

AGENDA



SAN RAFAEL BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC) WEDNESDAY, APRIL 7, 2021 AT 6:00 P.M.

VIRTUAL MEETING

Watch Online: <https://tinyurl.com/BPAC-2021-04-07>

Telephone: (669) 900-9128

ID: 873-5858-9818#

1. **Call to Order**
2. **Approval of meeting minutes**
Approval of BPAC Meeting Minutes of February 3, 2021
Recommended Action: Approve as submitted
3. **Public Comments for Items not on Agenda: 2-minutes each**
4. **Remembering Jimmy Geraghty, Memorial attached**
5. **North-South Greenway, Materials attached and presentation by Patrick Seidler and Warren Wells**
This item is about a gap closure in the North-South Greenway from Los Ranchitos to the top of the Puerto Suello pathway
Recommended Action:
 1. *Members to vote on submitting a letter of support to City Council, DRAFT letter attached*
6. **San Rafael Transit Center, Brief update from City staff**
Golden Gate Bridge Highway & Transportation District (GGBHTD) is completing an analysis of three alternative locations of the Transit Center. The alternatives can be found here:
<https://www.goldengate.org/assets/1/6/srtc-community-meeting-presentation-november-19-2020.pdf>
Recommended Action:
 1. *Members to provide input on the bicycle and pedestrian access to each alternative*
 2. *Members to vote on submitting a letter encouraging City Council to prioritize pedestrian and bicycle access to the relocated Transit Center, DRAFT letter attached*
7. **Possible Future Agenda Items**
 - a. BPAC Work Plan
<https://storage.googleapis.com/proudcity/sanrafaelca/uploads/2019/12/Bicycle-and-Pedestrian-Advisory-Committee.pdf>
8. **Adjournment in Honor of Jimmy Geraghty**

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.

City of San Rafael
Bicycle and Pedestrian Advisory Committee (BPAC)
Wednesday February 3, 2021 at 6:00 p.m.
Virtual Meeting via Zoom

Minutes

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

Call to Order

Chair Powers called the meeting to order at 6:04 pm.

1. Public Comments for Items not on Agenda

Craig Murray: Transportation Authority of Marin (TAM), Safe Routes to School efforts, US 101 Undercrossing

Jean Severinghaus: Kudos for Second Street to Rice Drive Multi-Use Path (MUP) and for Quick Build at Francisco Boulevard East/Grange Avenue

Patrick Seidler: Sonoma Marin Area Rail Transit (SMART) has money they could put towards the North-South Greenway

Warren Wells: New Marin County Bicycle Coalition (MCBC) Policy and Program Director.

Sunny Lee: Requests a study be done on the traffic impacts of the Francisco Blvd West one-way circulation on northbound Lincoln Avenue

2. Committee Housekeeping

Staff announced that the City is not currently seeking replacements for former Member Belletto or Youth Member Harlem's vacancies. Members of the committee requested the City consider recruiting for the second youth member position

3. Approval of meeting minutes

Minutes for regular December 2, 2020 meeting approved.

4. Third Street/Lindaro Street Intersection Improvements

Staff provided a report prior to the meeting and presented at the meeting the alternatives for the design of the Third Street and Lindaro Street intersection. The alternatives are: close the driveway (north leg) to Walgreens or make the driveway (north leg) one-way southbound.

Comments from committee members:

Member Solomon asked how far the driveway is from the nearest intersection (Lootens Street)

Alternate Member Geraghty mentioned the conflict between southbound vehicles making a right turn and not looking for bicycle traffic

Member Allison asked about the collision history and the back-up in lane #3

Youth Member Nielsen asked if improvements can be made to the Lindaro Street driveway

Member Mooney asked about the bike lanes on Lindaro that BioMarin was supposed to install

Alternate Coyne asked the city to look at the design of the exit only to make sure cars can't turn right into driveway from 3rd Street.

Member Hagerty asked to review letters provided by the public prior to the meeting

Member Mooney asked staff to clarify when vehicle counts were collected

Speakers: Don Magdenz, Lisa Merigan, Dave Rhoads, Jean Severinghaus, Sunny Lee, Lori S, Jonathan Toste

There being no further comment, Chair Powers closed the public comment

Member Allison expressed that the exit only is a great compromise as far as circulation and helps reduce the pedestrian conflict and considers the vehicle throughput

Member Mooney expressed the need to design for the future and consider BioMarin and Senior Housing going in

Youth Member Nielsen suggested staff consider redesigning the Walgreens driveway

Member Bergman mentioned the parking lot can be challenging to drive through and visibility should be checked. If these are looked into, then it should alleviate some of the concerns for pedestrians at the exit.

Chair Powers asked what the City was satisfied with and indicated she was appreciative of the public process that this project has gone through. Asked if the exit only provides one lane or two lanes.

City staff commented that both alternatives were presented because city staff is comfortable with both alternatives.

Members Allison and Hagerty expressed support for the one-way exit only alternative.

Member Solomon initially supported the closure, however after public comment and staff presentations, he expressed support for the Exit only option in the spirit of community cooperation.

Member Mooney and Alternate Members Geraghty and Coyne expressed support for the closed alternative.

