



## AGENDA

### SAN RAFAEL BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC) WEDNESDAY, OCTOBER 7, 2020 AT 6:00 P.M.

#### VIRTUAL MEETING

Watch Online: <https://tinyurl.com/BPAC-2020-10-07>

Telephone: (669) 900-9128

ID: 865-6382-1590#

1. **Call to Order**
2. **Approval of meeting minutes**
  - a. Approval of Bicycle and Pedestrian Advisory Committee Meeting Minutes of June 3, 2020 and August 5, 2020  
*Recommended Action: Approve as submitted*
3. **Public Comments for Items not on Agenda: 2-minutes each**
4. **1-580 Flyover and Bellam Bike Connection, Consultant Presentation**  
*Recommended Action: Members to provide feedback on Alternatives*  
**Presentation attached**
5. **Toolkit for Socially-Distanced Safe Routes to School (SR2S),**  
*Presentation by Wendi Kallins, SR2S Coordinator*  
*Relevant Document:*  
<http://saferoutestoschools.org/documents/CovidSupplement-SR2S2.pdf>  
*Recommended action: Form a sub-committee*
6. **Request for Future Agenda Items**
7. **Adjournment**

*Any records relating to an agenda item, received by a majority or more of the Committee less than 72 hours before the meeting, shall be available for inspection online. Sign Language interpreters may be requested by calling (415) 485-3066 (voice), emailing [Lindsay.lara@cityofsanrafael.org](mailto:Lindsay.lara@cityofsanrafael.org) or using the California Telecommunications Relay Service by dialing "711", at least 72 hours in advance of the meeting. Copies of documents are available in accessible formats upon request.*



**City of San Rafael**  
**Bicycle and Pedestrian Advisory Committee (BPAC)**  
**Wednesday June 3, 2020 at 6:00 p.m.**  
**Virtual Meeting via Zoom**

**Minutes**

Present: Chair Allison  
Member Solomon  
Member Mooney  
Member Powers  
Member Bergman  
Member Geraghty, Alternate  
Member Coyne, Alternate  
Youth Member Harlem  
Youth Member Nielsen

Absent: Member Belletto

**1) Call to Order**

Chair Allison called the meeting to order at 6:02 pm.

**2) Public Comments for Items NOT on the Agenda**

- Wendi Kallins, Safe Route to Schools Program, noted they were working to helping kids with access to schools during pandemic.
- Craig Murray announced the new manager for Chris Lilly on R-SR related access projects and announced that projects are needing more funding.
- Youth Member Nielsen noted that during the February meeting, the youth members were not allowed to vote and requested additional information regarding Youth Member voting.
- Tamara Rich commented on downtown traffic and noted that north and southbound traffic signals don't have good synergy.

**3) City Project Updates**

**a) Francisco West Multi Use Path:**

Staff gave a presentation and described a large congestion issue downtown. The City is looking to remove W. Francisco Blvd northbound right turn to 2<sup>nd</sup> to prevent back-up/blocking of intersection. Existing southbound lane would be converted to a bikeway. City presented plans. The project also included revegetation/restoration work along adjacent canal waterway and Mahon Creek.

Chair Allison invited public comment:

**Speakers:** Lori Schifrin, Sunny Lee

There being no further comment from the audience, Chair Allison closed the public comment period.

**b) Uncontrolled Crossing Improvements:**

Staff gave a presentation indicating that fifty priority locations had been selected that the City making improvements over time because it is not fully funded right now. The following locations would be getting enhancements: Fifth/River Oaks, Mission/Alice, Mission/Park, Knight/Ashwood, Medway/Mill, Medway/Front, Belvedere/Vivian, Canal/Spinnaker, Kerner/Sonoma, Third Street/San Rafael High School. Different funding sources and slightly different timelines.

**c) Third and Hetheron:**

Construction through July 2020

**d) Third Street Rehabilitation**

Consultant working on design. Focused on the "Second Street Pinch Point". More information would be presented in August.

**e) Grant Applications**

The City is pursuing HSIP funding (4<sup>th</sup> Street, Lincoln to E and Freitas (Northgate to Civic Center-Redwood) and ATP (Canal Bridge and Bike connection on Francisco Blvd East from Range to the Sir Francis Drake flyover).

**4) Downtown Precise Plan:**

Staff presented the figures from the Downtown Precise Plan that show the modal priority for each street.

Staff responded to questions from Committee Members

Chair Allison invited public comment

**Speakers:** Lori Schifrin

There being no further comment from the audience, Chair Allison closed the public comment period

Committee members requested careful consideration for bicycle and pedestrian through the Precise Plan area, and the area where Francisco East connects for access to/from downtown and Canal.

**5) Request for Future Agenda Items:**

- Youth Member Nielsen requested to revisit the BioMarin Project
- Alternate Member Geraghty requested information about green striping.
- Alternate Member Coyne requested information on the Committee bylaws.

**6) Adjournment:**

Chair Allison adjourned the meeting at 8:01 pm.

Approved this \_\_\_ day of \_\_\_, 2020

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Lauren Davini, Staff Liaison



**City of San Rafael**  
**Bicycle and Pedestrian Advisory Committee (BPAC)**  
**Wednesday August 5, 2020 at 6:00 p.m.**  
**Virtual Meeting via Zoom**

**Minutes**

Present: Chair Allison  
Member Solomon  
Member Mooney  
Member Powers  
Member Bergman  
Member Geraghty, Alternate  
Member Coyne, Alternate  
Youth Member Nielsen

Absent: Member Belletto  
Youth Member Harlem

**1) Call to Order**

Chair Allison called the meeting to order. Member Coyne and Member Geraghty would serve as full voting members in the absence of Member Belletto and Youth Member Harlem.

**2) Approval of Meeting Minutes**

Minutes approved.

**3) Public Comments for Items NOT on the Agenda**

- Craig Murray requested the City pursue projects in North San Rafael and close major gaps up there
- Jean Severinghaus addressed the Committee regarding installation of a safe barrier on Sir Francis Drake/580 overcrossing and wanted to point out Caltrans efforts with Complete Streets
- Patrick Seidler addressed the Committee regarding SMART elimination of the south end of the North-South Greenway
- Bjorn Gripenburg informed the committee that Marin County Bicycle Coalition (MCBC) is writing a letter to Marin County urging them to complete the connection between Andersen/SFD flyover and Remillard Park

**4) Report on Public Meeting Procedures**

Staff reported on process improvements to meetings procedures:

- Staff to take minutes
- Committee members to keep 2-minute time for public speakers
- Name plates and assigned seating once in-person meetings resume
- Youth Members will be full voting members, bring total voting membership to nine
- Member Coyne is 1<sup>st</sup> Alternate Member, and Member Geraghty is 2<sup>nd</sup> Alternate Member.

## 5) **Third Street Rehabilitation**

April Miller, Senior Civil Engineer and Robert Stevens, CSW gave a presentation on the bicycle connection on the west end of the Third Street Rehabilitation project.

Chair Allison invited public comment

**Speakers:** Jana Zanetto, Jean Severinghaus, Dave Rhoads, Patrick Seidler, Dan, Bjorn Griepenburg

Staff responded to questions and answers from the Committee

The Committee requested the City involve the public regarding the west end connection

## 6) **City Project Updates**

### a) **Francisco East Sidewalk Widening:**

Coordinating with San Rafael Sanitation District for sewer work. Construction through April 2021.

Chair Allison invited public comment

**Speakers:** Dave Rhoads

### b) **Francisco West Multi Use Path:**

Breaking ground on Thursday, August 6. Street will be one-way and detours for all modes will be signed in the field and there is a map online.

Chair Allison invited public comment

**Speakers:** Sunny Lee, Jean Severinghaus

### c) **Third and Hetherton:**

Substantial completion achieved. Staff will work with School District on way-finding between Transit Center and San Rafael High School.

### d) **SRHS Third St Crosswalk**

Project went out to bid, poles have been ordered and construction is expected to go September – December 2020.

### e) **Uncontrolled Crossing Improvements:**

Staff gave a presentation indicating that fifty priority locations had been selected that the City making improvements over time because it is not fully funded right now.

### f) **C and D Streets Two Way**

The streets were opened to two-way traffic on Wednesday, August 5. This was done for Emergency Services.

**g) Francisco East Bike Connection:**

Department of Public Works is working with Caltrans, Metropolitan Transportation Commission (MTC), and Bay Area Toll Authority (BATA) to change order the connection to Grange. The agencies are working together on a striping and signage plan for FBE to get bikes across to the path at Grange.

**7) Discussion of Dining Under the Lights:**

Staff presented the report and discussed the Mahon North Path in the original development agreement through the property. BioMarin had expressed interest in the removal of this requirement in development agreement for the PG&E site.

Staff responded to questions from the Committee.

**8) Request for Future Agenda Items:**

- Member Geraghty asked we go over the cost for green paint and the possibility of cost sharing
- Member Powers asked for a discussion on projects in North San Rafael
- Northgate Mall – it is being accepted as a Priority Development Area
- Discussion of pedestrian facilities and key projects

**9) Adjournment:**

Chair Allison adjourned the meeting at 7:57 pm.

Approved this \_\_ day of \_\_\_\_, 2020

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Lauren Davini, Staff Liaison



# Northbound US-101 to Eastbound I-580 Direct Connector

San Rafael Bike and Pedestrian Advisory Committee  
October 7, 2020





## Meet the TAM 101-580 Team

### Transportation Authority Marin

- Anne Richman, Executive Director
- Dan Cherrier, Principal Project Delivery Manager
- Connie Fremier, Project Manager
- Molly Graham, Public Outreach Coordinator

### Consulting Team

- Chadi Chazbek, Project Manager, Kimley-Horn
- Sean Mayer, Deputy Project Manager, Kimley-Horn
- David Parisi, Bike and Pedestrian Design Lead, Parisi and Associates

# Agenda for Today's Meeting

1. Project Background/History
2. Project Goals and Objectives
3. Project Schedule
4. Overview of Direct Connector Alternatives
5. Bellam Boulevard Bike/Pedestrian Options
6. Q&A

# Project Background and Current Scope

## History

- Several studies over two decades
- Various alternatives considered
- Latest study (2017) used to secure funding through RM3

## Current Scope

### This study will:

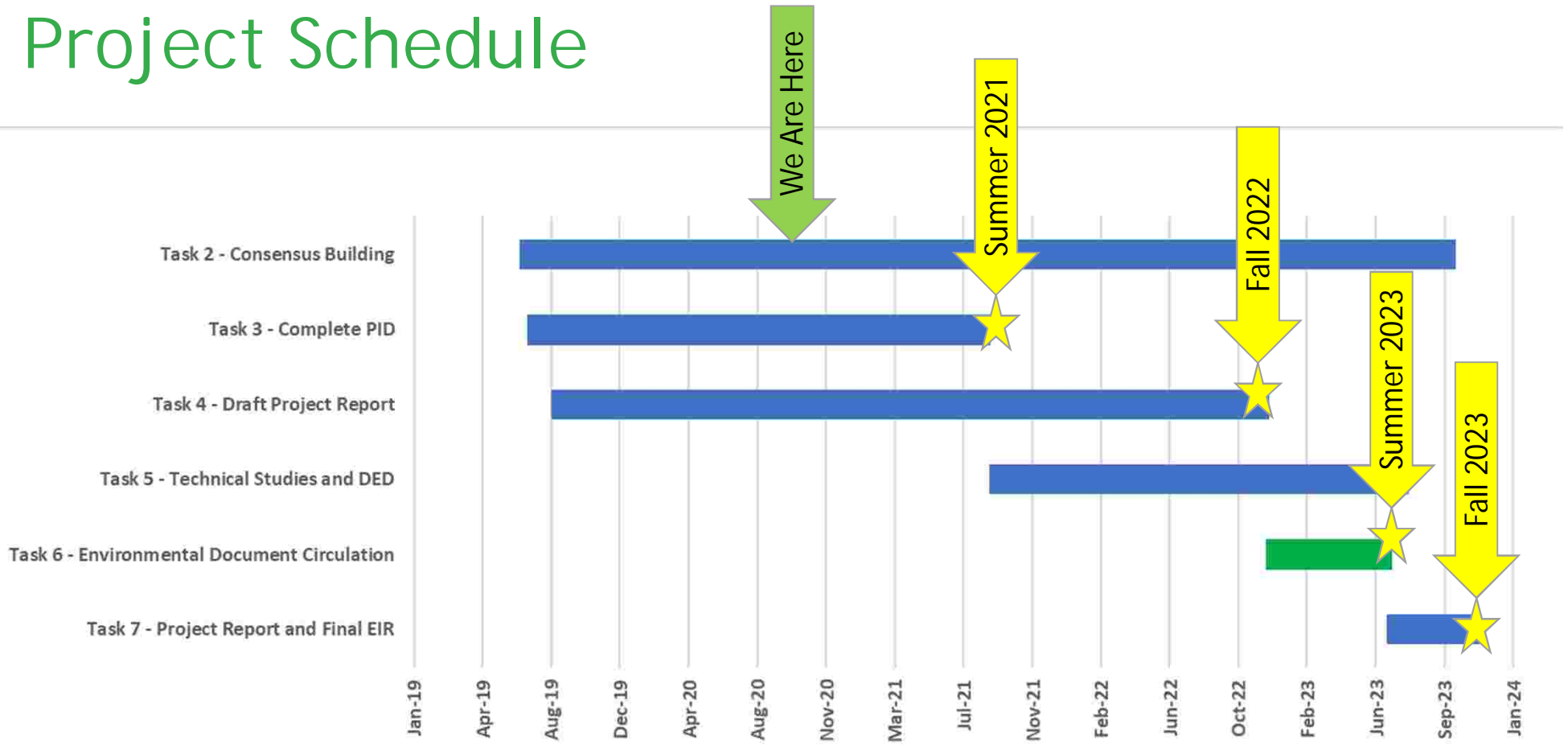
- Review previous alternatives
- Engage the local agencies and community stakeholders
- Work with Caltrans to obtain necessary approvals
- Identify feasible alternatives to carry forward into environmental phase
- Obtain environmental clearance for selected alternative
- Execute a Memorandum of Understanding documenting agencies agreement on selected alternative
- Conceptual design of future WB 580 to SB 101 connector



