



AGENDA
SAN RAFAEL BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE (BPAC)
WEDNESDAY, JUNE 3, 2020 AT 6:00 P.M.

VIRTUAL MEETING

Watch Online: <https://tinyurl.com/BPAC-2020-06-03>

Telephone: (669) 900-9128

ID: 859-4573-0391

Password: 340380

- 1. Call to Order**
- 2. Public Comments for Items not on Agenda: 2-minutes each**
- 3. Project Updates:** <https://www.cityofsanrafael.org/active-projects/>
 - a. Francisco Boulevard West Multi-Use Path (MUP)
 - i. Construction plans:
<https://www.cityofsanrafael.org/documents/francisco-blvd-west-mup-plans/>
 - b. Crosswalk Projects
 - i. Safe Pathways
 - ii. East San Rafael
 - iii. San Rafael High School
 - c. Third Street/Hetherton Street
 - d. Third Street Rehabilitation
 - e. Grant applications
- 4. Discussion of Downtown Precise Plan** (figures attached)
 - a. Objective: Committee to provide feedback on modal figures: Street Hierarchy, Pedestrian Priority, Bicycle Priority, Vehicle Priority, Transit Priority
- 5. Request for future agenda items**

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

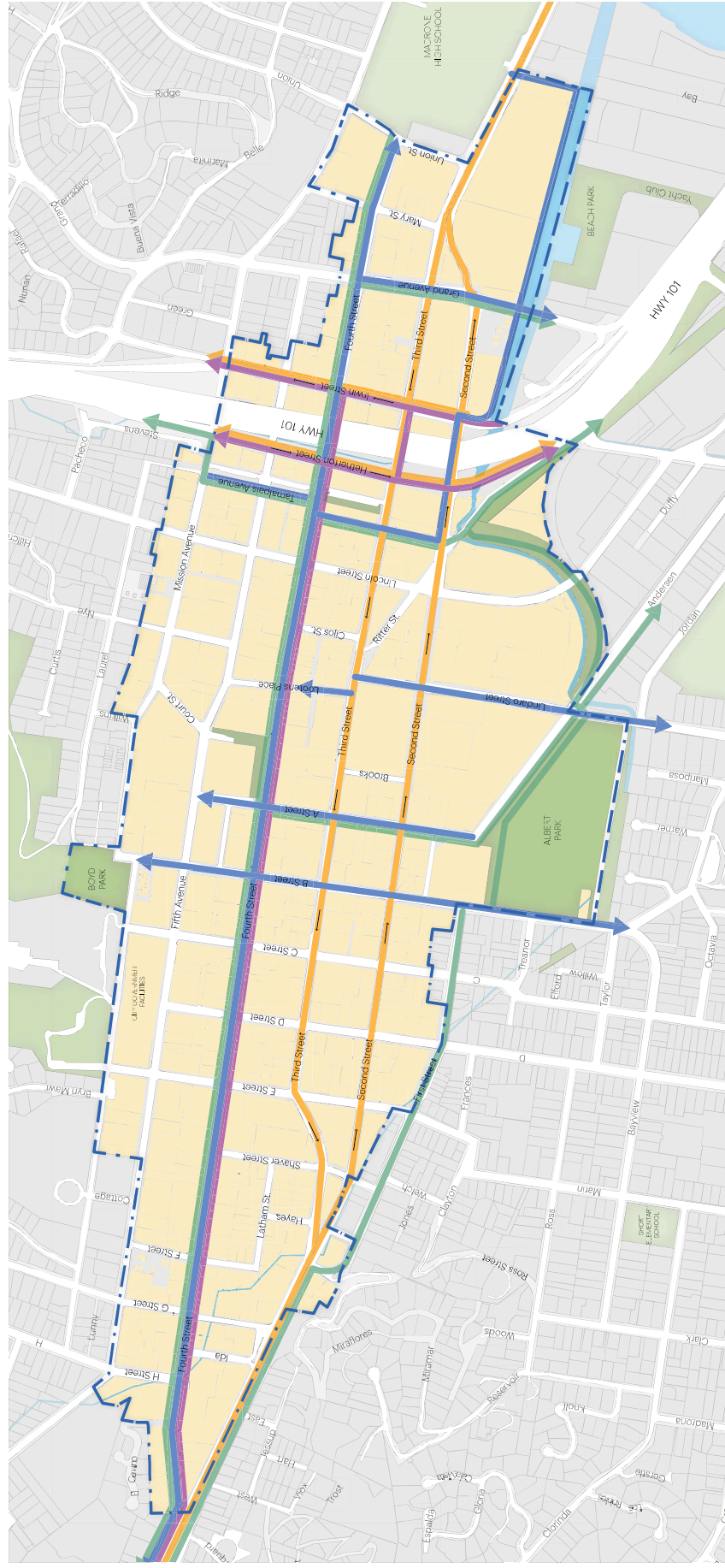


Figure 6.6 Street hierarchy and multimodal plan

Source: Fehr and Peers, March 2020

- - - Plan Area boundary
- Pedestrian priority network
- Bicycle priority network
- Transit priority network
- Vehicular priority network

Scale 1" = 800'



