



sanrafael

bicycle & pedestrian master plan
2018 update

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Appendix A: Survey Instrument

This appendix contains the survey instrument use for online and in-person data collection on resident opinion and perceptions. The online questionnaire was accompanied by an online mapping tool for people to proposed location-specific comments.

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SAN RAFAEL BICYCLE & PEDESTRIAN PLAN
THE CITY WITH A MISSION COMMUNITY SURVEY

The City of San Rafael is updating their Bicycle and Pedestrian Plan and needs your help identifying safer, more convenient bicycle and walking routes to jobs, schools, retail, recreation areas, and other destinations. Your responses to this 5-minute survey will help the City update its policies and high-priority project list.

1. How are you connected to the City of San Rafael? [check all that apply]

- ☐ Live ☐ Work ☐ School ☐ Recreate
☐ Travel through ☐ Shop/dine ☐ Other: _____

2. How do you rate overall conditions for walking in San Rafael?

- ☐ Poor ☐ Fair ☐ Good ☐ Excellent ☐ I don't walk

3. When you walk, what are your typical destinations? [check all that apply]

- ☐ Work ☐ School ☐ Transit ☐ Stores/restaurants
☐ Visit family, neighbors, friends ☐ I don't walk
☐ Parks/trails ☐ Other: _____

4. Top 3 obstacles preventing you from walking more frequently?

- ☐ I do walk frequently - no concerns here!
☐ Lack of walking facilities (i.e., sidewalks, paths, curb ramps, etc.)
☐ Existing walking facilities do not connect to my destinations
☐ Poor maintenance or inadequate existing walking facilities
☐ It is difficult or unsafe to cross streets
☐ I do not feel safe walking
☐ Other: _____

5. Do you or a member of your household participate in a Safe Routes to Schools program?

- ☐ Yes ☐ No ☐ Decline to state

6. How do you rate overall conditions for bicycling in San Rafael?

- ☐ Poor ☐ Fair ☐ Good ☐ Excellent ☐ I don't bike

7. When you bike, what are your typical destinations? [check all that apply]

- ☐ Work ☐ School ☐ Transit ☐ Stores/restaurants
☐ Visit family, neighbors, friends ☐ I don't bike
☐ Parks/trails ☐ Other: _____

8. Top 3 obstacles preventing you from bicycling more frequently?

- ☐ I do bike frequently - no concerns here!
☐ Lack of bicycling facilities (i.e., bike lanes, bike routes, paths, etc.)
☐ Existing bicycle facilities do not connect to my destinations
☐ Poor maintenance or inadequate existing biking facilities
☐ Lack of bike parking, showers, or changing rooms
☐ It is difficult or unsafe to cross streets
☐ I do not feel safe biking
☐ Other: _____

9. How many functioning bicycles does your household own?

- ☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6+

10. What is your primary mode(s) of transportation? [check all that apply]

- ☐ Walk ☐ Bike ☐ Transit ☐ Drive alone
☐ Carpool ☐ Bike to transit ☐ Other: _____

11. When you make trips less than one mile, what is your primary mode of transportation?

- ☐ Walk ☐ Bike ☐ Transit ☐ Drive alone
☐ Carpool ☐ Bike to transit ☐ Other: _____

12. How do your transportation choices change when travelling with your kids? [skip if not applicable]

13. How much do you exercise during a typical week?

- ☐ I do not exercise regularly
- ☐ Less than 150 minutes (2.5 hours) per week
- ☐ 150 - 300 minutes (2.5 to 5 hours) per week
- ☐ 301 - 420 minutes (5 to 7 hours) per week
- ☐ Greater than 420 minutes (7 hours) per week

14. How much of your exercise comes from walking or jogging?

- ☐ I do not exercise regularly
- ☐ None of my exercise comes from walking or jogging
- ☐ 1 - 10%
- ☐ 11 - 20%
- ☐ 21 - 30%
- ☐ 31 - 40%
- ☐ 41 - 50%
- ☐ Greater than 50%

15. How much of your exercise comes from bicycling?

- ☐ I do not exercise regularly
- ☐ None of my exercise comes from bicycling
- ☐ 1 - 10%
- ☐ 11 - 20%
- ☐ 21 - 30%
- ☐ 31 - 40%
- ☐ 41 - 50%
- ☐ Greater than 50%

16. Do you have any additional comments, including what works well and challenges to bicycling and walking in San Rafael?

17. Age

- ☐ Under 18 years old
- ☐ 18 - 35 years old
- ☐ 36 - 54 years old
- ☐ 55 - 70 years old
- ☐ Over 70 years old
- ☐ Decline to state

18. Gender

- ☐ Male
- ☐ Female
- ☐ Transgender
- ☐ I do not identify as male, female, or transgender
- ☐ Decline to state

19. Annual household income

- ☐ Less than \$25,000
- ☐ \$25,000 - \$49,999
- ☐ \$50,000 - \$74,999
- ☐ \$75,000 - \$99,999
- ☐ \$100,000 - \$149,999
- ☐ Greater than \$150,000
- ☐ Decline to state

20. Household size

- ☐ 1 person
- ☐ 2 people
- ☐ 3 people
- ☐ 4 people
- ☐ 5 people
- ☐ 5 or more people
- ☐ Decline to state



Tus respuestas en esta encuesta rápida (20 preguntas) ayudarán a la ciudad a actualizar sus políticas y su lista de proyectos de gran prioridad.

1. ¿Qué conexión tienes con la ciudad de San Rafael? [marca todas las que correspondan]

- ☐ Vivo ☐ Trabajo ☐ Voy a clase ☐ Voy de compras/a cenar
☐ Paso por ☐ Paso mi tiempo libre ☐ Otra: _____

2. ¿Cómo valoras las condiciones generales para la gente que camina, corre o utiliza un dispositivo de movilidad asistida como una silla de ruedas?

- ☐ Pobres ☐ Aceptables ☐ Buenas ☐ Excelentes

3. Cuando vas a pie, ¿cuáles son tus destinos habituales? [marca todas las que correspondan]

- ☐ Trabajo ☐ Colegio ☐ Transporte público ☐ Tiendas y restaurantes
☐ Visitar a familiares, vecinos o amigos ☐ No camino hacia mis destinos
☐ Parques/senderos ☐ Otra: _____

4. ¿Cuáles son los tres obstáculos o temas de preocupación principales que evitan que camines con más frecuencia? [selecciona un máximo de tres]

- ☐ Camino con frecuencia, ino hay problemas!
☐ Falta de instalaciones peatonales (aceras, caminos, rampas, etc.)
☐ Las instalaciones peatonales existentes no tienen conexión con mis destinos
☐ Mantenimiento malo o inadecuado de las instalaciones peatonales existentes
☐ Cruzar la calle es difícil o peligroso
☐ No me siento seguro/a caminando
☐ Otra: _____

5. ¿Habéis participado, tú o algún miembro de tu núcleo familiar, en el programa Rutas Seguras hacia el Colegio (Safe Routes to School)?

- ☐ Si ☐ No ☐ Decline to state

6. ¿Cómo valoras las condiciones generales para la gente va en bicicleta?

- ☐ Pobres ☐ Aceptables ☐ Buenas ☐ Excelentes
☐ No voy en bicicleta

7. Cuando montas a bicicleta, ¿cuáles son tus destinos habituales?

[marca todas las que correspondan]

- ☐ Trabajo ☐ Colegio ☐ Transporte público ☐ Tiendas y restaurantes
☐ Visitar a familiares, vecinos o amigos ☐ No monto una bicicleta hacia mis destinos
☐ Parques/senderos ☐ Otra: _____

8. ¿Cuáles son los tres obstáculos o temas de preocupación principales que evitan que ciclismo con más frecuencia? [selecciona un máximo de tres]

- ☐ Monto una bicicleta con frecuencia, ino hay problemas!
☐ Falta de instalaciones para bicicletas (carriles bici, rutas para bicicletas, caminos, etc.)
☐ Mantenimiento malo o inadecuado de las instalaciones existentes para bicicletas
☐ Las instalaciones de bicicletas existentes no tienen conexión con mis destinos
☐ Falta de instalaciones al final del viaje, como aparcamientos para bicicletas, duchas y vestuarios
☐ Cruzar la calle es difícil o peligroso
☐ No me siento seguro/a yendo en bici
☐ Otra: _____

9. ¿Cuántas bicicletas operativas hay en tu núcleo familiar?

- ☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6+

10. ¿Cuál es tu medio de transporte principal? [marca todas las que correspondan]

- ☐ Caminar ☐ Montar en bicicleta ☐ Transporte público ☐ Conduzco solo
☐ Viaje compartido ☐ Bicicleta hasta el transporte público ☐ Otra: _____

11. Cuando hacer viajes inferiores a una milla, ¿cuál es tu medio de transporte principal?

- ☐ Caminar ☐ Montar en bicicleta ☐ Transporte público ☐ Conduzco solo
☐ Viaje compartido ☐ Bicicleta hasta el transporte público ☐ Otra: _____

12. ¿En qué medida cambia tu elección de transporte cuando viajas con tus hijos?

[omitir si no corresponde]

13. ¿Cuánto ejercicio haces durante una semana normal, incluyendo caminar, correr, ir en bici y otras actividades aeróbicas o de fortalecimiento muscular?

- ☐ No hago ejercicio regularmente
- ☐ Menos de 150 minutos (2,5 horas) por semana
- ☐ 150 - 300 minutos (2,5 - 5 horas) por semana
- ☐ 301 - 420 minutos (5 - 7 horas) por semana
- ☐ Más de 420 minutos (7 horas) por semana

14. ¿Qué proporción de ese ejercicio consiste en caminar o correr?

- ☐ No hago ejercicio regularmente
- ☐ Nada
- ☐ 1 - 10%
- ☐ 11 - 20%
- ☐ 21 - 30%
- ☐ 31 - 40%
- ☐ 41 - 50%
- ☐ Más del 50%

15. ¿Qué proporción de ese ejercicio consiste del ciclismo?

- ☐ No hago ejercicio regularmente
- ☐ Nada
- ☐ 1 - 10%
- ☐ 11 - 20%
- ☐ 21 - 30%
- ☐ 31 - 40%
- ☐ 41 - 50%
- ☐ Más del 50%

16. ¿Tienes más comentarios, incluyendo cosas que funcionan bien y desafíos a la hora de caminar y montar en bici en San Rafael?

17. Por favor, selecciona la categoría correspondiente a tu edad:

- ☐ Menor de 18 años
- ☐ 18 - 35 años
- ☐ 36 - 54 años
- ☐ 55 - 70 años
- ☐ Mayor de 70 años
- ☐ Declinar

18. Por favor, selecciona la categoría correspondiente a tu identidad de género:

- ☐ Hombre
- ☐ Mujer
- ☐ Transgénero
- ☐ No me identifico como hombre, mujer ni transgénero
- ☐ Declinar

19. Por favor, selecciona la categoría correspondiente a los ingresos anuales de tu núcleo familiar:

- ☐ Menos de 25 000 \$
- ☐ 25 000 - 49 999 \$
- ☐ 50 000 - 74 999 \$
- ☐ 75 000 - 99 999 \$
- ☐ 100 000 - 149 999 \$
- ☐ Más de 150 000 \$
- ☐ Declinar

20. Por favor, selecciona la categoría correspondiente al número de personas de tu núcleo familiar:

- ☐ 1 persona
- ☐ 2 personas
- ☐ 3 personas
- ☐ 4 personas
- ☐ 5 personas
- ☐ 5 o más personas
- ☐ Declinar

Appendix B: Survey Responses

This appendix contains the responses provided by San Rafael residents, visitors, and workers to the online and in-person survey instrument (See **Appendix A**), including the unedited responses to open-ended questions.

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1. How are you connected to the City of San Rafael? [check all that apply]

Response	Count (physical)	Count (in-person)	Count (total)	Percent (excluding no response)
Live	29	374	403	76%
Work	13	176	189	36%
School	15	37	52	10%
Recreate	3	286	289	55%
Travel through	18	212	230	43%
Shop/dine	7	303	310	58%
No response	3	4	7	1%
Other:	3	27	30	6%
Total	91	1419	1510	-
Total (excluding no response)	88	1415	1510	-
Total responding (may not total to 100%)	63	467	530	-

2. How do you rate overall conditions for walking in San Rafael?

Response	Count (physical)	Count (in-person)	Count (total)	Percent (excluding no response)
Poor	4	94	98	18%
Fair	20	198	218	41%
Good	31	159	190	35%
Excellent	11	20	31	6%
I don't walk	0	0	0	0%
No response	0	0	0	-
Total	66	471	537	-
Total (excluding no response)	66	471	537	100%

3. When you walk, what are your typical destinations? [check all that apply]

Response	Count (physical)	Count (in-person)	Count (total)	Percent (excluding no response)
Work	17	74	91	18%
School	14	56	70	14%
Transit	27	111	138	27%
Stores/restaurants	31	372	403	78%
Vist family, neighbors, friends	15	182	197	38%
I don't walk	1	19	20	-
Parks/trails	15	325	340	66%
No response	2	0	2	-
Other:	2	35	37	7%
Total	124	1174	1298	-
Total (excluding no response)	122	1174	1296	-
Total responding (may not total to 100%)	63	452	515	-

4. Top 3 obstacles preventing you from walking more frequently?

Response	Count (physical)	Count (in-person)	Count (total)	Percent (excluding no response)
I do walk frequently - no concerns here!	39	146	185	35%
Lack of walking facilities (i.e., sidewalks, paths, curb ramps, etc.)	6	104	110	21%
Existing walking facilities do not connect to my destinations	6	93	99	19%
Poor maintenance or inadequate existing walking facilities	5	144	149	28%
It is difficult or unsafe to cross streets	16	178	194	36%
I do not feel safe walking	4	51	55	10%
No response	2	0	2	-
Other:	5	70	75	14%
Total	83	786	869	-
Total (excluding no response)	81	786	867	-
Total responding (may not total to 100%)	64	471	535	-

5. Do you or a member of household participate in a Safe Routes to Schools program?

Response	Count (physical)	Count (in-person)	Count (total)	Percent (excluding no response)
Yes	5	74	79	16%
No	45	370	415	84%
Decline to state	2	27	29	-
No response	14	0	14	-
Total	66	471	537	-
Total (excluding no response, decline to state)	50	444	494	100%

6. How do you rate overall conditions for bicycling in San Rafael?

Response	Count (physical)	Count (in-person)	Count (total)	Percent (excluding no response)
Poor	4	149	153	37%
Fair	9	155	164	39%
Good	10	73	83	20%
Excellent	7	12	19	5%
I don't bike	32	82	114	-
No response	4	0	4	-
Total	66	471	537	-
Total (excluding no response, I don't bike)	30	389	419	100%

7. When you bike, what are your typical destinations? [check all that apply]

Response	Count (physical)	Count (in-person)	Count (total)	Percent (excluding no response)
Work	5	125	130	34%
School	3	49	52	14%
Transit	8	85	93	24%
Stores/restuarants	11	173	184	48%
Visit family, neighbors, friends	9	119	128	33%
I don't bike	12	124	136	-
Parks/trails	10	263	273	71%
No response	29	0	29	-
Other:	1	42	43	11%
Total	88	980	1068	-
Total (excluding no response, I don't bike)	47	856	903	-
Total responding (may not total to 100%)	37	347	384	-

8. Top 3 obstacles preventing you from biking more frequently?

Response	Count (physical)	Count (in-person)	Count (total)	Percent (excluding no response)
I do bike frequently - no concerns here!	9	50	59	12%
Lack of bicycling facilities (i.e., bike lanes, bike routes, paths, etc.)	10	231	241	50%
Existing bicycle facilities do not connect to my destinations	6	107	113	24%
Poor maintenance or inadequate existing biking facilities	2	96	98	20%
Lack of bike parking, showers, or changing rooms	6	44	50	10%
It is difficult or unsafe to cross streets	6	173	179	37%
I do not feel safe biking	1	102	103	22%
No response	37	21	58	-
Other:	6	74	80	17%
Total	83	898	981	-
Total (excluding no response)	46	877	923	-
Total responding (may not total to 100%)	29	450	479	-

9. How many functioning bicycles does your household own?

Response	Count (physical)	Count (in-person)	Count (total)	Percent (excluding no response)
0	4	59	63	12%
1	9	47	56	11%
2	10	106	116	23%
3	8	76	84	17%
4	3	68	71	14%
5	0	63	63	12%
6+	2	52	54	11%
No response	25	0	25	-
Total	61	471	532	-
Total (excluding no response)	36	471	507	100%

10. What is your primary mode(s) of transportation? [check all that apply]

Response	Count (physical)	Count (in-person)	Count (total)	Percent (excluding no response)
Walk	22	205	227	42%
Bike	12	195	207	39%
Transit	50	102	152	28%
Drive alone	13	372	385	72%
Carpool	4	84	88	16%
Bike to transit	2	37	39	7%
No response	0	0	0	-
Other:	3	22	25	5%
Total	106	1017	1123	-
Total (excluding no response)	106	1017	1123	-
Total responding (may not total to 100%)	66	471	537	-

11. When you make trips less than one mile, what is your primary mode of transportation?

Response	Count (physical)	Count (in-person)	Count (total)	Percent (excluding no response)
Walk	49	244	293	55%
Bike	6	77	83	15%
Transit	8	6	14	3%
Drive alone	4	127	131	24%
Carpool	4	8	12	2%
Bike to transit	0	0	0	0%
No response	1	0	1	-
Other:	0	9	9	2%
Total	72	471	543	-
Total (excluding no response)	71	471	542	-
Total responding (may not total to 100%)	65	471	536	-

12. How do your transportation choices change when travelling with your kids? [skip if not applicable, open-ended]

Response	Count (physical)	Count (in-person)	Count (total)	Percent (excluding no response)
Answer	8	120	128	
No Response	58	12	70	
Total	66	132	198	
Total (excluding no response)	8	120	128	

13. How much do you exercise during a typical week?

Response	Count (physical)	Count (in-person)	Count (total)	Percent (excluding no response)
I do not exercise regularly	10	20	30	6%
Less than 150 minutes (2.5 hours) per week	22	86	108	20%
150 - 300 minutes (2.5 hours to 5 hours) per week	20	181	201	38%
301 - 420 minutes (5 to 7 hours) per week	10	119	129	24%
Greater than 420 minutes (7 hours) per week	3	65	68	13%
No response	1	0	1	-
Total	66	471	537	-
Total (excluding no response)	65	471	536	100%

14. How much of your exercise comes from walking or jogging?

Response	Count (physical)	Count (in-person)	Count (total)	Percent (excluding no response)
I do not exercise regularly	5	15	20	4%
None of my exercise comes from walking or jogging	4	21	25	5%
1 - 10%	5	55	60	11%
11 - 20%	4	68	72	14%
21 - 30%	4	56	60	11%
31 - 40%	1	33	34	6%
41 - 50%	5	53	58	11%
Greater than 50%	34	170	204	38%
No response	4	0	4	-
Total	66	471	537	-
Total (excluding no response)	62	471	533	100%

15. How much of your exercise comes from bicycling?

Response	Count (physical)	Count (in-person)	Count (total)	Percent (excluding no response)
I do not exercise regularly	4	10	14	3%
None of my exercise comes from bicycling	25	132	157	30%
1 - 10%	3	73	76	15%
11 - 20%	5	62	67	13%
21 - 30%	5	39	44	8%
31 - 40%	1	21	22	4%
41 - 50%	3	42	45	9%
Greater than 50%	5	92	97	19%
No response	15	0	15	-
Total	66	471	537	-
Total (excluding no response)	51	471	522	100%

16. Do you have any additional comments, including what works well and challenges to bicycling and walking in San Rafael? [open-ended]

Response	Count (physical)	Count (in-person)	Count (total)
Answer	8	233	241
No Response	58	14	72
Total	66	247	313
Total (excluding no response)	8	233	241

17. Age

Response	Count (physical)	Count (in-person)	Count (total)	Percent (excluding no response)
Under 18 years old	9	9	18	3%
18 - 35 years old	29	47	76	15%
36 - 54 years old	15	209	224	43%
55 - 70 years old	9	164	173	33%
Over 70 years old	1	32	33	6%
Decline to state	0	10	10	-
No response	3	0	3	-
Total	66	471	537	-
Total (excluding no response, decline to state)	63	461	524	100%

18. Gender

Response	Count (physical)	Count (in-person)	Count (total)	Percent (excluding no response)
Male	29	212	241	47%
Female	32	238	270	53%
Transgender	0	1	1	0%
I do not identify as male, female, or transgender	0	0	0	0%
Decline to state	0	20	20	-
No response	5	0	5	-
Total	66	471	537	-
Total (excluding no response, decline to state)	61	451	512	100%

19. Annual household income

Response	Count (physical)	Count (in-person)	Count (total)	Percent (excluding no response)
Less than \$25,000	19	17	36	8%
\$25,000 - \$49,999	13	24	37	9%
\$50,000 - \$74,999	7	35	42	10%
\$75,000 - \$99,999	0	46	46	11%
\$100,000 - \$149,999	1	108	109	25%
Greater than \$150,000	1	164	165	38%
Decline to state	15	77	92	-
No response	10	0	10	-
Total	66	471	537	-
Total (excluding no response, decline to state)	41	394	435	100%

20. Household size

Response	Count (physical)	Count (in-person)	Count (total)	Percent (excluding no response)
1 person	9	65	74	14%
2 people	10	190	200	39%
3 people	7	77	84	16%
4 people	9	98	107	21%
5 people	12	0	12	2%
5 or more people	11	29	40	8%
Decline to state	1	12	13	-
No response	7	0	7	-
Total	66	471	537	-
Total (excluding no response, decline to state)	58	459	517	100%

Question 1 (Other)

- Walk
- Kids attend schools in San Rafael
- Home owner and Parent of SR schools kids
- Civic meetings in evenings by bike
- I have children in San Rafael schools
- I bike in San Rafael
- My parents live in San Rafael and my children attend school in San Rafael
- I have one son at Davidson Middle school, one son at San Rafael High school and I teach at Glenwood Elementary. My sons also attended Coleman Elementary, so we've spent many years trying to safely bike, carpool and walk through San Rafael, which is not easy, and usually not safe! and the traffic congestion and car-centric nature of our roads, combined with increased homeless, who often bike and flaunt all laws, has gotten so much worse in the past few years!
- My kids attend school in San Rafael
- I walk a lot in San Rafael
- Principal at Coleman Elementary
- I take my children biking around town
- Kids go to school
- I commute on Marin Airporter from Anderson Dr.
- I do volunteer work in San Rafael
- Visit family
- I have a business in SR
- I cycle in San Rafael
- I own a business in San Rafael
- Travel to San Rafael for business
- I live in Santa Venetia
- Walk
- I ride my bike in San Rafael
- Care for grandkids living in SR
- Sidewalks on Nova Albion may need to be corrected. Reported SR DPW Director

Question 3 (Other)

- Hospital
- Walking my dog
- Exercise
- Fitness
- Walk the dogs
- Neighborhood, walking my dog
- I walk through town for exercise
- Walk around our neighborhood for exercise
- Evening walk for health
- I am visually impaired have a guide. I do not drive walk to everything.
- Recreation walking around the neighborhood
- I walk my dog around different places in SR
- Errands downtown
- Exercise
- I run with my dog for exercise
- I walk in our neighborhood
- Childcare
- Neighborhood walking
- I ride a bike
- Home
- Neighborhood walking for exercise
- Neighborhood walks
- Too challenging to walk from one side of SR to the other
- Meetings
- Health facilities
- Medical visits
- Walk my dog
- Banking, business
- Neighborhood stroll

- Businesses
- My mobility is electric wheelchair

Question 4 (Other)

- One-way streets
- Cars do not respect stop signs
- Not big enough
- My feet
- Live far away from school
- Crazy motorist swerved to hit me at Civic Center on purpose
- There is too much garbage in the gutters and on the sidewalks.
- I do walk frequently, but walk defensively as drivers do not consider pedestrians when rolling through red lights (while turning right) and rolling through stop signs
- Prefer to bicycle
- Homeless blocking paths/walkways and intimidating people.
- I ride my bike much more than walking
- Walking to from any stores with a large parking lot.
- Our sidewalk intersections comply with the ADA, but once on the walks they are almost impassible and often dangerous
- More time in a day
- Red light and stop sign runners are out of control
- no safe shoulder to walk on in my neighborhood
- homeless sleeping across sidewalks
- Inadequate lighting in neighborhoods at night streets like Golden Hinde or Devon (near us) have a higher rate of traffic and people driving over the speed limit
- Poor condition of sidewalks
- Some walking areas feel unsafe to bring my kids because of transient and drug addict population
- Sidewalks are too narrow
- Very poor lighting for walking at night
- Sidewalks are in disrepair near in downtown neighborhoods (Forbes area)

- in San Rafael due to bikers biking on the sidewalk, people with their cell phone not looking where they are going, and crossing the streets people going too fast on cell phone not watching where they are going. I go out because I have to get around to feel independent. I have almost been hit several times. We need more talking cross signals.
- Lazy
- hazardous sidewalks along Freitas Parkway
- tree roots affecting sidewalks makes it difficult to push strollers
- One way streets create fast traffic.
- I live in the hills of Picnic Valley. Alberts Park area, the (what could be a wonderful) path behind Biomed to the transit station, the little industrial area that leads to Sprouts, have such a high presence of people that are transient and/or homeless (I don't know correct term or situation) and all the trash, drug and alcohol debris littering everywhere. While I walk, I feel more and more like I'm walking through the shopping cart people's territory.
- Broken sidewalks.
- Bicycles on the sidewalks
- people loitering in front of business that are clearly mentally unstable
- Parking covering sidewalks.
- rain this winter
- nothing stops me from walking
- I ride a bike
- There is an open storm drain at the corner of Tamal Vista and Santa Margarita (grate pops every storm) that I am shocked has not yet resulted in a broken leg or worse. (No sidewalk at this spot.)
- I do walk frequently, but am concerned about the safety along the bay path from Pickleweed Park to the Rod & Gun Club
- lack of sidewalks
- It is unsafe to walk from our neighborhood to the Transit center because of the homeless and drug dealer presence!
- I do walk frequently, but trying to avoid getting run over in crosswalks is scary
- Sidewalks are adequate downtown. I live on Lincoln hill which is too narrow for safe walking
- I bike
- I have to go to unpaved areas due to hips.
- walking near traffic is unpleasant
- There are not many restaurants in Terra Linda that are easily accessible via walking
- too slow
- disability

- Inattentive drivers
- Pedestrian designated areas to have comfortable seating and rest areas while walking, and shopping.
- Distance - I live in Larkspur
- steep hillside to and from home
- Sidewalks are narrow
- fearful of being hit by cars crossing streets hoodlums
- beware of skunks at dusk!
- Kids at Terra Linda High are not safe drivers we live down the street and close enough to walk our kids to school but Terra Linda High kids zoom down the road, sometimes without stopping, sometimes "drag racing" each other (where one car is facing in the opposite direction of traffic)--the list goes on. Neighbors have brought their concerns to TLH Administration but to no avail I don't know what can be done. Safety courses for those high school kids? Consequences? TLH and Vallecito Elem are on the same block and there are many elem. school-aged kids who would be able to walk to school but often parents don't feel comfortable allowing them due to the TL High kids, how fast drivers are going (those who are dropping off/picking up their kids to the elem school in the morning/afternoons), and in general how fast drivers in general go down that street. The city has put up kiosks that read speeds (that I've seen, once), but they put it up right past the stop sign, where drivers naturally slow down, not where they speed up. Come on now, how is that going to help the homeowners/parents/kids on that street? I pay a lot in property taxes and feel that there is nothing done about the traffic and safety along Nova Albion Way and Golden Hinde close to Terra Linda High and Vallecito Elem.
- Again - is this SR? I live in MV now (but have lived in SR most of life) ... sidewalks are great in SR compared to MV but often in SR it feels like you're walking next to the freeway
- I don't walk that much
- Lots of seedy areas. Of San Rafael to walk past. I have been approached by pan handlers more than once. The bus stop on 4th Street is a prime spot for being approached. I avoid walking there.
- Live in Glenwood and its too far out to do anything but walk for recreation
- most destinations are too far away for walking.
- distance to downtown SR
- Cars pay no attention
- I live in Peacock Gap, too far to walk to my destinations
- mobility electric wheelchair TO Kaiser TL Sidewalks need to be completely remodeled
- the Station Area is dangerous and ugly for pedestrians, shopping, work.

Question 7 (Other)

- Exercise
- Pick son up at daycare
- store in sun valley neighbor
- attend civic meetings evenings
- not safe enough in some places
- Lucas Valley, Hamilton, Ignacio Valley, or China Camp loops
- I bicycle for exercise
- Aerobic workout
- For fun. We ride all around our beautiful city
- recreation around the neighborhood
- loop routes (China Camp, Nicasio/Fairfax/San Rafael, sometimes to Pt. Reyes Station
- too dangerous to bike in San Rafael
- I bike for exercise and don't have a specific destination
- Many streets are really unsafe for school children riding to school.
- Don't bike
- Street riding for exercise
- I regularly start my recreational rides from my home. I use the Lincoln Hill Pathway and Cal Park Tunnel which are both amazing investments that the city/county has invested in and deliver value. However, leaving San Rafael westbound on 4th Street and crossing over the islands to get to Greenfield Ave. is really bad and dangerous, I hope a solution can be found. (note, I left a comment on the map, and accidentally wrote "riding westbound on 2nd, when I meant 4th. I could not find a way to edit the comment)
- I road bike so use trails and roads
- I ride to the library & my gym
- I am a road cyclist and my workouts don't necessarily lead to a particular destination. However, there seems to be a general misunderstanding on the part of automobile drivers (I'm one of those too) regarding bicycle laws, rights to the road and also the 3-foot rules put in place two years ago.
- I only reluctantly let my older son bike alone through the CalTrans tunnel (which we love the option of and use often to get to Larkspur) because of the homeless population and presence along the route, which makes it unsafe!
- Ride along nearby city streets for exercise
- I don't bike.
- To dangerous

- Meetings
- I bike my small childrent to parks often.
- Road bike for exercise
- If I bike in a loop, there is no destination
- Road biking
- Recreation
- meetings, banking
- We only do so on weekends when traffic/crazy drivers/careless drivers/careless TL High drivers are less on the main street.
- Recreation
- Scooter & motor bikes are safer and should be given equal consideration and funding of safe paths as bicycles.
- I don't have a bike.
- I bike on roadways for recreation and exercise.
- Transiting on the north-south greenway
- Using main streets to travel through
- Mobility electric wheelchair to Kaiser TL
- I want to bicycle but it is too dangerous in San Rafael

Question 8 (Other)

- Laziness
- Lack of sensors, jaywalkers
- Cars
- Laziness
- Cars speeding
- I don't enjoy bicycling
- I do not bicycle.
- Drivers are not paying attention, using their phones and driving too fast.
- Lack of safe biking in and out of the Canal
- I prefer to walk
- Bad knees prevent me from biking
- I don't bike
- I don't bicycle.
- Bike paths and lanes end/do not connect to others.
- I do not bicycle frequently
- Don't bicycle
- poorly designed bike lanes/routes
- I don't own a bicycle, lol.
- Need to enforce traffic laws. Bicycles run stops. I'm opposed to bicycles.
- Time
- I do not own a bicycle.
- I'm not in the habit of bicycling anymore
- Do not bike
- no bike
- I arrive from outside the city via very steep roadways.
- don't bike
- I do not bicycle regularly
- don't bike
- lack of motivation

- more bike lanes please
- I used to cycle frequently between Spinnaker Pt and downtown. Cycling either north or south on East Francisco is treacherous. Cycling on Anderson instead requires use of the 580 underpass and Bellam. It should be a safe intersection, but it's not. I sustained an injury while cycling there as a result of "misunderstanding" with a motorist, or just a driver's bad judgment.
- Do not bicycle around town
- Prevent bike theft please, better place to leave bike when I'm shopping or while hiking
- I don't want to bicycle more. This survey seems to be biased. Why not simply ask people if they want to bicycle more?
- I don't feel super safe biking with our 6 year old beyond our neighborhood as getting over Red Hill Blvd to Greenfield Ave to connect to San Anselmo & the bike path is hard
- I don't bicycle
- Connections between bike paths and trails are not continuous or clear
- I am not a confident cyclist
- Don't have a bicycle.
- I can't bike, i need a bus
- ongoing negative interactions between cyclists and drivers.
- I don't bicycle
- Hills
- educating drivers for safe driving around cyclists
- I don't bike as often as I would like to because the vehicle traffic and drivers blind to bikers makes me feel dangerously at risk for being hit
- I don't bike.
- Trails and bikes lanes have improved, but only some are safe with children
- not due to road conditions
- Not pleasant for biking, trash, cars, little nature or nice paths
- dogs off leash
- Francisco Blvd is a pot hole disaster and unsafe for bicyclists
- prefer to walk
- Terrain is too hilly for my biking long distance.
- I don't bike.
- I do not own a bicycle
- I do not choose to bicycle

- steep hillside to and from home
- I do not bicycle anymore. I am a senior citizen. Bicyclists mostly create a danger to my walking. I do not understand such emphasis on bicycling. Why is this?
- Bike lock cut and bike stolen
- I bicycle frequently, but do not feel safe.
- bicycle theft
- I am a skilled cyclist, but even I feel nervous about cycling in San Rafael
- Bicycles are a hobby. Bicycles are not effective for grocery shopping or commuting with a briefcase and days end "homey-do" list.time
- I don't have a bike.
- i do not bicycle
- i do not bicycle
- i feel very unsafe on the bike path between San Rafael and Terra Linda. If it is dark I revert to riding up Lincoln and down Los Ranchitos. At night i do the reverse and really look out for car doors. I also worry along the Pt. San Pedro Road...too many car doors opening. I wish the bike path extended to connect with the path that goes into Larkspur. Getting from Lincoln to that path is tricky.
- I could only select three, but all apply. SR Bike sit. Is pathetic.
- Don't bike
- don't cycle in SR
- Hard to safely navigate through the congested areas and hard to avoid them!!
- distance to downtown SR
- Dont bicycle
- Sidewalk Nova Albion way in need of Reove and Replace along with all the driveway aprons lack of ADA and Title 24 regulations.
- D St (one-way near PO) is an obstacle the barrier to bike trail at Mission/101 requires getting off bike, that corner is very dangerous. I suggest making Mission Ave one-way Westbound
- No public transit from East San Rafael with bike racks
- I was told by park ranger it is illegal to ride my pedal assist bike on paved mission pass because there is a "motor" on it. This is my primary vehicle to commute to work. It is low carbon footprint. This needs to be amended

Question 10 (Other)

- Rollerblades
- Friends/family
- Drive with family
- I work from home and try to walk for my errands as much as possible, but I do drive maybe once a week
- Drive with my wife
- drive my husband/ drive our grandchildren
- boyfriend drives me
- Drive with children
- Adult push scooter
- Ferry
- drive with partner or friends
- I am a salesperson and cannot rely on public transportation to visit customer in the bay area.
- Drive
- Motorcycle
- I work in SF and I bike, boat, and ferry. Much better than my Silicon Valley lifestyle.
- Run
- Drive with family members
- Motor scooter
- Rollerblading
- friends/family
- bus
- Electric Wheelchair

Question 12 (open-ended)

- Drove
- Car
- Walk as well
- Carpool
- Uber
- Bus too
- Likely to drive through downtown San Rafael as it is unsafe for bicycles.
- I usually drive my kids as I feel unsafe biking with them through the city of San Rafael.
- Bike and walk more with kids to school and less when along dangerous paths.
- More likely to drive than bicycle
- Deterred from biking because traffic and congestion coupled with a lack of bike lanes makes me too uneasy to let them ride to most places we would go
- Car
- Need safer bike lanes and street crossings in Scotty's market area
- Most of San Rafael is good and fun, but the Cal is basically isolated and inaccessible because of the dangerous biking options
- I switch to driving
- Bike riding is not safe for children in/near Downtown San Rafael.
- Car
- safety
- We ride bikes with our two children when going downtown to Fourth Street.
- Drive
- I walk while my son rides his bike, or I use a trailer for him on my bike.
- my kids are unable to ride bikes in our neighborhood because the streets are unsafe: cars drive too fast and streets are too narrow.
- Walk or car
- More inclined to drive as busy, unsafe streets tend to deter us from walking
- No difference

- Only take protected Class 4 and Class 1 pathways and super cautious at crosswalks as I am always
- We drive distances greater than a mile but walk whenever we go downtown or to the neighborhood park
- We walk if close, drive if far.
- I drive more because there are few safe routes on bikes. I would love dedicated bike/walking paths (not just bike lanes).
- I drive
- They do not
- I drive them for safety reasons. Worried about getting hit by cars if we cycle.
- I rarely bike with my kids downtown. Too dangerous.
- Almost always driving them
- Same. Walk if under 1 mile
- I push a double stroller around a lot for my twins, and walk my 1st grader to school daily. We drive as well.
- We often choose to drive because pushing a child in a stroller, particularly in the Bret Harte neighborhood, means you have to walk in traffic
- I drive
- walk to neighborhood park and gym
- I would ride my bike much more if I didn't have kids with me
- Shift to the car because I do not trust SR drivers around kids bicycling
- we usually drive, walk or ride scooters
- We drive, but sometimes we ride together.
- I drive more
- Depends how far we need to walk
- I always drive.
- more driving too unsafe for kids to walk/ride to most schools
- We always use the car.
- It doesn't.
- I would love for my son to ride his bike to school but coming from Bret Harte and crossing San Rafael near the transportation hub is dangerous. There needs to be a better and safer connection between Bret Harte and the Lincoln bike path.

- I drive them because it is not safe for them to bike ride.
- It does not
- I tend to use the car.
- Living in the Cal, we do not feel it is safe to bike with a kid bike trailer out of the Cal into downtown, so we are forced to drive.
- Drive
- Often we use a bike rack to bike as a family in Ross as we don't feel the pedestrian crossing options across Red Hill Ave are good for children
- Drive (5 month old)
- if within 2 miles, we often bike. often carpool
- We ride bikes to sun valley school every day and to the park. Would ride more places if there were more bike lanes.
- We drive
- Take car
- By myself, I ride a bike; with others, we drive
- When the weather is nice we put the kids in bike seats.
- Retired and no close by kids. Grandson lives in Georgia.
- We drive or carpool. I almost never walk with them in San Rafael anymore. Used to all the time, though. We always walked the route through Albert Park, behind Safeway. Not anymore.
- It is the same
- I discuss safest options, and often ask them to bike on the sidewalks. safety is our first concern! I ask my kids to text me when they arrive at their destination. we carpool as often as possible.
- safety concerns! carpool is first choice...when often too unsafe for kids to bike/walk.
- drive more often
- Lack of safe routes affects me taking my kids on bike rides through downtown
- We sometimes walk with kids to local placea
- I would love to bike with my kids but don't feel the roads near my house are safe enough and would need dedicated paths to feel safe enough to bike. I walk often with my kids - usually to the civic center from Merrydale but north San Pedro is incredibly unsafe with its narrow

sidewalks and freeway exit crossings and I feel nervous for myself and my community members. I'd walk to the Noethgate mall but no sidewalks or paths exist.

- I am more likely to drive on weekdays and more likely to walk or bike on weekends.
- sometimes I have to drive because of kids. They can not walk as far as I can.
- Walk and bike more
- kids cannot bicycle safely from Bret Harte to downtown with out dangerous conditions crossing 2nd/3rd & 4th. same for heading to High School for events or Montecito Plaza. ok bicycling through tunnel to Larkspur but too often there are too many undesirables loitering.
- I end up driving them
- Use car.
- I avoid certain areas with inadequate stop signs
- Car with the kids
- Yes. As I have mentioned above, some streets are safe with children and some are not. My own street is very dangerous, but through an alley we have safe streets.
- I'm less likely to bike w kids.
- weather is the primary choicemaker
- Driving
- Depends on the destination but prefer to walk or bike with the kids.
- Choices do not change when travelling with kids. I will not let my kids bicycle because cars on San Pedro Road travel too fast, and it is unsafe to bicycle.
- We need to drive most places with our kids, but are teaching them to bike, so it is important for our future
- I won't go into downtown SR by bike with my kids due to poor bike infrastructure.
- More likely to drive
- must use car
- Bus
- I only bike with kids on bike paths.
- My teen walks to school. Otherwise we drive everywhere
- Travel by car with children. Walk with children holding hands. Bikes on sidewalks make walking unsafe with or without children. Also, those cyclists who do not stop at intersections.
- We tend to drive when we are together. Since my sons bike was stolen, he doesn't ride his bike to school anymore.

- Use a car when travelling more than an exit away.
- I am more likely to drive with my child
- Drive as most of time we are carrying gear or I'm dropping off to go to work or dropping off for a class while I go grocery shopping etc
- Safety considered above all else
- See all of my answers above!
- we normally drive if we have the whole family, unless bicycling is an activity in itself
- drive
- car
- walk as wed
- carpool
- I still drive
- The choice has not changed in my entire life...a Station Wagon is the best solution for family outings.
- Will not bike with my child unless on a separate facility, like a path.
- Try to bike but a lot harder given lack of dedicated paths for my kids. Constantly riding defense to keep them safe.
- Kids command car
- Drive more
- Cars present the greatest danger to us all, and without safe routes we need to ensure protection of those most vulnerable.
- I drive to keep them safe.
- Walk, bike or carpool instead of driving alone
- I try to bike when we kid, but is an unsafe bike environment for kids.
- usually drive
- I only walk or bike with kids on MUPs.
- Need separate bike routes to increase the number of trips
- Must take longer or residential routes due to inadequate infrastructure.
- We take a car because of unsafe conditions for bicycling
- Take car, bike is not safe
- Again, I would chose biking as my preferred choice, with my child, if it were a safe option in San Rafael.

- I still try to bicycle
- Depends on purpose
- we drive over 1 mile, walk under 1 mile
- I do not feel safe having my child bicycle!

Question 16 (open-ended)

- Lack of bike parking; unable to bring bike on bus when full
- Walking and biking can be safe but some times it can't because there are a lot of people driving crazy and they don't really care.
- Crosswalks are not timed well
- Sidewalks have cracks or bumps
- Some motorists resent bicyclists at E. Francisco
- Streets near Cal are not well maintained
- Streets need more regular cleaning
- Street cleaning near Mi Tierra and Mi Rancho)
- We need designated bike lanes east/west along Mission and N/S along Lincoln and/or A St. This would likely mean sacrificing some onstreet parking spots.
- We need a safe biking route from the Cal to downtown and NorthSouth and EastWest through our city and across the 101 Freeway. The lack of these facilities mean that almost all of our public middle school and high school students are driven to school rather than having the option of biking, which traditionally is a much more common form of transportation for kids of these ages.
- Crossing Pt San Pedro is dangerous except at light by Andy's market. Need sigls and flashing lights for cross walks. Need more cross walks along Pt. San Pedro road. Need designated bike lanes where cars don't park. Need nuke lanes and cross walks downtown San Rafael, especially leading to Lindero for Davidson students and to San Rafael High.
- designated bike lanes east/west along Mission and N/S along Lincoln and/or A St. "Green Lane" are needed throughout the downtown area and in the vicinity of schools
- Would like more dedicated safe bike routes through downtown/101 area.
- The cycling lanes are generally good but the street maintenance for them is sorely lacking.

- It would be nice to have a walking trail map that showed the access points for trails. We have not been able to find such a resource with that level of detail since we moved to Marin in July, 2016.
- Slow down the drivers. Make drivers stop at stop signs (especially in the residential areas).
- The bike path through the train tunnel is awesome it would be nice if there were more bicycle dedicated paths throughout the county that do NOT "share" the road with cars! The whole idea of "share" the road is a joke and UNSAFE no matter what it is just a matter of a false move before someone is hurt or killed. Marin County ought to be ashamed of itself with its wealth and LACK of alternative transportation such as dedicated bike/walk paths, trains, and other creative solutions. Really??? This is 2017 and nothing has changed since I was being raised in the 1950's!!!!
- poor road conditions and incomplete bike lanes
- more bike paths and bike lanes
- I'm excited about the improvements!
- The bike/walking path from NSP road to downtown SR is awful. It feels very unsafe because it is so closed in. This really needs to be changed. People do not utilize it because it feels very unsafe. The bus pads along 101 in SR are nearly impossible to get to from NSP road.
- I appreciate the work done and how accessible San Rafael is overall, especially connecting to other parts of Marin. Living in the Cal makes it very frustrating to not be connected to all of this without riding on unsafe routes on Bellam or Francisco. I basically cannot ride with my son due to safety concerns.
- Hills are a challenge for both
- Another reason I don't bike as much as I used to is that I am concerned that my bike will be stolen with the increase in bicycle thefts. I regularly hear about bikes being stolen and see guys walking around town with multiple bikes in tow.
- My husband commutes by bicycle to Larkspur ferry daily.
- I live in Spinnaker Point and bike frequently. I appreciate the bicycle lanes in the area but I'm frustrated that there are gaps I feel unsafe connecting those lanes with downtown.
- The sidewalks are in bad condition
- heatherton st (connection from northbike path to anderson) feels unsafe as a pedestrian and cyclist.
- Bikers talk too loud in early a.m.'s on Las Gallinas during races,etc. Some ride side by side in bike path oftentimes overlapping into street and won't move when a car wants to pass. Also,

parking lots are a hazard because there are few to no pedestrian crossings in the lots. There should be at least one leading to front entrance of all grocery stores. Cars don't stop for elderly or slow pokes.

- Would be nice to have painted bike lines on a street other than Fourth that is safe or separated from car traffic. We often ride on 5th Street, but with the parking lane, the street is too narrow for bicycles and cars to safely coexist.
- As an observer of bicyclist, I think it's crazy to provide bike lanes that allow vehicle parking where the bicyclist has to weave in and out of traffic
- Single biggest concern for walking: sidewalk widths. Single biggest concern for cycling: road surface conditions.
- Downtown corridors seem to be seeing the vast majority of funding and high profile repairs while streets and sidewalks in the neighborhoods are in horrible condition. Many improvements are being made to allow bicycles to move faster, with little concern for their safety, the safety of pedestrians or the general flow of traffic.
- As San Rafael High School moves forward with their EIR for planned expansion I would like to see improvements considered for the south side of Mission Street, to accommodate pedestrians, between the High School and the intersection of Mission, East Mission, Embarcadero and Sea View. This could be a mitigation measure for some the additional trips that are anticipated. A portion of the street lacks curbing allowing cars to park in what would otherwise be a pedestrian path. Continuous sidewalks are lacking in this segment. Typically there are about 5 cars parked across from a residence that appears to be used as a boarding house. Some may not have been moved for an extended period. No parking signs and some physical improvement such as grading and placement of compacted road base would allow this segment to meet the functional needs of most pedestrians and get walkers out of the traveled way. Additionally it may be advisable for the School to consider widening Mission Street toward the school and elevating the sidewalk and a portion of the plaza area near the gymnasium for storm water management and allow passenger loading (currently occurring regardless of the red curb) without blocking the single east bound travel lane.
- I walk A LOT in all areas of San Rafael. The new paths and lanes are a good start. But many city sidewalks outside downtown area are hazardous and unmaintained and have poor drainage so they are slippery. Bike routes are chopped up not contiguous, and streets very potholed. I am too scared to ride my bike for actual transportation even though I have tried.
- I never bike downtown, it's too dangerous.

- Getting to SR High from the west side of the freeway is unsafe on bicycle and often walking. My son was almost hit by a car at least once a week when walking home from school. We didn't allow him to ride his bike because there wasn't a safe enough option.
- Previously stated. Speeding, red light running, stop sign running. I don't see a lot of enforcement going on. As for biking, I would never do it through town. Way too unsafe for me.
- The sidewalks in our area, especially along Freitas Parkway, are absolutely deplorable!! I am an able bodied person and I have tripped repeatedly on the uneven sidewalk. The area from Las Pavadas to Las Gallis on the South side is especially bad and it is the path that the seniors from St Isabella's use in their wheelchairs.
- Keep building more designated multiuse paths for peds and bikes. Provide bikespecific traffic lights where necessary. Bike lanes between street parking and sidewalk is ideal not between street parking and traffic. Stronger enforcement of no bike riding on sidewalks, especially downtown. The town has a great fabric for walking and biking but is still too autocentrist. Close more streets to cars and open streets to peds and bikes. Reduce visual clutter of poorly designed signage and commercial signage. Make the visual appearance of SR more cohesive and consistent.
- Pot holes. No bike lanes to protect me from cars. Broken asphalt.
- More signs for bike routes are needed
- As indicated, some residential streets like Golden Hinde, Devon and Nova Albion are highly trafficked as they are main arteries to the high school. But this also increases risk as close to the majority of drivers fail to comply with speed limits (2530mph), thus deterring my family to feel safe by walking.
- I do not support additional bicycle paths until police enforce the laws and bicycle riders take responsibility for following them. Greenfield from the west end to the San Anselmo line is one of the most dangerous streets as 90 percent plus of all bicyclists run stop signs at speeds in excess of 5 mph. No California stops, they blast through. Hazardous. Until this stops, I am anti bike rider and you, the City of San Rafael are enabling risky behavior.
- San Rafael is great
- In the mixed trails, such as Santa Venetia Open Space and Chi Camp, I have been afraid of being hit by cyclists who do not give fair warning as they approach and are speeding
- The biggest obstacle I face daily is people driving recklessly. There is virtually no enforcement on aggressive driving in San Rafael. When the state passed the law that requires motorists to

give 3 feet and/or slow down when passing bikes I just laughed. I get passed with < 1.5 feet every day and they never slow down. In fact they usually gun it.

