



Bicycle and Pedestrian Advisory Committee

December 3, 2025



SAN RAFAEL

THE CITY WITH A MISSION

Bicycle and Pedestrian Advisory
Committee Meeting
December 3, 2025

TrafficEng@cityofsanrafael.org



AGENDA

**BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)
WEDNESDAY, DECEMBER 3, 2025, AT 6:00 P.M.**

**San Rafael City Hall, Third Floor Conference Room
1400 Fifth Avenue, San Rafael, CA 94901**

Watch Online:

Watch on Zoom Webinar: <https://cityofsanrafael-org.zoom.us/j/83057746426>

Listen by phone: (669) 444 9171

ID: 830 5774 6426

One Tap Mobile: +16694449171,,83057746426# US

The meeting will be held in person. The meeting is being streamed live via Zoom.

How to participate in the meeting:

- You are welcome to come to the meeting and provide public comments in person. Each speaker will have 3 minutes to provide public comments.
- Submit your comment by email to TrafficEng@cityofsanrafael.org by 4:00 p.m. the day of the meeting.
- If you experience technical difficulties during the meeting, contact TrafficEng@cityofsanrafael.org.

Agenda

1. Minutes – October 1, 2025
2. Special Presentation – Safe Routes to School (SR2S) Countywide Issues Priorization
3. Other Agenda Items
4. Staff Liaison Report
5. Commissioner Reports
6. Open Time for Public Expression
7. Adjournment



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2. Safe Routes to School (SR2S) Countywide Issues Prioritization

David Parisi

Principal Consultant with Parametrix



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ParametriX

SAN RAFAEL BPAC PRESENTATION
12/3/2025



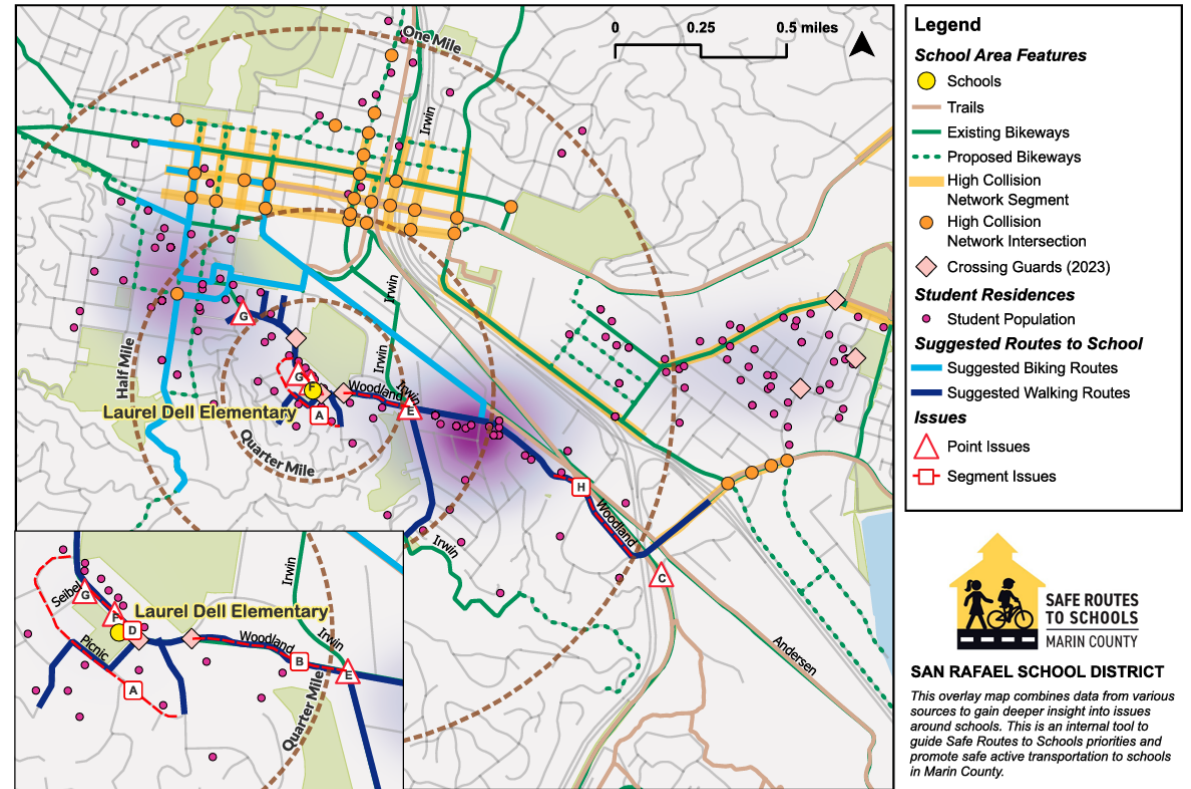
PROCESS SO FAR

- Identified list of issues for each school through task force meetings and community feedback
- Focus on **corridor-level improvements** rather than spot fixes
- Use **objective criteria** to assess schools and issues
- Next steps:
 - Apply prioritization to guide **walk audits**
 - Develop **corridor plans**, with a goal of eventually covering **all schools**




PROJECT PROCESS

- Collected 300+ issues identified across 50 schools
- Created Overlay Maps for 40 schools with issues and other relevant data
- Not all schools are mapped yet – data collection is still in progress.
- Grouped individual issues into projects wherever applicable
- Prioritized issues on multi-criteria scoring system



Laurel Dell Elementary School

Overlay Map


SAN RAFAEL SCHOOL DISTRICT
This overlay map combines data from various sources to gain deeper insight into issues around schools. This is an internal tool to guide Safe Routes to Schools priorities and promote safe active transportation to schools in Marin County.



PRIORITIZATION CRITERIA

**SR2S
Participation**

Equity

**Neighborhood
Route**

Road Type

Crashes

**Route
Popularity**

Infrastructure

**Other Safety
Features**



SUMMARY OF ISSUES SCORING



Total issues mapped: 236



Schools included: 40



Score range: 13 – 31

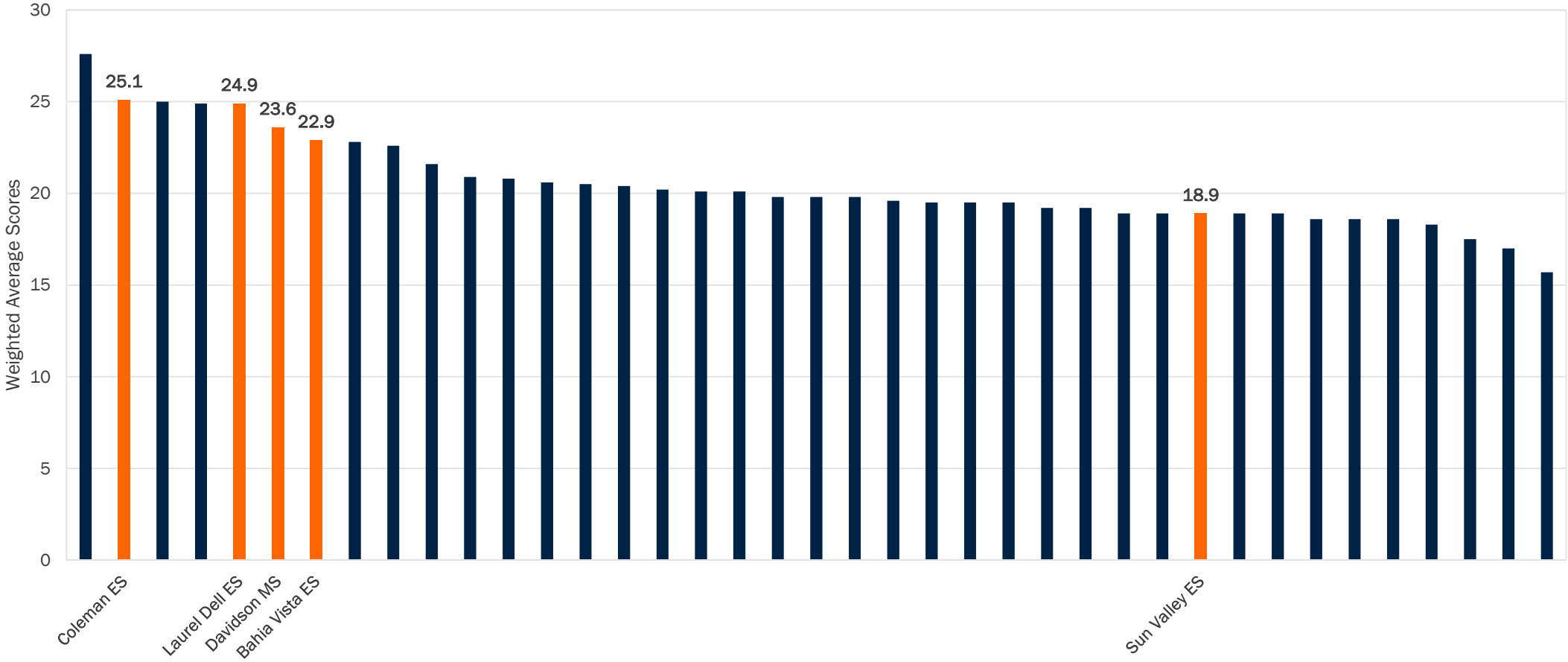


Distribution of scores: Bulk scored between 17-20



ISSUE SCORES DISTRIBUTION – SAN RAFAEL SCHOOL DISTRICT

Countywide priority scores

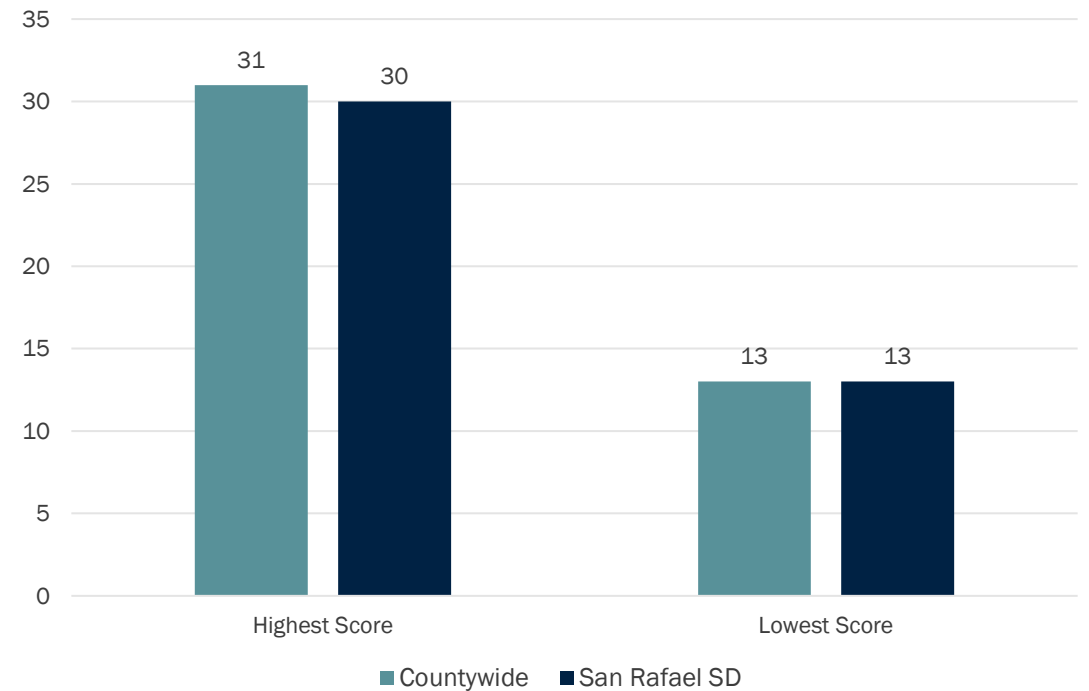


Schools across the county



SAN RAFAEL SCHOOL DISTRICT ISSUES

- 33 Issues across 5 schools
- Highest score – 30
- Lowest score - 13
- **Projects grouped into priority tiers:**
 - Highest Priority
 - Medium Priority
 - Lower Priority
- **Note:** Priority tiers are subjective for each school, based on context and school-specific needs
- **Goal:** Priority tiers will try to include all schools so that each community sees representation in the process