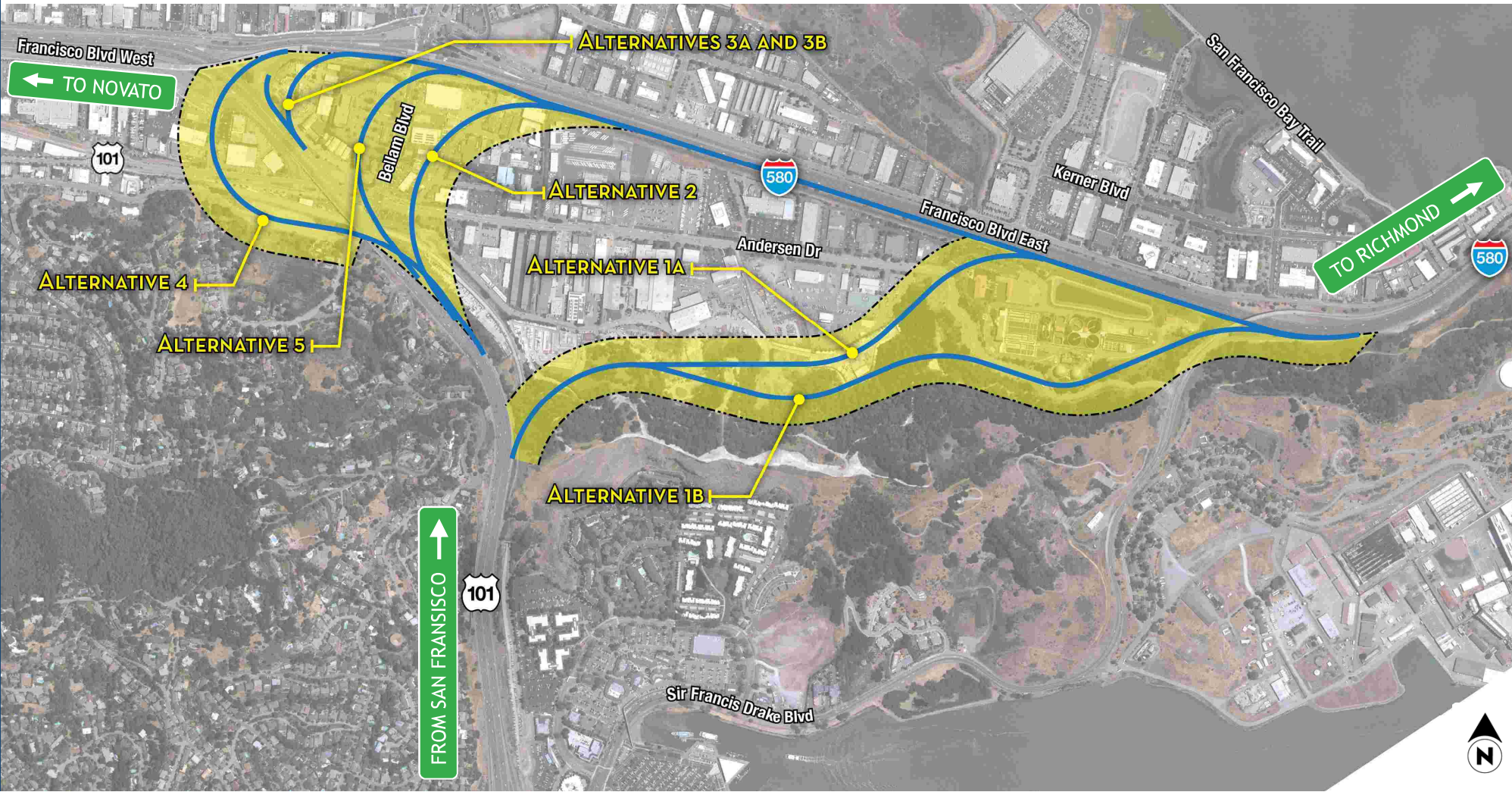
## Project Goals and Objectives

- Improve connectivity between NB US 101 and EB I-580 for regional traffic
- Improve operational efficiencies between NB US 101 and the Richmond-San Rafael Bridge
- Separate local traffic from regional pass-through traffic
- Reduce local traffic congestion
- Enhance the active transportation network (e.g. bicycle, pedestrian, bus transit) within the project area

# Project Schedule



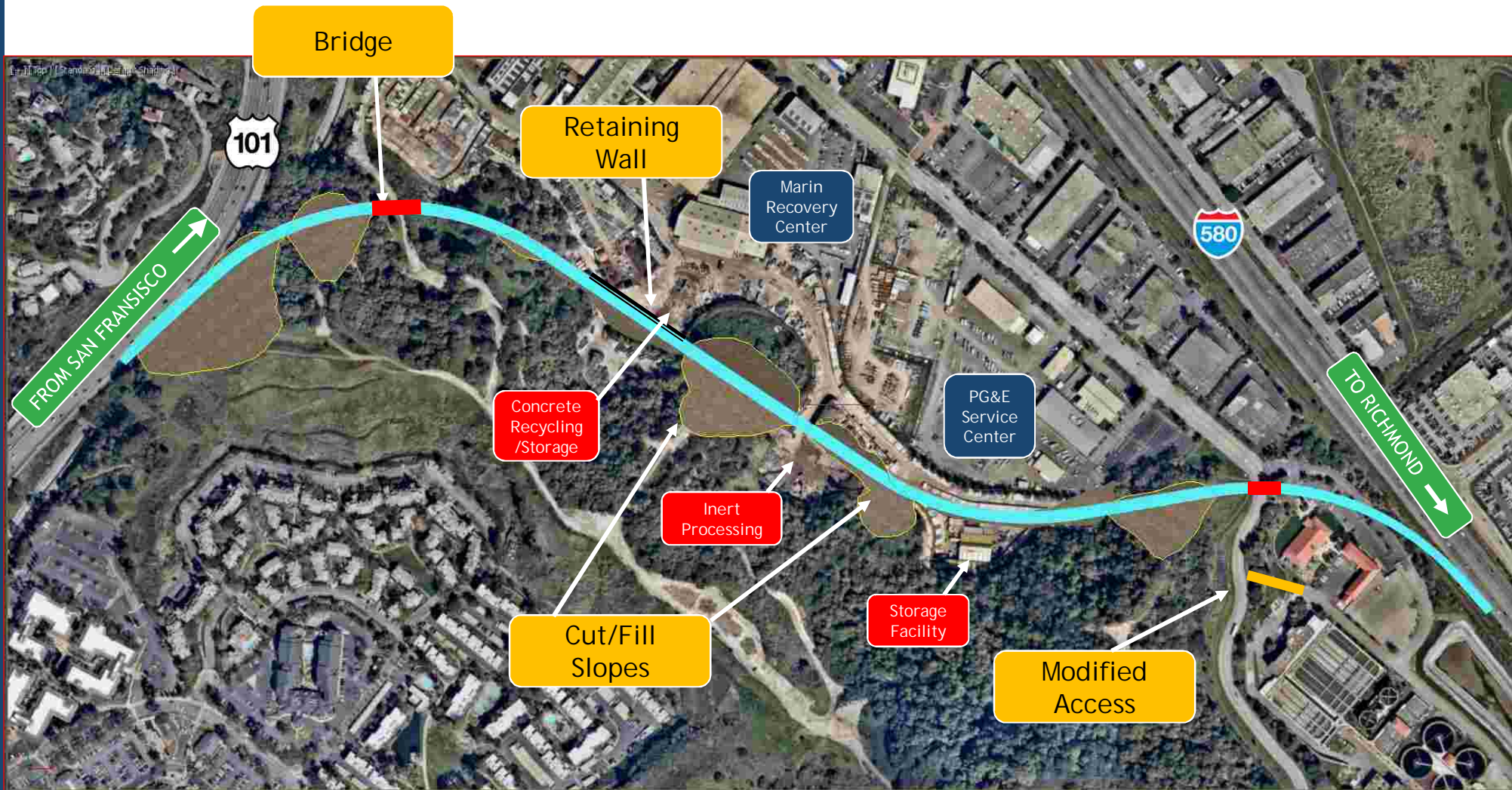
# Initial Alternatives Considered



## Alternatives Summary

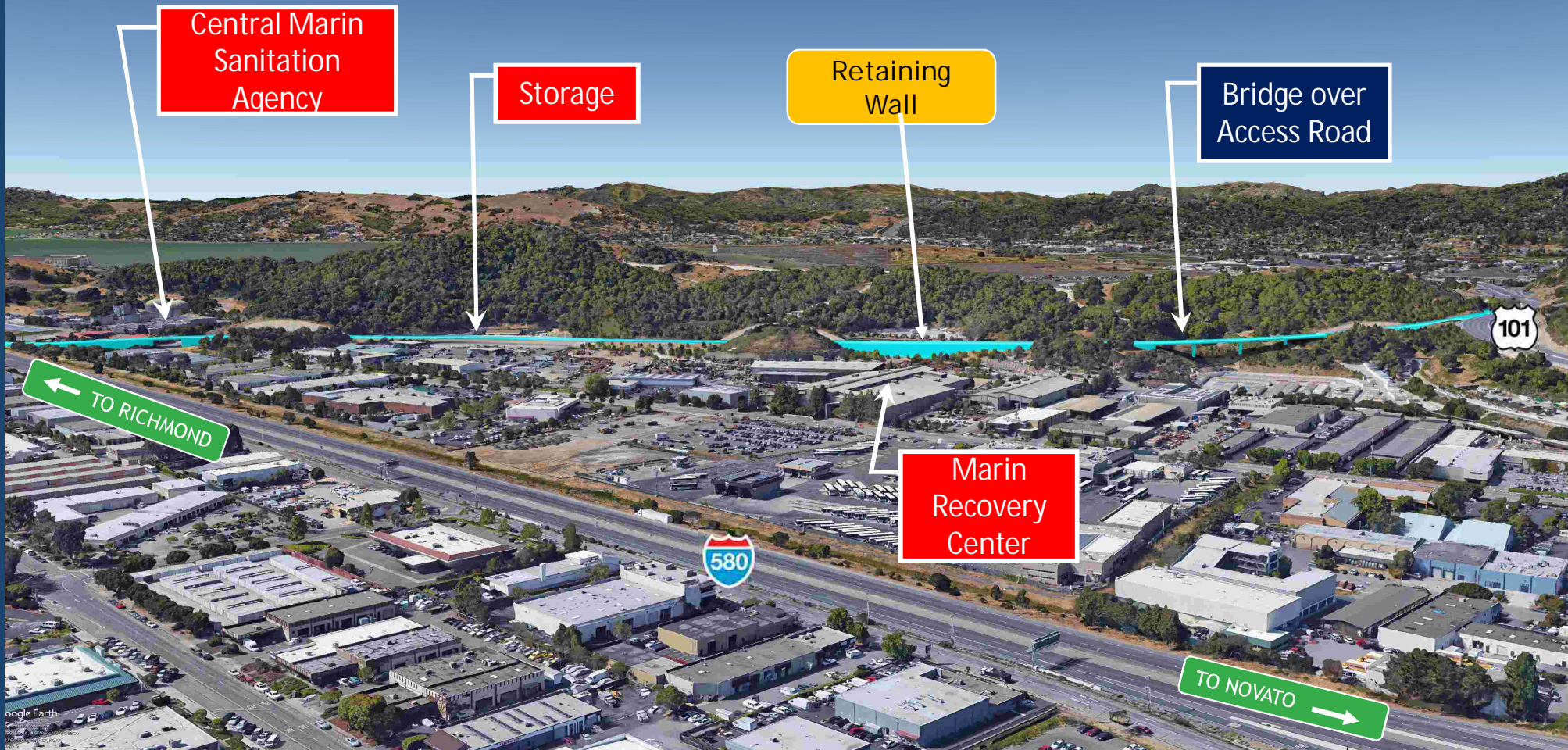
Alternatives	Naming	Design Speed (mph)	Cost	Distance (miles) Tamalpais Dr to RSR
1A	Hillside A	50	\$ 323M	3.74
1B	Hillside B	50	\$ 446M	3.66
2	Simms St	45	\$ 174M	4.22
3A	Low Speed A	35	\$ 131M	4.60
3B	Low Speed B	35	\$ 104M	4.60
4	Swing Out	35	\$ 214M	5.07
5	Medium Speed	40	\$ 179M	4.38