- Need eastwest barrier protected, and low stress route from Greenfield along 1st under 101 to Montecito and Cal on Grand. Also need barrier protected low stress pathway from Tamalpais/2nd/Majon Parth north south up Tamalpais to Puerto Suello Hill pathway, connecting Cal Park MUP to Civic Center and Northgate
- There are some maintenance issues regarding sidewalks, and, now that it's raining quite a bit, drainage and flooding difficulties, wherein there are parts of some roads/paths, even in the hills, that are impassible when it rains for any length of time.
- We live close to downtown yet we see a fair amount of homeless people that frankly scare us to walk after dark. I work off of Kerner Blvd and there is no safe way to bike on E. Francisco yet many people use sidewalks. There needs to be a safe bike path along the East side of 101.
- Unsafe drivers deter me from getting a bike with my family or to run errands. I would love longer and more dedicated bike trails in Terra Linda area.
- More mixed use paths would be great for walking, running, biking stroller running!!
- To put in to context how much exercise I get from cycling. I get my cycling exercise on a stationary bike because I'm afraid of cycling in traffic due to fear of cars, and it's not conducive to a good, hard workout because of traffic stops, and again, fear of cars.
- Hire sober traffic engineers and redesign most of your intersections to make them safer.
- Condition of sidewalks and quality of street lights in central San Rafael is very bad.
- Getting from downtown to the Cal is VERY dangerous. Anderson along Bellam to Kerner has a lot of traffic and lane changing. East Francisco is just plain dangerous with narrow roads and potholes.
- It is really scary biking through downtown San Rafael. It would be great if there was a dedicated pedestrian/bike path.
- Bicyclists can be speeding, often indifferent to people or pets. Scary
- In my locale of Terra Linda, the most threatening bicycling are the streets surrounding Northgate One and The Mall at Northgate. The worst intersection by far is Freitas Parkway and Las Gallinas, where there is insufficient width for making left turns from Las Gallinas onto Freitas, and the shoulder on eastbound Freitas dwindles to nothing as you make a right turn onto Las Gallinas.
- Speed of traffic out San Pedro Road in East San Rafael

- I love walking in San Rafael this has been my home since 1970 I have seen it grow. The traffic got real busy and dangerous. I want to know is it illegal for bikers to bike on the sidewalks?
- Something must be done to ease the hostility between cars/trucks and bikes in Marin. It is VERY dangerous out there...and both sides are at fault.
- Gridlock on 3rd St @ Grand routinely makes it impossible to cross between CVS and United Market.
We are happy walkers & go all over Montecito and Dominican and downtown. Appreciate the upgrades to curb cuts at 2nd and Irwin. Standing water at Mission/Irwin NE corner after even a small rain is tough for walkers.
- Lack of safe bike lanes and routes is my main deterrent from cycling!
- We need safe bike lanes and crossing areas.
- In Bret Harte the sidewalks are terrible. They aren't maintained, cars park blocking the sidewalk and parking enforcement refuses to do anything about it. Often you have to walk in the road as cars speed down the street.
- Bicyclists using the downtown sidewalks are a safety issue. The regulations regarding cycling & skateboarding on the sidewalks are not enforced.
- Don't forget Terra Linda when repairing sidewalks
- Any time you need to cross near the freeways, drivers' dangerous driving habits near entrance / exit ramps, significant caution must be taken. Too many drivers are turning from non-turning lanes causing significant dangerous conditions.
- I find that much improvement has been made for bicycling and NONE for walking. And I wish I would have been invited to the sidewalk repair & maintenance survey.
- Sidewalks are dangerous in our neighborhood, (Bret Harte) so people with dogs, elderly and mothers with strollers have to walk in the street
- Some sidewalks need maintenance and clearing of unsafe bushes and weeds impeding the sidewalks. Some are private residences' borders that need to be cut back and others are in front of land not occupied by a home and unsafe to walk on due to weeds making it difficult to pass over and now moss making it VERY slippery
- There are no bike lanes for kids getting to Davidson and San Rafael High. A friend's daughter was hit by a car as she rode her bike.
- San Francisco has green bike lanes, very effective. Dividers help. THANK YOU
- San Rafael is a scary place to bike ride. Even Anderson with the bike lane is scary. Getting downtown from Bret Harte, or even to Laruel Dell School is treacherous. My studio is over

on Kerner, and it's nerve wracking going down Bellam day or night. Getting downtown is okay, but I don't let my kids do it. Getting San Anselmo is horrible. Going to Larkspur is probably the best and most pleasant route.

- I do not feel safe in the bicycle tunnel between San Rafael and Larkspur/Greenbrae
- Well, I'm 72 and have gotten over my anxiety while biking in traffic. Other than creating bike lanes EVERYWHERE, not much the City can do. Drivers in Marin are pretty much aware of bikes. I have bike lights (front and rear) on all the time and dress with bright colors for visibility. I find Marin drivers pretty considerate, but it's up to me to be aware of my surroundings. I can navigate in San Rafael pretty easily. Classes on how to ride in traffic are needed for some bicyclists because they seem to be clueless with regard to the dangers inherent in biking in traffic. Notwithstanding the MCBC'S stance, police should cite bikers who can't stop at stop signs or otherwise obey traffic rules.
- Within downtown, cycling and walking works well. Getting to downtown is a big challenge.
- Fixing cracked and uneven sidewalks and street potholes is primary
- Many sidewalks in the Cal are not very wide and have telephone poles that prevent easy access.
- The biggest problem is how fast people drive.
- The bicycle routes on 2nd street going West should be made safer and easier
- I would like to see a path from Pt San Pedro to the tunnel on Anderson going to Larkspur. I do not feel safe going from my home through downtown to Anderson Dr.
- more people would ride if conditions were safer, mostly from cars
- homeless encampments make me nervous to ride by myself much less have my kids ride. as well as busy 2nd, 3rd and 4th street crossings. SUPER worried about bikes being stolen. Mine was stolen a few years ago at Toys R Us, locked with my kids bikes! does not make you feel safe, instead stranded, angry and assaulted ;(Hard to encourage kids to ride when things like this happen
- Bike path along freeway feels unsafe and lot's of homeless sleep, drinking & Drugs. Most direct route but feels unsafe. Traffic and distracted drivers also make it feel unsafe on bike and walking.
- Safer areas to lock bike and prevent thieves from cutting the locks off bikes
- With all the homeless in downtown, I DO NOT FEEL SAFE. 40+ year resident and I do not frequent downtown any longer. No wonder there are so many empty storefronts.
- I would ride my bike more if I felt there were safe lines to ride in

- I have become increasingly homebound by fear of traffic (which is probably 70 times greater than what it was when we moved here) and lack of safe places to walk. I have been hit by cars (and sent to the emergency room with a head trauma) and attacked by drunken loiterers. At this point, I will only travel by car. I won't even take public transit.
- I'd like more bike paths from Novato to San Rafael. I live in Novato and work in SR. More paths next to the freeway!
- Drivers do not respect pedestrians or bicyclists.
- Bike lanes around schools are essential and, in Gerstle Park, Sun Valley and around Davidson, they are nonexistent!
- More trash cans on the bike paths (Lincoln Ave, Andersen Drive specifically) may help to alleviate all the trash. Emptying the trash cans that are there too. Have the Downtown Street Team clean these areas as well as the sidewalks surrounding, not just in the downtown area. The bike access from the Lincoln Ave path and to and including the Linden Lane under crossing are filthy and unsafe, the Linden Lane under crossing should be lit. There is debris on the sidewalk and you can't see it. In addition it's dark enough that you can't see other pedestrians. The sidewalk on Woodland between Trinity Church and Davidson Middle School always has trash on it as well as debris from the hill which makes the sidewalk narrow and dangerous. The same goes for the sidewalk on the south side 2nd street between First and East streets. Dangerous for pedestrians and impossible if you have a stroller or are in a wheel chair. The same sidewalk completely stops east of Hayes street. No paved sidewalk between the transit center and Rice Drive along West Francisco Blvd. Pedestrians can either walk on the side of the road with cars speeding by or walk in the gravel and dirt next to the train tracks. Both options have been flooded more often than not lately.
- The newest bike paths are great but there needs to be better connections through downtown San Rafael; especially crossing the transportation hub, Heatherton and Irwin. Also a safer and better route from the West of San Rafael to the Cal (Bellam Blvd.) i.e. all East/West Travel...
- Streets need designated bike lanes. That's safest, AND studies show that increases bike use exponentially.
- The bike lane on Las Gallinas is great.
- I would be surprised if the majority of people in San Rafael want more bicycle paths. The bike path near our house is predominately used by people on weekends, in groups, and likely not San Rafael residents.
- Need safer connection east west under freeway

- Many drivers don't watch for pedestrians or bikes. Roads are too narrow to accommodate both cars and bikes safely.
- Dealing with getting in and out of the Cal via Francisco Blvd is essential to connecting the neighborhood with the rest of San Rafael. With parking as tough as it is in the Cal, getting more people walking and biking safely should be a high priority. Instead, pedestrian and bike paths/lanes do not fully connect. It is extremely frustrating to be firsttime homeowners in San Rafael, moving from Gerstle Park to the Cal in order to buy a home, and now be unable to walk and bike as much as we did in Gerstle Park.
- Biking through the G & 5th Ave 4way stop is rather scary on a bike, as so many cars regularly make a turn lane out of the breakdown lane. I usually avoid biking through this intersection though 5th Ave has a bike lane marked from G through Sun Valley.
- I bike from TR to the Ferry. Most of the ride is great. The 101 bike path is awesome. Crossing through downtown SR can be a chore and feels a bit risky at times. I do see people loitering on the 101 bike path such that I can see some people feeling uncomfortable using that path. Especially in the evening.
- Drivers are not looking for kids. Son was hit last year. routes to schools are not even safe, though I still have them bike, am always worried
- We ride bikes to sun valley school every day and to the park. Would ride more places if there were more bike lanes.
- Enforcement of the 3 foot passing law
- Walking works pretty well with the exception of a few missing connections or awkward street crossing. Bicycling the same but the missing connections feel more dangerous as you have to find the safest route to connect.
- Need safe, attractive path between Baypoint Lagoons and Montecito/downtown
- Interaction with cars, trucks and buses are biggest dangers/deterrents to cycling
- second street near jack in the box is horrible for bikes
- There are good northsouth bikeways in SR. Anderson, and the bike path by 101. What we need is one good one running eastwest.
- Difficulty getting thru downtown area without walk your bike
- Need better bike routes and paths to San Anselmo/Fairfax, and between Cal Park Hill Tunnel from Larkspur Landing and Lincoln Hill Multiuse path to Terra Linda.
- I need bus service in East San Rafael as i am disabled

- Biggest problem in my neighborhood (in and around Santa Margarita Dr.) is speeding cars on streets (with few to no sidewalks) clearly posted between 1525 mph. I walk my dog frequently and have been passed many times (with little clearance) by cars traveling 4050 mph. This is especially a problem with service, trade and delivery drivers during the day and late evening drivers who think that speed limits somehow only apply when the sun is up. Speed law enforcement (I have never seen any in my neighborhood) or speed attenuation devices speed bumps or even more clearly visible speed limit signs would be a start. More sidewalks would be great too!
- We voted on Measure Q to support a multiuse pathway with SMART. We have been duped, politicians are not forcing the issue with SMART to ensure that the decisions made today for the train infrastructure do not inhibit placement of the multiuse pathway alongside SMART when construction of that can start. The issue of not having a continuous pathway from downtown to the CalPark tunnel is huge and nobody is standing in the way of SMART making decisions that will force a long and circuitous diversion to get to the CalPark tunnel. The community is watching.
- Bicycle riding and jogging are scary through and around downtown. Pt. San Pedro is very risky along with 2nd and 3rd to access bike paths
- Cycling through Northgate northsouth is difficult.
- Bicyclists can be a safety concern especially when the walking path is crowded with people walking. There is no courtesy from bicyclists in this situation or when they ride by you. It can be a risk to be physically injured should you have a bicyclist pass you and you're not aware they are near you. I have been startled many times by a bicyclist passing me, and fortunately, I didn't walk in front of them.
- It's challenging to bike thru San Rafael because of the traffic, traffic lights, and lack of bike lanes. More bike/pedestrian paths would be good.
- I mentioned this before, but riding a bike east or west from SR, from 101 toward San Anselmo, is very difficult and dangerous. There just isn't a safe route (even marked lanes) for biking E/W. While biking I've had at least 3 nearmisses with cars or trucks, just in the past year. There are several ways south of Sir Francis Drake to go E/W, but nothing north of Sir F D, to Novato to get you west of 101 safely.
- I am concerned that the new (post SMART) transit center will be worse for bike & ped access.
- I strongly support the Idaho rules for bicycles. It is safer than trying to make bikes follow automobile rules. If I am at an intersection, and there is no cross traffic (pedestrian or vehicular), I will proceed....although I sometimes worry that I'll be ticketed.

- The bike paths that were added a few years ago as part of the safe schools are unusable for children since they are IN THE STREET and often crossed or encroached by auto traffic. Walking would be more attractive if the downtown were cleaner and safer (B Street, 4th Street, really?). I grew up in SR and still spend most of my day in the city, but it is a shame to see how it has deteriorated. Please put a traffic light at the 4way stop at Mission and Grand.
- There is no way to get across San Rafael safely from west to east, on a bike.
- Buses can only take 2 bikes. Little safe storage for bikes.
- We need more bike paths and trails!!!!!!!!!!
- Bottlenecks created by SMART trains at bus transit hub
- Signage about the 3ft law for drivers to give cyclists. Accountability for injuring cyclists, it's usually just a slap on the wrist. More education about respect and driving with and around cyclists and educating kids/parents on riding bikes safely and lawfully. Even with the bike lanes, drivers continuously drive in them and skim my while I'm riding my bike. In Fairfax, they've added to some of the bike lanes driver acknowledgement they are going into the bike lane. Not sure what it's called. And yes, there are cyclists and bicycle riders who do not following the law, so they need accountable, as well.
- I use the Starkweather path around our neighborhood. Mostly it's fine, though sometimes one sees an inebriated person 'sleeping it off' on one of the benches which is kind of scary, and occasionally groups of men drinking and throwing empties + trash in the bushes along the path. I know the City tries to maintain, but some folks just don't know or care about litter/environment/esthetics. Very disappointing as children learn from seeing others do it and will perpetuate the careless treatment of our public spaces.
- I'm not aware of any significant effort to create bicycle lanes or bicyclesafe areas. Most of the current "bike lanes" are really a bit of a joke. Nothing more than a symbol painted in the road, but no dedicated areas (well very few dedicated areas).
- Sidewalks are cracked and cars are parked on sidewalks.
- We need class 4 bike paths running east/west and north/south as well as protected intersections along 101 corridor in downtown San Rafael please!
we love the improved bike paths N. of Mission and the Anderson/CalTrans tunnel to Larkspur: thanks for those! But we need multiuse path connectors to those paths all through the SR City center! we are excited for the train's arrival and hope it expands safe and affordable travel options for all of us.
- we need a safe way for kids to get to Northgate Mall: connecting with existing multiuse pathways and connections from Smart train stop at civic Center!

- I just find downtown, basically, to be a scary mess. Other than that, it's great! :)
- I quit riding my bicycle because riding in San Rafael feels very unsafe. Drivers are very aggressive, road condition is very poor.
- The Iron Horse Trail in the East Bay is such a great model of how biking/walking can become a safe and primary route for destination transportation or recreation/exercise. I often am frustrated by the lack of bike trails in San Rafael to allow for long loop bike rides or connections between neighborhoods to allow kids to be more active and engaging with friends who live outside their neighborhood.
- I would love to see bike lanes and walking paths separated more from traffic, like they are in Amsterdam. Also some sort of campaign to make drivers more aware, maybe come up with some ways to slow them down. Where there are walking paths (like the path that runs by the creek between Anderson/Lincoln/Francisco Blvd W) they don't always feel safe due to the amounts of homeless people loitering. In addition to this, the street that I live on (Bungalow Ave) is so poorly maintained that it's impossible for my elderly parents to go on a nice neighborhood walk for fear of tripping on the broken pavement.
- I would adore a safe way to bicycle to the farmers market in the civic center (from spinnaker point)
- The new pavement out San Pedro road is wonderful, and I love the designated bike lane(s). The city needs more designated bike lanes and routes/signage.
- Please put some kind of bike lane or shoulder on the frontage roads: Francisco East and West. Too many bikers on the narrow sidewalk, too dangerous to ride in the road
- I wish there were more bike lanes, especially in downtown.
- Getting thru downtown, either east to west or north to south is horrible. No continuous bike lanes or paths. Second, third and fourth streets are the worst.
- I would absolutely use my bicycle more instead of my car especially for commuting from and to work from Fairfax to San Rafael if it would be safer and there would be better bike paths. I am originally from Germany and used my bicycle 90% of the time, because they have a great infrastructure for bikes.
Sadly not here and I miss using my bike regularly greatly!
- I really enjoy the CalPark tunnel and the path along 101 for commuting to work but getting through downtown SR connecting the two can be challenging and less fun.
- Marin county's numbered bike routes are nice and seeing more support of them from the city of San Rafael would be appreciated. Coming into San Rafael from San Anselmo has a section that requires bicyclists to rejoin traffic on Red Hill Road; this part feels more dangerous than

any area or intersection around the city and could use more support or space dedicated to keeping bicyclists on the designated route.

- The city puts way too much money into paths for biking when sidewalks on my street are literally impassable for a disabled person. Our funds should be used to first cover the basics sidewalk maintenance. So few people bike, but the biking community has a loud voice so they tend to get way more attention than they warrant.
- designated bike lanes east/west along Mission and N/S along Lincoln and/or A St.
- Crossings in heavy traffic areas of San Rafael need safety improvements for peds and bicycles asap. San Rafael is walkable downtown, fairly good bicycle access to transit, could improve lockups, transit storage options.
- Please create safe routes for all kids! right now it is very dangerous for them to bicycle around town because of traffic issues and poor or zero bicycle lanes in some parts of town. please add sufficient bicycle parking at Albert Park when remodeled, and create a safe path from High School to Middle School (path under the Freeway). Please look at adjusting stoplight timing to handle increased traffic flow. Poor timing creates impatient drivers that then run lights, turn rapidly etc.
- The City needs to replace and PAY FOR 50plus yr.old sidewalks that are unsafe.
- I live in the Forbes neighborhood and to ride my bike to the bike path along 101 means I am on the roadway. No designated bike lane. I don't feel safe.
- I would use a bicycle for errands a lot more if there were safe bike lanes and bike racks, especially in and around downtown San Rafael and going under the freeway. I don't even think about bringing my kids that direction on a bike, but I would certainly like to.
- I sometimes sense hostility from cars while biking. I know some bicyclists don't follow traffic rules which negatively impacts us all. Continued awareness on both sides should be encouraged. Whenever possible, having paths or streets that separate bikes from cars is the safest set up. I'd also love to see more businesses put out bike racks for parking we often end up using a parking meter or other fixed object out of necessity, which may inconvenience others.
- We need a stop sign at the corner of Arias & Las Pavadas.
- Find the spaces with no sidewalks or bike lanes and add them as necessary to make biking/walking safer and more reachable.
- Roads are in too poor conditions to have safe bicycle rides.
- Things are going in the right direction. I love to bike thought the tunnel to the Larkspur ferry and I see new separate bike lanes near city hall and the farmers market. I would like to see

more dedicated bike lanes and separated bike lanes for additional safety and so my children can bike safely.

- San Rafael is pretty good for biking and walking. The biggest problem is the traffic in between Mission and Hetherton.
- I live in Spinnaker Point and it is nice to bike along the park, but it dead ends at the Target area. Would like to see a connection to Larkspur Landing without having to bike down Bellam which is full of traffic, noise, litter and not a bit of natural beauty to be seen, no nice path, to trees, not even a bush or two. San Rafael cares more about cars and car dealerships, than they do about beauty.
- Please add more bike paths to schools
- I would be willing to cycle more often if I felt it was safe to do so. The city needs to use "Green Lanes" at intersections to alert drivers and guide cyclist alike.
- Lack of sidewalks when walking kids to school
- Bicycle lanes from Cal area are nonexistent; roads are dangerous and pot holed.
- I live off Point San Pedro Road and find that using that road for walking and/or bicycling is NOT safe. Cars travel too quickly and do not even stop for you at a MARKED pedestrian crossing!!!! I tried bicycling to work at E Street but almost got hit every single time I rode my bike to/from work. I cannot let my children bicycle along that roadway or on the streets of San Rafael.
- Wish sidewalks were even many are uplifted by tree roots in the neighborhood. Sidewalks need to be redone badly on Las Colindas
- I'd like to see more education for drivers about cycling and what's expected of drivers and what's legal for cyclists. My husband bikes to work and I worry about drivers not being safe.
- It's sad my children are not safe walking to school by themselves and they are not safe riding bikes anywhere. No sidewalks and cars out of control downtown on walk to school. Not even mentioning the homeless situation.
- Need better bike lanes and racks downtown.
- San Rafael needs more bike lanes (especially on Lincoln Ave) and the painting of existing bike lanes needs to be refreshed. In some areas such as Anderson Ave it's hard to tell a bike lane even exists.
- more safe bicycle storage, close 4th street to cars weekends
- Car drivers need to be more educated on how to share the road safety.

- My biggest complaint is the lack of a safe eastwest route from the Montecito Shopping Center west through San Rafael and on to San Anselmo.
 - Sidewalks are VERY uneven. Some people cannot walk on uneven surfaces. Some places along 2nd or 3rd St. suddenly have no sidewalks or you are stranded in the median. It's scary to walk near the bus station and freeway from downtown to Montecito due to unsafe crossings.
 - Create a class 1 bikeway along Frietas Parkway
 - Lots of improvements. Cal Park Tunnel was huge, thank you. 101 Bike Path to Civic Center was also a big improvement. The big challenge in SR is the connection for bikes through downtown San Rafael to Ross Valley. I worked at Dominican University for years and did the bike commute through San Rafael well over 1500 times. There just isn't a safe corridor for bikes traveling through SR to make the crossing to Greenfield. Fifth Street is the best option, but still has a ton of potential to get doored by tight streets and closely parked cars. Crossing from 4th Street to Greenfield remains problematic as well. A dedicated bike route with better clearance for bikes from car doors would be great. Fifth is probably the place to do it. Also, I just discovered the connector from the short SMART train bike path to skip the Merrydale overcrossing. Needs better signage and some improvements. MUCH better way to get from the civic center to Northgate. I've had some close calls making the turn onto Merrydale overcrossing. Getting started on a hill is tough. The SMART path connection needs to be signed and improved. So much better.
- Overall I think there have been significant improvements to SR bike routes. The corridor though downtown SR and the corridor from Greenfield to Gerstle Park (and vice versa) both remain problematic. I would put these as the biggest priority for bike/ped routes in SR.
- Thanks!
- The CalPark tunnel is great and Andersen has a nice wide bike lane. The stoplight at Irwin and Andersen often did not detect my bike when commuting and I had to email San Rafael traffic engineers multiple times on this. It is difficult to get from Andersen to the Lincoln Hill MUP. The SMART construction adds to safety issues (e.g. trucks pulling in and out of bike lanes, more debris on the road, detours that are not very safe for bikes, etc.).
 - I would love to see alto tunnel opened so we can have a safer route through the south bay to the north bay.
 - Unlike many other bay area cities/towns, SR has no accessible bike parking/locking in the downtown. There is no safe easy way to cross under the freeway at Mission, 5th, 4th, 3rd etc. The new path that goes through the tunnel to Larkspur is awesome, but as a single female, I

don't feel like it is entirely safe especially since the area on the SR side can be dicey. Having a bike station like one in Berkeley seems like a good idea for San Rafael.

- The biggest challenge you need to work on is a good eastwest route linking San Rafael with San Anselmo/Fairfax.
- When I cross the street, I watch the countdown timers. Most turn yellow when the number gets to "0." Now some lights stay green after the countdown timer stops counting. I almost got driven over the other day walking across Irwin because I expected a few more seconds to cross like I get crossing Heatherly. Your countdown timers need to work the same so we don't get hit by cars.
- San Rafael needs a dedicated, offroad, East/West MultiUse Pathway from the Cal Area to San Anselmo.
- Overall, I think the walking and cycling infrastructure in San Rafael is good.
- In my opinion bicyclist are most often causing traffic problems. They can be very arrogant and inconsiderate (almost challenging) to automobiles, especially when they ride side by side.
- No public transportation in East San Rafael or I would walk/bike to it despite living on a hill.
- Bicycles are a danger to walking seniors. Cyclists need a warning bell.. They need to be licensed to better identify offenders.
- I continue to be amazed by the lack of bike parking in downtown San Rafael.
- Biking from 4th st. San Rafael to the where the ferry path picks up is not ideal. Have to cross 3 major intersections with no safety measures for bikes.

Downtown San Rafael does not have a many designated bike racks.

- The lack of designated bike lanes makes biking seem less safe, especially for kids riding to Davidson.

As a jogger, cars not stopping at stop lights until they have rolled through the crosswalk is frightening and dangerous. I have slammed my hand on several car hoods of drivers who have not seen me in the crosswalk. I would whole heartedly support cameras to give drivers tickets for not stopping behind the stop line at intersections. It's ridiculous and unsafe.

- Need a dedicated bike path on Gallinas behind Safeway. Need a crossing close to the Civic Center SMART station... ridiculous that people will take the train to get their car off the road, then need to walk a mile or more around to the other crossing to get to the other side of the tracks. I know of at least 20 people myself NOT COUNTING RESIDENTS of the Merrydale Road area over by McDonalds who might use mass transit if there was a foot crossing there, and I would use it daily for my bike commute from Terra Linda.

- one of the main obstacles still to this day is drivers with animosity towards bikes. another is lack of education on the subject of DMV rules in Re: to bicycle riding. more people need to know that bikes are actual "vehicles" that must follow the same rules any other vehicle using the roadways.
- More designated bike lanes would be great! Thanks!
- Transit center is critical, must be made safe and easy to use for bike/peds.
- I love the existing bike trails, but there needs to be improvement in bike paths on major thoroughfares.
- Check out Petaluma crossings; there's a button to push and lights blink on the streets. I do not feel safe crossing streets in San Rafael.
- 1. drivers do not stop at crosswalks 2. drivers are distracted, I've had some near misses when walking 3. difficult to find cross walks along EW streets (e.g. 2nd, 3rd, 4th, 5th, mission) that take you across Hetherton, under freeway and across Irwin
- Cars speeding, bicycle lanes need to be better defined, traffic guards for areas where traffic is congested
- Please help with the traffic/careless driversspeeders/careless high school driversspeeders along Nova Albion Way and Golden Hinde near Terra Linda High and Vallecito Elem. The homeowners, kids, and parents deserve to feel comfortable biking or walking a couple blocks to schoolbut unfortunately do not. I have had many conversations and agreements with other parents of young families to this regard, as well as the homeowners within several blocks of us.
- San Rafael is not very safe for bikers
- I would be very excited to learn of more safe bicycling routes for my family as we would take more advantage of this if we felt more safe. There should be safe bicycle routes to Davidson and San Rafael High (including all elementary schools) from all major neighborhood arteries.
- Francisco Blvd E needs a bike lane and better surface. Starkweather Park pathway needs to be fully paved.
- More bike paths would be great. They have been doing some nice work in San Francisco separating the bike lane from the car traffic.
- Lack of bike parking. Uble to bring on bus when full.
- Walking and bicycling can be safe but sometimes it can't because there a lot of people driving crazy and they don't really care.
- no, all good

- crosswalks are not timed well
- no
- sidewalks have cracks or bumps
- I would love to have a connection from Novato to San Rafael
Or know of one if one exists
- some motorists resent bicyclists at E. Francisco.
- As a long term resident and taxpayer all fund expenses for bicyclists should be borne by residents who wish to bicycle. The Marin Bicycle Coalition and its PAC seems like a source of funds for the city along with new legislation licensing bicycles just as scooters and motorbikes are licensed.
- Need safe, protected bike routes through downtown (northsouth and eastwest)!
- no
- Entering and exiting the S.R. city limits from the East and West are the most hazardous areas for bicyclists. More signage and training is needed to raise the awareness of motorists to share the road with bicyclists.
- Crossing multilane one way street and freeway on/off ramps. Not a single bike lane downtown! Connection from Cal Park Hill Tunnel to Lincoln path is incomplete. Even when space exists for bike lanes they are not installed. Traffic signal timing through downtown encourage drivers to speed in order to make green lights, instead of being timed for the 25 mph speed limit.
- The area around 101 is a train wreck for all parties. Dropping the bike path into the road around 5th street is setting everyone up for failure. We also come from Sleepy Hollow into Terra Linda and that is okay but only because it is a short distance.
- There is no safe way to get from the bike path beside Lincoln to the tunnel to Larkspur on Anderson
- overall marin is a great place to walk and ride
- I ride a lot and am confident navigating traffic through downtown, but I can see where many, many other more casual riders would not be.
- Improve southern bypass (from Greenfield to Irwin at Andersen) around dangerous 4th Street.
- The large trucks on Point San Pedro road are not an inducement to ride, yet it is the way I need to go to get to any other place, as well as take many of my recreational rides

- Just having more bicyclists out there has helped...drivers are more aware. I wish there were police on bikes on the bike paths every now and then. And could there please be lights? The tunnel that goes under to Dominican feels unsafe in the dark. Thank You
- Bike infrastructure is in dark ages. Needs long range vision. Paths, lanes, signage, paint, etc.
- It is difficult to bicycle on busy streets. There is a need for separate protected Bike lanes.
- Walking and cars do not mix around transit center
- Cyclists lack courtesy to both walkers and drivers and do not follow the rules of the road
- It is difficult to get from Andersen to the Lincoln Hill MUP on a bike. Lots of short blocks and intersections. I usually walk my bike across the street in a crosswalk. West Francisco between Tamalpais and Irwin is in bad shape and needs repaving and/or potholes fixed. There is often road debris there that can be dangerous for cyclists. The stoplight at Irwin and Anderson often did not detect my bike in the past. Sometimes people are walking in the bike lane on Los Ranchitos and I think this is dangerous because bikes can go quite fast down the hill there. I like the Cal Park tunnel and Lincoln Hill MUPs, they are nice and wide and they have a line painted in the middle, unlike many other MUPs in Marin. It may help to occasionally have local police patrol the MUPs. I sometimes see homeless people who may be mentally ill and/or high on drugs around the MUPs. One guy was always smoking pot and urinating when I rode past him in the mornings on the Lincoln Hill MUP. I also encountered a lady walking 3 chihuahua dogs on the Lincoln Hill MUP after work about two years ago. All three dogs were off leash and all three of them chased me and jumped in the air trying to bite my feet while I rode home. The owner would be talking to other people and ignored the dogs. This went on for about three months and then I stopped seeing them.
- I bike to work from Fairfax to the county health and wellness center at Kerner and Bellam. The most treacherous stretch is from West End Street to Anderson Blvd. along Second Street. I know there is a bike route on First St., but that is a huge hassle with a lot of stops and adds time to my commute.

Biking home is even worse, riding west on Anderson in the west bound lane is really dangerous with the narrow bike lane, fast moving cars and bushes sticking out. I usually ride the wrong way on the Anderson sidewalk. Also, there is no good, safe bike route from Anderson to West End. Third street is too busy and crowded during the afternoon commute so I take the little protected sidewalk going the wrong way on Second St. from First St to West End.

One more thing; there should be a designated bike path through the Cal Neighborhood from Bellam to the Montecito Shopping Plaza (and thus to San Rafael High and the Transit Center). Biking North on East Francisco from Bellam to Second St is really dangerous and many cyclists use the narrow and well used by pedestrians sidewalk.

- Limit the tendency to increase room for car traffic. It compromises what you can do for all other transportation choices and ultimately leads to more traffic.
- Please no more bike paths on the sides of freeways. They are unpleasant to use.
- San Rafael needs more bike racks if it wants a more vibrant downtown.
- There MUST be a safe connection through San Rafael for the NorthSouth Greenway
- The corridor from the transit center to the bike paths is difficult to navigate on a bicycle , and will get worse with SMART train.
- Need buses to get me from home (Peacock Gap) into downtown before I could walk anywhere
- Please consider making the shopping area at Whole Foods, United Markets, TJs into a beautiful roundabout. So much gas is wasted trying to maneuver that poorly designed and dangerous area. This would free up corners and straight paths for pedestrians and cyclists, plus it's more aesthetic. Mentioned before, please consider getting rid of the oneway part of D St in front of the PO. Again, so much circling of cars to get there. Dangerous and wasteful. Also, if Mission Ave were made oneway Eastbound, the dangerous pileup of cars on 101 offramp near RR xing would end.
- Countdown timers are different at all intersections. Too many don't coordinate with the lights. This is too dangerous.
- The biggest challenges in SR are lack of protected bike lanes (not safe) and no connectivity for bike routes to schools, shopping, etc. particularly through downtown. Bike routes are NOT a safe option on our busy streets.
- Pedestrian safety is my prime concern
- Mission pass is referring to foot/bicycle path connection between sleepy hollow (fawn dr) and terra linda (Manual T Freitas Pkwy)

Both parents taking their children to school and commuters with pedal assist electric bikes travel this path on a regular basis. To prohibit the thorough fare of these people on ebikes puts a block to those making a conscious effort to improve personal health not to mention reduction of automobile road congestion during peak times and pollution.

Please help keep bike paths open to electric assist bicycles as they make the difficult hills and

long distances achievable to more of the population.

Thank you

- My daughter is now in college so is not in safe routes to schools. Street access unsafe for her to bike ride from cal area to central SR so we carpooled.
- Lack of adequate bicycle facilities prevents people from feeling safe on their bike. All major roads used by bikes (Anderson) should have designated bike lanes that are painted and well marked. The multiuse paths need to have limited obstructions.
- City staff only cares about input from the wealthy, old dinosaurs who will die and leave behind a worthless infrastructure for the future.
- Drivers are distracted.

Appendix C: Mapped Public Comments

This appendix contains the unedited location-based comments provided by San Rafael residents, visitors, and workers through the online mapping tool. Respondents categorized their comments into one of six categories:

- Intersection crossing issue
- Gap in bicycle network
- Gap in pedestrian network
- Danger/conflict area
- Traffic signalization issue
- Other

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Comment Type	Comment
Intersection crossing issue	-
Danger/conflict area	Drainage grates parallel to direction of travel. Wheel hazard.
Other	Bike lane isolated and often scary.
Gap in bicycle network	DuBoise is a superior bicycle street to Anderson. Less auto traffic.
Danger/conflict area	Auto carriers park and unload on sidewalk here at entrance to tunnel path.
Other	Bike path is isolated and can be scary.
Danger/conflict area	Morning traffic intense on Las Pavadas. Unsafe passing, drivers in a hurry to Kaiser, Vallecito Elementary and Mark Day School. Traffic calming measures. Very unsafe for bicycle route to Vallecito.
Intersection crossing issue	Northeast corner of Mission/Irwin intersection floods when it rains and a large deep puddle forms right in front of the pedestrian crossing.
Other	My kid needs a better designed way to get to SRHS on bike and through DT. I have to drive him every morning bc it seems too dangerous but he is a perfectly willing to bike.
Gap in bicycle network	the sharrows don't seem like a reasonable to creating bikeways. Please give us some kind of protected bikeway through downtown (bike lane?)
Gap in bicycle network	this is an unreasonable intersection to expect anyone but an expert cyclist to navigate. Please reconfigure with safer and more easily manageable crossings
Danger/conflict area	This portion of 3rd street is so dangerous- it is practically deadly. With drivers hitting 40+ miles per hour out of intersection, the road climbing uphill causing cyclists to slow down, and the cars parked and opening doors, it is seriously shocking that no one has died yet. They need to turn the parking area into a bike lane from 4:30-6:30 pm. They said it would get in the way of SMART train parking, which is illogical because San Rafael is a destination-the ferry is faster to get to by car.
Danger/conflict area	People speed through this curve ignoring the crosswalk. There is also a preschool here and many people picking up and dropping off kids each day. Maybe a traffic light, stop sign, or some other traffic calming could be added?
Gap in bicycle network	There needs to be curb cuts to allow bicycles to transition from Andersen onto the Mahon Creek Path.
Gap in bicycle network	A designated multi-directional bike way would allow for better connectivity.
Gap in bicycle network	
Gap in bicycle network	Need to close the gap between the bike lanes (County to south, city to north).
Intersection crossing issue	This intersection needs improved bike lane delineation, as the weaving and merging with the high-speed right turn lanes creates a hazardous conflict area. Good candidate for green paint.
Gap in bicycle network	From this point eastward to McInnis Park bike lanes need to be installed. Definite issues with narrow underpass but the rest of it, particularly east of the freeway, has enough room for bike lanes..
Gap in bicycle network	Add bike lanes on this key bike route. Parking already prohibited on one side for most of it anyway so there's room to shift traffic lanes over to fit bike lanes in. This is a relatively flat connector between Lucas Valley and Freitas and is far better than the freeway frontage road. If Oakview on the north side of Lucas Valley ever

Comment Type	Comment
	happens this will be even more of a direct connection from the Pacheco Hill bike path with the proposed bike path from the end of Marinwood Ave to Lucas Valley.
Gap in bicycle network	The connection between Puerto Suello Path and the path along Mission needs improvement for cyclists.
Gap in bicycle network	There is a gap in the bike network from the Bay Trail near Spinnaker Point and Grand Avenue
Gap in bicycle network	This section of 4th Street (east of 101) is a great candidate for a bike path. Streets look wide enough without losing any parking. Could be a great way to get kids to SRHS.
Gap in bicycle network	The Grand Ave. bridge needs renovation to accommodate bikes and pedestrians
Gap in pedestrian network	A public sidewalk is needed along Mission Street.
Gap in bicycle network	Very unclear bicycle lane marks nags heading west on N San Pedro through freeway on ramp / off ramp.
Gap in bicycle network	SR needs SAFE N/S and E/W connections through downtown to our schools and to shopping!!!
Gap in bicycle network	This is a common route for kids on the way to Davidson on bikes.
Gap in bicycle network	5th street needs a protected bike lane or bike path for school access.
Danger/conflict area	This is a very dangerous bike route, prone to car doors opening on bicyclists. Not a good location for a bike route.
Gap in bicycle network	This could be a prime street for a protect bike land, providing much needed safe access across the downtown area (for shopping, school access, etc.).
Gap in pedestrian network	Missing a sidewalk in front of Falkirk and Boyd Park.
Danger/conflict area	Too many countdown timers do not coincide with the lights. Some do, and some don't. This is too dangerous.
Other	I wish there was bike parking at Johnny's. So many people bike there on the weekends and the bikes are just piled up outside. Would be great to get a few racks or a corral.
Gap in bicycle network	I would feel more inclined to shop downtown if it were easier and safer to bike there. The streets feel too congested and without a dedicated bike lane somewhere through downtown, i feel like I am competing with cars for limited space on the roadway. There also is nowhere to lock my bike along 4th street.
Gap in bicycle network	Biking downtown is scary. I would bike more to shop and eat if it was more welcoming and safe.
Other	Test
Other	Adult bikers need to exercise riding bikes up onto sidewalk Los Gamos rd and exercise stopping at arterial and signal streets. Terra Linda
Danger/conflict area	The intersection of 5th ave and Grand ave is a dangerous spot for everyone. My husband and I have witnessed collisions, injured pedestrians, and so many near-misses we couldn't count. Traffic on Grand Ave going between 4th street and Mission ave often speeds well over the limit, making the turn at 5th ave dangerous. It is a prime spot either for speed bumps, or additional stop signs and crosswalks, making it a 3-way stop.
Gap in bicycle network	There is no safe connection through San Rafael for the North South Greenway. The unsafe conditions severely reduces bicycle use.
Gap in bicycle network	Bike path ends! No where to go and no bicycle safe lanes from this point.

Comment Type	Comment
Danger/conflict area	This whole underpass area is filled with trash and often human waste. It's dimly lit, filthy and not pleasant to pass through.
Other	Many more bike racks are needed downtown. The new short parking meters are not suitable for this purpose. Racks would increase patronage of downtown businesses, food, and nightlife.
Gap in bicycle network	Convert to a roundabout to improve flow and safety at intersection.
Gap in bicycle network	Consider roundabout to eliminate the stack up of cars at the four way stop. Will also provide safe crossing for cyclists and elderly pedestrians.
Gap in bicycle network	4 lanes of traffic are unnecessary. Please prioritize the redesign of Freitas Parkway to reduce traffic lanes and add a separate bike/ped path. Path needs to be separate so kids can have a safe way of getting from home to the malls and elsewhere.
Gap in bicycle network	Please provide a Class 1 bikeway along Freitas Pkwy.
Intersection crossing issue	Clear and efficient crossing solution needed from bike path to Andersen
Gap in bicycle network	The Montessito shopping center and surrounding area is a place that many people might like to bike too, especially since car parking can be tough - especially at Trader Joe's and Whole Foods. But, I never bike to that area since it feels very unsafe.
Other	It would be great if this path were paved for the entire length. Safety improvements would be helpful too - there have been incidents of women being threatened/raped.
Danger/conflict area	Dangerous intersection for bikes and it is an access point connecting east San Rafael to the Cal Park tunnel.
Danger/conflict area	This area often has broken glass and debris and feels quite unsafe. I sometimes parked there in a car and walked over to the health and wellness center for work-related meetings.
Traffic signalization issue	This stoplight failed to detect my bike numerous times over a period over the last five years (when traveling south on Irwin and turning left onto Andersen). It was scary to try and get out of the turn lane on my bike and use the crosswalk instead.
Gap in bicycle network	We really need the SMART MUP path in San Rafael. I read that Marin Audubon challenged the path and advocated to make it narrow. PLEASE ensure that MUPs are as wide as possible. Narrow MUPs are unsafe, increase collision risk, lead to bike-ped conflict and complaints about "speeding" bikes. Wider MUPs with a line in the middle help reduce this significantly. Human safety needs to be prioritized over minor impacts to bird habitat. If needed, maybe the city can get a CEQA exemption.
Danger/conflict area	Dangerous intersection and there is no way I would ride my bike here, the way it is currently configured. San Pedro exit area and Freitas exit area are both quite dangerous for bikes and they are also the main access points for getting to the county civic center.
Danger/conflict area	This freeway off-ramp intersection is dangerous, for cars and bikes. Some people have a stop sign and some don't and I found it confusing until I had driven it a few times. I have been biking for over 20 years and there is no way I would bike through that intersection. When I had medical appointments near there, I drove.
Danger/conflict area	I sometimes encountered pedestrians walking in the bike lane on Los Ranchitos when I was riding downhill. Bikes can go pretty fast downhill and this seems dangerous.

Comment Type	Comment
Danger/conflict area	Crossing from Los Ranchitos to MUP can be dangerous since it is right after a blind curve.
Gap in bicycle network	Bike riding east or west along 2nd/3rd Streets in this West End location is treacherous but easily resolved. A retaining wall can be built on the city-owned property on the south side of 2nd where a too narrow sidewalk with constant debris and soil slump prevents passage of two people. Make this a multiuse path and add a bike lane to west-bound 3rd St in this area.
Intersection crossing issue	Unmarked Pedestrian Crossing difficult
Gap in pedestrian network	Shared Roadway Dangerous for Bicycles
Intersection crossing issue	Grand at third - dangerous for pedestrians because of traffic lights. Need to stop left turns from northbound Grand onto Third for pets to cross safely. People have been killed here.
Intersection crossing issue	Grand at third - dangerous for pedestrians because of traffic lights. Need to stop left turns from northbound Grand onto Third for pets to cross safely. People have been killed here.
Intersection crossing issue	Grand at third - dangerous for pedestrians because of traffic lights. Need to stop left turns from northbound Grand onto Third for pets to cross safely. People have been killed here.
Gap in bicycle network	The bike path on Pt San Pedro Rd is not continuous and therefore not reliable as a safe route to school bike path. Can the designated Bike Path's be continuous from 6AM to 9AM and from 2PM to 6PM. This would also allow commuters the assurance that parked cars would not impact their riding. Thanks
Danger/conflict area	the lack of a bike lane, and even a white line denoting the edge of traffic lane causes unnecessary confusion between drivers and cyclists. I have measured streets, and know there is not currently enough room, however getting a lane line for cars would keep them tight in their lane.
Intersection crossing issue	hard to cross this as a walker and as a driver. a light here would be great
Gap in bicycle network	Add bike path along south side of Andersen between SR Rec Center and Irwin Street. This is Segment 4 of improved east/west route from Greenfield to Andersen at Irwin. With these four segments in place it will make traveling through San Rafael much safer. From this southern bypass cyclists can continue on the Mahon Creek Path to the SR Transit Center (and North-South Greenway) and to CalPark Tunnel.
Gap in bicycle network	Add bike path between SR Rec Center and Safeway parking lot. This is Segment 3 of improved east/west route from Greenfield to Andersen at Irwin.
Gap in bicycle network	Add contra-flow bike lanes between E Street and D Street. This is Segment 2 of improved east/west route from Greenfield to Andersen at Irwin.
Gap in bicycle network	Add contra-flow bike lanes between E Street and D Street. This is Segment 2 of improved east/west route from Greenfield to Andersen at Irwin.
Gap in bicycle network	Need a safer way to bike from Greenfield to 1st along south side of 2nd. Separated Class 1. This is Segment 1 of improved east/west route from Greenfield to Andersen at Irwin.
Danger/conflict area	Illegal Mtn Bike trail that comes out of China Camp ...speeding Mtn Bikers causing dangerous conditions to elderly resident .

Comment Type	Comment
Danger/conflict area	Bike and pedestrian patch near the Glass and Sash is very dangerous with people doing drugs and harassing kids directly on the bike patch. This area needs to be cleaned up and patrolled. Currently not safe for kids walking to school.
Danger/conflict area	Bike and pedestrian patch near the Glass and Sash is very dangerous with people doing drugs and harassing kids directly on the bike patch. This area needs to be cleaned up and patrolled. Currently not safe for kids walking to school.
Danger/conflict area	This is a dangerous area for cyclists. Cars are allowed to park on the side of the road and the shoulder stripe is not clearly marked. Cars and trucks are speeding up in this area and there is not enough room for vehicles to give cyclists three feet of clearance. I always feel nervous when traveling east on 3rd street in this area.
Gap in bicycle network	there doesn't seem to be any way to easily ride your through through sr east to west or vice versa once you get off san pedro road
Danger/conflict area	Cyclists can use sidewalk but it is very unsafe.
Danger/conflict area	Cyclists can use sidewalk but it is very unsafe.
Danger/conflict area	This is a very dangerous intersection for cyclists.
Danger/conflict area	This is a very dangerous intersection for cyclists.
Danger/conflict area	This is a very dangerous intersection for cyclists.
Intersection crossing issue	How are you meant to safely get to the bike route here?
Danger/conflict area	This intersection, and from las colindas to las paved as is a SPEEDWAY during commute and other times... Cars rarely stop turning here, they speed down las colindas, there is no safe place to cross to get to ball field..could there be a speed bump where useless cross walk is on las colindas!! Very dangerous For walkers and bikes, who also don't stop at intersectionIn the evening I have almost been rear ended numerous times turning IN TO MY DRIVEWAY by cars who have not stopped at intersection.
Danger/conflict area	Cars don't stop for pedestrians in crosswalk.
Danger/conflict area	Cars picking up/dropping off students stop on a red curb, on a curve, completely blocking the eastbound lane. Not safe!
Intersection crossing issue	There are many children from this neighborhood walking to Coleman Elementary that cross this intersection. We have almost been hit several times by cars either not seeing us, or trying to rush ahead of us. Not safe!
Gap in pedestrian network	There are many children from this neighborhood walking to Coleman Elementary on this route. There are no sidewalks on either side of street.
Gap in bicycle network	It is very unsafe to cycle to the canal through this route
Gap in bicycle network	It is very unsafe to maneuver through downtown SR esp to connect to Andersen drive
Gap in bicycle network	I would love to cycle to drop off my car on Francisco but this is so dangerous, no safe way for a bike
Gap in bicycle network	It is very unsafe to maneuver through downtown SR esp to connect to Andersen drive

Comment Type	Comment
Danger/conflict area	this is a common route for elementary school kids to bike or walk to school. High school car traffic is heavy in the morning and afternoon: speeding cars and distracted drivers (both adults and high school kids) make it seem chaotic and dangerous along nova albion. Golden Hinde needs more cross walks with adequate signage - there is a lot of speeding on this street.
Gap in pedestrian network	
Gap in pedestrian network	There is no sidewalk here. Dangerous!
Other	Major sidewalk cement issues along this street.
Gap in pedestrian network	Multiple gaps. I find it immoral that pedestrians who live in the Canal Area should have to risk injury/death to reach the transit center.
Gap in pedestrian network	A pedestrian trying to cross Las Gamos to reach the walkway that heads towards oleander park is in danger from cars moving very fast as they turn north from west bound freitas. A crosswalk would help.
Gap in bicycle network	A bicycle traveling southbound on lost Los Gamos cannot turn left onto Freitas Parkway. The bicyclist must travel on a sidewalk which is already very narrow because of the shrubbery and fence along the ditch .
Other	This is a wonderful path that is now difficult to maneuver on a bike because of the large rippling of the path.
Gap in bicycle network	This intersection is very dangerous because of the design as well as the number of cars that speed. There is no safe place to cross Las Povadas from the south side of las colindas rd. Cars usually drive 40 more in the 25 mph zone. A three way stop sign should be installed to keep las colindas freeing used as a frirway.
Intersection crossing issue	I walk this route everyday with my kids. 2 issues have arisen. First, the crossing is extremely busy in the mornings and in the afternoons when both Vallecito and TLHS students are arriving and leaving, as well as Kaiser employees/patients arriving and leaving. One of the HS children has been struck by a car here. Second, the northwest corner sidewalk is narrow and right next to the turning lane for Kaiser. Kids are only feet away from moving cars. Sidewalk widening or barrier needed. Thanks
Gap in bicycle network	Bike lane ignored regularly by motorists crossing to make a right turn onto Nova Albion. I have regularly been cut off by vehicles rushing to get across the bike lane ahead of me, and almost clipped from behind as they cross too rapidly and closely behind me.
Intersection crossing issue	Bike lane ignored regularly by motorists crossing to make a right turn onto Nova Albion. I have regularly been cut off by vehicles rushing to get across the bike lane ahead of me, and almost clipped from behind as they cross too rapidly and closely behind me.
Intersection crossing issue	My son rides his bike from Sun Valley area to Davidson, crossing 4th at G. In the mornings drivers often do not stop for pedestrians and bikers crossing in the crosswalk, possibly due to sun in their eyes.
Other	Upgrade Class III route to Class I through downtown SR on 4th. Currently there is no safe way to get through the city by bike and that is just ridiculous. There is so much improvement needed everywhere. It seems logical to make a big improvement in the center and then work out to connect and improve routes to other destinations.
Traffic signalization issue	Google directions recommend Dubois to Anderson for biking to and from the ferry. This is a difficult and busy left turn through the intersection and the green light doesn't seem to be triggered by cyclists.