5. Capital Improvement Program (CIP)

Staff presented how the CIP is created, how projects make it into the CIP, and how the projects are ranked

Alternate Member Geraghty asked if the City monitors e-bike sales

Youth Member Nielsen asked how projects can get added mid-cycle

Speakers: Patrick Seidler, Craig Murray, Sunny Lee, Dave Rhoads, Lori S, Jean Severinghaus

Member Mooney asked about planning for the increase in e-bikes

Chair Powers requested that the Bicycle and Pedestrian Master Plan (BPMP) be revisited regularly to reprioritize projects

Member Bergman requested MTC's regional bike and pedestrian plan. He also thinks it would be helpful to have detailed breakdown of funding and the limitations of different funding sources.

Youth Member Nielsen requested the process be refined

There being no further comment, Chair Powers closed the public comment

6. Request for Future Agenda Items

Committee members requested the funding opportunities for the North-South Greenway be discussed

7. Adjournment

Chair Powers adjourned the meeting at 8:05 pm

Approved this ____ day of ____ 2021

Lauren Davini, Staff Liaison



Remembering Jimmy Geraghty

The City would like to thank Jimmy for his many years of contributions to San Rafael. He will be missed.

Jim grew up on the East Coast before moving to Marin in 1988, settling in the Canal District so he could be close to his boat. By 2003, he had become a stalwart activist known throughout the county.

Garbed in his signature overalls, bandana, and clogs, Jim was a prominent fixture at countless political, environmental, and social justice events over the past two decades. Named one of the "Heroes of Marin" by the Pacific Sun in 2018, he never took credit for his impact on the community.

"I surround myself with people smarter than me, connecting with others and working for change," Jim is quoted as saying. "That's when the real magic happens."

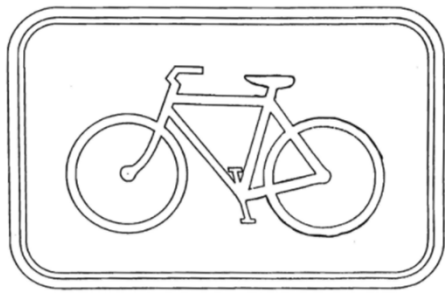
-Community Media Center of Marin

*Geraghty identifies the three biggest problems facing Marin as housing, traffic and racial disparity. The good news is he sees plenty of solutions for all of these problems. His advice: Get involved. **"Find a group working on your passion or concern. Become aware."** – Pacific Sun "Heroes of Marin"*

SMART

San Rafael Connection

The BICYCLE PLAN



FOR MARIN

MARIN COUNTY NORTH-SOUTH BIKEWAY FEASIBILITY STUDY

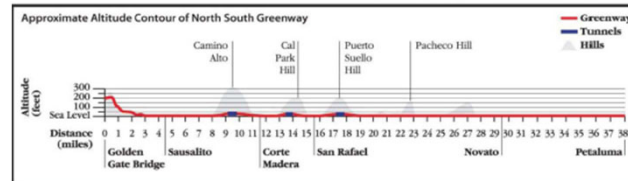


Marin County
Department of Parks,
Open Space and Cultural Services

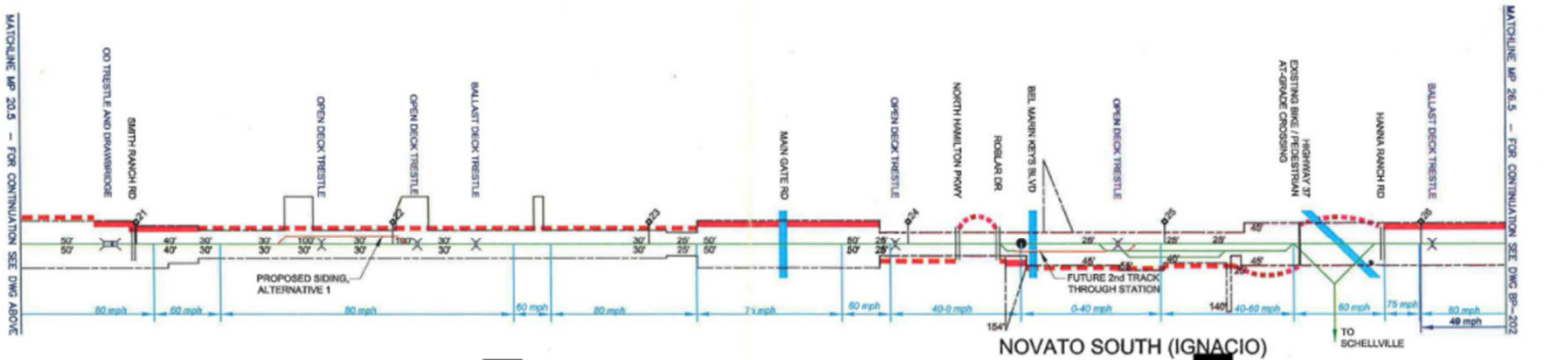
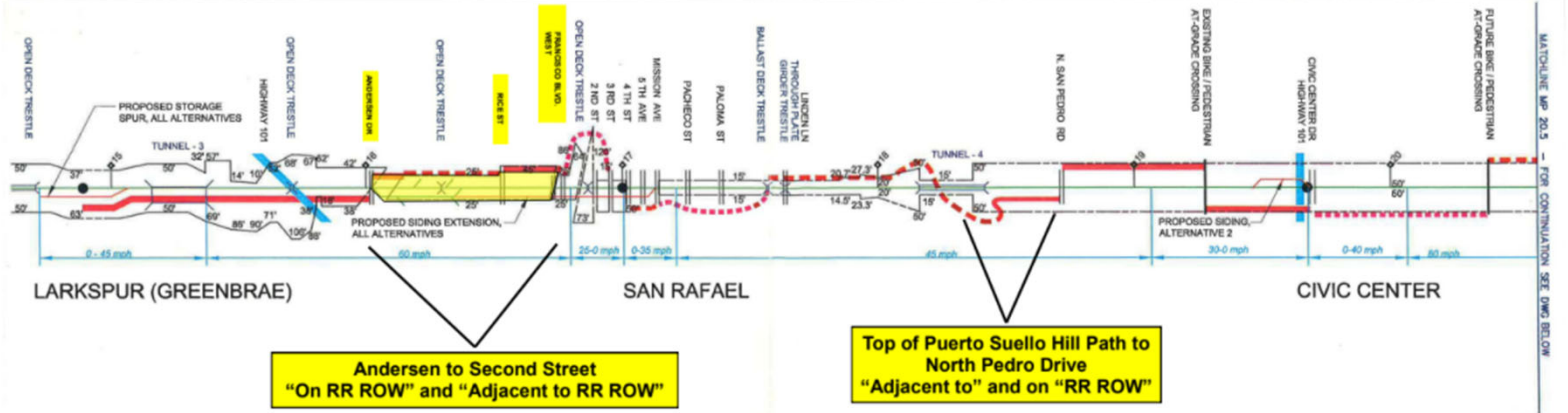
November 1994