# Alternative 1A - Hillside A

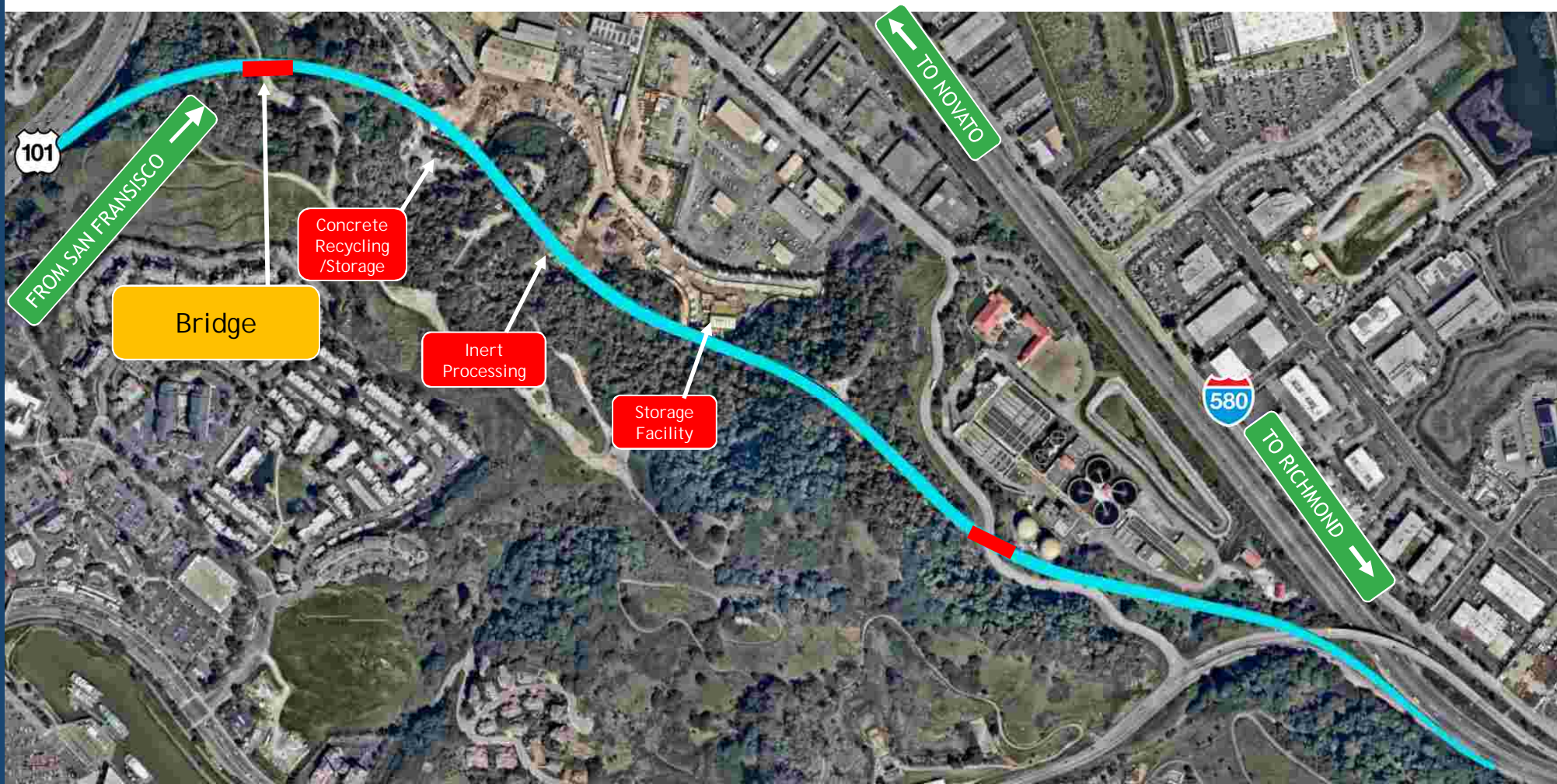




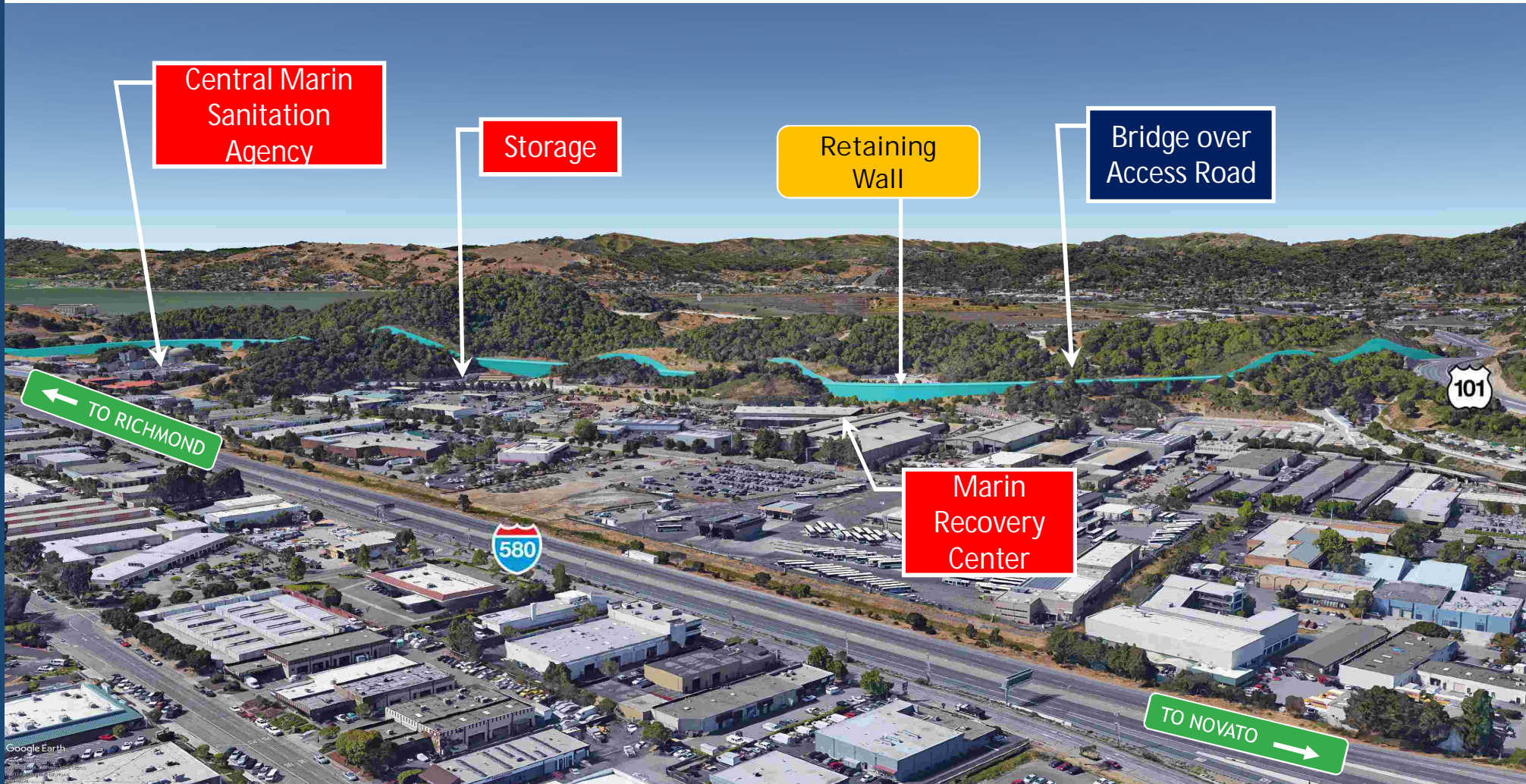
# Alternative 1A (Hillside)



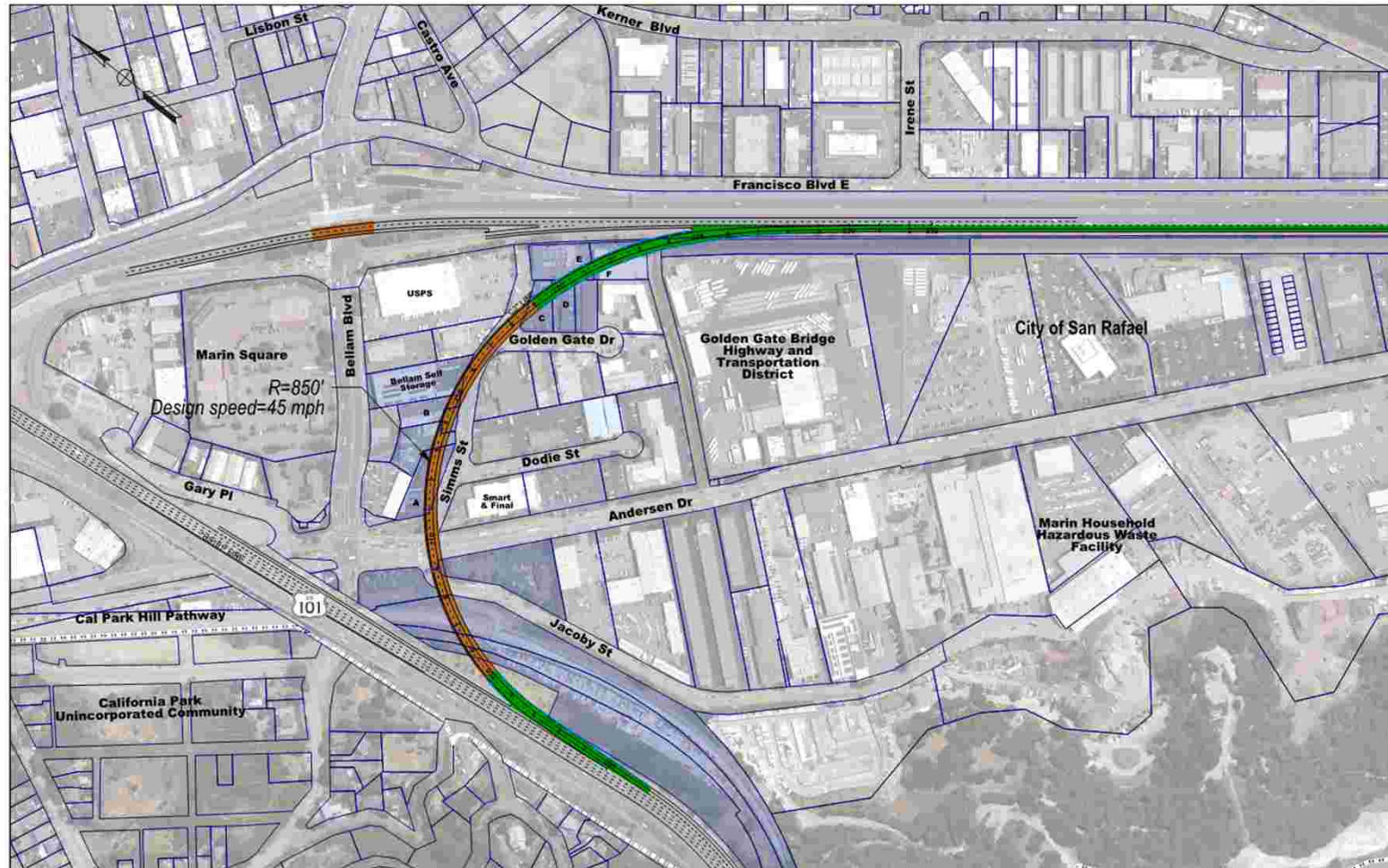
# Alternative 1B (Hillside)