Comment Type	Comment
Other	There's a kind of nasty bump/transition from path to bridge when traveling north bound.
Gap in pedestrian network	There are no sidewalks on either side of the street here
Gap in bicycle network	Why aren't there any bike parking facilities in downtown San Rafael?
Danger/conflict area	It's crazy that Wolfe Grade is a designated bike route - there is virtually no shoulder for bikes. Although I realize there are very few route options to travel from San Rafael to Kentfield via bike, this is a very busy road and currently not an option I would ever recommend to a cyclist.
Other	Drivers routinely ignore the "no left turn" signs at Frances and 1st street during the evening commute.
Intersection crossing issue	This intersection is very dangerous for everyone: cyclist, pedestrian and car. The light for the Northgate Dr. is short unless a pedestrian has hit the walk button, and is strangely configured leaving drivers confused about how to turn left onto Freitas. As a cyclist and as a pedestrian I've nearly been hit several times.
Intersection crossing issue	This intersection is a hot mess. I've been nearly run over here several times when trying to turn left onto Freitas Pkwy, both when on my bike riding with the traffic and as a pedestrian in the crosswalk. I can't even completely blame the cars - the way the intersection is set up is very confusing for people turning left onto Freitas and unless a pedestrian has hit the cross button, the light is very short and the wait time for the cycle to repeat is long.
Danger/conflict area	Homeless people are constantly leaving carts on the bike path, can be pretty dangerous.
Gap in bicycle network	Even for a fast road cyclist, getting through this underpass section is pretty hairy. No real shoulder or bike lane going eastbound and it's challenging to navigate and on ramp and off ramp going westbound and no bike lane.
Other	I know it's not San Rafael, but this tight "pedestrian only" bridge crossing is the worst part of all 22 miles of my bike commute. I'm sure a lot of other San Rafael citizens feel the same way - would hugely appreciate it if this could be communicated to Cal Trans, SMART, Larkspur, or whoever oversees it.
Gap in bicycle network	Would love to see alto tunnel opened just like the one to san rafael from larkspur. Need safer routes for cycling and pedestrian travel.
Gap in pedestrian network	If you're walking from downtown, you suddenly get stranded in the median of a busy street where cars are whipping around a corner...you have no choice but to run across and hope you don't die.
Danger/conflict area	People coming out of parking garage do not stop as they go flying through crosswalk, looking left for car traffic but ignoring pedestrians/wheelchairs coming from the right. Needs stop sign.
Other	Almost impossible to avoid breathing cigarette smoke anywhere near downtown, despite its being illegal. Without enforcement, people w/ asthma stuck breathing it.
Intersection crossing issue	Need bike lanes to cross Highway 101 !
Danger/conflict area	Road is too narrow for car traffic + bikes + on-street parking. Replace the on-street parking with a bike lane from Mission to 2nd or 3rd Street.
Other	Difficult to transition from the bike path to westbound Mission Ave, and vice-versa.
Intersection crossing issue	

Comment Type	Comment
Gap in bicycle network	The bike lane on the overpass is unprotected (no curb or safety wall) with vehicles travelling at highway speeds within 1 meter of the lane. In addition, copious debris is in the bike lane CONSTANTLY: glass, metal fragments, etc.
Gap in bicycle network	Bicycles are unable to trigger a green light when heading eastbound on East Francisco over Bellam.
Gap in bicycle network	The stretch of East Francisco from Grand to Bellam has no shoulder or fog line and has a poor pavement surface with frequent debris. Shortly after sunrise, cyclists' safety is at a high risk due to blinding light conditions making a rider nearly invisible to vehicles driving eastbound. Westbound cyclist must deal with the same lack of shoulder or fog line issue and also suffer from parked vehicles (including delivery trucks in the center turn lane that narrow the road) and side street merges.
Gap in bicycle network	Kids need a MUP on Merrydale to get from SMART to Northgate mall safely walking an bicycling. So do all workers.
Gap in bicycle network	Terrifying biking on Frontage road to Employment center, YWCA, businesses, work. Widen, repave, install protected bikeways bothways.
Intersection crossing issue	South side of N San Pedro Rd. needs a ramp and raised table crossing off 101 N east bound ramp to a MUP on sidewalk.
Danger/conflict area	Bushes intrude into shoulder and path under 101 got torn up. Needs a MUP on south side of N San Pedro from Merrydale where NS Greenway comes down. Connect south side to Civic Center Dr lights.
Intersection crossing issue	Crossing Heatherton on south side of 3rd to transit is a priority for pedestrians and should be protected with a split signal that stops peds while cars turn south and then STOPS turning cars and lets peds and straight thru cars go. Needs dedicated turning lanes to do this.
Gap in bicycle network	Anderson bike lanes are unsafe for most ages: really need the MUP on the SMART ROW here from Cal Park pathway to 2nd/Tamalpais/Majon Creek pathway for a low-stress connection for everybody to feel good using.
Danger/conflict area	Visibility for turning and crossing at intersection of Union and 4th seems bad, making for many close calls here. Can you reconfigure the geometry? How can I get from 4th both right and left on Union?
Danger/conflict area	Really looking forward to new ped/bike bridge across creek east of Grand! Yay! Please continue MUP up to 5th to connect with new crossings under 101 to Tamalpais and the new SMART+Transit stations.
Gap in bicycle network	5th from Tamalpais to Irwin is pretty decent route under 101, quieter than Mission, 2nd and 3rd, which have drivers in "freeway mind" not clearly seeing pedestrians and bicyclists. 5th and 4th should be developed and signed for bicycle use with protected signal phases and protected bikeways.
Gap in bicycle network	Please place a barrier protected bikeway north south on Tamalpais from 2nd to Mission Pathway for thru NS Greenway bike traffic and SMART station access. Please additionally be sure signals work for bicycles at each signal north-south.
Other	Chain across entry driveway to Community Center and Albert Park prevents turning left onto pathways from Anderson westbound bike lanes, blocking low-stress entry.
Gap in bicycle network	1st street low-stress route coming east just deadends here. Cant get safely to Anderson.

Comment Type	Comment
Gap in bicycle network	Coming west on Anderson Please mark the left turn onto alley of 1st Street "Except Bicycles" or "Bicycles OK". There is no way to get west on 1st, the relatively low-stress route. Coming east on 1st deadends into Safeway and Albert Park. Needs a low-stress connection through to Anderson and to the Majon Creek Pathway. If you go thru Albert Park you emerge onto a very dangerous mid-block crossing of Lindero-not acceptable. If you go against traffic on alley of 1st street to Anderson you are illeg
Danger/conflict area	Dangerous to travel on Bellam from NS Greenway-Cal Park Tunnel to Canal, Kerner Wellness Center and to Home Depot. Needs protected bike infrastructure going north east.
Gap in bicycle network	Must build safe low stress east-west route for bicycling from Greenfield through downtown, perhaps on 1st street, connecting to Canal and Montecito!!!
Gap in bicycle network	"Need entry to the bikepath." We need to keep pressure (as a city via our planning and coordination) for fullfulling the promises made by SMART. We need to make it clear that we expect bicycle path that was part of the SMART proposal that we all voted for. I think the the train is a good idea, but it's the bike path the sold me. I feel betrayed.
Gap in bicycle network	"Need entry to the bikepath." We need to keep pressure (as a city via our planning and coordination) for fullfulling the promises made by SMART. We need to make it clear that we expect bicycle path that was part of the SMART proposal that we all voted for. I think the the train is a good idea, but it's the bike path the sold me. I feel betrayed.
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Danger/conflict area	Disruptive alcoholics everywhere. Fear of being followed when alone
Gap in bicycle network	There is no safe or reasonable way to cycle along east Francisco, yet it is the only way to move between major parts of the city.
Gap in bicycle network	the sidewalk here is too narrow and with no parking or bike lane, vehicle traffic runs very close to pedestrians.
Gap in bicycle network	the bike lanes going both directions on north San Pedro road have to cross freeway off ramp traffic. It's incredibly scary to cross 50mph traffic on a bike.
Gap in bicycle network	It seems great that a new bike and Ped bridge is planned for grand avenue over the canal, but how is a cyclist expected to get between the bridge and downtown or the transit center?
Gap in bicycle network	
Danger/conflict area	The pedestrian crossing on crossing Point San Pedro at Summit Avenue needs flashing lights. Even though there are signs and stripes, cars will NOT stop for a pedestrian trying to cross the road.
Danger/conflict area	Cars driving on Point San Pedro Road are traveling too quickly around the corner between Sea Way & Bay Way. They cut into the bike lane, and since the plants are grown onto the sidewalk, you have to walk in the bike lane, and cars are constantly driving around the corner in the bike lane. Any chance of putting up road barriers between road & bike lane?

Comment Type	Comment
Danger/conflict area	For children wishing to bike to Vallecito Elementary, there are no safe bike lanes. Kids on bikes and students walking to both Vallecito and Terra Linda High must share the same narrow sidewalk.
Intersection crossing issue	Very busy and dangerous crossing Francisco Blvd on Bellam to Anderson Dr. A bike lane/pedestrian tunnel to either Marin Square/Gary Pl or to Simms St would be wonderful.
Danger/conflict area	Francisco Blvd is part of a recommended bike route. But this area is unsafe as motorists are not aware of cyclist traffic. Children from the Bret Harte neighborhood can not safely cross traverse the area in and around the transit center. Recommend adding Flashing Pedestrian crossing signs and the use of "green lanes" to alert drivers and guide cyclist alike. Restricting parking along Tamalpais or Lincoln during school commute times should be studied.
Danger/conflict area	This is often used for bikes and is not clearly marked. Strongly recommend the use of "green lanes" to alert drivers and guide cyclist alike.
Gap in bicycle network	There should be signage to keep cyclists off both 2nd and 3rd streets and instead take appropriate bike routes. Both 2nd and 3rd are not appropriate for cyclists, and I am one. yet I see too many cyclists who are not skilled enough to navigate those dangerous (for cyclists) thoroughfares.
Gap in pedestrian network	This area south side of second street has a side walk that needs a bit of help. Many cyclists use it as it's the only way from 1st street to greenfield west end. Better sidewalk or signage to show the appropriate route would help.
Gap in bicycle network	Getting from 1st street to Greenfield is sketchy. Better than it used to be years ago. But better signage would help. Many people ride on the side walk south side of second street (where the white iron fence separating 2nd street traffic and the sidewalk is) because they know of no other way. That sidewalk is too narrow. It could be widened a bit I suppose. I don't have a solution, the problem is simply moving westward from Gerstle Park, to West End Greenfield. Thanks!
Danger/conflict area	Unpaved trail is hazardous for cyclists
Danger/conflict area	Lost of pot holes make riding on E Francisco Blvd dangrous
Danger/conflict area	There is a section path between the lagoons and Target that is not paved. It's a hazard for cyclists and the puddles will erode the bank.
Danger/conflict area	There is a section path between the lagoons and Target that is not paved. It's a hazard for cyclists and the puddles will erode the bank.
Gap in pedestrian network	there are no sidewalks on one side of the street and vehicles zip around this turn too fast. It's scary to push a stroller through here because I have to walk in the street
Gap in pedestrian network	there is a crosswalk and curb cuts here but they don't lead to a sidewalk on one side of the street.
Danger/conflict area	would be nice to have a stop sign here. Nobody respects the uncontrolled crossing
Danger/conflict area	This should be the safe route to school for kids on bikes but vehicle traffic is too fast
Danger/conflict area	This sidewalk is too narrow for all the student traffic. People spill over into the street when people pass each other. The sidewalk should be widened or maybe the SRUSD could push the fence at their maintenance years back a couple feet

Comment Type	Comment
Other	Could this path be graded and paved? It's very irregular with puddle, muddy areas and stones sticking out of the ground making the path hazardous for bikes.
Gap in bicycle network	I ride from the Bret Harte neighborhood in San Rafael to Red Hill in San Anselmo for work. While there are some bike routes, getting from the west end of downtown or Gerstle Park to Greenfield is tough. If I take 4th street, there are buses and trucks and not much room for bikes. I also have to cross several lanes of traffic including 2 traffic lights to get across 4th to Greenfield. If I go through Gerstle Park, I have to ride on the sidewalk on 3rd as traffic on 3rd is fast and scary.
Danger/conflict area	riding a bike down 2nd street and under the freeway is dangerous...would be nice to have marked bike lanes
Gap in bicycle network	roads through San Rafael are not designated bike lanes so we are competing with cars, buses and commercial traffic.
Gap in bicycle network	I often see many people biking on narrow sidewalks because it is unsafe to bike in street. Pedestrians and bikers then have to share narrow sidewalk which are poorly kept and maintained
Danger/conflict area	children from Bret Harte neighborhood cannot bicycle safely to Coleman Elementary or San Rafael High School as motorists are in too much of a hurry to get onto the freeway to look out for children bicycling to school.
Intersection crossing issue	with over 100 kids using this path to middle school 5days a week, the city could provide better signage, & a blinking/ lighted crosswalk path
Gap in pedestrian network	with over 100 kids using this path to middle school 5days a week, the city should provide a safe sidewalk for them to use. Currently no safe route to Davidson Middle School
Danger/conflict area	No curb cut outs, fast turning.
Gap in bicycle network	The numbered bike route from San Anselmo requires riders to come back onto 4th and then 2nd streets in two lanes of tight traffic. This is a dangerous area for riders and is much more stressful than riding through the CBD.
Danger/conflict area	Miracle Mile is a huge problem if you are coming from Fairfax/San Anselm or going towards it - it is really scary and unsafe to get in or out of San Rafael via this route and prevents me from taking my bike to work instead of my car.
Gap in bicycle network	It's difficult to navigate the curb cut here. So, we cyclists leave the multi-use path, southbound, at Pacheco or Paloma instead. That works fine, but it would be nice to bike to Mission then easily make a right/westbound turn off the path onto Mission.
Gap in pedestrian network	There's no sidewalk on Lincoln between N. San Pedro and the Northgate Mall. My family would walk and bike there but it's not safe without a sidewalk or bike path.
Intersection crossing issue	Cars exiting the highway Weestbound don't stop at the crosswalk- the sidewalk ends into a crumbling path and isn't wide enough between merrydale and Civic Center Dr. in most places for two strollers to pass each other or a stroller and a wheelchair. There's also no bike lane and bikers are faced with merging with the super fast cars exiting the highway. Total disaster.
Danger/conflict area	Very hard to get under the bridge and out past Montecito shopping center. There is no bike lane.
Danger/conflict area	This is a terrible area to walk. Unfortunately, my route to work takes me this way. I sometimes will walk 4 blocks out of my way just to avoid this intersection, as well as Irwin and 2nd. Cars are in too much of a hurry to get onto

Comment Type	Comment
	the freeway and often blow through the red light. They don't slow down or see pedestrians. Maybe a red light camera?
Danger/conflict area	I saw a cop giving a cyclist a ticket here for riding on the sidewalk, and according to the municipal code, it's not even illegal here. There is NO safe way for a cyclist to get to United Markets, from any direction.
Danger/conflict area	Drivers don't seem to respect "sharrows," or that cyclists don't have to ride in the door zone.
Gap in bicycle network	It'd be so nice if this path could get all the way to 4th or San Pedro Road somehow.
Gap in pedestrian network	There is no safe side walking around the this busy parking spot
Danger/conflict area	There are "sharrows" along a row of parked cars. What drivers don't realize is that cyclists are not legally required to ride in the "door zone." So it's very dangerous here, because the road is narrow, and drivers still try to pass. Education seems the most crucial here (and throughout downtown). Perhaps better signage? And I don't mean "Share the Road," but something closer to "Bicycles are allowed the use of the full width of the road."
Gap in pedestrian network	The hillside on the South side of 2nd in this area scares me enough so that I won't walk there anymore. It looks like a big rock slide could happen at anytime there, and is not safe to have a sidewalk there. I see the railings have been reinforced but I consider it to be unsafe to walk or bike on.
Gap in bicycle network	I'm just agreeing with other commenters that solid bike racks, like what's becoming popular in towns like Albany in the East Bay, would be a really nice improvement to downtown.
Danger/conflict area	Never mind the cyclists that run the red light here. Drivers do this on a regular basis. There's no real cross-intersection, so apparently they feel stopping is optional?
Danger/conflict area	Drivers seem oblivious to "sharrows" and that cyclists are allowed to actually ride on the road here.
Other	No Parking signs should be added to the fire road gates on Spring Grove, Clorinda, and anywhere else needed in town. I see people parked in front of the Spring Grove gate all the time. When there is our next brush fire, I want to know that SRFD can have instant access to those roads. There are trees down on those fire roads too.
Danger/conflict area	It's just plain not safe here for cyclists. There's no clear path and "sharrows" are meaningless. Cars speed and pass much too close.
Danger/conflict area	This area is just plain cruel for pedestrians and cyclists.
Danger/conflict area	Sometimes there are people camping under the freeway. I haven't had a problem, but I've seen pit bulls off leash.
Traffic signalization issue	Sometimes I can't even get the pedestrian signal to work. I often just continue down the sidewalk to the next street, or take back streets.
Gap in pedestrian network	I rode my bike through here "once." I consider myself a skilled cyclist, this is my number one form of transportation, and I will never ride through here again. There are zero markings for bikes. So dangerous!
Danger/conflict area	San Rafael used to do crosswalk stings when I first moved here, and drivers had learned to watch out for and defer to peds. We stopped having those, and now it is much more dangerous to walk and cross streets. I wish you would bring it back, focusing near the freeway and on 4th street. Also people driving while holding their phones need to be getting expensive tickets. I see drivers texting constantly too.

Comment Type	Comment
Gap in pedestrian network	The "sharrows" here put you right in the zone where parallel parked cars open their doors. This could actually be deadly!
Gap in bicycle network	You just cannot get from here towards the Montecito Shopping Center safely. You can proceed down Tamalpais to 4th, but doing that is a) not obvious and then b) dangerous in its own right.
Danger/conflict area	Peds should not be allowed to cross Irwin and 2d on the north side of the street, and also should not be allowed to cross Hetherton at 3d on the south side of the street. People are very vulnerable here, drivers aren't looking and are in a hurry. People will continue to be killed in these crosswalks.
Traffic signalization issue	Bikes don't trigger the traffic light here.
Danger/conflict area	Drivers turning East on 2nd don't look for peds, and in trying to speed to the freeway have often hit or almost hit peds in the crosswalk. Very dangerous morning, noon, and night during the week.
Gap in pedestrian network	I'm surprised that the new handicapped curb cuts along H Street (and elsewhere) are really of an "approved" design. They seem like a serious trip hazard, and because of the extra curbing, I'd be surprised if they are really useful to someone in a wheelchair or someone with sight limitations. Sloping sides would be much more pedestrian-friendly. I hope this isn't the new plan for elsewhere.
Gap in pedestrian network	Need a crosswalk or light, too many cars and people trying to cross lucas valley rd, to Mt. Lassen from old lucas valley rd
Gap in bicycle network	Hard to cross under freeway safely, particularly on mission. No clear bike lane, scary with kids
Gap in pedestrian network	Dangerous and difficult to bike or walk through here. A multi-use path could work, or simply a wide sidewalk like is being built on East Francisco Blvd.
Other	This road does not exist. It's a good idea though!
Gap in bicycle network	Need Class 2 here.
Gap in pedestrian network	<p>SMART has made no provision for access between the southern segment of Merrydale and Civic Center Dr. for either bikes or Pedestrians. There is only a rough muddy space between the fence and the freeway support posts.</p> <p>This problem also makes it difficult or impossible to pass from one segment of Merrydale to the other. The SMART fencing closed the social path between the two segments.</p> <p>We were told that there would be a passage on both sides of the station for access by neighbors.</p>
Gap in bicycle network	Eastbound Class 2 pinches out here. Need a short path to get off the street here, or widen the street here.
Gap in bicycle network	<p>This section needs to be Class 2.</p> <p>Else a Class 2 on Freitas in FRONT of Safeway.</p> <p>Else a Southbound Class 2 on Las Gallinas and a Northbound on Class 2 Freitas.</p>
Gap in pedestrian network	Pedestrian entrance to / from this shopping area is very tricky, the sidewalk ends at the car entrance and drivers do not see pedestrians due to the hedges. There is no other curbed (for strollers/wheelchairs etc) entrance to the shopping area from this road for pedestrians only.

Comment Type	Comment
Gap in bicycle network	
Gap in bicycle network	I live in Spinnaker Point and would love to bike around town, rather than using my car, but it is very dangerous to get out of my neighborhood--either on Francisco Blvd. E or Bellam Blvd. to Anderson. Bike lanes or other safety measures would be very helpful..
Other	The hillside by the electrical transformer, even though it is shored up, seems to have a small crevasse that indicates some unstable ground at the southern edge of the path.
Gap in bicycle network	There is no safe place to ride a bike on Francisco Blvd E. I ride on the street, but it is very dangerous. Many bicyclists ride on the sidewalk. It's a difficult situation as there is not really enough room for a bike lane.....but it is very dangerous.
Gap in bicycle network	There is no safe place to ride a bike on Francisco Blvd E. I ride on the street, but it is very dangerous. Many bicyclists ride on the sidewalk. It's a difficult situation as there is not really enough room for a bike lane.....but it is very dangerous.
Danger/conflict area	Knowing that this bridge is due for replacement, it's still extraordinarily slippery to walk/ride on when it rains.
Gap in bicycle network	there is a gap for cyclists coming North/south between 2nd and mission. Congestion and traffic is high and there is no preferred or safe route through here.
Gap in bicycle network	Would be nice to have bike paths on this segment of Union. Seems like there is space. The sidewalk is also narrow on the east side and kids walking to school are always spilling over into the street. Would be nice to have something to buffer the sidewalk pedestrians from vehicle traffic.
Gap in bicycle network	We need a safe route from east San Rafael to downtown. Also need a Safe way to cross 4th st and miracle mile where 4th st ends.
Gap in bicycle network	There isn't a safe route going E/W thru or near San Rafael. It's very dangerous trying to negotiate thru town on a bike...so I avoid it...or go south to the bike/walking paths in Corde Madera.
Intersection crossing issue	Heavy traffic in this area makes it challenging to bike or walk from one side of freeway to other side.
Other	It's nice that there is a gape through the center divide for bike, my only wish that it was curved rather than straight so that turning through it could be a smooth turn instead of having to adjust twice to make sure I don't hit the island. But is this is very minor - maybe just something to think about in future cut throughs.
Danger/conflict area	the intersection of 3rd and Heatherton is dangerous for pedestrians and a traffic nightmare. There shouldn't be a crosswalk on the south side of the intersection where cars are turning left to get on the freeway. Pedestrians should cross on the north side where cars are only turning right or going straight from Heatherton or build an overhead crossing. I don't understand why the left lane isn't a left turn only so there are 2 lanes turning on Heatherton to reduce the congestion of onramp traffic
Danger/conflict area	the intersection of 3rd and Heatherton is dangerous for pedestrians and a traffic nightmare. There shouldn't be a crosswalk on the south side of the intersection where cars are turning left to get on the freeway. Pedestrians should cross on the north side where cars are only turning right or going straight from Heatherton or build an overhead crossing.

Comment Type	Comment
Danger/conflict area	Very few dog owners have their animals on a leash on the path from Pickleweed Park to the rod and gun club. I've been bitten several times, and others on the path are concerned about being at risk when a dog approaches them. There have also been reports of assaults and robberies on the path near the Target store.
Gap in pedestrian network	No sidewalk
Danger/conflict area	Dangerous sidewalk upheaval
Gap in pedestrian network	No sidewalk
Gap in bicycle network	Poor crossing for cyclists from Las Gallinas onto MTF Parkway. Unsafe due to cars turning and lack of safe bike lanes.
Gap in bicycle network	Lack of secure items to lock bicycles to all along 4th Avenue. Makes it very difficult to visit local businesses.
Gap in bicycle network	No way to safely cross under the freeway from 2nd to 3rd streets heading east.
Gap in pedestrian network	Sidewalks in very poor shape. Narrow access due to utility poles that does not allow access for baby strollers.
Gap in pedestrian network	Sidewalks in very poor shape with commercial vehicles regularly blocking pedestrian access.
Gap in pedestrian network	Parked cars routinely block sidewalk access on both sides of Bret forcing pedestrians into the street. This happens every day.
Danger/conflict area	When traveling west on 4th and trying to cross 2nd to access West End Ave the signals are not synchronized or easily accessible to bikes. cyclists get stuck in no mans land on the traffic island. This is not a safe spot.
Traffic signalization issue	When traveling north on Lindero and turning left onto Andersen the turn signal is only activated by cars. Bicycles turning never get a green light.
Gap in pedestrian network	Lack of a sidewalk or accessible shoulder requires that you walk on the roadway. Clearing vegetation and creating a walking path would allow pedestrians a safer alternative. Many kids use this road to get to Marinwood Community Center as well as Miller Creek Middle School.
	This section is also a designated bikeway, but the roadway is too narrow for a separate bike lanes. When pedestrians, bikes and cars all meet up at the same time it is a dangerous situation.
Gap in bicycle network	This area is very daunting on a bike
Other	There is a beautiful walking/hiking area in San Rafael Park at the top of Skyview Ter, however, it has become over run with dogs off leash. Yesterday there were close to 20 dogs running off leash. And if you happen to catch a time when it is dog free you better keep your eyes open for what they have left behind. I no longer take my kids up that hill.
Other	
Gap in bicycle network	No way for bikes to safely get from Andersen - Cal Park to Canal. In fact all of the bike network in Canal area is terrible.
Danger/conflict area	Mission and Nye is a very dangerous intersection for peds. Cars just fly through the crosswalk.

Comment Type	Comment
Gap in bicycle network	This gap is the single biggest reason I don't ride my bike to San Rafael any more. The perfectly lovely bike lane over Porto Suello just...ends. and you have to go right across treacherous traintracks and narrow trafficky streets and somehow make your way without getting killed. Not worth it.
Gap in pedestrian network	No sidewalk on North side of Mission at Elks. And huge chunk of concrete sidewalk disappears into tree roots.
Danger/conflict area	Dangerous intersection on a bike - and enormous potholes. Also - pedestrians sometimes cross on east side where there is no crosswalk.
Gap in pedestrian network	No sidewalk - this may be county or RR?
Gap in pedestrian network	No sidewalk between Thorndale and Nova Albion
Gap in pedestrian network	The Case of the Disappearing Sidewalk.
Danger/conflict area	Trails in Barbier Park hazardous and neglected. Mtn bikers speed and seem to think the single track trails are for their exclusive use.
Danger/conflict area	Sidewalk on North side of Freitas between Las Raposas and Del Ganado is so bad it is actually crumbling into the street.
Danger/conflict area	Las Colindas - County schools property drains onto sidewalk for about 50 yards between Las Gallinas and softball field. Very slimy and slippery.
Danger/conflict area	As I walk down 3rd, 2nd, A, B, C, Irwin and Heatherton your countdown signals are inconsistent. It used to be that when they got to "0" the traffic light would turn yellow, then red. Nader saw to it that all lights followed this rule as does all of San Francisco. Now some turn yellow when the countdown goes to "0" and some stay green. SOMEONE WILL GET KILLED BECAUSE OF THIS INCONSISTENCY..
Danger/conflict area	As I walk down 3rd, 2nd, A, B, C, Irwin and Heatherton your countdown signals are inconsistent. It used to be that when they got to "0" the traffic light would turn yellow, then red. Nader saw to it that all lights followed this rule as does all of San Francisco. Now some turn yellow when the countdown goes to "0" and some stay green. SOMEONE WILL GET KILLED BECAUSE OF THIS INCONSISTENCY..
Danger/conflict area	I wish that on 5th Ave, the block between California and J streets were widened to 6 foot sidewalks like the section between California and Sun Valley School. There are so many regular pedestrians trying to use the small sidewalk and I have to pull over to the edge of driveways with other joggers, walkers, and particularly young kids biking.
Danger/conflict area	I live along this block and am always disappointed at the regular speeding vehicles apparently speeding in excess of 40 mph. I take my son to Sun Valley and am terrified crossing K and California cross streets due to speeders.
Danger/conflict area	I avoid biking through this intersection. Drivers always make the break down lanes into right turn lanes, making it difficult to safely bike. Can yellow lines be painted here indicating there's only one lane each direction?
Danger/conflict area	This is a hard place to cross Red Hill Ave as a biker or pedestrian. People drive so fast East bound and it's hard to take my young son biking here.
Gap in bicycle network	Getting from downtown to the Canal neighborhood with a bike and kids' bike trailer is unsafe. The road is not marked with bike lanes, and the sidewalk is not wide enough. For a neighborhood that houses 25% of the

Comment Type	Comment
	population of San Rafael and has major traffic/parking problems, offering effective, connected biking routes is essential.
Danger/conflict area	People barely stop at the stop sign here. They zoom around the corner at high speeds -- it seems like it is people passing through who do not live in the neighborhood. This is dangerous as many young children live around here.
Danger/conflict area	Lack of a left turn lane from westbound LVR into Canyon Oak Dr creates a hazardous condition. Cars heading west on LVR will often drive at full speed in the bike lane to get around left turning vehicles and make a pass on the right.
Danger/conflict area	I think there are some homeless people living in the open space. It can be pretty creepy up there. As a result, I have tended to shy away from using it, especially alone.
Gap in pedestrian network	Would be nice to have sidewalks along Los Ranchitos Road (or a walking path).
Danger/conflict area	During the morning drop off time the high school area is really difficult to navigate through on bike. There are parent in cars entering from both directions while cars and trying to leave the drop off area. Biking through this is nerve wracking. Too many cars in a very tight space and none are looking out for bikes.
Danger/conflict area	The biking and walking trail that runs beside 101 sometimes feels dangerous. I've seen a group of three people that looked like they were waiting for somebody to rob, and there are often rough-looking homeless individuals on the trail. I would like to be able to run/bike there before work, but I don't feel that it's safe.
Danger/conflict area	Going toward downtown San Rafael, coming off the bike path tunnel at Andersen and Bellam Blvd. there is a tendency to ride on the west side of the Andersen sidewalk and eventually try to cross over Andersen to the east side of Andersen rather than wait for the light at Bellam.
Intersection crossing issue	Difficult to see pedestrians in car; difficult to see cars as pedestrian
Intersection crossing issue	I ride bikes to Dixie Elementary with my kids on Old Lucas Valey Road Trail. It ends at Mt. Lassen, whereupon we must cross Lucas Valley Road. It's terrifying with cars at rush hour and the 45 mph speed limit.
Intersection crossing issue	There needs to be safer East West crossing in San Rafael...Transportation Hub, crossing from downtown to the East side...Heatherton, Irwin...Anderson to Bellam Blvd to the Canal. There is too much car congestion in these areas for me to feel safe on my bike while crossing from the West to East side and back again. We would ride from Bret Harte to the Dominican or the Canal if it were safer on bikes.
Danger/conflict area	Many people park on the east side of D St and cross without a crosswalk to the large apartment building across from our house 524 D and it's very unsafe. Need a crosswalk and flashing sign or "your speed" sign.
Danger/conflict area	Cars traveling south and turning left onto Taylor St. often don't see pedestrians crossing. Very dangerous.
Intersection crossing issue	Cars making a right turn on red do not yield to cars crossing 3rd St. to access Montecito Center. They're hard to see until you almost have a collision. This is a good place for a "no turn on red" sign.
Intersection crossing issue	Pedestrian crossing Los Gamos at Lucas Valley Rd. is very dangerous and needs safety improvements. Los Gamos is very wide at intersection. Drivers very often DO NOT yield to, let alone see pedestrians in crosswalk. Eastbound LV drivers turning Southbound onto Los Gamos don't slow down because of curve road design. Drivers exiting Los Gamos to Eastbound LV and often then southbound Hwy. 101 don't yield. This is bad with YMCA and SHERiff's office traffic; will get worse with Kaiser traffic.

Comment Type	Comment
Intersection crossing issue	It's a blind intersection, and cars tend to race down Grand heading south. the frequently run the stop sign or take the right of way from both cyclists and cars entering from Belle. Cars coming down Grand act as though they have the right of way, even when the don't.
Danger/conflict area	downtown is dangerous for anyone to ride their bicycles especially children to any of their schools from elementary to high school, any thing that cna be added for safety would be seriously appreciated
Gap in pedestrian network	Telephone pole interferes with sidewalk
Gap in bicycle network	A bicycle / pedestrian bridge between across the Canal here would eliminate hazardous walking and cycling.
Danger/conflict area	I have nearly been run over here multiple times when crossing the road. motorists exiting of the south bound 101 don't obey the giveaway sign to pedestrians.
Gap in bicycle network	Where do bikes go from here?
Danger/conflict area	Bike lane just randomly ends here. Considering how many people use Bellam to walk and bike, I think it's the worst pedestrian/bike route in San Rafael.
Intersection crossing issue	There should be a crosswalk here. There is a school bus stop on the corner of Holly and Las Pavadas and kids/parents frequently cross Las Pavadas around 8 a.m. when there is a lot of traffic on Las Pavadas. It's very dangerous. Also cars often don't stop for the bus when it's loading up the kids in the morning.
Gap in pedestrian network	A bicycle / pedestrian bridge between across the Canal here would eliminate hazardous walking and cycling.
Danger/conflict area	People drive VERY quickly down this road.
Gap in pedestrian network	Dangerous getting strollers, young children, bikes, pedestrian s around corner where stop sign is. Sidewalks unpaved on Grand Ave are unusable by strollers and hard to Ride bikes on for kids going to school.
Danger/conflict area	It seems that the traffic lanes for the car and bikes is VERY confusing and not intuitive. This is a hazard area and needs to be re-looked at the most recent changes where the drivers going straight through the intersection must merge right and go through the bicycle lane. The lane should not intersect for cars going straight and the car lane on the left should have cars going straight and turnig right. The bike lane should ONLY be crossed by those turning right for the Marinwood Market/gas.
Gap in pedestrian network	no sidewalk between Bust Stop and Shamrock Shopping Center, bad sidewalks in Bret Harte neighborhood along Irwin
Gap in bicycle network	This is practically a deathtrap for cyclists. The bike lane is eliminated at a key space, meaning that for the turn, bikes and cars must share the road. The road bottlenecks, so there is no where for the cyclist or cars to move.
Gap in pedestrian network	The sidewalks are terrible throughout Bret Harte but particularly on the West side of Irwin. It is completely unusable for wheelchair users or people pushing strollers
Gap in pedestrian network	The sidewalk runs out here forcing you to walk on the old train tracks.
Danger/conflict area	Cars parked on sidewalk force pedestrians to walk in the street. Cars regularly speed on Bret Ave, using it as a shortcut
Intersection crossing issue	This intersection/freeway off ramp needs a roundabout. Drivers get off the highway and do not slow down enough. I've seen cyclist get hit bay cars here.

Comment Type	Comment
Gap in bicycle network	You can get here fairly safely from Spinnake/Baypoitn along the water, except for a short section of traffic before the bridge (which is pretty hazardous) but can't get past St. Quentin to continue to Larkspur. Dead End.
Other	the sidewalks along Freitas Parkway are very hazardous because of buckling from tree roots and tar patching over many years. Especially area 3 on your map.
Gap in bicycle network	From Baypoint Lagoons / Spinnaker to connect with the tunnel to Larkspur it is a hazardous ride with Bellam traffic.
Other	the sidewalks along Freitas Parkway are very hazardous because of buckling from tree roots and tar patching over many years. Especially area 3 on your map.
Gap in bicycle network	From Baypoint Lagoons / Spinnaker to connect with the tunnel to Larkspur it is a hazardous ride with Bellam traffic.
Danger/conflict area	This intersection is insufficiently wide. Bicyclists making left turns from NB Las Gallinas onto WB Freitas are exposed to oncoming traffic while waiting to turn left.
Danger/conflict area	The bicycle lane dwindles to nothing here on eastbound Freitas parkway, putting bicyclists at risk with the high speed traffic and vehicles making right turns
Intersection crossing issue	Very dangerous crossing for bicycles southbound on Los Ranchitos crossing to the southbound bike path. On the top of a hill at a curve where cars just don't stop.
Gap in bicycle network	China Camp is a popular riding area.. Crossing under the freeway from east to west is very difficult because the bike lane ends and there isn't any easy way to proceed through the area.
Gap in bicycle network	A bike lane alone 5th avenue to Sun Valley would be a helpful safety feature for student riding their bikes to school. The traffic is too fast and there are too many cars parked along 5th to ensure the safety of young students riding.
Other	This new short section of separated bike lane is EXCELLENT. Wonderful that you are doing this (its just that its only a couple of hundred yards. We need this approach all over)
Gap in bicycle network	This section in front of Montecito (and beyond) is very dangerous for bicycles. Despite "Share the Road" markings, drivers are entering and exiting parking, and do not understand what "Share the Road" means. Dutra trucks make this corridor treacherous.
Danger/conflict area	Poorly designed intersection.
Traffic signalization issue	Eliminate the left turn lane and make it a through and left turn lane.
Danger/conflict area	Poorly designed intersection.
Other	Potholes and rough sections here are VERY dangerous for cyclists because its downhill
Other	Recent roadwork here has created very bumpy sections
Other	2 Potholes (more like holes over some kind of access point) here are very bad, particularly dangerous in the dark
Other	Potholes here are very bad, particularly dangerous in the dark when commuting.
Other	Patches to road surface in bicycle edge are raised.

Comment Type	Comment
Gap in pedestrian network	We need sidewalks, or an MUP to connect Los Ranchitos Road to the Hwy 101 frontage MUP and sidewalks on Lincoln Ave, to connect north SR with central SR.; Also need sidewalks or the SMART MUP on portion of Los Ranchitos where no sidewalks exist. (between bus stop near N. San Pedro and Walter Place.
Danger/conflict area	Completely dark at night on the sidewalk here, right over the Canal crossing, there is no street light.
Danger/conflict area	Cars often go much too quickly around this corner, from B onto Woodland, and have caused a number of accidents, crashing through fences.
Other	Water pools and can be difficult to traverse in rainy season at this end of the path.
Other	Water pools around here to make it impassable on foot.
Danger/conflict area	path needs better lighting.
Gap in bicycle network	Unsafe to get by bike from Post Office to Kerner Wellness Center under 580. Need bikeway on Bellam on same side as both so I don't have to recross Bellam unsafely twice to use nice new sidewalk under 580. Unsafe to get to Home Depot and Shoreline neighborhoods too.
Intersection crossing issue	Crossing Pt San Pedro at Marina is dangerous because of curve and speed.
Gap in bicycle network	Difficult to get between bike path where it ends on Anderson through downtown to any other destination such as my neighborhood in montecito. Dangerous to ride or walk anywhere around the transit center.
Gap in pedestrian network	East francisco has a narrow damaged sidewalk and no bike lanes despite being one of the most heavily used conduits for pedestrians and bicyclists
Gap in pedestrian network	The stretch of Jewel Street between Union and Highland has no sidewalk. There is barely enough space for two cars to use the road at the same time. Many families walk this stretch enroute to Coleman Elementary. Very dangerous. There isn't even a space to get out of the way of the cars.
Danger/conflict area	There's a home there that REALLY needs to cut their bushes. I always scratch my arm as I run past, and there's no WAY a stroller or wheelchair could squeeze by on the sidewalk with those overgrown bushes in the way. That same house always puts their trashcans smack in the middle of the walkway as well. Not ADA compliant!
Danger/conflict area	Poor road surface conditions are dangerous to cyclists.
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Danger/conflict area	Poor road surface conditions are dangerous to cyclists.
Danger/conflict area	Strange intersection means that cyclists turning left onto Belvedere must essentially stop in the leftmost lane, and hope to be spotted by vehicles intended to continue to the left-turn onto Kerner.
Intersection crossing issue	Pretty much every car coming off First Sreet at E runs the stop sign. I've lived here for 21 years and nothing has changed.
Danger/conflict area	The exit ramp for NB 101 creates a new lane to the right of a cyclist traveling west on San Pedro. Cars seeking to change lanes to continue straight or turn left must avoid cyclists, and cyclists seeking to change lanes to turn right must avoid cars. Challenging.

Comment Type	Comment
Danger/conflict area	The introduction of the on-ramp creates a dangerous situation from cyclists who need to transition from the rightmost lane to riding the line along the left side of the on-ramp. Vehicles are trying to merge onto the on-ramp, while other are trying to continue through the intersection. There is no safe place for cyclists.
Danger/conflict area	In multiple sections along Pt San Pedro road, the bicycle lane is mixed use with parked cars. As the cyclist travels down the road, they must constantly leave and enter the flow of traffic to avoid the parked cars. This is challenging for both cyclists and drivers.
Danger/conflict area	Poor road conditions at intersection are a challenge for turning bicycles.
Danger/conflict area	Poor visibility for westbound cars rounding the corner, while bicycles may be occupying the lane.
Intersection crossing issue	It is extremely common that cars do not fully stop or check for pedestrians/bikes at this intersection.
Other	trails and roads are in horrible condition. Trails are actively (and illegally?) being built though the park.
Danger/conflict area	Narrow lanes & poor road surface conditions
Other	LOVE the changes and improvements along LVR!!
Gap in pedestrian network	no side walk on the north side of the street.
Danger/conflict area	Tough place to cross with 4 streets and freeway onramp, whether walking or biking.
Danger/conflict area	Cars drive to fast down this hill and the road turns, and it creates a danger for my children biking on the street. A speed bump should be installed
Gap in pedestrian network	Need ped route from Terra Linda/Northgate to SMART station.
Danger/conflict area	the asphalt on the sidewalk is generally in very poor condition along the north side of Freitas with many trees and old fences blocking the path.
Danger/conflict area	the asphalt on the sidewalk is generally in very poor condition along NSP with many trees and old fences blocking the path.
Danger/conflict area	the asphalt on the sidewalk is generally in very poor condition along NSP with many trees and old fences blocking the path.
Danger/conflict area	For people who want to walk/bike down E. Francisco to Bellam and nearby streets, there is no safe/easy way. Francisco needs to be widened for pedestrians/bikes. Or the bridge from the canal that has been proposed for years needs to actually be funded and built.
Other	to many people ride bikes and skateboards on fourth street. Parents let their kids ride scooters and bikes on the sidewalk with no regard for pedestrians
Traffic signalization issue	the left turn arrow is badly positioned. It points towards the street rather than the drivers who use it
Danger/conflict area	Riding between bike path on Mission and headed south through downtown SR is dangerous. No bike paths on Lincoln in that stretch and many double=parkers, untimed lights, etc.
Gap in pedestrian network	There are no lighted/flashing/safe crosswalks on 5th Ave between Eye St and the end of 5th Ave. Kids walk to Sun Valley School along this route. Stop signs would cause traffic, so flashing pedestrian crossing signs are needed.

Comment Type	Comment
Intersection crossing issue	The train has caused this to a dangerous intersection for walkers. People speed up and run red lights a lot. The back up the train causes has altered my daily schedule and the times of day I will drive or walk to downtown.
Gap in bicycle network	E. Francisco Blvd. connects the canal and spinnaker point areas with downtown. it feels unsafe riding along the road between Harbor Street and 2nd. I do see people riding on the sidewalk, but know that is technically illegal. I know there are space constrictions, please consider what can be done. There does seem to be a fair amount of bike traffic along this route. Thank you.
Danger/conflict area	The mix of parked cars, turning cars, and tight lanes make this area between Montecito past SRHS precarious. A bike lane or better markings would help create a safer place for bike riders.
Gap in bicycle network	There should be a bike lane for those who want to go south on Villa from upper Lincoln/Los Ranchitos area.
Intersection crossing issue	Awful design, busy intersection. Needs to be addressed
Intersection crossing issue	Please Improving this crossing for cycling and walking and please improve bike connection from Scotty's to Northgate malls.
Gap in pedestrian network	A crosswalk or signal to safely cross the highway would help my pedestrian commute to Lucas Valley immensely. Every time I cross this road I feel like I'm taking my life into my hands!
Intersection crossing issue	Crossing Mission from north to south at this crosswalk requires that you enter it behind a couple of large trees. Drivers can only see a pedestrian for about 2 steps before they enter the street-- not enough time to stop safely if traveling at the speed limit.
Gap in pedestrian network	<p>*Poorly lit major non-freeway route from downtown SR to Terra Linda. Lighting and sidewalk needed on Los Ranchitos Rd</p> <p>*Infrequent/rare use of multi-million \$ bike path along 101 highway. Intuitively, there would be fewer people using a bike path across Richmond-SR bridge. Spend tax payer \$ wisely and stop increasing taxes.</p>
Intersection crossing issue	The crosswalk on Mission here is very dangerous in the evening hours as drivers headed west-bound are facing the sun. They simply cannot see a pedestrian. I've seen a number of close calls. Some additional warning mechanism is needed.
Danger/conflict area	Underpass at Linden Lane is not bike/pedestrian friendly nor does it feel safe. It is dark even during the daytime and difficult to see obstructions or other people on the path. It is also not wide enough for both pedestrians and cyclists.
Danger/conflict area	The bike path from the ferry leads you here, but it's an awkward intersection for bikes... no clear way to cross without jumping into the left lane
Intersection crossing issue	The "no right turn" light for the first 10 seconds or so of a green light @ Mission and Hetherton is not easily seen by motorists. However it is possible that they see and ignor. I am routinely dodging cars as I attempt to cross this intersection. The volume of cars who do not stop for the temporary no right turn is huge - I watched one day and 13 out of 14 cars failed to stop.
Gap in pedestrian network	Poorly lit major non-freeway route from downtown SR to Terra Linda. Lighting and sidewalk needed on Los Ranchitos Rd

Comment Type	Comment
Gap in bicycle network	The stretch of East Francisco between 2nd St and Bellam is very dangerous to bike and makes it nearly impossible to bike into downtown or the east towards Peacock Gap without having to go to Anderson. Even adding painted bike pants and repaving would make a big difference.
Gap in bicycle network	There really needs to be an East-west bike path delineated somewhere under US 101. The traffic in here is very congested with a lot of turning freeway onramp and offramp traffic. How would we expect kids to bike to SR High School?
Danger/conflict area	This intersection is terrifying on bike, especially having to navigate the narrow sidewalk islands in the center. A novice cyclist or someone with a kid would never feel comfortable biking through here.
Intersection crossing issue	The end of the Mahon Creek trail ends abruptly at a sidewalk in the middle of a block, and it is not possible to easily transition from the path to westbound Andersen on bike. There is no way to go between east bound Andersen and the path on bike. The Mahon Creek MUP should be extended along the sidewalk to the intersection of Andersen/Lindaro and biking between Andersen and Mahon Creek Path made easier.

Appendix D: Existing Facilities

This appendix contains a list of bikeways by classification as of publication of this plan. The classifications of bikeways are:

- **Class I – Multi-use paths:** Off-street facilities dedicated exclusively to use by bicyclists, pedestrians, and other non-motorized travel such as roller skating and skateboarding
- **Class II – Bicycle lanes:** Dedicated on-street facilities delineated by a simple stripe or with a striped buffer between motor vehicles and the bicycle lane
- **Class III – Bicycle route:** Travel lanes shared between people bicycling and driving that are usually low speed and have little traffic. Can become a bicycle boulevard (Class III+) if paired with traffic calming infrastructure such as curb extensions, chicanes, and speed humps.
- **Class IV – Separated bikeways:** A new class of bikeway that are typically on-street and physically-separated from motor vehicle traffic by a vertical barrier such as a curb, on-street motor vehicle parking, bollards, planters, or stormwater infrastructure. They can provide one-way or two-way travel for bicyclists.

In addition, a visual inventory of sidewalks and mid-block crossings is illustrated within the “Existing Walkways” section. Because no existing geolocated sidewalk data was available and because the City of San Rafael is not responsible for all sidewalk maintenance, this visual survey is not intended to be comprehensive. It is only intended to provide a general understanding of existing sidewalk locations and potential gaps in the network.