BRADY AND ASSOCIATES, INC. PLANNERS AND LANDSCAPE ARCHITECTS

THE NORTH SOUTH GREENWAY



THE ANDERSEN DRIVE TO SECOND STREET AND THE PUERTO SUELLO HILL SMART PATHWAY SEGMENTS HAVE ALWAYS BEEN IN THE SMART PLANS TO BUILD "on the RR ROW" and "Adjacent to the ROW"



LEGEND:
 ○ MILE POST
 ● STATIONS
 85 mph MAXIMUM ALLOWABLE PASSENGER TRAIN SPEED
 49 mph MAXIMUM ALLOWABLE FREIGHT TRAIN SPEED
 — EXISTING TRACK CENTERLINE
 — PROPOSED PASSENGER TRACK CENTERLINE
 — PROPOSED FREIGHT TRACK CENTERLINE
 — RIGHT OF WAY
 — ROADWAY OVER CROSSING
 — ROADWAY AT GRADE CROSSING
 — BIKE/PEDESTRIAN PATH ON RR ROW
 — BIKE/PEDESTRIAN PATH PARTIALLY ON OR ADJACENT TO RR ROW
 — BIKE/PEDESTRIAN PATH ADJACENT TO BUT NOT ON RR ROW



**Environmental Impact Report
And Impact Statement
Preliminary Engineering Design**

Prepared by: **PB PARSONS BRINCKERHOFF**

Date: **05/09/2013**

PRELIMINARY
NOT FOR
CONSTRUCTION

Scale: 0 1000 2000
 Original Scale: 0 1" = 1000'

BIKE / PED. PATH ALTERNATIVES
 PHASE 2—LONG TERM
 RIGHT-OF-WAY AND SPEED CHART
 SMART CORRIDOR

Drawing No.
BP-201
 Figure No.



2.5.2 Bicycle/Pedestrian Pathway

The proposed project includes components that would implement portions of the *Marin County Bicycle and Pedestrian Master Plan* (June 2000), as described in *Moving Forward: A 25-Year Transportation Vision for Marin County* (February 2003); as well as portions of the *Sonoma County Bicycle Plan*, as described in the 2001 *Countywide Transportation Plan for Sonoma County* (September 2001).

Implementation of the bicycle/pedestrian pathway components of these plans within the SMART and NWP rights-of-way would be an integral component of the proposed project. The proposed project includes Phase 1 of two phases.

The proposed project would consist of approximately 54 miles of a Class I pathway located on the rail right-of-way and 17 miles of Class II pathway improvements. In locations where the existing rail right-of-way is not of sufficient width to accommodate a pathway or in environmentally sensitive areas, Class II pathways would be implemented outside the right-of-way on existing streets, providing links between the Class I portions of the pathway. These proposed Class I and II improvements represent Phase I of a two-phase concept proposed by the BPAG. Phase 2, which is not part of the proposed project, would require implementation and funding by either the local cities and towns or the counties. Construction of Phase 2 would require acquisition of additional right-of-way and further environmental review if and when

project sponsor is established. Class I and II segments are listed by milepost in Table 2.5-3. This table also indicates segments of the pathway that are existing and segments that are being constructed by entities other than SMART (e.g., City of Santa Rosa and Town of Windsor). Although other agencies may be responsible for several segments of the pathway, this DEIR is intended to satisfy CEQA requirements for the entire length of proposed pathway.