TOP 9 / HIGH PRIORITY PROJECTS FOR SAN RAFAEL

ID	Score	School Name	Location	Potential Project Type	Issue Description	Relevant project in San Rafael Citywide Bike Ped plan update	Other notes
1	30	Coleman	Lincoln Ave & Paloma Ave (incl. Prospect & Lincoln intersection)	Crossing Safety Improvements	Lack of crossings on Lincoln Ave near Paloma	-	Project funded
2	27	Coleman / SRHS	Mission St & Grand Ave / Mission & Irwin St	Intersection Safety Improvements	Stop-controlled intersection gridlocked, frequent pedestrian conflicts	-	
3	27	Laurel Dell / Davidson	Woodland Ave Corridor between B St and Anderson Drive	Corridor Safety: Crosswalks, Traffic Calming, Sidewalk Repairs	Broken, discontinuous sidewalks and multiple challenging crossings	Pedestrian improvements addressed	Project funded
4	25	Coleman / SRHS	Belle Ave & Union St	Traffic Calming + Sidewalk Completion	Incomplete sidewalks and poor visibility at stop-controlled intersection	-	
5	25	Bahia Vista	Bahia Vista Ave in front of school parking lot	Crossing Safety Improvements	Lack of crossing on Bahia Vista near school parking lot	-	
6	25	Davidson	Bellam Blvd / I-580 Undercrossing	Bike/Ped Facility Improvements + Intersection Safety	Narrow sidewalks and no bike facilities at congested Bellam/I-580 undercrossing; challenging free right turns and poor lighting	Lighting and signage improvements addressed	
7	24	Coleman	Jewell Ave & Grand Ave / Jewell & Rafael St	Intersection Safety + Sidewalk Infill	Sidewalks gaps and challenging intersections	-	
8	23	Coleman	Mountain View Ave (first block above Grand) to Linden Ln	Sidewalk Completion	Discontinues sidewalks	-	
9	21	Sun Valley	Fifth Avenue and California Ave	Ped/Bike safety improvements	No sidewalks on California Ave at fifth ave; pedestrians walk in street with turning conflicts at 5th Ave	-	



TOP 4 / HIGH PRIORITY PROJECTS FOR MILLER CREEK

ID	Score	School name	Location	Potential Project Type	Issue Description
1	25	Vallecito, Terra Linda	Monticello Ave between Trellis Dr and Manuel T Frietas (including intersection Monticello Ave and Trellis Dr)	Bike Lane & Crossing Improvement project	Challenging segment and intersection with no bike lanes.
2	23	Vallecito, Mark Day	Trellis Dr and Arias St	Crossing Improvement and Traffic calming project	Challenging intersection with speeding vehicles
3	22	Miller Creek MS	Las Gallinas Ave and Lucas Valley Rd	Crossing Improvement project	A lot of students cross Lucas Valley Road at Las Gallinas. This is a major intersection with a lot of traffic.
4	22	Vallecito, Miller Creek , Mark Day	Las Gallinas from Nova Albion to Freitas Parkway	Bike lane gap closure	Need bike access to connect to the bike path across Frietas Parkway on Las Gallinas



NEXT STEPS

- Apply prioritization results to guide walk audits
- Use findings to develop corridor plans (eventually for all schools)
- Facilitate discussion and selection:
 - These top projects are the starting point
 - Task forces will decide which projects to move forward

ParametriX



QUESTIONS?





3.a. Public Comment Time Limitations



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3.b. Citywide Bicycle and Pedestrian Plan (CBPP) Update



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3.b. Citywide Bicycle and Pedestrian Plan Update

December 3, 2025 - BPAC



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What is a Citywide Bicycle & Pedestrian Plan (CBPP)?

¿Qué es un plan de bicicletas y peatones para toda la ciudad (CBPP)?

Guides and informs the development and design of infrastructure projects and programs to support safe and comfortable bicycling, walking, and rolling

Orienta y respalda el Desarrollo de proyectos de infraestructura y programas que promuevan una movilidad segura y cómoda en bicicleta, a pie y mediante dispositivos de asistencia.



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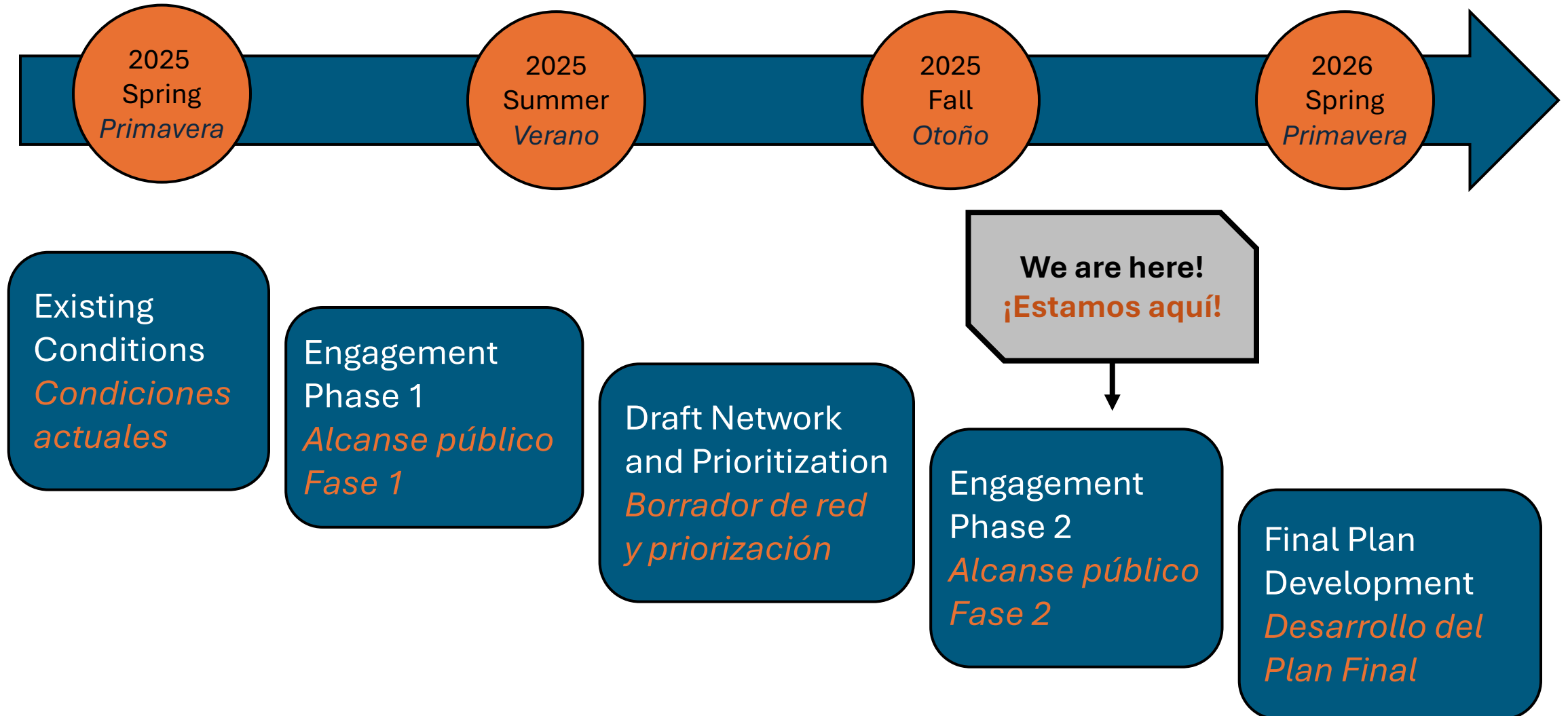
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CBPP Update Process

Proceso de actualización del CBPP



Plan Update Methodology

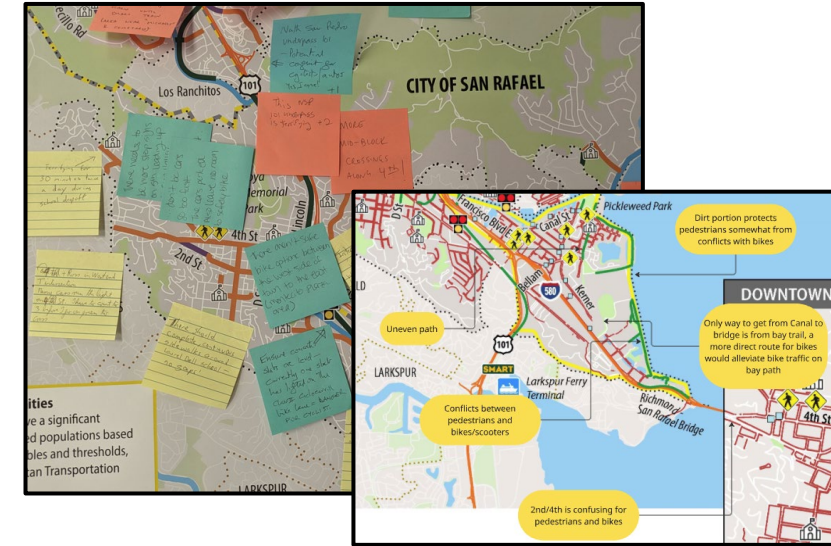
Metodología de Actualización del Plan



- Existing Conditions / *Condiciones actuales*
- 2018 CBPP



- Additional Related Plans / *Planes Adicionales Relacionados*
- Network Gaps / *Brechas en la red*
- Severe Crash Locations / *Ubicaciones de Choques Graves*



- Engagement Comments / *Comentarios de alcance público*



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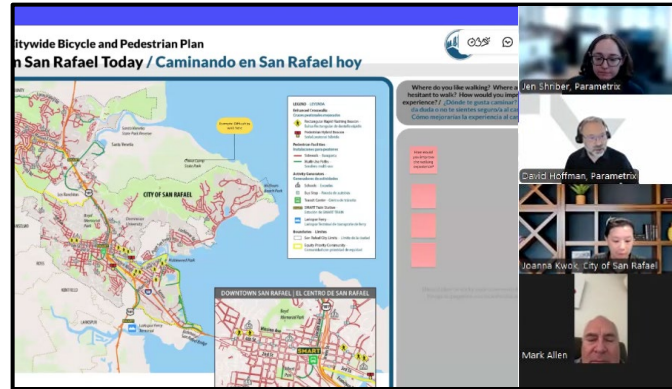
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Engagement Phase 1: April – June 2025

