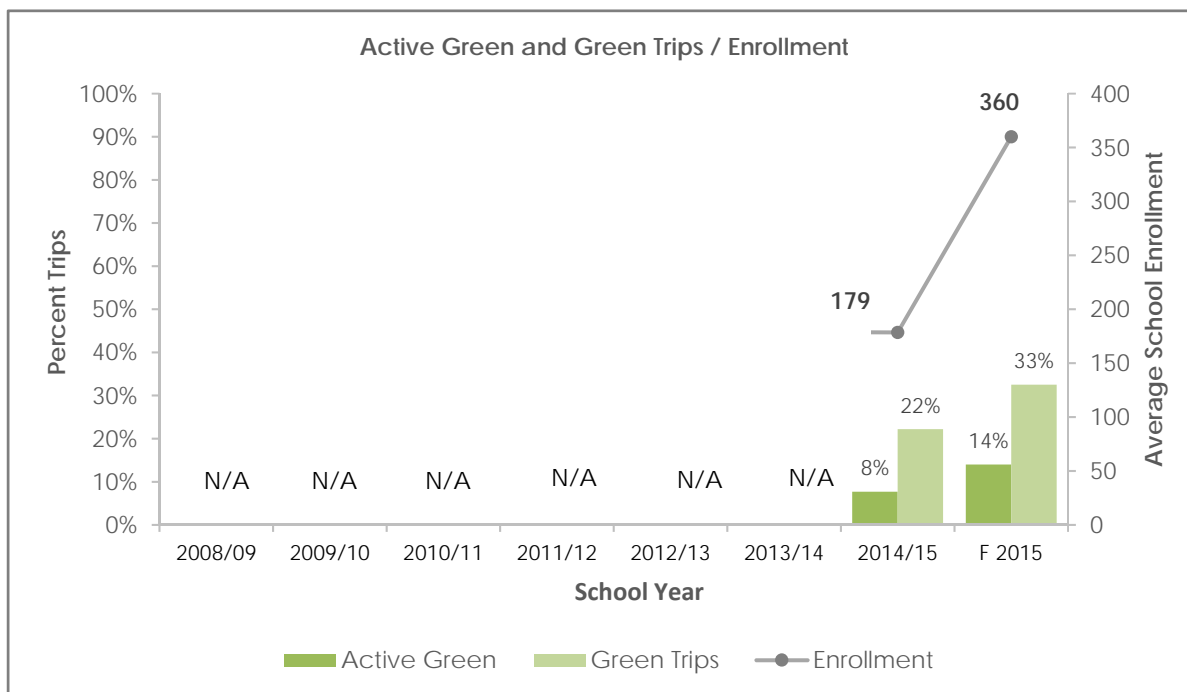
"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

Yellow school bus service started in the Fall of 2015.

Marin County Safe Routes to School Program Student Travel Tally Report Summary



Willow Creek Academy (K-8) Independent



School Year	School Trips by Mode						
	Walk	Bike	Other	School Bus	Public Transit	Carpool	Family Vehicle
Fall 2015	8%	5%	2%	6%	5%	8%	68%
2014 / 15	5%	2%	1%	5%	2%	9%	78%
2013 / 14	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2012 / 13	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2011 / 12	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2010 / 11	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2009 / 10	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2008 / 09	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Source: Marin County Safe Routes to School Student Tallies

Notes:

"Active Green Trips" represent the sum of walk, bike, and other trips.

"Green Trips" represent the sum of non-family vehicle trips.

"Other" represents trips by non-motorized travel modes not categorized as walk or bike.

"N/A" denote years in which student tally data is unavailable.

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APPENDIX C

Education and Encouragement Programs

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EDUCATION

CLASSROOM TEACHING

Poster Art (*all grades*)

This class prepares children for International Walk to School Day or for a school's individual promotion of "Walk & Roll to School" days/event. The lesson reviews the four most fantastic reasons to walk and ride and the six simple steps to staying safe. Children make picket style signs to carry and large banners to place at staging areas and in front of schools. Making these signs gets kids excited about the event and equips them with a device that makes them more visible in traffic.

Stop Look and Listen (*2nd grade*)

Stop Look and Listen is a lesson addressing the behavior that statistically causes the greatest number of injuries for child pedestrians: failure to stop at the street's edge and look for traffic. The lesson uses direct instruction, the National Safety Council's DVD, "Step into Safety with ASIMO," modeling and practice. Children will learn the life-long lesson of stopping at every edge, looking left, right, then left again (all the way over the shoulder), listening for cars and only crossing if it's clear. The class also covers crossing streets with parked cars, crossing at intersections, an overview of traffic lights and signals, and how to communicate with motorists.

Bike Safety (*4th grade*)

In fourth grade, Safe Routes to Schools teaches bicycle safety in three lessons: Bike Safety, Traffic Safety, and Bike Rodeo. The Bike Safety class begins with an introduction to the health benefits of cycling. Students learn key phrases for safety that help them to avoid solo bike crashes. A safety check and fit is demonstrated for both helmets and bikes. Then students get active to experience proper bike and helmet-fit first hand. Time allowing, a demonstration shows how car trips contribute to air pollution and students role-play traffic congestion..

The Traffic Safety Class (*4th grade*)

Because crashes with automobiles typically are the most injurious, SR2S staff dedicates an entire class period to how to avoid those most common to youths when either walking or biking. The instructors use a demonstration mat with toy cars/cyclists/pedestrians to enact the various traffic scenarios, as well as other props. The students are arranged in small groups around the demonstration mat, and utilize their critical thinking skills to try to answer 12 safety questions and compare answers. Students learn the importance of being visible, predictable, alert, and properly prepared.

Drive your Bike! Part I (*middle school*)

Level One: Drive Your Bike teaches students "smart cycling" and defensive riding to become safe, confident, and independent bikers on streets. The first of two classes includes a fun and interactive PowerPoint that teaches safety measures and the laws for sharing the road with motorists.

Bike Commute 101 (*middle and high school*)

This PowerPoint class, given as a prerequisite to our Bicycle Field Trips, examines the changing role of bicycles in our society and prepares students to join the growing green transportation movement. Our engaging presentation includes the health and environmental benefits of cycling, instruction to successful riding, and a refresher of traffic laws while riding safely and legally in groups.

FIELD TRAINING

Walk Around the Block *(2nd grade)*

Walk Around the Block is a skill building follow-up of street crossing situations and the lessons learned in Stop! Look! Listen! Under supervision of adults, students will practice a safe mid-block crossing (with parked cars), learn about edges such as blind driveways/pathways, and practice safely crossing at intersections and crosswalks. Students will observe drivers' behavior and demonstrate their eye contact/communication skills with drivers.

Bike Rodeo *(4th grade)*

This class offers children an opportunity to practice and apply the lessons learned in the Traffic Safety classes, such as the importance of stopping at every edge, looking for/communicating with traffic, traffic laws and remaining in control, at all times when riding a bike. This is achieved through a series of bike handling drills and the simulation of traffic situations. Each session begins with a safety check of the bicycles and the helmet. Four stations give students the opportunity to practice a variety of specific bike handling skills and procedures for operating a bike safely and legally in traffic.

Drive your Bike! Part II *(middle school)*

Level Two: Drive Your Bike is an advance course on "Drivers Education" where students will learn vehicle traffic codes and best practices for driving their bikes predictably and safely to avoid collisions. The second of two classes include interactive discussions on riding responsibly and visibly, and includes how to confidently and legally "take the lane" for making turns, and an outdoor advance class with bikes to practice the skills necessary for safely maneuvering in traffic. An optional, Instructor-led Field Trip where skills are put to use, may be arranged after school upon request.

Bicycle Field Trip *(middle and high schools)*

Safe Routes to Schools will help you plan a bicycle field trip. Choose the location, and our staff will help students get there without spending a dime on gas. Program includes trip planning with teachers and students, logistical assistance, safety instruction and trained instructors to accompany the students on the trip.

Family Biking *(parents and elementary kids)*

An MTC – Spare the Air program, this class is for parents and their children to learn how to ride safely with their kids. This three hour class involves a bike field trip in which road laws and safe navigation are taught with the parents learning how to teach their own child and observing how well their child grasps necessary information.

ASSEMBLIES

Polar Bear Assembly *(K-5)*

Safe Routes to Schools staff don a Polar Bear costume and speak at scheduled assemblies to get students excited about "Going Green" to school. The Polar Bear talks about climate change and how kids can protect ice caps from melting by walking, rolling and carpooling to school. The Polar Bear often joins walking school buses which are announced during the assemblies. The assemblies provide incredible school-wide visibility, encouragement and motivation.

"Go Green" Assembly *(middle schools)*

Safe Routes to Schools, in collaboration with students, has developed a skit that dramatizes the benefits of walking and biking to school. Students are directed to play roles that show why walking and biking is

great for the environment and their health, while addressing barriers that keep kids from doing it. Schools used the assembly to launch their contests to encourage more walking and biking to school.

PRESENTATIONS

Transit Race and Scavenger Hunt *(high school)*

The Transit Race and Scavenger Hunt (funded through MTC – Spare the Air) introduce high school students to the benefits and adventure of public transit. Students form teams of up to four students and travel by bus to designated locations indicated on a Map. Students earn points by taking “selfies” at designated locations; the team with the most points wins the competition. High school student leaders are responsible for the promotion of the event which includes giving classroom presentations about the environmental, traffic reduction, and social benefits of using public transit. Student leaders learn project and promotional management skills. Participants learn how to take a bus while using critical thinking and problem solving skills to complete the race.

Distracted Driving *(high school)*

High school Peer Resource and/or Leadership students are guided in creating a weeklong campaign to teach peers the dangers of distracted driving. Cell phone use has now surpassed drunk driving in the leading cause of injury and fatalities for students ages 16 to 21. Following the guidelines of “Every 15 Minutes,” Safe Routes staff direct students to organize events and workshops/assemblies with guest speakers, and to build awareness throughout their communities.

3D Bike Maps *(middle school)*

After an introduction to reading topographic maps, two fun activities allow students to practice using their topographic map skills. First students follow topographic lines to cut foam layers that stack to construct a 3-D elevation map depicting their region of Marin. Next, each student uses the Marin County Bike Map and 3-D map to find their optimum route from their home (or drop-off location) to the school. This class follows CA state standards: 1) to teach students to read a topographic map and a geologic map for evidence provided on the maps and construct and interpret a simple scale map, and 2) communicate the steps and results from an investigation in an oral presentation, with their route data as a visual aide. This class affords Safe Routes teaches students the feasibility of finding safe and accessible routes to school.