TABLE 2.5-3 PROPOSED BICYCLE/PEDESTRIAN PATHWAY

Pathway Segments By Milepost		Segment Length Miles	Pathway Class				Implementation Lead Agency
From	To		Total Corridor Class 1	Total Corridor Class 2	Proposed Class 1	Proposed Class 2	
14.8	16	1.2	1.2				Marin County
16	17.2	1.2		1.2		1.2	SMART
17.2	17.5	0.3	0.3				Caltrans/Marin County
17.5	19.2	0.7	0.7				Caltrans
19.2	19.7	0.5		0.5		0.5	
19.7	19.6	0.9	0.9		0.9		
19.6	20.4	0.8	0.8				ES
20.4	20.8	0.4	0.4		0.4		
20.8	21.3	0.5	0.5		0.5		
21.3	23.2	1.9	1.9		1.9		
23.2	23.9	0.7	0.7		0.7		
23.9	24.2	0.3		0.3		0.3	
24.2	24.4	0.2		0.2		0.2	
24.4	24.5	0.1	0.1		0.1		
24.5	25.5	1		1		1	
25.5	25.8	0.3	0.3				ES
25.8	26	0.2		0.2		0.2	
26	26.8	0.8	0.8		0.8		
26.8	27	0.2	0.2		0.2		SMART
27	27.3	0.3	0.3				Existing pathway
27.3	28.5	1.2	1.2		1.2		SMART
28.5	36.8	8.3		8.3			Caltrans Narrows Project
36.8	38.8	2		2		2	SMART
38.8	44.9	6.1	6.1		6.1		SMART
44.9	45.6	0.7	0.7		0.7		SMART
45.6	46.3	0.7	0.7		0.7		SMART

The proposed project would consist of approximately 54 miles of a Class I pathway located on the rail right-of-way and 17 miles of Class II pathway improvements. In locations where the existing rail right-of-way is not of sufficient width to accommodate a pathway or in environmentally sensitive areas, Class II pathways would be implemented outside the right-of-way on existing streets, providing links between the Class I portions of the pathway. These proposed Class I and II improvements represent Phase I of a two-phase concept proposed by the BPAG. Phase 2, which is not part of the proposed project, would require implementation and funding by either the local cities and towns or the counties. Construction of Phase 2 would require acquisition of additional right-of-way and further environmental review if and when

**2006
Measure R**

III. Expenditure Plan and Project Details

A. Project Description

5. Bicycle/Pedestrian Pathway:

- SMART proposes a bicycle/pedestrian pathway along the SMART rail corridor linking the 14 rail stations.
- The proposed bicycle/pedestrian pathway includes a combination of Class 1 and Class 2 pathways.
- The construction of the bicycle/pedestrian pathway is proposed both on and off the SMART right-of-way depending on physical and environmental constraints and available rights-of-way.
- SMART proposes to fund approximately 57% of the pathway construction.
- Completion of the entire pathway would require the identification of additional revenues.

TABLE 2: Anticipated Costs and Revenues Over 20 Years
Project Capital Costs

Bicycle/Pedestrian Pathway Along
Approximately 50% of the SMART Railway **\$46 Million**

Voter Support for Measure R				
County:	Yes		No	
	Votes	%	Votes	%
Marin County	59,774	57.51%	44,168	42.49%
Sonoma County	118,382	70.1%	50,505	29.6%
Totals:	178,156	65.3%	94,673	34.7%

**2008
Measure Q**

I. Executive Summary: SMART Expenditure Plan

The Sonoma-Marín Area Rail Transit District (SMART) proposes a 1/4-cent sales tax measure for Sonoma and Marin Counties in order to pay for the construction and operation of a passenger train system and ancillary bicycle/pedestrian pathway along the existing, publicly owned Northwestern Pacific Railroad. The SMART project will extend from Cloverdale in Sonoma County to Larkspur in Marin County. (See Figure 1)

III. Expenditure Plan and Project Details

B. Project Components: Capital Improvements

5. SMART
SMART
annual

TABLE 1: SMART Project Capital Costs

Bicycle/Pedestrian Pathway
100% of

County	Votes	%	Votes	%
Marin County	162,242	73.7%	58,016	26.3%
Totals:	246,047	69.6%	107,681	30.4%

**SONOMA-MARIN AREA RAIL TRANSIT DISTRICT
MEASURE Q**

Q MEASURE Q: To relieve traffic, fight global warming and increase transportation options, shall Sonoma-Marín Area Rail Transit District be authorized to provide two-way passenger train service every 30 minutes during weekday rush hours, weekend service, a bicycle/pedestrian pathway linking the stations, and connections to ferry/bus service, by levying a 1/4-cent sales tax for 20 years, with an annual spending cap, independent audits/oversight, and all funds supporting these environmentally responsible transportation alternatives in Marin and Sonoma Counties?

YES
NO

**COUNTY COUNSEL'S IMPARTIAL ANALYSIS
OF MEASURE Q**

The Sonoma-Marín Area Rail Transit District ("SMART") is a rail district created by the Legislature in 2003 to evaluate, plan, and implement passenger rail and associated rail transit facilities and services from Cloverdale in Sonoma County to Larkspur in Marin County. The tax would be levied on the taxable value of the voters' property in the district. The tax would be spent, to be in Marin Counties. The tax would provide for the construction and operation of the project from Cloverdale in Sonoma County to Larkspur in Marin County. The tax would be levied on the taxable value of the voters' property in the district. The tax would be spent, to be in Marin Counties. The tax would provide for the construction and operation of the project from Cloverdale in Sonoma County to Larkspur in Marin County.

