

Bike and Pedestrian Master Plan Update

Progress Report

May 06, 2026



Engagement Activities

- Seven** BPAC meetings held since 09/2025
- One** walk audit (one more scheduled with Safe Routes to School)
- One** of two workshops
- One** of two surveys
- Four** stakeholder meetings (local schools, chamber of commerce, marin county bike coalition, climate action committee)
- **Six** tabling events at farmer's market or Good Earth

Maptionnaire Survey

- Did not require respondents to answer all questions - so response rates vary question by question

- Goal was to get a sense of community's opinion and represent Fairfax rather than achieve statistical significance

- Open October 2025 to February 2026

Survey Respondents by Residence

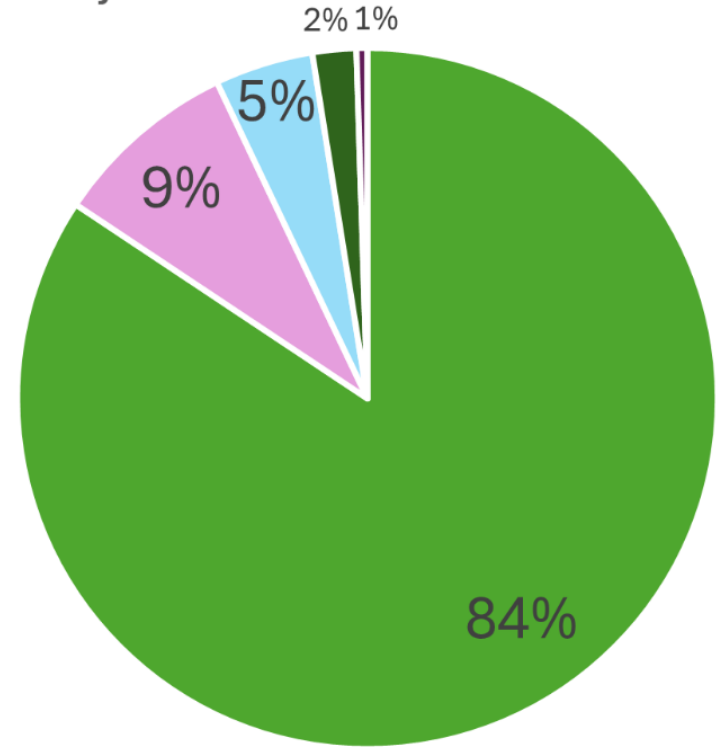
■ Fairfax

■ San Anselmo

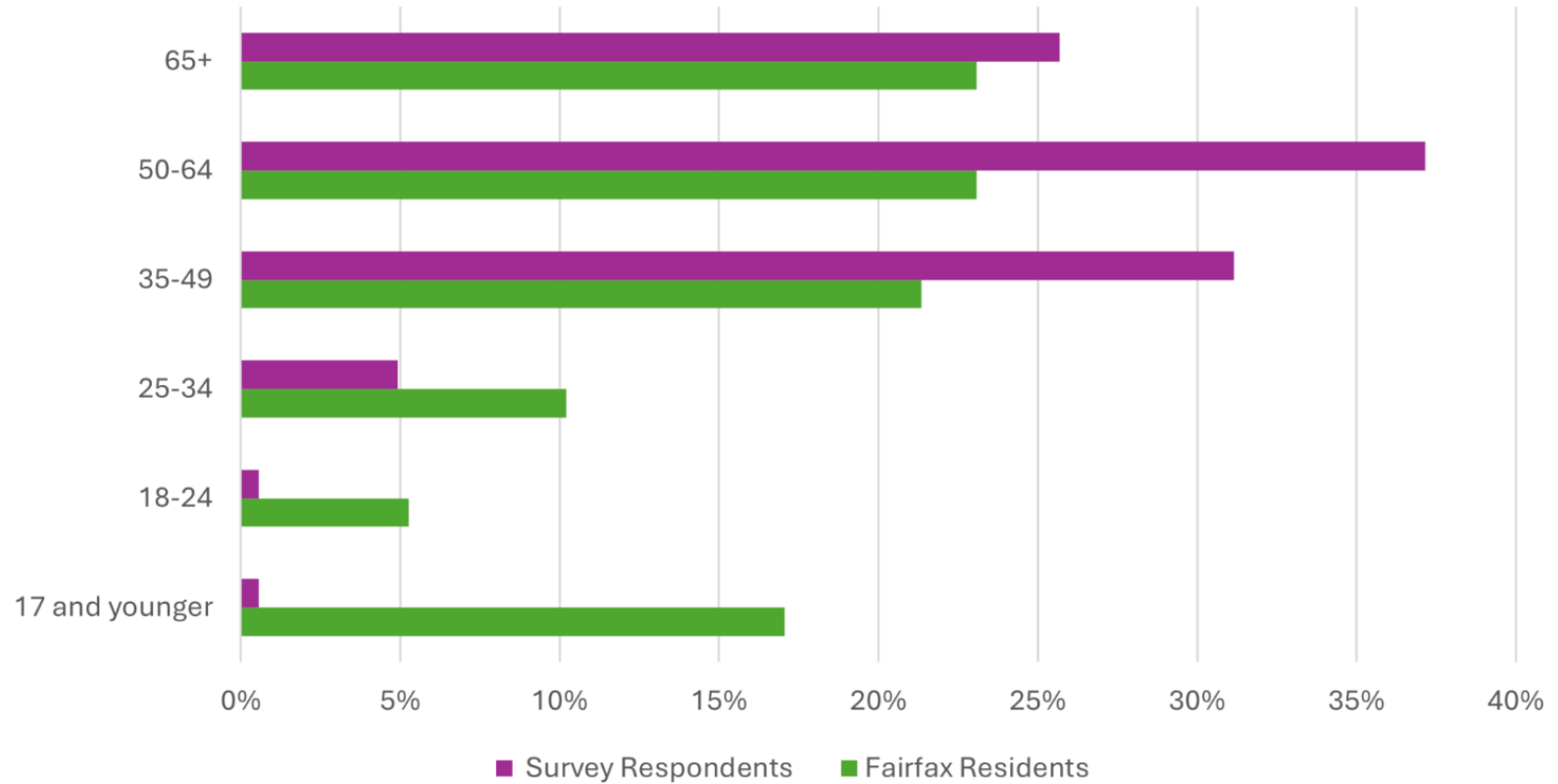
■ Other

■ Unincorporated County

■ Ross



Fairfax Residents and Survey Respondents



What did we ask?

1. To rate infrastructure

1. Their vision of Fairfax in the future

1. To select concerns on a map and discuss

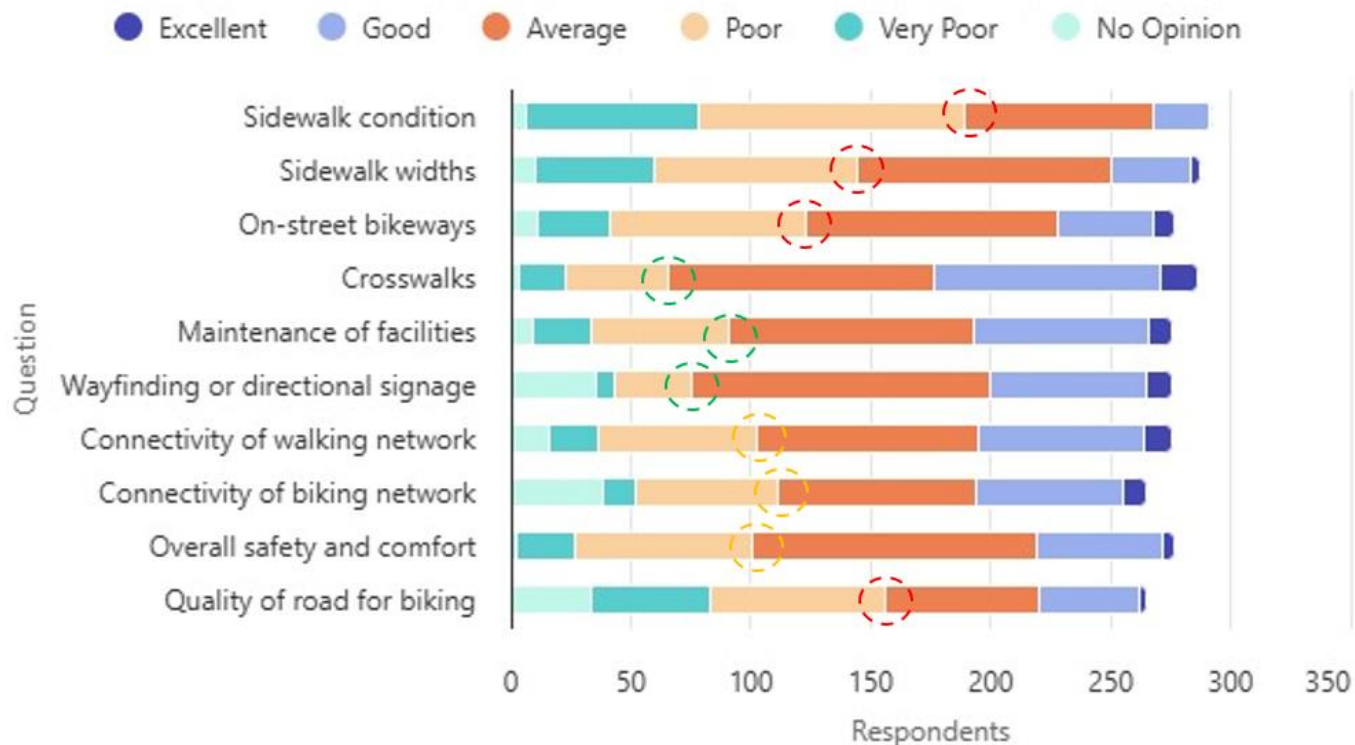
1. To draw frequent routes on a map and discuss