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ID	Corridor	Start	End	Class	Status	Miles
1	San Francisco Bay Trail	Jean & John Starkweather Shoreline Park	EAH Housing parking lot	I	Existing	0.18
2	San Francisco Bay Trail	Piombo Place	Access road behind CVS Pharmacy/Target	I	Existing	0.74
3	San Francisco Bay Trail	Pelican Way	San Rafael Bay	I	Existing	0.12
4	San Francisco Bay Trail	Shoreline Parkway	Access road behind CVS Pharmacy/Target	I	Existing	0.28
5	San Francisco Bay Trail	Baypoint Village Drive	Spinmaker Point Drive	I	Existing	0.94
6	San Francisco Bay Trail	Pickleweed Children's Center	End of playing field	I	Existing	0.08
7	San Francisco Bay Trail	Pickleweed playground	End of playing field	I	Existing	0.09
8	Mahon Creek Pathway	Andersen Drive	Francisco Boulevard (west)	I	Existing	0.24
9	Puerto Suello Hill Path	4th Street	Merrydale Hill Pathway/Lincoln Avenue	I	Existing	1.36
10	Merrydale Hill Pathway	Lincoln Avenue/ Puerto Suello Hill Pathway	Merrydale Road	I	Existing	0.14
11	McInnis Parkway Sidepath	Civic Center Drive	Waterside Circle/ Autodesk parking lot	I	Existing	1.30
12	Gallinas Creek Pathway	Redwood Highway access road	Gallinas Creek crossing (east of Sailmaker Court)	I	Existing	0.58
13	North San Rafael Promenade	Northgate Drive	Northgate Mall parking lot	I	Existing	0.51
14	Old Lucas Valley Road Pathway	Lucas Valley Road	Canyon Oak Drive	I	Existing	0.62
15	Cal-Park Hill Pathway	City Limit/Cal-Park Hill Tunnel	Andersen Drive	I	Existing	0.62
16	San Rafael Community Center access pathway	Albert Park Lane	Andersen Drive	I	Existing	0.12
17	Glenwood Elementary School	Main Drive	W. Castlewood Drive	I	Existing	0.11
18	Bahia Vista Pathway	Bellam Boulevard	Spinnaker Point Drive	I	Existing	0.38
19	SMART Path	North San Pedro Road	Civic Center SMART Station	I	Existing	0.86
TOTAL						9.27

ID	Corridor	Start	End	Class	Status	Miles
20	Kerner Boulevard/ Piombo Place	Grange Avenue/ San Francisco Bay Trail	Shoreline Parkway	II	Existing	0.49
21	Sir Francis Drake Boulevard	Andersen Drive	Francisco Boulevard (east)	II	Existing	0.26
22	Andersen Drive	Sir Francis Drake Boulevard	San Rafael Community Center access pathway	II	Existing	2.60
23	Baypoint Village Drive	Windward Way	Baypoint Drive	II	Existing	0.18
24	Kerner Boulevard	Bellam Bouelvard	77' north of Bellam Boulevard	II	Existing	0.01
25	Point San Pedro Road	Marina Boulevard (west)	Montecito Road/ Marina Boulevard (east)	II	Existing	0.24
26	Point San Pedro Road	Montecito Road/ Marina Boulevard (east)	920' west of Summitt Avenue	II	Existing	0.15
27	Point San Pedro Road	Montecito Road/ Marina Boulevard (east)	Summit Avenue	II	Existing	0.32
28	Point San Pedro Road	Sea Way	Balboa Avenue/ Bay Way	II	Existing	0.14
29	Point San Pedro Road	Balboa Avenue/ Bay Way	Lochinvar Road/ Loch Lomond Drive	II	Existing	0.55
30	Point San Pedro Road	Main Drive/ City Limit	San Marina Drive/ San Marino Court	II	Existing	1.48
31	Lincoln Avenue	Hammondale Court/ US-101 access ramp	Los Ranchitos Road/ Red Rock Way	II	Existing	0.25
32	Los Ranchitos Road	Golden Hinde Boulevard	Lincoln Road/ Red Rock Way	II	Existing	1.00
33	Northgate Drive	Las Gallinas Avenue/ Los Ranchitos Road	320' south of Las Gallinas Avenue	II	Existing	0.53
34	Merrydale Road	Las Gallinas Avenue	Civic Center Drive	II	Existing	0.17
35	Civic Center Drive	Manuel T. Freitas Parkway/ Redwood Highway access road	330' north of McInnis Parkway	II	Existing	0.19
36	Redwood Highway access road	Professional Center Parkway	Marin Center Drive	II	Existing	0.08
37	Las Gallinas Avenue	Nova Albion Way	Miller Creek Road	II	Existing	1.80
38	Lucas Valley Road	City Limit/ Mt. Muir Court	Los Gamos Drive	II	Existing	2.12
39	Manuel T. Freitas Parkway	Montecillo Road	Las Gallinas Avenue	II	Existing	1.01
TOTAL						13.05

ID	Corridor	Start	End	Class	Status	Miles
40	Canyon Oak Drive	Old Lucas Valley Road	Lucas Valley Road	III	Existing	0.36
41	Los Gamos Drive	Lucas Valley Road	Manuel T. Freitas Parkway	III	Existing	1.08
42	Lucas Valley Road/ Smith Ranch Road	Los Gamos Drive	Redwood Highway access road	III	Existing	0.41
43	Redwood Highway access road	Smith Ranch Road	Professional Center Parkway	III	Existing	0.93
44	Del Ganado Road	Del Granado Fire Road	Manuel T. Freitas Parkway	III	Existing	1.00
45	Manuel T. Freitas Parkway	Mission Pass Path/ City Limit	Del Ganado Road	III	Existing	0.69
46	Las Gallinas Avenue	Nova Albion Way	Northgate Drive	III	Existing	0.22
47	Nova Albion Way	Las Gallinas Avenue	Northgate Drive	III	Existing	1.12
48	Golden Hinde Boulevard	Nova Albion Way	Los Ranchitos Road	III	Existing	0.49
49	Redwood Highway access road	Marin Center Drive	Manuel T. Freitas Parkway/ Civic Center Drive	III	Existing	0.16
50	Civic Center Drive	McInnis Parkway	N. San Pedro Road	III	Existing	0.62
51	Villa Avenue/ Grand Avenue	Lillian Lane	Linden Lane	III	Existing	0.48
52	Lincoln Avenue	Hammondale Court/ US-101 access ramp	Linden Lane	III	Existing	0.55
53	Grand Avenue	Belle Avenue	4th Street	III	Existing	0.78
54	Grand Avenue	3rd Street	2nd Street	III	Existing	0.04
55	3rd Street/ Point San Pedro Road	Union Street	Marina Boulevard (west)	III	Existing	0.61
56	Point San Pedro Road	Marina Boulevard (west)	Aqua Vista Drive	III	Existing	0.10
57	Point San Pedro Road	920' west of Summit Avenue	Balboa Avenue/ Bay Way	III	Existing	0.46
58	Point San Pedro Road	Summit Avenue	Sea Way	III	Existing	0.13
59	Point San Pedro Road	Lochinvar Road/ Loch Lomond Drive	100' west of Bayview Drive/ City Limit	III	Existing	0.19
60	Knight Drive	Point San Pedro Road	Castlewood Drive	III	Existing	0.33
61	W. Castlewood Drive	Glenwood Elementary School path	Knight Drive	III	Existing	0.12
62	Point San Pedro Road	San Marino Drive	City Limit/ 500' east of Biscayne Drive	III	Existing	0.27
63	Canal Street	Harbor Street	Sorrento Way	III	Existing	0.76
64	Medway Road	Francisco Boulevard East	Canal Street	III	Existing	0.19
65	Bellam Boulevard	Francisco Boulevard East	Kerner Boulevard	III	Existing	0.17
66	Bellam Boulevard	Kerner Boulevard	Playa Del Rey/ Windward Way	III	Existing	0.18
67	I-580 access ramp	Sir Francis Drake Boulevard	I-580	III	Existing	0.26

ID	Corridor	Start	End	Class	Status	Miles
68	Woodland Avenue	City Limit/ 500' west of Auburn Street	Lindaro Street	III	Existing	0.91
69	Bayview Street	Marin Street	Woodland Avenue	III	Existing	0.28
70	Marin Street	Bayview Street	Clayton Street	III	Existing	0.16
71	D Street	Antonette Avenue	2nd Street	III	Existing	0.54
72	D Street	2nd Street	4th Street	III	Existing	0.12
73	1st Street	2nd Street	B Street	III	Existing	0.41
74	4th Street	2nd Street	Tamalpais Avenue	III	Existing	1.01
75	4th Street	Irwin Street	Union Street	III	Existing	0.25
76	Francisco Boulevard West	2nd Street	Irwin Street	III	Existing	0.18
77	Irwin Street	Francisco Boulevard West	Baywood Terrace	III	Existing	0.81
78	Racquet Club Drive	Longwood Drive	Fifth Avenue	III	Existing	0.15
79	5th Avenue	Racquet Club Drive	H Street	III	Existing	0.83
80	Greenfield Avenue	Ross Valley Drive	4th Street	III	Existing	0.35
81	West End Avenue	Greenfield Avenue	4th Street/ Marquard Avenue	III	Existing	0.17
82	Las Gallinas Avenue	Corillo Drive	Merrydale Road	III	Existing	0.18
TOTAL						18.05

ID	Corridor	Start	End	Class	Status	Miles
83	Grand Avenue	Linden Lane	Belle Avenue	IV	Existing	0.18
84	Civic Center Drive	McInnis Parkway	Peter Behr Drive	IV	Existing	0.19
TOTAL						0.37

Appendix E: Available Count Data

This appendix contains bicycle and pedestrian count data collected through the Nonmotorized Transportation Pilot Project. Among the 22 locations at which data was collected, the following locations are within the City of San Rafael's jurisdiction:

- Fourth Street at B Street
- Medway Road at Belvedere Street
- Los Ranchitos Road at Puerto Suello Summit
- Bellam Boulevard at Andersen Drive (east side and west side)

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Weekday Peak-Hour Bicycle Counts and Percent Change, 1999-2013 (Marin County NTPP Bicycle and Pedestrian Counts, 2013 Update)

ID	Streets	Bicycle Counts (Percent Change Between Previous Counts and 2013/2014)***								
		1999	2007	2008	2009	2010	2011	2012	2013	2014**
3	Fourth St. at B St., San Rafael	* (N/A)	31 (0%)	19 (63.2%)	35 (-11.4%)	43 (-27.9%)	33 (-6.1%)	21 (47.6%)	31 (N/A)	*
14	Medway Rd. at Belvedere St., San Rafael	* (N/A)	44 (-18.2%)	80 (-55%)	51 (-29.4%)	49 (-26.5%)	41 (-12.2%)	40 (-10%)	36 (N/A)	*
17	Ranchitos Rd. at Puerto Suello Summit, San Rafael	16 (43.8%)	22 (4.5%)	11 (109.1%)	15 (53.3%)	65 (-64.6%)	101 (-77.2%)	29 (-20.7%)	17 (35.3%)	23
20	Cal Park Tunnel Path, San Rafael	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	60 (-66.7%)	33 (-39.4%)	40 (-50%)	20
22	Bellam Blvd. at Andersen Dr. (West Side), San Rafael	* (N/A)	37 (-54.1%)	39 (-56.4%)	35 (-51.4%)	30 (-43.3%)	60 (-71.7%)	66 (-74.2%)	24 (-29.2%)	17
22x	Bellam Blvd. at Andersen Dr. (East Side), San Rafael	16 (N/A)	21 (N/A)	* (N/A)	25 (N/A)	26 (N/A)	29 (N/A)	* (N/A)	* (N/A)	*
Average Count per Location (Average Percent Change)		31 (432.3%)	* (N/A)	64 (-29.7%)	54 (-16.7%)	84 (-46.4%)	40 (12.5%)	76 (-40.8%)	53 (-15.1%)	67

*Data unavailable

**Source: 2014 Transportation System Monitoring Report, Transportation Authority of Marin, https://www.tam.ca.gov/wp-content/uploads/2017/03/2014-TAM-Monitoring-Report_FINAL.pdf

***Percent change between count year and 2014. If 2014 count data is not available, then the percent change between count year and 2013.

Weekend Peak-Hour Bicycle Counts and Percent Change, 1999-2013 (Marin County NTPP Bicycle and Pedestrian Counts, 2013 Update)

ID	Streets	Bicycle Counts (Percent Change Between Previous Counts and 2013/2014)***							
		1999	2007	2008	2009	2010	2011	2012	2013
3	Fourth St. at B St., San Rafael	32 (-21.9%)	27 (-7.4%)	46 (-45.7%)	23 (8.7%)	20 (25%)	41 (-39%)	40 (-37.5%)	25 (N/A)
14	Medway Rd. at Belvedere St., San Rafael	* (N/A)	32 (-12.5%)	57 (-50.9%)	92 (-69.6%)	87 (-67.8%)	82 (-65.9%)	7 (300%)	28 (N/A)
17	Ranchitos Rd. at Puerto Suello Summit, San Rafael	* (N/A)	67 (-29.9%)	4 (1,075%)	11 (327.3%)	11 (327.3%)	38 (23.7%)	59 (-20.3%)	17 (176.5%)
20	Cal Park Tunnel Path, San Rafael	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	68 (-57.4%)	47 (-38.3%)	57 (-49.1%)
22	Bellam Blvd. at Anderson Dr. (West Side), San Rafael	* (N/A)	23 (-52.2%)	23 (-52.2%)	14 (-21.4%)	95 (-88.4%)	79 (-86.1%)	30 (-63.3%)	10 (10%)
22x	Bellam Blvd. at Anderson Dr. (East Side), San Rafael	* (N/A)	8 (N/A)	* (N/A)	16 (N/A)	22 (N/A)	49 (N/A)	* (N/A)	* (N/A)
Average Count per Location (Average Percent Change)		71 (102.8%)	66 (118.2%)	104 (38.5%)	105 (37.1%)	122 (18%)	126 (14.3%)	112 (28.6%)	105 (37.1%)

*Data Unavailable

**Source: 2014 Transportation System Monitoring Report, Transportation Authority of Marin, <https://www.tam.ca.gov/wp-content/uploads/2017/03/2014-TAM-Monitoring-Report_FINAL.pdf>

***Percent change between count year and 2014. If 2014 count data is not available, then the percent change between count year and 2013.

Weekday Peak-Hour Pedestrian Counts and Percent Change, 1999-2013 (Marin County NTPP Bicycle and Pedestrian Counts, 2013 Update)

ID	Streets	Bicycle Counts (Percent Change Between Previous Counts and 2013/2014)***							
		1999	2007	2008	2009	2010	2011	2012	2013
3	Fourth St. at B St., San Rafael	* (N/A)	669 (-54.9%)	147 (105.4%)	390 (-22.6%)	258 (17.1%)	317 (-4.7%)	312 (-3.2%)	302 (N/A)
14	Medway Rd. at Belvedere St., San Rafael	* (N/A)	244 (-6.6%)	319 (-28.5%)	324 (-29.6%)	377 (-39.5%)	322 (-29.2%)	214 (6.5%)	228 (0%)
17	Ranchitos Rd. at Puerto Suello Summit, San Rafael	2 (350%)	14 (-35.7%)	1 (800%)	4 (125%)	11 (-18.2%)	78 (-88.5%)	8 (12.5%)	6 (50%)
20	Cal Park Tunnel Path, San Rafael	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	0 (N/A)	10 (-90%)	10 (-90%)
22	Bellam Blvd. at Anderson Dr. (West Side), San Rafael	* (N/A)	11 (0%)	19 (-42.1%)	31 (-64.5%)	26 (-57.7%)	43 (-74.4%)	54 (-79.6%)	11 (N/A)
22x	Bellam Blvd. at Anderson Dr. (East Side), San Rafael	42 (N/A)	39 (N/A)	* (N/A)	9 (N/A)	14 (N/A)	30 (N/A)	* (N/A)	* (N/A)
Average Count per Location (Average Percent Change)		71 (-9.9%)	109 (-41.3%)	107 (-40.2%)	116 (-44.8%)	121 (-47.1%)	144 (-55.6%)	141 (-54.6%)	114 (-43.9%)
									64

*Data unavailable

**Source: 2014 Transportation System Monitoring Report, Transportation Authority of Marin, <https://www.tam.ca.gov/wp-content/uploads/2017/03/2014-TAM-Monitoring-Report_FINAL.pdf>

***Percent change between count year and 2014. If 2014 count data is not available, then the percent change between count year and 2013.

Weekend Peak-Hour Pedestrian Counts and Percent Change, 1999-2013 (Marin County NTPP Bicycle and Pedestrian Counts, 2013 Update)

ID	Streets	Bicycle Counts (Percent Change Between Previous Counts and 2013/2014)***							
		1999	2007	2008	2009	2010	2011	2012	2013
3	Fourth St. at B St., San Rafael	510 (-40.6%)	770 (-60.6%)	762 (-60.2%)	385 (-21.3%)	448 (-32.4%)	501 (-39.5%)	44 (588.6%)	303 (N/A)
14	Medway Rd. at Belvedere St., San Rafael	* (N/A)	198 (-1.5%)	279 (-30.1%)	258 (-24.4%)	247 (-21.1%)	256 (-23.8%)	257 (-24.1%)	195 (0%)
17	Ranchitos Rd. at Puerto Suello Summit, San Rafael	* (N/A)	20 (-70%)	1 (500%)	4 (50%)	5 (20%)	11 (-45.5%)	0 (N/A)	13 (-53.8%)
20	Cal Park Tunnel Path, San Rafael	* (N/A)	* (N/A)	* (N/A)	* (N/A)	* (N/A)	17 (-88.2%)	3 (-33.3%)	5 (-60%)
22	Bellam Blvd. at Anderson Dr. (West Side), San Rafael	* (N/A)	21 (-47.6%)	24 (-54.2%)	10 (10%)	71 (-84.5%)	37 (-70.3%)	30 (-63.3%)	5 (120%)
22x	Bellam Blvd. at Anderson Dr. (East Side), San Rafael	* (N/A)	20 (N/A)	* (N/A)	34 (N/A)	31 (N/A)	31 (N/A)	* (N/A)	* (N/A)
Average Count per Location (Average Percent Change)		277 (-85.2%)	277 (-40.4%)	136 (21.3%)	190 (-13.2%)	177 (-6.8%)	182 (-9.3%)	188 (-12.2%)	144 (14.6%)

*Data unavailable

**Source: 2014 Transportation System Monitoring Report, Transportation Authority of Marin, <https://www.tam.ca.gov/wp-content/uploads/2017/03/2014-TAM-Monitoring-Report_FINAL.pdf>

***Percent change between count year and 2014. If 2014 count data is not available, then the percent change between count year and 2013.

Downtown Pedestrian Counts (Source: Task 2B PASS 2017/18 City of San Rafael, Existing Conditions Report)

ID	Primary	Secondary	Peak Period (1-hour counts)	North Crosswalk	South Crosswalk	East Crosswalk	West Crosswalk	Total
1	Mission Avenue	Lincoln Avenue	AM	7	17	21	16	61
			MID	13	15	36	37	101
			PM	5	19	25	26	75
			SAT MID	10	13	44	64	131
			SAT PM	7	15	28	36	86
2	Mission Avenue	Tamalpais Avenue	AM	11	15	1	11	38
			MID	13	8	0	17	38
			PM	21	10	1	24	56
			SAT MID	11	4	0	11	26
			SAT PM	11	9	2	8	30
3	Mission Avenue	Hetherton Street	AM	9	11	1	22	43
			MID	5	12	0	9	26
			PM	6	4	1	18	29
			SAT MID	2	7	1	21	31
			SAT PM	6	11	0	14	31
4	Mission Avenue	Irwin Street	AM	0	18	13	0	31
			MID	1	10	5	1	17
			PM	0	7	8	3	18
			SAT MID	0	14	7	0	21
			SAT PM	0	15	6	6	27
5	5th Avenue	E Street	AM	7	6	4	4	21
			MID	30	38	31	11	110
			PM	25	19	30	16	90
			SAT MID	21	25	30	20	96
			SAT PM	14	12	15	6	47
6	5th Avenue	C Street	AM	9	20	2	12	43
			MID	34	52	17	9	112
			PM	16	34	12	19	81

ID	Primary	Secondary	Peak Period (1-hour counts)	North Crosswalk	South Crosswalk	East Crosswalk	West Crosswalk	Total
7	5th Avenue	B Street	SAT MID	19	36	21	22	98
			SAT PM	11	20	15	14	60
			AM	5	10	8	17	40
			MID	33	55	31	28	147
			PM	24	22	21	10	77
			SAT MID	35	32	20	25	112
			SAT PM	14	33	37	29	113
8	5th Avenue	A Street	AM	8	9	9	6	32
			MID	33	59	14	32	138
			PM	33	20	24	21	98
			SAT MID	48	43	75	147	313
			SAT PM	14	10	26	44	94
9	5th Avenue	Court Street	AM	32	11	14	6	63
			MID	28	77	40	48	193
			PM	22	19	24	19	84
			SAT MID	45	38	32	72	187
			SAT PM	31	20	29	23	103
10	5th Avenue	Lincoln Avenue	AM	8	17	18	32	75
			MID	14	25	43	24	106
			PM	11	21	24	32	88
			SAT MID	8	40	53	66	167
			SAT PM	11	17	31	45	104
11	5th Avenue	Tamalpais Avenue	AM	10	9	2	20	41
			MID	13	18	5	28	64
			PM	7	9	6	23	45
			SAT MID	12	24	1	11	48
			SAT PM	3	30	2	21	56
12	5th Avenue	Hetherton Street	AM	22	11	5	26	64
			MID	15	12	0	11	38

ID	Primary	Secondary	Peak Period (1-hour counts)	North Crosswalk	South Crosswalk	East Crosswalk	West Crosswalk	Total
13	5th Avenue	Irwin Street	PM	8	16	2	20	46
			SAT MID	19	10	3	17	49
			SAT PM	7	14	3	11	35
			AM	6	5	6	4	21
			MID	3	15	6	8	32
			PM	11	10	11	10	42
			SAT MID	5	8	5	0	18
			SAT PM	1	7	5	2	15
14	4th Street	2nd Street	AM	2	8	13	14	37
			MID	6	6	9	5	26
			PM	2	7	16	17	42
			SAT MID	4	6	27	29	66
			SAT PM	3	9	11	10	33
15	4th Street	H Street	AM	14	6	8	5	33
			MID	15	20	10	20	65
			PM	11	17	11	13	52
			SAT MID	19	27	17	16	79
			SAT PM	8	15	5	4	32
16	4th Street	E Street	AM	22	21	10	11	64
			MID	54	63	33	24	174
			PM	48	63	34	12	157
			SAT MID	293	357	229	67	946
			SAT PM	39	35	9	14	97
17	4th Street	D Street	AM	31	11	4	3	49
			MID	84	86	44	29	243
			PM	61	93	29	19	202
			SAT MID	179	175	128	51	533
			SAT PM	60	84	27	18	189
18	4th Street	C Street	AM	39	26	11	9	85

ID	Primary	Secondary	Peak Period (1-hour counts)	North Crosswalk	South Crosswalk	East Crosswalk	West Crosswalk	Total
19	4th Street	B Street	MID	119	134	76	35	364
			PM	87	127	38	39	291
			SAT MID	170	143	62	44	419
			SAT PM	132	127	46	67	372
			AM	60	64	58	33	215
			MID	171	227	138	57	593
			PM	149	185	84	79	497
			SAT MID	478	474	219	119	1290
			SAT PM	191	179	141	58	569
20	4th Street	A Street	AM	18	94	60	12	184
			MID	144	198	113	63	518
			PM	109	157	85	68	419
			SAT MID	394	541	136	118	1189
			SAT PM	106	202	173	43	524
21	4th Street	Court Street	AM	30	31	29	23	113
			MID	52	166	83	52	353
			PM	57	152	50	48	307
			SAT MID	171	393	147	121	832
			SAT PM	62	144	38	39	283
22	4th Street	Lootens Place	AM	20	31	7	16	74
			MID	148	227	44	80	499
			PM	101	154	35	24	314
			SAT MID	151	202	31	44	428
			SAT PM	151	133	27	46	357
23	4th Street	Cijos Street	AM	0	32	6	8	46
			MID	0	225	56	45	326
			PM	0	178	45	37	260
			SAT MID	0	567	91	97	755
			SAT PM	0	124	27	35	186

ID	Primary	Secondary	Peak Period (1-hour counts)	North Crosswalk	South Crosswalk	East Crosswalk	West Crosswalk	Total
24	4th Street	Lincoln Avenue	AM	44	43	31	65	183
			MID	93	125	84	168	470
			PM	97	100	67	114	378
			SAT MID	182	285	79	488	1034
			SAT PM	52	91	40	117	300
25	4th Street	Tamalpais Avenue	AM	24	31	44	1	100
			MID	43	83	41	14	181
			PM	45	82	40	12	179
			SAT MID	98	118	57	14	287
			SAT PM	31	69	37	12	149
26	4th Street	Hetherston Street	AM	25	22	17	32	96
			MID	16	53	8	11	88
			PM	47	79	15	30	171
			SAT MID	43	75	6	25	149
			SAT PM	24	47	6	16	93
27	4th Street	Irwin Street	AM	10	11	10	0	31
			MID	19	56	26	12	113
			PM	25	43	11	11	90
			SAT MID	43	66	20	17	146
			SAT PM	22	26	6	6	60
28	4th Street	Grand Avenue	AM	23	14	19	17	73
			MID	18	41	16	11	86
			PM	20	48	19	30	117
			SAT MID	34	44	27	23	128
			SAT PM	12	24	9	9	54
29	3rd Street	Shaver Street	AM	3	1	2	12	18
			MID	4	3	9	1	17
			PM	2	3	3	4	12
			SAT MID	9	1	14	6	30

ID	Primary	Secondary	Peak Period (1-hour counts)	North Crosswalk	South Crosswalk	East Crosswalk	West Crosswalk	Total
30	3rd Street	E Street	SAT PM	0	0	1	13	14
			AM	7	4	5	3	19
			MID	5	4	11	3	23
			PM	8	4	7	2	21
			SAT MID	9	5	10	10	34
31	3rd Street	D Street	SAT PM	0	4	7	3	14
			AM	4	12	11	6	33
			MID	10	17	24	18	69
			PM	12	6	5	15	38
			SAT MID	8	11	18	14	51
32	3rd Street	C Street	SAT PM	2	4	9	9	24
			AM	5	11	17	8	41
			MID	20	16	20	12	68
			PM	17	13	17	21	68
			SAT MID	12	24	35	33	104
33	3rd Street	B Street	SAT PM	11	9	17	7	44
			AM	18	9	38	13	78
			MID	38	33	93	58	222
			PM	17	23	38	32	110
			SAT MID	27	35	84	64	210
34	3rd Street	A Street	SAT PM	35	12	53	41	141
			AM	40	58	48	22	168
			MID	40	101	58	30	229
			PM	28	60	54	70	212
			SAT MID	8	31	25	10	74
35	3rd Street	Lindero Street	SAT PM	24	18	15	15	72
			AM	27	36	42	0	105
			MID	38	63	149	0	250
			PM	37	17	50	0	104

ID	Primary	Secondary	Peak Period (1-hour counts)	North Crosswalk	South Crosswalk	East Crosswalk	West Crosswalk	Total
36	3rd Street	Lincoln Avenue	SAT MID	55	58	48	0	161
			SAT PM	41	27	40	0	108
			AM	67	40	37	41	185
			MID	76	98	64	179	417
			PM	85	103	43	79	310
			SAT MID	110	103	63	134	410
37	3rd Street	Tamalpais Avenue	SAT PM	74	91	36	112	313
			AM	35	79	65	41	220
			MID	42	67	85	27	221
			PM	37	81	78	24	220
			SAT MID	47	139	64	27	277
			SAT PM	43	77	54	29	203
38	3rd Street	Hetherton Street	AM	49	43	1	104	197
			MID	38	42	0	43	123
			PM	52	42	2	102	198
			SAT MID	34	39	0	40	113
			SAT PM	30	27	1	51	109
			AM	23	24	12	0	59
39	3rd Street	Irwin Street	MID	41	35	28	0	104
			PM	43	41	25	0	109
			SAT MID	34	38	12	0	84
			SAT PM	32	16	15	0	63
			AM	189	21	41	21	272
			MID	51	41	32	17	141
40	3rd Street	Grand Avenue	PM	33	27	32	19	111
			SAT MID	32	38	53	33	156
			SAT PM	28	17	33	21	99
			AM	23	2	18	18	61
			MID	69	8	128	49	254
			AM	23	2	18	18	61
41	3rd Street	Union Street	MID	69	8	128	49	254

ID	Primary	Secondary	Peak Period (1-hour counts)	North Crosswalk	South Crosswalk	East Crosswalk	West Crosswalk	Total
42	2nd Street	G Street	PM	12	5	12	23	52
			SAT MID	7	6	8	33	54
			SAT PM	7	10	7	19	43
			AM	1	0	0	9	10
			MID	4	0	0	2	6
43	2nd Street	Shaver Street	PM	1	0	0	3	4
			SAT MID	0	0	0	7	7
			SAT PM	0	0	0	3	3
			AM	1	2	4	15	22
			MID	2	1	13	0	16
44	2nd Street	E Street	PM	1	0	4	4	9
			SAT MID	1	1	20	7	29
			SAT PM	4	1	3	5	13
			AM	15	9	9	2	35
			MID	1	17	17	1	36
45	2nd Street	D Street	PM	5	28	10	6	49
			SAT MID	10	12	7	12	41
			SAT PM	4	14	9	10	37
			AM	15	4	1	21	41
			MID	11	8	2	22	43
46	2nd Street	C Street	PM	4	12	2	16	34
			SAT MID	12	12	4	28	56
			SAT PM	10	5	1	20	36
			AM	9	5	6	10	30
			MID	12	13	9	17	51
47	2nd Street	B Street	PM	9	12	10	19	50
			SAT MID	10	4	10	21	45
			SAT PM	9	10	16	7	42
			AM	17	8	41	13	79
			MID					

ID	Primary	Secondary	Peak Period (1-hour counts)	North Crosswalk	South Crosswalk	East Crosswalk	West Crosswalk	Total
48	2nd Street	A Street	MID	20	28	88	32	168
			PM	9	33	36	27	105
			SAT MID	20	40	95	49	204
			SAT PM	17	27	50	22	116
			AM	19	25	19	22	85
			MID	13	48	23	20	104
			PM	17	37	16	38	108
			SAT MID	9	38	23	20	90
49	2nd Street	Lindaro Street	SAT PM	6	22	11	13	52
			AM	18	50	19	4	91
			MID	11	45	146	13	215
			PM	24	58	23	8	113
			SAT MID	11	12	14	17	54
			SAT PM	11	14	17	13	55
50	2nd Street	Lincoln Avenue	AM	35	35	1	30	101
			MID	14	24	2	74	114
			PM	27	44	0	29	100
			SAT MID	19	5	0	19	43
			SAT PM	11	9	0	10	30
51	2nd Street	Tamalpais Avenue	AM	132	0	0	105	237
			MID	145	1	3	0	149
			PM	54	2	0	60	116
			SAT MID	43	0	0	2	45
			SAT PM	55	0	0	3	58
52	2nd Street	Hetherton Street	AM	20	0	0	0	20
			MID	36	0	0	0	36
			PM	25	0	0	0	25
			SAT MID	28	0	0	0	28
			SAT PM	29	0	0	0	29

ID	Primary	Secondary	Peak Period (1-hour counts)	North Crosswalk	South Crosswalk	East Crosswalk	West Crosswalk	Total
053	2nd Street	Irwin Street	AM	37	0	34	0	71
			MID	31	1	29	1	62
			PM	37	2	31	0	70
			SAT MID	26	0	27	0	53
			SAT PM	23	1	15	0	39
54	2nd Street	Grand Avenue	AM	0	0	0	0	0
			MID	0	88	70	0	158
			PM	0	0	0	0	0
			SAT MID	0	88	70	0	158
			SAT PM	0	88	70	0	158

Downtown Bicycle Counts (Source: Task 2B PASS 2017/18 City of San Rafael, Existing Conditions Report)

ID	Primary	Secondary	Peak Period (1-hour counts)	North Crosswalk	South Crosswalk	East Crosswalk	West Crosswalk	Total
1	Mission Avenue	Lincoln Avenue	AM	4	8	2	1	15
			MID	4	5	2	2	13
			PM	4	5	1	5	15
			SAT MID	3	9	3	8	23
			SAT PM	4	3	1	2	10
2	Mission Avenue	Tamalpais Avenue	AM	0	1	0	1	2
			MID	0	0	1	1	2
			PM	1	0	4	0	5
			SAT MID	0	0	1	3	4
			SAT PM	0	0	2	2	4
3	Mission Avenue	Hetherton Street	AM	0	0	0	2	2
			MID	0	0	1	1	2
			PM	0	0	1	1	2
			SAT MID	0	0	2	4	6
			SAT PM	0	0	2	2	4
4	Mission Avenue	Irwin Street	AM	0	0	0	2	2
			MID	0	0	1	0	1
			PM	0	0	1	1	2
			SAT MID	1	0	1	3	5
			SAT PM	0	0	2	2	4
5	5th Avenue	E Street	AM	3	1	2	1	7
			MID	3	0	3	1	7
			PM	1	0	2	1	4
			SAT MID	3	1	5	6	15
			SAT PM	0	0	1	3	4
6	5th Avenue	C Street	AM	1	0	5	0	6
			MID	1	2	4	1	8
			PM	1	0	1	2	4

ID	Primary	Secondary	Peak Period (1-hour counts)	North Crosswalk	South Crosswalk	East Crosswalk	West Crosswalk	Total
7	5th Avenue	B Street	SAT MID	0	0	5	7	12
			SAT PM	1	0	0	0	1
			AM	0	1	5	0	6
			MID	0	0	2	1	3
			PM	0	0	2	1	3
			SAT MID	0	0	3	6	9
			SAT PM	0	1	0	2	3
8	5th Avenue	A Street	AM	0	0	7	0	7
			MID	1	0	5	1	7
			PM	1	0	2	2	5
			SAT MID	2	0	3	4	9
			SAT PM	2	0	1	1	4
9	5th Avenue	Court Street	AM	1	1	5	0	7
			MID	0	1	5	1	7
			PM	1	2	2	1	6
			SAT MID	2	2	4	1	9
			SAT PM	0	1	2	0	3
10	5th Avenue	Lincoln Avenue	AM	5	8	4	1	18
			MID	1	6	0	0	7
			PM	3	4	2	0	9
			SAT MID	8	5	4	1	18
			SAT PM	2	4	1	0	7
11	5th Avenue	Tamalpais Avenue	AM	0	3	1	1	5
			MID	0	0	2	0	2
			PM	2	2	2	1	7
			SAT MID	0	3	3	1	7
			SAT PM	1	0	1	0	2
12	5th Avenue	Hetherton Street	AM	0	1	0	2	3
			MID	0	1	0	2	3

ID	Primary	Secondary	Peak Period (1-hour counts)	North Crosswalk	South Crosswalk	East Crosswalk	West Crosswalk	Total
1 3	5th Avenue	Irwin Street	PM	0	0	0	2	2
			SAT MID	0	0	2	0	2
			SAT PM	0	0	1	0	1
			AM	0	0	0	1	1
			MID	1	0	1	3	5
			PM	0	0	1	2	3
			SAT MID	2	0	2	2	6
			SAT PM	1	0	1	0	2
1 4	4th Street	2nd Street	AM	11	3	0	1	15
			MID	6	1	0	0	7
			PM	12	2	1	1	16
			SAT MID	15	5	0	4	24
			SAT PM	6	1	1	1	9
1 5	4th Street	H Street	AM	0	0	6	2	8
			MID	3	4	5	1	13
			PM	0	2	7	5	14
			SAT MID	0	6	8	14	28
			SAT PM	4	1	4	8	17
1 6	4th Street	E Street	AM	0	1	9	2	12
			MID	1	0	3	3	7
			PM	0	0	7	7	14
			SAT MID	0	0	4	12	16
			SAT PM	3	0	3	10	16
1 7	4th Street	D Street	AM	0	0	6	7	13
			MID	0	0	5	6	11
			PM	0	3	7	7	17
			SAT MID	0	0	7	9	16
			SAT PM	1	0	3	9	13
	4th Street	C Street	AM	5	0	7	5	17

ID	Primary	Secondary	Peak Period (1-hour counts)	North Crosswalk	South Crosswalk	East Crosswalk	West Crosswalk	Total
18			MID	1	0	4	5	10
			PM	1	0	7	7	15
			SAT MID	0	0	7	8	15
			SAT PM	1	0	8	3	12
19	4th Street	B Street	AM	0	1	7	5	13
			MID	0	2	4	3	9
			PM	0	1	9	8	18
			SAT MID	0	1	13	9	23
			SAT PM	0	1	5	5	11
20	4th Street	A Street	AM	2	1	2	7	12
			MID	2	1	3	6	12
			PM	2	1	6	10	19
			SAT MID	1	2	16	14	33
			SAT PM	0	0	6	3	9
21	4th Street	Court Street	AM	1	0	8	5	14
			MID	0	0	5	3	8
			PM	0	1	8	6	15
			SAT MID	0	3	8	12	23
			SAT PM	0	0	1	5	6
22	4th Street	Lootens Place	AM	0	1	9	5	15
			MID	0	1	4	4	9
			PM	2	1	8	10	21
			SAT MID	2	0	7	9	18
			SAT PM	0	0	7	0	7
23	4th Street	Cijos Street	AM	0	0	10	8	18
			MID	0	0	3	3	6
			PM	0	0	8	7	15
			SAT MID	2	0	8	12	22
			SAT PM	0	0	2	6	8

ID	Primary	Secondary	Peak Period (1-hour counts)	North Crosswalk	South Crosswalk	East Crosswalk	West Crosswalk	Total
2 4	4th Street	Lincoln Avenue	AM	4	11	9	4	28
			MID	5	3	2	4	14
			PM	3	6	8	7	24
			SAT MID	8	13	9	12	42
			SAT PM	1	2	1	4	8
2 5	4th Street	Tamalpais Avenue	AM	2	0	2	4	8
			MID	4	2	2	4	12
			PM	2	0	5	7	14
			SAT MID	1	2	4	11	18
			SAT PM	2	0	0	2	4
2 6	4th Street	Hetherton Street	AM	0	0	6	6	12
			MID	0	0	1	3	4
			PM	0	0	6	6	12
			SAT MID	0	1	0	8	9
			SAT PM	0	0	2	3	5
2 7	4th Street	Irwin Street	AM	0	0	1	4	5
			MID	0	0	1	4	5
			PM	0	0	7	5	12
			SAT MID	2	0	3	10	15
			SAT PM	0	0	6	4	10
2 8	4th Street	Grand Avenue	AM	0	2	6	4	12
			MID	0	1	0	5	6
			PM	1	0	5	6	12
			SAT MID	2	3	1	11	17
			SAT PM	2	1	5	2	10
2 9	3rd Street	Shaver Street	AM	0	0	0	0	0
			MID	1	0	0	0	1
			PM	2	0	0	0	2
			SAT MID	1	0	0	1	2

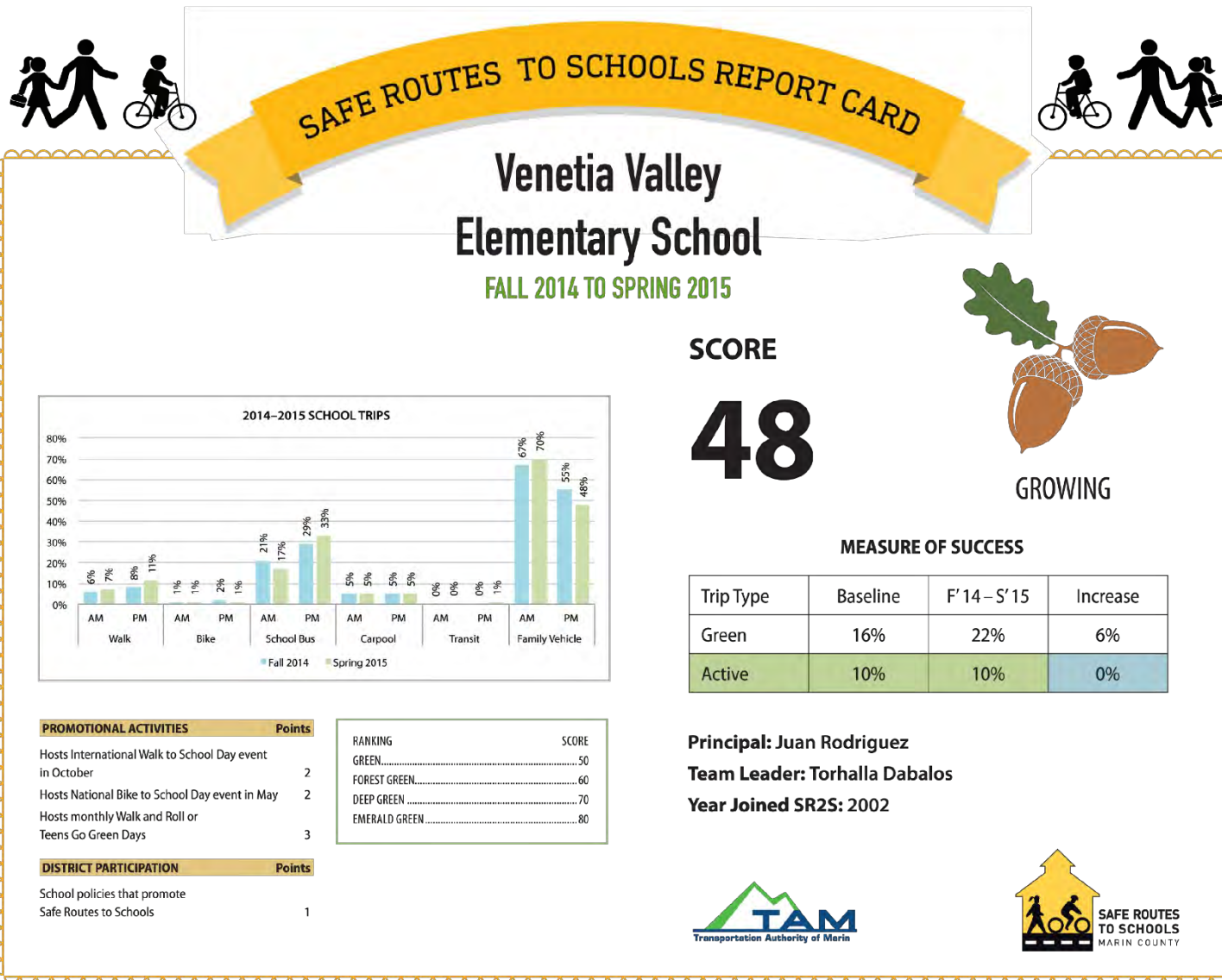
ID	Primary	Secondary	Peak Period (1-hour counts)	North Crosswalk	South Crosswalk	East Crosswalk	West Crosswalk	Total
30	3rd Street	E Street	SAT PM	3	1	0	0	4
			AM	0	0	0	0	0
			MID	0	0	0	0	0
			PM	0	1	0	0	1
			SAT MID	0	0	0	0	0
			SAT PM	2	0	0	0	2
31	3rd Street	D Street	AM	0	1	0	1	2
			MID	0	0	0	0	0
			PM	0	1	0	0	1
			SAT MID	0	1	0	2	3
			SAT PM	0	0	0	0	0
32	3rd Street	C Street	AM	7	0	0	0	7
			MID	1	0	0	0	1
			PM	0	0	1	0	1
			SAT MID	8	0	0	2	10
			SAT PM	0	0	0	1	1
33	3rd Street	B Street	AM	0	1	0	1	2
			MID	0	1	0	0	1
			PM	0	0	0	0	0
			SAT MID	0	3	0	1	4
			SAT PM	0	0	0	0	0
34	3rd Street	A Street	AM	1	3	0	2	6
			MID	2	0	0	2	4
			PM	4	5	0	0	9
			SAT MID	3	0	0	1	4
			SAT PM	1	0	0	1	2
35	3rd Street	Lindero Street	AM	0	1	0	2	3
			MID	1	1	0	0	2
			PM	1	1	0	1	3

ID	Primary	Secondary	Peak Period (1-hour counts)	North Crosswalk	South Crosswalk	East Crosswalk	West Crosswalk	Total
36	3rd Street	Lincoln Avenue	SAT MID	1	0	0	2	3
			SAT PM	0	0	0	1	1
			AM	10	11	0	2	23
			MID	5	2	0	2	9
			PM	10	3	0	1	14
			SAT MID	1	2	0	2	5
37	3rd Street	Tamalpais Avenue	SAT PM	0	0	0	0	0
			AM	2	3	0	3	8
			MID	1	4	0	1	6
			PM	3	10	0	0	13
			SAT MID	2	2	1	2	7
			SAT PM	1	0	0	1	2
38	3rd Street	Hetherton Street	AM	0	0	0	3	3
			MID	0	0	0	2	2
			PM	0	0	0	4	4
			SAT MID	0	2	0	2	4
			SAT PM	0	1	0	1	2
39	3rd Street	Irwin Street	AM	0	0	0	1	1
			MID	1	0	0	1	2
			PM	0	0	0	1	1
			SAT MID	2	0	0	7	9
			SAT PM	1	0	0	1	2
40	3rd Street	Grand Avenue	AM	0	1	0	1	2
			MID	1	1	0	1	3
			PM	2	0	0	1	3
			SAT MID	5	0	0	2	7
			SAT PM	4	1	0	2	7
41	3rd Street	Union Street	AM	0	0	1	2	3
			MID	1	0	0	6	7

ID	Primary	Secondary	Peak Period (1-hour counts)	North Crosswalk	South Crosswalk	East Crosswalk	West Crosswalk	Total
4 2	2nd Street	G Street	PM	1	3	0	3	7
			SAT MID	0	9	0	10	19
			SAT PM	0	2	0	6	8
			AM	0	3	3	0	6
			MID	0	0	3	0	3
4 3	2nd Street	Shaver Street	PM	0	0	6	0	6
			SAT MID	0	0	6	2	8
			SAT PM	0	0	4	1	5
			AM	0	0	2	0	2
			MID	13	1	0	0	14
4 4	2nd Street	E Street	PM	2	0	2	0	4
			SAT MID	0	0	2	0	2
			SAT PM	3	1	2	0	6
			AM	0	0	2	0	2
			MID	1	0	0	0	1
4 5	2nd Street	D Street	PM	0	1	1	0	2
			SAT MID	2	0	3	0	5
			SAT PM	1	0	1	0	2
			AM	0	1	2	0	3
			MID	0	0	1	0	1
4 6	2nd Street	C Street	PM	0	1	1	0	2
			SAT MID	1	2	2	0	5
			SAT PM	0	0	0	0	0
			AM	1	0	1	0	2
			MID	1	0	0	0	1
	2nd Street	B Street	PM	0	0	1	0	1
			SAT MID	1	0	10	0	11
			SAT PM	0	0	0	0	0
	2nd Street	B Street	AM	1	3	1	0	5

ID	Primary	Secondary	Peak Period (1-hour counts)	North Crosswalk	South Crosswalk	East Crosswalk	West Crosswalk	Total	
47	2nd Street	A Street	MID	2	3	0	0	5	
			PM	0	4	2	0	6	
			SAT MID	1	1	4	0	6	
			SAT PM	0	0	1	0	1	
48			AM	0	1	0	0	1	
				MID	1	1	2	0	4
				PM	3	5	2	0	10
				SAT MID	2	2	3	0	7
49	SAT PM	1	0	0	0	1			
		2nd Street	Lindero Street	AM	0	0	1	0	1
				MID	0	0	0	0	0
				PM	1	0	1	0	2
SAT MID	2			1	4	0	7		
50	SAT PM	2	0	1	0	3			
		2nd Street	Lincoln Avenue	AM	7	8	2	0	17
				MID	3	3	0	0	6
				PM	9	3	1	0	13
SAT MID	7			7	3	0	17		
51	SAT PM	5	1	0	0	6			
		2nd Street	Tamalpais Avenue	AM	6	0	0	0	6
				MID	3	5	4	0	12
				PM	5	7	0	0	12
SAT MID	1			2	4	0	7		
52	SAT PM	2	3	0	0	5			
		2nd Street	Hetherington Street	AM	0	0	0	0	0
				MID	0	2	0	1	3
				PM	0	0	2	0	2
SAT MID	0			0	2	0	2		
53	SAT PM	0	0	2	0	2			

ID	Primary	Secondary	Peak Period (1-hour counts)	North Crosswalk	South Crosswalk	East Crosswalk	West Crosswalk	Total
53	2nd Street	Irwin Street	AM	0	0	1	0	1
			MID	0	0	0	0	0
			PM	0	0	2	0	2
			SAT MID	0	0	3	0	3
			SAT PM	0	0	2	0	2
54	2nd Street	Grand Avenue	AM	0	0	0	0	0
			MID	5	0	3	0	8
			PM	0	0	0	0	0
			SAT MID	5	0	3	0	8
			SAT PM	5	0	3	0	8



*Marin County Safe Routes to Schools Program Evaluation Appendix (2016).

<<http://www.saferoutestoschools.org/documents/MarinSR2SEvaluationReport-Appendix20160929.pdf>>

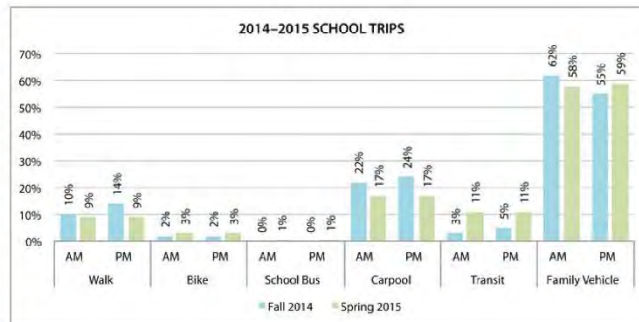


SAFE ROUTES TO SCHOOLS REPORT CARD



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



*Marin County Safe Routes to Schools Program Evaluation Appendix (2016).

<<http://www.saferoutestoschools.org/documents/MarinSR2SEvaluationReport-Appendix20160929.pdf>>

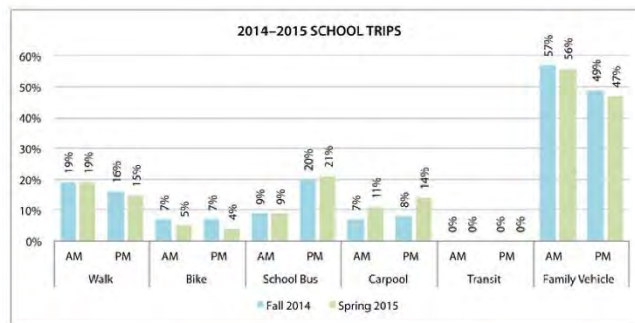


SAFE ROUTES TO SCHOOLS REPORT CARD



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



*Marin County Safe Routes to Schools Program Evaluation Appendix (2016).

<<http://www.saferoutestoschools.org/documents/MarinSR2SEvaluationReport-Appendix20160929.pdf>>

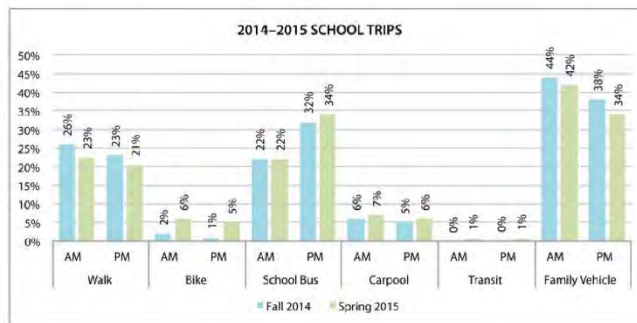


SAFE ROUTES TO SCHOOLS REPORT CARD



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

RANKING

SCORE

GREEN..... 50

FOREST GREEN..... 60

DEEP GREEN..... 70

EMERALD GREEN..... 80



*Marin County Safe Routes to Schools Program Evaluation Appendix (2016).

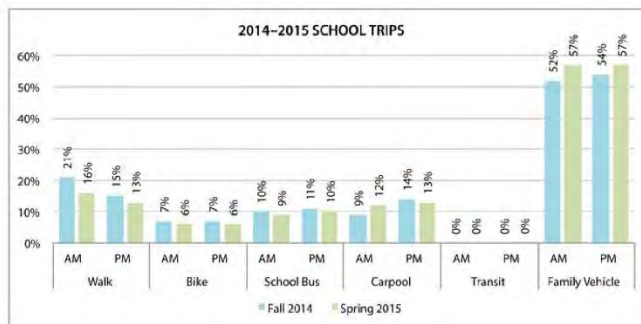
<<http://www.saferoutestoschools.org/documents/MarinSR2SEvaluationReport-Appendix20160929.pdf>>



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



*Marin County Safe Routes to Schools Program Evaluation Appendix (2016).