Alcance público fase 1: Abril – Junio 2025

Varied
Engagement
Events

*Eventos de
alcance
público
variados*



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Engagement Phase 1 Online Survey

Alcance público fase 1 encuesta en línea

170

survey participants
participantes de la encuesta

45%

household income below
\$150,000
*ingresos familiares menos de
\$150,000*

30%

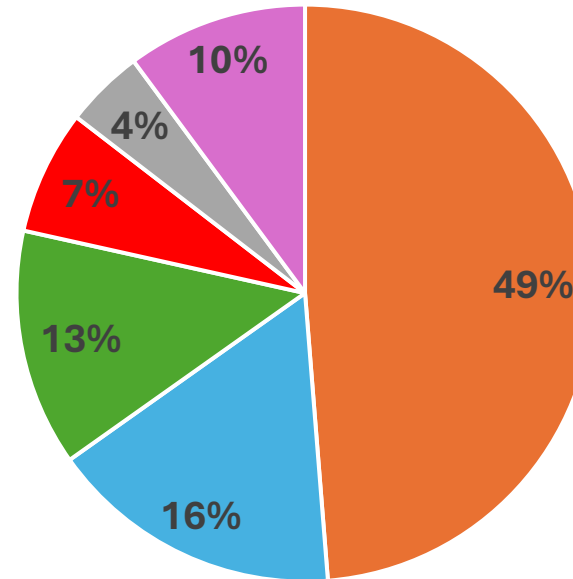
households own fewer than
two vehicles
*hogares que poseen menos
de dos vehículos*



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What area of San Rafael do you live in?
¿En qué zona de San Rafael vives?



- Central/West San Rafael
Central/oeste de San Rafael
- North San Rafael
Norte de San Rafael
- Downtown
Centro
- San Pedro Peninsula
Península de San Pedro
- Southeast San Rafael/Canal
Sureste de San Rafael/Canal
- I don't live in San Rafael
No vivo en San Rafael

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Traffic Safety is a Concern

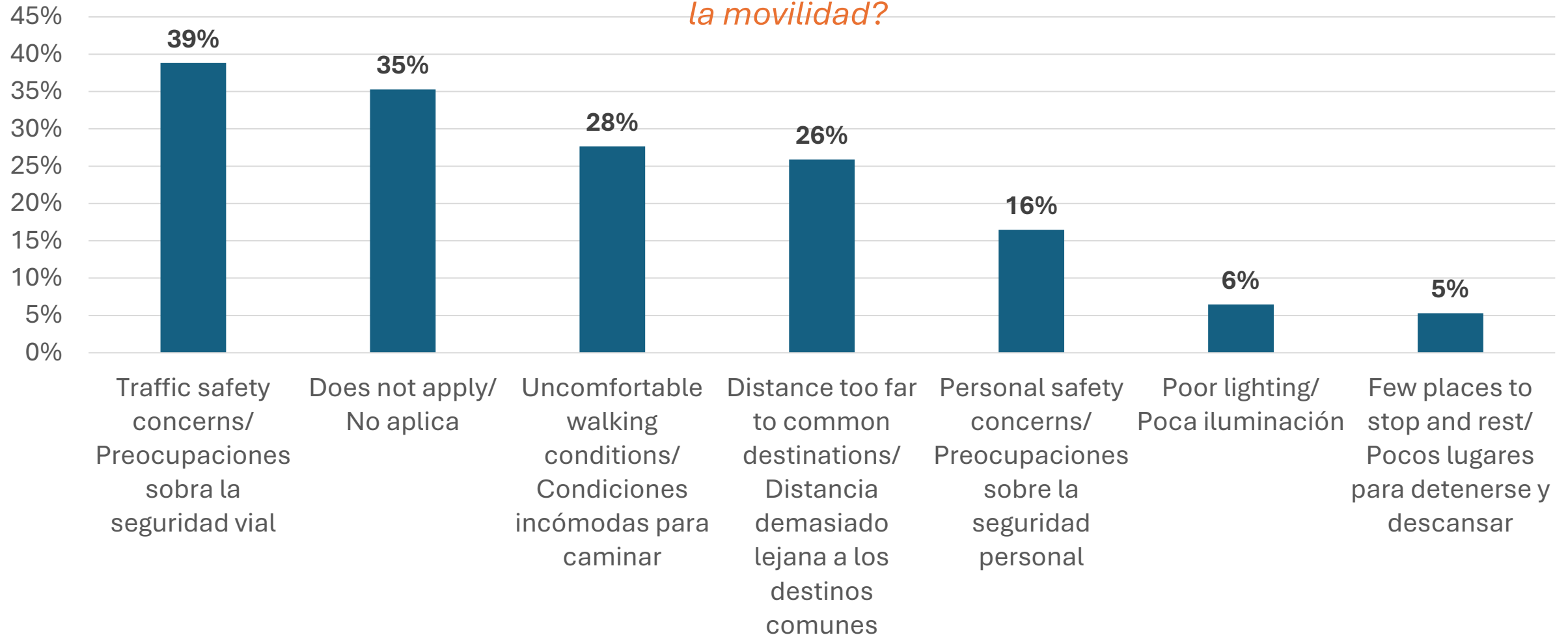
La seguridad vial es una preocupación

Responses from online survey

Respuestas de la encuesta en línea

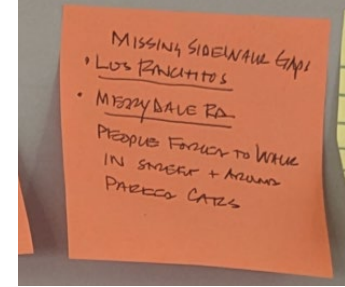
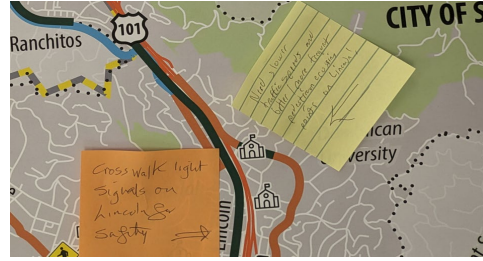
What makes you hesitant to walk or travel by wheelchair or other mobility aid?

¿Qué te hace dudar en caminar o desplazarte en silla de ruedas u otra ayuda para la movilidad?



Pedestrian Engagement Themes

Temas peatonales del alcance público



Support for Pedestrian Improvements

- Safe school crossings
- Trail improvements
- Flashing beacons
- Daylighting

Pedestrian Needs

- Challenges crossing the street
- Downtown wayfinding
- Sidewalk gaps & conditions
- Speeding & traffic behavior
- Accessibility barriers

Apoyo a las mejoras peatonales

- *Cruces escolares seguros*
- *Mejoras en los senderos*
- *Balizas intermitentes*
- *Restricción de estacionamientos en las esquinas*

Necesidades del peatón

- *Desafíos al cruzar la calle*
- *Orientación en el centro*
- *Huecos y condiciones de las aceras*
- *Exceso de velocidad y comportamiento del tráfico*
- *Barreras de accesibilidad*



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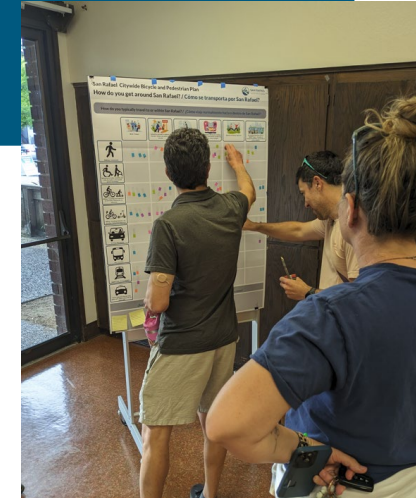
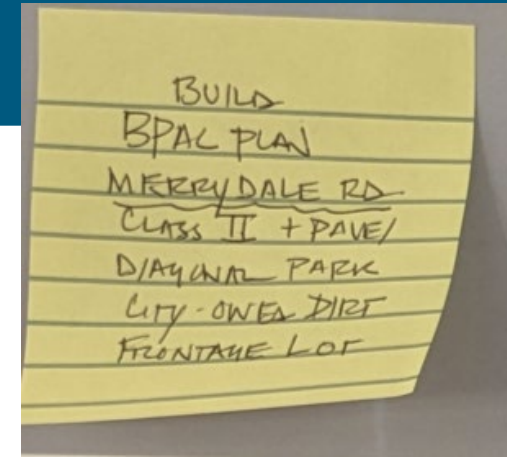
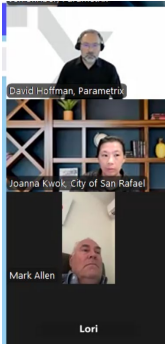
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Bicycle Engagement Themes

Temas de bicicletas del alcance público



Support for Bicycle Improvements

- Protected bikeways
- Routes for children

Bicycling Needs

- Bike lane gaps
- School access safety
- Improvements at intersections
- Poor pavement condition
- North-south and East-west through routes

Apoyo para Mejoras para Bicicletas

- *Ciclocarriles protegidos*
- *Rutas para niños*

Necesidades de bicicletas

- *Brechas en los ciclocarriles*
- *Seguridad de acceso a la escuela*
- *Mejoras en las intersecciones*
- *Mal estado del pavimento*
- *Rutas principales de Norte/Sur y Este/Oeste*



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Draft CBPP Goals

Borrador de los objetivos del CBPP (Spanish on next slide)



Connectivity

Strive to ensure **equitable local and regional access** by improving **cohesive active transportation connections** to transit, schools, and other daily destinations



Comfort

Commit to creating transportation systems that are **accessible, dignified, and enjoyable** for people of all ages and abilities, allowing them to travel without fear of harm



Implementation

Secure **sufficient resources and funding** on an ongoing basis to **deliver progressive improvements** that result in real, visible change in the City's active transportation network



Vision Zero

Prioritize active transportation safety improvements through a Vision Zero approach that aims to **eliminate traffic fatalities and serious injuries** for all road users



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Draft CBPP Goals

Borrador de los objetivos del CBPP



Conectividad

Esfuerzo por garantizar un **acceso equitativo a nivel local y regional** mediante la mejora de las **conexiones de transporte activo coherentes** hacia el transporte público, las escuelas y otros destinos diarios



Comodidad

Compromiso a crear sistemas de transporte que sean **accesibles, dignos y agradables** para personas de todas las edades y capacidades, permitiéndoles viajar sin temor a sufrir daños



Implementación

Asegurar **recursos y financiación suficientes** de manera continua para **implementar mejoras progresivas** que resulten en cambios reales y visibles en la red de transporte activo de la ciudad



Visión Cero

Priorizar las mejoras en la seguridad del transporte activo a través de un enfoque de Visión Cero que busca **eliminar las muertes y lesiones graves** en el tráfico para todos los usuarios de la vía