Travel Journal *(middle school)*

The Travel Journal challenges students to explore their travel modes and discover how many trips they can reduce by choosing alternatives. They will be asked to keep a Journal for two weeks of their travel choices, using the second week to find new ways to travel. They will also discover how their parents got around when they were young. It is an excellent way to prepare students to promote green ways to school to their peers but taking the first step themselves. This lesson is an activity that can be combined with The Cost of Transportation, which teaches students to explore the hidden costs of driving and the savings in money, health, environmental and social costs that come from choosing to walk, bike, take transit, carpool, or combine trips. *This class was successfully implemented throughout Miller Creek Middle School; science teachers added a Pledge form for students/parents to sign committing students to follow through on proposed active travel choices identified in their Travel Journal.*

Marketing Strategy and Transportation *(middle and high schools)*

By looking at the history of the first successful emotional marketing campaign created to get women smoking cigarettes, students learn the emotional strategies that are commonly used today in marketing. Students watch commercials selling cars, a bike, and healthy transportation. For each commercial, students break into small groups to identify the intended audience, emotional content, and overall effectiveness. Using these strategies students begin creating their own ad to promote healthy transportation.

The Cost of Transportation (*high school*)

This lesson focuses on the variety of transportation methods available and the costs and consequences associated with each mode of travel. Both upfront and “hidden” costs are defined, including the cost of supporting infrastructure such as school parking lots. The lesson concludes with a discussion aiming to inspire and empower students to take action by exploring what stands in the way for them to use more sustainable transportation choices in their community.

OTHER

Bicycle Blender (*middle and high schools*)

The blender attaches to the back of a regular bicycle, which can then be put on a stationary stand so that students can cycle in place and blend their own juices. The Bicycle Blender simultaneously teaches students about good nutrition and physical activity.

What Do I Stand For? (*middle school*)

The Values Clarification Activity invites students to explore their beliefs, values, and their willingness to take action with transportation and the environment as the central theme. The purpose of the activity is to empower students to consciously make a difference in their world by being aware of their own views. They actively hear the perspectives of others, discuss positive role models, and take a proactive stand for their beliefs. Facilitators encourage a safe environment for students to explore their personal values and the choices they make.

ENCOURAGEMENT

EVENTS

International Walk to School Day

Held the first Wednesday in October, this annual event has been taking place each year in the fall in order to raise awareness of the need for walkable communities, promote clean air, and to encourage children to be more active.

Walk & Roll Wednesdays and “Go Green” Days

Walk and Roll Wednesdays (elementary) and “Go Green Days” (middle/high schools) are weekly or monthly events that encourages students to walk and bike to school through rewards and outreach. These events are the main activities that instill the Safe Routes to Schools program as part of the culture of each school. During a Walk and Roll Wednesdays, parent volunteers host a greeting table with food and/or rewards for students that walk and bike to school. Special Walking School Buses or Bike Trains can also be organized as a way to encourage groups of students to travel together. “Go Green Days” are events hosted by middle and high school students with teacher and Safe Routes staff support. Often students will select special themes for their monthly events such as “Cocoa for Carpools,” “Walk-O-late,” “Do-nut Drive,” and “Have a Heart.” The set-up and regularity of the events vary according to the school and the availability of parent/teacher volunteers and student leaders.

National Bike to School Day

On the second Wednesday in May each year, K-12 grade schools are invited to host National Bike to School Day with incentives and/food given out at morning welcome tables to participants. National Bike to School Day is part of “Bike Month” to encourage people to commute by bike.

CONTESTS

Green Ways to Schools (elementary schools)

The Green Ways to Schools is a month long contest to motivate students to increase their “green trips” to school. A green trip is when a student walks, bikes, carpools or takes the bus to school. Teachers request students to report how they traveled to school; students are each given a leaf sticker to post on the classroom tree poster to record their green trips. At the end of the month, the classroom with the most green trips wins a classroom prize.

Go Green Contest (middle schools)

The Teens Go Green challenge (also known as ReThink your Commute) is a contest geared toward middle and high school students. Like Go for the Green, it aims to eliminate the one-student-per-motor-vehicle school trip to school.

Pollution Punch Card (elementary)

The Pollution Punch Card rewards students when they walk or bike to school. The card features the pollution gremlin that blocks out the view of Mount Tam. When he is “punched out,” the air is clear. The card is designed to be hooked onto a student's backpack. The students get their cards punched on random, unannounced days. In addition, volunteers will also punch cards on weekly Walk and Roll to School Days. Every time a student gets all six gremlins punched, they receive a reward and they get their name entered into a raffle to win valuable prizes. At the end of the contest, a drawing is held to select the prizewinners.

Green Sneaker Challenge (elementary and middle)

The Green Sneaker Challenge is a month long contest to embed the habit of walking, biking and carpooling to school. Students are given a Green Sneaker Challenge card which they attach visibly in a plastic sleeve on their backpacks. Parent volunteers host a welcome table once per week for a month. Every time a student walks, bikes or carpools to school, the student receives a green sneaker stamp on their card. Students who have four stamps on their card at the end of the month are entered into a drawing to win raffle prizes.

OTHER

Active4.me

Active4.me is an online tracking system that allows students to be “scanned” in as they come to school. The system then tracks the cumulative benefits of green travel through greenhouse gas reductions and gas and money saved. Students are pre-registered into the system with the distance from home and mode traveled. There are also opportunities for individual and classroom competition.

SchoolPool

SchoolPool Marin is an online trip matching program for parents who want to share in the duties of getting children to and from school through walking, biking, riding the bus, or carpooling. To use the website, families check the SchoolPool Neighborhood map, identify the neighborhood number they are in, and check the appropriate school directory listing to see which families are located in that neighborhood who are interested in walking, biking and carpooling to school.

APPENDIX D

Infrastructure Improvements

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MARIN SAFE ROUTES TO SCHOOL -- SAFE PATHWAYS PROJECTS

Status	Agency 1	Agency 2	School District	Project Name	School	Description	Status	Const. Yr.	Cost	Final Cost
Planned	Corte Madera		Larkspur - Corte Madera School District	Cove School Pedestrian Crossing Enhancements	The Cove School	Relocate pedestrian crosswalk on Madera Del Presidio and provide traffic calming features, and provide pedestrian crossing enhancements (high-visibility school crosswalks and signing) at Paradise Drive at Prince Royal Passage and at Golden Hind Passage. Install rectangular rapid flashing beacons.	Concept Plan			
Planned	Corte Madera		Larkspur - Corte Madera School District	Neil Cummins Pathway	Neil Cummins Elementary School	Paved Class I multi-use pathway connecting existing paved facilities from Tamalpais Dr to Hickory Ave	Concept Plan			
Planned	Corte Madera		Larkspur - Corte Madera School District	Centennial Park MUP Connection	Marin Primary & Middle School	Multi-use pathway connection (via Centennial Park)	Potential - TBD			
Planned	Corte Madera		Larkspur - Corte Madera School District	Larkspur-Corte Madera MUP Connection	Marin Primary & Middle School	Multi-use pathway connection (via Larkspur-Corte Madera pathway)	Potential - TBD			
Planned	Corte Madera		Larkspur - Corte Madera School District	Sidewalk Improvements	All Schools	Sidewalk improvements	Potential - TBD			
Planned	Corte Madera		Larkspur - Corte Madera School District	Speed Feedback Signs	All Schools	Vehicle speed feedback signs	Potential - TBD			
Planned	Corte Madera		Larkspur - Corte Madera School District	Paradise Dr Long Term improvements	Cove School	Bike facilities on Paradise Dr from Sea Wolf to San Clemente	Potential - TBD		Total estimated project cost is \$500,000.	
Planned	Corte Madera		Larkspur - Corte Madera School District	Wornum Drive Bicycle Facility Enhancements	Redwood High School, Neil Cummins	Intersection improvements (Redwood Hwy to Tamal Vista Blvd)- Hi-vis xwalks, leading ped/bike phase, bike signals and crossbikes, curb extension, and/or enhanced crossing beacons	Potential - TBD			
Committed	Corte Madera			MUP	Marin Country Day, Marin Montessori, the Cove School	Multi-use pathway (Paradise Drive between Westward Drive and Upland Circle)	Funded		\$244,000 (grant), Total est. project cost is \$500,000+	
Committed	Corte Madera		Larkspur - Corte Madera School District	Tamalpais Drive School-related Pedestrian Crossing Enhancements	Neil Cummins Elementary School	Improvements at 6 uncontrolled crosswalks across Tamalpais Drive, including crosswalk consolidation, and installation of yield lines, pedestrian crosswalk signage, and pavement markings	Funded		\$90,000 (grant)	
Constructed	Corte Madera			Signing and Pavement (5 Schools)	Allaire, Marin Country Day, Marin Montessori, Neil Cummins, San Clemente	School area signing and pavement markings for all five schools; curb extensions for pathway serving Neil Cummins (Lakeside Dr.)	Constructed	2009		\$116,000

MARIN SAFE ROUTES TO SCHOOL -- SAFE PATHWAYS PROJECTS

Status	Agency 1	Agency 2	School District	Project Name	School	Description	Status	Const. Yr.	Cost	Final Cost
Constructed	Corte Madera	Neil Cummins Elementary School	Larkspur - Corte Madera School District	Signing and Striping Improvements	Neil Cummins Elementary School	Trail crossing at Lakeside, Pixley Ave and Redwood Ave, School Entrance at Mohawk Ave	Constructed	2009		\$80,000
Constructed	Corte Madera		Larkspur - Corte Madera School District	Spindrift Ped/Bike Improvements	Cove School	Install Sharrows on Spindrift, add curb/median extension at Seawolf/Spindrift	Constructed	2014		\$20,000
Constructed	Corte Madera		Larkspur - Corte Madera School District	Intersection Improvements at Paradise and Golden Hind	Cove School	Intersection improvements (Paradise Dr./Golden Hind Passage), includes RRFB	Constructed	2015		\$42,000

MARIN SAFE ROUTES TO SCHOOL -- SAFE PATHWAYS PROJECTS

Status	Agency 1	Agency 2	School District	Project Name	School	Description	Status	Const. Yr.	Cost	Final Cost
Planned	Marin County		Dixie School District	Rectangular Rapid Flashing Beacon	Miller Creek Middle School	RRFB installation at Miller Creek Road @ the Marinwood Fire Station	Concept Plan			
Planned	Marin County		Dixie School District	Miller Creek Rd Traffic Calming	Miller Creek Middle School	Traffic calming and/or removal of pedestrian island noses on Miller Creek Rd from Lucas Valley Rd and Las Galinas Ave	Potential - TBD			
Planned	Marin County		Novato School District	Alameda Del Prado Bus Access	Loma Verde Elementary School, Hamilton Elementary School	Improve conditions for pedestrians crossing Alameda Del Prado to transit stops	Potential - TBD			
Planned	Marin County		Mill Valley School District	Laurel Way Bike Route Improvement Project	Tamalpais Elementary	Install directional bike route sign at Laurel Way directing bikes onto Jean Street and the bridge at the end of Ross Drive. (The bridge should be widened to allow simultaneous use by bicyclists and pedestrians).	Potential - TBD			
Planned	Mary Silveira Elementary School	Marin County	Dixie School District	School entrance @ Windstone Drive	Mary Silveira Elementary	Widen both concrete path & gate to 5'; install curb ramp	Potential - TBD			
Planned	Marin County	White Hill Middle School	Ross Valley School District	Baywood Canyon Estates Connector Path	White Hill Middle School	Connector pathway between White Hill School and the Baywood Canyon Estates neighborhood. This pathway would utilize a former railroad grade located north of the residential areas. The path would connect to White Hill School on the east side of campus, off of Shadow Creek Court.	Potential - TBD			
Planned	Miller Creek Middle School	Marin County	Dixie School District	Miller Creek Pathway and Bridge Improvements	Miller Creek Middle School	Replace existing path with 8' asphalt path. Connect path from bridge over Miller Creek, to existing bike path, and extend directly to school. Replace bridge at north edge of school with prefabricated bike/ped bridge	Potential - TBD			
Planned	Marin County		Novato School District	School MUP	Loma Verde Elementary School	Multi-use pathway (Ignacio Blvd. to Calle de la Mesa), intersection improvements (Ignacio Blvd./Fairway Dr.), sidewalk (school entrance)	Potential - TBD			
Planned	Loma Verde Elementary School	Marin County	Novato School District	Alameda de la Loma and Calle de La Mesa Intersection Improvements	Loma Verde Elementary School	Provide a separate pedestrian path at the driveway. Extend curb at the north end of the driveway to match the extended curb line across the intersection; Move existing sidewalk east, reconstructing it as a six-foot wide path; Move the fence along the sidewalk westerly about one foot to the utility pole and narrow the driveway about one foot at the school entrance to accommodate a six-foot wide sidewalk.	Potential - TBD			