# Alternative 1B (Hillside)



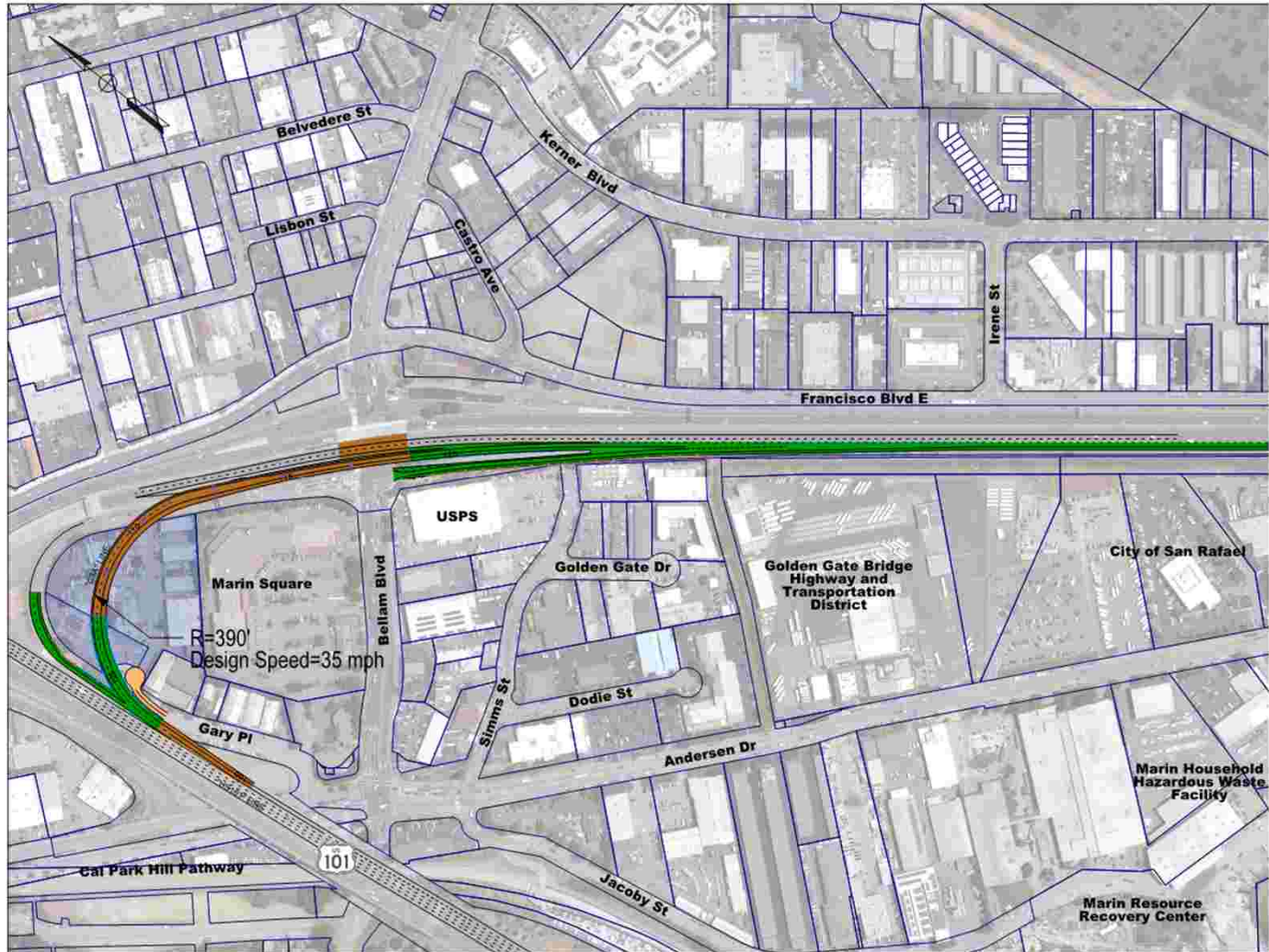
# Alternative 2 (Simms St.)



## Alternative 2 View from Hill Side West/South of US 101



# Alternative 3A (Low Speed A)



# Alternative 3A Rendering



Span over existing off-ramp

← TO NOVATO

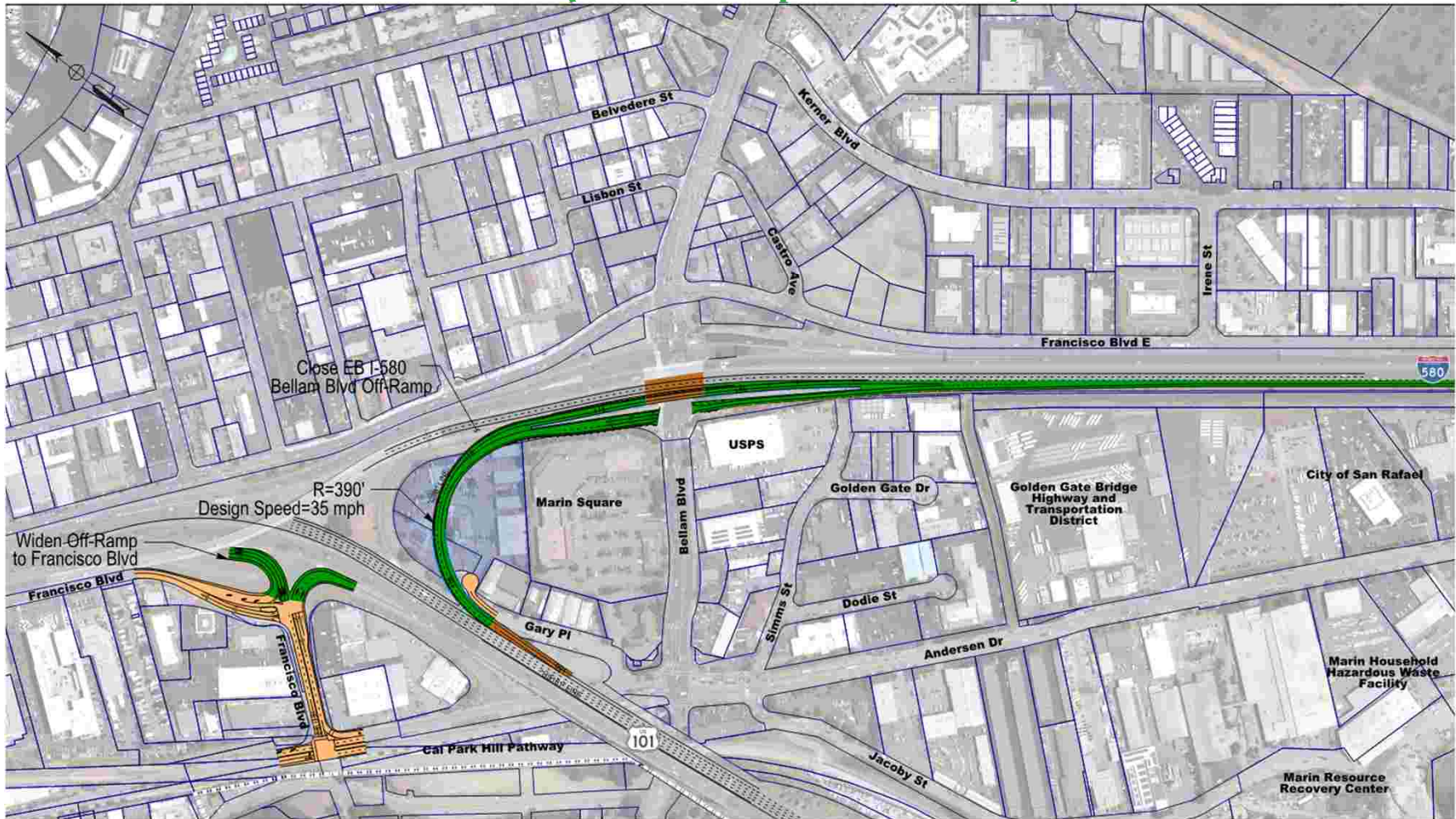
TO RICHMOND →

New Cul-de-Sac at end of Gary Pl

Combined Direct Connector / Bellam Blvd Exit

← FROM SAN FRANCISCO

# Alternative 3B (Low Speed B)





# Alternative 3B Rendering



Close 580  
off-ramp to  
Bellam

TO RICHMOND →

← TO NOVATO

New Cul-de-  
Sac at end of  
Gary PI

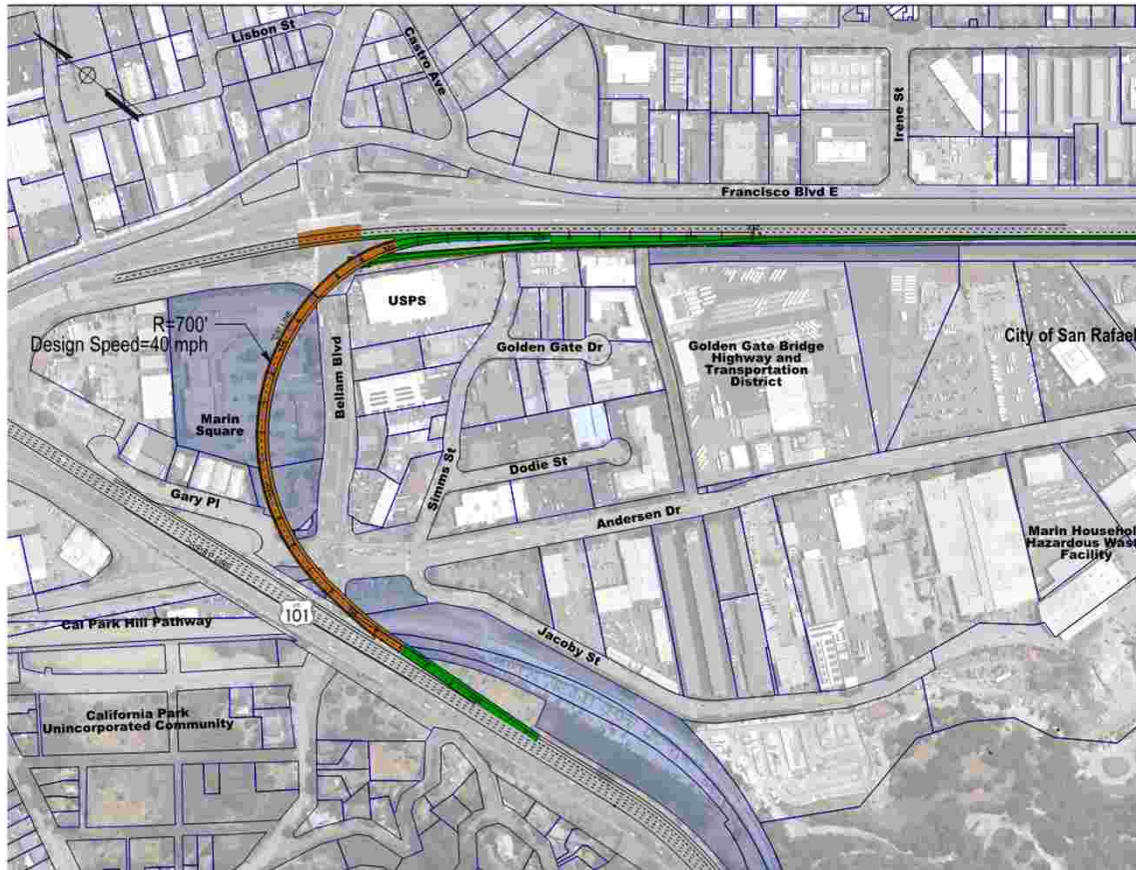
Combined  
Direct  
Connector  
/Bellam Blvd  
Exit