5. A maintenance facility in either Cloverdale or Windsor.
6. Shuttle service at selected rail stations.

The tax would be collected in the same manner as sales tax is currently collected, would begin on April 1, 2009, and would continue in effect for twenty (20) years.

The District is empowered under state law to issue bonds to fund all or part of the construction of the project, so that work can begin sooner. The bonds would be repaid over time from the tax revenue collected. The ordinance also establishes an appropriations (spending) limit for SMART. The ordinance must be approved by two-thirds of the voters voting on the question in order for the special tax to go into effect.

s/PATRICK K. FAULKNER s/STEVEN WOODSIDE
Marin County Counsel Sonoma County Counsel

**EXCERPTS OF MEASURE Q
ORDINANCE NO. 2008-01**

AN ORDINANCE OF THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT IMPOSING A RETAIL TRANSACTIONS AND USE TAX TO BE ADMINISTERED BY THE STATE BOARD OF EQUALIZATION; ADOPTING AN EXPENDITURE PLAN; AND ESTABLISHING AN ANNUAL APPROPRIATIONS LIMIT FOR THE SONOMA-MARIN AREA RAIL TRANSIT DISTRICT.

BACKGROUND FINDINGS:

The Sonoma-Marín Area Rail Transit District (SMART) was created to provide a passenger rail system along the Northwestern Pacific Railroad within Sonoma and Marin Counties. The entire 75-mile corridor is publicly owned and can be used to provide passenger rail service. SMART will provide passenger rail service and a bicycle/pedestrian pathway to 14 rail stations in Sonoma and Marin Counties. SMART is committed to providing service with the most environmentally clean passenger rail vehicle possible.

SMART requires this measure in order to provide matching revenues to existing state and federal transportation grants, to bond for the construction of the project, and to provide funding for the on-going operation and maintenance of the project.

Section 1. **TITLE.** This ordinance shall be known as the Sonoma-Marín Passenger Rail Act. The Sonoma-Marín Area Rail Transit District hereinafter shall be called "District." This ordinance shall be applicable in the incorporated and unincorporated territory of the Counties of Sonoma and Marin, which shall be referred to herein as "District."

Section 2. **OPERATIVE DATE.** "Operative Date" means the first day of the first calendar quarter commencing more than 110 days after the effective date of this ordinance, as set forth below.

Section 3. PURPOSE: This ordinance is adopted to achieve the following, among other purposes, and directs that the provisions hereof be interpreted in order to accomplish those purposes:

A. To provide funding for the design, construction, implementation, operation, financing, maintenance and management of a passenger rail system and a bicycle/pedestrian pathway connecting the 14 rail stations from Cloverdale to Larkspur.

B. To impose a retail transactions and use tax in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code and Section 105115 of the Public Utilities Code which authorizes the District to adopt this tax ordinance which shall be operative if a two-thirds majority of the electors voting on the measure vote to approve the imposition of the tax at an election called for that purpose.

Section 3. PURPOSE. This ordinance is adopted to achieve the following, among other purposes, and directs that the provisions hereof be interpreted in order to accomplish those purposes:

A. To provide funding for the design, construction, implementation, operation, financing, maintenance and management of a passenger rail system and a bicycle/pedestrian pathway connecting the 14 rail stations from Cloverdale to Larkspur.

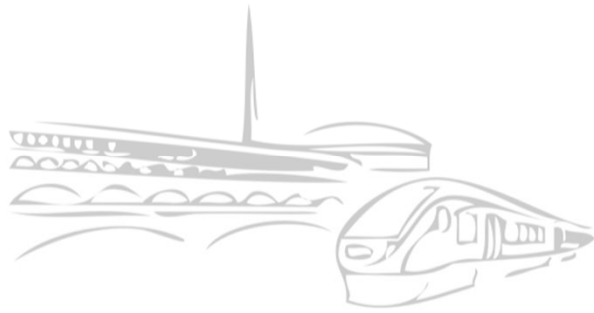


[Emphasis Added]