MARIN SAFE ROUTES TO SCHOOL -- SAFE PATHWAYS PROJECTS

Status	Agency 1	Agency 2	School District	Project Name	School	Description	Status	Const. Yr.	Cost	Final Cost
Committed	Marin County		Dixie School District	Pedestrian improvement project along major school routes	Miller Creek Middle School	Install curb ramps and remove island noses on Miller Creek Rd at Marinwood Fire Station, Cedarberry Ln, Idylberry Rd, Quietwood Dr. Install curb ramps at midblock crossings on Peachstone Terrace, Miller Creek Rd, Pinewood Rdm and Quietwood Rd.	Funded		\$350,000	
Committed	Marin County		Mill Valley School District	Strawberry Point School crossing Rectangular Rapid Flashing Beacon	Strawberry Point ES	RRFB installation at E Strawberry Dr,	Funded		\$25,000	
Committed	Marin County		Mill Valley School District	Lagunitas MS Rectangular Rapid Flashing Beacon	Lagunitas MS	RRFB installation at SFD/Lagunitas School Rd	Funded		\$25,000	
Committed	Marin County		Ross Valley School District	Butterfield Rd/Green Valley Court Intx Improvements	Hidden Valley Elementary School	Provision of right turn lane and bike/ped separation w/in school zone on each side of intersection	Funded		\$25,000	
Committed	Marin County		All in unincorporated Marin County	CMS on schools	All in unincorp. Marin County	Changeable message sign on schools in unincorporated Marin	Funded		\$18,000	
Committed	Marin County		Mill Valley School District	Lomita Ave Sidewalk and Intersection Improvements	Edna Maquire	Sidewalk improvements, high visibility crosswalk and curb ramps (Lomita Avenue east of Greenfield Court to Shell Road)	Funded		\$250,000	
Committed	Marin County		Dixie School District	Sidwalk Curb Extensions	Miller Creek Middle School	Sidewalk curb extensions (Las Gallinas Ave to school driveway)	Funded		\$245,000	
Committed	TAM	Marin County		Tam Junction Class II bike improvements		Along Highway 1	Funded			\$350,000
Committed	Marin County	Sausalito		Bridgeway/Donah ue Pedestrian Improvements	MLK, Lycee Francais	Highway 101 underpass lighting upgrade	Funded		\$146,000 (\$204,000 for Sausalito)	
Committed	Mary Silveira Elementary School	Marin County	Dixie School District	Pathway improvements from Heatherstone Drive	Mary Silveira Elementary	Widen existing path to 10'; regrade path to meet ADA slope requirements; install curb ramp; move stop sign east of path entrance; install school welcome sign	Funded - In Design			
Constructed	Marin County	Miller Creek Middle School	Dixie School District	Las Gallinas Avenue and Elvia Court	Miller Creek Middle School	Construct curb extensions with ramps to reduce pedestrian exposure in roadway, reduce motor vehicle speeds and improve sightlines.	Constructed	2012		\$200,000
Constructed	Marin County		San Rafael School District	Sidewalk and Crosswalk Improvements	Venetia Valley Elementary School	Sidewalk improvments and xwalk improvements at school driveways (N San Pedro Rd)	Constructed	2011	\$426,000	

MARIN SAFE ROUTES TO SCHOOL -- SAFE PATHWAYS PROJECTS

Status	Agency 1	Agency 2	School District	Project Name	School	Description	Status	Const. Yr.	Cost	Final Cost
Constructed	Marin County	Caltrans	Mill Valley School District	Improve pedestrian Shoreline Highway/Pine Hill Road Crossing	Tamalpais Elementary	Stripe a high visibility crosswalk and install oversized fluorescent yellow green signage.	Constructed	2012		\$15,000
Constructed	Marin County		Lagunitas School District	Sir Francis Drake/Meadow Way Ped Xwalk and Lagunitas Sidewalk	Lagunitas, San Geronimo Valley Elementary School	Pedestrian crosswalk enhancements, sidewalk installation, traffic calming (Sir Francis Drake Blvd. at Meadow Way/Lagunitas School Rd.)	Constructed	2012	\$158,000	
Constructed	Marin County		Private	Pedestrian Enhancements	Marin Horizon School	Curb, gutter, sidewalk, curb ramps, signing, pavement markings (Evergreen Ave., Melrose Ave.)	Constructed	2013	\$1,100,600	
Constructed	Marin County		Dixie School District	Las Gallinas & Blackstone Dr Intx Improvements	Mary Silveira Elementary	Intersection curb extensions, school high visibility crosswalks (Las Gallinas Ave./Blackstone Dr.). TP: Install 15' bulbouts & curb ramps @ all 4 corners; install high-vis xwalks @ all 4 legs of intx	Constructed	2010	\$285,000	
Constructed	Marin County		Mill Valley School District	Strawberry Dr to Ricardo Ln Sidewalk	Strawberry Point Elementary School	Sidewalk and ADA curb ramps (Strawberry Drive to Ricardo Lane)	Constructed	2012	\$484,000	
Constructed	Marin County		Mill Valley School District	Tam Valley Pedestrian Enhancements	Tamalpais Valley Elementary School	Sidewalk, curb ramps, hi-vis xwalk, school xwalk signage (Marin Ave., Belle Lane)	Constructed	2010	\$715,390	
Constructed	Marin County	Bacich Elementary School	Kentfield School District	Traffic Calming on McAllister Avenue	Bacich Elementary School	Traffic calming on McAllister Avenue	Constructed	2006		\$5,000
Constructed	Marin County		Kentfield School District	Pedestrian Access Improvements	Bacich Elementary School, Kent Middle School	Curb, gutter, sidewalk, curb ramps, (Bacich; Wolf Grade from SFDB to D St.); pedestrian xing beacons (Kent Middle: College Ave.); pedestrian access improvements (Bacich: McAllister Ave.)	Constructed	2006		\$534,690
Constructed	Marin County		Dixie School District	Lucas Valley Bike Lanes	Dixie Elementary	Bicycle lanes (Lucas Valley Road) and sidewalks and curb ramps (Lucas Valley Road at Huckleberry Rd.)	Constructed	2009		\$62,000
Constructed	Marin County		Dixie School District	Dixie School Signing & Pavement Markings	Dixie Elementary	School area signing and pavement markings, parking restrictions (Idylberry Road)	Constructed	2009		\$10,000
Constructed	Marin County		Lagunitas School District	Pedestrian Circulation Enhancements	Lagunitas Middle School	Pedestrian circulation enhancements including edgelines and bollards (Lagunitas School Road)	Constructed	2008		\$10,000
Constructed	Marin County	Loma Verde Elementary School	Novato School District	Alameda de la Loma Ramps	Loma Verde Elementary School	Curb ramps, vehicle speed feedback signs (Alameda de la Loma, school entrance)	Constructed	2009		\$40,000

MARIN SAFE ROUTES TO SCHOOL -- SAFE PATHWAYS PROJECTS

Status	Agency 1	Agency 2	School District	Project Name	School	Description	Status	Const. Yr.	Cost	Final Cost
Constructed	Marin County		Ross Valley School District	Oak Manor Dr Intersection Enhancements	Manor Elementary School	Crosswalk, curb ramps, pedestrian beacon (Oak Manor Dr.)	Constructed	2007		\$25,000
Constructed	Marin County		Dixie School District	Blackstone Dr. & Heatherstone Dr Intx Improvements	Mary Silveira Elementary	Install 15' radius bulbouts and curb ramps on all 4 corners	Constructed	2012		\$300,000
Constructed	Marin County		Dixie School District	Las Gallinas Bike Lanes	Miller Creek Middle School	Install 6' bike lane; reduce travel lane widths at midblock; replace existing 13' turning lane with median. At intersections, maintain the recommended travel and parking lane widths as described above and reduce the existing left turn lane by three feet. Install bicycle lanes between the outside travel lane and the parking lane.	Constructed	2008		\$20,000
Constructed	Marin County		Mill Valley School District	Strawberry Dr Traffic Calming	Strawberry Point Elementary School	Traffic calming, school crosswalks and signing, traffic lane narrowing, vehicle speed feedback signs (Strawberry Dr.)	Constructed	2007		\$25,000
Constructed	Marin County		Mill Valley School District	Improve pedestrian access on Bell Lane	Tam Valley Elementary	Widen the sidewalk along Bell Lane to Enterprise Concourse/Country View at Bell Lane, north of the school.	Constructed	2012		\$100,000
Constructed	Marin County		Mill Valley School District	Improve pedestrian access on Marin Avenue	Tamalpais Valley Elementary	Close sidewalk gaps along Marin Avenue: Spruce Street to Pine Street, Laurel Way to Poplar Street, and Laurel Way to approximately 200 feet east of Laurel Way.	Constructed	2012		\$300,000
Constructed	Marin County		Mill Valley School District	Bell Lane Traffic Control	Tamalpais Valley Elementary School	Pavement marking for traffic control (Bell Lane)	Constructed	2009		\$10,000
Constructed	Marin County	Caltrans	Mill Valley School District	School Xwalk Improvements	Tamalpais Valley Elementary School	School hi-vis xwalks, advance and school xwalk signing and pavement markings (Shoreline Hwy at Pine Hill Rd and at Tennessee Road)	Constructed	2009		\$15,000
Constructed	Marin County	Venetia Valley Elementary School	San Rafael School District	MUP Reconstruction/R esurfacing	Venetia Valley Elementary School	MUP reconstruction and resurfacing, curb ramps, school xwalks (N. San Pedro Rd)	Constructed	2005		\$118,332