← FROM SAN FRANCISCO

# Alternative 4 (Swing Out)



# Alternative 5 (Medium Speed)



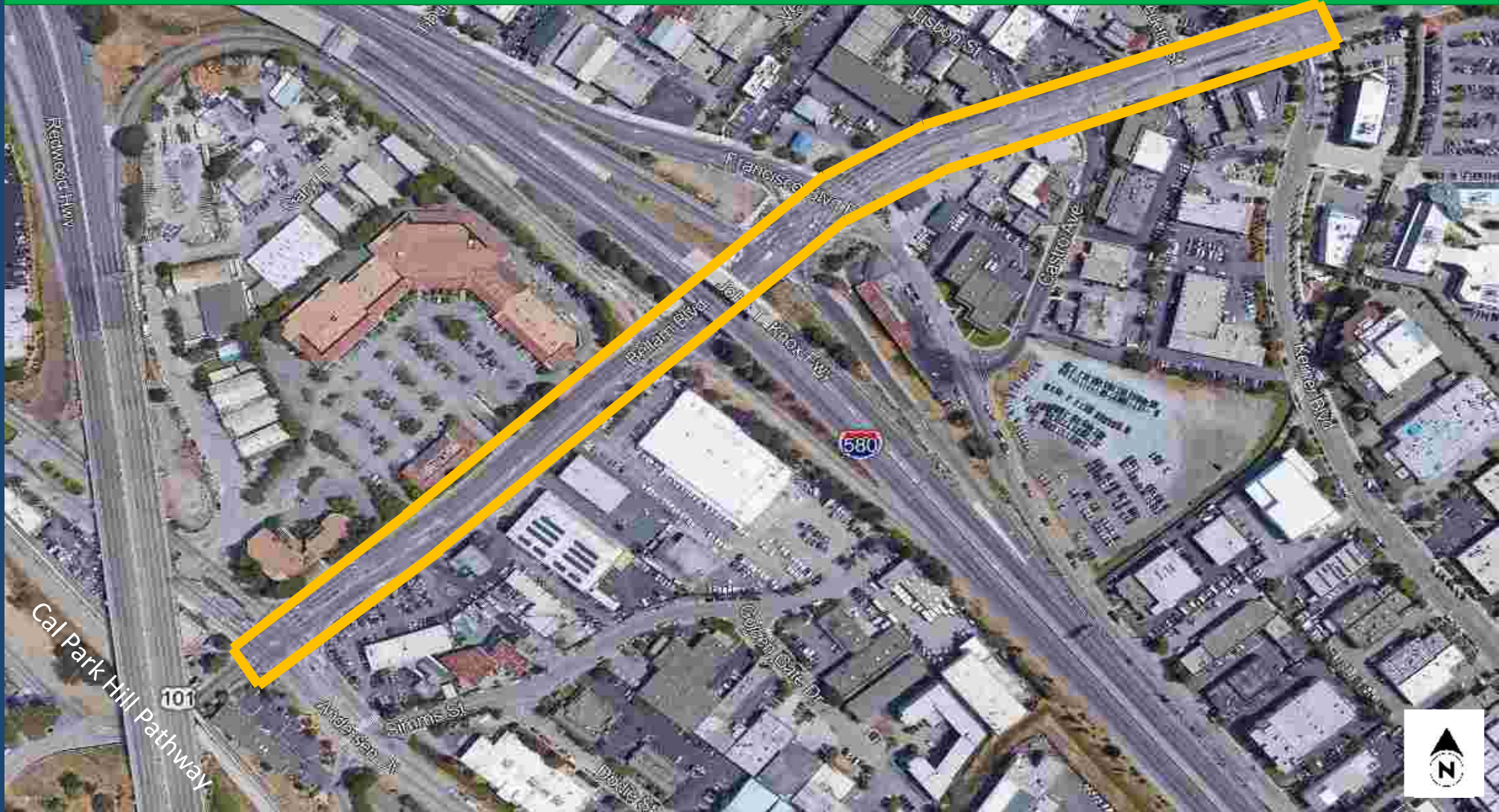
# Alternative 5 (Medium Speed)



# Bellam Boulevard Improvements

# Existing Conditions – Andersen Drive to Kerner Boulevard

NB US 101 to EB I-580 Direct Connector Project

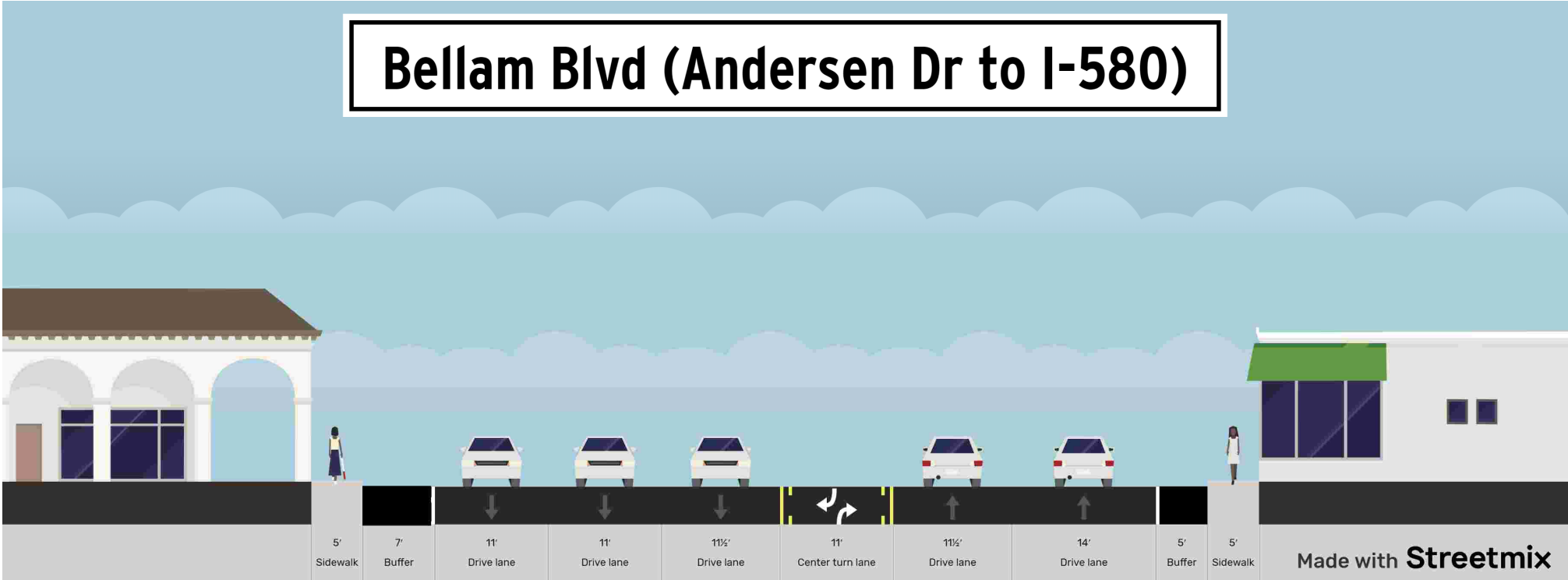


# Existing Conditions – Andersen Drive to I-580



# Existing Conditions - Looking East

## Bellam Blvd (Andersen Dr to I-580)





## Existing Conditions – Andersen Drive Intersection



LOOKING SOUTHEAST

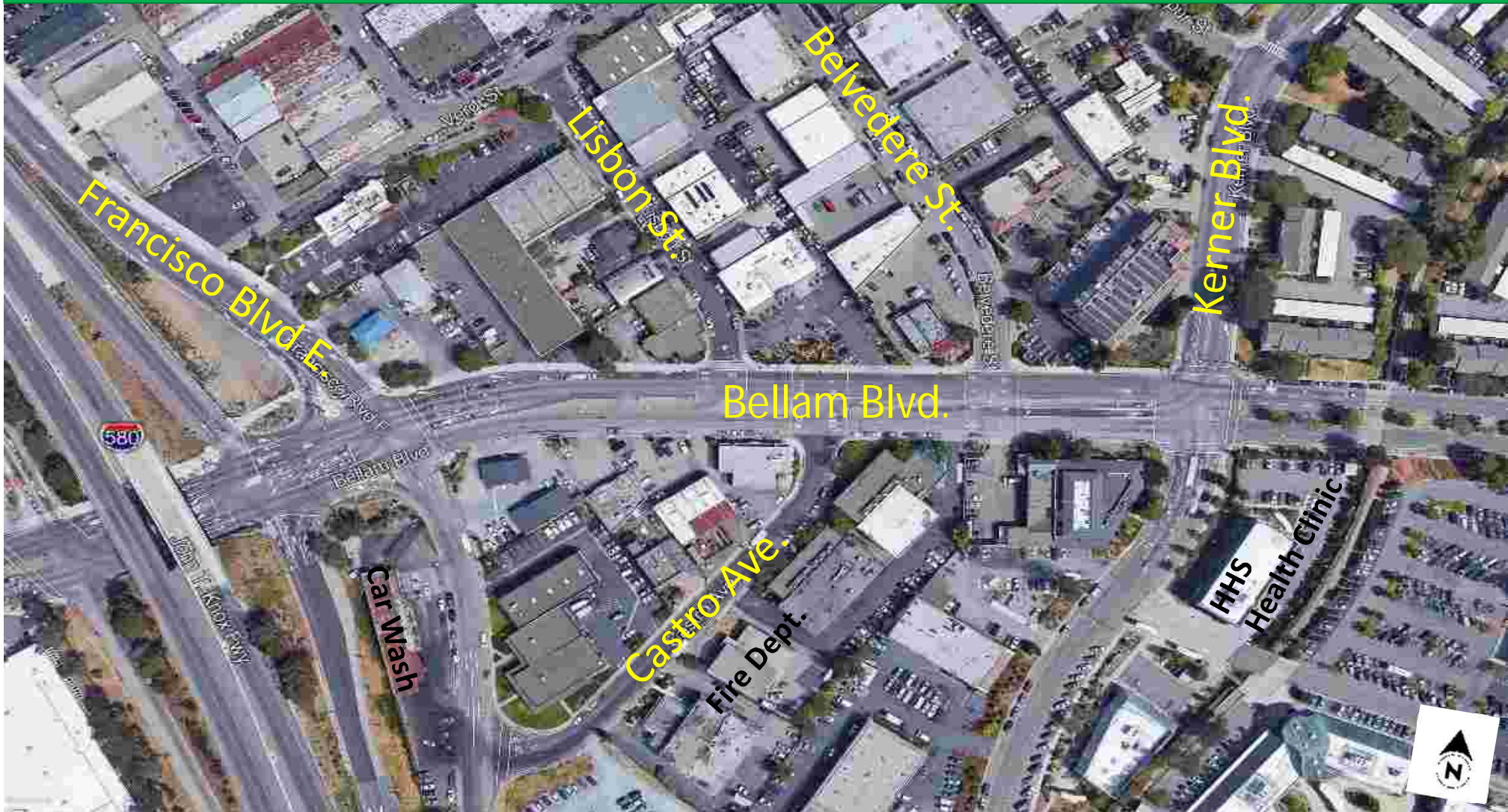
## Existing Conditions – Mid-Block on Bellam Boulevard