1. Where they want to travel but find difficult

Infrastructure

How do you rate the following aspects of Fairfax walking and biking infrastructure?

Total respondents: 294



How do you imagine Fairfax in 2035?

Infrastructure Integrity: Road and sidewalk maintenance (potholes/root lift) is a priority.

Physical Separation: Strong consensus that protected lanes are required on main arteries.

Behavior & Enforcement: Equal enforcement of traffic laws for both drivers and cyclists.

Reimagining Downtown: Pedestrian-first environment along Bolinas Rd exists with universal design features.

Top Locations of Concern: Walking

- Bolinas Road and Broadway (16 selections)
- Broadway and Elsie Lane (12 selections)
- Bolinas Road and Park Road (9 selections)
- SFD and Willow Avenue (7 selections)
- Center Boulevard and Azalea Avenue (5 selections)

Top Locations of Concern: Biking

- Bolinas Road and Broadway (22 selections)
- SFD and Pastori Avenue (14 selections)
- Center Boulevard and Pacheco Avenue (11 selections)
- Upper Bolinas Road - School Route (9 selections)
- SFD and Glen Drive (6 selections)

Top Locations of Concern: Other

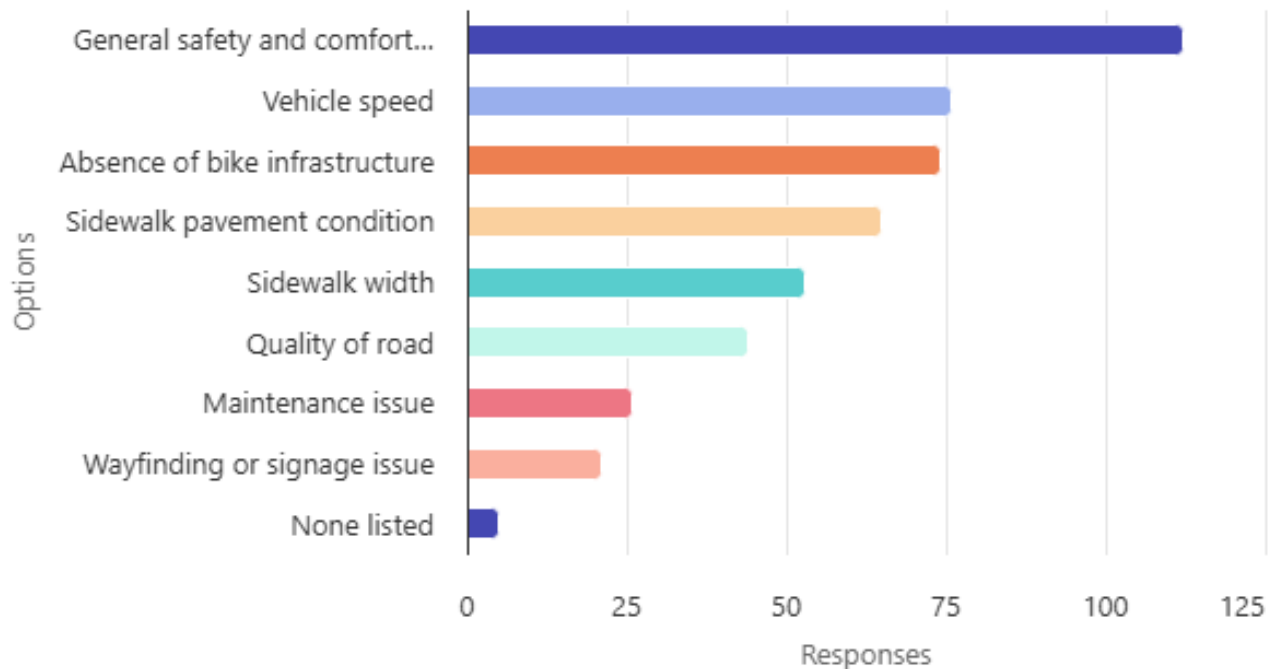
- Bolinas Road and Park Road (5 selections)
- Center Boulevard and Pacheco Avenue (4 selections)
- Bolinas Road near Tamalpais Road (3 selections)
- Broadway near Fairfax Library (2 selections)
- SFD near Claus Drive (2 selections)

Categories of Locations of Concern

Click the button below and then click on the map. Click the button again to select an additional location.:
What category does your concern best fit within?