MARIN SAFE ROUTES TO SCHOOL -- SAFE PATHWAYS PROJECTS

Status	Agency 1	Agency 2	School District	Project Name	School	Description	Status	Const. Yr.	Cost	Final Cost
Planned	Fairfax		Ross Valley School District	Mitigation for School Siting	All Schools	Potential mitigation measures for school siting	Potential - TBD			
Planned	Fairfax		Ross Valley School District	Traffic Calming	All Schools	Traffic calming (Dominga Ave. and Creek Rd.)	Potential - TBD			
Planned	Fairfax		Ross Valley School District	Speed Feedback Signs	All Schools	Vehicle speed feedback signs (various locations)	Potential - TBD			
Planned	Fairfax		Ross Valley School District	Ped Xing Beacon	Cascade Canyon, Deer Park	Pedestrian crossing beacon (Sir Francis Drake Blvd./Mitchell Dr.)	Potential - TBD			
Planned	Fairfax		Ross Valley School District	Sidewalks on Porteous Ave	Deer Park	Sidewalks (Porteous Ave. between Bolinas Rd. and school)	Potential - TBD			
Committed	Fairfax		Ross Valley School District	Bike Spine Gap Closure	White Hill Middle School	School Route signage, class II and class III bicycle markings	Funded - In Design		\$350,000	
Committed	Fairfax		Ross Valley School District	Ped Xing Beacon Upgrade	Deer Park, Oak Manor, Cascade Canyon	Pedestrian crossing beacons (upgrade to provide consistent devices along Sir Francis Drake Blvd.)	Funded		\$25,000	
Constructed	Fairfax		Ross Valley School District	Install New Crosswalk at Manor School	Manor Elementary School	install a new high visibility ladder crosswalk across Oak Manor Drive directly in front of Manor School, near the playground area.	Constructed	2012		\$25,000
Constructed	Fairfax		Ross Valley School District	Pedestrian improvements	Manor Elementary School	Pedestrian improvements along Sir Francis Drake from Oak Manor to Pastori.	Constructed	2012		\$150,000
Constructed	Fairfax		Ross Valley School District	Signing and Markings	All Schools	School area signing and pavement markings	Constructed	2012		\$35,000
Constructed	Fairfax		Ross Valley School District	Ped Xing Beacon & Hi-Vis Xwalk	Manor Elementary School	Pedestrian crossing beacon and high visibility crosswalk (SFD/Oak Tree Lane)	Constructed	2008	\$132,300	
Constructed	Fairfax		Ross Valley School District	Sidewalk, signage and striping	Manor Elementary School	Signage, crosswalk, curb ramps and sidewalk installation on Oak Manor Drive.	Constructed	2013	\$54,500	
Constructed	Fairfax		Ross Valley School District	Ped bike bridge, sidewalks	Manor Elementary School	Sir Francis Drake Blvd. between Marin Rd. and Olema Rd. Construct pedestrian/bicycle bridge; construct sidewalks	Constructed	2006		\$200,000
Constructed	Fairfax		Ross Valley School District	Marin Rd Pedestrian Bridge & SFD Sidewalk	Manor, St. Rita, White Hill	Pedestrian bridge (Marin Rd.), sidewalk installation (SFD)	Constructed	2007		\$478,500
Constructed	Fairfax		Ross Valley School District	Signage Improvements on Sir Francis Drake and Glen Drive	White Hill Middle School	repainting the existing crosswalk across Glen Drive as high-visibility, installing curb ramps, and installing warning signage. Along Sir Francis Drake this plan recommends installing a flashing beacon at the existing crosswalk at just west of Glen.	Constructed	2010	\$48,000	

MARIN SAFE ROUTES TO SCHOOL -- SAFE PATHWAYS PROJECTS

Status	Agency 1	Agency 2	School District	Project Name	School	Description	Status	Const. Yr.	Cost	Final Cost
Planned	Larkspur		Tamalpais Union High School District, Larkspur – Corte Madera School District	Magnolia Avenue Uncontrolled Pedestrian Crossing Enhancements	Hall Middle School, Redwood Hlgh School, Marin Primary & Middle School, Saint Patricks School	Improvements at 3 uncontrolled crosswalks across Magnolia Avenue, including high-visibility crosswalk markings and signage, installation of channelizing island and rectangular rapid flashing beacon. Magnolia Avenue at Baltimore Avenue, Madrone Avenue, and mid-block location north of Madrone Avenue.	Concept Plan			
Planned	Larkspur		Larkspur - Corte Madera School District	Speed Feedback Signs	All schools	Vehicle speed feedback signs (various locations)	Potential - TBD			
Planned	Larkspur		Larkspur - Corte Madera School District	Ped Xing Treatments at Bon Air	Hall Middle School, Redwood Hlgh School	Pedestrian crossing treatments (Magnolia Ave. at Bon Air Rd.)	Potential - TBD			
Planned	Larkspur		Larkspur - Corte Madera School District	Intersection Improvements	Redwood High School	Intersection improvements at Redwood Hwy & Wornum Drive, Lucky Drive & Fifer Ave and Riviera Circle & Doherty Drive.	Potential - TBD			
Committed	Larkspur		Tamalpais Union High School District, Larkspur – Corte Madera School District	Doherty Drive Multi-use Pathway	Hall Middle School, Redwood Hlgh School	Widen narrow sidewalk along Doherty Drive between Riviera Circle and Riviera Circle, provide multi-use pathway between Riviera Circle and Lucky Drive, traffic calm Doherty Drive/Lucky Drive intersection and improve pedestrian and bicycle crossings	Funded - In Design		\$350,000	
Constructed	Larkspur		Tamalpais Union High School District, Larkspur – Corte Madera School District	Doherty Drive Complete Street Improvements	Hall Middle School, Redwood Hlgh School	Reconstruct street, widen bicycle lanes, add multiuse path and sidewalk	Constructed	2012		\$500,000
Constructed	Larkspur		Larkspur - Corte Madera School District	Sandra Marker Trail School Pathway Construction	Hall Middle School, Redwood Hlgh School	Construct paved, ADA accessible connections from William Ave. and Apache Ave. to Sandra Marker Trail.	Constructed	2012	\$329,700	
Constructed	Larkspur		Larkspur - Corte Madera School District	ADA Accessible Path Between Redwood HS and Heatherwood Park	Hall Middle School	Construct 920' of 8'-wide paved path along the existing right-of-way between Doherty Drive and Heatherwood Park; construct 100' of ADA accessible ramp (5% slope) where path turns east of embankment; widen at narrow point to accommodate 8' path; connect path with existing paved path through Heatherwood Park.	Constructed	2013		\$300,000
Constructed	Larkspur		Larkspur - Corte Madera School District	Hi-Vis Xwalk	Hall Middle School, Redwood Hlgh School	High visibility school crosswalk and curb ramps (Doherty Dr. at Piper Park)	Constructed	2009		\$10,000

MARIN SAFE ROUTES TO SCHOOL -- SAFE PATHWAYS PROJECTS

Status	Agency 1	Agency 2	School District	Project Name	School	Description	Status	Const. Yr.	Cost	Final Cost
Constructed	Larkspur		Larkspur - Corte Madera School District	MUP Construction	Hall Middle School, Redwood High School	Multi-Use Pathway (Magnolia Ave. at Doherty Dr.)	Constructed	2008	\$220,000	
Constructed	Larkspur		Larkspur - Corte Madera School District	MUP from Ward to Doherty	Hall Middle School, Redwood High School	Multi-use pathway connection (Ward St. to Doherty Dr.)	Constructed	2013		\$100,000
Constructed	Larkspur		Larkspur - Corte Madera School District	MUP Resurfacing	Hall Middle School, Redwood High School	MUP resurfacing (Ward St. to William Ave.)	Constructed	2009		\$30,000
Constructed	Larkspur		Larkspur - Corte Madera School District	Traffic Controls	Hall Middle School, Redwood High School	School area traffic controls, signing and pavement markings (Doherty Drive and other streets)	Constructed	2010	\$128,750	
Constructed	Larkspur		Larkspur - Corte Madera School District	School Area Signing and Pavement Markings	Marin Primary & Middle	School area signing and pavement markings	Constructed	2010	\$25,000	
Constructed	Larkspur		Larkspur - Corte Madera School District	Path Construction	Redwood High School	Construction of ADA path along right-of-way between Doherty Drive and Heatherwood Park.	Constructed	2010		\$149,760
Constructed	Larkspur		Larkspur - Corte Madera School District	Improve signing and striping	Saint Patricks School	Refresh crosswalks, Install fyg signage on King St and Locust Ave per CA MUTCD 2006 guidelines	Constructed	2009		\$10,000
Constructed	Larkspur		Larkspur - Corte Madera School District	Marin Primary/Middle School Signage Plan Update	Marin Primary & Middle School	Install new xwalk across Magnolia Ave @ Lark Ct. with associated signs and pavement markings; update school-area signage with fluorescent yellow-green signs; construct curb ramp at corner of Magnolia Ave and Lark Ct.; extend red curb in front of school approx. 50' for a total of 75' of restricted parking.	Constructed	2013		\$25,000

MARIN SAFE ROUTES TO SCHOOL -- SAFE PATHWAYS PROJECTS

Status	Agency 1	Agency 2	School District	Project Name	School	Description	Status	Const. Yr.	Cost	Final Cost
Planned	Mill Valley	Marin County	Mill Valley School District	Almonte/Shoreline Bike Lanes	Mill Valley Middle School / High School	Provide Class II bicycle lanes on Shoreline Highway between Tennessee Valley Road and Gibson / Flamingo	Concept Plan			
Planned	Mill Valley		Mill Valley School District	Old Mill & Olive Circulation Improvement Project	Old Mill Elementary	City of Mill Valley Circulation Element directs a study analyzing the merit of one-way configurations of Old Mill and Olive Streets. If the study finds merit, the City will hold a public hearing.	Potential - TBD			
Planned	Mill Valley		Mill Valley School District	Path Improvements	Old Mill Elementary	Steps, lanes and path improvements; sidewalk gap closures (various routes)	Potential - TBD			
Planned	Mill Valley		Mill Valley School District	Buena Vista Improvements	Park Elementary School, Mill Valley Middle School	Sidewalk and high visibility school crosswalks (Buena Vista Avenue)	Potential - TBD			
Planned	Mill Valley	Marin County	Mill Valley School District	Implement County Multi-Use Path (Sausalito-Mill Valley) Access	Edna Maguire Elementary	Pave ADA accessible path and paint high-visibility marked crosswalk on the north leg of the Ashford Avenue/Lomita Drive intersection.	Potential - TBD			
Planned	Mill Valley		Mill Valley School District	Speed Feedback Signs	All Schools	Vehicle speed feedback signs (various locations)	Potential - TBD			
Committed	Mill Valley		Mill Valley School District	Miller Avenue Sidewalk & Bikelane Improvements	Mill Valley Middle School	Miller Avenue sidewalk and bike lane improvements as part of Miller Ave. Precise Plan	In progress	2016-2018	TBD	
Committed	Mill Valley		Mill Valley School District	Throckmorton Sidewalk Gap Closures	Old Mill Elementary School	Construct sidewalks in missing gaps along Throckmorton Avenue	Funded	2016	\$25,000	
Committed	Mill Valley		Mill Valley School District, Tamalpais Union High School District	Camino Alto Bicycle and Pedestrian Improvements	Edna Maguire Elementary, Mill Valley Middle School, Tam High School	Provide Class II bicycle lanes on Camino Alto between Miller Ave and East Blithedale Ave, provide pedestrian crossing signals and high-visibility crosswalks	Funded	2017	\$350,000	
Constructed	Mill Valley		Mill Valley School District	MUP Connection	Edna Maguire Elementary	Multi-use pathway connection (Lomita Dr. to Mill Valley-Sausalito pathway)	Constructed	2013		\$150,000
Constructed	Mill Valley		Mill Valley School District	"15-Minutes to School" Ped Improvement Project	Old Mill Elementary	Appendix C of the Old Mill Travel Plan recommends painting curbs, updating school signage and installing bulb-outs at Old Mill Street and Throckmorton Avenue.	Constructed	2010		
Constructed	Mill Valley		Mill Valley School District	MUP & Bike Lanes	Mill Valley Middle School	MUP, bicycle lanes (Sycamore Ave.)	Constructed	2014	\$411,000	\$486,332
Constructed	Mill Valley		Mill Valley School District	MUP Pathway & Vehicle Feedback Signs	Edna Maguire Elementary, Mill Valley Middle School	MUP (Camino Alto), vehicle feedback signs (Camino Alto, Lomita Dr), MUP connection (MV-Sausalito pathway - Edna Maguire)	Constructed	2003		\$381,040