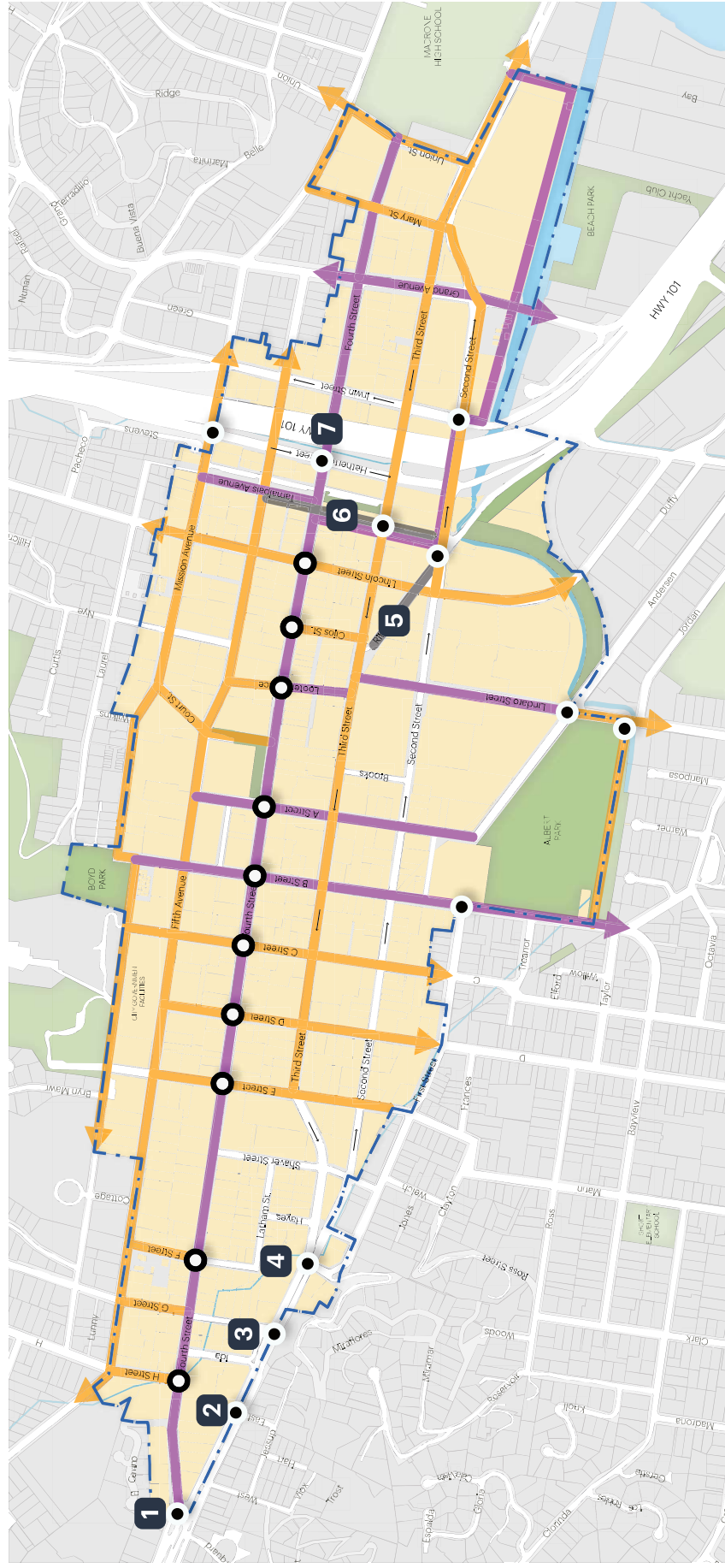








Figure 6.14 Pedestrian priority network

Source: Fehr and Peers, March 2020

-  Plan Area boundary
-  Pedestrian priority street
-  Key pedestrian corridor
-  Special study segment
-  Pedestrian crossing safety treatments (see BPMP for details)
-  Pedestrian crossing safety treatments

- 1** BPMP Projects C-2, C-3, C-5, C-7, C-8 include intersection reconfiguration, channelization, and pedestrian crossing improvements
- 2** Study pedestrian crossing improvements. BPMP Project C-8 includes installation of a raised crosswalk, which is likely infeasible given speeds, volumes, priorities for Second Street traffic
- 3** BPMP Project C-10 includes study of pedestrian intersection improvements at G Street and Ida Street
- 4** Study pedestrian crossing improvements. BPMP Project C-9 includes installation of a raised crosswalk, which is likely infeasible given speeds, volumes, priorities for Second Street traffic
- 5** Study converting to paseo/pedestrian path, or relinquish to develop parcel and construct improved, standardized pedestrian crossings at intersections
- 6** Study appropriate pedestrian facilities and connections as part of San Rafael Transit Center Relocation project
- 7** BPMP Project D-20 includes lighting and art improvements to address pedestrian safety and experience