Submitted respondents: 93

Total respondents: 96



Slowing cars down

- Add infrastructure to encourage slower driving **before** attempting to lower posted speed limits
- Descriptive, not prescriptive.** Study could find that the speed at or below which **85% of traffic moves** is faster than the existing speed limit
- Apply California Code section that authorizes Fairfax to declare 15 mph within 500 feet of school

Routes drawn by respondents

- Sir Francis Drake Boulevard (SFD) & Downtown (High Frequency)
- Broadway (Medium-High Frequency)
- Center Boulevard (Medium Frequency)

Routes drawn by respondents

- Bolinas Road to Elsie Lane
- The "Back Streets" to White Hill
- Bank Street and Mono Avenue
- Azalea and Pacheco Avenues
- Claus Drive

**Want to
walk to...
but find
difficult**

Table 1

Zone Category	Specific Locations & Landmarks	Count	Percentage	Primary Barriers Identified
Downtown Core	Bolinas Rd, Broadway, Bank St, Elsie Ln, Merwin Ave, and Azalea Ave.	47	39%	Complex crossings, narrow sidewalks, and high pedestrian/vehicle conflict.
Residential Hubs	Oak Manor, Sleepy Hollow, and Deer Park neighborhood connections.	18	15%	Missing or discontinuous sidewalk networks starting from residential properties.
Commercial Corridor	Sir Francis Drake Blvd: East Side Businesses and The Lodge.	17	14%	High-speed vehicle traffic and lack of protected pedestrian space along the arterial.
Commercial Anchor	Good Earth Natural Foods	14	12%	Difficulties navigating parking lot transitions and crossing Center Blvd safely.
Parks & Recreation	Cascade Park, Peri Park, Doc Edgar Park, and various trailheads.	12	10%	Deteriorating public stairs, poor lighting, and unsafe trailhead crossings.
Schools	White Hill School and Manor School vicinities.	8	7%	Safety concerns regarding vehicle speeds in school zones and lack of dedicated paths.
Civic Anchor	Fairfax Library	5	4%	Topographical challenges and disconnected paths from surrounding residential hills.
TOTAL		121	100%	

**Want to
bike/roll
to... but
find
difficult**

Table 2

Zone Category	Specific Locations & Landmarks	Count	Percentage	Primary Barriers Identified
Downtown Core	Bolinas Rd, Broadway, Center Blvd, and Central Retailers.	41	36%	Traffic congestion, lack of dedicated bike lanes, and parking conflict.
Parks & Recreation	Peri Park, Cascade Park, Deer Park Trailhead, and Sky Oaks.	13	11%	Transition points from road to trail and lack of secure bike parking.
San Anselmo / Border	Red Hill Shopping Center, Safeway, CVS, and San Anselmo Rec Center.	12	10%	High-stress intersections and a perceived "impossible" safe route from Fairfax.
Commercial Corridor	Sir Francis Drake Blvd (SFD), East Side Businesses, and The Lodge.	12	10%	High-speed traffic, "unfriendly" road design, and lack of protected paths.
Schools	White Hill School, Manor School, and Hidden Valley vicinity.	8	7%	Safety for student commuters and need for protected "Green Lanes."
Residential Hubs	Oak Manor, Sleepy Hollow, Tamalpais Rd, and Fawn Dr.	6	5%	Poor road maintenance (potholes), steep hills, and narrow shared streets.
Civic Anchor	Fairfax Library, Post Office, and Civic Center.	6	5%	Difficult navigation along major arterials to reach these civic hubs.
Commercial Anchor	Good Earth Natural Foods	5	4%	Crossing Center Blvd and inadequate high-capacity bike racks.
Miscellaneous	General connectivity Selections and unspecified town-wide points.	12	10%	Broad desire for a town-wide "Cycling Mecca" infrastructure.
TOTAL		115	100%	

Next Steps

- BPAC reviews draft recommendations: May-June
- Town publishes survey #2: June
- Joint Planning Commission/BPAC meeting: June or July
- BPAC recommends plan to Council: July or August
- Council reviews 2026 Bike Ped Master Plan: September