MARIN SAFE ROUTES TO SCHOOL -- SAFE PATHWAYS PROJECTS

Status	Agency 1	Agency 2	School District	Project Name	School	Description	Status	Const. Yr.	Cost	Final Cost
Constructed	Mill Valley		Mill Valley School District	Signalized Xwalk Enhancements	Edna Maguire Elementary, Mill Valley Middle School	Signalized Xwalk enhancements (E. Blithedale Dr/Lomita Dr)	Constructed	2003	\$20,000	
Constructed	Mill Valley		Mill Valley School District	Curb Extensions and Island Mod	Edna Maguire, Old Mill	Intersection curb extensions and curb ramps, traffic island modifications, high-visibility school crosswalks and signing, sidewalk installation (Lomita Dr., Throckmorton Ave., Lovell Ave.)	Constructed	2009		\$73,040
Constructed	Mill Valley		Mill Valley School District	Curb Extensions and Sidewalk Improvements	Edna Maguire, Old Mill, Tam High	Intersection curb extensions and curb ramps, sidewalk improvements (Throckmorton Ave., Lovell Ave., Miller Ave. at Camino Alto, Miller Ave. at Almonte Blvd.)	Constructed	2009		\$121,000
Constructed	Mill Valley		Mill Valley School District	US101/Seminary Intersection Traffic Calming	Mill Valley Middle School	Intersection traffic calming, high visibility crosswalks, all-way stop sign control (US 101/Seminary Dr.)	Constructed	2006		\$60,000
Constructed	Mill Valley		Mill Valley School District	Summit/Lovell Intersection Improvement Project	Old Mill Elementary	Relocate crosswalk to west side of intersection so it is closer to the school entrance.	Constructed	2007		
Constructed	Mill Valley		Mill Valley School District	Improve Awareness of Pedestrians	Park Elementary School	Signage improvements are at the crossings in the vicinity of the school. These improvements are on Elm Avenue, Catalpa Avenue, and Blithedale Avenue, and include restriping existing crosswalks to high-visibility ladder crosswalks and installing advance warning and crosswalk signage.	Constructed	2009		\$10,000
Constructed	Mill Valley		Mill Valley School District	Miller Ave./Camino Alto Intx Traffic Calming	Tam High	Intersection traffic calming, separation of drop-off/pick-up from walking and bicycling paths (Miller Ave. near Camino Alto)	Constructed	2009		
Constructed	Mill Valley	Tamalpais High School	Tamalpais Union High School District	Intersection Traffic Calming	Tamalpais High School	Intersection traffic calming, separation of drop-off/pick-up from walking and bicycling paths (Miller Ave. near Camino Alto)	Constructed	2009		\$250,000
Constructed	Mill Valley		Tamalpais Union High School District	Crosswalk relocation	Tamalpais High School	School xwalk relocation, hi-vis markings, railing installation (Miller Ave/Camino Alto)	Constructed	2006		\$25,000
Constructed	Mill Valley		Mill Valley School District	Camino Alto, Miller/Almonte Improvement Project	Mill Valley Middle School, Tam High School	Modify existing multi-use path along east side of Camino Alto b/w Sycamore and Miller, intx curb extentions (Camino Alto/Miller Ave), ped xing treatment (Miller Ave/Almonte Ave)	Constructed	2014	\$565,286	\$610,300
Constructed	Mill Valley		Mill Valley School District	Montford Avenue Sidewalk Improvements	Mill Valley Middle School	Sidewalk Improvements on Montford Ave (west side) between Ethel and 26 Montford	Constructed	2014		\$65,000

MARIN SAFE ROUTES TO SCHOOL -- SAFE PATHWAYS PROJECTS

Status	Agency 1	Agency 2	School District	Project Name	School	Description	Status	Const. Yr.	Cost	Final Cost
Constructed	Mill Valley		Mill Valley School District	School Traffic Calming project	Edna Maguire, Mill Valley Middle, Old Mill, Park, Tam High:	<p>Replace obsolete school area traffic controls (Edna Maguire, Mill Valley Middle, Tam High); extend curb, widen sidewalk, install high-visibility crosswalk and provide LPI phase at East Blithedale/Elm (Park); install vehicle speed feedback signs (Tam High); install pedestrian crossing beacon at Miller/Almonte (Mill Valley Middle, Tam High)</p> <p>Park: At Locust and Catalpa, refresh STOP bar and markings, add crosswalk, reconstruct curb ramp. At Fern and Catalpa, add crosswalk on Fern , construct curb ramps. At Blithdale and Catalpa, stripe yellow channelizing lines around in-pavement ped signs, widen sidewalk between East and Elm.</p> <p>Traffic calming, crosswalk enhancements, bike route improvements (Sycamore Park and Tam Park neighborhoods)</p> <p>Elm/E. Blithedale: Modify traffic signal to provide lagging permissive left turn for WB traffic on Blithdale Ave, Cut corner of retaining wall and provide larger waiting area, if possible.</p>	Constructed	2015		\$492,578
Committed	Mill Valley		Mill Valley School District	Multi-Use Pathway Connector Project	Mill Valley Middle School	Resurface east end Sycamore Avenue install bike lanes to connect to County N/S multi-use path on Sycamore Ave between Camino Alto and the multi-use path	Constructed	2014-2015		\$486,332
Constructed	Mill Valley		Mill Valley School District	Lovell Street Intersection Improvement Project	Old Mill Elementary	Install yield sign on westbound approach of Lovell Avenue and Old Mill Intersection. Construct concrete bulb-outs on southeast and southwest corners of Lovell Avenue.	Completed	2012		\$125,000

MARIN SAFE ROUTES TO SCHOOL -- SAFE PATHWAYS PROJECTS

Status	Agency 1	Agency 2	School District	Project Name	School	Description	Status	Const. Yr.	Cost	Final Cost
Planned	Novato		Novato School District	Adams/Johnson @ Cambridge/Johns on Intx Improvements	Rancho Elementary School	Intersection improvements at Adams Street & Johnson Street and at Cambridge Street & Johnson Street.	Concept Plan			
Planned	Novato		Novato School District	San Jose Middle School Traffic Safety Improvements	San Jose Middle School	A project to extend the school drop-off vehicle path of travel to Ignacio Boulevard adjacent to Kathy Court to relieve the congestion on Sunset Parkway and Merritt Drive and reduce pedestrian-vehicle conflict at the school crossing.	Potential - TBD			
Planned	Novato		Novato School District	Sidewalk Gap Closures	Hill Middle School (CLOSED)	Sidewalk gap closures and intersection enhancements (various locations)	Potential - TBD			
Planned	Novato		Novato School District	Intersection Improvements & Traffic Calming	Lu Sutton Elementary School	Intersection improvements and traffic calming (Center Rd.)	Potential - TBD			
Planned	Novato		Novato School District	Arthur & Cambridge St Ped Circulation	Novato High	Pedestrian circulation improvements (Arthur St., Cambridge St.)	Potential - TBD			
Planned	Novato		Novato School District	Signing and Pavement Markings	Novato High, San Marin High	School area signing and pavement markings	Potential - TBD			
Planned	Novato		Novato School District	San Marin Dr Ped Circulation	San Marin High	Pedestrian circulation improvements (San Marin Dr.)	Potential - TBD			
Planned	Novato		Novato School District	Ignacio Blvd and Fairway Dr Intersection Improvements	Loma Verde Elementary School	Improve pedestrian safety with additional signage and street striping. The installation of curb ramps and a pedestrian refuge is also suggested.	Potential - TBD			
Committed	Novato			Main Gate Rd Intx Improvements	Novato Charter	Intersection pedestrian enhancements (Main Gate Rd.)	In Progress - Unclear			
Committed	Novato		Novato School District	Cambridge/Arthur Bulb-Outs	Rancho Elementary School	Construct bulb-outs on all 4 corners; bulb-out should extend a maximum of 6' into roadway to accommodate bicyclists; relocate drainage inlets and modifications to drain lines to accommodate bulb-outs.	In Progress - Unclear	2016		
Committed	Novato		Novato School District	Harrison/Cambridge Curb Ramps	Rancho Elementary School	Construct curb ramps on NW & SW corners; accommodate existing valley gutter across Harrison.	In Progress - Unclear	2016		
Committed	Novato		Novato School District	Sidewalk Gap Closure and sidewalk improvements	Olive ES, Rancho ES, Novato High	Peach Street and Plum Street Sidewalk Gap Closure combined with Cambridge Street/Arthur Street Sidewalk Gap Closure and sidewalk improvements	Funded	2016	\$350,000	