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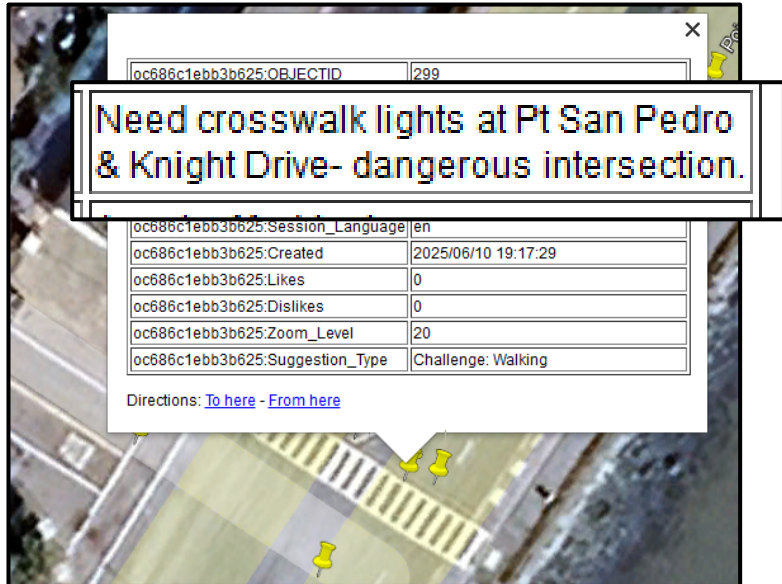
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Pedestrian Network

Red de peatones

New Pedestrian Priority Network determined based on connectivity needs and level of pedestrian demand

Nueva Red de Prioridad Peatonal determinada en función de las necesidades de conectividad y del nivel de demanda peatonal

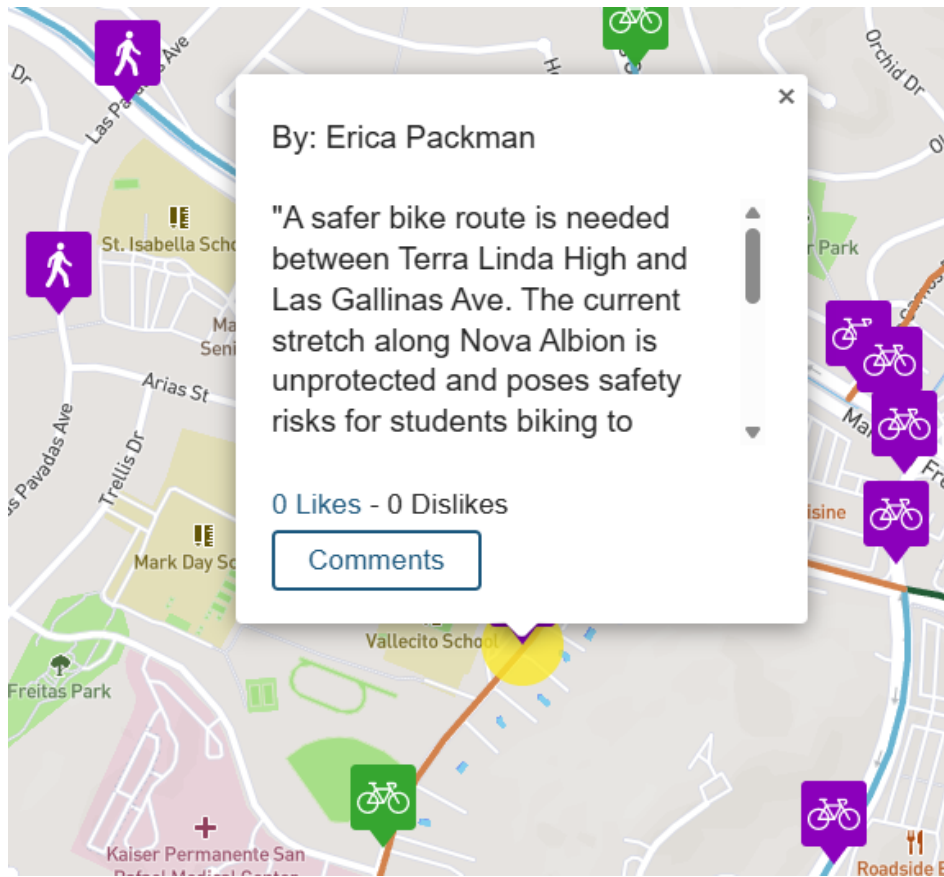


Bicycle Network

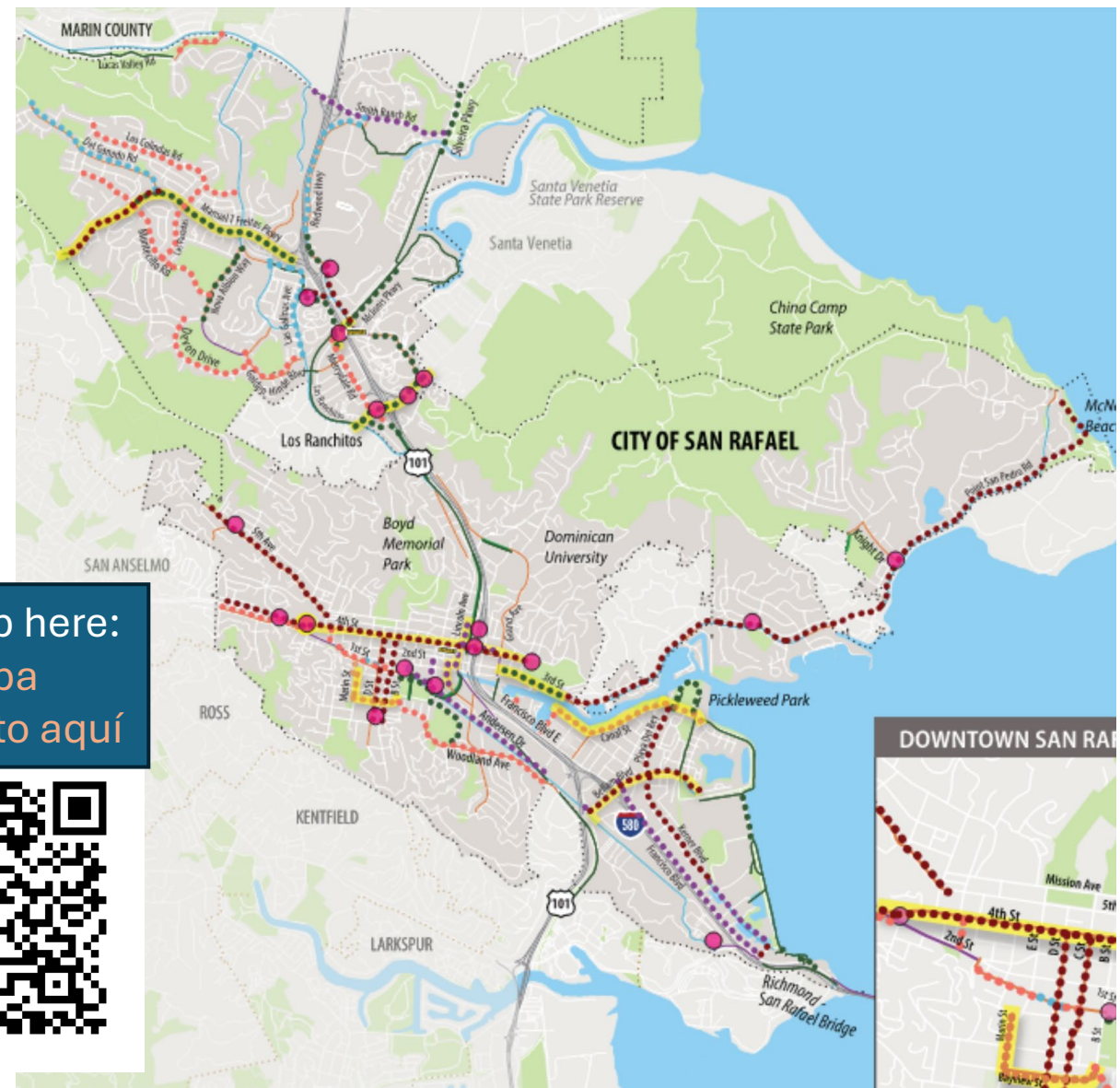
Red de bicicletas

Updated based on needs analysis method and public input

Actualizado en base al método de análisis de necesidades y la opinión pública



Full map here:
Mapa completo aquí



Project Scoring Based on CBPP Goals

Evaluación de Proyectos Basada en los Objetivos de CBPP



Connectivity

Conectividad

45%

- Population / *Población*
- Equity / *Equidad*
- Destinations / *Destinos*
- Network Completeness / *Compleitud de la red*



Comfort

Comodidad

20%

- Public Comments / *Comentarios públicos*
- Degree of Separation from Vehicles / *Grado de separación de los vehículos*



Implementation

Implementación

20%

- Cost and Feasibility / *Costo y viabilidad*
- Funding Positioning / *Posicionamiento de financiamiento*
- Policy and Goal Alignment / *Alineación de políticas y objetivos*



Vision Zero

Visión Cero

15%

- Ped/Bike-Related Crashes / *Choques relacionados con peatones y/o bicicletas*
- High Collision Network / *Red de alta colisión*

Ranking and Draft Top 20 Projects

Clasificación y selección de los 20 proyectos principales

We Want to Hear from You!

¡Queremos escuchar sus opiniones!

We've listened to your input! Do the draft maps and top 20 projects reflect the pedestrian and bicycle infrastructure San Rafael needs?

¡Hemos escuchado sus comentarios! ¿Reflejan los mapas preliminares y los 20 principales proyectos la infraestructura peatonal y ciclista que San Rafael necesita?