Final Report

San Rafael

Civic Center Station Area Plan



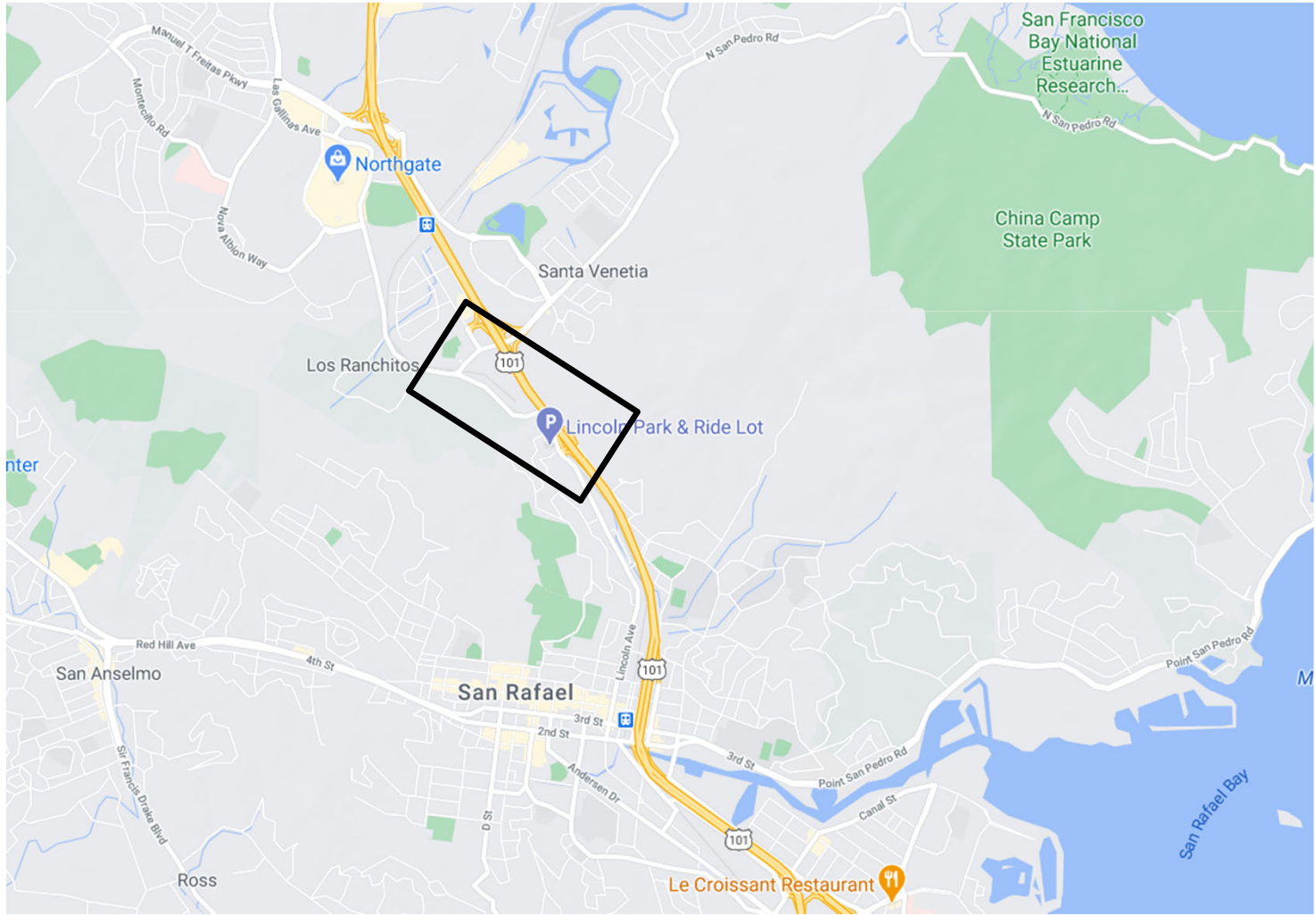
Prepared by:

F E H R *+* **P E E R S**

332 Pine Street, Floor 4
San Francisco, CA 94104



August 2012 / Amended September 2013 (City Council Resolution 13618)







Merrydale Rd
(SMART 2019 Plan)

SMART San Rafael Connection
(Smart 2009 Plan)

Los Ranchitos Rd
(SMART 2014 Plan)

Merrydale Road



Steep Grade
(>9% at points)



High-Stress Intersection w/
N San Pedro Road



No Bike Lanes
No Sidewalks
Limited ROW

Los Rachitos Road



Slope Higher than
ADA Limit
(6%)