MARIN SAFE ROUTES TO SCHOOL -- SAFE PATHWAYS PROJECTS

Status	Agency 1	Agency 2	School District	Project Name	School	Description	Status	Const. Yr.	Cost	Final Cost
Committed	Novato		Novato School District	Enhanced Pedestrian Crosswalk Improvements	Rancho School, Novato High, San Jose Middle School, Loma Verde	Enhanced Pedestrian Crosswalk Improvements at S Novato Blvd/Lark Court, S Novato Blvd/Yukon Way, Ignacio Blvd/Laurelwood Dr, Ignacio Blvd/Country Club Dr	Funded	2016	\$100,000	
Committed	Novato		Novato School District	Speed Feedback Signs	Hamilton Elementary, Pleasant Valley, Novato High, San Marin High	Solar Powered Radar Speed Information Sign Installations	Funded	2016	\$25,000	
Committed	Novato		Novato School District	Traffic Calming Improvements for Center Road (3 Options)	Lu Sutton Elementary School	All recommendations for Center Road include striping lanes, removing the loading zone from the south side of the road and reducing travel lanes to ten feet, which is intended to slow motor vehicular traffic and provide space for all street users. Option 1: Bike lanes on both sides of street with parking on the south side. Option 2: Stripe wide shoulders with ten-foot travel lanes. Option 3: Create parking lanes on the north and south sides of Center Road and provide a bike lane on the north side of the street. Restrict parking on south side during school hours to accommodate bicyclists traveling east.	Funded - In Design			
Committed	Novato		Novato School District	Wilson Ave and Center Rd Intersection Improvements (3 Options)	Lu Sutton Elementary School	Option 1: Paint limit lines (stop bars) approximately five feet before crosswalk. Option 2: Install a traffic signal in addition to limit lines (stop bars) before the crosswalk. Option 3: Construct a roundabout with splitter islands and high-visibility crosswalks to calm traffic.	Funded - In Design			
Committed	Novato		Novato School District	Olive Avenue Traffic Calming	Olive Elementary School	Traffic Calming Recommendations for Olive Ave	Funded - In Design			
Constructed	Novato			Hamilton/SMART Ped Xing	Novato Charter	Pedestrian crossing improvements (Hamilton Pkwy./SMART)	Constructed	2015		
Constructed	Novato		Novato School District	Indian Valley Rd Sidewalk and Intx Improvements	Hill Middle School (CLOSED)	Sidewalk, curb, gutter, ADA ramps, and additional pavement for Class II bike lanes (along Indian Valley Road and at corner of Indian Valley Road and Hill Road)	Constructed	2012	\$269,000	\$371,000
Constructed	Novato		Novato School District	Signing and Pavement markings	Hamilton, Hill Middle, Lu Sutton, Lynwood, Olive, Pleasant Valley, Rancho	School area signing and pavement markings for all seven schools; multi-use pathway serving Pleasant Valley (Vineyard Rd.)	Constructed	2007		\$138,002

MARIN SAFE ROUTES TO SCHOOL -- SAFE PATHWAYS PROJECTS

Status	Agency 1	Agency 2	School District	Project Name	School	Description	Status	Const. Yr.	Cost	Final Cost
Constructed	Novato		Novato School District	Alameda de la Loma and Fairway Dr Improvements for Pedestrians	Loma Verde Elementary School	Additional pedestrian oriented signage and striping	Constructed	2013		\$25,000
Constructed	Novato		Novato School District	Traffic Calming	Lynwood, Olive, San Ramon	Curb extensions, pedestrian refuge islands, bicycle lanes, high visibility school crosswalks, pedestrian signal, traffic calming features (various streets) Lynwood: update signage and markings, curb extensions at north and east corners of Lynwood Drive and Sunset Parkway, refuge island in the median of Sunset Parkway. Novato Boulevard: Install Leading Pedestrian Intervals at crosswalks. Olive: update signage and markings San Ramon ES: San Ramon Way & San Benito Way (North)bulb out; San Ramon Way & San Juan Way (South) curb ext. and pavement markings; San Ramon Way & San Benito Way (South) Improvements bulb outs and xwalks	Constructed	2009		\$660,000
Constructed	Novato		Novato School District	Crosswalk improvements	Pleasant Valley Elementary School	Crosswalk improvements were recommended at the following intersections: Sutro Avenue and Vineyard Road, Bear Creek Road and Vineyard Road, and Angelica Court and Vineyard Road. In addition, curb ramps were installed at the northeast corner of Sutro Avenue and Vineyard Road and the northwest and southwest corners of Angelica Court and Vineyard Road.	Constructed	2013		\$250,000
Constructed	Novato		Novato School District	Wilson and Center Improvements	Pleasant Valley Elementary School	Intersection improvements at Wilson and Center and traffic calming on Center road.	Constructed	2013		\$325,000
Constructed	Novato		Novato School District	Adams/Johnson Street Improvements	Rancho Elementary School	Stop sign and crosswalk at Adams Street & Johnson Street.	Constructed	2013		\$5,000
Constructed	Novato		Novato School District	Adams St & Johnson Improvements	Rancho Elementary School	Traffic control, high visibility school crosswalk, curb ramps (Adams St./Johnson St.)	Constructed	2009		\$15,000
Constructed	Novato		Novato School District	Novato Blvd MUP	San Ramon, San Marin High	Multi-use pathway (Novato Blvd.)	Constructed	2007		\$94,250

MARIN SAFE ROUTES TO SCHOOL -- SAFE PATHWAYS PROJECTS

Status	Agency 1	Agency 2	School District	Project Name	School	Description	Status	Const. Yr.	Cost	Final Cost
Planned	Ross			Lagunitas Multimodal Improvements	Ross Elementary School	Multimodal improvements from Shady Ln to SFD Blvd. Traffic Control, crosswalk, sidewalk, and striping modification	Concept Plan			
Planned	Ross	San Anselmo		Phase II-Bolinas - OBAG	Ross Elementary School	Multimodal improvements on Bolinas Ave between San Anselmo Ave and Sir Francis Drake Blvd	Potential - TBD			
Planned	Ross		Ross School District	Signing and Pavement Markings	Ross, Branson	School area signing and pavement markings	Potential - TBD			
Planned	Ross		Ross School District	Speed Feedback Signs	Ross, Branson	Vehicle speed feedback signs (various locations)	Potential - TBD			
Committed	Ross			Laurel Grove/SFD sidewalk	Ross Elementary School	Sidewalk extension/properly aligned Laurel Grove crosswalk	Funded		\$25,000	
Constructed	Ross		Ross School District	SFD Ped Pathway	Ross Elementary School	Pedestrian pathway (Sir Francis Drake Blvd. between Lagunitas Rd. and Bolinas Ave.)	Constructed	2013	\$200,000	
Constructed	Ross	San Anselmo		Bolinas Ave Improvements	Branson, Ross, St. Anselm, Wade Thomas	Pedestrian refuge islands, curb extensions and ramps, signs, pavement markings (Bolinas Avenue)	Constructed	2013	\$337,000	
Constructed	Ross		Ross School District	Sir Francis Drake Blvd./Lagunitas Rd. traffic calming	Ross Elementary School	Intersection traffic calming, pedestrian treatments, high visibility crosswalks, updated pedestrian signals (Sir Francis Drake Blvd./Lagunitas Rd.)	Constructed	2014	\$553,000	
Constructed	Ross		Ross School District	Shady Ln Traffic Control	Ross Elementary School	Pedestrian and traffic control enhancements (Shady Ln./Lagunitas Rd., Shady Ln./Locust Ave.)	Constructed	2012	\$5,000	
Constructed	Ross		Ross School District	Shady Ln Ped Pathway	Ross Elementary School	Pedestrian pathway (Shady Ln.)	Constructed	2009		\$311,207
Constructed	Ross		Ross School District	Laurel Grove Ped Walkway	Ross Elementary School	Pedestrian walkway and roadway narrowing (Laurel Grove)	Constructed	2006		\$15,000
Constructed	Ross		Ross School District	Shady Ln./Ames Ave crosswalk	Ross Elementary School	School crosswalk, pathway connecting ramp (Shady Ln./Ames Ave.)	Constructed	2010		\$20,000

MARIN SAFE ROUTES TO SCHOOL -- SAFE PATHWAYS PROJECTS

Status	Agency 1	Agency 2	School District	Project Name	School	Description	Status	Const. Yr.	Cost	Final Cost
Planned	San Anselmo		Ross Valley School District	School Bike Spine Project - Phase 1	Wade Thomas Elementary, St. Anselms Elementary	Develop designated school bike route, with shared lane use pavement markings and school bike route signing, along Laurel Ave., Kemp Ave., Tamalpais Ave., Cedar St., Richmond Rd., Jones St., and Ross Ave.	Concept Plan		\$90,000	
Planned	San Anselmo		Ross Valley School District	School Bike Spine Project - Phase 2	Sir Francis Drake HS, Brookside ES	Develop designated school bike route, with shared lane use pavement markings and school bike route signing, along Saunders Ave, Sir Francis Drake Blvd, Mountain View Ave, Brookside Dr, Berkeley Ave, The Alameda, Caleta Ave	Concept Plan			
Planned	San Anselmo		Ross Valley School District	Ross Ave Crosswalk	Wade Thomas Elementary	Install new striped crosswalk with curb ramps at the intersection of Ross Avenue and Jones Street	Concept Plan			
Planned	San Anselmo	St. Anselm's Elementary School	Ross Valley School District	St. Anselms Traffic Calming Low-Cost Option	St. Anselms Elementary	Install concrete curb with dowling and epoxy; provide space for existing xwalk; Optional: add stop signs on Mariposa; modify circulation pattern by reconfiguring Richmond to one-way	Potential - TBD			
Planned	San Anselmo		Ross Valley School District	Sunnyside Sidewalk Gap Closure	Wade Thomas Elementary	Install new sidewalk and crosswalks to close gaps in existing sidewalks and improve safety for bikes and peds.	Potential - TBD			
Planned	San Anselmo		Ross Valley School District	Brookside Bike Path	Brookside ES	Reconstruct existing stairway to accommodate bikes.	Potential - TBD			
Planned	San Anselmo		Ross Valley School District	Belle Ave Sidewalk Repair	St. Anselms ES	Reconstruct existing sidewalk, curb and gutter.	Potential - TBD			
Planned	San Anselmo		Ross Valley School District	SFD (Butterfield to San Francisco) Traffic Calming	Brookside	Traffic calming (Sir Francis Drake Blvd. between Butterfield Rd. and San Francisco Blvd.)	Potential - TBD			
Planned	San Anselmo		Ross Valley School District	Signing and Pavement Markings	Brookside, Wade Thomas	School area signing and pavement markings	Potential - TBD			
Committed	San Anselmo		Ross Valley School District	Ped Improvements at Various Locations	Wade Thomas ES, Brookside ES, St Anselmo ES	Install crosswalks and ped safety barrier, construct speed table, sidewalks, and curb ramps; upgrade traffic signals and crosswalks	Funded	2016	\$619,200	
Committed	San Anselmo		Ross Valley School District	Intersection Reconfiguration	Wade Thomas Elementary	Intersection reconfiguration/traffic calming (Red Hill/Greenfield/Hilldale)	Funded	Ant. In 2016	\$150,000	
Committed	San Anselmo		Ross Valley School District	SFD/Butterfield Sidewalk Gap Closure	Brookside ES	Install new sidewalk and crosswalks to close gaps in existing sidewalks and improve safety for bikes and peds.	Funded		\$440,000	
Committed	San Anselmo		Ross Valley School District	Broadmoor Sidewalk Gap Closure	Brookside ES	Install new sidewalk and crosswalks to close gaps in existing sidewalks and improve safety for bikes and peds.	Funded		\$350,000	