<<http://www.saferoutestoschools.org/documents/MarinSR2SEvaluationReport-Appendix20160929.pdf>>

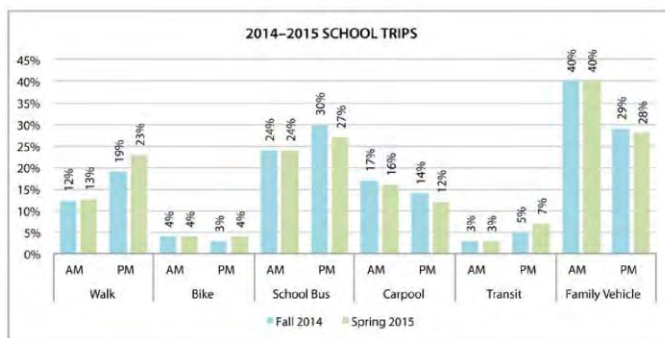


SAFE ROUTES TO SCHOOLS REPORT CARD



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



*Marin County Safe Routes to Schools Program Evaluation Appendix (2016).

<<http://www.saferoutestoschools.org/documents/MarinSR2SEvaluationReport-Appendix20160929.pdf>>

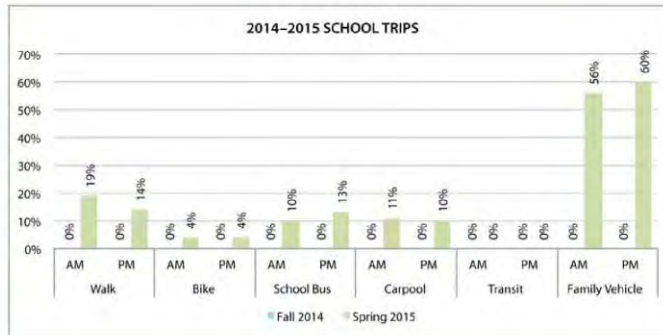


SAFE ROUTES TO SCHOOLS REPORT CARD



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



*Marin County Safe Routes to Schools Program Evaluation Appendix (2016).

<<http://www.saferoutestoschools.org/documents/MarinSR2SEvaluationReport-Appendix20160929.pdf>>

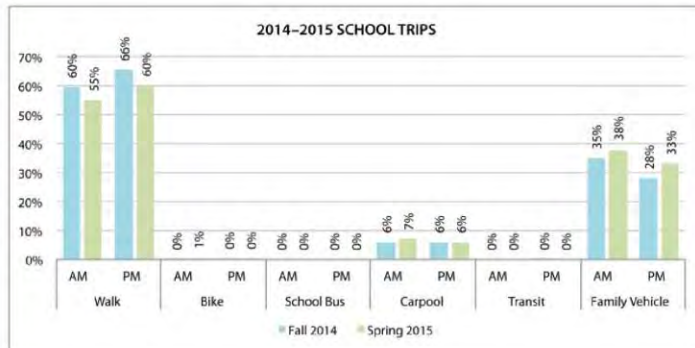


SAFE ROUTES TO SCHOOLS REPORT CARD



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

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

Principal: Cecilia Quintana

Team Leader: N/A

Year Joined SR2S: 2002



*Marin County Safe Routes to Schools Program Evaluation Appendix (2016).

<<http://www.saferoutestoschools.org/documents/MarinSR2SEvaluationReport-Appendix20160929.pdf>>

Appendix F: Related Plans

This appendix contains a list of completed planning documents and studies that are relevant to bicycling and walking in San Rafael. Recommendations from these planning documents and studies informed the list of proposed projects.

[Return to list of appendices](#)

[Caltrans District 4 Bike Plan](#) (2018)

The Caltrans District 4 Bike Plan identifies infrastructure improvements that can enhance bicycle safety and mobility throughout District 4 and remove some of the barriers to bicycling in the region. The plan was developed in cooperation with local and regional partners to ensure that the improvements on the State highway system complement proposals for local networks. The plan considers all potential bicycle trips but prioritizes utilitarian bicycle travel to work, school, shopping, and other similar purposes, or to connect to transit. State highways that serve as recreational or touring routes for bicyclists are also considered in the plan to meet the safety needs of all highway users. The plan will help inform future investments on the State transportation network by Caltrans and other jurisdictions.

“Top Tier” project in the plan included a Class I multi-use path connecting San Rafael to Richmond across the Richmond-San Rafael Bridge, interchange reconstruction at Highway 101 and North San Pedro Road with Class II on-street bicycle lanes near the on- and off-ramps, reconstruction of the I-580 and Bellam Boulevard to include a Class I multi-use path, and minor interchange improvements (signage and striping) along with a Class IV protected bikeway at I-580 and Main Street.

[Marin County Unincorporated Area Bicycle and Pedestrian Master Plan](#) (2018)

This update to the Marin County Unincorporated Area Bicycle and Pedestrian Master Plan (Plan) was created through the coordinated efforts of the Transportation Authority of Marin (TAM), the Marin County Public Works Department, the Marin County Bicycle Advisory Committee, and citizens interested in improving the bicycling and pedestrian environment in unincorporated Marin County (County). Without the sustained efforts of these organizations and citizens, the continuing improvements to the bicycling and pedestrian environment throughout the county would not be realized. This Plan is one component of the continued effort towards making bicycling and walking an integral part of daily life in Marin County.

This plan was completed for the Marin County Department of Public Works between 2014 and 2018 as a part of a countywide effort to update all local bicycle and pedestrian master plans and includes only the unincorporated areas of Marin County. While the plan serves as a coordinating and resource document for the entire county, its focus is on specific recommendations for the unincorporated areas which must be adopted by the Board of Supervisors. It is important to note that some of the county's unincorporated areas are adjacent to or islands surrounded by incorporated cities and towns. Although the plan makes recommendations for many of these enclaves of unincorporated development, their size and geographic isolation means that bicycle and pedestrian planning and project development will require coordination with the incorporated community to avoid disjointed or discontinuous facilities. By referencing local plans being developed concurrently with this effort, this Plan attempts to reconcile local and countywide planning efforts to create a seamless and intuitive network of facilities across jurisdictions.

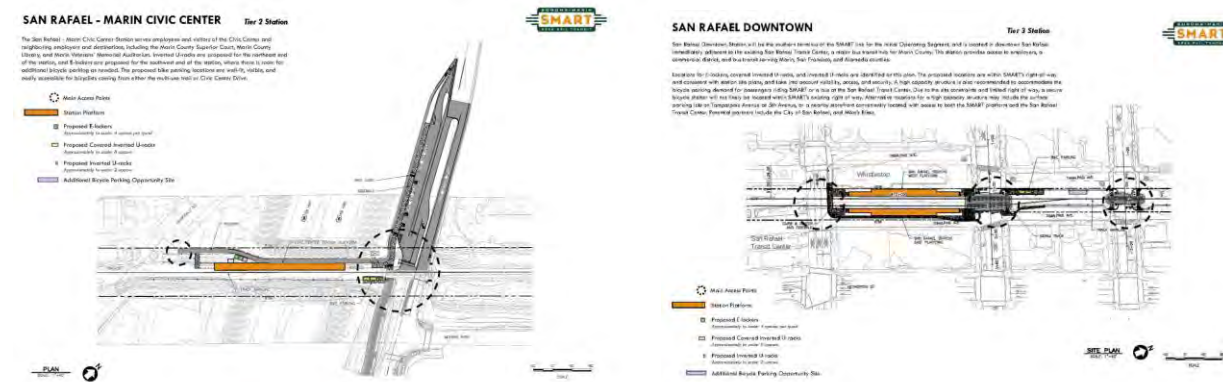
[Larkspur Bicycle and Pedestrian Master Plan](#) (2017)

The Bicycle and Pedestrian Master Plan identifies Larkspur's existing network of bicycle and pedestrian facilities and multi-use paths, lays the framework for future facilities, and develops policies to work towards making bicycling and walking an integral part of daily life in Larkspur. The purpose of this Plan is to coordinate and guide the provision of all bicycle- and pedestrian-related plans, programs, and projects in Larkspur. It is intended to assist the City in the implementation of its priorities but does not mandate any particular action on its part.

[SMART Stations' Bicycle Parking Investment Plan \(2016\)](#)

The arrival of SMART is a once-in-a-generation opportunity to improve regional access, expand physical mobility, reduce vehicle trips, and facilitate locally appropriate development across Sonoma and Marin counties. To ensure SMART becomes a primary mode of transportation, SMART developed a bicycle parking investment strategy at each rail station. Informed by background, technical analyses, existing conditions, and project outreach, the Bicycle Parking Investment Plan provides a framework for defining bike parking supply at the outset of rail services. All bike parking supply recommendations are flexible and can be adjusted to meet shifts in demand once rail services are in place and operational.

The Civic Center SMART Station was considered a Tier 2 Station. Phase 1 recommendations include the addition of 20 inverted u-racks and eight e-lockers for a total of 28 short- and long-term bicycle parking spaces.



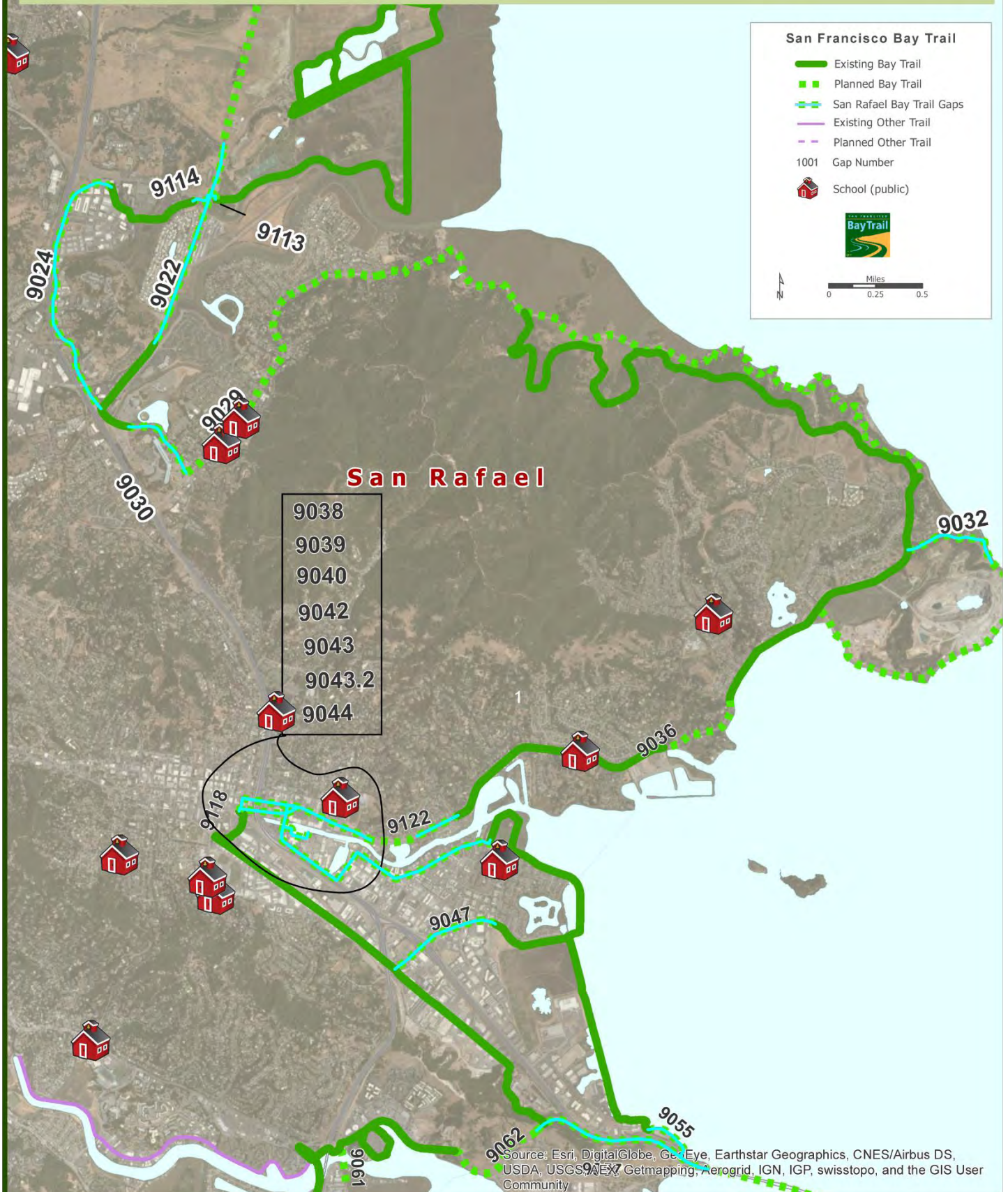
The Downtown San Rafael SMART Station was considered a Tier 3 Station. Phase 1 recommendations include the addition of 20 inverted u-racks and 60 bicycle parking spaces in a high-capacity facility for a total of 80 short- and long-term bike parking spaces.







[San Francisco Trail Design Guidelines and Toolkit \(2016\)](#)

These guidelines offer direction for the design and development of a San Francisco Bay Trail system that is safe, connected, and continuous; provides a positive user experience that encourages people to use the trail; and maximizes access to and use by the broadest spectrum of people possible. The guidelines are general in scope due to the varied conditions through which the San Francisco Bay Trail passes and the variety of users and types of uses that occur along the trail. They are applicable to all development of the San Francisco Bay Trail and are intended to complement national, state, and local design standards and guidelines. Different segments of the San Francisco Bay Trail will likely need to address different site opportunities and constraints.

In addition to the 2016 design guidelines, the Association of Bay Area Governments created the [San Francisco Bay Trail Plan \(1989\)](#). It proposes the development of a 400-mile regional hiking and bicycling trail around the perimeter of San Francisco and San Pablo Bays.

Bay Trail Gaps in San Rafael



Segment #	City	Agency	Location	Length
9022	San Rafael	Sonoma-Marin Area Rail Transit	Railroad corridor from end of McInnis Pkwy to North Ave	1.14
9024	San Rafael	San Rafael DPW	Redwood Hwy between McInnis and Smith Ranch Rd	1.47
9030	San Rafael	San Rafael DPW	Civic Center Dr between North San Pedro and McInnis Pkwy	 0.44
9032	San Rafael	San Rafael DPW	Cantera Way between Point San Pedro Rd and McNears Beach	0.56
9038	San Rafael	San Rafael DPW	3rd Street downtown San Rafael	 0.73
9039	San Rafael	San Rafael DPW	2nd Street downtown San Rafael	 0.33
9040	San Rafael	San Rafael DPW	Grand Ave between 2nd and 3rd St	 0.11
9042	San Rafael	San Rafael DPW	Point San Pedro from west Marina Blvd to Agua Vista	 0.10
9043	San Rafael	San Rafael DPW	Beach Park between Grand and edge of park	0.19
9043.2	San Rafael	San Rafael DPW	E. Francisco between Grand Ave Bridge and Harbor	0.44
9047	San Rafael	San Rafael DPW	Bellam between Anderson and Winward	0.62
9055	San Rafael	San Rafael DPW	Shoreline Park - gun club segment	0.28
9113	San Rafael	Marin County Open Space District	Entrance to McInnis Park	0.04
9114	San Rafael	Marin County Open Space District	Between McInnis Class I and Smith Ranch Class I through neighborhoods	0.12
9118	San Rafael	San Rafael DPW	West Tam between 2nd and 3rd at end of Mahon Creek Path	0.07
9122	San Rafael	San Rafael DPW	Harbor and Canal Streets between E Francisco and Pickleweed Park.	 1.00
TOTAL BAY TRAIL GAP MILES IN SAN RAFAEL				7.64



Bay Trail gap adjacent to school









Downtown Parking/Wayfinding Study (2016)

Downtown San Rafael is a vibrant and sought-after destination in Marin County and the Bay Area. New development of various types is occurring and will continue to occur in the area. The expansion of the Transit Center and the opening of SMART are anticipated to bring more visitors and potentially increase the need for parking. The purpose of this study is to identify existing and future parking needs within Downtown San Rafael, to recommend parking management strategies that maximize the supply and utilization of Downtown parking spaces (including those for bicyclists), and to develop options for a vehicular, pedestrian, and bicycle wayfinding program within downtown. The study also develops parking strategies that would improve parking management and operations.

This report summarizes the process for the development of these recommendations, including a summary of existing conditions and findings, a summary of stakeholder outreach, and policy recommendations. Parking and wayfinding recommendations were formulated based on existing parking demands, future parking demand projections, future parking opportunities, and best management practices. The recommendations provide the guidance for the City to properly plan for and manage parking in downtown to meet and mitigate future parking demands.

Multi-use Pathway Feasibility Study: Rice Drive to Second Street (2016)

A pathway along the SMART right-of-way from Rice Drive to Second Street was shown in the North-South Greenway Study (Marin County, 1994) and several later iterations of the proposed SMART project; however, Measure Q the 2008 Sonoma and Marin County voter approved ballot measure to fund the SMART commuter rail and bikeway project did not include a pathway from Rice Drive to 2nd Street.

In 2014, as part of the Larkspur extension rail project, SMART explored the potential of including a pathway in the project; however, due to concerns of adverse impacts on the adjacent drainage way, a pathway component was not included as it would require additional time and resources that could jeopardize the federal funding for the railroad extension. The Larkspur Extension environmental documents (EA - Dec 2014, FONSI - May 20, 2015) included the SMART/Francisco Boulevard West Realignment, rail lines and a two-lane street with shoulders that could serve as bike lanes, but without a sidewalk.

Continued public concern, especially pressure by bicycle advocates, over the lack of pedestrian and bicycle facilities culminated in the decision to conduct a study of feasibility of constructing a pathway between Andersen Drive and Second Street, which includes the Rice Drive to Second Street segment. The Transportation Authority of Marin (TAM) requested the County of Marin lead an independent peer review to evaluate the feasibility of a new multi-use pathway within existing public rights-of-way between Rice Drive and Second Street in San Rafael.

[San Anselmo Bicycle and Pedestrian Master Plan](#) (2016)

The 2016 San Anselmo Bicycle and Pedestrian Master Plan Update provides for a town-wide network of bicycle and pedestrian infrastructure, along with active transportation-related programs and support facilities, intended to ensure bicycling and walking become a more viable transportation option for people who live, work, and recreate in San Anselmo. Current bikeway and pedestrian network information was gathered from Town staff and combined with information on proposed routes from the previously adopted Town of San Anselmo Bicycle Master Plan (2008). Relevant bikeway and pedestrian information was also gathered from the Marin County Unincorporated Area Bicycle and Pedestrian Master Plan (2008).

The purpose of this Bicycle and Pedestrian Master Plan Update is to improve bicycle and pedestrian transportation in San Anselmo by meeting the requirements of the California Active Transportation Program contained in Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354.

Relevant projects:

- Existing Class III on Red Hill Avenue/Miracle Mile/Fourth Street to City boundary
- Planned Class I near same boundary (stops at Forbes Avenue)
- Planned Class III on Forbes Avenue to connect to San Rafael's existing Class III on Racquet Club Drive.

[Marin Transit 2016-2025 Short-range Transit Plan](#) (2015)

An up-to-date Short-range Transit Plan (S RTP) guides Marin Transit's investments in the future. It is a living document that uses current information, financial resources, and performance targets to plan for local public transit services. The S RTP balances Marin Transit's projected costs and revenues over a five-year timeframe and is designed to provide a ten-year vision of the future.

Marin County voters approved a twenty-year ½ cent transportation sales tax (Measure A) in 2004 that designated 55 percent of revenues to local transit services and established goals, objectives, and performance measures. Dedicated local funding enables the District to pay for and improve local bus and shuttle services and targeted mobility programs for Marin County senior, disabled, and low-income residents. The District's ability to secure federal, state, and regional funding for public transit operations, equipment, and facilities depends on the availability of local funding sources to serve as a match. Scheduled Marin Transit services encompass all bus routes that begin and end within Marin County, middle and high school trippers, the community shuttle program, the West Marin Stagecoach, and the Muir Woods Shuttle. Marin Transit provides demand response paratransit services for those eligible under the Americans with Disabilities Act (ADA) and additional mobility management programs to expand their travel options and serve seniors who no longer drive. In all cases, Marin Transit anticipates the needs of Marin County's diverse travel markets and delivers cost-effective, targeted service options.

▪ **Table A-1: Ridership Activity by Geography**

- Canal
 - On/offers: 2,808 (weekday)
 - Bikes: 15
 - Wheelchairs: 3
- Marinwood-Terra Linda-Santa Venetia
 - On/offers: 1,579 (weekday)
 - Bikes: 26
 - Wheelchairs: 11
- San Rafael (Central)
 - On/offers: 7,192 (weekday)
 - Bikes: 82
 - Wheelchairs: 22

[Nonmotorized Transportation Pilot Program Status Report](#) (2014)

This report summarizes the progress and results of the Federal Highway Administration's (FHWA) Nonmotorized Transportation Pilot Program (NTPP) from August 2005 through December 2013. Section 1807 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) provided approximately \$25 million in contract authority to four pilot communities (Columbia, Missouri; Marin County, California; Minneapolis area, Minnesota; and Sheboygan County, Wisconsin) for pedestrian and bicycle infrastructure and nonmotorized programs.

In response to evaluation and reporting requirements in the legislation, the FHWA submitted two reports to Congress: an interim report in 2007 and a final report in 2012. The Interim Report to Congress outlined an evaluation plan for NTPP and initial program progress. The Final Report to Congress reported the results of four years of data collection on program implementation, transportation mode shift towards walking and bicycling, and related health and environmental benefits. This report represents an update to the findings in the Final Report to Congress with evaluation of three additional years of data, reflecting additional projects that have been completed since the 2012 report. This report also expands the scope of analysis to further consider priority themes of access, environment, safety, and public health.

Relevant projects:

- San Rafael Medway Road Improvements - This project implemented pedestrian and bicycle safety and access improvements on Medway Road which connected the Canal neighborhood and downtown San Rafael. Improvements included striped bicycle lanes, widened sidewalks, and new transit shelters and street furniture.

[Marin County Bicycle Share Feasibility Study](#) (2013)

A bike share program provides a fleet of rentable bicycles at a network of stations located throughout a city or group of cities, offering a convenient and flexible alternate mode of travel for short trips, transit-linked trips, and tourism. Bike sharing is a relatively inexpensive and quick-to-implement option that can impact individual and community health and air quality.

To find out if there was demand for a bike share program in Marin County, and to determine what effort it would take to implement, TAM completed a bike share feasibility study in January 2013. The study suggests a timeline of approximately 24-30 months to plan, fund, and implement a bike share program.

Proposed locations:

- San Rafael Transit Center (Phase 1)
- Downtown San Rafael (Phase 1)
- Canal Neighborhood, Bellam (Phase 1)
- San Rafael – Fourth Street (west end) (Phase 2)
- Canal Neighborhood, Pickleweed Park (Phase 2)
- Dominican University (Phase 2)
- Marin Civic Center (Phase 2)
- Civic Center SMART Station (Phase 2)
- Northgate Shopping Center (Phase 2)
- Kaiser Campus (Phase 3)
- Redwood Highway Business Park (Phase 3)
- Marinwood Community (Phase 3)

[San Rafael Civic Center Station Area Plan](#) (2013)

The San Rafael Civic Center Station Area Plan is the culmination of nearly two years of work by the City of San Rafael and a citizens committee to identify a community vision for the area around the future Civic Center SMART station in North San Rafael. The Plan builds on previous planning efforts and sets out a conceptual framework for development and circulation improvements in the area. No environmental review has been done as part of this conceptual planning effort. Future, detailed plans will be needed to further develop and implement the concepts in the plan and conduct environmental analysis.

Relevant projects:

▪ The Promenade

- Existing (2010): Las Gallinas Avenue
- Planned: Extend south and east underneath Highway 101 and south along Civic Center Drive to the Marin County Civic Center
- Near-term: Extend from its current terminus at Merrydale Road Overcrossing/Las Gallinas Road to the Civic Center, via the Civic Center SMART station. The route would travel along Merrydale Road, underneath the Merrydale Road Overcrossing, to the SMART tracks, where it would join the planned multi-use pathway. The Promenade would extend along the multi-use pathway underneath Highway 101 to Civic Center Drive, adjacent to the SMART Station. Between the SMART Station and the Civic Center, the Promenade would consist of improved and continuous pedestrian sidewalks and on-street bicycle lanes along Civic Center Drive. For purposes of discussion, the Promenade has been divided into three parts: the northern section (between Las Gallinas Road and the SMART tracks), the Civic Center Station Section (between Merrydale Road and Civic Center Drive, along the railroad tracks underneath Highway 101), and the southern section (from the rail crossing at Civic Center Drive to the Civic Center).
- North Section:
 - The northern section of the Promenade will connect the Northgate area to the Civic Center Station. The North San Rafael Vision Promenade Conceptual Plan (November 2002) calls for this section of the Promenade to feature a new sidewalk on the west side of Merrydale Road, adjacent to the Mt. Olivet Cemetery. The sidewalk would extend on the west side of Merrydale Road around the cemetery and connect to the southeast corner of the Las Gallinas Road/Merrydale Overcrossing intersection. There, it would connect to the existing Promenade on the northwest corner of the intersection. To the south, the sidewalk would continue on the west side of Merrydale Road to the SMART tracks, where it would join with the planned multi-use pathway. This new sidewalk on Merrydale Road would serve pedestrians in both directions. Bicyclists would travel on the existing roadway via new striped bicycle lanes.
 - During the course of developing this Station Area Plan, this section of the Promenade became an important design concern. Merrydale Road North may experience some traffic increases from residents dropping passengers off or picking passengers up from the SMART station on the west side. Similarly, this section of the Promenade will provide an important link to the station from the west, including the Northgate Shopping Center, for bicyclists and pedestrians. As a result, instead of the more traditional sidewalk and striped bicycle lanes recommended in the Promenade Conceptual Plan, this Station Area Plan recommends using a treatment similar to the separated facilities recently implemented adjacent to the shopping center.
 - Specifically, the new facility would be a shared bicycle/pedestrian path similar to portions of the Promenade already constructed and could be built on the east side of the road, between Merrydale Road North and Highway 101. The facility would extend underneath the Merrydale Overcrossing and would intersect the overcrossing near its intersection with Las Gallinas Road. Placing the facility on the east side of the road would allow for potential future extension north, through the Northgate III site (if that site were to redevelop), without an additional roadway crossing (see Section 3.2.2

- Long Term Recommendations). Additionally, this would connect to the existing Promenade at the northeast corner of the Las Gallinas Road / Merrydale Overcrossing intersection, instead of the southwest corner, meaning that connecting from one segment of the Promenade to the other would only require crossing one leg of the intersection, instead of two.
- Although the Merrydale Road right-of-way appears adequate to accommodate this higher-quality connection, in some portions of the roadway it may require on-street parking prohibitions to achieve the benefit associated with separating bicyclists and pedestrians from motor vehicle traffic. Further, providing this augmented type of facility on the north side of Merrydale Road, where the proposed facility is adjacent to the Northgate III site may require acquisition of a small amount of right of way from the Northgate III site. The amount would be small, so as not to interfere with their operations, but this does present a challenge, nonetheless. See Figure 5 in the Plan for an illustration of the proposed configuration.
- Civic Center Station Section
 - Upon reaching the end of Merrydale Road at the north side of the SMART tracks, the Promenade would intersect with the planned multi-use pathway, which would be constructed on the north side of the tracks underneath Highway 101. To continue along the Promenade, users would travel east along the SMART tracks to Civic Center Drive, adjacent to the train platform. Since this portion of the Promenade is planned to be constructed separately by SMART as part of the multi-use pathway, this Plan does not make recommendations for its design or implementation other than to note its importance as a key link between the eastern and western portions of the study area. This section of the Promenade and multi-use pathway connecting Merrydale Road and Civic Center Drive, along with the configuration of the station platform, as proposed by SMART, are illustrated in Figure 6 within the Plan.
- South Section
 - The *Promenade Conceptual Plan* calls for construction of striped bicycle lanes and a minimum six-foot wide sidewalk along both sides of Civic Center Drive from the railroad crossing to North San Pedro Road. A separated, multi-use pathway is desired along Civic Center Drive between McInnis Parkway and North San Pedro Road. Completion of the South Section of the Promenade would fill in missing sidewalk and bicycle network links, creating a continuous, welcoming path between the Civic Center, the SMART Station, and the Northgate Shopping Center. The resulting roadway would be consistent with a number of the “complete streets” features identified by the Advisory Committee and described earlier in this report.
- Long-term: The improvements described above will create a high-quality multimodal facility providing access between many major land uses in the area and the Civic Center Station. The Promenade will also greatly improve connectivity in the area, by providing a much-needed new connection between the eastern and western portions of the study area and foster a better sense of neighborhood identity through unifying design features, such as landscaping and unique, pedestrian-scale lighting. Further, all of the improvements described above can be implemented in the relatively short term, depending on funding availability.

However, there may be opportunities in the long term to create an even better Promenade, particularly in the northern and southern sections.

- North: In the northern section, it may be possible to extend the Promenade through what is currently Northgate III, as part of future redevelopment of that site. The Promenade could be a central bicycle and pedestrian spine of a new mixed-use development on the site. This would eliminate the need to connect to the Merrydale Overcrossing just east of Las Gallinas Road, which may be easier for wayfinding and would provide a section of the Promenade completely removed from automobile traffic. There is currently no proposal to redevelop the Northgate III site, and extending the Promenade along this section would require the cooperation of the property owner/developer. Therefore, the feasibility of this long-term recommendation is uncertain; however, if it were possible, it would create an even better facility, potentially enhancing development proposals at the site, if they were to be put forward. The potential configuration is illustrated in Figure 7 of the Plan.
- South: The 2011 *Bicycle and Pedestrian Master Plan* calls for construction of dedicated, multi-use pathways, shared with bicycles and pedestrians, on Civic Center Drive, from the Merrydale Overcrossing to North San Pedro Road. This would provide an even higher-quality facility on this section of roadway and would make the southern section more similar to the northern and Civic Center Station sections by providing dedicated facilities throughout the entire Promenade. Ultimately, construction of these facilities may require additional right-of-way, and additional funding; therefore, these improvements are considered long-term, but highly desirable.
- Note: The 2011 *Bicycle and Pedestrian Master Plan* calls for improvements to be constructed on Civic Center Drive in the medium-term, defined as the next 1 – 10 years. However, the 2011 *Bicycle and Pedestrian Master Plan* identifies improvements on Civic Center Drive as either Class II bicycle lanes or a dedicated Class I facility. Therefore, this Plan recommends that the Class II bicycle lanes be constructed in the near term and the Class I facilities, which may require additional right of way and funding, be constructed in the long term.
- Other Pedestrian Improvements
 - Sidewalks
 - Civic Center Drive, at various locations on both sides of the street from the Freitas Parkway/ Highway 101 interchange to the Civic Center
 - North San Pedro Road, between Los Ranchitos Road and Civic Center Drive
 - Los Ranchitos Road, at various locations on both sides of the street from the Merrydale Overcrossing to the Walter Place crossing. Installation of sidewalks on Los Ranchitos, south of the Walter Place crossing may involve removal of several trees. Further, pedestrians and bicyclists may use the multi-use pathway, which parallels the roadway along this section and provides a higher-quality facility. As a result, new sidewalks are not recommended along this segment of Los Ranchitos.

- Neighborhood Connectivity
 - Station West Side Crossing: bicycle/pedestrian crossing west of Highway 101 so that people don't have to walk all the way to Civic Center Drive to cross to get the multi-use pathway or platform
- Bicycle Improvements
 - Class I
 - North San Pedro Road from Los Ranchitos Road to Civic Center Drive
 - Civic Center Drive from North San Pedro Road to Merrydale Road south of SMART tracks, including new at-grade crossing on west side of SMART station
 - Merrydale Road north of SMART tracks to Merrydale Road south of SMART tracks including new at-grade crossing on west side of SMART station
 - SMART Path from Northern City Limits to the Puerto Suello Hill Path at Los Ranchitos Road
 - Walter Place Pathway from Las Gallinas Avenue to Los Ranchitos Road
 - Class II
 - Los Ranchitos Road from Northgate Drive to North San Pedro Road
 - Merrydale Road from Las Gallinas Avenue to Puerto Suello Hill
 - North San Pedro Road from Civic Center Drive to Golf Avenue
 - Class III
 - Las Gallinas Avenue in the Rafael Meadows neighborhood from the Walter Place crossing to Merrydale Road
 - Merrydale Road from the Merrydale Overcrossing to the multi-use pathway
 - Merrydale Road from the railroad tracks to Las Gallinas Avenue in Rafael Meadows
 - Bicycle Parking
 - 6 racks, 8 lockers

[San Rafael Downtown Station Area Plan](#) (2012)

California State Senate Bill 375 became law effective January 1, 2009. Under SB375, regions area tasked with creating Sustainable Communities Strategies (SCS) that combine transportation and land-use elements to help reduce greenhouse gas emissions. As part of this effort, the Bay Area's regional transportation organization, the Metropolitan Transportation Commission (MTC) has provided a grant to fund, in part, this Station Area Plan, which is focused around MTC's Priority Development AREA (PDA) for San Rafael's City Center, the area within ½-mile radius of the planned Downtown San Rafael Sonoma-Marin Area Rail Transit (SMART) station.

The coming of SMART rail service to downtown San Rafael is an opportunity to build on the work that's been done to create a variety of transportation and housing options, economic stability, and vibrant community gathering places in the heart of San Rafael. This Downtown Station Area Plan sets the stage to create a more vibrant, mixed-use, livable area supported by a mix of transit opportunities, including passenger rail service.

Relevant projects:

- Pedestrian, Multi-modal and Accessible Design
 - Puerto Suello Hill Path-Transit Center Connector - Planned Class I multi-use path along west side of Hetherton Street between Mission Avenue and Fourth Street, with median improvements preventing left turns at Fourth Street and Tamalpais Avenue, and pedestrian refuge island. Bicyclists will be able to travel between the Puerto Suello Path and Tamalpais Avenue along a planned Class III bikeway on Fourth Street.
 - Second Street to Andersen Drive MUP - Multiple alternatives for multi-use path between Second Street and Andersen Drive on or along the SMART right of way.
 - East Francisco Blvd Improvements – Widen sidewalk on north side of Francisco Boulevard East from Bellam Boulevard to the southern end of the Grand Avenue Bridge
 - Grand Avenue Pathway Connector – Multi-use path across east side of the Grand Avenue Bridge from terminus of the Francisco Boulevard East path to Second Avenue.
 - Canalfront Paseo Pathway Concept – Conceptual and focused on providing bicycle and pedestrian access along the Canal waterway from Highway 101 to areas beyond the Montecito Shopping Center. The most feasible sections of the Paseo concept include sections behind the Shopping Center with a connection to the Grand Avenue Pathway Connector. Extending the Paseo west of Grand Ave is challenging from an engineering perspective and will require further study. A short section along Second Street under Highway 101 from Tamalpais Avenue to Irwin Street is discussed in this plan. A further extension along Second Street is shown only for illustrative purposes.
- Tamalpais Avenue Complete Street Concepts
 - From Second Street to Fourth Street, the removal of southbound travel lane and the parking spaces along the west curb will provide additional right of way. This extra right of way could be utilized to make multimodal improvements along these two blocks of Tamalpais Avenue.

- East Tamalpais Avenue Closure – Between Third Street and Fourth Street and located on the east side of the SMART station, the roadway is recommended to be abandoned and incorporated into the integrated San Rafael transit complex
- Open Space - From Fourth Street to Mission Avenue, the roadway is lightly traveled and with the proposed median at Fourth Street preventing left turns to and from Tamalpais Avenue, volumes will decrease further. Converting this segment to a one-way roadway in the southbound direction should have little effect on traffic flow. One option could be the conversion of one-way travel to free up the right of way from the former northbound lane. This stretch of Tamalpais Avenue could become a landscaped multi-use path. Southbound Tamalpais Avenue and northbound East Tamalpais Avenue between Fourth Street and Mission Avenue will work as a one-way couplet.
- Pedestrian Access and Improvements
 - Canal Paseo – Near-term option to construct new at-grade sidewalk or multi-use path along south side of Second Street from Irwin Street to Hetherton Street, including a bridge over the Mahon Creek (under Highway 101), a new east-west crosswalk on Second Street at the Highway 101 off-ramp, and a new north-south crosswalk on Heatherton Street at Second Street. A new north-south crosswalk at Heatherton Street would tie into the sidewalk proposed along A Street.

Miller Creek Road/ Las Gallinas Avenue Bicycle and Pedestrian Study (2011)

This study of Miller Creek Road and Las Gallinas Avenue in unincorporated Marin County identifies a variety of transportation improvement opportunities to enhance bicycle and pedestrian mobility while maintaining vehicular and transit operations within the study area. The study focuses on improving non-motorized mobility to the primary land uses in the area including: the Marinwood residential neighborhood, Miller Creek Middle School, Marinwood Shopping Center, Miller Creek Park, and future development of Oakview. The recommendations contained in this report strive at developing a balance between the various users, as well as considering the fabric of the neighborhood and environmental concerns.

The study area includes Miller Creek Road from Highway 101, (including the freeway bus pads and Pacheco Hill path) to the intersection of Las Gallinas Avenue and along Las Gallinas Avenue between Miller Creek Road and Cedar Hill Drive south of Lucas Valley Road. Included in the study are the bus pads on Lucas Valley Road just east of Las Gallinas Avenue. This study contains an option that a multi-use path (MUP) is feasible to extend the entire length of the study area. Other options include the addition of traffic calming measures including roundabouts along Miller Creek Road at Marinwood Avenue and Las Gallinas Avenue, bulb-outs at various locations, elimination of a continuous two way left turn lane along Las Gallinas Avenue, and the elimination of several dedicated left turn pockets to minor streets to calm traffic in the corridor and improve two-way travel off street for bicyclists. The modification of the ramp configuration at the southbound Highway 101 off-ramp to Miller Creek Road is also a reasonable opportunity.

The study area consists of two collector streets - Las Gallinas Avenue and Miller Creek Road - that provide access to regional roadways such as Highway 101 and Lucas Valley Road. The corridor is primarily residential except for some office uses at the intersection of Las Gallinas Avenue and Miller Creek Road and a gas station and retail use at the intersection of Marinwood Avenue and Miller Creek Road. Miller Creek Middle School fronts on Las Gallinas Avenue midway between Lucas Valley Road and Miller Creek Road. Miller Creek Park abuts the middle school. One purpose of the project is to reduce the vehicle speeds on the study roadways and to improve pedestrian and bicycle access. Another goal is to improve vehicle drop off circulation around the school.

Relevant projects (collected by Alternative 1, 2, 3, or 4):

- Miller Creek Road and Marinwood Avenue
 - Roundabout (1, 3)
 - Bulbouts with multi-use path (2)
 - Existing (4)
- Miller Creek Road
 - Multi-use path with Class II commuter bicycle lanes (1, 2, 3)
 - Class II bicycle lanes, on-street parking (4)
- Miller Creek Road at Las Gallinas Avenue
 - Bulbouts with Class I (1)
 - Bulbouts (2)
 - Roundabout (3)
 - Existing (4)
- Las Gallinas Avenue
 - Multi-use path, parking aisles, bicycle lanes, and sidewalk (1,3)
 - Bicycle lanes, parking aisles, Class I on west side, sidewalk on east side (2)
 - Existing (4)
- Las Gallinas Avenue at Roundtree Boulevard and Park Pathways
 - MUP west, bulbouts, on-street parking
- Las Gallinas Avenue at Elvia Court and Miller Creek Middle School
 - Bulbouts, Class II bike lanes, MUP (east) (1)
 - MUP, bulbouts (2)
- Las Gallinas Avenue at Erin Drive (future access to Oakview Development)
 - MUP, bike lanes,
 - MIP Bike lanes, bulbouts
- Las Gallinas Avenue at Lucas Valley Road and transit stops
- Las Gallinas Avenue between Lucas Valley Road and Cedar Hill Drive

[San Quentin Area Bicycle and Pedestrian Access Study](#) (2011)

The San Quentin Area Bicycle and Pedestrian Access Study is one of the top priority projects in Marin County as described in the 2008 Marin County Unincorporated Area Bicycle and Pedestrian Master Plan and the San Francisco Bay Trail Gap Analysis Study. The 1.5-mile long study corridor along East Sir Francis Drake Boulevard and I-580 connects the Richmond-San Rafael Bridge to the east and the existing bicycle path at Remillard Park to the west. To the east, the corridor connects with East Francisco Boulevard and the existing southern segment of the San Francisco Bay Trail at Jean and John Starkweather Shoreline Park in San Rafael. The topography of the San Quentin peninsula and the barriers created by Interstate 580 and Corte Madera Creek constrain alternative travel options between Larkspur Landing, San Rafael, and the small community of San Quentin Village.

The study corridor provides primary east-west transportation for bicyclists, transit vehicles, and motor vehicles. Currently bicyclists and pedestrians use East Sir Francis Drake Boulevard, Interstate 580, East Francisco Boulevard and Main Street to access destinations in the area or to circulate through the area to local and regional destinations. The intersection at East Sir Francis Drake Boulevard and Andersen Drive is a challenge for motorists, bicyclists, and pedestrians. This area is also physically bisected by Interstate 580 which runs along the northern edge of the study area. Bicycle access is permitted on the eastbound shoulder of Interstate 580 from the East Sir Francis Drake Boulevard on-ramp to the Main Street/San Quentin off-ramp. At this time, bicyclists are not permitted on the Richmond-San Rafael Bridge but regional transit buses are equipped with bicycle racks to allow riders to travel to the East Bay.

The San Francisco Bay Trail is improved on the northeastern and western edges of the study corridor and this study corridor is a key gap in the continuity of this regional trail system in Marin County. San Quentin State Prison (SQSP) visitor use also generates pedestrian traffic along Main Street.

The Study examined three potential alignments for bicycle/pedestrian access from the Richmond-San Rafael Bridge to Larkspur via the San Quentin Area.

[Safe Routes to School San Rafael Task Force Issues List](#) (2011, includes edits through 2018)

The Safe Routes to Schools (SR2S) Task Force brings together the school district staff and parent volunteers from each school with city representatives – public works, traffic officers, and city council. Other attendees can include bicycle/pedestrian advocates, neighbors, and local businesses. Together, they identify safety issues for each school and develop a travel plan to address those issues. This includes infrastructure and enforcement strategies from the City and education and encouragement strategies from the school. The Task Force then continues to work together to implement that plan and update it with new information.

Relevant projects:

- Sidewalk on Second Street to the Canal under Highway 101
- Route from Canal neighborhood and Sun Valley neighborhood to Davidson Middle School
- Devon Street and Monticello Road being used as cut through
- San Rafael High School stadium development – Phase 2 to include a path through campus that would take students off Mission Avenue and Third Street through the field if they are relocated
- [Issues:](#)
 - Street crossings near Laurel Dell Elementary and Davidson Middle School
 - Esmeyer Drive at Trellis Drive – need for red curb and re-alignment of the crosswalk
 - Downtown too dangerous for San Rafael High students to bicycle through, plus pathway to entrance of school
 - Work with SMART and City to develop path connecting Civic Center SMART stop with existing multiuse path by Northgate Mall (Terra Linda High project)
 - No bicycle route from Sun Valley area to Davidson Middle School; students bicycle on sidewalk
 - Second Street, Third Street, Fourth Street, Fifth Avenue, and Mission Avenue under Highway 101, plus highway on/off ramps and Bellam Boulevard at I-580 – narrow, obstructed sidewalks, no bicycle facilities, dark and uninviting, dangerous intersections.
 - North San Pedro Road, Highway 101, on/off ramps – narrow substandard path exists immediately under freeway but too short, free right turns on freeway, no pedestrian facilities.

[Sun Valley Elementary School Travel Plan](#) (2011)

The Sun Valley Elementary School Travel Plan is the blueprint for identifying and prioritizing Safe Routes to School (SR2S) programs, resources, and capital improvements. The Travel Plan also documents program activities and impacts on school-related travel that can be used to assess the success of the SR2S program over time and important school-specific transportation policies and operations.

The Travel Plan differs from most plans in that it is not a snapshot in time but a living document; one that is repeatedly updated and modified to reflect school staff, community, and parent input along with technical information and lessons learned. This input is primarily captured by a SR2S task force that meets periodically to identify and address new concerns. For more information on Safe Routes to School partnerships in Marin County, visit www.saferoutestoschools.org

Issues:

- Fifth Avenue at Happy Lane (in front of school crossing) – Built out at north corner, curb extensions on southwest and southeast corners, high-visibility crosswalks (sidewalk planned along Fifth Avenue west of Happy Lane).
- Happy Lane at school entrance – Complete 225 ft. of sidewalk east of the school, remove existing crosswalk on Happy Lane, install high-visibility crosswalk and curb ramp at southeast side of crosswalk.
- Fifth Avenue improvements – Restrict on-street parking on the north side of Fifth Avenue during school commute hours and install 7-foot-wide Class II bike lanes. Improvements east of Happy Lane would restrict parking and install 6-foot-wide concrete sidewalk on north side of street.
- Fifth Avenue at River Oaks Road – Raising pavement adjacent to school to prevent parking on the crosswalk, add sidewalk extensions to southwest and southeast corners, and high-visibility crosswalks at intersection. Potential traffic circle.
- River Oaks Road Improvements – Option A: 1,000 ft. of sidewalk along east side of street between Fifth Avenue and Racquet Club Drive, curb ramps, and high-visibility crosswalk and signage at Racquet Club Drive. Option B: 300 ft. of sidewalk along west side of River Oaks Drive between Fifth Avenue and Racquet Club Drive.

Davidson [Middle] School Travel Plan (2011)

The Davidson Middle School Travel Plan is the blueprint for identifying and prioritizing Safe Routes to School (SR2S) programs, resources, and capital improvements. The Travel Plan also documents program activities and impacts on school-related travel that can be used to assess the success of the SR2S program over time, and important school-specific transportation policies and operations.

The Travel Plan differs from most plans in that it is not a snapshot in time but a living document; one that is repeatedly updated and modified to reflect school staff, community, and parent input along with technical information and lessons learned. This input is primarily captured by a SR2S task force that meets periodically to identify and address new concerns. For more information on Safe Routes to School partnerships in Marin County, visit www.saferoutestoschools.org

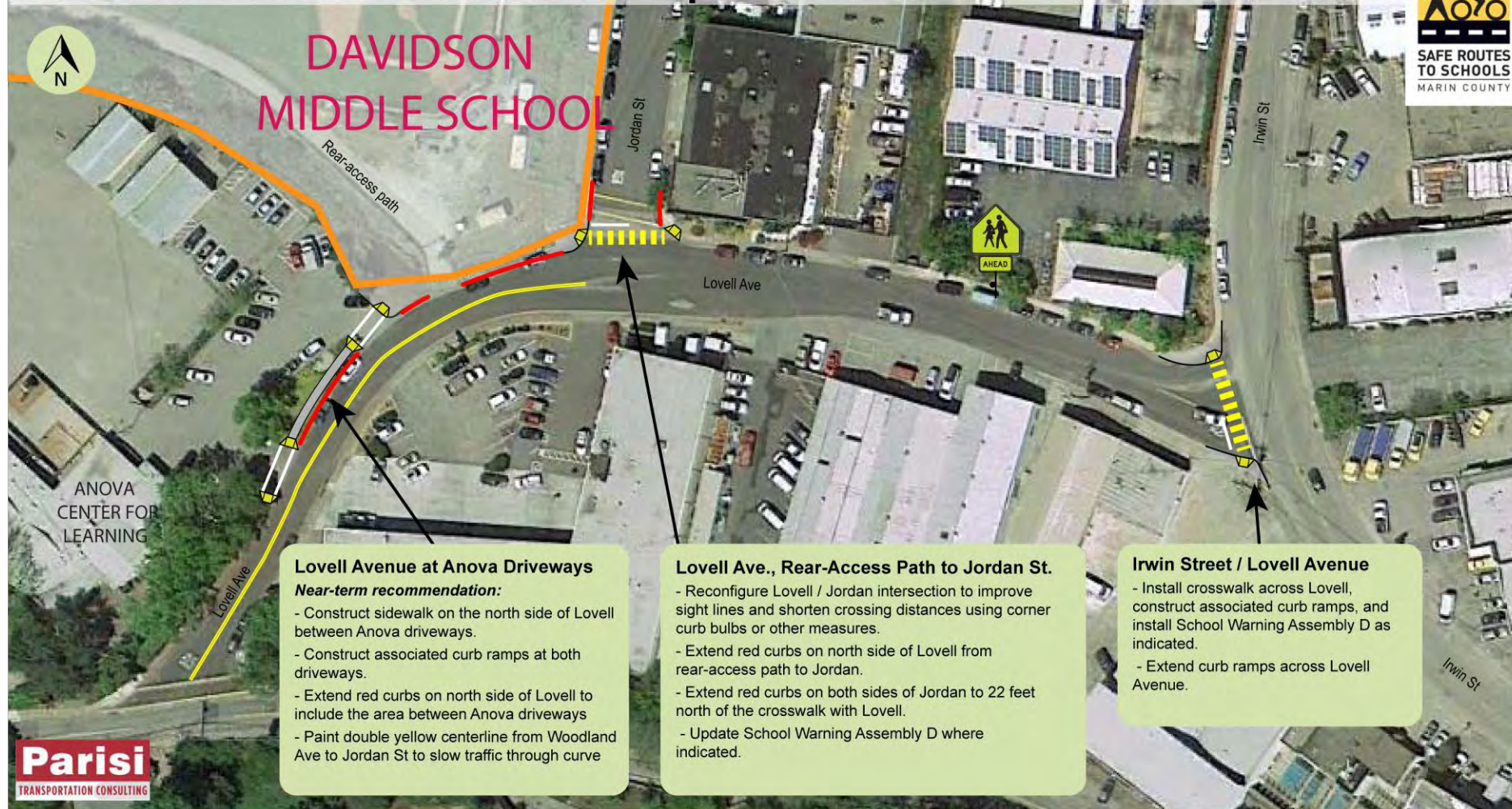
Issues:

- Lindaro Street at Woodland Avenue - Curb extensions and parking restrictions to improve visibility at intersection
- Lindaro Street from Davidson Middle School to Jordan Street – Construct 350 feet sidewalk from end of sidewalk north of Davidson Middle School to Jordan Street (8 foot adjacent to road or 5 foot sidewalk with 5 foot landscaped buffer)
- Lindaro Street at Jordan Street – Install fluorescent yellow-green pedestrian warning signage at crosswalk, refresh “slow school xing” pavement markings, restricting parking adjacent to crosswalk; upgrade existing school area signage
- Lindaro Street from Jordan Street to Andersen Drive – Widen sidewalk on east side of Lindaro to 8 feet
- Construct fence on Andersen Drive drive median to discourage jaywalking

DAVIDSON MIDDLE SCHOOL

Recommended Safe Routes to School Improvements

APRIL 30, 2014



Glenwood Elementary School Travel Plan (2011)

The Glenwood Elementary School Travel Plan is the blueprint for identifying and prioritizing Safe Routes to School (SR2S) programs, resources, and capital improvements. The Travel Plan also documents program activities and impacts on school-related travel that can be used to assess the success of the SR2S program over time, and important school-specific transportation policies and operations.