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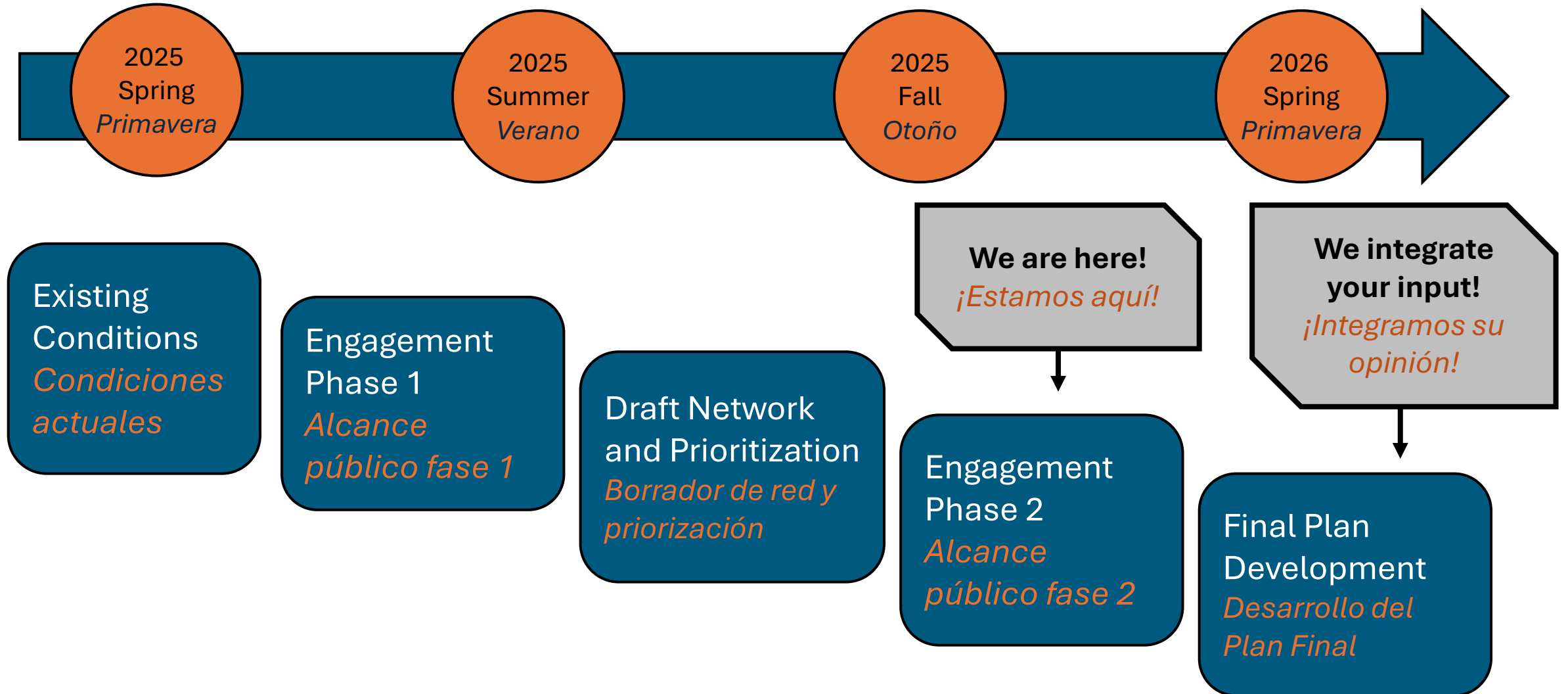
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CBPP Update Process

Proceso de actualización del CBPP



Future Engagement Events

Futuros eventos de alcance público



Engagement period concludes December 19, 2025

El período de alcance público concluye el 19 de diciembre de 2025

Upcoming events:

Próximos eventos:

- **Thursday December 4, 12-1 p.m.:** Virtual community meeting
- *4 de diciembre, de 12 a 1 p.m.: Reunión virtual de la comunidad*
- **Sunday December 7, 8 a.m.-1 p.m:** Marin Sunday Farmers Market
3501 Civic Center Dr, San Rafael, CA 94903
- *7 de diciembre, de 8 a.m. a 1 p.m.: Mercado de agricultores de Marin los domingos*
3501 Civic Center Dr, San Rafael, CA 94903



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More information available on our Website!
¡Más información disponible en nuestro sitio web!

¡También en español!



<https://www.cityofsanrafael.org/citywide-bicycle-and-pedestrian-plan/>



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3.c. Embarcadero Way One-Way Pilot Project

December 3, 2025 - Presentation to BPAC



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Agenda

- Existing Conditions
- Project Goals
- Public Engagement
- One-Way Pilot and Evaluation



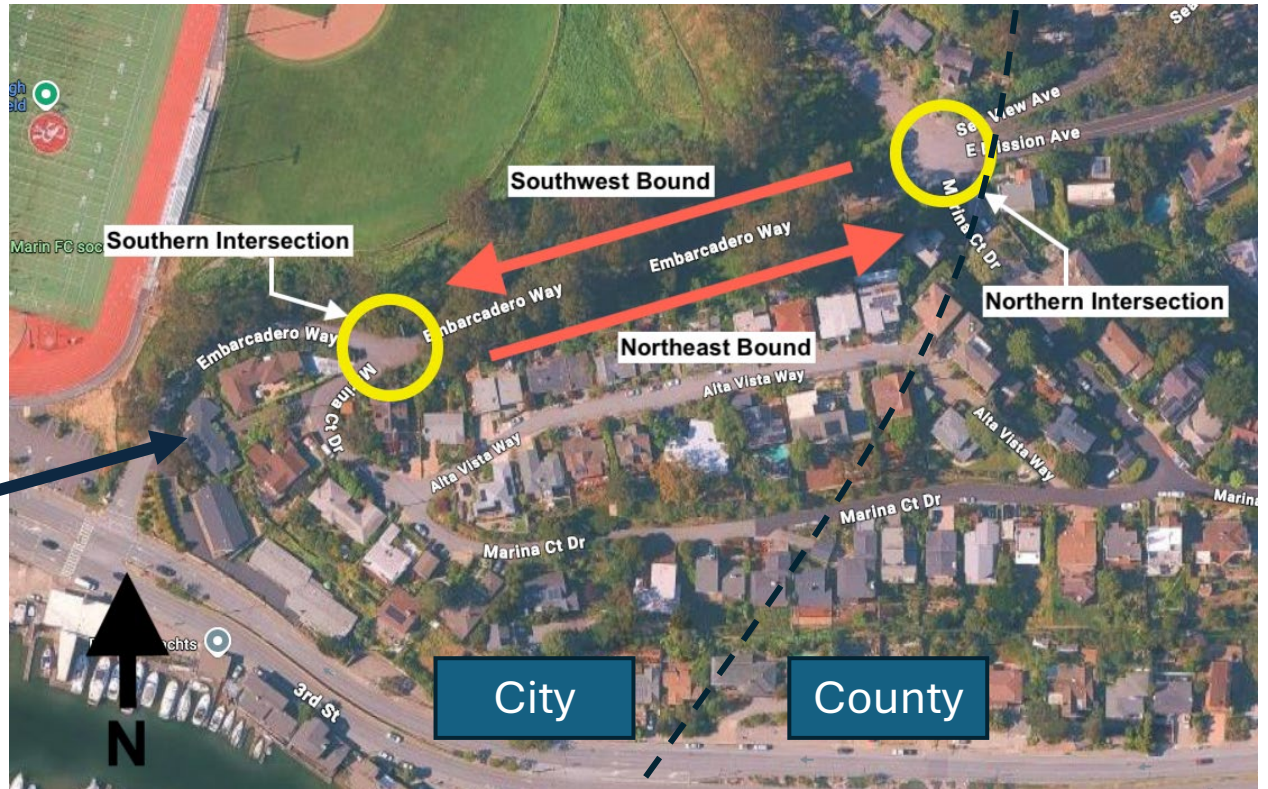
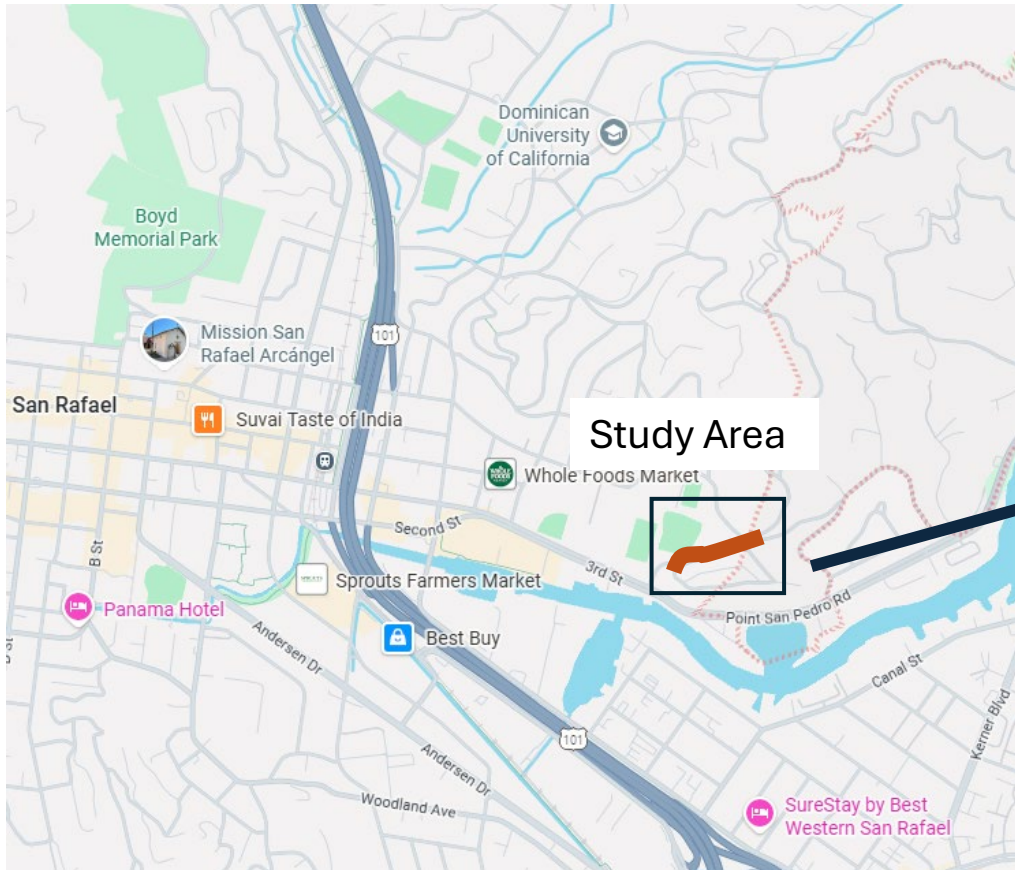
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Embarcadero Way



Project coordinated with Marin County



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Existing Conditions

Roadway

Incline in northeast direction

Width: 11-15 ft

No curbs, no sidewalks, no striping

Steep embankment down toward High School field

Traffic

450± vehicles per day

~70% vehicles travel towards northeast

Collisions (2016-2025)

5 total reported collisions

1 collision resulted in minor injury

No collisions involved people walking or biking



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Difficult Passing Conditions



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Project Goals

- Improve roadway user and safety conditions on Embarcadero Way
- Minimize conflicts from occurring due to insufficient space for two-way traffic on Embarcadero Way



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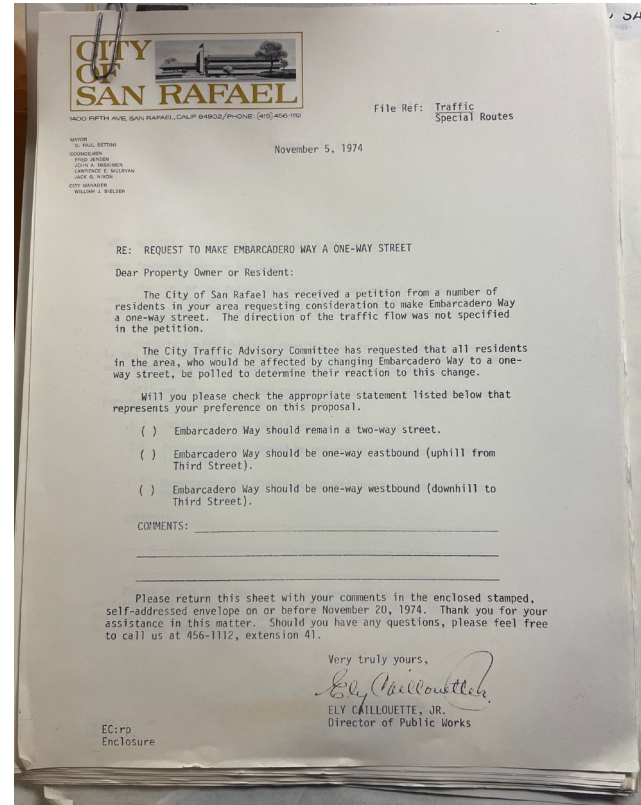
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Engagement History