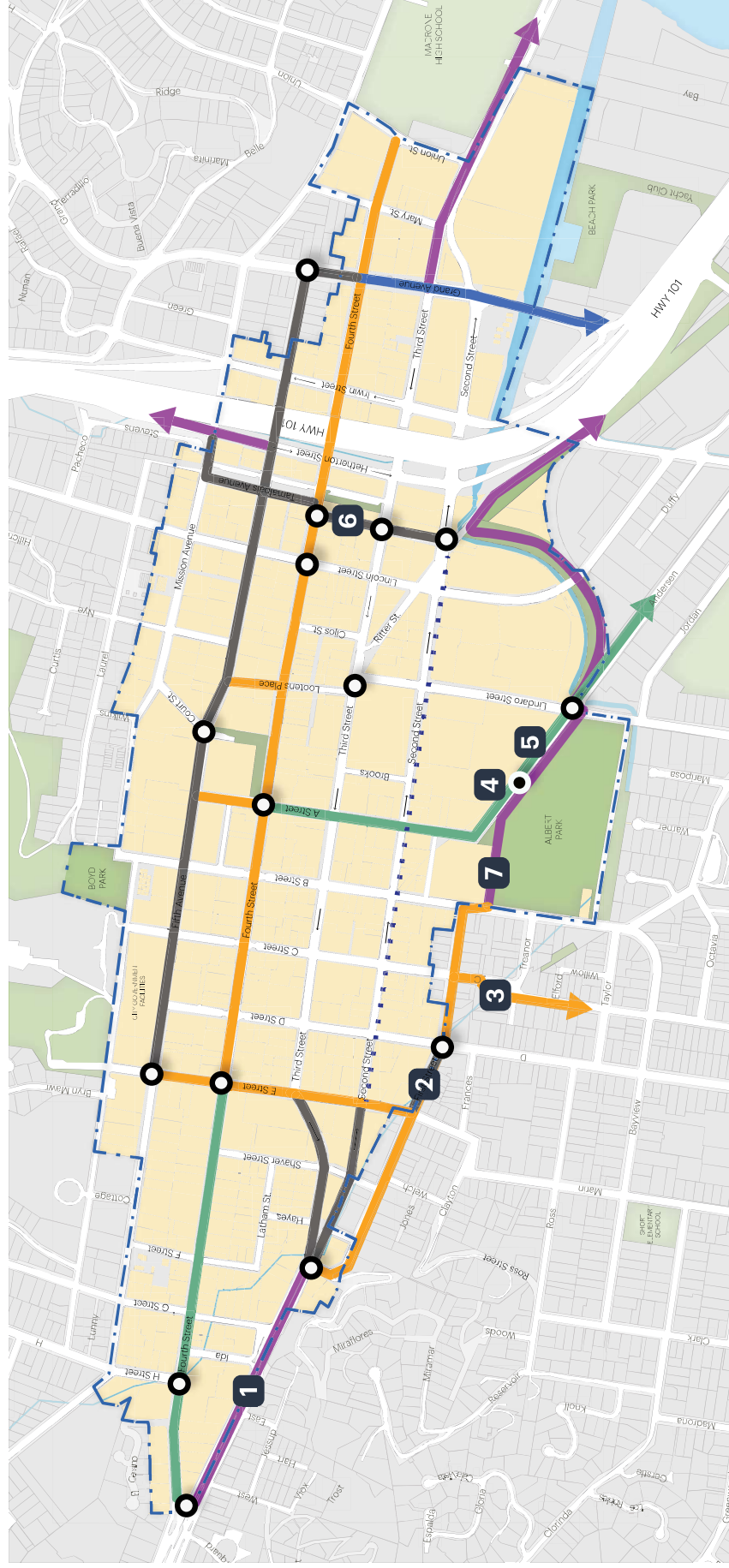


Figure 6.18 Bicycle priority network
Source: Fehr and Peers, March 2020

- Plan Area boundary
- Class I Bicycle Facility (separated bicycle path)
- Class IV Bicycle Facility (protected/ separated bicycle lane)
- Class II Bicycle Facility (striped/ buffered bicycle lane)
- Class III Bicycle Boulevard (shared street, low speed)
- Special study segment*
- Bicycles may use sidewalk on south side

- Intersection treatments to accommodate bicycle circulation
- Special study intersection*

* Areas requiring further study include locations where multiple potential projects have been identified, but no clear recommendation has been made so far.

- 1** BPMP Project C-6: convert to Class I multi-use path with retaining wall, or two-way protected cycle track with parking removal
- 2** BPMP Project C-14: convert to one-way eastbound, install a contra-flow bicycle lane or maintain one-way westbound, and install advisory bicycle lanes
- 3** BPMP C-12: study feasibility for a one-way cycle track couplet on C and D Streets, or bicycle boulevard on both streets. Due to auto volumes and connectivity, the Precise Plan recommends a bicycle boulevard only on C Street, with considerations for Class III signage and wayfinding on D Street



- 4** Consider mid-block crossing between Albert Park and the BioMarin campus
- 5** Consider Class I connection from B Street to Anderson Drive/ Lindero Street to complete Class I network
- 6** BPMP Project D-2: study appropriate bicycle facility (Class I or Class IV) and connections as part of Transit Center Relocation Project
- 7** BPMP Project D-7: Class I multi-use path connecting Albert Park with transitions to existing Class II bicycle lanes on Andersen Drive