The Travel Plan differs from most plans in that it is not a snapshot in time but a living document; one that is repeatedly updated and modified to reflect school staff, community, and parent input along with technical information and lessons learned. This input is primarily captured by a SR2S task force that meets periodically to identify and address new concerns. For more information on Safe Routes to School partnerships in Marin County, visit www.saferoutestoschools.org

Issues:

- Bike racks needed at school entrance
- Possible overhead pedestrian-actuated beacon to improve crossing San Pedro Road

Venetia Valley Elementary School Travel Plan (2011)

The Venetia Valley Elementary School Travel Plan is the blueprint for identifying and prioritizing Safe Routes to School (SR2S) programs, resources, and capital improvements. The Travel Plan also documents program activities and impacts on school-related travel that can be used to assess the success of the SR2S program over time, and important school-specific transportation policies and operations.

The Travel Plan differs from most plans in that it is not a snapshot in time but a living document; one that is repeatedly updated and modified to reflect school staff, community, and parent input along with technical information and lessons learned. This input is primarily captured by a SR2S task force that meets periodically to identify and address new concerns. For more information on Safe Routes to School partnerships in Marin County, visit www.saferoutestoschools.org

Issues:

- North San Pedro Road Pathway – Curb extensions at flared intersections to reduce turning radii of vehicles to slow speeds, reduce pedestrian exposure time in roadway, and improve sightlines between motorist and pedestrians; curb ramps where missing; crosswalks where missing, realign crosswalks that are excessively long or have poor sightlines; prioritize sidewalks in poor condition or missing when repaving
- Close 250 ft. sidewalk gap across the school on North San Pedro Road
- Crosswalk improvements at school's two driveways along North San Pedro Road

[Fairfax to San Rafael Cross Marin Bikeway Feasibility Study](#) (2010)

The primary purpose of this study is to identify a feasible, safe and efficient east-west bikeway alignment from the western limit of the Town of Fairfax to downtown San Rafael and develop short- and medium-term implementation methods. This alignment will serve bicycle commuters, school children en route to the many schools in the corridor, local utilitarian trips, as well as the many recreational bicyclists traversing the Ross Valley. Much of the proposed corridor is already served by on-street bicycle facilities; therefore, this feasibility study focuses on closing gaps in those facilities, improving existing facilities, and improving north-south connections to the east-west corridor. This Feasibility Study also sets forth a safe and separate east-west bikeway through this corridor that connects Fairfax, San Anselmo, and San Rafael.

The Fairfax to San Rafael Cross Marin bicycle corridor has been planned by Marin County advocates and local and county agencies for many years and is given further detail through this current study. The original vision was established in the *Cross Marin Trail*, of which this corridor is a part. Furthermore, the 1974 Marin County Bike Plan describes the need for a bicycle corridor through the Ross Valley. The key implementation strategies to achieve this unified bikeway corridor are identified in the concept level designs included in this document. The study includes recommendations for connecting the Fairfax to San Rafael Cross Marin Bikeway to the proposed Marin North/South Greenway at San Rafael Transit Center and Andersen Drive, and connections to bicycle lanes on Butterfield Drive and Red Hill Shopping Center.

Figure 1-1 with in the study shows an overview of the study corridor. This feasibility study is a multi-agency project and includes the Town of Fairfax, the Town of San Anselmo and the City of San Rafael, with the Town of Fairfax acting as the lead agency. This study did not include identification or analysis of potential environmental impacts associated with the proposed project improvements at the programmatic or site-specific level. This study does include identification of traffic and civil engineering issues but not at the level of detailed required for environmental review. Many of the projects recommended in this Fairfax to San Rafael Cross Marin Bikeway Study are consistent with projects adopted in local bicycle plans that have received environmental clearance. Other projects recommended here require further analysis, documentation of potential environmental impacts, and identification of appropriate mitigations.

Relevant projects:

- Red Hill Avenue/Greenfield Avenue/ West End Avenue (Hilldale Drive to Second Street/Fourth Street intersection) – Bicycle Boulevard treatment and intersection treatments (\$112,000) – See Fig. 6-17
 - Need: The large size of the Greenfield Avenue/West End Avenue/Red Hill Avenue intersection makes it difficult for bicyclists to navigate between Greenfield Avenue and West End Avenue. Eastbound vehicles turning from Red Hill Avenue on to West End Avenue sometimes shorten their turning movement by driving diagonally through the intersection. Improvements proposed at the Greenfield Avenue/West End Avenue/Red Hill Avenue intersection would provide a safer path of travel by channelizing traffic and call attention to the shared bicycle use by adding pavement texture to the intersection.
 - Short-term (\$112,000)
 - Bike Boulevard signage along Greenfield Avenue and along West End Avenue
 - Intersection treatment such as textured concrete at the Greenfield Avenue/West End Avenue intersection

- Median within the Greenfield Avenue/West End Avenue intersection to channelize traffic
 - Raised crosswalk on West End Avenue at Marquard Avenue
 - Bulb-out on the southwest corner of the West End Avenue/Marquard Avenue intersection
- Mid-Term
 - Bi-directional Class IV (additional study needed) via lane reduction, modifications to median and curb
- Second Street (Second Street/Fourth Street intersection to First Street) – Intersection treatments, sidewalk extension, Bicycle Boulevard treatment on G Street (\$116,000 + \$1,338,000) – See Fig. 6-22, 24
 - Need: Second Street serves as an important east-west connection for bicyclists traveling to and from the bicycle lanes on Andersen Drive, as well as various downtown San Rafael locations. The limited right of way available for bicyclists and high traffic speeds typically deter all except the most experienced bicyclists from using the roadway. Less experienced bicyclists often share the narrow sidewalk on the south side of the street with pedestrians. This project addresses the need to provide a safe route for pedestrians and experienced and less experienced bicyclists using this segment of the Fairfax to San Rafael Cross Marin Bikeway.
 - Short-term for Second Street between the Second Street/ Fourth Street/ West End Avenue intersection and Miramar Avenue
 - Tabled crosswalks on West End Avenue, Marquard Avenue, East Street, West Street, and Miramar Avenue
 - Mid-term for Second Street between the Second Street/ Fourth Street/ West End Avenue intersection and Miramar Avenue
 - Sidewalk extension and on-street parking removal from Marquard Avenue to Ida Street
 - Sidewalk extension and new retaining wall along south side of Second Street opposite Ida Street and G Street
 - Sidewalk extension along the south side of Second Street between G Street and Miramar Avenue
 - High-visibility crosswalks at the Second Street/ G Street intersection
 - Relocation of the median northward within Second Street between G Street and Miramar Avenue; restripe the eastbound and westbound travel lanes
- First Street (Second Street to B Street) – Bicycle Boulevard treatment and contraflow bicycle lane (\$43,000) – See Fig. 6-28
 - Need: Important southern bypass for eastbound and westbound bicyclists who do not want or need to travel through downtown San Rafael. Between E Street and D Street, First St is a narrow, one-way, westbound street parallel to San Rafael Creek. Many bicyclists illegally use this block to ride against the flow of traffic. The City considered and rejected the idea of a striped contra-flow bicycle lane for this one block segment in its bicycle plan.
 - Short-term for Miramar Avenue between Second Street and First Street and for First Street between Miramar Avenue and B Street
 - Bike Boulevard on Miramar Avenue (Second Street to First Street) and First Street (Miramar Avenue to E Street)
 - E Street to D Street - Reversal of one-way traffic direction from westbound to eastbound; separated westbound contraflow bicycle lane on the north side of the street to minimize potential driveway conflicts
 - D Street to B Street - Class III bicycle route treatment with sharrows
- First Street (B Street to Andersen Drive) – Bicycle Boulevard treatment (short-term), Class I bike path long term (2,600 + \$69,000) – See Fig. 6-30

- Need: Final connection with the bike lanes along Andersen Drive. Currently bicyclists typically travel around the Safeway Grocery by using First Street to the north. This route lacks appropriate signage and the segment of First Street between B Street and Andersen Drive is one-way for westbound traffic only.
- Short-term
 - Shared-use pavement arrows, including block being and block end at appropriate intervals, along First Street and Albert Park Lane
 - Bicycle Boulevard signage along First Street and Albert Park Lane
- Mid-term
 - 10-foot-wide two-way path along the Safeway Grocery/Albert Park Community Center property line from B Street and connecting the pathway along the eastern property boundaries
 - Parking stall restriping immediately north and south the new path
- Andersen Drive to Mahon (Creek Pathway) – Wayfinding (\$6,600) – see Fig. 6-32
 - Improvements on three road/road and road/trail intersections along route is being prepared as a separate project (Mahon Creek Path Transit Connector)
 - It is possible to widen the sidewalk on the south side of Andersen Drive and expand the existing sidewalk into the parking lane; however, the parking is in high demand especially during sporting events
 - Expand the existing sidewalk into the park, which would require utility pole relocation, tree removal, and reconfiguration of the park maintenance and utility yard
 - With either alternative, the Class I path would continue along the south side of Andersen Drive through the Andersen Drive/Lindaro Street intersection, to connect to a crossing solution to be later identified.
 - Andersen Drive/Lindaro Street intersection: diagonal bicycle lane from southwest to the northwest corner of the intersection and a bicycle signal head and phase to allow them to cross diagonally and connect the bikeway route with the Mahon Creek trail and with the westbound traffic from Andersen Drive.

Canalfront Conceptual Design Plan (2009)

In summer 2008, the City of San Rafael initiated the Canalfront Conceptual Design Plan project. The San Francisco Bay Trail along the Jean and John Starkweather Shoreline Park at the edge of San Rafael's bay front offers some of the Bay Area's most beautiful views of the San Francisco Bay. However, the section of the Bay Trail that connects Starkweather Shoreline Park through the Canal neighborhood and across the waterway through a busy network of streets and out east toward China Camp State Park remains to be designed and completed.

The Canalfront Conceptual Design Plan sets the stage for creating a "paseo" ("promenade" in Spanish) through one of the most dynamic communities in the Bay Area. The Plan identifies the most appropriate way to travel through an auto-dominated area, the best ways to access the Canal waterfront, and the most suitable crossing improvements. A companion document to the Plan is the design guidelines regarding the design of new buildings in the plan area, and desired waterfront amenities.

Relevant projects:

- West Canal Area
 - Develop continuous walkways along the north and south sides of the Canal. The walkways could be at natural grade or cantilevered from the top of the bank. When property is proposed for redevelopment or to be remodeled, encourage property owners to provide easements where needed to allow a continuous walkway
 - Study the possibility of a publicly accessible boat dock along the north waterfront
 - Create connections from Mary Street and Union Street to the Canal. Encourage visual and pedestrian access to the Paseo. Future development of adjacent areas should extend pedestrian corridors and alleys to the Canalfront walkway
 - Redesign Yacht Club Drive as tree-lined street. Incorporate a pedestrian walkway and a bicycle path along the street
 - Redesign and revitalize Beach Park and Yacht Club Drive to incorporate better access areas such as viewing terraces and picnic areas, enhanced marine uses (i.e. a non-motorized small boat launch), beach volleyball or other recreation, and a children's area with a marine theme. Encourage water-related concessions in the park such as a kayak launch, a canoe school, or sailboat rentals
 - Improve the bicycle/pedestrian crossing at Grand Avenue
 - Investigate the acquisition of a parcel of land at the southeast corner of the intersection of Second Street and Grand Avenue for a public park/plaza, and entryway to the Canal waterfront.
 - Incorporate detention basins, bioswales, or other sustainable water quality improvements to improve storm water treatment
 - Investigate the feasibility of bicycle/pedestrian crossings at the mouth of San Rafael Yacht Harbor and at the end of Canal Street; potential crossings should connect to the waterfront walkway.
- Canal Street
 - Study options to widen the sidewalk and to add a Class II bicycle lane along Canal Street
 - Develop a continuous publicly accessible pedestrian walkway on the waterfront as opportunity arises
- Pickleweed Park
 - Study the area in front of the Pickleweed Community Center to incorporate a Class II bicycle lane from the existing Starkweather Shoreline Bay Trail
 - Design a small non-motorized personal watercraft launch area at the northern end of Pickleweed Park, and evaluate the area west of the Pickleweed Community Center for ways to transport watercraft from the parking lot to the launch area
 - Provide a path accessible for maintenance vehicles and pedestrians around the perimeter of Pickleweed Park, while also maintain the natural character of the existing trail
 - Provide seating areas for wildlife observation in Pickleweed Park
 - Enhance habitat along the shoreline and within the park, where possible
 - Provide interpretive signage along the Bay Trail path around the waterfront edge of Pickleweed Park
- Overview
 - Bay Trail Alignment - Request changes to the adopted Bay Trail alignment from Pickleweed Park to Third Street

- Bay Trail along Canal Street - Explore the possibility of providing a Class II bike path, a wider sidewalk, and/or mixed-use pathway along Canal Street west of Medway Road. Survey the right of way on Canal Street to identify opportunities to widen the sidewalks. Study parking opportunities and traffic options, such as making part of Canal Street one-way.
- Canalfront Paseo for West Canal Area - Describe public amenities, landscaping, and habitat improvements. Work with the community to identify and understand potential issues with redevelopment. Include street, signature and other trees, plant lists, paving design and detailing, site furniture specifications, maintenance guidelines, lighting design and specifications, maintenance guidelines, lighting design and specifications, wayfinding design and specifications, interpretive and historic signage, and public art. Include a Beach Park Plan to maximize public access to a revitalized recreational center. Explore opportunities to serve the larger communities, for vendors to provide boat rentals and/or lessons, for ways to enliven the area, and reasons for people to visit the park.
- Public Art under Highway 101 - Pursue mechanisms to install public art lighting and other improvements under Highway 101. For example, establish a public art program for the area underneath Highway 101 that celebrates San Rafael's cultural heritage and/or natural environment to provide visual interest.
- Pickleweed Park - Design park improvements for the Pickleweed Park Bay Trail improvements, including the pathway around the water's edge, a small non-motorized boat launch and a method to help boaters transport their vessels from the parking lot to the launch. Investigate the possibility of providing a Class II bicycle path in front of the Community Center. Work with the Pickleweed Advisory Board to identify proposed improvements.
- Long-term
 - Canal Street Waterfront Bay Trail Feasibility Study - Conduct an engineering survey of the waterfront area to the north of Canal Street; study the feasibility of a Canalfront walkway; and study options for interface between walkway and private docks. The boardwalk must be out of the required navigable waterway as defined by municipal code and allow docking and access to docks as needed. Involve property owners in the planning of the boardwalk
 - Canal Crossings Study - Explore the feasibility and design of crossings in the West Canal area.
 - East/west connection under Highway 101 - Investigate potential improvements to the area west of Grand Avenue Bridge to provide safe bicycle and pedestrian access to the Transit Center separate from the street network. Work with Caltrans to improve the appearance of the area under Highway 101.
 - Bay Street Redevelopment Feasibility Study - Study options for redevelopment of the Bay Street area. Encourage the adaptive reuse of existing buildings where feasible to retain the eclectic character of area. Look for redevelopment opportunities to maximize the freeway visibility of the lots facing Highway 101, and to add uses that contribute to the vitality of the waterfront location. Develop general plan and zoning amendments to implement the recommendations.

[Climate Change Action Plan](#) (2009)

The City of San Rafael will have to comply with recent and anticipated state and federal regulations on reducing greenhouse gas (GHG) emissions, such as California's landmark AB32 and SB375 legislation. At present, local governments in California are being asked to reduce GHG emissions 15% from current levels by 2020, with an ultimate state-wide goal of 80% reductions by 2050, which scientists have determined to be the amount necessary to arrest the effects of global warming.

San Rafael's community-wide GHG emissions in 2005 amounted to 524,148 tons of CO₂e (equivalent carbon dioxide units, including nitrous oxides and methane). A 15% reduction from this level would actually constitute a 30% reduction by 2020, since the community's GHG emissions are projected to continue to grow 21% over that time period if unchecked.

Implementation of the programs recommended in this Plan, together with others already underway, would meet the state's AB32 goal for local government actions by achieving a 15% reduction in San Rafael's GHG emissions. The Plan targets a total reduction of 25% by 2020, to be achieved as actions at other levels of government, technological improvements and local educational efforts continue to spur residents and businesses to reduce their carbon footprints. The City will have to periodically update the Plan to achieve both this 2020 goal and the ambitious 2050 goal.

Highlights:

- 61% of GHG emissions are from transportation (including Highway 101)
- Ambitious 80% reduction in GHG emissions from 2005 levels by 2050
- [Strategy 1](#) - Continue to encourage greater residential and commercial densities within walking distance of high frequency transit centers and corridors as for in the General Plan. High frequency is defined as buses arriving at least every 15 minutes.
- [Strategy 2](#) - Consider land use and transportation alternatives (better bicycle and pedestrian access and increased transit feeder service) to best use the future Civic Center SMART station.
- [Strategy 3](#) - Identify neighborhood areas which do not have suitable pedestrian facilities, convenience retail services, and transit stops within walking distance. Determine if sidewalk improvements, land use changes of transit stop locations can be modified for underserved areas.
- [Strategy 4](#) - Facilitate creation of a bike share program, particularly in Downtown area.
- [Strategy 6](#) - Continue to implement sidewalk and street improvements for the SRTS program. Encourage the school districts, Marin Transit, and the Transportation Authority of Marin to increase funding for school busing programs, promote carpooling, and limit vehicle idling.

[Regional Bicycle Plan for the San Francisco Bay Area](#) (2009)

The Regional Bicycle Plan for the San Francisco Bay Area is one component of the Metropolitan Transportation Commission's multipronged effort to promote bicycling and bicycle safety while reversing decades of automobile-oriented development. Transportation 2035 – the Regional Transportation Plan update – boosts bicycle spending fivefold over prior Regional Bicycle Plan expenditures (from \$20 million to \$1 billion), increases funds to help spur compact transit-oriented development, and launches new Climate Action Program that will include new programs for bicycle facilities.

Transportation 2035 is a comprehensive strategy to accommodate future growth, alleviate congestion, improve safety, reduce pollution and ensure mobility for all residents regardless of income. As a component of the Transportation 2035 plan, the Regional Bicycle Plan for the San Francisco Bay Area ("Regional Bicycle Plan" or "Plan") seeks to support individuals who choose to shift modes from automobile to bicycle by making investments in the Regional Bikeway Network (RBN) and other bicycling facilities. It also focuses growth in Priority Development Areas (PDAs), which encourage growth in existing communities and promote connections between land-use and transportation. This plan presents data, provides guidance and makes recommendations to help propel these efforts forward.

The original Regional Bicycle Plan, published in 2001, documented the region's bicycling environment, identified the links in a regionwide bikeway network and summarized corresponding funding sources. This update to the Regional Bicycle Plan seeks to: encourage, increase and promote safer bicycling; provide an analysis of bicycle trip-making and collision data; summarize countywide bicycle planning efforts throughout the Bay Area; and document advances in bicycle parking and other important technologies. While the 2001 plan provided an inventory of bicycle facilities at transit facilities, this update further investigates the relationship between bicycling and public transportation in recognition of the importance of bicycle-accessible transit and transit stations. Because safe and convenient bicycle access must include a place to securely store one's bicycle at destinations, bicycle parking, at public transit and elsewhere, is another focus of this plan update.

A focus of the Regional Bicycle Plan is the Regional Bikeway Network (RBN), which defines the San Francisco Bay Area's continuous and connected bicycling corridors of regional significance. A primary purpose of the RBN, which includes both built and unbuilt segments, is to focus regional bicycle-related funding on high-priority bicycle facilities that serve regional trips. The 2001 Regional Bicycle Plan defined the original RBN. MTC staff created a new RBN geographic information system (GIS) database for this publication, which includes updated mileage and cost information, and county-specific maps. Almost 50 percent of the Network's 2,140 miles have been constructed. The cost to construct the remainder is estimated to be \$1.4 billion, including pathways on the region's three remaining bicycle-inaccessible toll bridges.

Relevant Projects:

- Unbuilt Regional Bikeway Network Links (in San Rafael):
 - NWP Bicycle/Pedestrian Path Share (Marin-Sonoma) - 0.6 miles built, 15.3 miles unbuilt, from Andersen Drive/Francisco Boulevard West to Sonoma County Line, \$29.4 million

- Puerto Suello Hill Path Gap Closure Project - 1.7 miles unbuilt, from Los Ranchitos Road/ North San Pedro Road to Fourth Street/ Tamalpais Avenue, \$11,760,000
- San Rafael-Larkspur Gap Closure, Project - 1.1 miles unbuilt from Larkspur Landing/Victoria Way to Andersen Drive/ West Francisco Boulevard, \$26,250,000
- San Rafael's Miracle Mile - 2.1 miles unbuilt, from Fourth Street/ Brooks Street to Sir Francis Drake Boulevard/Center Boulevard/Greenfield Avenue
- Marin East/West Bikeway - 4.5 miles unbuilt, from Fourth Street/Second Street/West End Avenue to Francisco Boulevard/Marin Street/Richmond Bridge, \$423,000

North San Rafael Promenade – Design Features (2008)

The North San Rafael Promenade is a proposal for a pedestrian and bicycle route that runs east/west through Terra Linda from Freitas Parkway at Scotty's Market to the Marin Civic Center lagoon. The promenade experience varies from an on-street bicycle lane and sidewalk to a landscaped Class I bicycle trail and pedestrian path. Due to the inconsistent character of the promenade and the fact that it will need to be implemented in pieces, it was important to develop design features that help to promote a clear and distinct landscape identity for the promenade. Features include paving, planting, signage, and site furniture.

Proposed bike/pedestrian route that runs through Terra Linda from Freitas Parkway at Scotty's Market to the Marin Civic Center lagoon. Varies from on-street bicycle lane and sidewalk to a landscaped Class I multi-use path. Contains identity logo and sample signage

Nonmotorized Transportation Pilot Program Evaluation Study (2007)

The Nonmotorized Transportation Pilot Project (NTPP), funded through federal transportation legislation in 2005 (SAFETEA-LU), allocates \$25 million to each of four communities, one of which is Marin County. Locally, Pilot Program implementation was initiated in Summer 2006 and is being managed by the Marin County Department of Public Works.

A 19-person advisory committee was formed by the Department of Public Works, consisting of public agency staff and private individuals, to provide direction and feedback to staff and the consultant team throughout the project development and evaluation process. The primary charge of the committee was to provide a list of infrastructure projects and educational programs to execute with Pilot funds, developed through screening and prioritization criteria, consistent with the FHWA criteria and the goals and timeline of the pilot program. These recommendations are submitted to the Director of Public Works who, in turn, would make funding recommendations to the County Board of Supervisors.

Survey Results:

- Number of surveys 272 (full), 891 (self-mailer)
- Table A-8: Comparison of Marin County sample and State of California BRFSS
 - Days per week engaging in activity (walk, bike, moderate exercise, vigorous exercise) for at least 10 minutes at a time
 - Minutes of activity per day (""')
- Table A8: How many days in the past month did you walk or bike to the following destinations: bank, entertainment, grocery, gym, park, post office, restaurant
- Table E.1: Estimated reduction in auto use due to bicycling (.197-.270 = 0.233 avg. miles of avoided auto use per adult resident per day)
- Table E.2: Estimated reduced in auto use due to walking (0.364-0.506 = 0.435 avg. miles of avoided auto use per adult resident per day)
- Table E.3: Share of total person trips by mode (n=891)
 - Vehicle – 82%
 - Rideshare – 1.4%
 - Transit – 3.2%
 - Walk – 11.8%
 - Bicycle – 1.8%
- Table E.4: Total daily mileage per person by mode (based on all trips) n=891
 - Vehicle – 23.6
 - Transit – 1.37
 - Walk – 0.40
 - Bicycle – 0.22
- Table 4.2: Average trip length by trip type (miles)
 - Average trip distance all bike trips – 2.19
 - Estimated average bike commute trip distance – 2.26
 - Estimated average bike other destination distance – 2.07
- Table 4.3: Number of trips and total daily distance by bicycle, per day per adult
 - Number of trips by commuters – 2.81
 - Number of trips by other destination cyclists – 2.60
 - Miles per trip by commuters – 2.61
 - Miles per trip by other destination cyclists – 2.39
 - Total daily miles by commuters – 7.32
 - Total daily miles by other destination cyclists – 6.21

- Table 4.4: Reported daily cycling durations on days when cycling occurs
 - 10-29 min – 12.9%
 - 30-59 min – 23.7%
 - 1 Hour + - 63.4%
 - Average minutes – 51.3
 - Distance at 10mph – 8.55
- Table 4.5: Percent of cycling trips that are replacing auto trips
 - Average (commute) – 33.8%
 - Other destinations – 90.9%
- Table 4.6: Summary of avoided driving due to cycling
 - Bike commuter % - 0.70%
 - Daily total distance commuters – 7.32
 - Commuter trips replacing auto – 33.8%
 - Other bike destination % - 3.18%
 - Daily total distance destination – 6.21 – 8.61
 - Destination trips replacing auto – 90.9%
 - Total daily mileage per adult – 0.197 - 0.270
- Table 4.8: Number of walkers per day
 - % of workers who commute by walking – 2.7%
 - % of adults who commute by walking – 2.0%
 - % of adults who walk to other destinations – 21.4%
 - Total daily transportation walk % - 23.5%
- Table 4.9: Number of trips and total daily distance by walking
 - Number of trips by commuters – 2.23
 - Number of trips by other destination walkers – 2.63
 - Miles per trips by commuter – 0.80
 - Miles per trip by other destination walkers – 0.63
 - Total daily miles by commuters – 1.79
 - Total daily miles by other destination walkers – 1.66

- Table 4.10: Reported daily walking durations
 - 10-29 min – 18.1%
 - 30-59 min – 43.9%
 - 1 Hour + - 38.0%
 - Average minutes – 46.2
 - Distance at 3 mph – 2.31
- Table 4.11: Degree of auto substitution by walk trips
 - Average (commute) – 39.5%
 - Other destination trips – 98.5%
- Table 4.12: Summary of avoided driving due to walking
 - Walk commuter % - 2.00%
 - Daily total distance commuter – 1.79
 - Total daily mileage per adult – 0.364 – 0.506 (low-high)
- Table 5.4: Total annual estimated reduction for bicycling (miles of avoided auto use for the program communities per year) – 14.2 mil – 19.5 mil = 16.9 mil avg.
- Table 5.5: Total annual estimated reduction for walking (miles of avoided auto use for the program communities per year) – 26.3 mil – 36.5 mil = 31.4 mil avg.
- Table 5.7: Percent reduction in auto travel
 - Estimated daily driving per adult (miles) – 23.3
 - Daily walking and cycling per adult (midpoint) – 0.668
 - Percent reduction – 2.8%
- Table 5.8: How did you get to the transit stop
 - Bicycle/walk – 45% (n=64)

Relevant projects/programs:

- Puerto Suello Hill Pathway – New Class I bike path between Mission Avenue in San Rafael, to Lincoln Avenue on-ramp near Puerto Suello Hill
- San Rafael Transit Center – Implement MTC Connectivity Program recommendations. Would improve wayfinding signage, add real-time information, and other signage
- Puerto Suello Transit Station Connector – Provide bike and pedestrian connection from Puerto Suello Hill via Mission Avenue to Transit Center. Requires a new connection either via Heatherton Street or Tamalpais Avenue connecting two existing facilities
- Mahon Creek Path Transit Connector – Connect the current terminus of the Mahon Creek path to the Transit Center via Second Street with improved crosswalks/ pavement markings through the intersection.

- Northgate Gap Closure – Nonmotorized connection to fill a key gap near Northgate Shopping Center; project part of larger resurfacing effort
- Los Ranchitos Road Connector – Connects Ranchitos Road from North San Pedro Road to Fairview with Class II bicycle lanes, filling a gap in the north-south bikeway; connects with the Puerto Suello Hill Path
- County Health and Wellness Campus – Provides connection from Canal neighborhood directly to new County Health facility at Kerner Boulevard and Bellam Boulevard
- Terra Linda at North San Rafael Improvements – Nonmotorized improvements to provide connectivity from Terra Linda neighborhood to Northgate Mall and to Civic Center.
- Medway Road Improvements – Variety of improvements including traffic calming, sidewalk enhancements, and development of new and improved bus stops.
- Francisco Boulevard East Improvements – Improved nonmotorized transportation along Francisco Boulevard East from Bellam Boulevard to Grand Avenue as proposed by the Canal Transportation Plan.
- Programs
 - Bicycle repair classes
 - Street skills
 - Street Smarts
 - Personal Travel Planning: household surveys, individualized responses to interested individuals, provision of customized support
 - Health promotion
 - Bikeway map
 - Riding with youth workshops
 - Share the Road/Path checkpoints
 - Seminars for engineers
 - Booths at Events
 - Safety campaign
 - Community walking maps

[Canal Neighborhood Community-based Transportation Plan](#) (2006)

In 2002, the Metropolitan Transportation Commission (MTC) started the Community-Based Transportation Planning Program to identify barriers to mobility in Bay Area communities and work to overcome them. Using a grassroots approach, the Community-Based Transportation Plan (CBTP) effort has created a collaborative planning process for minority and low-income Bay Area communities that involves residents, community organizations, transit operators, city governments, county congestion management agencies and MTC.

This Plan documents the efforts and results of the community-based planning process for City of San Rafael's Canal Neighborhood. Background of the study is described in Chapter 1. Chapter 2 outlines the demographics and travel characteristics of the neighborhood. Transportation issues for the Canal Neighborhood as identified in previous studies and reports are summarized in Chapter 3. The techniques used to reach out to the community and the resulting list of transportation gaps are described in Chapter 4. In Chapter 5, solutions to address the transportation gaps identified in the previous chapter are presented and prioritized. Finally, in Chapter 6, considerations for implementation and potential funding sources are discussed.

Relevant projects:

- *Crosswalk and Lighting Improvements*
 - Kerner Boulevard at Novato Street
 - Canal Street at Novato Street
 - Canal Street at Larkspur Street
 - Kerner Boulevard at Bellam Boulevard
 - Canal Street at Medway Road
 - Kerner Boulevard at Larkspur Street
 - Canal Street at Fairfax Street
- *Canal Crossing* – High Priority
 - Feasibility study of connection between the Canal Neighborhood and destinations north of the Canal waterway, then engineering/design, then construction
- *Safe Routes to School Improvements* – High Priority
 - Curb extensions and raised crosswalk at Bahia Vista Elementary school entrance on Bahia Way
 - Curb ramps and curb extensions at Canal Street/Bahia Way intersection
- *Safety and Streetscape Improvement Project* – High Priority
 - Canal neighborhood safety audit of traffic and transportation conditions (counts, collisions, speed, bike/pedestrian facilities/sight lines, lighting, etc.)
 - Poor bike/pedestrian access on the main arteries (Bellam Boulevard and Francisco Blvd East) leading to the neighborhood.

- Difficulty crossing major street (particularly along Bellam Boulevard, Canal Street, and the Canal Street/Medway Road intersection)
 - Safety of walking at night
 - Narrow sidewalks and barriers to ADA access
 - Lack of bicycle parking
 - Speed of vehicular traffic
- Highway Crossing
 - Phase 1: Study alternatives (General Plan suggests Harbor Street as crossing location)
 - Phase 2: Engineering and design for preferred alternative
 - Phase 3: Construction
- 'Street Smarts' Program
 - Educational program to raise awareness of traffic safety within communities to reduce collisions and injuries
 - Bi-lingual roadway signage, specifically related to parking control
 - Can be coordinated with PICSO (San Rafael's program for pedestrian crosswalk enforcement)
- Neighborhood Transportation Information Kiosk
 - Provide info about transit, driving, bicycling, and walking, such as 'Commuter Checks' and other transit subsidies, transit routes, 511 rideshare program, bike routes, Trips for Kids' after-school and earn-a-bike program
 - To be placed in central location such as Pickleweed Community Center
- Canalfront Paseo – see Canalfront Conceptual Design Plan
 - Provide bicycle/pedestrian access along the Canal waterway, in conjunction with the proposed Canal Crossing project, would help close gap in Bay Trail between Pickleweed Park and Pt. San Pedro Road.

[The San Francisco Bay Trail Gap Analysis Study](#) (2005)

The Bay Trail Project is a nonprofit organization administered by the Association of Bay Area Governments (ABAG) that plans, promotes and advocates for the implementation of a continuous 500- mile bicycling and hiking path around San Francisco Bay. When complete, the trail will pass through 47 cities, all nine Bay Area counties, and cross seven toll bridges. To date, slightly more than half the length of the Bay Trail alignment has been developed (354 miles in place, connects 47 cities, 500 miles total). In reaching this significant milestone, there is increased interest in overcoming the remaining gaps in the trail system. This report was commissioned by the Association of Bay Area Governments (ABAG) Bay Trail Project and the California Coastal Conservancy to answer two of the most commonly asked questions regarding the Bay Trail: “When will it be done?” and “How much will it cost?”

- Planned: short-term
 - Point San Pedro Road from Bayview Drive to Riviera Drive
 - Point San Pedro Road between Summit Ave and Bayview Drive
 - Point San Pedro Road between east end of Marina Boulevard and Summit Avenue
 - Fourth Street through downtown San Rafael
 - Second Street through downtown San Rafael
 - Around Pickleweed Park
- Planned: mid-term
 - Civic Center Drive between North San Pedro Road and McInnis Parkway
 - Cantera Way between Point San Pedro Road and McNear’s Beach
 - Third Street through downtown San Rafael
 - Grand Avenue between Second Street and Third Street
 - Point San Pedro Road from west Marin Boulevard to east end of Marin Boulevard
 - Canal Street between Grand Avenue and Pickleweed Park
 - Point San Pedro Road from Embarcadero Way to Marin Boulevard
 - Shoreline Park - Canalways
 - Shoreline Park – gun club segment
- Planned: Long-term
 - Redwood Highway between McInnis Parkway and Smith Ranch Road
 - Railroad corridor from end of McInnis Parkway to North Avenue
 - Marina Quarry
 - Beach Park between Grand Avenue and edge of park
 - Beach Park between edge of park and Francisco Boulevard East
 - Sir Francis Drake Boulevard approach to Richmond-San Rafael Bridge
 - Richmond-San Rafael Bridge

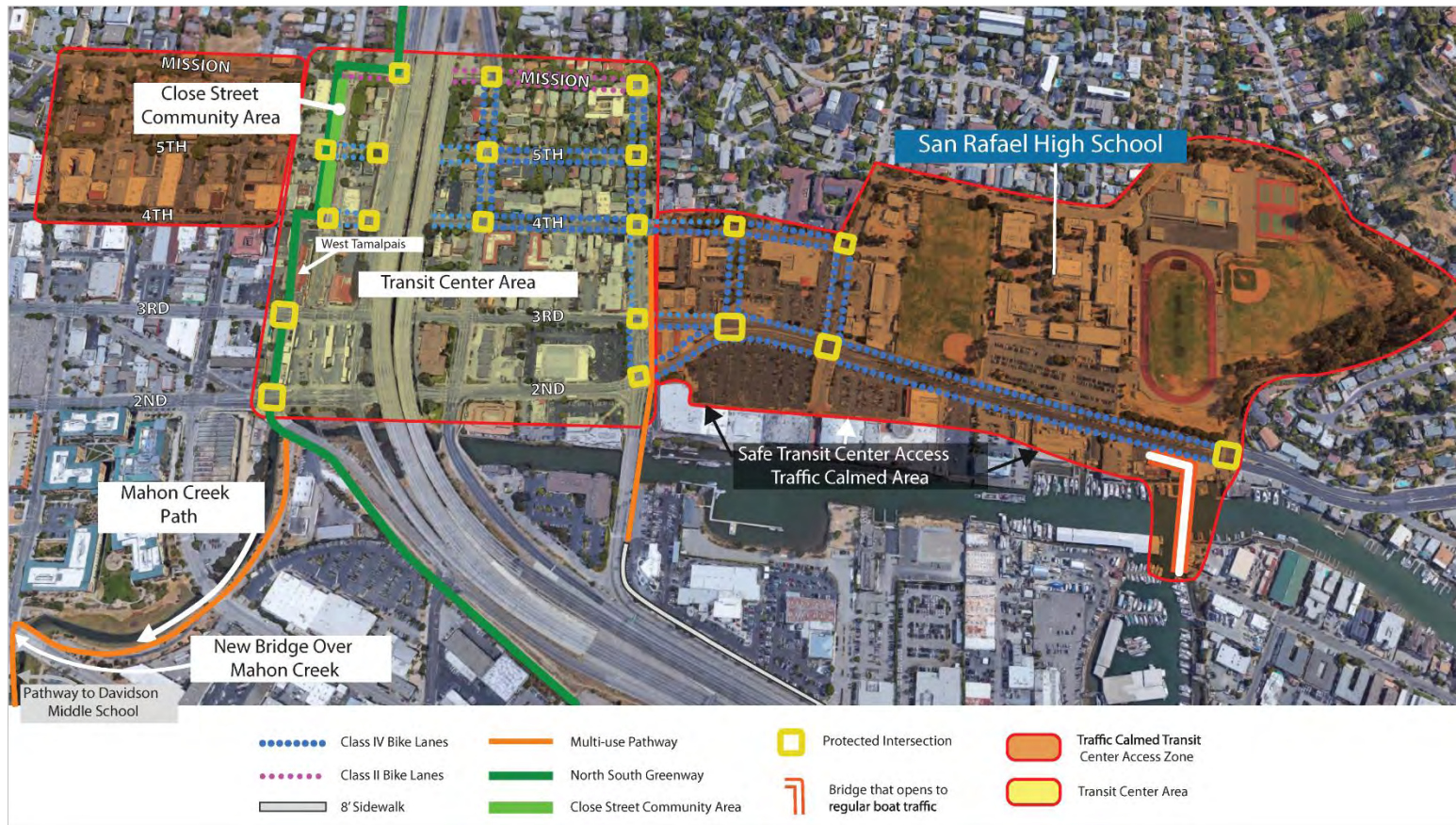
[North San Rafael Vision Promenade Conceptual Plan](#) (2002)

Purpose: To develop a bicycle and pedestrian Promenade that connects the east and west sides of North San Rafael and offers new recreational opportunities and enhanced community identity.

Relevant projects:

- Create new pedestrian connections between the Terra Linda Recreation Center, Freitas Parkway, and Terra Linda Shopping Center.
- Revise parking in front of Scotty's Market to create a new pedestrian-only plaza for seating, gathering, and expanded produce display.
- On Freitas Parkway, replace the existing pathway on the north and south sides of the street with a 6-foot-wide concrete pathway with theme details and a 2-foot-wide soft surface jogging path. Eliminate parking on each side of the street and install Class II bicycle lanes in each direction. Add park type pathway lighting along the new pathways. Add new landscaping along the shoulders to the creek and at the unplanted areas along the walkways.
- At Freitas Parkway and Las Gallinas Avenue, the pedestrian element the Promenade splits into two parts, with one part heading down Las Gallinas Avenue and the other into the Northgate One Shopping Center. Along the south side of Las Gallinas Avenue, a new 6-foot-wide wide walkway with theme details should be installed to accommodate strollers and small children on bicycles. Work with the Northgate One Shopping Center to accomplish the various proposals shown in this Conceptual Plan.
- Las Gallinas Avenue is part of the identified north/south bicycle connection between Novato and downtown San Rafael, but new development goals at The Mall could cause four lanes of motor vehicle traffic to be constructed on Las Gallinas Avenue, eliminating bicycle traffic. If four lanes of auto traffic should occur, the City should negotiate with The Mall to develop new bicycle routes through this area.
- The community and City of San Rafael should negotiate with The Mall to include pedestrian circulation improvements in their expansion plans.
- New Class II bicycle lanes should be constructed on both sides of Northgate Drive between Freitas Parkway and Los Ranchitos Road.
- On Las Gallinas Avenue at Northgate Three, a new vehicular entry with a new signalized intersection should be constructed.
- From the intersection at Las Gallinas Avenue and Merrydale Road, Class II bikes lanes and pedestrian ways should continue east of Mt. Olivet Cemetery to the Northwestern Pacific Railroad right of way.
- A multi-purpose pathway with a 2-foot-wide jogging path on each should be constructed parallel to the railroad tracks under Highway 101 from Merrydale Road (east of Guide Dogs for the Blind) to Civic Center Drive.
- At Civic Center Drive, the proposed multi-use pathway will intersect with the existing Class II bicycle lanes on Civic Center. From this point, new Class II bicycle lanes and minimum 6-foot-wide sidewalks (in each direction) should connect to Lagoon Park.

SAN RAFAEL TRANSIT CENTER AREA & TRAFFIC CALMED TRANSIT CENTER AREA ZONES



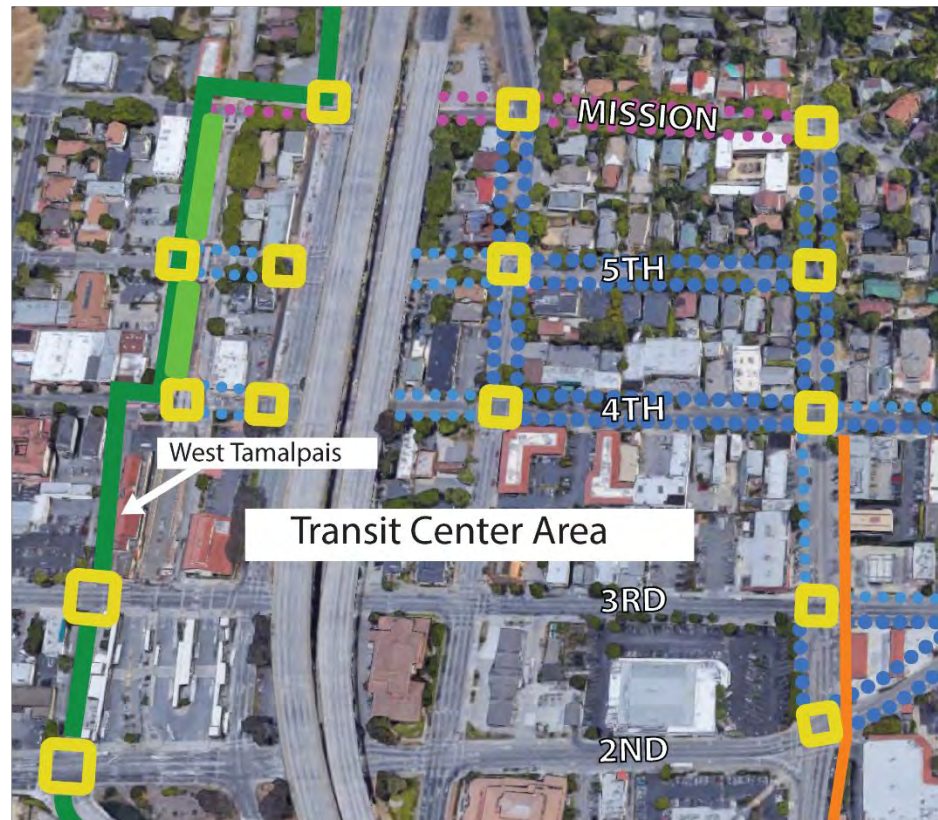
April 4, 2018

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SAN RAFAEL TRANSIT CENTER AREA ENLARGED VERSION



- Class IV Bike Lanes
- Multi-use Pathway
- Protected Intersection
- Class II Bike Lanes
- North South Greenway
- Close Street Community Area



Image courtesy of WTB-TAM

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CIVIC CENTER CONNECTOR SAFE ROUTES TO SCHOOLS PRIMARY SYSTEMS



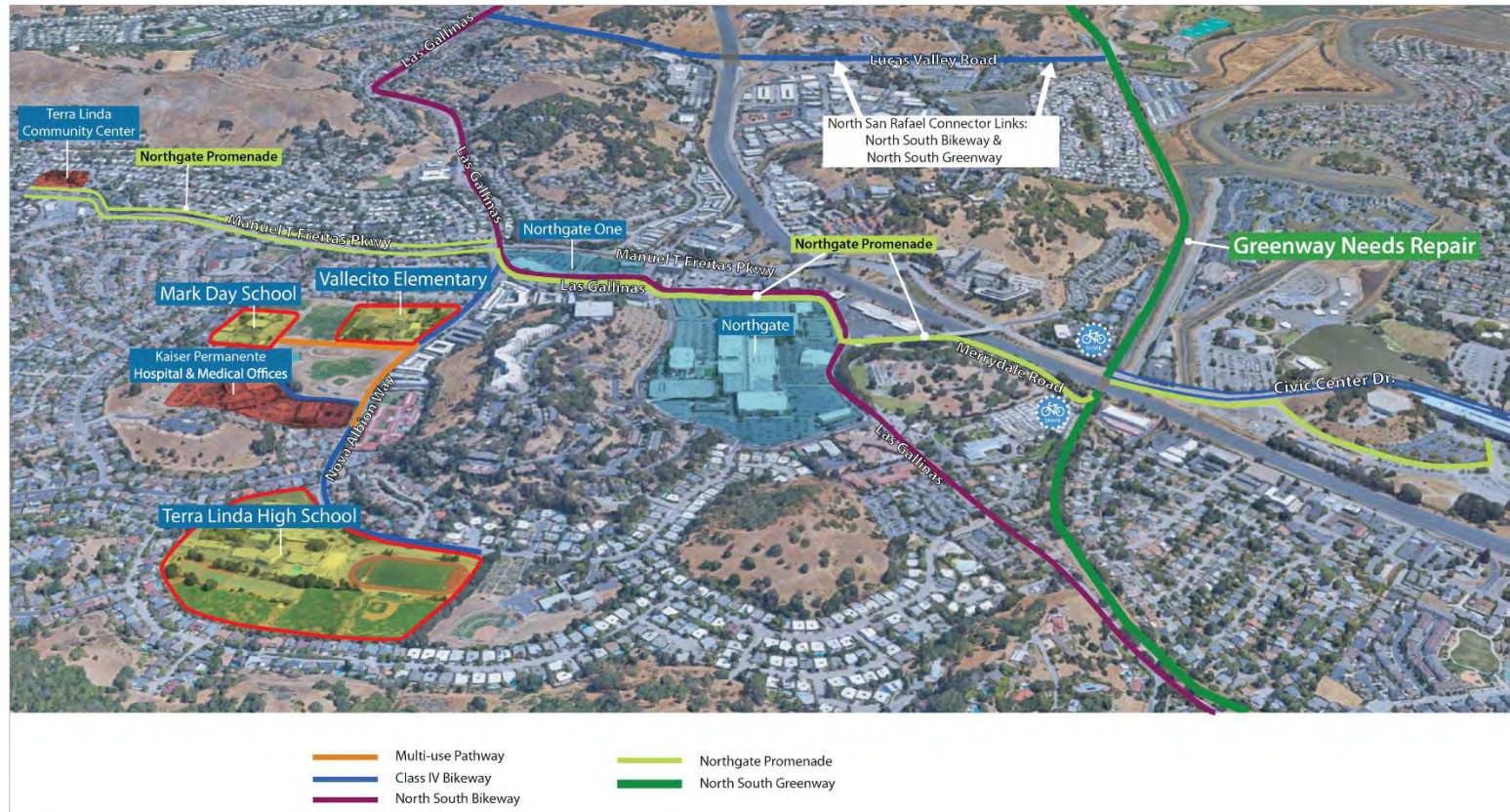
April 4, 2018

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NORTH SAN RAFAEL & SURROUNDING AREA / SCHOOLS



April 4, 2018

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NORTHGATE PROMENADE & NORTH SOUTH BIKEWAY ENLARGED VERSION OF CENTRAL AREA

Widen current paths on each side of Freitas Parkway to 10' - 12'.
On northern Pathway section put protective barrier between
Pathway and Freitas section as needed for safety.