## Existing Conditions – I-580 WB On and Off Ramps

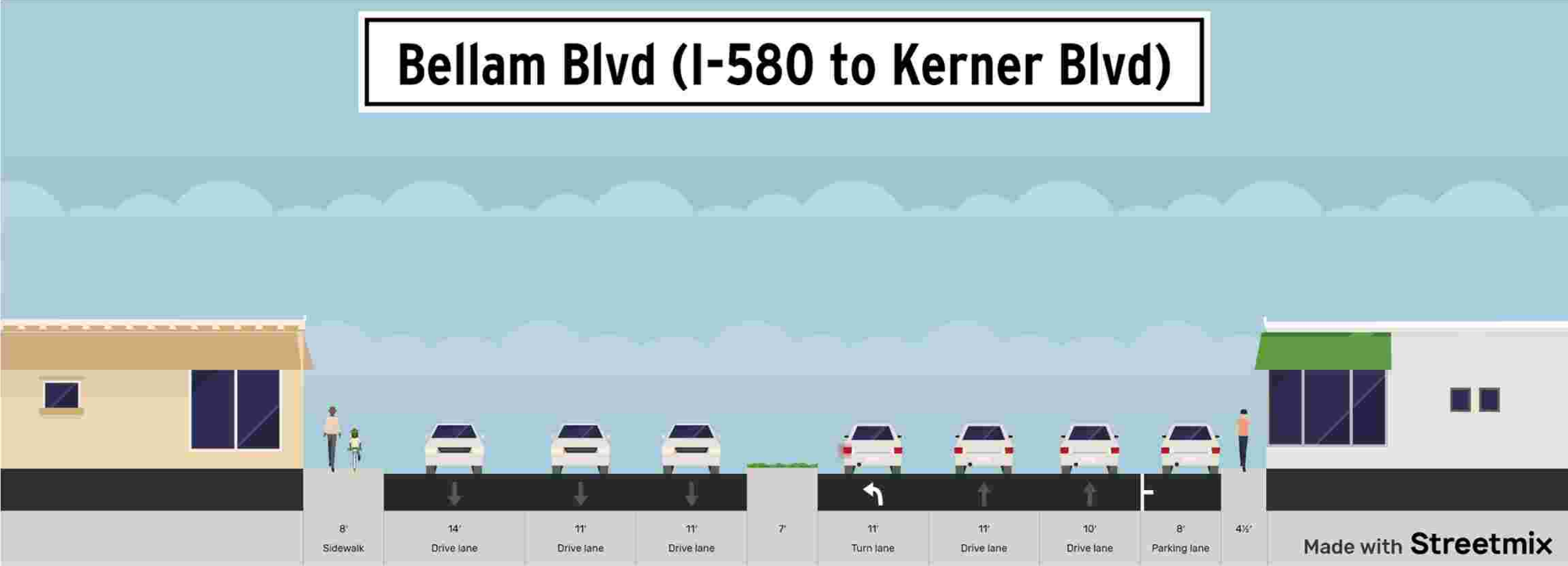


# Existing Conditions – I-580 to Kerner Boulevard



# Existing Conditions - Looking East

## Bellam Blvd (I-580 to Kerner Blvd)



## Existing Conditions – I-580 Undercrossing



LOOKING EAST

# Existing Conditions – Francisco Blvd. East and I-580 EB Ramps



LOOKING WEST

## Existing Conditions – Mid-Block on Bellam Boulevard





## Existing Conditions – Kerner Boulevard Intersection

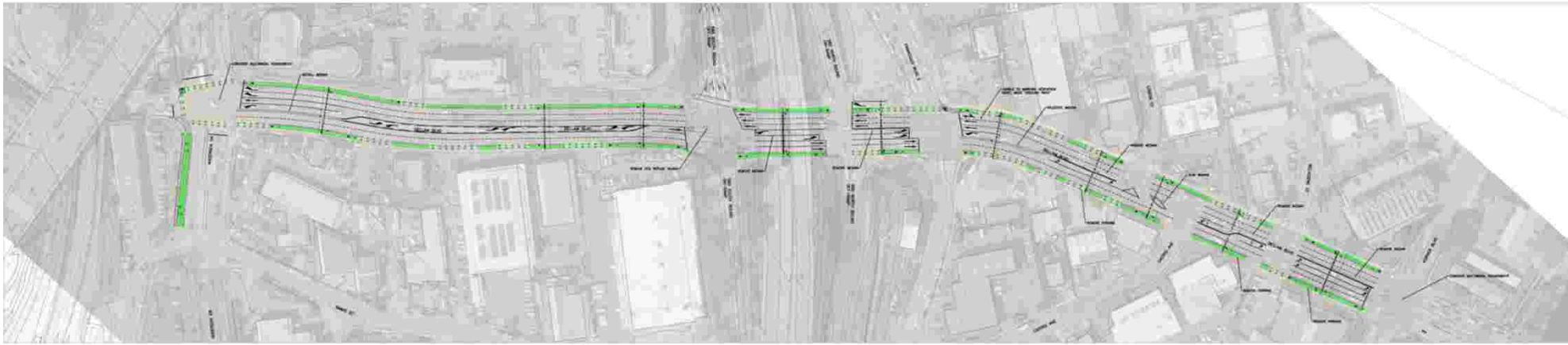


LOOKING EAST

## Protected Bikeway Options Under Consideration

- Option 1: Directional Protected Bikeways
- Option 2: Two-way Protected Bikeway (North Side)
- Option 3: Simms/Castro Protected Bikeway and Bridge
- Note: All options would provide protected/separated bikeways and would include pedestrian enhancements

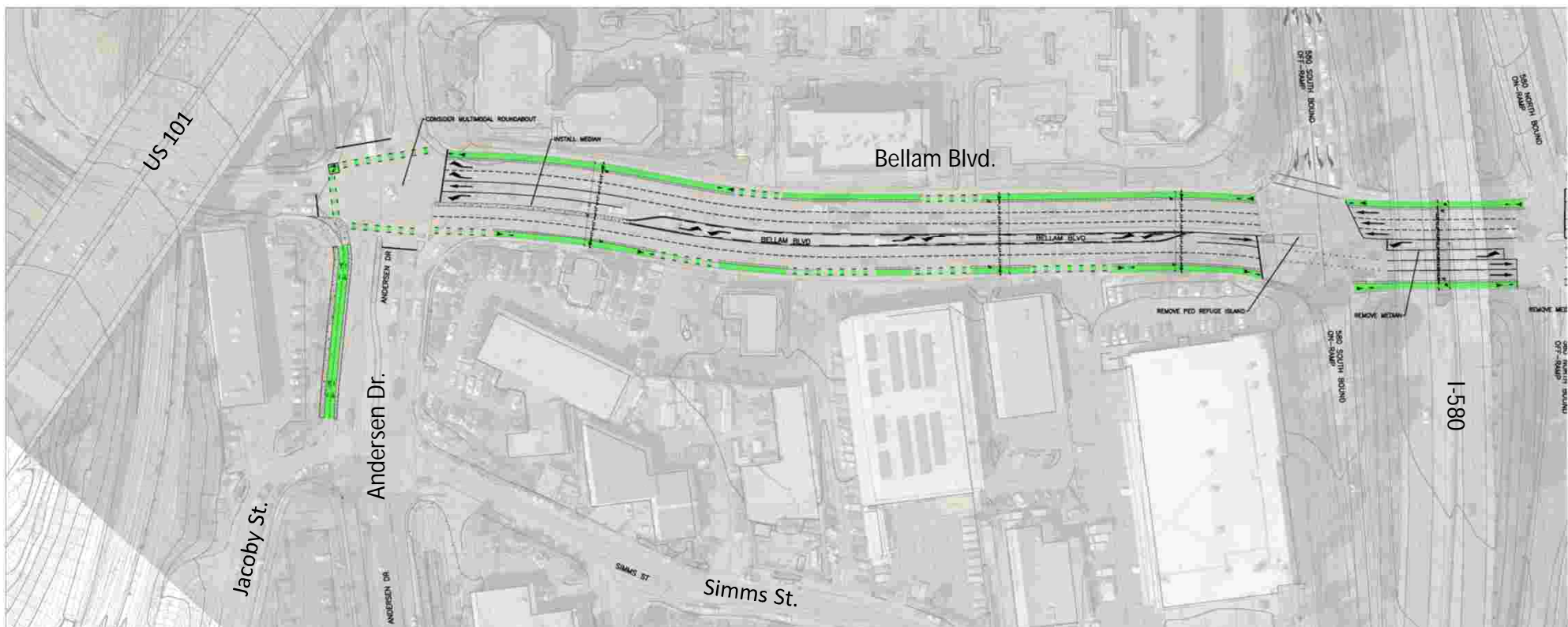
## Option 1: Directional Protected Bikeways



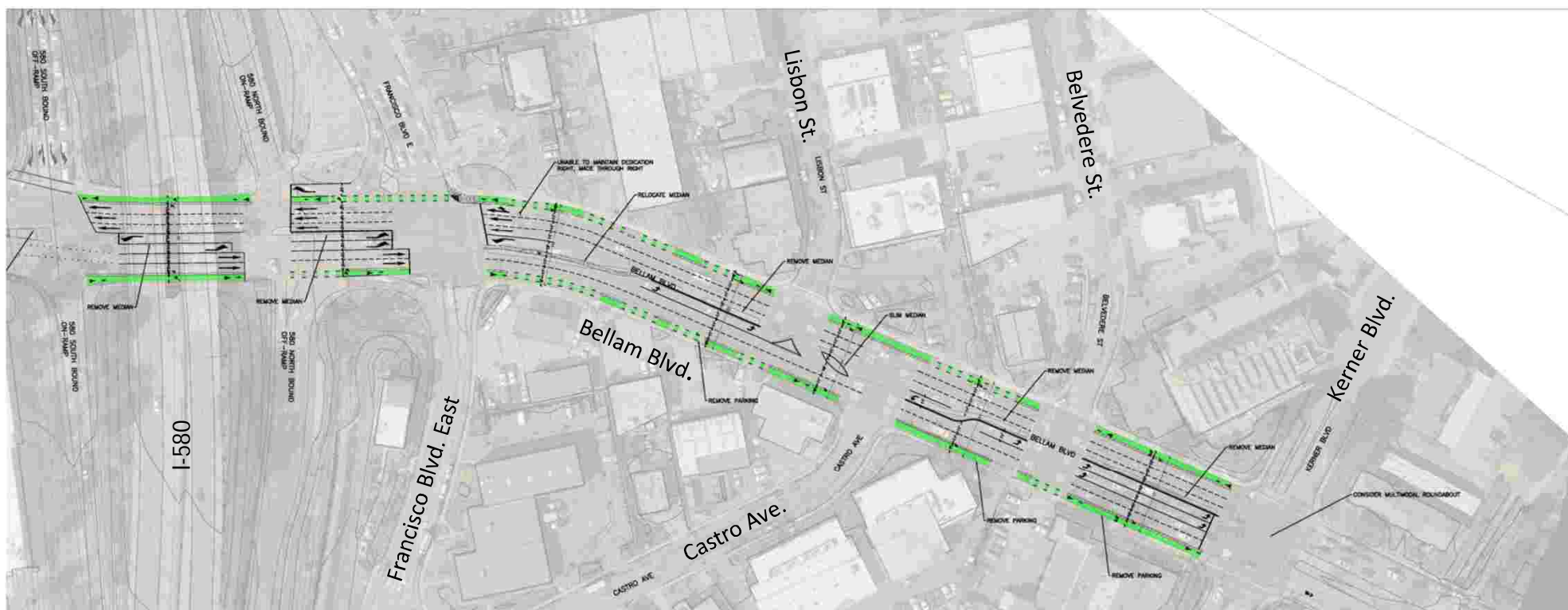
## Option 1: Directional Protected Bikeways

- 2,200 feet between Andersen and Kerner
- Westbound bikeway would cross 8 driveways and 2 uncontrolled streets on north side of Bellam
- Eastbound bikeway would cross 9 driveways and 1 uncontrolled street on south side of Bellam
- Cyclists would travel in same direction as adjacent street traffic
- Various options for separating bicycle and vehicle traffic

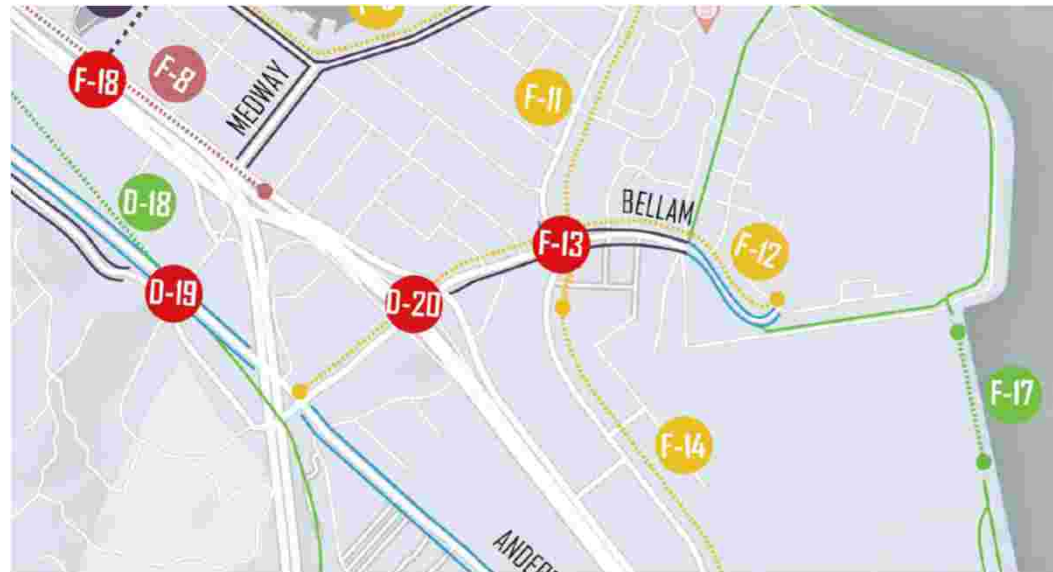
# Option 1: Directional Protected Bikeways – Andersen Dr. to I-580



# Option 1: Directional Protected Bikeways – I-580 to Kerner Blvd.



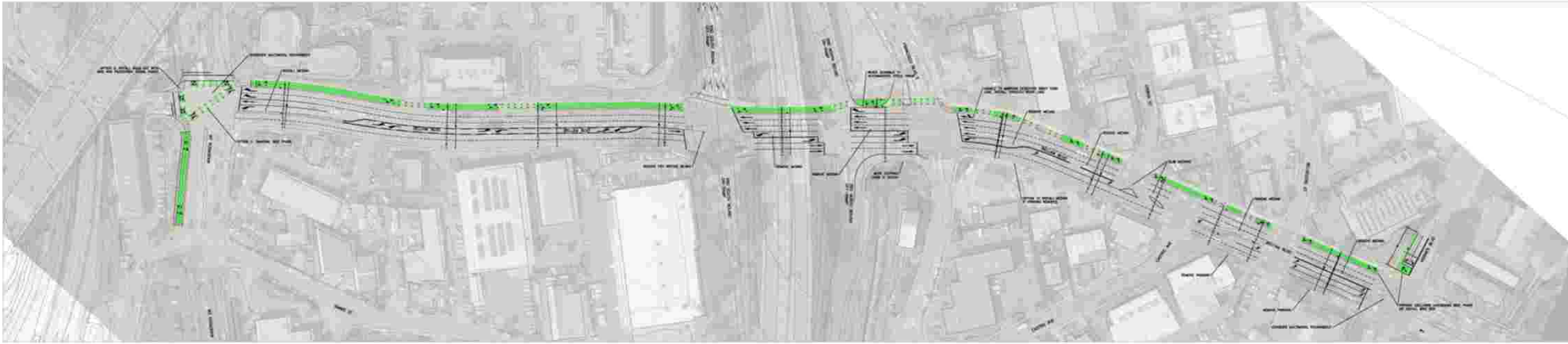
# 2018 Bicycle and Pedestrian Master Plan Update



## **Bellam Boulevard from Andersen Drive to Baypoint Drive**

Study feasibility of Class IV protected bicycle facilities on Bellam Boulevard and Baypoint Village Drive corridor connecting to the San Francisco Bay Trail. Between Andersen Drive and Francisco Boulevard East, study potential for northside bikeway and widened sidewalk in conjunction with potential redevelopment Marin Square. Project is consistent with the proposed Highway 101 – I-580 flyover improvements in development by Caltrans and funded through Regional Measure 3.