- 1974: City began outreach
- 2022: Input on one-way conversion
- 2023-2025: Inquiries from SeeClickFix and Police

Investigate One-Way Travel on a Portion of Embarcadero Way?	
Yes	25
No	18
Maybe	11
Total	54

2022 Survey Responses



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One-Way Pilot Project Overview

- Dec 2025: Flyers to be sent to residences
- Mid-Jan 2026: Initiate pilot for min. 3 months
- Evaluate Pilot



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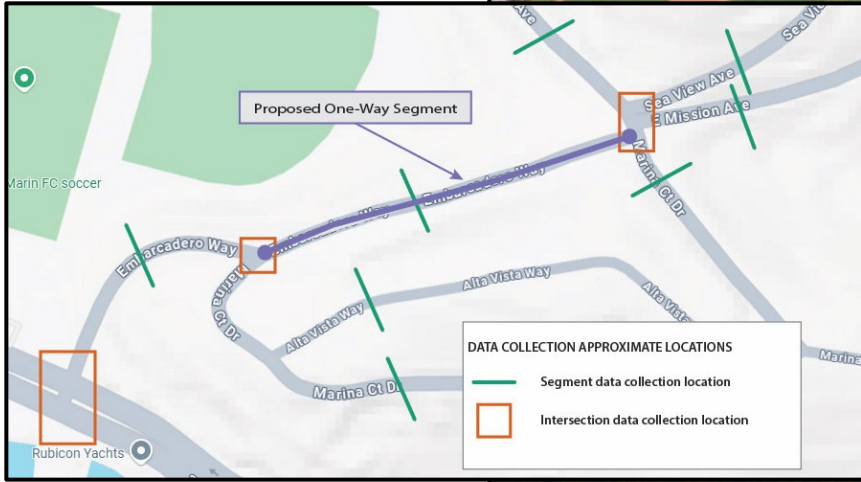
Pilot Evaluation

- Traffic counts

- Fall 2025
- Feb 2026
- April 2026

- Online Survey

- Starting March 2026



Fall 2025
Daily Traffic Volume



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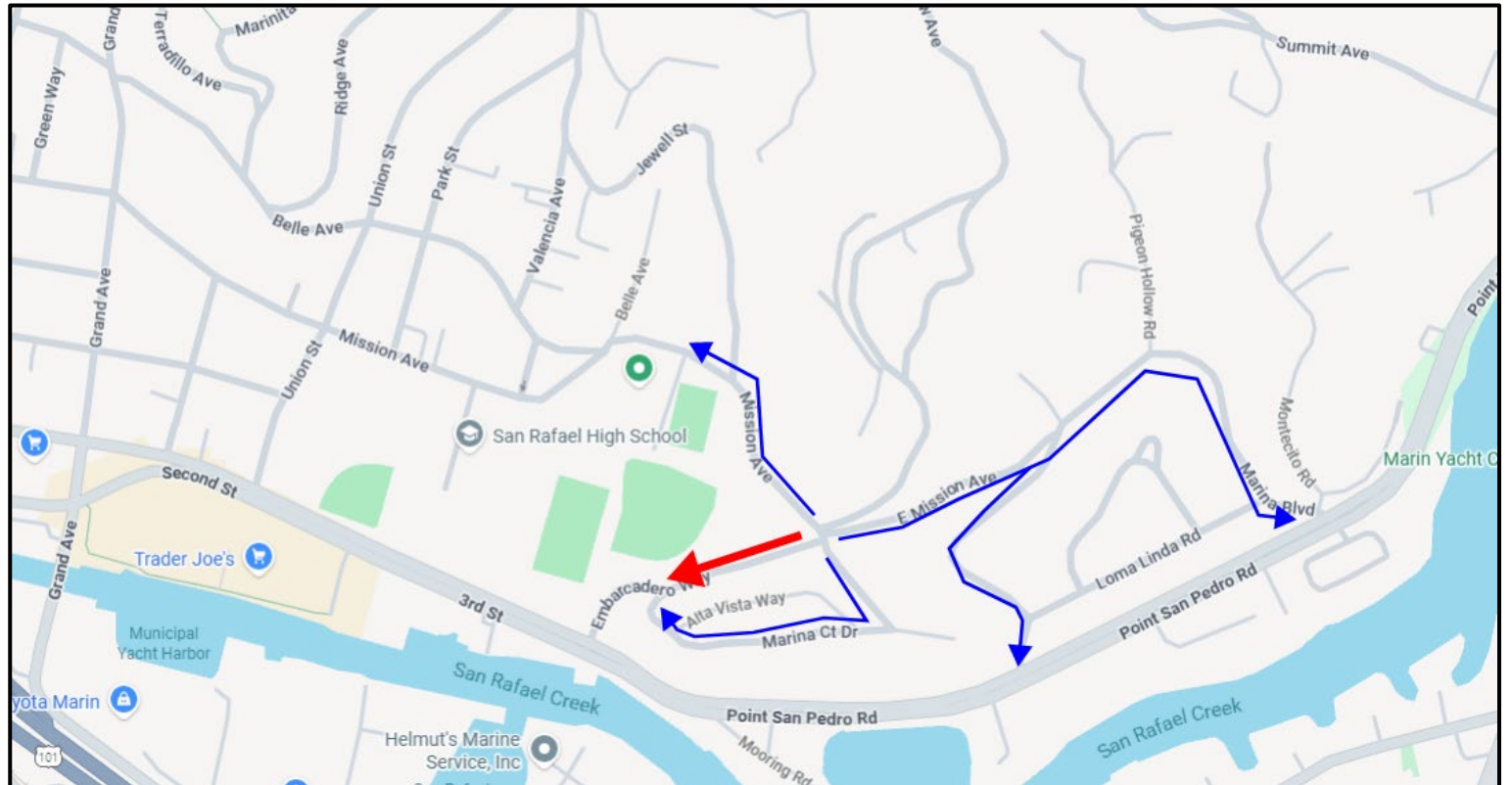
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Traffic Redirection Evaluation

- Compare overall traffic counts
- Estimate SB traffic redirected via:
 - Marina Ct Dr
 - E Mission Ave
 - Mission Ave



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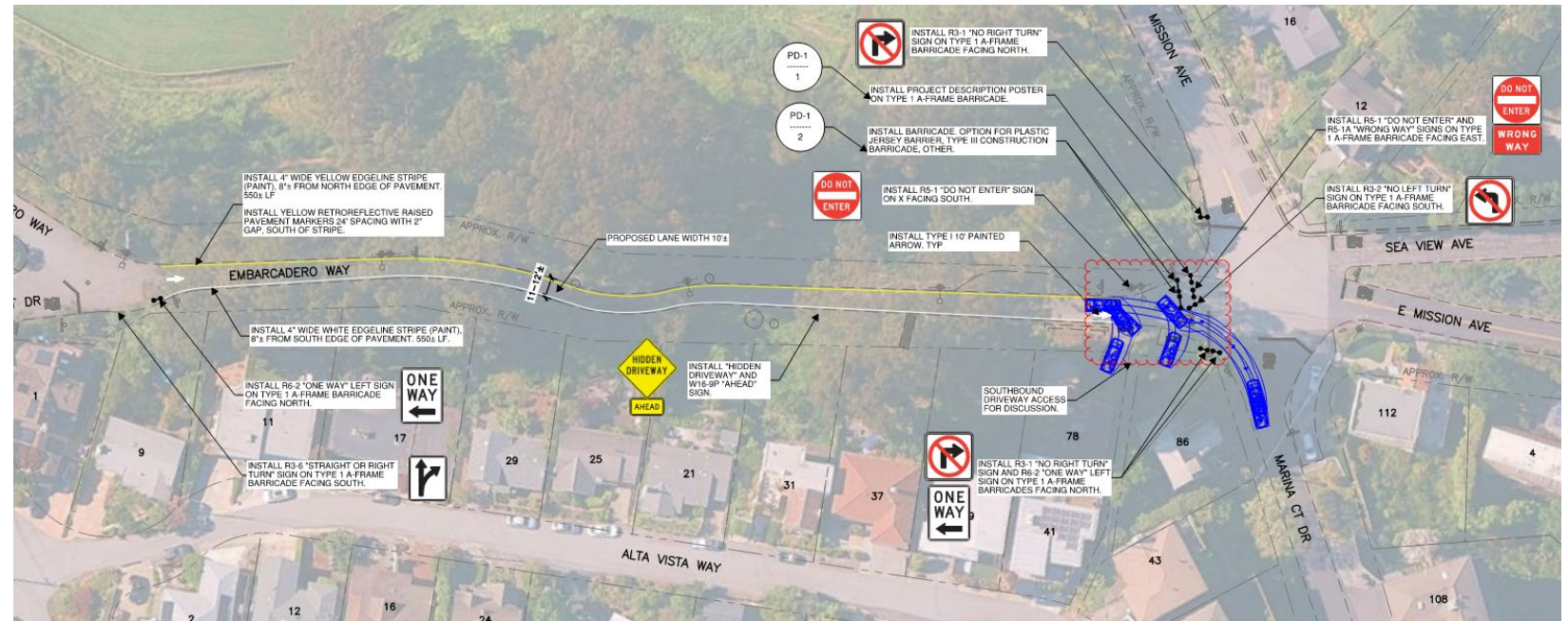
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Committee Meeting
December 3, 2025
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Next Steps

- Finalize Pilot Implementation Plan
- Notify residents
- Coordination with City maintenance crews
- Mid-Jan go live
- Mid-2026: Final recommendations,
 - Consideration of full closure to vehicle traffic only



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Questions or Feedback

Feedback requested:

- Pilot concept plan elements
- Engagement and notification
- Evaluation plan
- Other

Project Website:



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3.d. Citywide Engineering and Traffic Surveys and Assembly Bill 43 strategy for Speed Limit Reduction

Presentation to BPAC

December 3, 2025



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Outline

- AB 43 Review
- Project Overview
 - Phase 1: Downtown Speed Limits
 - Phase 2: Additional Speed Limit Recommendations
- Next Steps



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Speed Limits Background

- **Prima Facie Speed Limits**
- (CVC §22352)
- Presumed speed limit even without posted sign
- E.g. 25 mph in residence or business districts



- **All Other Roadways**
- (CVC §22357, 22358)
- Engineering and Traffic Survey (E&TS)
- 85th percentile speed (speed at which 85% of vehicles drive at or below) largely dictates speed limits



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AB 43 Highlights

- Requires jurisdictions to take into account the presence of vulnerable groups including **children, seniors, persons with disabilities, and the unhoused** when establishing speed limits
- Permits local jurisdictions to **reduce speed limits in certain areas**
 - Safety corridors*
 - High pedestrian- or bicycle-generating land uses*
 - Business activity districts