- | | | | |
|---|-----------------------|---|-----------------------|
|  | Multi-use Pathway |  | Northgate Promenade * |
|  | Class IV Bikeway |  | North South Greenway |
|  | North South Bikeway** | | |

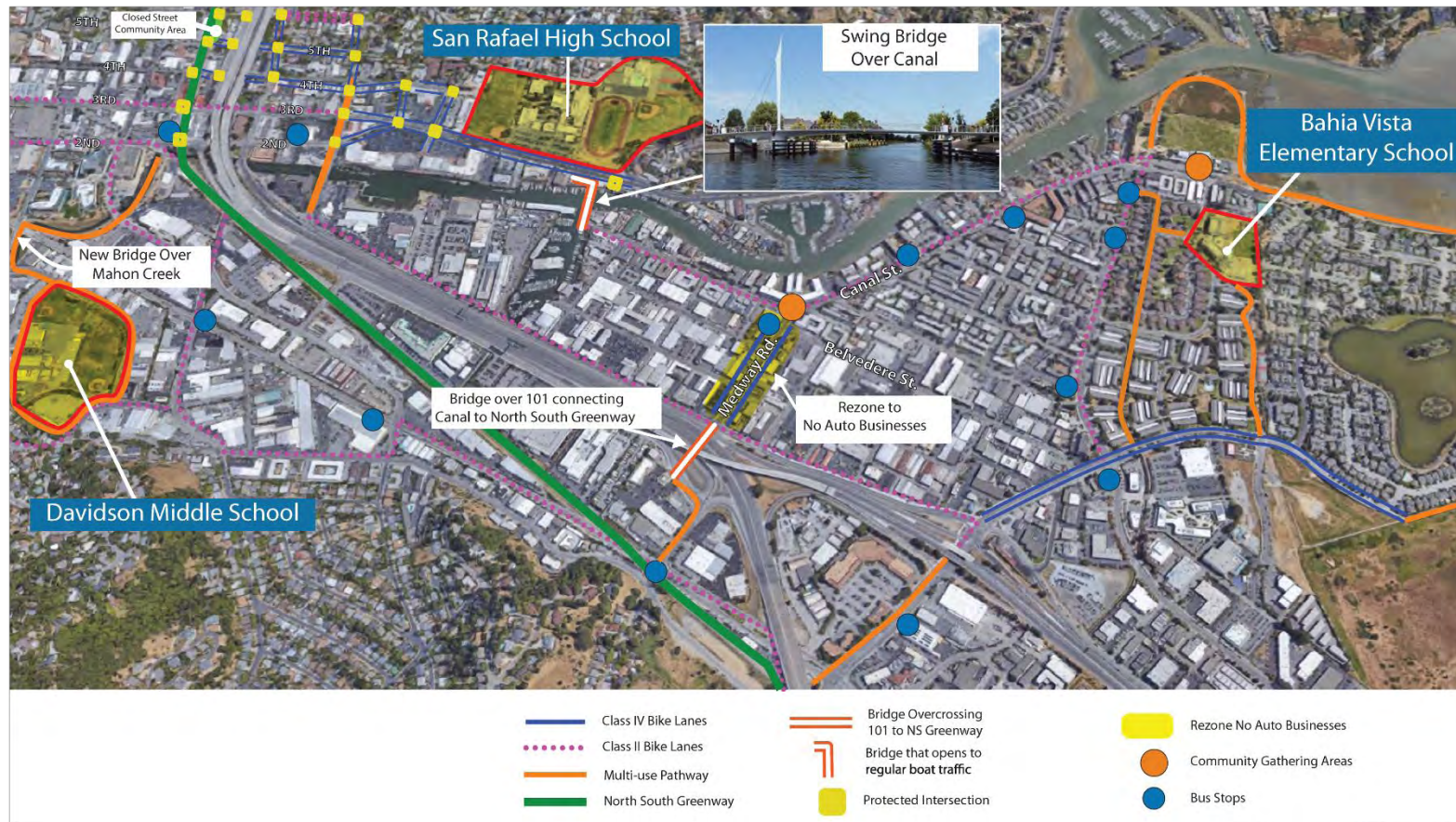
* Note: The Northgate Promenade is a separated facility from cars.

** Note: The North South Bikeway is a Class II or Class IV bicycle facility on each side of the road.



Image courtesy of WTB-TAM

CANAL: EL CORAZON



April 4, 2018

Image courtesy of WTB-TAM

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CANAL: EL CORAZON



Appendix G: End-of-Trip Facilities

This appendix contains relevant sections from the City of San Rafael's [Downtown Parking & Wayfinding Study](#) (2016) regarding end-of-trip facilities such as bicycle parking, showers, and changing areas.

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Current Bicycle Parking Requirements

The San Rafael zoning code has the following requirements for bicycle parking:

- Bicycle parking shall be required for all new nonresidential developments with 30 or more parking spaces, and for all public/quasi-public uses.
- Number of short-term spaces required: 5% of the requirement for automobile parking spaces, with a minimum of 1 bicycle rack with the capacity to hold 2 bicycles.
- Number of long-term spaces required: for nonresidential buildings with over 10 tenant-occupants, 5% of the requirement for automobile parking spaces, with a minimum of 1 space.
- The number of short-term spaces required for public/quasi-public uses is to be determined by a parking study, or is specified by use permit.

Zoning Regulations

Consider allowing reductions in parking requirements for developers who provide bicycle parking. Many cities allow for bicycle parking to substitute motor vehicle parking up to a certain maximum. For example, the City of Portland, Oregon allows every five non-required bicycle parking spaces to reduce the motor vehicle parking requirement by one space, up to a maximum of 25% of required parking. Table 15 lists local and national examples of bicycle parking reductions.

Bicycle Parking Reduction Examples

Location	Allowed Parking Reduction	Maximum Allowed Reduction
Portland, OR	Every 5 bicycle parking spaces above requirement = 1 vehicle space	25% of vehicle parking requirement
Denver, CO	Every 6 bicycle parking spaces above requirement = 1 vehicle space	5% of vehicle parking requirement
San Jose, CA	Every 10 Class 2 or every 5 Class 1 spaces above requirement = 1 vehicle space	10% of vehicle parking requirement or 2 vehicle spaces, whichever is less
Santa Monica, CA	Every 5 bicycle parking spaces above requirement = 1 vehicle space	15% of vehicle parking requirement
Oakland, CA	Every 6 bicycle spaces above requirement = 1 vehicle space. The additional bicycle parking provided must preserve the same proportion of long-term and short-term spaces as was required by code.	5% of vehicle parking requirement

Consider adding bicycle parking requirements for new, multi-unit residential developments. Currently, City code only has bicycle parking for non-residential developments. The table below lists local and national examples of bicycle parking requirements for new, multi-unit residential developments.

Residential Bicycle Parking Requirement Examples

Location	Allowed Parking Reduction	Maximum Allowed Reduction
San Francisco, CA	1.0 Class 1 space for every 2 dwelling units up to 50. 1.0 Class 1 space for every 4 dwelling units over 50.	No bicycle parking required for senior citizen or disabled housing. Group housing requires 1 Class 1 space for every 3 bedrooms.
Oakland, CA	1.0 Class 1 space for every 4 dwelling units, 1 Class 2 space for each 20 dwelling units.	Developments with private garages for each unit. Two-family dwellings or smaller.
Santa Monica, CA	1.0 Class 1 space per bedroom. Class 2 space requirement is 10% of the Class 1 requirement, with a minimum of 2 Class 2 spaces per project.	Senior citizen housing requires 0.5 Class 1 spaces per bedroom and 25% of Class 1 requirement for Class 2 spaces.
Portland, OR	1.5 Class 1 spaces per dwelling unit in Central City; 1.1 spaces per unit elsewhere. 1.0 Class 2 space for every 20 dwelling units, with a minimum of 2 spaces per project.	Group living facilities require 1 Class 1 space per 20 residents. Dormitories require 1 Class 1 space per 8 residents.
Santa Cruz, CA	1.0 Class 1 space for every dwelling unit.	Duplexes exempt from bicycle parking requirements.

Consider including requirements or incentives for showers and clothes lockers in new commercial developments to encourage bicycle commuting. The table below lists local and national examples of shower requirements and incentives written into local municipal codes.

Workplace Shower Requirement Examples

Location	Criteria		Shower Requirement	Locker Requirement
San Francisco, CA	Medical, professional, general business offices, financial services, business and trade schools, and general business services.	0-9,999 sq. ft.	None	None
		10,000-19,999 sq. ft.	1	2
		20,000-49,999 sq. ft.	2	4
		50,000+ sq. ft.	4	8
	Retail, personal, eating, and drinking services	0-24,999 sq. ft.	None	None
		25,000-49,999 sq. ft.	1	2
		50,000-99,999 sq. ft.	2	4
		100,000+ sq. ft.	4	8
Oakland, CA	Commercial uses with 150,000 sq. ft. of floor area or greater. All other uses exempted.		Minimum if 2 showers per gender, plus 1 shower per gender for each 150,000 sq. ft. above 150,000 sq. ft.	4 lockers required per shower
Santa Monica, CA	Nonresidential development	0-10,000 sq. ft.	None	1 clothes locker for 75% of Class 1 parking spacers
		10,000-24,999 sq. ft.	1	
		25,000-124,999 sq. ft.	2	
		125,000+ sq. ft.	4	
San Jose, CA	Warehouse	0-84,999 sq. ft.	0	None
		85,000-425,000 sq. ft.	1	
		425,001-635,000 sq. ft.	2	
		635,000+ sq. ft.	2 showers plus 1 shower for every 425,000 sq. ft. above 635,000 sq. ft.	
	General Industrial	0-39,999 sq. ft.	0	
		40,000-200,000 sq. ft.	2	
		200,001-300,000 sq. ft.	3	
		300,000+ sq. ft.	3 showers plus 1 shower for each additional 200,000 sq. ft. above 300,000 sq. ft.	
	Office, research, and development	0-29,999 sq. ft.	0	
		30,000-150,000 sq. ft.	2	
		150,001-225,000 sq. ft.	3	
		225,000+ sq. ft.	3 showers plus 1 additional shower per 150,000 sq. ft. above 225,000 sq. ft.	
Sunnyvale, CA	No bicycle parking requirement; instead, parking reductions granted for showers and lockers: “The installation of employee showers and locker rooms may reduce required parking up to 3% of the total spaces.”			

Recommendations

The following improvements were recommended:

- Along Fourth Street, install inverted U-shaped bike racks in locations where they are currently not immediately accessible. The most suitable location for this is along the north side of Fourth Street between Court Street and E Street. Currently, there are no facilities along this stretch of Fourth Street. Although there are racks available on the south side of Fourth Street, the added inconvenience of having to walk farther and cross a major street to reach one's destination leads bicyclists to instead use other objects (trees, street signs, parking meters, etc.) to park their bicycles. Other suitable locations include the north side of the Cijos Street/Fourth Street intersection, and near short-term uses on Fourth Street east of Highway 101.
- Consider installing a bicycle corral on Fourth Street adjacent to City Plaza. An on-street corral would replace 1 on-street motor vehicle parking space with 8 to 12 bicycle parking spaces.
- Install bicycle rooms/cages near the Downtown San Rafael Transit Center and major employment centers. Bicycle cages are fenced cages or rooms that have bike racks inside and are access-controlled. They can be sized based on the allowed space, can be located inside an existing building or as a standalone structure, and are typically accessed with a cardkey or keypad. Ideal locations for this kind of facility in San Rafael would be in the relocated transit center and in the downtown garages (A Street or C Street) to encourage bicycle commuting to and from downtown employers. Within the downtown garages, existing motor vehicle parking spaces can be converted to a bicycle cage by utilizing simple fencing and an access-controlled gate. If a bicycle cage is infeasible at the relocated transit center due to space constraints, instead consider using bike lockers for their smaller footprint.

Appendix H: Prioritization Rankings

This appendix shows the input data and prioritization rankings for each proposed project. The prioritization rankings are meant to provide a starting point for considering San Rafael's bicycling and walking priorities based on measures related to this plan's goals. In practice, implementation of proposed projects is subject to available funding and may not necessarily follow the rank order.

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On December 14, 2016, the BPAC discussed with the City of San Rafael and Alta Planning + Design potential changes to the list of bicycle- and pedestrian-related goals documented in the 2011 Bicycle/Pedestrian Master Plan.¹ Comments were collected in the BPAC Meeting #1 Notes,² and Alta Planning + Design provided the City of San Rafael updated with draft goals to reflect the changes discussed by the BPAC. Below is a list of the draft goals:

- **Goal 1: *Coordination*** - Build on existing and ongoing planning efforts to identify changing needs at the local and regional levels, including Complete Street, environmental, and transit projects
- **Goal 2: *Connectivity*** - Develop a bicycle and pedestrian network that connects residents and visitors to major activity centers, existing and planned transit, and recreational facilities
- **Goal 3: *Safety*** - Identify and prioritize the mitigation of bicycle- and pedestrian-related safety issues
- **Goal 4: *Universal Design*** - Promote design standards and support facilities that encourage bicycling and walking among people of all ages and abilities, including children, seniors, families, and people with limited mobility
- **Goal 5: *Programs*** – Support bicycling and walking by providing educational encouragement programs

These goals provide the foundation for the 2017 San Rafael Bicycle and Pedestrian Plan update. Specifically, they are intended to be the basis for a set of prioritization criteria to evaluate and prioritize the plan's list of proposed bicycle and pedestrian infrastructure projects. By matching the goals to the prioritization process, it will help ensure that what is proposed in the plan is meeting the needs and wants of San Rafael residents.

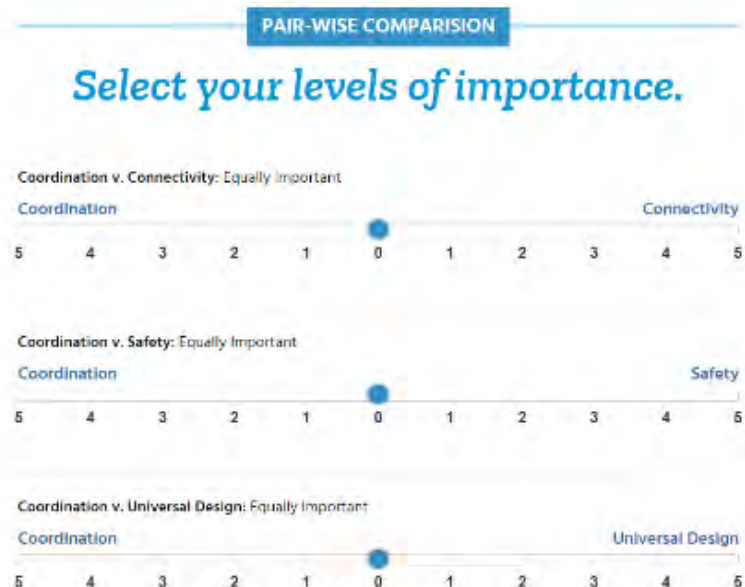
¹ <https://www.cityofsanrafael.org/documents/bicycle-pedestrian-master-plan-2011-update/>

² <https://apd.box.com/s/xw4cdm1objcfz9781ya8uv5h2ma9hn6b>

Exercise

To better understand the BPAC's priorities, the City of San Rafael sent an online priority weighting exercise to the BPAC on Wednesday, August 16th. Other prioritization exercises may include a simple ranking of program goals by each BPAC member. This approach, while quick and intuitive, does not provide any insight into the degree to which BPAC members value one goal relative to another. For example, if the BPAC ranked the goals of *Coordination*, *Connectivity*, and *Safety* in order as their three highest priorities, it would not be possible to tell if *Coordination* and *Connectivity* were valued equally or if *Safety* was valued as a distant third.

To address this issue of unknown scale, the priority weighting exercise sent to the BPAC used pairwise comparisons. Pairwise comparisons are the process of comparing goals in isolated pairs to judge which goal is preferred and by how much. These “head-to-head” match-ups were presented along a sliding scale of 0 (equally important) to 5 (extremely more important) in the online exercise partially illustrated in the image below. For the online exercise, the *Programs* goal was replaced with a *Costs* prioritization criterion because educational and encouragement programs will be prioritized separately from the infrastructure projects and because upfront capital costs to build an infrastructure project may be an important factor in whether or how quickly a project is constructed. BPAC members were able to select the relative level of importance between each of the five goals in the head-to-head comparisons (i.e., Coordination v. Connectivity, Coordination v. Safety, etc.). The online priority weighting exercise was closed Wednesday, August 22nd.



Results

Alta Planning + Design received six responses to the online priority weighting exercise. The responses are shown in the table below. Points were assigned to the sliding scale of response as follows: Equally Important (0 points), Slightly More Important (1 point), Fairly More Important (2 points), Moderately More Important (3 points), Much More Important (4 points), and Extremely More Important (5 points).

Priority Weighting Exercise Responses

Comparison	Respondent #1	Respondent #2	Respondent #3	Respondent #4	Respondent #5	Respondent #6	Overall Comparison	
Coordination v. Connectivity	Connectivity (+1)	Connectivity (+3)	Connectivity (+2)	Connectivity (+3)	Equally Important	Connectivity (+2)	Coordination (+0)	Connectivity (+11)
Coordination v. Safety	Coordination (+2)	Safety (+3)	Coordination (+1)	Safety (+4)	Safety (+4)	Safety (+5)	Coordination (+3)	Safety (+16)
Coordination v. Universal Design	Coordination (+4)	Universal Design (+2)	Universal Design (+2)	Universal Design (+4)	Equally Important	Coordination (+4)	Coordination (+8)	Universal Design (+8)
Coordination v. Costs	Coordination (+2)	Equally Important	Coordination (+2)	Coordination (+2)	Costs (+1)	Coordination (+3)	Coordination (+9)	Costs (+1)
Connectivity v. Safety	Connectivity (+3)	Equally Important	Connectivity (+3)	Safety (+4)	Safety (+2)	Safety (+5)	Connectivity (+6)	Safety (+11)
Connectivity v. Universal Design	Connectivity (+4)	Connectivity (+2)	Connectivity (+1)	Universal Design (+2)	Equally Important	Connectivity (+3)	Connectivity (+10)	Universal Design (+2)
Connectivity v. Costs	Connectivity (+2)	Connectivity (+4)	Connectivity (+4)	Connectivity (+3)	Costs (+1)	Connectivity (+3)	Connectivity (+16)	Costs (+1)
Safety v. Universal Design	Safety (+2)	Safety (+2)	Universal Design (+1)	Safety (+4)	Safety (+2)	Safety (+5)	Safety (+15)	Universal Design (+1)
Safety v. Costs	Safety (+2)	Safety (+3)	Safety (+1)	Safety (+4)	Equally Important	Safety (+5)	Safety (+15)	Costs (0)
Universal Design v. Costs	Costs (+3)	Universal Design (+2)	Universal Design (+1)	Universal Design (+2)	Costs (+2)	Costs (+2)	Universal Design (+5)	Costs (+7)

Conclusion

The overall number of points for each goal were aggregated to develop the total scores shown in the table below. The aggregated results from the BPAC ranked the prioritization criteria in the following order from most important to least important: *Safety* (57 points), *Connectivity* (43 points), *Coordination* (20 points), *Universal Design* (16 points), and *Costs* (9 points). This means that *Safety* was almost three times as important as *Coordination*, *Connectivity* was more than twice as important *Coordination*, there was little difference in importance between *Coordination* and *Universal Design*, and *Costs* was almost half as important as *Universal Design* among the BPAC members that responded to the online exercise. The relative importance among the five prioritization criteria will be applied when prioritizing the list of proposed infrastructure projects.

Total Scores and Rankings for Prioritization Criteria

	Total Score	Rank
Coordination	20	3 rd
Connectivity	43	2 nd
Safety	57	1 st
Universal Design	16	4 th
Costs	9	5 th

Following the presentation of these findings, the BPAC formed a prioritization subcommittee to help guide the prioritization process. The subcommittee recommended refining the prioritization criteria categories to: Safety, Coordination, and Connectivity. From there, a series of prioritization criteria were identified for each category and the weights shown in the table above were distributed among the criteria within each category.

Selected Prioritization Criteria:

- **Safety**
 - **Collisions** – Number of bicycle- and pedestrian-involved collisions within 250 feet of the proposed project
 - Source: 2009-2016, SWITRS/TIMS
 - Weight: 25 points maximum
 - **Areas of Concern** – Number of publicly-identified areas of concern within 250 feet of the project
 - Weight: 23 points maximum
- **Coordination**
 - **Public Comments** – Number of mapped comments (excluding areas of concern) received within 250 feet of the proposed project
 - Weight: 17 points maximum
- **Connectivity**
 - **Population** – Number of San Rafael residents living within 1,320 feet of the proposed project
 - Source: 2012-2016, American Community Survey
 - Weight: 4 points maximum
 - **Employment Centers** – Number of part- and full-time employees working within 1,320 feet of the proposed project
 - Source: 2015, LEHD
 - Weight: 5 points maximum
 - **Civic Centers** – Number of government buildings (i.e., post offices, libraries, City Hall, fire stations, police stations, etc.) within 1,320 feet of the proposed project
 - Source: MarinMap
 - Weight: 5 points maximum
 - **Medical Facilities** – Number of medical facilities within 1,320 feet of the proposed project
 - Source: MarinMap
 - Weight: 5 points maximum
 - **Schools** – Number of elementary, middle, high, and postsecondary schools within 1,320 feet of the proposed project
 - Source: MarinMap
 - Weight: 5 points maximum
 - **Transit** – Number of transit stops within 1,320 feet of the proposed project
 - Source: MarinMap
 - Weight: 5 points maximum
 - **Gap Closure** – Number of existing Class I and Class II bikeways that the proposed project would connect to
 - Weight: 5 points maximum

The table below shows the **score for each prioritization criterion** for the list of proposed projects (calculated by multiplying the individual project's percent rank among all other proposed projects by the criterion weight) and the **raw criterion value** (in parenthesis). The **Overall Score** is the sum of all prioritization criteria scores. The **Group Rank** shows how the individual projects ranks among its geographic group (A through G). And the **Overall Rank** shows how the individual project ranks among the full list of proposed projects.

Prioritization Proposed Projects																
ID	Primary	Begin	End	Prioritization Criteria Score (raw value)										Overall Score	Group Rank	Overall Rank
				Population	Collisions	Areas of Concern	Public Comments	Employment Centers	Civic Centers	Medical Facilities	Schools	Transit	Gap Closure			
A01	Las Gallinas Avenue	Cedar Hill Drive/ Santiago Way	Lucas Valley Road	0 (315)	0 (0)	0 (0)	7 (1)	0 (15)	0 (0)	0 (0)	0 (0)	4 (21)	0 (0)	11	28	108
A02	McInnis Parkway Sidepath	McInnis Parkway north terminus	North City Limit	4 (3395)	0 (0)	0 (0)	13 (4)	4 (4819)	3 (3)	0 (0)	0 (0)	1 (3)	0 (0)	25	20	84
A03	Redwood Highway/ Civic Center Drive	Marin Center Drive	Professional Center Parkway	3 (2632)	9 (1)	11 (1)	9 (2)	4 (5082)	3 (3)	5 (6)	0 (0)	3 (19)	0 (0)	46	10	49
A04	Redwood Highway/ Civic Center Drive	Manuel T. Freitas Parkway/ Highway 101 off - ramp	N/A	1 (786)	0 (0)	11 (1)	7 (1)	2 (584)	0 (0)	4 (2)	0 (0)	2 (7)	5 (7)	30	15	70
A05	Michael's Parking Lot Pathway	Las Gallinas Avenue	Merrydale Road	2 (1514)	12 (2)	11 (1)	7 (1)	3 (2208)	0 (0)	0 (0)	0 (0)	3 (15)	0 (0)	38	12	57
A06	Las Gallinas Avenue	Merrydale Road	N/A	2 (1134)	9 (1)	11 (1)	0 (0)	3 (2109)	0 (0)	0 (0)	0 (0)	3 (12)	5 (7)	31	13	68
A07	Merrydale Road	Las Gallinas Avenue	SMART Pathway	4 (4326)	12 (2)	11 (1)	13 (4)	4 (5563)	2 (1)	0 (0)	0 (0)	4 (44)	0 (0)	50	7	42
A08	Los Ranchitos Road	Northgate Drive	Golden Hinde Boulevard	4 (7582)	9 (1)	0 (0)	0 (0)	4 (3267)	4 (5)	0 (0)	0 (0)	5 (78)	0 (0)	25	19	83
A09	Walter Place Pathway	Los Ranchitos Road	Corillo Drive	2 (1285)	0 (0)	0 (0)	7 (1)	1 (332)	0 (0)	0 (0)	0 (0)	3 (12)	0 (0)	13	26	106

ID	Primary	Begin	End	Prioritization Criteria Score (raw value)										Overall Score	Group Rank	Overall Rank
				Population	Collisions	Areas of Concern	Public Comments	Employment Centers	Civic Centers	Medical Facilities	Schools	Transit	Gap Closure			
A10	Civic Center Station Pathway/Puerto Suello Hill Pathway	North San Pedro Road	South end of Merrydale Road/ Puerto Suello Hill Pathway	3 (2446)	19 (7)	0 (0)	0 (0)	1 (422)	4 (4)	0 (0)	0 (0)	4 (26)	0 (0)	31	14	69
A11	Civic Center Station Pathway	West of Civic Center SMART Station	N/A	2 (1283)	0 (0)	0 (0)	9 (2)	2 (706)	2 (1)	0 (0)	0 (0)	3 (17)	5 (7)	22	21	88
A12	Civic Center SMART Station	N/A	N/A	2 (1065)	0 (0)	0 (0)	7 (1)	2 (778)	3 (2)	0 (0)	0 (0)	1 (4)	5 (7)	19	24	94
A13	McInnis Parkway Sidepath	Civic Center Drive	Bridgewater Drive	3 (1948)	0 (0)	0 (0)	7 (1)	4 (3164)	4 (4)	0 (0)	0 (0)	1 (4)	0 (0)	18	25	96
A14	Madison Avenue	Civic Center Drive	Roosevelt Avenue/ existing Madison Avenue pathway	1 (625)	9 (1)	0 (0)	0 (0)	3 (2187)	4 (8)	0 (0)	3 (1)	3 (13)	0 (0)	22	22	89
A15	Merrydale Road	SMART Pathway	Puerto Suello Hill Pathway	5 (10601)	17 (5)	16 (2)	7 (1)	5 (9525)	5 (14)	0 (0)	0 (0)	5 (94)	0 (0)	59	5	28
A16	Civic Center Drive	Peter Behr Drive	North San Pedro Road	4 (3317)	17 (5)	0 (0)	9 (2)	4 (7386)	5 (31)	0 (0)	5 (6)	4 (56)	0 (0)	48	9	47
A17	North San Pedro Road	Los Ranchitos Road	Civic Center Drive/ San Pablo Avenue	5 (12173)	22 (19)	23 (16)	16 (22)	3 (2510)	5 (34)	0 (0)	5 (6)	5 (180)	0 (0)	84	2	8
A18	North San Pedro Road	Highway 101	N/A	2 (1074)	12 (2)	16 (2)	9 (2)	1 (280)	3 (2)	0 (0)	0 (0)	3 (11)	0 (0)	45	11	50
A19	North San Pedro Road	Los Ranchitos Road	Civic Center Drive/ San Pablo Avenue	5 (12173)	22 (19)	23 (16)	16 (22)	3 (2510)	5 (34)	0 (0)	5 (6)	5 (180)	0 (0)	84	1	7

ID	Primary	Begin	End	Prioritization Criteria Score (raw value)										Overall Score	Group Rank	Overall Rank
				Population	Collisions	Areas of Concern	Public Comments	Employment Centers	Civic Centers	Medical Facilities	Schools	Transit	Gap Closure			
A20	North San Pedro Road	Highway 101 on-ramp	N/A	1 (930)	0 (0)	11 (1)	7 (1)	1 (139)	4 (5)	0 (0)	0 (0)	3 (19)	0 (0)	27	18	81
A21	North San Pedro Road	Civic Center Drive/ San Pablo Avenue	N/A	1 (546)	9 (1)	0 (0)	0 (0)	0 (21)	4 (5)	0 (0)	4 (3)	3 (13)	0 (0)	21	23	91
A22	Lucas Valley Road/Smith Ranch Road	Los Gamos Drive	Silveira Parkway 270 feet south of Las Gallinas Avenue (north)	5 (26033)	21 (12)	0 (0)	9 (2)	5 (18214)	5 (17)	0 (0)	0 (0)	4 (59)	0 (0)	50	8	45
A23	Northgate Drive	Las Gallinas Avenue (north)	Las Gallinas Avenue (north)	1 (1000)	20 (8)	0 (0)	0 (0)	2 (1316)	0 (0)	0 (0)	0 (0)	4 (23)	0 (0)	27	17	78
A24	Merrydale Road	Las Gallinas Avenue	Willow Avenue	3 (1785)	0 (0)	0 (0)	0 (0)	3 (2568)	3 (3)	0 (0)	0 (0)	3 (16)	0 (0)	12	27	107
A25	Las Gallinas Avenue	Manuel T. Freitas Parkway	Northgate Drive	3 (2739)	21 (11)	19 (4)	15 (10)	3 (1915)	0 (0)	0 (0)	4 (3)	5 (82)	0 (0)	71	3	19
A26	North San Pedro Road	Merrydale Road	N/A	2 (1081)	9 (1)	11 (1)	0 (0)	1 (235)	3 (2)	0 (0)	0 (0)	3 (13)	0 (0)	27	16	76
A27	Redwood Highway access road	Smith Ranch Road	Professional Center Parkway	4 (6768)	14 (3)	0 (0)	13 (4)	5 (10105)	4 (8)	5 (5)	0 (0)	3 (18)	4 (1)	53	6	39
A28	Las Gallinas Avenue	Northgate Drive (north)	Golden Hinde Boulevard	5 (17652)	23 (22)	16 (2)	0 (0)	5 (17442)	4 (8)	0 (0)	0 (0)	5 (206)	0 (0)	60	4	27
B01	Manuel T. Freitas Parkway	Mission Pass Path	Del Ganado Road	4 (9017)	16 (4)	16 (2)	11 (3)	2 (602)	4 (4)	0 (0)	4 (3)	4 (34)	0 (0)	61	3	25
B02	Montecillo Road	Freitas Parkway	Trellis Drive Nova Albion Way	4 (4163)	14 (3)	16 (2)	0 (0)	3 (2890)	4 (4)	3 (1)	5 (8)	4 (40)	0 (0)	53	4	36
B03	Montecillo Road	Trellis Drive	Nova Albion Way	2 (1146)	12 (2)	0 (0)	7 (1)	3 (2358)	0 (0)	3 (1)	4 (4)	2 (6)	0 (0)	33	6	65
B04	Trellis Drive	Esmeyer Drive	N/A	1 (472)	0 (0)	0 (0)	0 (0)	2 (1876)	0 (0)	3 (1)	4 (2)	0 (0)	0 (0)	10	8	111

ID	Primary	Begin	End	Prioritization Criteria Score (raw value)										Overall Score	Group Rank	Overall Rank
				Population	Collisions	Areas of Concern	Public Comments	Employment Centers	Civic Centers	Medical Facilities	Schools	Transit	Gap Closure			
B05	Devon Drive	Esmeyer Drive	Golden Hinde Boulevard	4 (5393)	9 (1)	0 (0)	0 (0)	4 (6837)	0 (0)	5 (5)	5 (10)	3 (11)	0 (0)	29	7	74
B06	Manuel T. Freitas Parkway	Montecillo Road	Del Presidio Boulevard	4 (8345)	23 (24)	22 (15)	17 (27)	5 (9367)	4 (4)	4 (4)	5 (8)	5 (221)	0 (0)	89	1	5
B07	Manuel T. Freitas Parkway	Las Gallinas Avenue	Northgate Drive	3 (2465)	17 (5)	18 (3)	15 (10)	4 (3194)	0 (0)	0 (0)	0 (0)	5 (79)	0 (0)	62	2	24
B08	Nova Albion Way	Las Gallinas Avenue	155 feet south of Arias Street	1 (829)	0 (0)	0 (0)	0 (0)	1 (215)	0 (0)	0 (0)	3 (1)	4 (25)	0 (0)	9	9	112
B09	Nova Albion Way	155 feet south of Arias Street	Montecillo Road	2 (1239)	12 (2)	11 (1)	9 (2)	3 (2436)	0 (0)	3 (1)	4 (4)	4 (28)	0 (0)	49	5	46
C01	Greenfield Avenue	West City Limit (near Ross Valley Drive)	West End Avenue	4 (3476)	14 (3)	11 (1)	0 (0)	2 (921)	2 (1)	0 (0)	0 (0)	3 (19)	0 (0)	35	12	62
C02	Greenfield Avenue	West End Avenue	N/A	1 (974)	0 (0)	11 (1)	0 (0)	1 (467)	2 (1)	0 (0)	0 (0)	1 (4)	0 (0)	16	18	101
C03	Fourth Street	Second Street/ Marquard Avenue	N/A	2 (1063)	9 (1)	18 (3)	7 (1)	1 (329)	2 (1)	0 (0)	0 (0)	2 (6)	0 (0)	39	11	56
C04	West End Avenue	Greenfield Avenue	Marquard Avenue	3 (2487)	14 (3)	19 (4)	13 (4)	2 (877)	3 (2)	0 (0)	0 (0)	2 (10)	0 (0)	56	6	29
C05	West End Avenue	Marquard Avenue	N/A	1 (1032)	9 (1)	18 (3)	9 (2)	1 (307)	2 (1)	0 (0)	0 (0)	2 (6)	0 (0)	41	10	53
C06	Second Street	Fourth Street/ Marquard Avenue	Miramar Avenue	4 (7609)	21 (11)	22 (13)	16 (20)	4 (4327)	4 (5)	5 (6)	0 (0)	4 (21)	0 (0)	80	3	13
C07	Second Street	West Street	N/A	2 (1085)	0 (0)	16 (2)	9 (2)	1 (335)	2 (1)	0 (0)	0 (0)	2 (6)	0 (0)	32	14	67
C08	Second Street	East Street	N/A	2 (1239)	12 (2)	18 (3)	11 (3)	1 (488)	2 (1)	3 (1)	0 (0)	1 (2)	0 (0)	51	8	41
C09	Second Street	Miramar Avenue	N/A	3 (1649)	9 (1)	0 (0)	11 (3)	2 (1298)	0 (0)	4 (2)	0 (0)	1 (4)	0 (0)	29	15	73
C10	Second Street	G Street	N/A	2 (1450)	12 (2)	0 (0)	11 (3)	2 (1069)	2 (1)	4 (2)	0 (0)	1 (3)	0 (0)	34	13	64

ID	Primary	Begin	End	Prioritization Criteria Score (raw value)										Overall Score	Group Rank	Overall Rank
				Population	Collisions	Areas of Concern	Public Comments	Employment Centers	Civic Centers	Medical Facilities	Schools	Transit	Gap Closure			
C11	G Street	Fourth Street/ Marquard Avenue	Second Street	3 (1751)	19 (7)	0 (0)	14 (6)	2 (1166)	2 (1)	4 (2)	3 (1)	1 (4)	0 (0)	48	9	48
C12	D Street/ C Street	Fourth Street	San Rafael Avenue	5 (36027)	24 (44)	21 (9)	16 (18)	5 (31499)	5 (43)	5 (30)	5 (13)	4 (39)	0 (0)	92	1	3
C13	Miramar Avenue/ First Street	Second Street	E Street	4 (10406)	20 (9)	11 (1)	15 (9)	4 (7354)	4 (7)	5 (10)	3 (1)	3 (18)	0 (0)	71	4	20
C14	First Street	E Street	D Street	3 (2291)	14 (3)	11 (1)	11 (3)	3 (2018)	3 (2)	4 (2)	3 (1)	1 (4)	0 (0)	53	7	38
C15	Fourth Street/ Second Street	West City Limit (near Ross Valley Drive)	Second Street	4 (9468)	22 (14)	20 (5)	9 (2)	3 (1877)	3 (3)	0 (0)	0 (0)	4 (39)	0 (0)	66	5	23
C16	Fifth Avenue	River Oaks Road	N/A	3 (1522)	0 (0)	0 (0)	0 (0)	0 (7)	0 (0)	0 (0)	3 (1)	0 (0)	0 (0)	6	21	121
C17	Fifth Avenue	River Oaks Road	Racquet Club Drive	4 (5251)	0 (0)	18 (3)	0 (0)	1 (168)	0 (0)	0 (0)	4 (3)	0 (0)	0 (0)	27	16	80
C18	Fifth Avenue	Happy Lane	N/A	3 (1620)	0 (0)	11 (1)	0 (0)	0 (9)	0 (0)	0 (0)	3 (1)	0 (0)	0 (0)	17	17	99
C19	River Oaks Road	Racquet Club Drive	N/A	3 (1639)	0 (0)	0 (0)	0 (0)	0 (9)	0 (0)	0 (0)	3 (1)	0 (0)	0 (0)	6	19	119
C20	Fifth Avenue	Racquet Club Drive	N/A	2 (1458)	0 (0)	0 (0)	0 (0)	1 (68)	0 (0)	0 (0)	3 (1)	0 (0)	0 (0)	6	20	120
C21	Fifth Avenue	River Oaks Road	H Street	5 (20644)	20 (9)	22 (11)	15 (12)	3 (2623)	3 (3)	3 (1)	5 (5)	3 (17)	0 (0)	81	2	11
D01	Downtown East-West Connection	Fourth Street/ Second Street	Union Street	5 (33545)	25 (214)	22 (13)	17 (65)	5 (67235)	5 (78)	5 (62)	5 (16)	5 (295)	0 (0)	94	1	1
D02	West Tamalpais Avenue	Second Street	Mission Avenue	4 (9187)	25 (95)	21 (7)	17 (38)	5 (16566)	5 (9)	5 (16)	0 (0)	5 (119)	0 (0)	86	3	6
D03	Davidson Middle School Path (Lindaro Street/ Jordan Street/	Mahon Creek Path/ Andersen Drive	Woodland Avenue	4 (4388)	16 (4)	0 (0)	14 (7)	4 (4905)	0 (0)	4 (3)	5 (5)	3 (14)	0 (0)	50	15	44

ID	Primary	Begin	End	Prioritization Criteria Score (raw value)										Overall Score	Group Rank	Overall Rank
				Population	Collisions	Areas of Concern	Public Comments	Employment Centers	Civic Centers	Medical Facilities	Schools	Transit	Gap Closure			
	Lovell Avenue)															
D04	Fourth Street	Union Street	San Rafael High School playing field East City Limit (near Embarcadero Way)	1 (925)	0 (0)	0 (0)	0 (0)	3 (1948)	4 (4)	3 (1)	3 (1)	2 (7)	0 (0)	15	26	102
D05	Third Street	Grand Avenue		4 (4439)	23 (25)	18 (3)	16 (14)	4 (7563)	5 (12)	4 (4)	4 (3)	4 (36)	0 (0)	83	4	9
D06	First Street	D Street	B Street	3 (2146)	14 (3)	0 (0)	7 (1)	3 (2275)	3 (2)	4 (3)	0 (0)	1 (4)	0 (0)	35	19	63
D07	Albert Park Path Connection	First Street	Albert Park Path	3 (1712)	16 (4)	0 (0)	11 (3)	3 (2626)	3 (2)	4 (3)	0 (0)	2 (7)	0 (0)	42	16	52
D08	Second Street	Highway 101 undercrossing	N/A	2 (1125)	12 (2)	19 (4)	7 (1)	4 (3187)	0 (0)	4 (4)	0 (0)	3 (19)	5 (4)	56	9	30
D09	Second Street	Highway 101 on-ramp	N/A	2 (1072)	19 (7)	21 (7)	13 (4)	4 (2912)	2 (1)	4 (2)	0 (0)	4 (20)	5 (4)	72	7	18
D10	Second Street	Highway 101 off-ramp	N/A	1 (985)	21 (10)	11 (1)	9 (2)	4 (2921)	4 (4)	4 (3)	0 (0)	3 (15)	0 (0)	56	10	31
D11	First Street	B Street	N/A	2 (1481)	14 (3)	0 (0)	9 (2)	3 (2177)	3 (2)	4 (2)	0 (0)	2 (8)	0 (0)	37	18	60
D12	Andersen Drive	Albert Park Path	Creek Connector	3 (1767)	9 (1)	11 (1)	14 (6)	4 (2897)	3 (2)	4 (3)	3 (1)	2 (9)	0 (0)	52	14	40
D13	Andersen Drive	Lindaro Street	N/A	2 (1141)	9 (1)	0 (0)	11 (3)	2 (1646)	0 (0)	4 (3)	3 (1)	2 (6)	5 (4)	38	17	58
D14	Lindaro Street	Jordan Street	N/A	2 (1114)	9 (1)	0 (0)	9 (2)	2 (1135)	0 (0)	0 (0)	3 (1)	1 (4)	0 (0)	26	23	82
D15	Lindaro Street	Woodland Avenue	N/A	1 (1031)	9 (1)	0 (0)	0 (0)	1 (552)	0 (0)	0 (0)	4 (2)	0 (0)	0 (0)	15	27	103
D16	Woodland Avenue	Seibel Street	N/A	1 (941)	9 (1)	0 (0)	0 (0)	1 (426)	0 (0)	0 (0)	4 (2)	0 (0)	0 (0)	15	28	104
D17	Southern Heights Boulevard	150 feet north of Meyers Road	N/A	3 (1584)	0 (0)	11 (1)	0 (0)	1 (68)	0 (0)	0 (0)	3 (1)	0 (0)	0 (0)	17	25	98

ID	Primary	Begin	End	Prioritization Criteria Score (raw value)										Overall Score	Group Rank	Overall Rank
				Population	Collisions	Areas of Concern	Public Comments	Employment Centers	Civic Centers	Medical Facilities	Schools	Transit	Gap Closure			
D18	Francisco Boulevard West	Second Street	Andersen Drive	4 (2873)	21 (12)	22 (10)	14 (7)	4 (5081)	3 (2)	4 (3)	0 (0)	4 (27)	0 (0)	77	6	16
D19	Andersen Drive Highway 101	Francisco Boulevard West Various Locations (not shown on map)	N/A	1 (736)	9 (1)	11 (1)	0 (0)	2 (656)	0 (0)	0 (0)	0 (0)	1 (3)	5 (4)	27	22	79
D20	undercrossings		N/A	4 (6034)	24 (37)	21 (9)	16 (16)	5 (11896)	5 (17)	5 (12)	0 (0)	5 (95)	5 (7)	90	2	4
D21	Puerto Suello Hill Pathway	Pacheco Street	Merrydale Road	4 (6985)	22 (19)	21 (6)	15 (8)	2 (1656)	0 (0)	5 (6)	4 (2)	4 (50)	0 (0)	78	5	14
D22	Fourth Street	Hetherton Street	N/A	2 (1222)	20 (8)	0 (0)	13 (4)	3 (2322)	3 (3)	4 (2)	0 (0)	3 (17)	5 (7)	53	13	37
D23	Mission Avenue	Union Street	N/A	1 (996)	14 (3)	16 (2)	9 (2)	2 (1651)	4 (4)	3 (1)	3 (1)	2 (8)	0 (0)	56	11	32
D24	Lovell Avenue	Woodland Avenue (west)	Irwin Street	3 (2412)	9 (1)	0 (0)	11 (3)	3 (2343)	0 (0)	0 (0)	4 (4)	1 (4)	0 (0)	32	20	66
D25	Lovell Avenue	Jordan Street	N/A	1 (999)	0 (0)	0 (0)	0 (0)	2 (1118)	0 (0)	0 (0)	4 (2)	1 (2)	0 (0)	8	29	113
D26	Lovell Avenue	Irwin Street	N/A	1 (1055)	9 (1)	0 (0)	9 (2)	2 (819)	0 (0)	0 (0)	0 (0)	1 (4)	0 (0)	22	24	90
D27	Mission Avenue	Belle Avenue	Embarcadero Way	3 (2615)	0 (0)	11 (1)	9 (2)	1 (485)	0 (0)	0 (0)	4 (2)	1 (1)	0 (0)	29	21	72
D28	Mission Avenue	Hetherton Street	N/A	2 (1466)	19 (7)	0 (0)	14 (7)	3 (1940)	3 (3)	4 (2)	0 (0)	3 (17)	5 (7)	54	12	34
D29	Third Street	Hetherton Street	N/A	2 (1111)	23 (20)	16 (2)	13 (4)	3 (2793)	3 (3)	4 (2)	0 (0)	3 (19)	0 (0)	69	8	22
E01	Point San Pedro Road	Marina Boulevard	Montecito Road	5 (16046)	0 (0)	0 (0)	11 (3)	1 (201)	0 (0)	0 (0)	0 (0)	4 (24)	4 (1)	24	3	85
E02	Point San Pedro Road	Sea Way	Balboa Avenue/ Bay Way	1 (1058)	14 (3)	0 (0)	0 (0)	0 (36)	0 (0)	0 (0)	3 (1)	0 (0)	4 (1)	23	4	87
E03	Point San Pedro Road	Balboa Avenue/ Bay Way	San Pedro Cove	3 (1519)	14 (3)	19 (4)	0 (0)	1 (138)	0 (0)	0 (0)	4 (3)	0 (0)	4 (1)	44	1	51
E04	Point San Pedro Road	Manderly Road	N/A	0 (379)	0 (0)	11 (1)	0 (0)	0 (22)	0 (0)	0 (0)	3 (1)	0 (0)	4 (1)	18	5	95

ID	Primary	Begin	End	Prioritization Criteria Score (raw value)										Overall Score	Group Rank	Overall Rank
				Population	Collisions	Areas of Concern	Public Comments	Employment Centers	Civic Centers	Medical Facilities	Schools	Transit	Gap Closure			
E05	Point San Pedro Road	San Pedro Cove	Bayview Drive	1 (935)	9 (1)	0 (0)	0 (0)	1 (328)	0 (0)	0 (0)	3 (1)	0 (0)	4 (1)	17	6	97
E06	Point San Pedro Road	Knight Drive	N/A	0 (194)	0 (0)	0 (0)	0 (0)	0 (50)	2 (1)	0 (0)	0 (0)	0 (0)	4 (2)	7	9	118
E07	Point San Pedro Road	Main Drive	Riviera Drive	1 (982)	14 (3)	0 (0)	13 (4)	1 (218)	3 (3)	0 (0)	0 (0)	0 (0)	4 (2)	36	2	61
E08	Point San Pedro Road	Riviera Drive	Cantera Way	3 (1653)	0 (0)	0 (0)	0 (0)	1 (86)	0 (0)	0 (0)	0 (0)	0 (0)	4 (2)	7	8	117
E09	Cantera Way	Point San Pedro Road	North San Pedro Road	4 (3711)	0 (0)	0 (0)	0 (0)	0 (16)	2 (1)	0 (0)	0 (0)	0 (0)	4 (2)	10	7	110
F01	Grand Avenue	Francisco Boulevard East	Second Street	2 (1212)	21 (12)	19 (4)	14 (5)	3 (2864)	4 (4)	3 (1)	0 (0)	4 (22)	0 (0)	70	6	21
F02	Grand Avenue	Fourth Street	Second Street	4 (4550)	24 (37)	19 (4)	15 (9)	5 (8890)	5 (16)	5 (8)	0 (0)	5 (74)	0 (0)	80	3	12
F03	Second Street	Grand Avenue	N/A	1 (873)	19 (7)	11 (1)	7 (1)	3 (2736)	4 (4)	3 (1)	0 (0)	3 (19)	0 (0)	50	10	43
F04	Montecito Plaza Waterfront Trail	Grand Avenue	Third Street	4 (3167)	12 (2)	16 (2)	11 (3)	4 (3269)	4 (4)	3 (1)	3 (1)	4 (21)	0 (0)	60	7	26
F05	Canal Crossing	Mouth of Yacht Club harbor	Third Street	3 (2437)	0 (0)	11 (1)	0 (0)	2 (916)	0 (0)	0 (0)	0 (0)	1 (2)	0 (0)	17	16	100
F06	Yacht Club Drive	Francisco Boulevard East	Drive north terminus/ Beach Park	2 (1065)	16 (4)	0 (0)	11 (3)	3 (2697)	3 (2)	3 (1)	0 (0)	2 (8)	0 (0)	40	11	54
F07	Harbor Street	Francisco Boulevard East	Canal Street	4 (7207)	18 (6)	0 (0)	0 (0)	4 (4025)	0 (0)	0 (0)	0 (0)	2 (8)	0 (0)	29	14	75
F08	Francisco Boulevard East	Grand Avenue	Vivian Street	5 (11357)	24 (39)	20 (5)	16 (16)	5 (10965)	4 (5)	4 (2)	0 (0)	4 (37)	0 (0)	82	2	10
F09	Canal Street	Harbor Street	Pickleweed Community Center entrance	5 (50661)	23 (25)	19 (4)	9 (2)	4 (6866)	4 (4)	0 (0)	5 (7)	4 (71)	4 (1)	78	4	15

ID	Primary	Begin	End	Prioritization Criteria Score (raw value)										Overall Score	Group Rank	Overall Rank
				Population	Collisions	Areas of Concern	Public Comments	Employment Centers	Civic Centers	Medical Facilities	Schools	Transit	Gap Closure			
F-10	Canal Street	Sorrento Way	Schoen Park (east end) 3230 Kerner Boulevard (Marin County Mental Health Services)	5 (15523)	20 (8)	11 (1)	0 (0)	2 (832)	4 (6)	0 (0)	5 (12)	3 (17)	4 (1)	53	9	35
F11	Bahia Place Creek Pathway	Canal Street	Bellam Boulevard/ Baypoint Village Drive	5 (31994)	23 (20)	11 (1)	11 (3)	5 (10270)	5 (10)	4 (3)	5 (8)	4 (43)	4 (1)	76	5	17
F12	Bellam Boulevard	Andersen Drive	Baypoint Drive	5 (19247)	25 (53)	23 (23)	17 (29)	5 (29727)	5 (33)	5 (12)	0 (0)	5 (87)	4 (1)	93	1	2
F13	Bellam Boulevard	Kerner Boulevard	N/A	3 (2192)	17 (5)	11 (1)	0 (0)	4 (3010)	0 (0)	3 (1)	0 (0)	2 (7)	0 (0)	40	12	55
F14	Kerner Boulevard	Bellam Boulevard	Kerner Boulevard south terminus (south of Irene Street)	3 (2848)	17 (5)	11 (1)	7 (1)	4 (8426)	4 (7)	5 (6)	0 (0)	3 (16)	0 (0)	55	8	33
F15	Kerner Boulevard Pathway	Kerner Boulevard southern terminus (south of Irene Street)	Kerner Boulevard north terminus (north of Shoreline Parkway)	0 (189)	0 (0)	0 (0)	0 (0)	2 (1682)	2 (1)	0 (0)	0 (0)	2 (6)	4 (2)	11	18	109
F16	Kerner Boulevard	270 feet north of Shoreline Parkway	Grange Avenue	1 (853)	0 (0)	0 (0)	0 (0)	4 (5282)	0 (0)	0 (0)	0 (0)	4 (26)	4 (2)	13	17	105
F17	San Francisco Bay Trail	San Francisco Bay Trail south terminus (south of Baypoint Drive)	San Francisco Bay Trail north terminus (north of Target)	2 (1153)	0 (0)	11 (1)	11 (3)	0 (0)	0 (0)	0 (0)	0 (0)	1 (1)	5 (3)	29	13	71

ID	Primary	Begin	End	Prioritization Criteria Score (raw value)										Overall Score	Group Rank	Overall Rank
				Population	Collisions	Areas of Concern	Public Comments	Employment Centers	Civic Centers	Medical Facilities	Schools	Transit	Gap Closure			
F18	Francisco Boulevard West	Canal Neighborhood	N/A	3 (1566)	18 (6)	0 (0)	0 (0)	2 (1035)	0 (0)	0 (0)	0 (0)	1 (3)	0 (0)	24	15	86
F19	Canal Neighborhood	N/A	N/A	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0	19	124
G01	Sir Francis Drake Boulevard	Andersen Drive	N/A	0 (208)	0 (0)	0 (0)	0 (0)	2 (839)	0 (0)	0 (0)	0 (0)	1 (4)	5 (4)	8	6	115
G02	I-580 Connector	I-580 on-ramp	Francisco Boulevard East	0 (98)	0 (0)	11 (1)	0 (0)	1 (558)	3 (2)	0 (0)	0 (0)	1 (3)	4 (2)	20	3	92
G03	Grange Avenue	Francisco Boulevard East	Kerner Boulevard 230 feet from Piombo	0 (131)	0 (0)	0 (0)	0 (0)	2 (1378)	0 (0)	0 (0)	0 (0)	1 (4)	4 (2)	8	5	114
G04	Grange Avenue	Francisco Boulevard East	Place	0 (131)	0 (0)	0 (0)	0 (0)	2 (1378)	0 (0)	0 (0)	0 (0)	1 (4)	0 (0)	4	9	123
G05	San Francisco Bay Trail	San Francisco Bay Trail south terminus (east of Piombo Place)	San Francisco Bay Trail north terminus (north of EAH Housing parking lot)	0 (109)	0 (0)	0 (0)	0 (0)	2 (1050)	0 (0)	0 (0)	0 (0)	1 (4)	4 (2)	8	7	116
G06	Francisco Boulevard East	South City Limit/ Richmond-San Rafael Bridge	Grange Avenue	1 (403)	0 (0)	16 (2)	7 (1)	4 (3382)	3 (3)	0 (0)	0 (0)	3 (16)	4 (2)	38	1	59
G07	San Quentin Terrace	West City Limit/ Main Street	Francisco Boulevard East	0 (107)	0 (0)	0 (0)	0 (0)	0 (6)	4 (4)	0 (0)	0 (0)	2 (6)	0 (0)	6	8	122
G08	Sir Francis Drake Flyover	Sir Francis Drake Boulevard/ Andersen Drive	Shoreline Park	1 (476)	0 (0)	11 (1)	9 (2)	3 (2328)	2 (1)	0 (0)	0 (0)	2 (9)	0 (0)	27	2	77

ID	Primary	Begin	End	Prioritization Criteria Score (raw value)										Overall Score	Group Rank	Overall Rank
				Population	Collisions	Areas of Concern	Public Comments	Employment Centers	Civic Centers	Medical Facilities	Schools	Transit	Gap Closure			
G09	San Francisco Bay Trail	Marin Rod & Gun Club	Shoreline Park	0 (65)	0 (0)	11 (1)	0 (0)	1 (558)	2 (1)	0 (0)	0 (0)	1 (3)	4 (2)	19	4	93

Appendix I: Funding Opportunities

This appendix contains a list of potential sources of bicycle and pedestrian funding.