No ROW for both Sidewalk
and Bike Lanes



Min. Width Bike Lanes







Photo #2

Photo #1





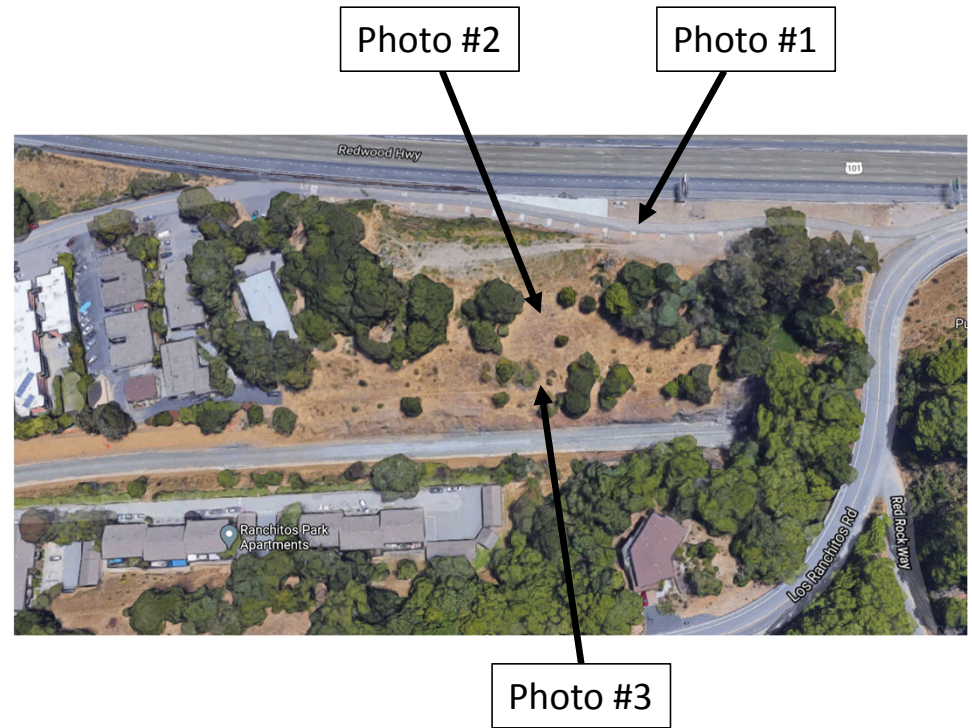






Photo #4



Photo #2

Photo #1

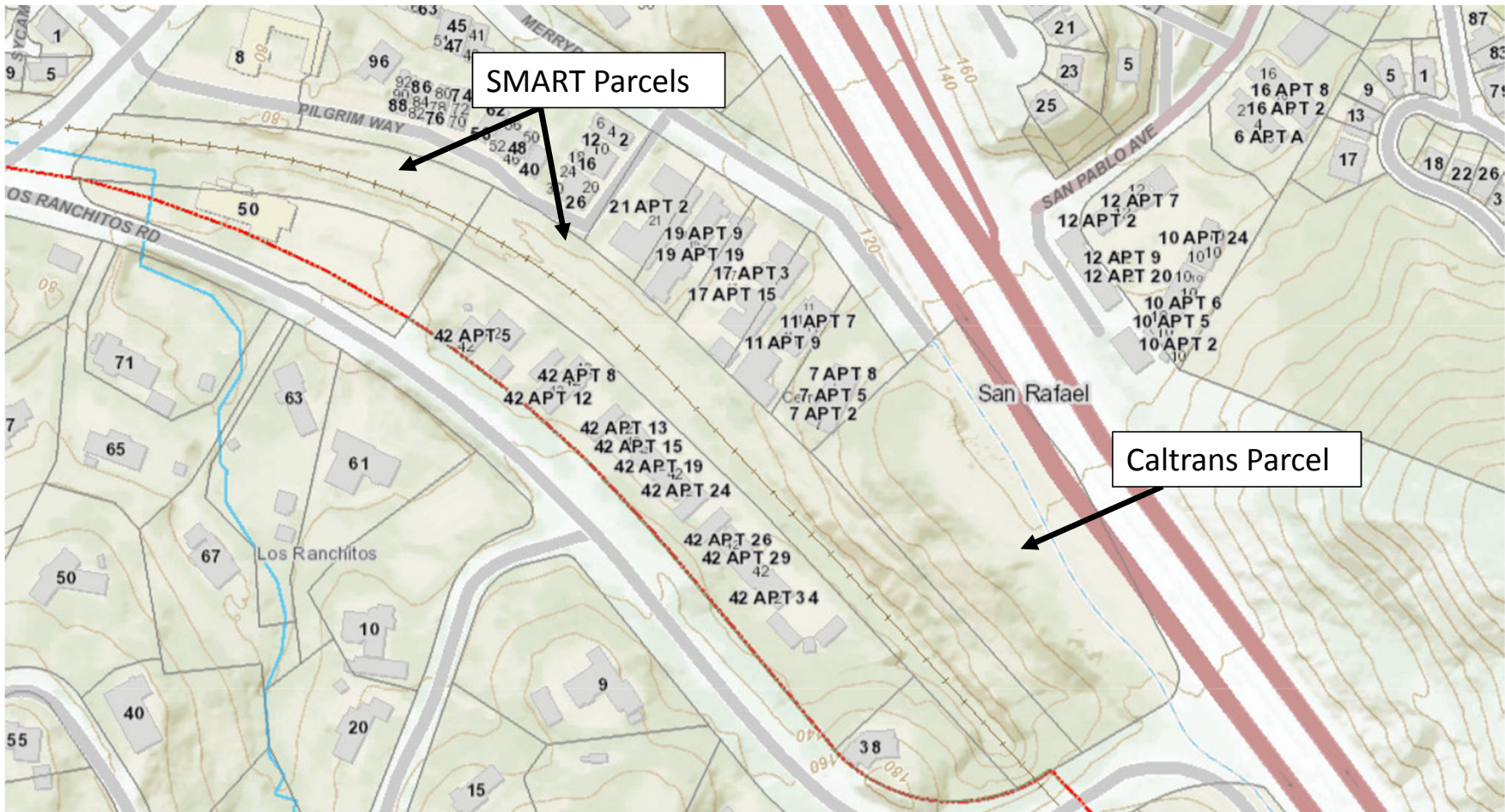
Photo #3





Measure distance
Click on the map to add to your path
Total distance: 1,054.70 ft (321.47 m)

Ranchitos Park
Apartments



Benefits vs. Drawbacks

- Safer and separated from traffic
- All ages and abilities
- Allows all users, not just bicycles
- Higher cost
- Requires environmental clearance

Comparing the Alternatives

Route	Length	Elev. Gain	Max Grade	Bikes	Pedestrians
Merrydale Road	2,590'	139'	9.4%	No	No
Los Ranchitos Road	2,140'	118'	6.6%	Yes	No
SMART San Rafael Connection	3,200'	120'	5%	Yes	Yes

What the San Rafael BPAC can do

Draft and submit resolution to San Rafael City Council stating that:

- The 'SMART San Rafael Connection' should be the preferred route from Puerto Suello Hill to N San Pedro Road
- Merrydale Road and Los Ranchitos Road cannot serve as 'all ages and abilities' bicycle/pedestrian routes
- The City should request that SMART:
 - Environmentally clear this alignment, both through CEQA and NEPA
 - Develop 30% engineering alternatives for the complete segment
 - Obtain all necessary permits
 - Fund and seek necessary matching funding for construction of segment

Questions?