*effective June 30, 2024



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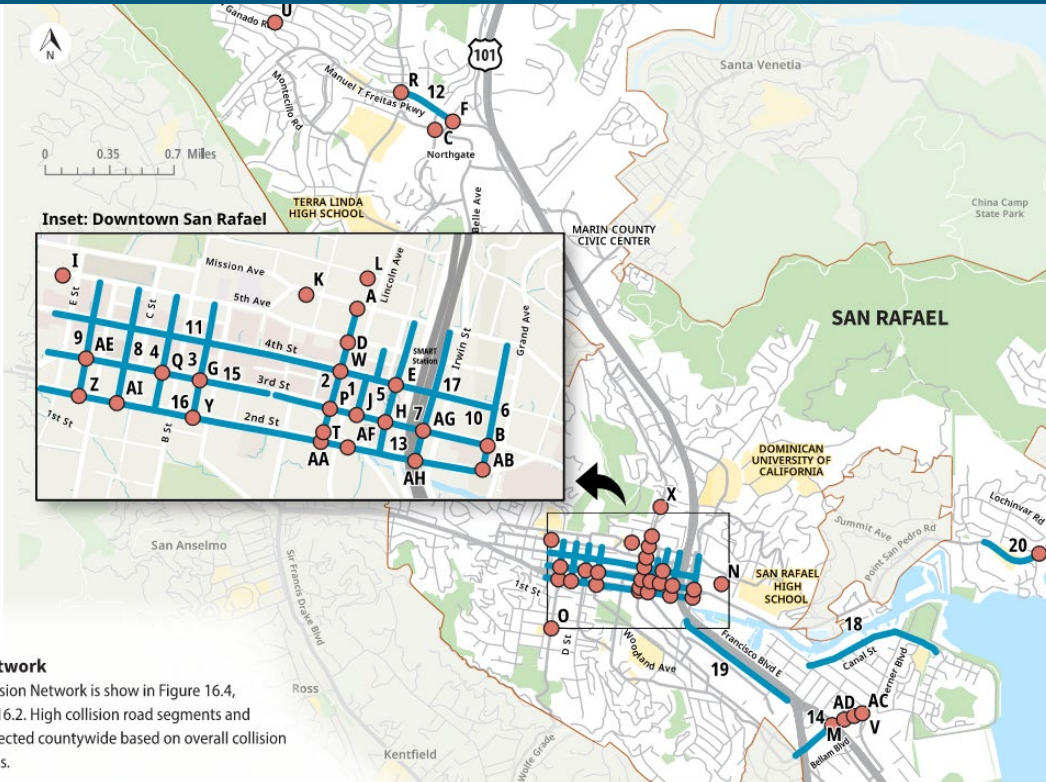
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Local Road Safety Plan (2024)



High Collision Network

San Rafael's High Collision Network is shown in Figure 16.4, Table 16.1, and Table 16.2. High collision road segments and intersections were selected countywide based on overall collision rates at those locations.

Figure 16.1: San Rafael high collision network



Unsafe speed is the **leading cause** of all crashes resulting in injury or fatality in San Rafael

The **High Collision Network** is centered on downtown



4th Street from E Street to Lincoln Avenue (Segment)

- **Speed Management**
Consider lowering speed limits in compliance with AB 43.

- **Bicycle Facility Improvements**
Installing bicycle boxes and green-backed sharrows could increase the visibility of bicyclists and clarify where bicyclists are expected to ride.

- **Speed Management**
Consider lowering speed limits in compliance with AB 43.

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Vehicle Speed and Chances of Surviving a Crash

● If hit by a person driving at: ● Person Survives the Collision ● Results in a Fatality



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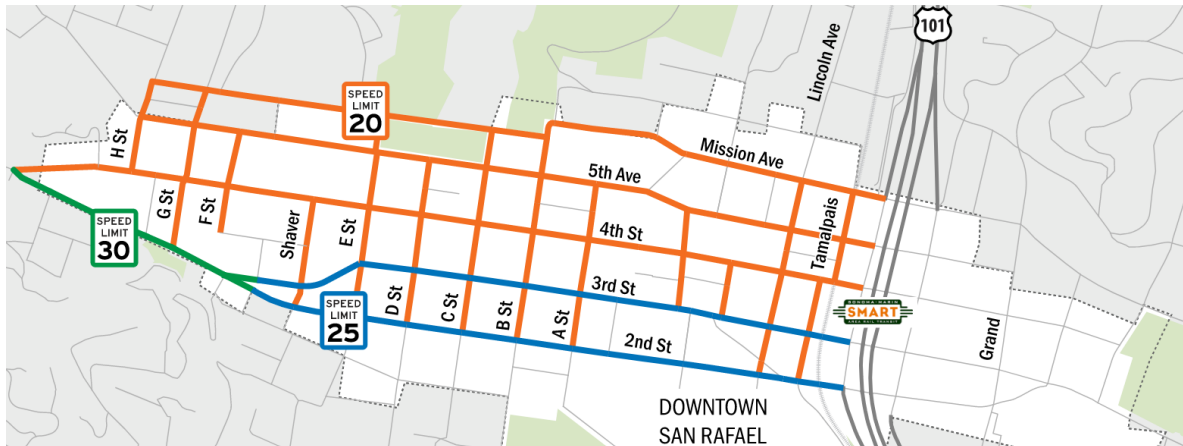
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Project Overview

- CVC requires an E&TS to be updated every 7 years in order to enforce speed limits by radar
- Phase 1: Evaluation of roadways in downtown for potential speed limit reductions pursuant to AB 43
 - Adopted by Council in Feb 2025, in conjunction with citywide E&TS



- Phase 2: Evaluation of other roadways for speed limit reductions



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Project Overview

Spring
2025

Fall-Spring
2025-2026

Summer
2026

Fall-Spring
2026-2027

Phase
1

Adopt
Ordinance for
Downtown
Speed Limits

Early
Implementation
: Signage and 30-
day warning period

Full
Implementation
(Phase 1 ongoing)

Inform &
Educate

Enforce and
Evaluate for
Effectiveness

Phase
2

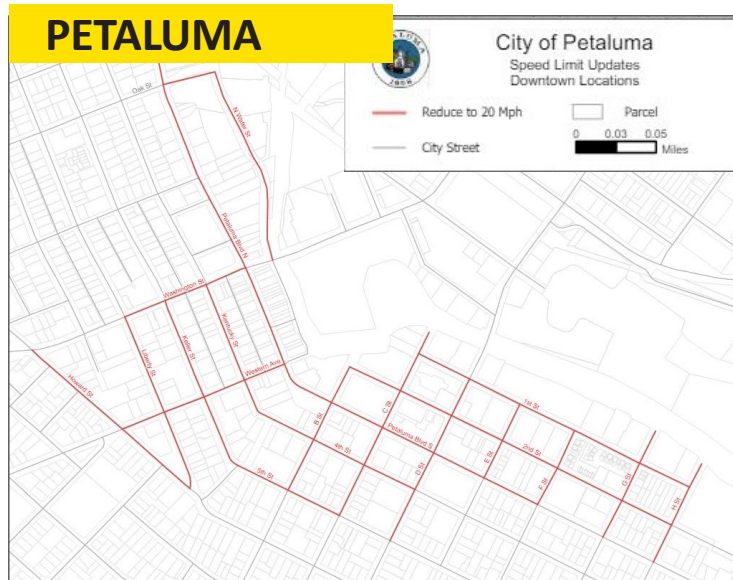
AB 43
Evaluation for
Additional
Roadways

Adopt
Ordinance

Install Signage &
Striping

30-day warning
period

Bay Area AB 43 Implementation

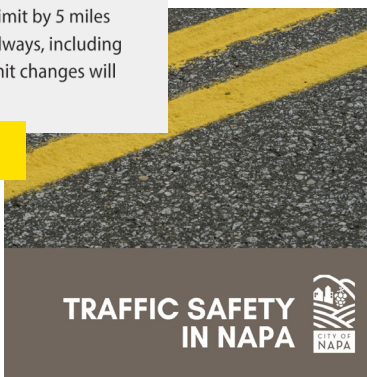


City to implement speed limit reductions based on Engineering & Traffic Survey (ETS) Results

TRAFFIC SAFETY

The City of Napa Public Works Department presented its Annual Update to City Speed Limits at the February 7 City Council meeting, resulting in the Council's decision to approve an ordinance reducing the speed limit by 5 miles per hour (mph) on 23 segments of city roadways, including the City's downtown corridor. The speed limit changes will go into effect on March 9, 2023.

NAPA

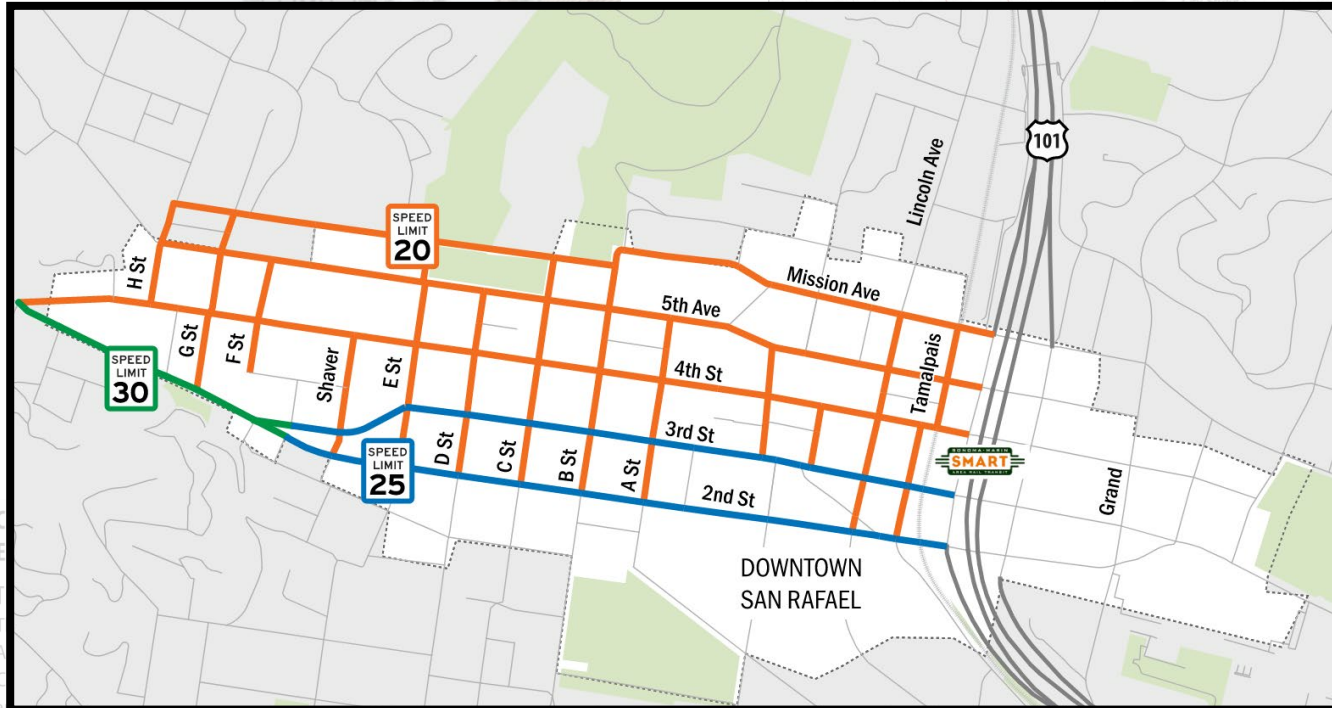


Bay Area AB 43 Implementation

OAKLAND

PETALUMA

SAN FRANCISCO



per hour (mph) on 23 segments of city roadways, including the City's downtown corridor. The speed limit changes will go into effect on March 9, 2023.