## Option 2: Two-way Protected Bikeway (North Side)





## Option 2: Two-way Protected Bikeway

- 2,200 feet between Andersen and Kerner
- Two-way bikeway would cross 8 driveways and 2 uncontrolled streets on north side of Bellam
- Would require special traffic signal phasing at I-580 and Francisco Blvd. intersections, increasing vehicle congestion



## Option 2: Two-way Protected Bikeway

### NACTO\* Guidance:

- Since some bicyclists would not travel in the same direction as adjacent automobiles, motorists may not be aware of their presence, leading to increased vulnerability at driveways and intersections
- To minimize conflicts associated with motor vehicles crossing two-way bikeways, these are more appropriate to areas with longer blocks and fewer driveways
- Two-way bikeways located on one-way streets have fewer potential driveway conflicts

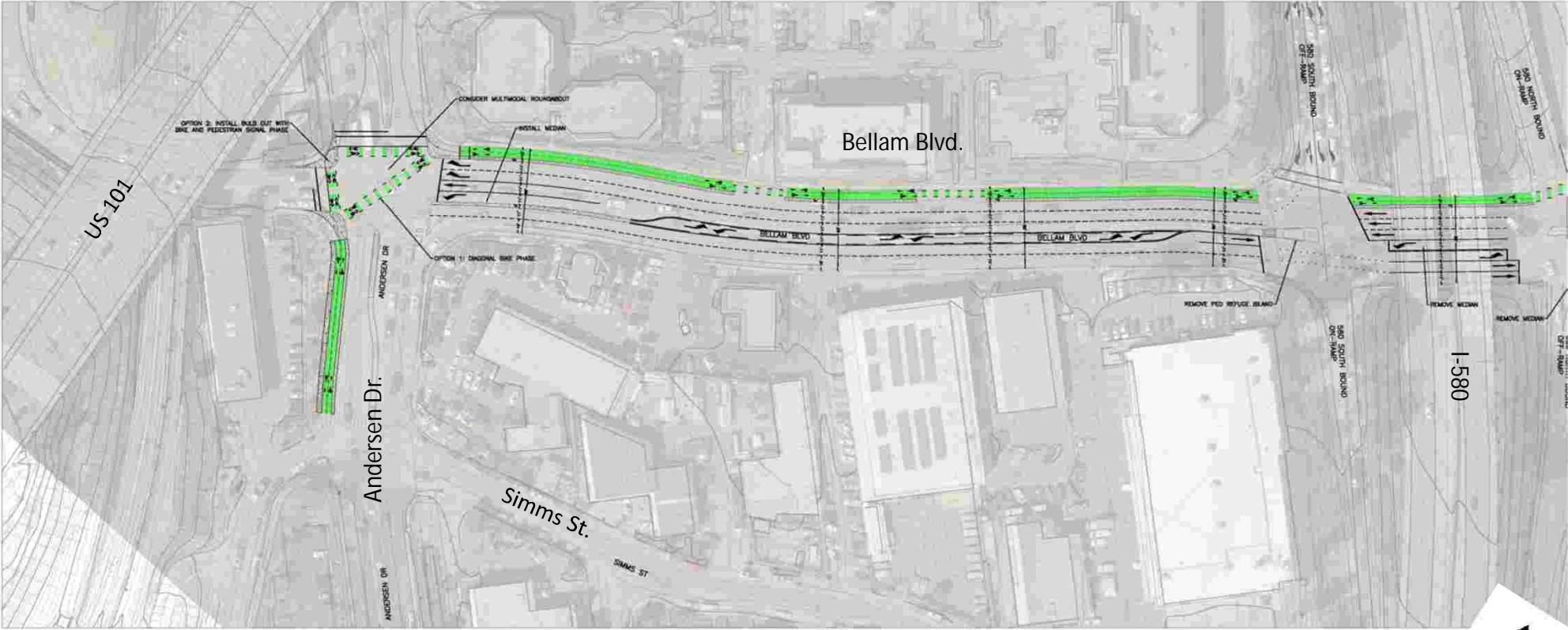
\* *National Association of City Transportation Officials*

## Option 2: Two-way Protected Bikeway

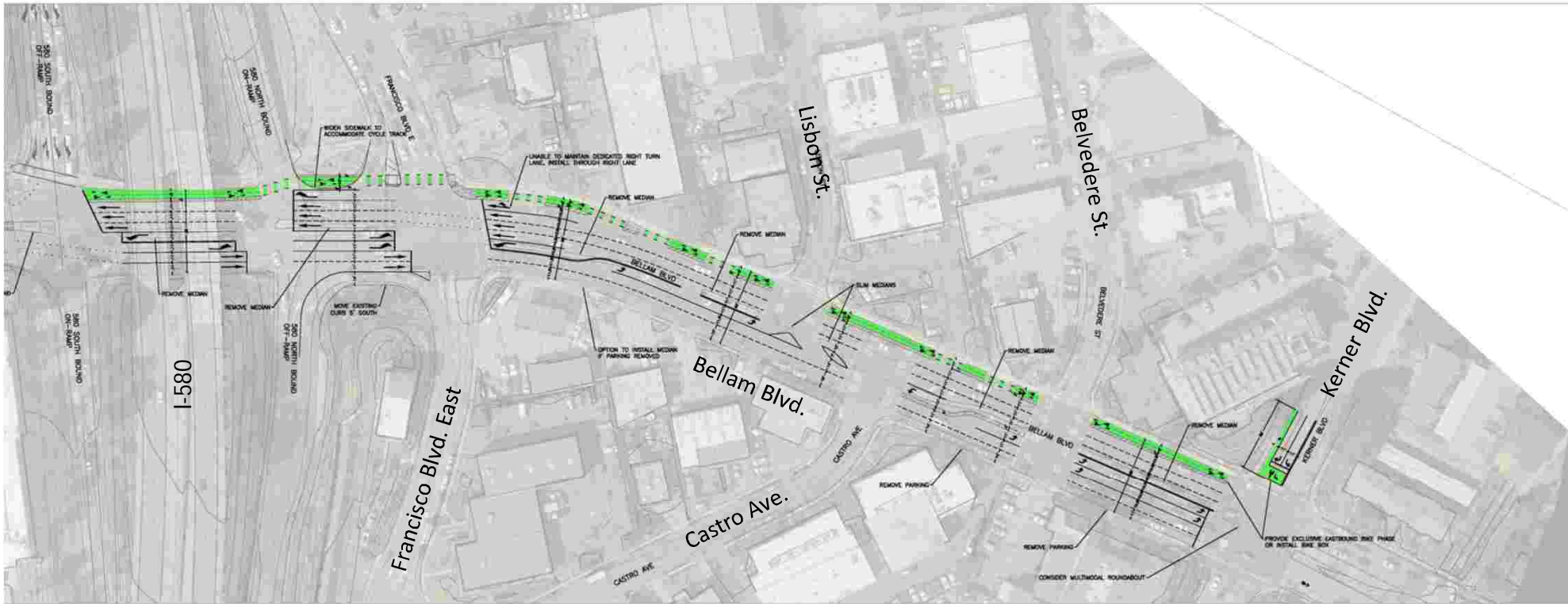
### Additional guidance for two-way bikeways:

- On streets where there is not enough room for a one-way bikeway on both sides of the street
- On one-way streets where contra-flow bicycle travel is desired
- On streets where more destinations are on one side thereby reducing the need to cross the street

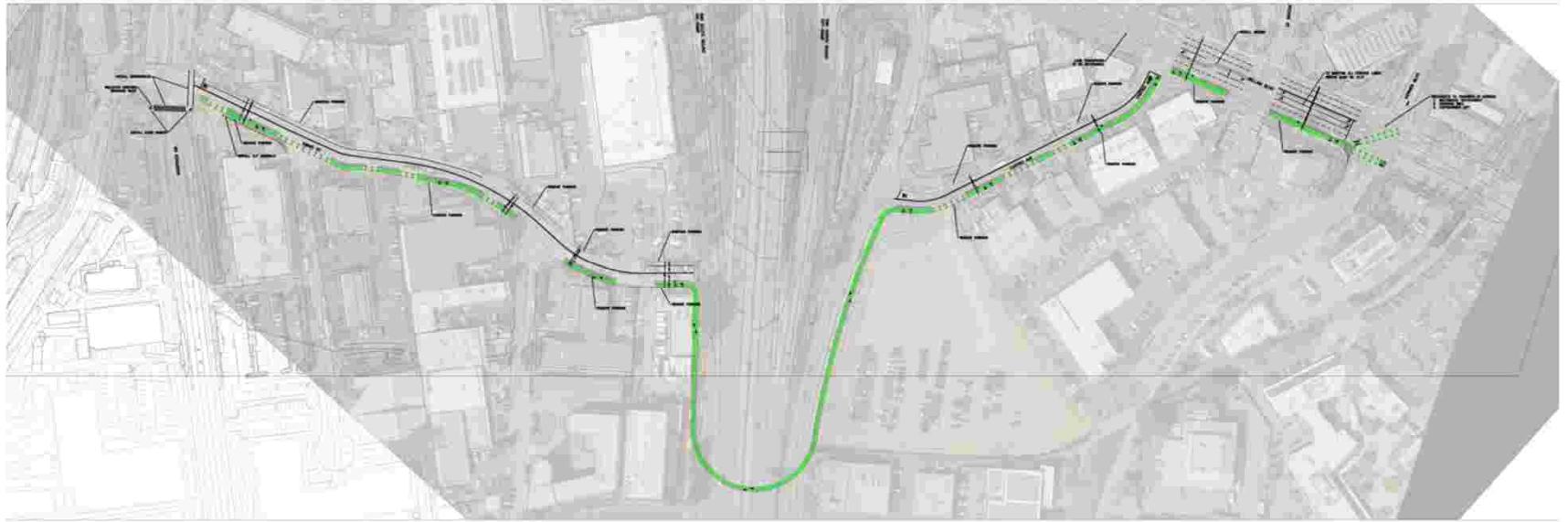
# Option 2: Two-way Protected Bikeway – Andersen Dr. to I-580



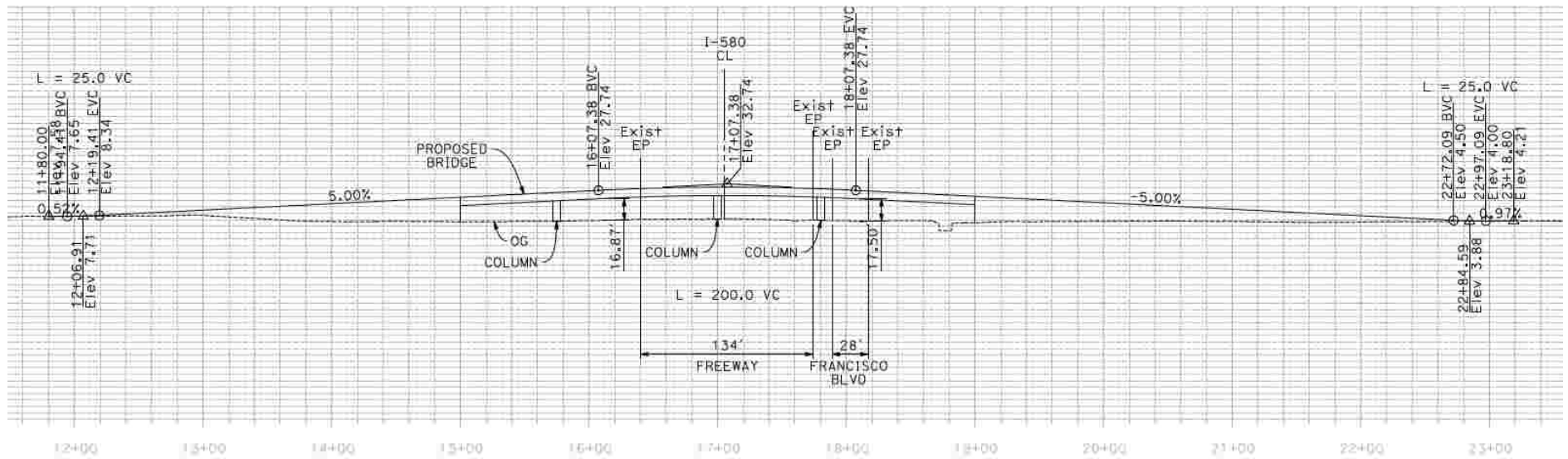
# Option 2: Two-way Protected Bikeway – I-580 to Kerner Blvd.