San Rafael Bicycle Pedestrian Advisory Committee

April 8, 2021

San Rafael City Council
1400 Fifth Avenue
San Rafael, CA 94901

Re: Recommendation for City Council advocacy for SMART Multiuse Path Gap Closure in North San Rafael

Dear Mayor and Councilmembers:

We encourage the Council to act immediately to urge SMART's Board of Directors to include full funding, or seek grants for the full funding, for the environmental review, permitting and full construction of the segment of the Multiuse Path (MUP) from Puerto Suello Hill to North San Pedro Road in North San Rafael. The SMART Board is currently planning Capital Projects, which include construction and expansion of pathway systems, as part of its goal-setting and budgeting process for 2021.

This gap closure in North San Rafael's portion of the North-South Greenway is an important link to meet the goal of providing safe and comfortable access along the full length of the Greenway for all ages and abilities. It is an important link in the County's and the region's bicycle and pedestrian transportation network. The current alternative routes do not meet the needs of most abilities of bicyclists (1) because there is constrained space and visibility around curves along Los Ranchitos with no room for expansion due to slopes on either side of the roadway, and (2) because an uncomfortably steep slope exists on Merrydale heading down from Puerto Suello Hill toward Point San Pedro Road.

In our advisory capacity, we urge you to use this opportunity, while SMART funding is available, to move environmental review and time-sensitive construction preparation forward in a cost effective and timely way.

Thank you for your consideration,

San Rafael BPAC Members

San Rafael Bicycle Pedestrian Advisory Committee

April 8, 2021

San Rafael City Council
1400 Fifth Avenue
San Rafael, CA 94901

Re: Recommendations regarding Site Alternatives for San Rafael Transit Center's Relocation

Dear Mayor and Councilmembers:

San Rafael completed and adopted its most recent update of San Rafael's Bicycle Pedestrian Master Plan (BPMP) in 2018. During that planning process, the City considered hundreds of comments through its survey and public outreach efforts. The relocation of San Rafael's Transit Center creates an important opportunity for the City to address the top two goals in the 2018 BPMP update: 1) safety and 2) connectivity for bicyclists and pedestrians.

According to the BPMP, between 2009 and 2016, 65% of all pedestrian-involved collisions (averaging 36/year) occurred downtown. The corridors with the greatest occurrence of both bicycle and pedestrian-involved collisions per mile were along Second, Third, and Fourth Streets and collisions were particularly high at intersections with Hetherton Street and Tamalpais Avenue. As these intersections are within the footprints of the alternatives being considered for the relocation of the Transit Center, this is a critical time to prioritize and invest in safety countermeasures at pedestrian crossings and bicycle intersections such as those listed in the BPMP and to work with the Golden Gate Bridge, Highway and Transportation District (GGBHTD) to do so.

The BPMP recognizes that tracking progress towards its goals is crucial to its success. One of the first strategies in prioritizing and implementing the safety improvements in the plan was to adopt a "Vision Zero" policy for eliminating all bicycle- and pedestrian-involved severe injuries and fatalities and establish a baseline for comparison by 2020. As this milestone has not yet been accomplished, now would be a good time to prioritize them especially in this area.

According to the 2018 BPMP, the most heavily used bus routes are in the Canal neighborhood and include Marin Transit Routes 20 and 35. Creating direct bike and pedestrian routes to stops along those routes, including at the Transit Center, will help improve access for high-frequency bus system users. Part of prioritizing safety could be to develop a "Safe Routes to Transit" approach for all ages and abilities to the new Transit Center location.

In its very first BPMP, adopted in 2001, the City identified the need for N-S bicycle routes. The 2011 BPMP update called for a series of projects identifying the need for the North-South

Greenway through San Rafael. The 2018 BPMP identified gaps that exist in the bike network downtown and at connections to the existing Transit Center and rated the segment between Second Street and Mission Avenue along West Tamalpais one of its highest priority projects. That is to say that over the past 20 years, completion of a North-South Greenway through downtown has been a priority in all BPMP plans. Significant segments towards this goal have been completed, the most recent being the multiuse path along West Francisco from Irwin to Second. The Transit Center relocation creates an opportunity for ultimately completing the connection from Second Street to Mission Avenue. Improving regional bicycle and pedestrian networks is included in the first policy in San Rafael's Draft 2040 General Plan update Mobility Element.

In our advisory capacity, we urge you to use this opportunity to work with GGBHTD to create a safer and more connected downtown, identifying safe pathways to transit for all users, prioritizing safe intersections, and completing the North South Greenway from Second Street to Mission Avenue, through downtown.

Thank you for your consideration,

San Rafael BPAC Members