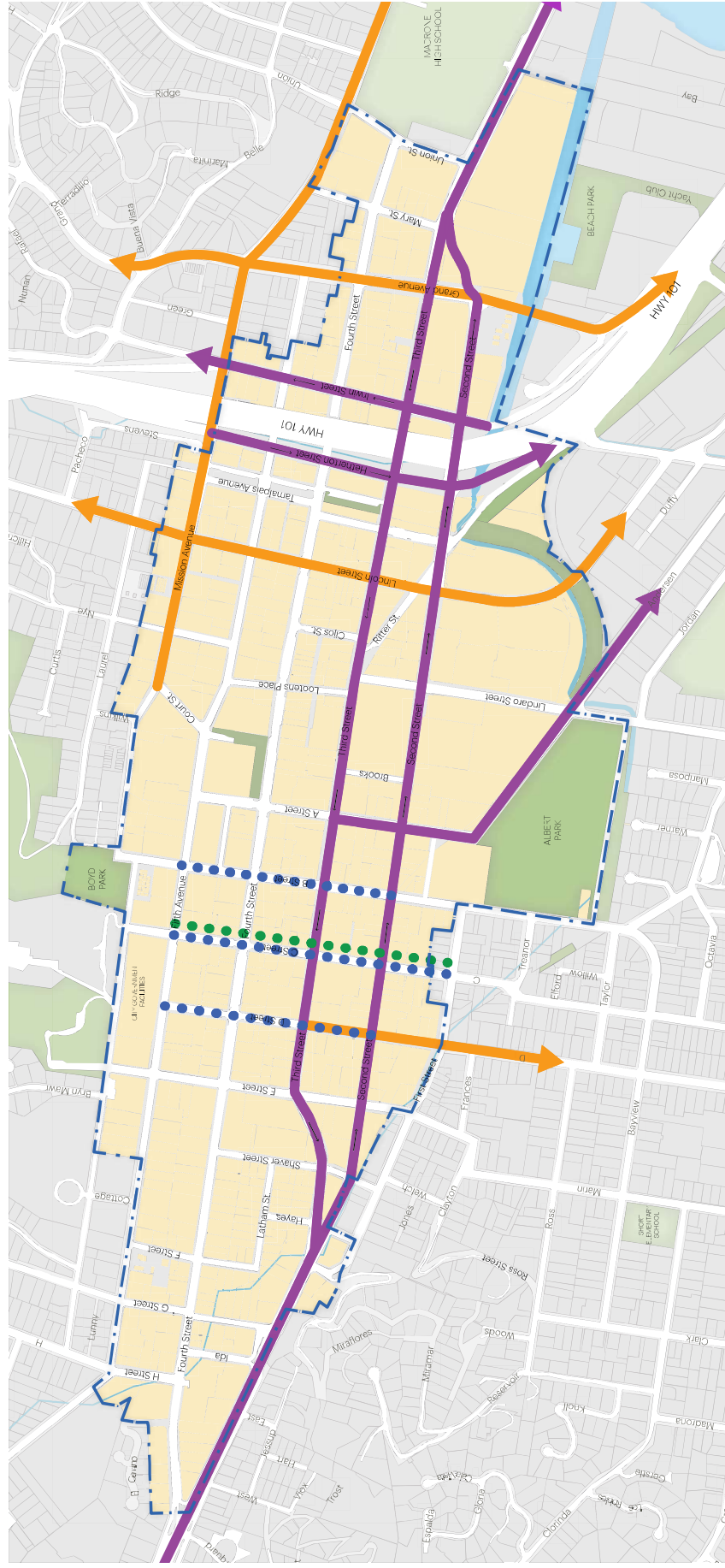


Figure 6.20 Vehicular priority network

Source: Fehr and Peers, March 2020

- [- - -] Plan Area boundary
- Major arterial/ priority auto route
- Minor arterial/ city-wide connector
- ● ● ● Convert from one-way to two-way
- ● ● ● Designated Police Department emergency response route

Scale 1" = 800'