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This appendix provides information on potential funding sources for bicycle and pedestrian improvements. Federal, state and local government agencies invest billions of dollars every year in the nation's transportation system. Only a fraction of that funding is used in development projects, policy development, and planning to improve conditions for pedestrians and bicyclists. Even though appropriate funds are limited, they are available. To support agency efforts to find outside funding sources to implement bicycle and pedestrian improvements, a summary by source type is provided below.

Federal Sources

The Fixing America's Surface Transportation Act (FAST Act)

The FAST Act, which replaced Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2015, provides long-term funding certainty for surface transportation projects, meaning States and local governments can move forward with critical transportation projects with the confidence that they will have a Federal partner over the long term (at least five years).

The law makes changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects and providing new safety tools. It also allows local entities that are direct recipients of Federal dollars to use a design publication that is different than one used by their State DOT, such as the *Urban Bikeway Design Guide* by the National Association of City Transportation Officials. *More information:* <https://www.transportation.gov/fastact>

Surface Transportation Block Grant Program (STBGP)

The Surface Transportation Block Grant Program (STBGP) provides states with flexible funds which may be used for a variety of highway, road, bridge, and transit projects. A wide variety of bicycle and pedestrian improvements are eligible, including trails, sidewalks, bike lanes, crosswalks, pedestrian signals, and other ancillary facilities. Modification of sidewalks to comply with the requirements of the Americans with Disabilities Act (ADA) is also an eligible activity. Unlike most highway projects, STBGP-funded pedestrian facilities may be located on local and collector roads which are not part of the Federal-aid Highway System.

Fifty percent of each state's STBGP funds are sub-allocated geographically by population. These funds are funneled through Caltrans to the metropolitan planning organizations in the state. The remaining 50 percent may be spent in any area of the state.

STBGP Set-Aside: Transportation Alternatives Program

Transportation Alternatives Program (TAP) has been folded into the Surface Transportation Block Grant program (STBG) as a set-aside funded at \$835 million for 2016 and 2017, and \$850 million for 2018, 2019, and 2020. Up to 50 percent of the set-aside is able to be transferred for broader STBGP eligibility.

Improvements eligible for this set-aside fall under three categories: Transportation Enhancements (TE), Safe Routes to Schools (SR2S), and the Recreational Trails Program (RTP). These funds may be used for a variety of pedestrian and streetscape projects including sidewalks, multi-use paths, and rail-trails. TAP funds may also be used for selected education and encouragement programming such as Safe Routes to Schools.

Non-profit organizations (NGOs) are now eligible to apply for funding for transportation safety projects and programs, including SR2S programs and bike share.

Complete eligibilities for TAP include:

1. **Transportation Alternatives.** This category includes the construction, planning, and design of a range of pedestrian infrastructure including “on-road and off-road trail facilities for pedestrians, bicyclists, and other active forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.” Infrastructure projects and systems that provide “Safe Routes for Non-Drivers” is still an eligible activity.
2. **Recreational Trails.** TAP funds may be used to develop and maintain recreational trails and trail-related facilities for both active and motorized recreational trail uses. Examples of trail uses include hiking, in-line skating, equestrian use, and other active and motorized uses. These funds are available for both paved and unpaved trails, but may not be used to improve roads for general passenger vehicle use or to provide shoulders or sidewalks along roads. Recreational Trails Program funds may be used for:
 - Maintenance and restoration of existing trails
 - Purchase and lease of trail construction and maintenance equipment
 - Construction of new trails, including unpaved trails
 - Acquisition or easements of property for trails
 - State administrative costs related to this program (limited to seven percent of a state’s funds)
 - Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a state’s funds)

3. **Safe Routes to Schools.** There are two separate Safe Routes to Schools Programs administered by Caltrans. There is the Federal program referred to as SRTS, and the state-legislated program referred to as SR2S. Both programs are intended to achieve the same basic goal of increasing the number of children walking and bicycling to school by making it safer for them to do so. All projects must be within two miles of primary or middle schools (K-8).

The Safe Routes to Schools Program funds non-motorized facilities in conjunction with improving access to schools through the Caltrans Safe Routes to Schools Coordinator.

Eligible projects may include:

- Engineering improvements. These physical improvements are designed to reduce potential bicycle and pedestrian conflicts with motor vehicles. Physical improvements may also reduce motor vehicle traffic volumes around schools, establish safer and more accessible crossings, or construct walkways or trails. Eligible improvements include sidewalk improvements, traffic calming/speed reduction, and pedestrian crossing improvements.
- Education and Encouragement Efforts. These programs are designed to teach children safe walking skills while educating them about the health benefits and environmental impacts. Projects and programs may include creation, distribution and implementation of educational materials; safety-based field trips; interactive pedestrian safety video games; and promotional events and activities (e.g., assemblies, walking school buses).
- Enforcement Efforts. These programs aim to ensure that traffic laws near schools are obeyed. Law enforcement activities apply to cyclists, pedestrians and motor vehicles alike. Projects may include development of a crossing guard program, enforcement equipment, photo enforcement, and pedestrian sting operations.
- Planning, designing, or constructing roadways within the right-of-way of former Interstate routes or divided highways. At the time of writing, detailed guidance from the Federal Highway Administration on this new eligible activity was not available.

405 National Priority Safety Program

Approximately \$14 million annually (5 percent of the \$280 million allocated to the program overall) will be awarded to States to decrease bike and pedestrian crashes with motor vehicles. States where bike and pedestrian fatalities exceed 15 percent of their overall traffic fatalities will be eligible for grants that can be used for:

- Training law enforcement officials on bike/pedestrian related traffic laws
- Enforcement campaigns related to bike/pedestrian safety
- Education and awareness programs related to relevant bike/pedestrian traffic laws
-

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) provides \$2.4 billion nationally for projects that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. Non-infrastructure projects are no longer eligible. Eligible projects are no longer required to collect data on all public roads. Pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones are examples of eligible projects. All HSIP projects must be consistent with the state's Strategic Highway Safety Plan. *The 2015 California SHSP is located here:* http://www.dot.ca.gov/hq/traffops/shsp/docs/SHSP15_Update.pdf

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide, and particulate matter which reduce transportation related emissions. These federal dollars can be used to build pedestrian and bicycle facilities that reduce travel by automobile. Purely recreational facilities generally are not eligible.

To be funded under this program, projects and programs must come from a transportation plan (or State (STIP) or Regional (RTIP) Transportation Improvement Program) that conforms to the SIP and must be consistent with the conformity provisions of Section 176 of the Clean Air Act. States are now given flexibility on whether to undertake CMAQ or STBGP-eligible projects with CMAQ funds to help prevent areas within the state from going into nonattainment.

In the Bay Area, CMAQ funding is administered through the Metropolitan Transportation Commission (MTC) on the local level. These funds are eligible for transportation projects that contribute to the attainment or maintenance of National Ambient Air Quality Standards in non-attainment or air-quality maintenance areas. Examples of eligible projects include enhancements to existing transit services, rideshare and vanpool programs, projects that encourage pedestrian transportation options, traffic light synchronization projects that improve air quality, grade separation projects, and construction of high-occupancy vehicle (HOV) lanes. Projects that are proven to reduce direct PM2.5 emissions are to be given priority.

Partnership for Sustainable Communities

Founded in 2009, the Partnership for Sustainable Communities is a joint project of the Environmental Protection Agency (EPA), the U.S. Department of Housing and Urban Development (HUD), and the U.S. Department of Transportation (USDOT). The partnership aims to “improve access to affordable housing, more transportation options, and lower transportation costs while protecting the environment in communities nationwide.” The Partnership is based on five Livability Principles, one of which explicitly addresses the need for pedestrian infrastructure (“Provide more transportation choices: Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation’s dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health”).

The Partnership is not a formal agency with a regular annual grant program. Nevertheless, it is an important effort that has already led to some new grant opportunities (including the TIGER grants). Mill Valley should track Partnership communications and be prepared to respond proactively to announcements of new grant programs.

For more information, visit: <https://www.sustainablecommunities.gov/>

State Sources

Active Transportation Program (ATP)

In 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP). This program is a consolidation of the Federal Transportation Alternatives Program (TAP), California's Bicycle Transportation Account (BTA), and Federal and California Safe Routes to Schools (SRTS) programs.

The ATP program is administered by Caltrans Division of Local Assistance, Office of Active Transportation and Special Programs.

The ATP program goals include:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

The California Transportation Commission ATP Guidelines are available here:

http://www.catc.ca.gov/meetings/agenda/2014Agenda/2014_03/03_4.12.pdf

Eligible bicycle and Safe Routes to Schools projects include:

- Infrastructure Projects: Capital improvements that will further program goals. This category typically includes planning, design, and construction.
- Non-Infrastructure Projects: Education, encouragement, enforcement, and planning activities that further program goals. The focus of this category is on pilot and start-up projects that can demonstrate funding for ongoing efforts.
- Infrastructure projects with non-infrastructure components

The minimum request for non-SRTS projects is \$250,000. There is no minimum for SRTS projects. *More information is available here:*

<http://www.dot.ca.gov/hq/LocalPrograms/atp/>

Office of Traffic Safety (OTS) Grants

The Office of Traffic Safety Program is a partnership effort between the National Highway Traffic Safety Administration (NHTSA), Federal Highway Administration, and the states. In California, the grants are administered by the California Office of Traffic Safety (OTS).

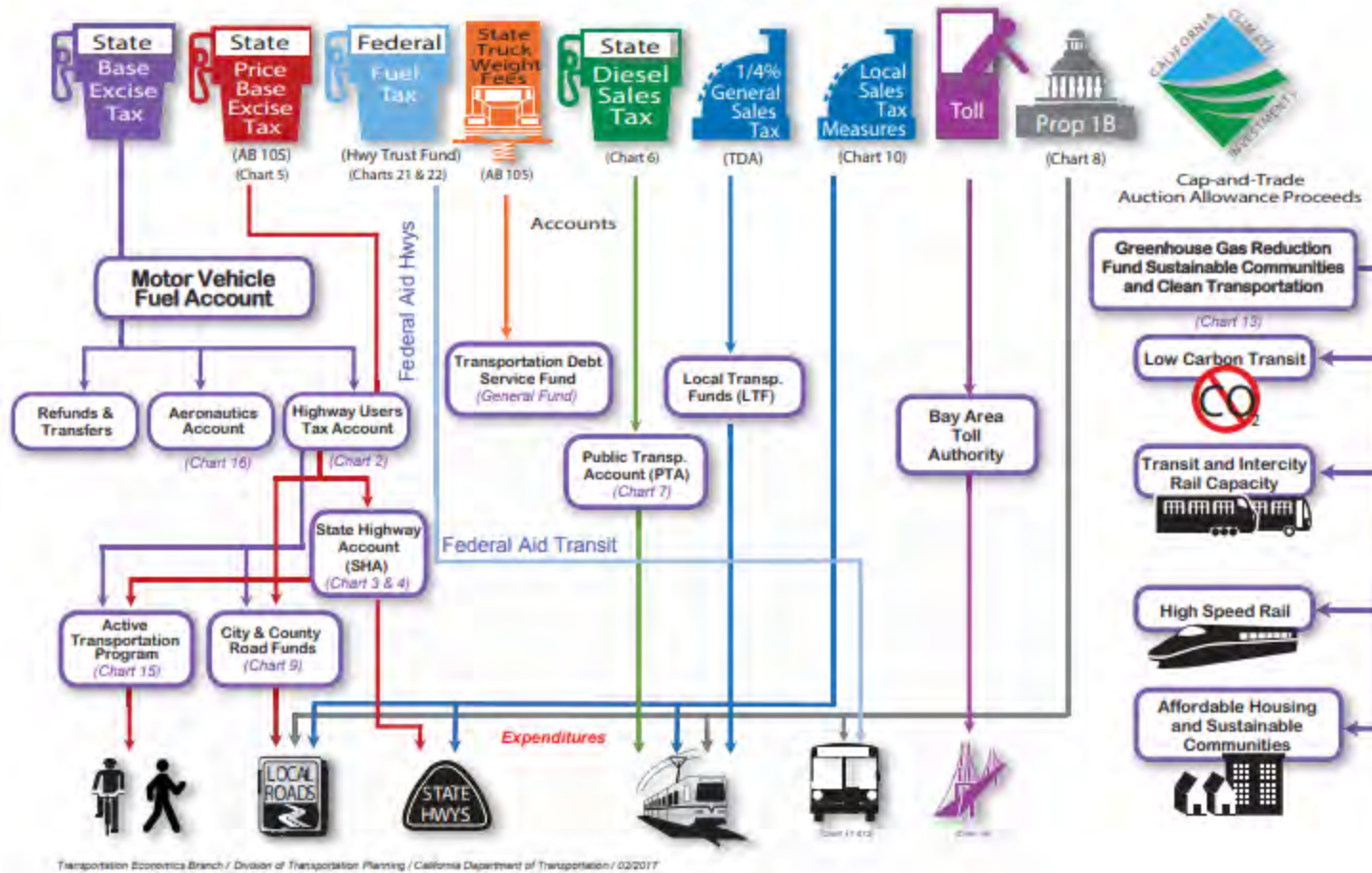
Grants are used to establish new traffic safety programs, expand ongoing programs or address deficiencies in current programs. Eligible grantees are governmental agencies, state colleges, state universities, local City and County government agencies, school districts, fire departments, and public emergency services providers. Grant funding cannot replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation, or construction. Grants are awarded on a competitive basis, and priority is given to agencies with the greatest need. Evaluation criteria to assess need include potential traffic safety impact, collision statistics and rankings, seriousness of problems, and performance on previous OTS grants.

The California application deadline is January of each year. There is no maximum cap to the amount requested, but all items in the proposal must be justified to meet the objectives of the proposal.

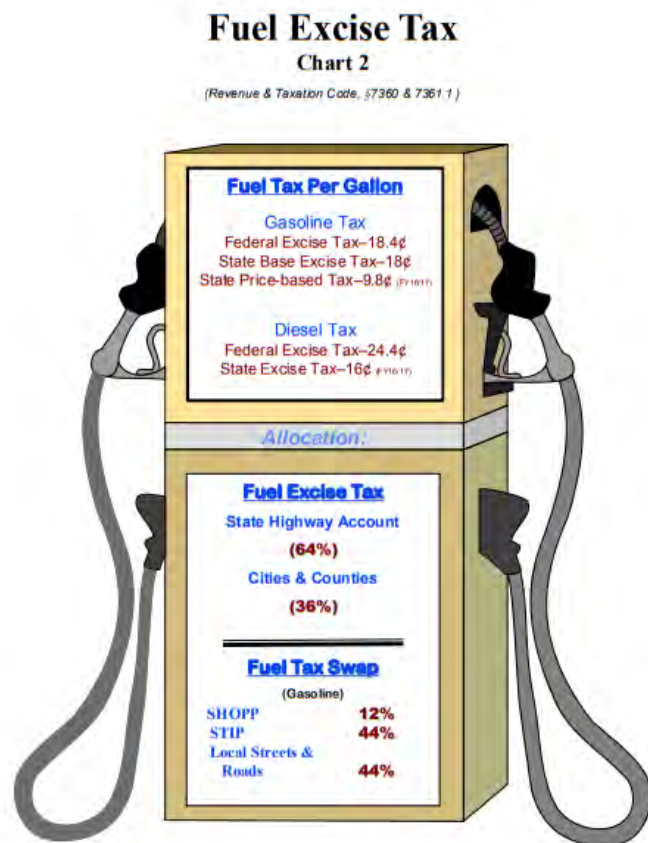
More information: <http://www.ots.ca.gov/>

A Simplified Overview of Transportation Funding

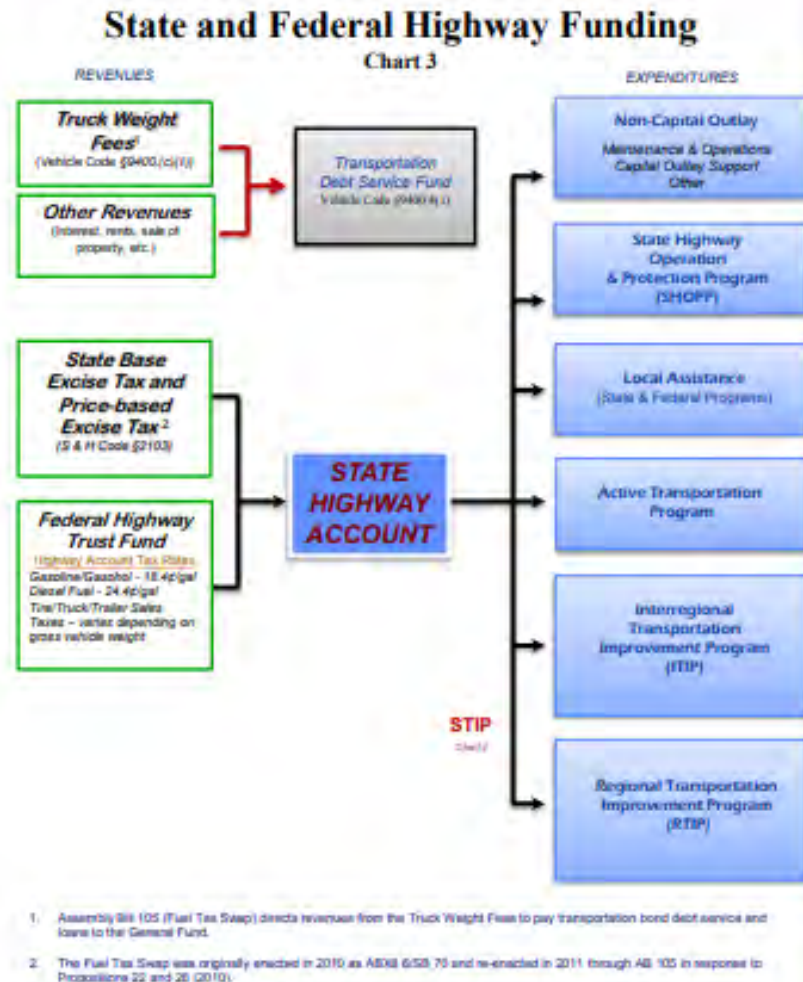
Chart 1



Source: [Caltrans Transportation Funding in California](#) (2017)



Price at the pump includes federal and state excise taxes as well as applicable state and local sales taxes.

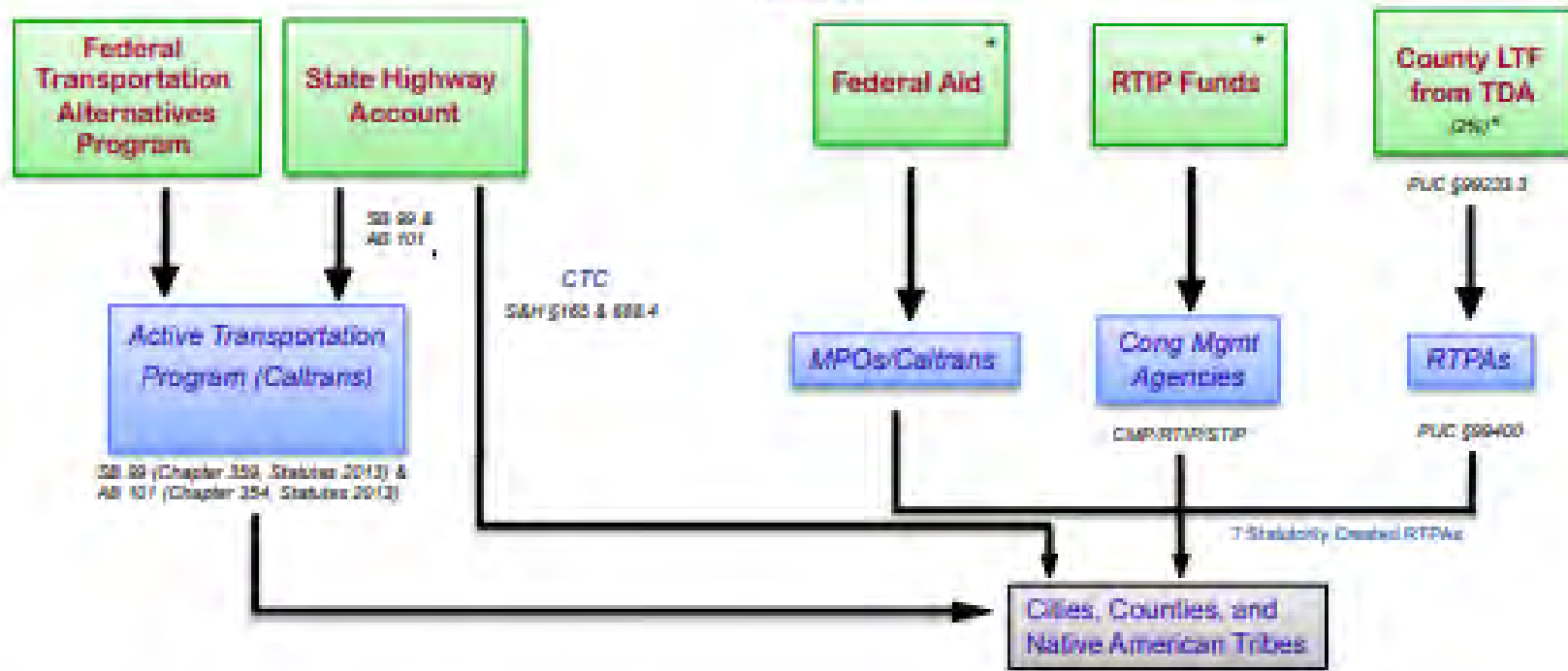


1. Assembly Bill 105 (Fuel Tax Swap) directs revenues from the Truck Weight Fees to pay transportation bond debt service and loans to the General Fund.
2. The Fuel Tax Swap was originally enacted in 2010 as ABX8 6/58, 79 and re-enacted in 2011 through AB 105 in response to Propositions 22 and 26 (2010).

Source: [Caltrans Transportation Funding in California](#) (2017)

Non-Motorized Transportation Funding

Chart 17



Note: The green boxes represent funding sources and the blue boxes represent fund administrators. Cities and counties are fund recipients.

* Bicycle/pedestrian projects are eligible for funding from federal programs: Transportation Alternatives Program/Transportation Enhancement Activities, Transportation Investment Generating Economic Recovery Discretionary Grants, Associated Transit Improvement, Congestion Mitigation and Air Quality Improvement Program, Highway Safety Improvement Program, National Highway Performance Program/National Highway System, Surface Transportation Program, Recreational Trails Program, Safe Routes to School, Fed Lands Hwy & Bridge programs, etc.

The State's Environmental Enhancement Mitigation program and county sales tax measures also provide funding for non-motorized transportation projects.

Source: [Caltrans Transportation Funding in California](#) (2017)

Regional & Local Sources

Metropolitan Transportation Commission OneBayArea Grant (OBAG)

The Bay Area Metropolitan Transportation Commission (MTC) OBAG program is a funding approach that aligns the Commission's investments with support for focused growth. Established in 2012, OBAG taps federal funds to maintain MTC's commitments to regional transportation priorities while also advancing the Bay Area's land-use and housing goals.

OBAG includes both a regional program and a county program that targets project investments in Priority Development Areas and rewards cities and counties that approve new housing construction and accept allocations through the Regional Housing Need Allocation (RHNA) process. Cities and counties can use these OBAG funds to invest in:

- Local street and road maintenance
- Streetscape enhancements
- Bicycle and pedestrian improvements
- Transportation planning
- Safe Routes to School projects
- Priority Conservation Areas

In late 2015, MTC adopted a funding and policy framework for the second round of OBAG grants. Known as OBAG 2 for short, the second round of OBAG funding is projected to total about \$800 million to fund projects from 2017-18 through 2021-22.

More information: <http://www.mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>

Developer Impact Fees

As a condition for development approval, municipalities can require developers to provide certain infrastructure improvements, which can include bikeway projects. These projects have commonly provided Class II facilities for portions of on-street, previously-planned routes. They can also be used to provide bicycle parking or shower and locker facilities. The type of facility that should be required to be built by developers should reflect the greatest need for the particular project and its local area. Legal challenges to these types of fees have resulted in the requirement to illustrate a clear nexus between the particular project and the mandated improvement and cost.

Bay Trail Project

The Bay Trail Project provides grants for trail planning and construction through a partnership with the State Coastal Conservancy. In addition, the Bay Trail Project ensures consistency with the adopted Bay Trail Plan, provides technical assistance, enlists public participating in trail-related activities, and publicizes the Bay Trail and its benefits to the region.

More information: <http://baytrail.org/about-the-trail/building-the-trail/>

Roadway Construction, Repair and Upgrade

Future road widening and construction projects are one means of providing improved pedestrian and bicycle facilities. To ensure that roadway construction projects provide these facilities where needed, it is important that the review process includes input pertaining to consistency with the proposed system. In addition, California's 2008 Complete Streets Act and Caltrans's Deputy Directive 64 require that the needs of all roadway users be considered during "all phases of state highway projects, from planning to construction to maintenance and repair."

More information: http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html

Utility Projects

By monitoring the capital improvement plans of local utility companies, it may be possible to coordinate upcoming utility projects with the installation of bicycle and pedestrian infrastructure within the same area or corridor. Often times, the utility companies will mobilize the same type of forces required to construct bikeways and sidewalks, resulting in the potential for a significant cost savings. These types of joint projects require a great deal of coordination, a careful delineation of scope items and some type of agreement or memorandum of understanding, which may need to be approved by multiple governing bodies.

Cable Installation Projects

Cable television and telephone companies sometimes need new cable routes within public right-of-way. Recently, this has most commonly occurred during expansion of fiber optic networks. Since these projects require a significant amount of advance planning and disruption of curb lanes, it may be possible to request reimbursement for affected bicycle facilities to mitigate construction impacts. In cases where cable routes cross undeveloped areas, it may be possible to provide for new bikeway facilities following completion of the cable trenching, such as sharing the use of maintenance roads.

Other Sources

Local sales taxes, fees and permits may be implemented as new funding sources for pedestrian and bicycle projects. However, any of these potential sources would require a local election. Volunteer programs may be developed to substantially reduce the cost of implementing some routes, particularly multi use paths. For example, a local college design class may use such a multi-use route as a student project, working with a local landscape architectural or engineering firm. Work parties could be formed to help clear the right of way for the route. A local construction company may donate or discount services beyond what the volunteers can do. A challenge grant program with local businesses may be a good source of local funding, in which the businesses can “adopt” a route or segment of one to help construct and maintain it.

Appendix J: Previous Objectives

This appendix contains a list of policies and objectives from the 2011 *Bicycle and Pedestrian Plan*.

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Goal 1: Coordination - Build on existing and ongoing planning efforts to identify changing needs at the local and regional levels, including Complete Street, environmental, and transit projects.

- Objectives:
 - Adopt this updated Bicycle and Pedestrian Plan
 - Maximized coordination between the City and community to facilitate citizen review and comment on issues of mutual concern
 - Retain the Bicycle and Pedestrian Advisory Committee
 - Seek funding for bicycle facility project through regional, state, and federal funding programs
 - Coordinate with multi-jurisdictional planning and funding applications, and system integration, when appropriate

Goal 2: Connectivity - Develop bicycle and pedestrian networks that connect residents and visitors to major activity and shopping centers, existing and planned transit, and schools. Work to close gaps between existing facilities.

- Objectives:
 - Where feasible, include planning and design of bicycle and pedestrian facilities as an integral part of the process for all transportation investments
 - Complete missing connections to establish direct routes for walking
 - Support the installation of appropriate pedestrian facilities as part of all new transportation investments, development projects and transit facilities
 - Review existing zoning code ordinances that require bicycle parking spaces are built as part of development projects
 - Encourage the installation of bicycle parking in the public right-of-way as appropriate
 - Coordinate with local businesses and schools to offer improved bicycle parking
 - Explore the adoption of zoning requirements for lockers and showers to be added to new commercial buildings
 - Upgrade bicycle parking at City recreation facilities
 - Consider that parking for bicycles is as essential as parking for cars

- If feasible, require major City-sponsored community events to include convenient bicycle parking and publicize such accommodations
- Start a campaign that counts how many bicycle parking spaces are being created and setting quantifiable goals
- Support and promote improved bicycle access to all local transit facilities
- Encourage Golden Gate Transit District to add bicycle parking, including covered and secure, at transit facilities, and to use higher capacity racks on all buses.

Goal 3: Safety - Identify and prioritize the mitigation of bicycle- and pedestrian-related safety improvements.

- Objectives:
 - Identify funding for ongoing maintenance of sidewalks and pathway
 - Undertake routine maintenance of bicycle and walkway network facilities, such as sweeping bicycle lanes and trimming vegetation next to bicycle lanes and sidewalks
 - Undertake major maintenance of bicycle and walkway facilities, such as restriping bicycle lanes and resurfacing paths and sidewalks
 - Consider bicycle and walking facilities in the repair and construction roadways
 - Provide an easy method (such as a hotline or email) for the public to report road/walkway hazards, and create an effective and appropriate response mechanism to correct reported hazards

Goal 4: Universal Design - Promote design standards and support facilities that encourage bicycling and walking among people of all ages and abilities, including children, seniors, families, and people with limited mobility. Work to match project designs to the residents they are intended to serve.

- Objectives:
 - Ensure accessibility of pedestrian facilities to the elderly and disabled
 - Identify funding for construction of ADA compliant curb cuts
 - Continue to use the most up-to-date design guidance

Goal 5: Programs - Support bicycling and walking by providing educational and encouragement programs.

- Objectives:
 - Identify and mitigate impediments and obstacles to walking to school, such as a Safe Routes to Schools program
 - Plan for, support and promote implementation of traffic calming devices and techniques where feasible
 - Work with the Police Department to implement enforcement and education programs
 - Develop adult and youth bicycle and pedestrian education, encouragement, and safety programs with the help of available bicycle and pedestrian facility programs such as Safe Routes to Schools and Public Service Announcements

Appendix K: Maintenance

This appendix discusses bicycle- and pedestrian-specific maintenance needs.

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Bikeways are an integral part of San Rafael's transportation network, and maintenance of the bikeway network should be part of the ongoing maintenance program for all City transportation facilities. As such, bikeway network maintenance should be adequately funded. In addition to maintenance funds from general revenue, the City may also want to consider pursuing other methods of securing funding for bikeway and pathway maintenance. Examples of alternative funding include "adopt-a-trail" programs, implementing recreational fees on the purchase of recreational equipment in the City, project-specific fundraising, and the sale of City-developed bicycle maps. The Transportation Authority of Marin has undertaken development of maintenance strategies for countywide pathways which may provide insights into development of a similar program for bikeways in San Rafael.

Appendix L: Trip Estimates

This appendix provides an estimate of the change in bicycle and pedestrian trips following full implementation of the list of proposed projects. These estimates should be considered level of magnitude estimates and are intended to provide high-level insight into the potential positive impacts of plan implementation.

According to the Bay Area Air Quality Management District (BAAQMD), motor vehicles are responsible for approximately 75 percent of the smog in the Bay Area. Reducing vehicle miles traveled (VMT) is a key goal of the BAAQMD, and fully implementing San Rafael's bicycle network will help achieve this goal by providing residents safe and functional ways to get to work, school, or shopping without relying on motor vehicles.

Based on data from the American Community Survey and estimates of walk and bicycle mode share for school and bike-to-transit trips, the current number of daily walk and bicycle trips in San Rafael is estimated to be 42,800, of which 8,000 are commute or school trips. These 42,800 trips effectively replace an estimated 33,200 motor vehicle trips per day, a savings that amounts to an estimated 41,300 vehicle-miles traveled (VMT) per day.

If implementation of the proposed projects increases the number of bicycle and walk trips in San Rafael by 5 percent (low estimate), 10 percent (mid estimate), or 20 percent (high estimate), the corresponding change in reduced motor vehicles trips per day would be 36,400, 38,000, and 41,600 trips, respectively.

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Current Commuting Statistics	Bike Value	Walk Value	Source
Current Population	59,948		American Community Survey (2012-2016), total population
Number of Commute Trips per Day (all modes)	58,572,463		American Community Survey (2012-2016), (workers 16 years and over – worked at home as primary means of transportation to work) x 2 for roundtrips
Number of Bicycle/Walk-to-Work Commute Trips per Day	926	2,382	American Community Survey (2012-2016), walk/bicycle as primary means of transportation to work x 2 for roundtrips
Bicycle/Walk-to-Work Mode Share	1.6%	4.1%	American Community Survey (2012-2016), walk/bicycle as primary means of transportation / workers 16 years and over
Number of College Students	4,051		American Community Survey (2012-2016), undergraduate students + graduate/professional school students
Estimated College Bicycle/Walk Commute Trips per Day	400	400	National Bicycling & Walking Study, FHWA, Case Study No. 1, 1995. Review of bicycle commute share in seven university communities (5%) x 2 for roundtrips (rounded to nearest hundred); 2005 Traveler Opinion and Perception Survey (FHWA) found 4.9% of all trips to school were by walking x 2 for roundtrips (rounded to nearest hundred).
School Children (K-12)	8,165		American Community Survey (2012-2016), grade 1 – grade 12
Estimated School Children Bicycle/Walk Commute Trips per Day	700	3,100	Marin County Safe Routes to Schools 2016 Program Evaluation , 19% of students walked and 4% biked x 2 for roundtrips (rounded to nearest hundred), based on weighted average by school enrollment
Number of Daily Bike-to-Transit Users (Marin Transit)	82	N/A	Marin Transit Ridecheck Report (2011 Local Bus Survey), Bikes Ridership Activity by Geography (San Rafael - Central)
Total Number of Daily Bicycle/Walk Commute and School Trips	8,000	Number of Walk/Bicycle-to-Work Commute Trips per Day + Estimated College Walk/Bicycle Commute Trips per Day + Estimated School Children Walk /Bicycle Commute Trips per Day + Number of Daily Walk/Bicycle-to-Transit Users (rounded to nearest hundred)	
Estimated Non-Work or – School Trips per Day	34,800	NHTS (2009), 1 walk/bicycle commute or school trip : 4.35 social, recreational, utilitarian, medical, shopping, family/personal business, transport someone, meals, or other trips (rounded to nearest hundred)	

Estimated Current Bicycle/Walk Trips	Value	Source
Total Daily Bicycle/Walk Trips	42,800	Total number of daily bicycle/walk commute and school trips + Estimate non-work or –school trips per day
Reduced Vehicle Trips per Weekday	33,200	Assumes 80% commute, 77% college, 39% K-12 school, and 80% other trips replace motor vehicle trips for bicycling (rounded down) and assumes 82% commute, 81% college, 46% K-12 school, and 82% other trips replace motor vehicle trips for walking (rounded to nearest hundred)
Reduced Vehicle Miles per Weekday	41,300	Assumes average bicycle trip length of 3.54 miles for commute trips, 2.09 miles for college trips, 0.77 miles for K-12 trips, and 1.89 for all other trips and assumes average walk trip length of 0.67miles for commute trips, 0.48 miles for college trips, 0.36 miles for K-12 school trips, and 0.67 for other trips (rounded to nearest hundred)
Potential Future Bicycle/Walk Commuters	Value	Source
Estimated Increase in Bike/Walk Trips (Low)	44,900	5% increase over total estimated daily bicycle/walk trips (42,800), rounded to nearest hundred
Estimated Increase in Bike/Walk Trips (Mid)	47,000	10% increase over total estimated daily bicycle/walk trips (42,800), rounded to nearest hundred
Estimated Increase in Bike/Walk Trips (High)	51,400	20% increase over total estimated daily bicycle/walk trips (42,800), rounded to nearest hundred
Estimated Future Reduced Vehicle Trips per Weekday	36,400 (Low), 38,000 (Mid), 41,600 (High)	Maintains proportion from existing vehicle trip reduction calculation (81%) and rounded to nearest hundred

Appendix M: ATP-Compliance Checklist

This appendix lists the sections required by Caltrans for the City of San Rafael's bicycle and pedestrian to be eligible for funding from the Active Transportation Program (ATP).

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	Required Plan Elements	Location within the Plan
(a)	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	Appendix L
(b)	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Safety section
(c)	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.	Context section
(d)	A map and description of existing and proposed bicycle transportation facilities.	Existing section Proposed section
(e)	A map and description of existing and proposed end-of-trip bicycle parking facilities.	Existing section, proposed section, and Appendix G
(f)	A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.	Appendix G
(g)	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Existing section Proposed section
(h)	A map and description of existing and proposed pedestrian facilities at major transit hubs. These must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Coordination section
(i)	A description of proposed signage providing wayfinding along bicycle networks to designated destinations.	Existing section Proposed section
(j)	A description of the policies and procedures for maintaining existing and proposed bicycle facilities, including, but not limited to, the maintenance of smooth pavement, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	Appendix K
(k)	A description of bicycle safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle safety, and the resulting effect on collisions involving bicyclists.	Existing section

	Required Plan Elements	Location within the Plan
(l)	A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	Page 6
(m)	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	Coordination section
(n)	A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	Appendix H
(o)	A description of past expenditures for bicycle facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists in the plan area. Include anticipated revenue sources and potential grant funding for bicycle uses.	Appendix I
(p)	A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	Appendix J
(q)	A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix P

Appendix N: Complete Street Policy

This appendix contains the City of San Rafael's Complete Street policy.

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RESOLUTION NO. 14088

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN RAFAEL
ADOPTING A COMPLETE STREETS POLICY**

WHEREAS, the term “Complete Streets” describes a comprehensive integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicycles, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth and families and all modes of travel; and

WHEREAS, the City of San Rafael acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by alternative modes of travel such as walking, bicycling, and public transportation; and

WHEREAS, the City of San Rafael recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the area of infrastructure cost savings, public health, and environmental sustainability; and

WHEREAS, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (AB 1358), which requires that when cities or counties revise general plans, they identify how they will provide for the mobility needs of all users of the roadways, as well as through Deputy Directive 64, in which the California Department of Transportation explained that it “views all transportation improvements as opportunities to provide safety, access, and mobility for all travelers in California and recognizes bicycles, pedestrian, and transit modes as integral elements of the transportation system”; and

WHEREAS, the California Global Warming Solution Act of 2006 (AB 32) sets mandates for the reduction of greenhouse gas emissions in California, and the Sustainable Communities and Climate Protection Act of 2008 (AB375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land use policy; and achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking; and

WHEREAS, numerous California counties, cities, and agencies have adopted Complete Streets policies and legislation in order to further the health, safety, welfare, economic vitality, and environmental wellbeing of their communities; and

WHEREAS, the City of San Rafael therefore, in light of the foregoing benefits and considerations, wishes to improve its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards;

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of San Rafael as follows:

1. That the City of San Rafael adopts the “Complete Streets Policy” attached hereto as Exhibit A, and made part of this Resolution.
2. That the next substantial revision of the City of San Rafael General Plan circulation shall incorporate Complete Streets policies and principals consistent with the California Complete Streets Act of 2008 (AB 1358) and with the Complete Streets Policy adopted by this resolution.

I, ESTHER C. BEIRNE, Clerk of the City of San Rafael, hereby certify that the foregoing Resolution was duly and regularly introduced and adopted at a regular meeting of the City Council of said City held on Monday, the 21st day of March, 2016 by the following vote, to wit:

AYES:	COUNCILMEMBERS: Bushey, Colin, Gamblin and Mayor Phillips
NOES:	COUNCILMEMBERS: None
ABSENT:	COUNCILMEMBERS: McCullough


ESTHER C. BEIRNE, City Clerk

File No.: 01.12.27

EXHIBIT A

CITY OF SAN RAFAEL

COMPLETE STREETS POLICY

This Complete Streets Policy shall supersede the “Complete Streets Directive” issued by the Department of Public Works on February 24, 2011.

A. Complete Streets Principals

1. Complete Streets Serving All Users

The City of San Rafael expresses its commitment to creating and maintaining complete streets that provide safe, comfortable and convenient travel along and across all streets (including streets roads, highways, bridges and other portions of transportation system) through a comprehensive integrated transportation network that serves all categories of users, including pedestrians, bicycles, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth and families, emergency vehicles.

2. Context Sensitivity

In planning and implementing street projects, Public Works departments and agencies of the City of San Rafael shall be cognizant of local conditions in both residential and business districts and shall, when possible, work with stakeholders to ensure access is maintained for all modes of travel. Improvements that will be considered include but are not limited to sidewalks, shared use paths, bicycle routes, paved shoulders street trees and landscaping planting strips accessible ramps, crosswalks refuge islands pedestrian signals, signs, street furniture and other features assisting in the provision of safe travel for all users.

3. Complete Streets Routinely Addressed by All Departments

All relevant departments and agencies of the City of San Rafael shall work towards complete streets practices as routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users and work in coordination with other departments, agencies and jurisdiction to maximize opportunities for complete streets connectivity and cooperation. The following projects provide opportunities: pavement resurfacing, restriping, accessing above and underground utilities, signalization operations or modifications, maintenance of landscaping/related features.

4. All Project Phases

Complete streets infrastructure sufficient to enable reasonably safe travel along and across the right-of-way for each category of users shall be incorporated into planned designs for the public right-of-way and construction other than standard routine maintenance (including streets, roads highways, bridges, and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded in an exemption as approved via process set forth in Section C.1 of this policy.

B. Implementation

1. Plan Consultation and Consistency

The design of projects affecting the transportation system, including non-standard maintenance shall be consistent with the City's Bicycle Pedestrian Master Plan and other relevant plans except that where such consistency cannot be achieved without negative consequences. Projects that do produce negative consistency shall not be required if the Director of Public Works or his/her designee provides written explaining the basis for such deviation in the form of a "Multi-Modal Document".

Projects that do affect the road right-of-way shall be presented to the City of San Rafael's Bicycle Pedestrian Advisory Committee and at such time the Public Works Department shall bring to light any known exceptions to mobility as defined in the multi-modal document. The City of San Rafael's Bicycle Pedestrian Advisory Committee may provide comments to staff on the project

2. Street Network/Connectivity

As feasible, the City of San Rafael shall incorporate complete streets infrastructure into new projects which improve or maintain current street conditions in order to improve the safety and convenience of users and to ultimately create a connected network of facilities accommodating all users and increasing connectivity across jurisdictional boundaries.

3. Bicycle and Pedestrian Advisory Committee Consultation

The City of San Rafael's Bicycle Pedestrian Advisory Committee shall review general projects associated with access on the City streets as soon as the Department of Public Works feels it is practicable to do so in order to allow the Committee to review and provide comments on the proposed project as it relates to developing a complete streets network.

4. Evaluation

The Department of Public Works shall perform evaluations of how well the streets and transportation network of the City of San Rafael are serving each category of users by collecting baseline data and collecting follow data on a regular basis for the projects developed. Follow up data shall be collected within a year of the completion of the project.

C. Exceptions

1. Leadership approval for exceptions

It is recognized that there will be situations where it will not be possible or feasible to incorporate all such facilities into a project. In such cases, there shall be full and complete compliance with all federal, state and local codes and laws relating to documentation, justification and reasoning setting forth the inability to comply. Said documentation shall be presented to the Director or Assistant Director of Public Works for approval prior to continuing work on the project. Such approval shall not be granted by the department unless the documentation clearly sets forth a full and compelling case of an inability to comply.

CITY OF SAN RAFAEL
COMPLETE STREETS PROCEDURES

The general procedures noted below shall be followed as much as practicable for reviewing and approving roadway projects that occur on City of San Rafael Right-of-Way.

The design of all projects shall including new or improvements to existing features within the road right-of-way shall include but are not limited to bicycle facilities, bike paths of all classes, bike racks, pedestrian improvements such as curb ramps and access improvements such as ramps and handrails where feasible.

Early on in the process, project designs within the road right-of-way shall be presented to the San Rafael Bicycle Pedestrian Advisory Committee (BPAC). The committee is encouraged to make comments on the plans; however, modifications such as removal of parking to incorporate a bike lane where one currently does not exist may not be incorporated into the plan at the discretion of the Director of Public Works.

Standard maintenance encroachment permits and roadway work are not subject to these conditions. However, large encroachment permits for utilities and stake holders other than the City of San Rafael require significant improvements to the pedestrian/bicycle and roadway paths of travel may be required to submit a plan to the City's BPAC and make modifications per the recommendation of the Department of Public Works.

Standard maintenance and emergency work on City roadways shall not be required to comply with the complete streets policies.

The department initiating these improvements shall prepare a multi-modal report to the Director of Public Works or the Assistant Director of Public Works/City Engineer for their approval and concurrence. The multi-modal document shall clearly state the existing conditions, proposed improvements and specify any exemptions that may be needed with clear reasoning for why these specific standards are not possible. The multi-modal document shall be placed in the documents file and is available to the public for review.

Appendix O: Plan Comments

This appendix contains a list of comments on the draft plan.

The ongoing plan comments can be found at the following link on Box: <https://apd.box.com/s/yopvciql9iu7igpu9107g1fb05yv96qn>

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Appendix P: City Council Resolution

This appendix contains a placeholder for the signed resolution adopting the City of San Rafael's bicycle and pedestrian plan.

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RESOLUTION 14547

**RESOLUTION OF THE SAN RAFAEL CITY COUNCIL
ADOPTING THE SAN RAFAEL BICYCLE AND PEDESTRIAN
MASTER PLAN 2018 UPDATE**

WHEREAS, in October of 1998 the City Council appointed a Bicycle and Pedestrian Committee to develop a San Rafael Bicycle and Pedestrian Plan; and

WHEREAS, in January of 1999, the Bicycle and Pedestrian Advisory Committee along with city staff initiated preparation of a Bicycle and Pedestrian Plan; and

WHEREAS, the City of San Rafael Bicycle/Pedestrian Master Plan was adopted in 2002 and provided eligibility for Active Transportation Program grants; and

WHEREAS, the San Rafael General Plan Policy C-4 calls for safety and convenience for bicyclists in the design of roadways, and more specifically Policy C-4b supports establishing design criteria for alternative modes of travel; and

WHEREAS, an update to the Bicycle/Pedestrian Master Plan must be adopted every five years in order to remain eligible for Active Transportation Program grants; and

WHEREAS, the 2018 Update to the City of San Rafael Bicycle/Pedestrian Master Plan was developed in accordance with all applicable California Department of Transportation (Caltrans) requirements; and

WHEREAS, the proposed San Rafael Bicycle and Pedestrian Master Plan 2018 Update was presented to and considered by the City Council at a public hearing held on July 16, 2018 at which the Council accepted public testimony regarding the proposed update; and

WHEREAS, pursuant to the recommendation of the Public Works Department, on July 16, 2018 the City Council approved a resolution adopting a Negative Declaration for the San Rafael Bicycle and Pedestrian Master Plan 2018 Update pursuant to the California Environmental Quality Act (CEQA); and

WHEREAS, the City of San Rafael has been a leading agency in the implementation and construction of bicycle and pedestrian projects in Marin County, and;

WHEREAS, the Public Works Director has issued a complete Streets Directive to initiate and incorporate in all projects a multi-modal approach that ensures inclusion in the scope of all relevant, appropriate, necessary and mandated facilities;

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of San Rafael does hereby adopt the draft San Rafael Bicycle and Pedestrian Master Plan 2018 Update.

I, LINDSAY LARA, Clerk of the City of San Rafael, hereby certify that the foregoing resolution was duly and regularly introduced and adopted at a regular meeting of the Council of said City on the 16th day of July, 2018 by the following vote, to wit:

COPY

AYES: **COUNCILMEMBERS:** Bushey, Colin, McCullough & Mayor Phillips

NOES: **COUNCILMEMBERS:** None

ABSENT: **COUNCILMEMBERS:** Gamblin



LINDSAY LARA, City Clerk

COPY