## Option 3: Simms/Castro Protected Bikeway and Bridge



# Option 3: Simms/Castro Protected Bikeway and Bridge



PROFILE  
 SCALE HORIZONTAL 1:50  
 SCALE VERTICAL 1:10

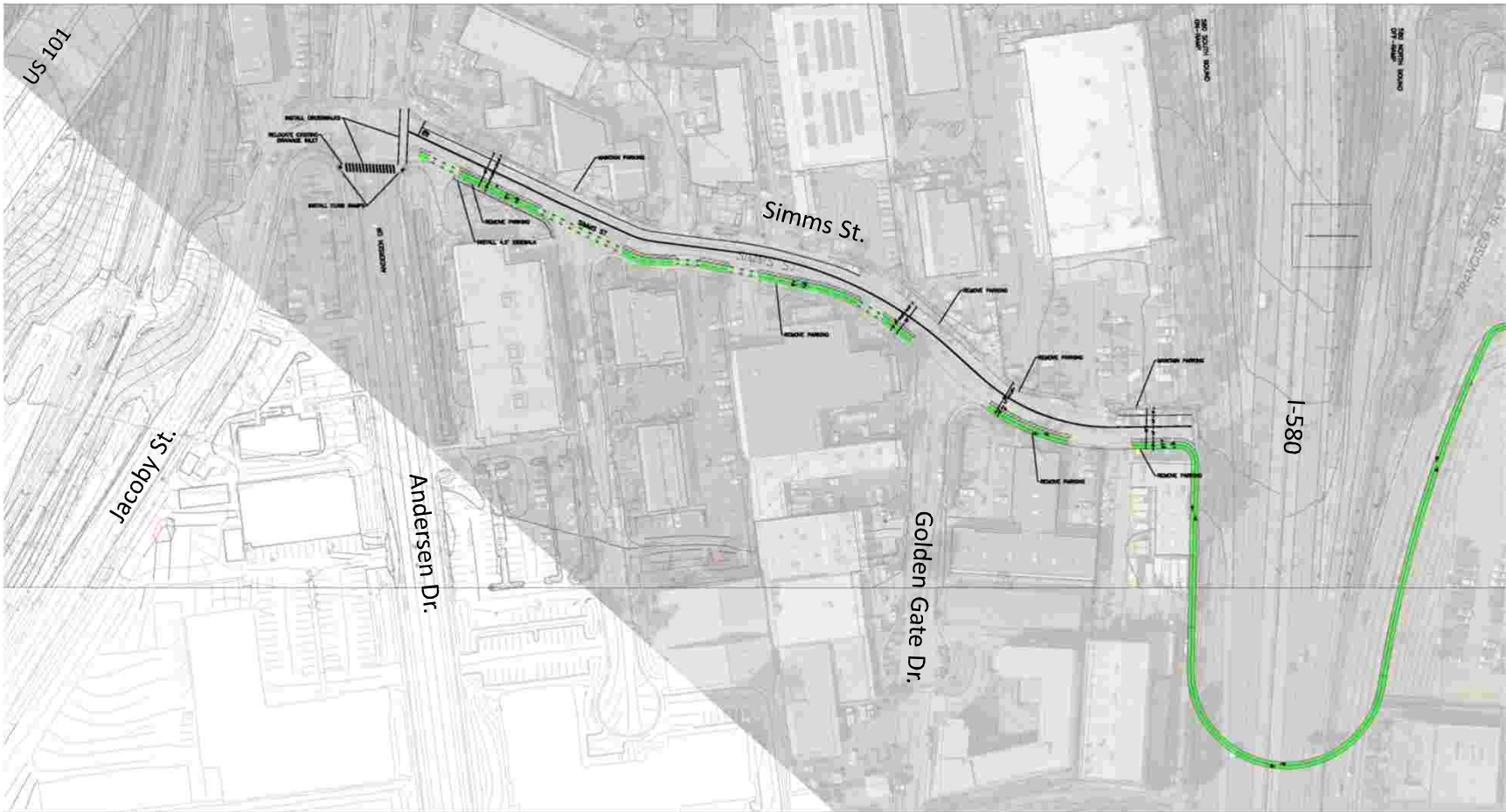


## Option 3: Simms/Castro Protected Bikeway and Bridge

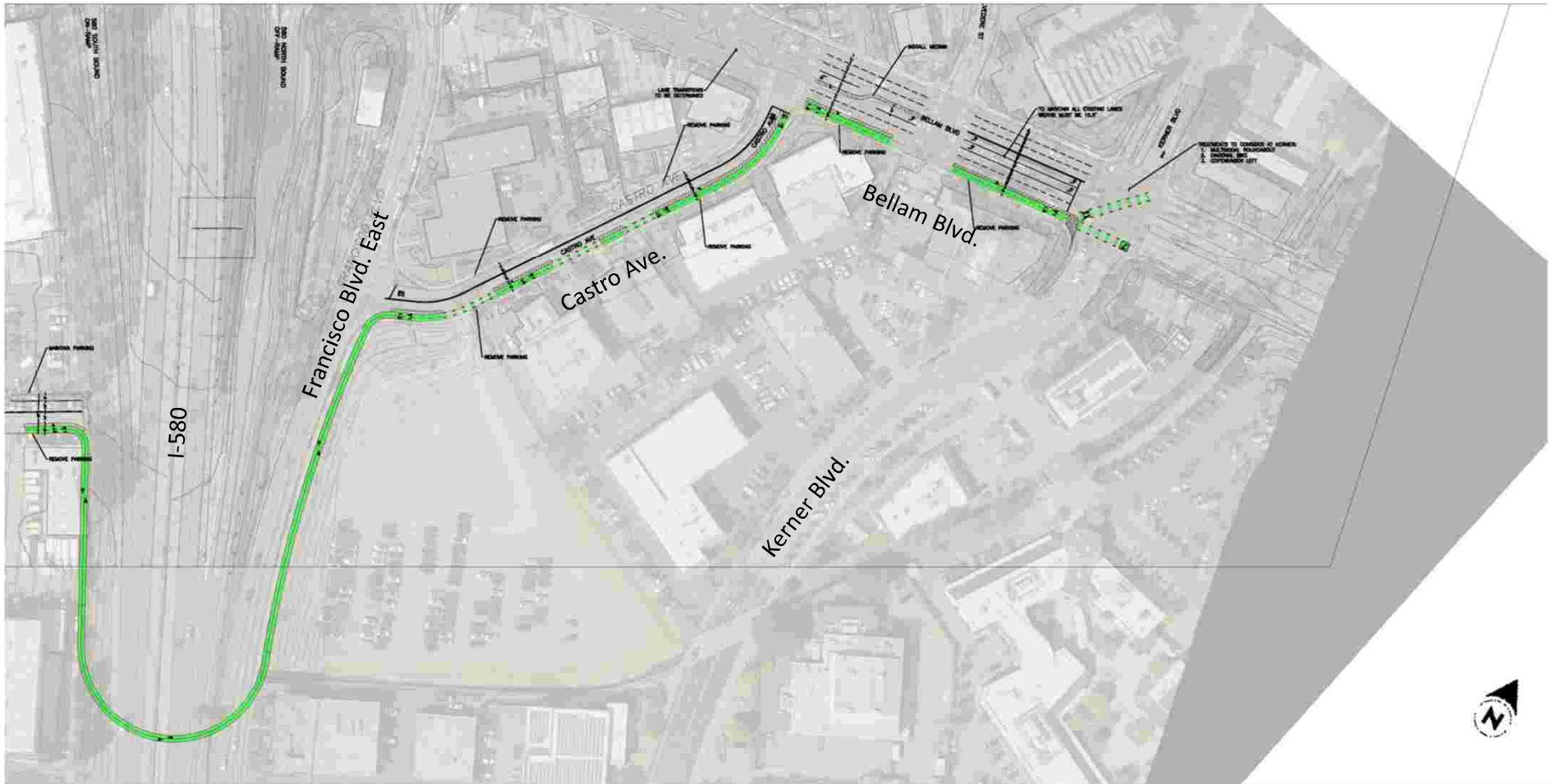
- 3,100 feet between Andersen and Kerner, including 1,100-foot overcrossing structure
- Overcrossing assumed to have 5% grade
- Two-way bikeway would cross 10 driveways
- About 30 parking spaces on Simms and 25 spaces on Castro would need to be removed
- Out-of-direction travel for many cyclists; no direct bicycle access to businesses and services on Bellam



## Option 3: Simms/Castro Bikeway and Bridge – Andersen Dr. to I-580



# Option 3: Simms/Castro Bikeway and Bridge – I-580 to Kerner Blvd.



# Bicycle and Pedestrian Intersection and Crossing Treatments

## Pedestrian Crossing Safety Countermeasures



### ADA-compliant Curb Ramp

Allow all users, including people with mobility-assist devices (wheelchairs, canes, and walkers), strollers, and carts, to make the transition from the street to the sidewalk.



### Curb Extension

Help minimize pedestrian exposure to motor vehicles by shortening the street crossing distance and making pedestrians more visible before they commit to crossing.



### Median Refuge Island

Located at the mid-point of a marked crossing to allow pedestrians to cross one direction of traffic at a time.



### Active Warning Beacon

User-activated illuminated devices that are designed to bring attention to pedestrians crossing the street and to increase the probability that motorists yield to pedestrians at marked crosswalks.



### Green Infrastructure

Treats and slows stormwater runoff from roadways, sidewalks, and buildings through bioretention swales, rain gardens, tree box filters and pervious pavements. These strategies help reduce the risk of erosion and flooding which can threaten local creeks and other natural habitats.

## Bicycle Intersection Safety Countermeasures



### Skip Striping

Intervals of green pavement markings to call attention to conflict areas between motorists and bicyclists at mixing zones during right-hand turns, through intersections, and near driveways.



### Two-stage Turn Box

Offer bicyclists a safe way to make left turns at signalized intersections by allowing a bicyclist to proceed through the intersection and to wait ahead of perpendicular motor vehicle traffic before proceeding in their intended direction.



### Bike Box

Designated areas at signalized intersections that allows bicyclists to wait in front of queuing motor vehicle traffic during a red light, helping to minimize conflicts between motorists and bicyclists.



### Protected Intersection\*

Maximize bicyclist comfort and motorist yield rates at intersections through various design elements, such as corner safety islands, mountable aprons, two-stage turning boxes, and marked bicycle crossings ("crossbikes").



### Protected Bicycle Signal Phase

Help reduce conflicts between bicyclists and motorists at intersections by allowing bicyclists to enter the intersection ahead of motorists (similar to a "pedestrian leading interval") or at completely different times.

\* Protected intersections are an integral part of a comprehensive bicycle network. While specific intersections are not identified as part of this plan, each intersection will be studied as it is due for upgrades.

## Next Steps and Discussion

- Current bikeway and pedestrian planning will include intersection and crossing treatments, and will consider driveway management
- Project will provide environmental analysis for bikeway and pedestrian options
- The Southeast San Rafael/Canal Priority Development Area (PDA) process will provide deeper long-range planning for key roadways, including Bellem Boulevard
- SWG input sought on options presented today

# Discussion

## Contact Information

- Send questions and comments:
  - Molly Graham, [Marin101-580@tam.ca.gov](mailto:Marin101-580@tam.ca.gov)
- Project website:
  - [www.Marin101-580.com](http://www.Marin101-580.com)
- Sign-up to receive notifications and attend the Stakeholder Working Group Meetings