NAPA

TRAFFIC SAFETY
IN NAPA



SAN JOSE

MENLO PARK



VISION ZERO
MENLO PARK

Legend
 — 20 MPH Speed Limit
 ○ No Turn on Red (Proposed)
 ● No Turn on Red (Existing)



Citywide E&TS and AB 43 Evaluation



- Citywide E&TS identifies locations for speed limit reduction
- Evaluate AB 43 provisions for each roadway segment:
 - Business activity district
 - Previous adopted speed limit
 - Crash history
 - Land use and roadway context
 - Vulnerable roadway users



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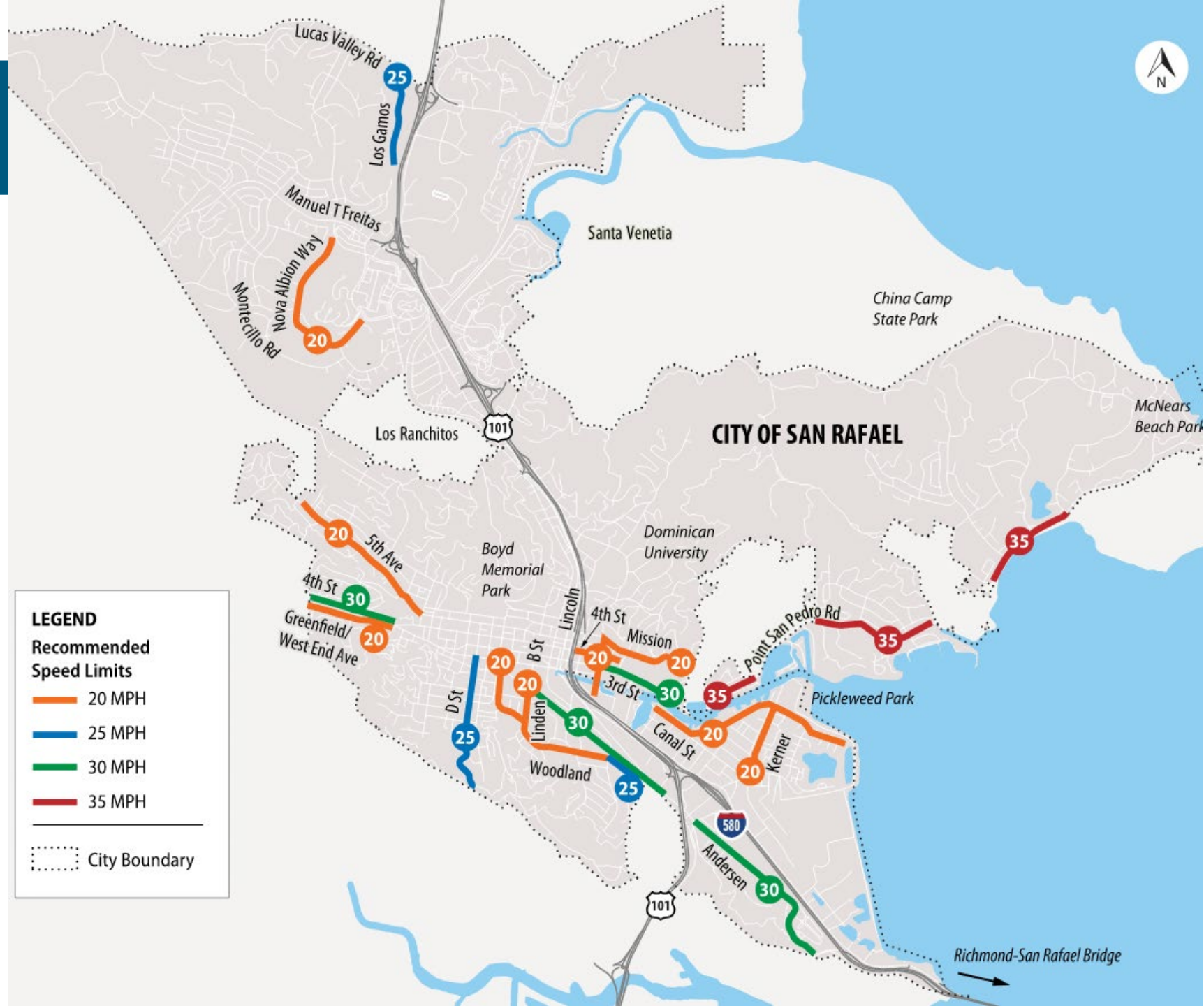
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Draft Results

- Roadways outside of downtown
- Applied:
 - AB 43 criteria and eligibility based on surveyed speeds
 - Current and future infrastructure projects
 - SeeClickFix and other public input
 - Staff input



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Phase 2: Recommended Speed Limit Reductions by 5 mph

Roadway	Between	Recommended Speed Limit (mph)
Anderson Drive	Lindaro Street	30
Anderson Drive	Bellam Boulevard	30
B Street	Woodland Avenue	25
Canal Street / Spinnaker Point Drive	Harbor Street	20
D Street	Second Street	25
Fifth Avenue	Ray Court	20
Fourth Street	Western City Limit	30
Fourth Street	Hetherton Street	20
Grand Boulevard	Mission Avenue	20
Greenfield / West End Ave	Western City Limit	20
Kerner Boulevard	Canal Street	20
Lindaro Street	Second Street	20
Los Gamos Road	Lucas Valley Road	25
Mission Avenue	Grand Boulevard	20
Nova Albion Way	Las Gallinas Avenue	20
Third Street	Grand Avenue	30
Point San Pedro Road	Marina Boulevard	35
Point San Pedro Road	Bay Way	35
Point San Pedro Road	Main Drive	35
Woodland Avenue	B Street	20
Woodland Avenue	Du Bois Street	25
	Francisco Blvd	30
	Sir Francis Drake Avenue	30
	Second Street	25
	Eastern City Limit	20
	Southern City Limit	25
	H Street	20
	Second Street	30
	Union Street	20
	Francisco Boulevard E	20
	Marquard Avenue	20
	Bellam Boulevard	20
	Woodland Avenue	20
	Southern Street End	25
	Embarcadero Way	20
	Northgate Drive	20
	Eastern City Limit	30
	Porte Bello Drive	35
	Bay View Drive	35
	Riviera Drive	35
	Du Bois Street	20
	Auburn Street	25

Phase 2 Public Engagement

- City has hosted a public website since October 2024, which includes information on AB 43, FAQs, resources, and a survey available for public input:

<https://www.cityofsanrafael.org/traffic/assembly-bill-ab-43-strategy-faq/>

- BPAC: December 3, 2025
- Police Advisory and Accountability Committee (PAAC): early 2026



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- < Back
- Crosswalk Improvements
- Assembly Bill (AB) 43 Strategy**
- Downtown Transit Center Relocation (Golden Gate Transit)
- Spinnaker Point Traffic Calming Pilot FAQs
- Francisco Blvd. East Mid-Block Crossing Enhancement Project
- Slip Lane Pilot FAQs
- SMART Train
- California "Daylighting" Law

April Miller, Director of Public Works

(415) 485-3355

(415) 485-3334 (FAX)

[Contact us](#)

111 Morphew Street
San Rafael, CA 94901

Public Hours:
Monday - Thursday: 8:30am-4:00pm
Friday: 8:30am - 12:30pm
(Closed Noon - 1pm)

Assembly Bill (AB) 43 Strategy

Para traducir esta página, hace clic en el globo terráqueo de arriba.



Assembly Bill (AB) 43 Strategy - Online Input Form

Q: What is Assembly Bill No. 43 (Traffic Safety)?

A: California [Assembly Bill No. 43](#) (AB 43) provides cities more flexibility when establishing speed limits in business and residence districts. AB 43 allows for reduction of speed limits after considering safety, land uses, and concentration levels of bicyclists and pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and individuals experiencing homelessness. AB 43 also allows lowered speed limits on sections of roadways in a "business activity district", such as neighborhood downtowns. AB 43 went into effect in 2022 and revised the process by which traffic surveys are prepared.

Q: How are the study areas in the AB 43 Strategy selected?

A: The 2024 Marin County [Local Road Safety Plan](#) indicates that many streets in Downtown San Rafael experience elevated collision rates, and that reducing vehicle speeds would [increase safety outcomes](#) of vulnerable road user groups, such as bicyclists, pedestrians, persons with disabilities, and individuals experiencing homelessness. As such, the initial study will focus on the downtown area, where most vehicle collisions resulted in injury or fatality (as shown in figure below). Starting with the downtown area allows the City to leverage specific provisions of AB 43 for "business activity district" to improve traffic safety and slow vehicles, which gives drivers the opportunity to discover and experience what Downtown San Rafael has to offer.

Future study areas will focus on other roadways with high levels of pedestrian and bicycle activity and a history of frequent crashes. These areas may include roadway corridors near schools, parks, community centers, and locations with a high presence of seniors, children, other vulnerable groups, and collision history.



Project Overview

Spring
2025

Fall-Spring
2025-2026

Summer
2026

Fall-Spring
2026-2027

Phase
1

Adopt
Ordinance for
Downtown
Speed Limits

Early
Implementation:
Signage and 30-day
warning period

Full
Implementation
(Phase 1 ongoing)

Inform &
Educate

Enforce and
Evaluate for
Effectiveness

Phase
2

AB 43
Evaluation for
Additional
Roadways

Adopt
Ordinance

Install Signage &
Striping

30-day warning
period

Questions? Comments?



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3.e. Selection of One (1) Representative to Serve as Chair and One (1) Representative to Serve as Vice Chair for 2026



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3.f. Proposed Schedule of 2026 Bicycle and Pedestrian Advisory Committee Meetings



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Proposed 2026 BPAC Meeting Dates

1. Wednesday, February 11, 2026
2. Wednesday, April 8, 2026
3. Wednesday, June 10, 2026
4. Wednesday, August 12, 2026
5. Wednesday, October 14, 2026
6. Wednesday, December 9, 2026



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4. Staff Liaison Report



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Canal Active Transportation Engagement Event

Upcoming Public Outreach:

Project Information Session (Virtual Only)

When: Tuesday, December 9th, from 5:30-7:00 P.M.

Where: Zoom Webinar

Zoom Link: <https://us02web.zoom.us/j/82512378956?pwd=3blbanpFEurbayYstjtlGaScaGlck.1>

One tap mobile: +16694449171,,82512378956#,,, *615413# US

Passcode: 615413



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5. Commissioner Reports



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6. Open Time for Public Expression



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Adjournment

The next meeting is February 11, 2025, at 6PM



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