MARIN SAFE ROUTES TO SCHOOL -- SAFE PATHWAYS PROJECTS

Status	Agency 1	Agency 2	School District	Project Name	School	Description	Status	Const. Yr.	Cost	Final Cost
Committed	San Anselmo		Ross Valley School District	The Alameda Traffic Calming	Brookside	Traffic calming (The Alameda)	Designed	2016		
Committed	San Anselmo		Ross Valley School District	Miracle Mile @ United Markets Intx Improvements (Short-Term)	Wade Thomas Elementary	Make all xwalks consistent: white, hi-vis ladder style, add stop lines at locations shown; replace existing ped signal heads with ped countdown signals, and provide an early release pedestrian phase for crossing of Red Hill Ave; install ped signals for Sequoia Dr xing; ensure ped pushbuttons on intx corners are ADA compliant; signalize right turn movement from Greenfield Ave/Greefield Ct. to Red Hill Ave (install right turn signal as appropriate)	Designed	Ant. In 2016		
Committed	San Anselmo		Ross Valley School District	Miracle Mile @ United Markets Intx Improvements (Long-Term)	Wade Thomas Elementary	Extend curbs on Greenfield Ave/Greenfield Ct. and Red Hill Ave; relocate traffic signal controller cabinet to improve sightline	Designed			
Committed	San Anselmo		Ross Valley School District	Speed Feedback Signs	Brookside, Wade Thomas	Vehicle speed feedback signs (various locations)	Partially Constructed	2013		\$30,000
Committed	San Anselmo		Ross Valley School District	Red Hill Ave./Sequoia Dr., Sir Francis Drake Blvd./Ross Ave. Intx Improvements	St. Anselms Elementary, Wade Thomas Elementary	Intersection traffic calming, high visibility crosswalks, curb ramps, pedestrian traffic signals (St. Anselms, Wade Thomas: Red Hill Ave./Sequoia Dr., Sir Francis Drake Blvd./Ross Ave.)	Partially Constructed	2016	\$90,000	
Constructed	San Anselmo		Ross Valley School District	Sidewalk Construction	Brookside Elementary School	On Butterfield Rd. and Brookside Dr. Construct curb, gutter sidewalk and curb ramps; install traffic signal enhancements with related striping and signing improvements	Constructed	2006		\$442,800
Constructed	San Anselmo		Ross Valley School District	Berkeley Ave from The Alameda to Broadmoor Ave Traffic Calming	Brookside Elementary School	Pave the road and add four speed tables or speed cushions on the street. One of these traffic calming devices would be located immediately adjacent to the School pathway.	Constructed	2007		\$75,000
Constructed	San Anselmo		Ross Valley School District	Sidewalk/Crosswalk Enhancements	St. Anselms Elementary, Wade Thomas Elementary	Sidewalks curb ramps, high visibility curb ramps, traffic calming, crosswalk enhancements (Richmond Rd., Mariposa Ave., Ross Ave.)	Constructed	2011	\$342,375	
Constructed	San Anselmo		Ross Valley School District	Ross Avenue & Kensington Road Intx Improvements	Wade Thomas Elementary	Complete sidewalk west of school; add advance stop lines at intx of Ross and Kensington	Constructed	2011	\$75,000	
Constructed	San Anselmo		Ross Valley School District	Sidewalk and Crosswalk Improvements	Brookside Elementary School	Widen sidewalks, install curb ramps and crosswalks on Butterfield Road.	Constructed	2012	\$236,000	

MARIN SAFE ROUTES TO SCHOOL -- SAFE PATHWAYS PROJECTS

Status	Agency 1	Agency 2	School District	Project Name	School	Description	Status	Const. Yr.	Cost	Final Cost
Constructed	San Anselmo		Ross Valley School District	Greenfield Ave Bike/Ped Enhancements	Wade Thomas Elementary	Pedestrian and bicycle enhancements, traffic calming (Greenfield Ave.)	Constructed	2012	\$551,000	
Constructed	Ross	San Anselmo		Bolinas Ave Improvements	Branson, Ross, St. Anselm, Wade Thomas	Pedestrian refuge islands, curb extensions and ramps, signs, pavement markings (Bolinas Avenue)	Constructed	2013	\$337,000	
Constructed	San Anselmo		Ross Valley School District	Bolinas Ave Bike/Ped Enhancements	Wade Thomas Elementary	Traffic calming, pedestrian and bicycle enhancements (Bolinas Ave.)	Constructed	2013		\$10,000
Constructed	San Anselmo		Ross Valley School District	Broadmoor Curb Ramps	Brookside ES	Construct new curb ramps to improve accessible route on sidewalk.	Constructed	2014	\$25,000	\$25,000
Constructed	San Anselmo			Rectangular RapidFlashing Beacon Installations on SFD at Madrone and Saunders crossings	SFD HS, Brookside ES, Wade Thomas ES	Install Rectangular Rapid Flashing Beacons and signage at existing HAWK crossings on Sir Francis Drake Boulevard	Constructed	2015	\$25,000	\$25,000
Constructed	San Anselmo	Brookside Elementary	Ross Valley School District	Brookmeade Pl. Ped Enhancements	Brookside	Pedestrian enhancements (Brookmead Pl. in vicinity of school access)	Constructed			
Constructed	San Anselmo		Ross Valley School District	Butterfield Rd. Bike/Ped Enhancements	Brookside	Traffic calming, pedestrian and bicycle enhancements (Butterfield Rd. in vicinity of school access)	Constructed			
Constructed	San Anselmo		Ross Valley School District	Ross Avenue & S.F.D. Blvd. Intersection Improvements (Short-Term)	Wade Thomas Elementary	Make all xwalks consistent: white, hi-vis ladder style, add stop lines at locations shown; install ped countdown signals for the northern xing of S.F.D./San Anselmo Ave; provide an early release ped phase for this xing; remove ped push buttons on islands, and ensure ped pushbuttons on intx corners are ADA compliant; install "TURNS YIELD TO PEDS" signs at locations shown	Constructed	2013		\$75,000

MARIN SAFE ROUTES TO SCHOOL -- SAFE PATHWAYS PROJECTS

Status	Agency 1	Agency 2	School District	Project Name	School	Description	Status	Const. Yr.	Cost	Final Cost
Planned	San Rafael		San Rafael School District	Pedestrian Gap Safety Closure Project	Davidson Middle School	Construct missing sidewalk, narrow driveways, install ADA compliant curb ramps, investigate bulb-outs, install associated drainage improvements. Update signing and striping.	Concept Plan			
Planned	San Rafael		San Rafael School District	Francisco Boulevard East Sidewalk Widening	Davidson Middle School; San Rafael High School; Coleman Elementary	Widen existing sidewalk on east side of Francisco Boulevard East, narrow driveways, relocate utilities out of path of travel, provide ADA compliant curb ramps, upgrade sidewalk to meet ADA	Concept Plan			
Planned	San Rafael		San Rafael School District	Grand/Elm/Linden Intersection Improvements	Coleman Elementary	Install sidewalk and ADA compliant curb ramps. Construct associated drainage modifications to locate the facilities out of the crosswalk. Install sidewalk on the east side of Grand between the intersection to 250 feet north.	Concept Plan			
Planned	San Rafael		San Rafael School District	Grand Avenue between Acacia & Myrtle	Coleman Elementary	Install sidewalk to replace existing unpaved gravel walkways.	Concept Plan			
Planned	San Rafael		San Rafael School District	Grand Avenue/Belle Avenue Crossing Improvements	Coleman Elementary	Stripe yellow transverse crosswalk across Belle Avenue. Construct curb ramp on northeast corner. Move stop sign for eastbound Grand Avenue traffic so it is visible.	Potential - TBD			
Planned	San Rafael		San Rafael School District	River Oaks Road Improvements	Sun Valley Elementary School	Option 1 includes installation of 1,000 feet of concrete sidewalk along the east side of the street between 5th Avenue and Racquet Club Drive, curb ramps and a high visibility crosswalk and signage at Racquet Club Drive. requires approximately 150 feet of retaining wall and some fill. Option 2 consists of 300 feet of concrete sidewalk along the west side of River Oaks Drive between 5th Avenue and Racquet Club Drive.	Potential - TBD			
Planned	San Rafael		San Rafael School District	5th Avenue at River Oaks Road Intx Improvements	Sun Valley Elementary School	raising the pavement adjacent to Sun Valley School to prevent parking on the crosswalk, sidewalk extensions on the southwest and southeast corners and high visibility marked crosswalks on 5th Avenue and River Oaks Road. Installation of a traffic circle should be evaluated.	Potential - TBD			
Planned	San Rafael		San Rafael School District	Pt. San Pedro Road Pedestrian Improvements	San Pedro Elementary Sidewalk Installation	Construct sidewalks, speed feedback signs on Pt. San Pedro Road adjacent to San Pedro Elementary	Potential - TBD			
Planned	San Rafael		Dixie School District	Vallecito Elementary School Path	Vallecito Elementary School	Widen the sidewalk along Nova Albion Way between the childcare parking lot south of the school to Montecillo.	Potential - TBD			

MARIN SAFE ROUTES TO SCHOOL -- SAFE PATHWAYS PROJECTS

Status	Agency 1	Agency 2	School District	Project Name	School	Description	Status	Const. Yr.	Cost	Final Cost
Planned	San Rafael		San Rafael School District	Jewell Street Improvements	Coleman Elementary	Construct 4-foot sidewalk on north side of Jewell Street from Grand Avenue to school grounds. Sidewalk will cross six driveways and require landscaping and fencing to be moved.	Potential - TBD			
Planned	San Rafael		Dixie School District	Parking Restriction	Vallecito Elementary School	Restrict parking between the school's driveways during drop-off and pick-up periods to. Allow parking during all other periods.	Potential - TBD			
Planned	San Rafael	GGBHTD	Dixie School District	Bus Stop Relocation	Vallecito Elementary School	Work with Golden Gate Bridge Highway and Transit District to relocate bus stop and shelter on west side of Nova Albion.	Potential - TBD			
Planned	San Rafael		San Rafael School District	Lindaro Street and Woodland Avenue Intx Improvements	Davidson Middle School	Consider removing crosswalk across north leg of intersection.	Potential - TBD			
Committed	San Rafael		San Rafael School District	Grand Avenue Pathway Connector	San Rafael High School, Davidson Middle School, Coleman Elementary School	Install a bicycle/pedestrian bridge across the San Rafael Canal, adjacent to the existing Grand Avenue Bridge.	Funded		\$824,000	
Constructed	San Rafael	TAM	Dixie School District	Hi-Vis midblock crosswalk	Vallecito Elementary School	provide dedicated and trained crossing guard at new mid-block crossing of Nova Albion. If new mid-block crossing successfully supervised, include lighted crosswalk and/ or curb extensions	Constructed	2006		
Constructed	San Rafael		San Rafael School District	Safe Routes to School Improvements Project	Bahia Vista Elementary	Construct raised crosswalk and curb extensions, install associated drainage requirements.	Constructed	2007		\$386,351
Constructed	San Rafael		Dixie School District	Safe Routes to School Improvements Project	Vallecito Elementary School, Bahia Vista	Construct curb extensions and high visibility school xwalk. Install vehicle radar speed feedback signs	Constructed	2007		\$327,800
Constructed	San Rafael		Dixie School District	Driver Feedback	Vallecito Elementary School	Install driver speed feedback signs along Nova Albion.	Constructed	2007		
Constructed	San Rafael		Dixie School District	Parking Prohibition	Vallecito Elementary School	Install red paint and/or signage to prohibit parking along the west side of Nova Albion between Arias and the school entry driveway, and between the school's exit driveway and pre-school parking lot.	Constructed	2007		
Constructed	San Rafael		Dixie School District	Signage and Striping Improvements	Vallecito Elementary School	Signage, striping, and pedestrian improvements to the school entrance.	Constructed	2007		