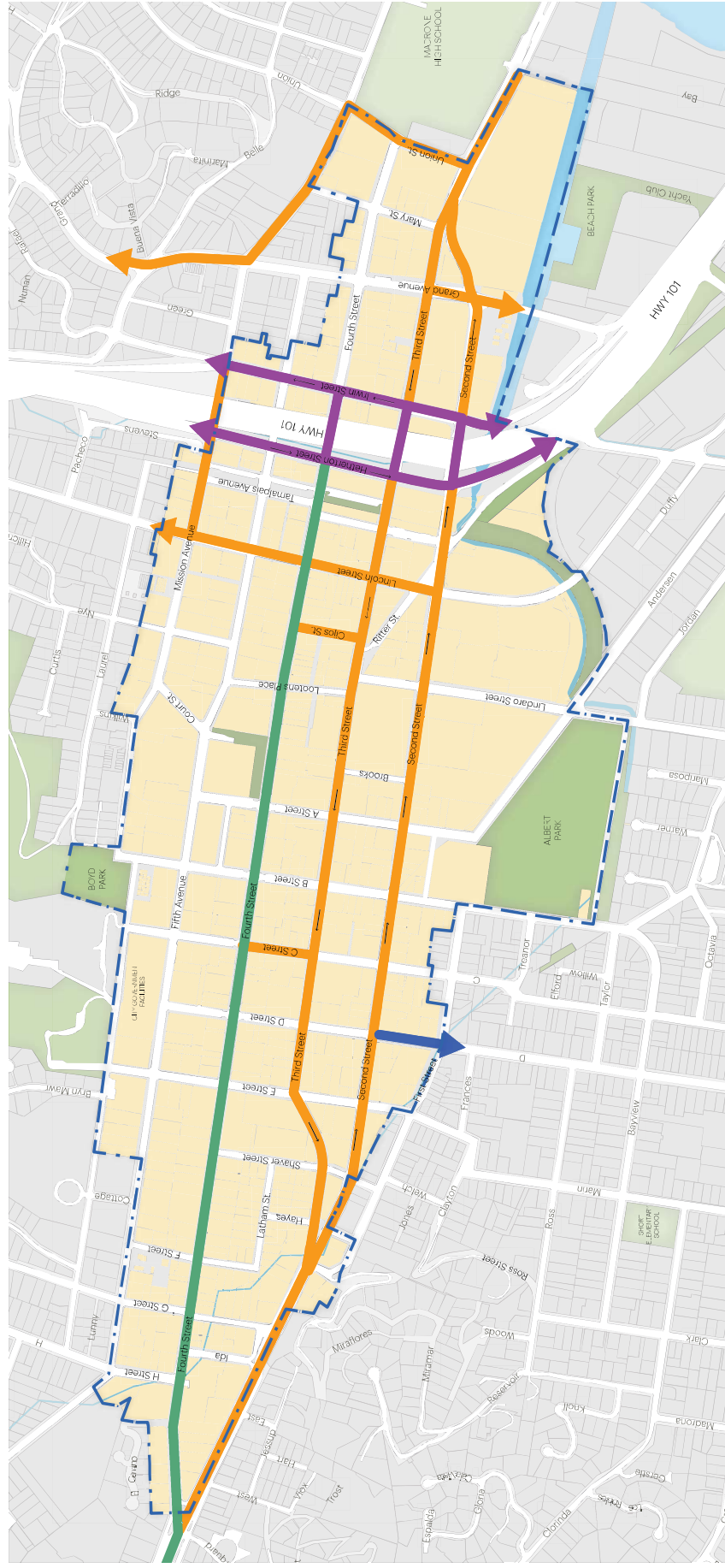







Figure 6.23 Transit priority network

Source: Fehr and Peers, March 2020

-  Plan Area boundary
-  High frequency bus route
-  Moderate frequency bus route
-  Low frequency bus route
-  Potential future shuttle

Scale 1" = 800'