MARIN SAFE ROUTES TO SCHOOL -- SAFE PATHWAYS PROJECTS

Status	Agency 1	Agency 2	School District	Project Name	School	Description	Status	Const. Yr.	Cost	Final Cost
Constructed	San Rafael		San Rafael School District	School Area Improvements	Coleman Elementary	Construct sidewalk along east side of Belle Avenue between Coleman School and Grand Avenue, with the following recommendations: Construct 6-foot sidewalk, 4-foot buffer, curb and gutter along Belle Avenue between Coleman School and gate to soccer fields. Replace angle parking with 8-foot wide parallel parking, leaving 12-foot northbound travel lane on Belle Avenue. Construct driveway apron at soccer field gate to accommodate sidewalk. North of soccer field gate, construct 6-foot sidewalk on top of berm. Construction should be in conjunction with planned improvements to Dominican College soccer fields.	Constructed	2008		
Constructed	San Rafael	GGBHTD	San Rafael School District	Grand Avenue and Mountain View Avenue Intersection Improvements	Coleman Elementary	Extend bus pad to crosswalk and construct curb ramp leading to crosswalk. Post no-parking signs from east of intersection to 20-feet west of intersection.	Constructed	2008		
Constructed	San Rafael		San Rafael High School District	Sidewalk and Crosswalk Improvements on Mission Ave	San Rafael High School	Construct a sidewalk and curb ramps in the gap on Mission Ave. between Union St. and Belle Ave. Install crosswalks and speed feedback signs.	Constructed	2008		\$177,000
Constructed	San Rafael		San Rafael High School District	Intersection Safety Enhancements	San Rafael High School	Intersection safety enhancements, sidewalks (Third St./Union St.)	Constructed	2010		\$300,000
Constructed	San Rafael		San Rafael School District	Sun Valley Pedestrian Improvements	Sun Valley Elementary School	Sidewalk, curb ramps, hi-vis xwalk, school xwalk signage	Constructed	2010	\$362,179	\$127,306
Constructed	San Rafael		San Rafael School District	Sidewalk Improvements on Woodland	Laurel Dell Elementary	Construct new five foot wide sidewalk with five foot wide buffer on Woodland from Lindaro to Lovell.	Constructed	2011	\$250,000	\$203,201

MARIN SAFE ROUTES TO SCHOOL -- SAFE PATHWAYS PROJECTS

Status	Agency 1	Agency 2	School District	Project Name	School	Description	Status	Const. Yr.	Cost	Final Cost
Constructed	San Rafael		San Rafael School District	Belle Avenue Pedestrian Improvements	Coleman Elementary	Narrow northbound lane on Belle Avenue north of Rafael Drive to school driveway. Reconstruct curb ramp at driveway and realign crosswalk. Replace existing crosswalk across Belle Avenue with a raised crosswalk, realigned to match path into school. Replace existing signs with Assembly B pedestrian warning signage and refresh "Slow School Xing" pavement markings. Reconstruct northeast curb ramps at intersection of Belle Avenue and Rafael Drive to improve drainage, and reconstruct southeast curb ramp and realign crosswalk across San Rafael Drive so it is parallel to Belle Avenue.	Constructed	2012	\$303,900	\$204,248
Constructed	San Rafael	Davidson Middle School	San Rafael School District	Lindaro Street: School to Jordan Street Sidewalk	Davidson Middle School	Construct 350 feet of 8' sidewalk from end of sidewalk north of school to Jordan Street. Narrow up to six driveways. Install "No Left Turn" signs at driveway exit. Improve uncontrolled crossing at Lindaro Street and Jordan Street by installing fluorescent yellow-green pedestrian warning signage at the crosswalk, refreshing "Slow School Xing" pavement markings, and restricting parking adjacent to crosswalk. Install or upgrade existing signage to fluorescent yellow-green school area signage. Install radar speed feed-back signs.	Constructed	2014		\$309,275
Constructed	San Rafael			5th Avenue at Cottage Avenue	Marin Academy	Replace school crossing signs with solar LED signs at 5th/Cottage	Constructed	2015	\$25,000	\$33,250

MARIN SAFE ROUTES TO SCHOOL -- SAFE PATHWAYS PROJECTS

Status	Agency 1	Agency 2	School District	Project Name	School	Description	Status	Const. Yr.	Cost	Final Cost
Planned	Sausalito		Sausalito – Marin City School District, Private	Coloma Ave. Sidewalk and Bridgeway Bus Stop Relocation	New Village School and Lycée Français de San Francisco	Coloma Ave. Sidewalk and Bridgeway Bus Stop Relocation, including new curb, gutter, sidewalk and curb ramps along the northern side of Coloma Ave. between Bridgeway and the Coloma Ave. entrance to the MLK property along with the relocation of a bus stop on the eastern side of Bridgeway from the southerly side of Coloma Ave. to the northerly side of Coloma Ave. with construction of a bus pull out.	Concept Plan			
Planned	Sausalito		Sausalito – Marin City School District, Private	Ebbtide Pedestrian Refuge Improvements	New Village School and Lycée Français de San Francisco	Ebbtide Pedestrian Refuge Improvements at the Ebbtide entrance to the MLK property including new sidewalk, curb ramps, storm drain pipe headwall, storm drain pipe, storm drain inlet, pavement marking.	Concept Plan			
Planned	Sausalito		Private	Tomales St. improvements	New Village School and Lycée Français de San Francisco	Tomales St. improvements within its unimproved right of way between Coloma St. and Butte St., including new curb, gutter and sidewalk, retaining wall, curb ramps, signage, pavement markings, curb painting.	Potential - TBD			
Planned	Sausalito		Sausalito Marin City School District	School area signing and pavement markings	All Schools	School area signing and pavement markings	Potential - TBD			
Planned	Sausalito		Sausalito Marin City School District	Vehicle speed feedback signs (various locations)	All Schools	Vehicle speed feedback signs (various locations)	Potential - TBD			
Planned	Sausalito		Sausalito Marin City School District	Intersection Pedestrian Enhancements	Bayside Academy/MLK, Willow Creek Academy	Intersection pedestrian enhancements (Nevada St./Buchanan Dr.)	Potential - TBD			
Planned	Sausalito		Sausalito Marin City School District	Pedestrian crossing enhancements (Bridgeway/Nevada St.)	Bayside Academy/MLK, Willow Creek Academy	Pedestrian crossing enhancements (Bridgeway/Nevada St.)	Potential - TBD			
Planned	Sausalito		Sausalito Marin City School District	Nevada Street Sidewalk Improvements	Bayside Academy/MLK, Willow Creek Academy	Sidewalk improvements (Nevada St.)	Potential - TBD			
Planned	Sausalito		Private	Pedestrian crossing enhancements (Bridgeway/Coloma St.)	Lycée Français de San Francisco	Pedestrian crossing enhancements (Bridgeway/Coloma St.)	Potential - TBD			
Planned	Sausalito		Private	Pedestrian path (Coloma St.)	Lycée Français de San Francisco	Pedestrian path (Coloma St.)	Potential - TBD			

MARIN SAFE ROUTES TO SCHOOL -- SAFE PATHWAYS PROJECTS

Status	Agency 1	Agency 2	School District	Project Name	School	Description	Status	Const. Yr.	Cost	Final Cost
Committed	Sausalito	County of Marin	Sausalito – Marin City School District	Donahue Street, N. Bridge Blvd., and Bridgeway Sidewalk, Pathway and Pedestrian Lighting Project	Bayside Martin Luther King, Jr. Academy, Willow Creek Academy, and New Village School	Enhancing pedestrian safety lighting along Donahue Street sidewalk between Marin City and Sausalito, under the US 101 freeway overpass. Widening the sidewalk on the west side of Bridgeway between Donahue and Ebbtide Avenue.	Funded, Sausalito Design in progress, County lighting design expected 5/28/16		\$204,000 (\$146,000 for Marin County-lighting)	
Committed	Sausalito		Sausalito Marin City School District	Sidewalk Improvements	Bayside Academy/MLK, Willow Creek Academy	Sidewalk improvements (Wateree St), curb ramps (Buchanan/Wateree & Tomales/Wateree), school area traffic controls	Constructed	2013	\$52,000	
Committed	Sausalito	New Village School	Private	Pedestrian Pathways	New Village School	Pedestrian pathways (Ebbtide Avenue to school parking lot, Ebbtide Avenue to playing field)	Constructed	2013	\$42,000	

MARIN SAFE ROUTES TO SCHOOL -- SAFE PATHWAYS PROJECTS

Status	Agency 1	Agency 2	School District	Project Name	School	Description	Status	Const. Yr.	Cost	Final Cost
Planned	Tiburon		Reed Union School District	MUP - Bay Trail Gap	Bel Aire	Multi-use pathway (Bay Trail gap between Blackie's Pasture and Greenwood Bay Dr.)	Concept Plan			
Planned	Tiburon		Reed Union School District	Signing and Pavement Markings	All Schools	School area signing and pavement markings	Potential - TBD			
Planned	Tiburon		Reed Union School District	Speed Feedback Signs	All Schools	Vehicle speed feedback signs (various locations)	Potential - TBD			
Planned	Tiburon		Reed Union School District	Lyford Dr Multi-modal enhancements	Reed School	Multi-modal enhancements (Hwy. 131 at Lyford Dr.)	Potential - TBD			
Planned	Tiburon		Reed Union School District	Mar W to Beach MUP	Reed School	Multi-use pathway (Mar W St. to Beach Rd.)	Potential - TBD			
Planned	Tiburon		Reed Union School District	Trestle Glen Signal Enhancements	Bel Aire	School crosswalk and traffic signal enhancements (Hwy. 131/Trestle Glen Blvd.)	Potential - TBD			
Committed	Tiburon		Reed Union School District	Multimodal Enhancements	Bel Aire	Tiburon Blvd/ Blackfield Dr/Greewood Cove Dr bike lanes, pedestrian, and intersection enhancements	Funded - In Design		\$116,000	
Constructed	Tiburon		Reed Union School District	Cecilia Way Hi-Vis XWalk	Bel Aire	High visibility school crosswalk enhancements (Cecilia Way)	Constructed	2008		\$5,000
Constructed	Tiburon		Reed Union School District	Hwy 131 to Tiburon Linear Park MUP	Del Mar Middle	Multi-use pathway connection (Hwy. 131 to Tiburon Linear Park)	Constructed	2009		\$170,000
Constructed	Tiburon		Reed Union School District	Hi-Vis Xwalk, Ramps and Signs	Del Mar Middle	School high visibility crosswalks, school crosswalk signage, curb ramps (various streets)	Constructed	2010		\$352,165
Constructed	Tiburon		Reed Union School District	SR 131/ Neds Way RRFB	Reed School	Install Rectangualr Rapid Flashing Beacon and pedestrian crossing enhancements at ER 131 (Tiburon Blvd.) and Neds Way uncontrolled crosswalk	Constructed	2015	\$25,000	\$25,000
Committed	Tiburon		Reed Union School District	Path Improvements	All Schools	Steps, lanes and paths improvements (Jefferson Dr., Racoon Ln., Cayford Dr.)	Constructed	Various to 2013	\$350,000	

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