

AGENDA



SAN RAFAEL BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC) WEDNESDAY JUNE 1, 2022 AT 6:00 P.M.

VIRTUAL MEETING

Watch Online: <https://tinyurl.com/2022-06-01-BPAC>
Telephone: (669) 900-9128
ID: 921 3171 9828

1. **Call to Order** 6:00 PM
2. **Approval of meeting minutes from regular April 4, 2022 meeting** 6:05 PM
Recommended Action: Approve as submitted
3. **Public Comments for Items not on Agenda: 2-minutes each** 6:10 PM
4. **City of San Rafael Transfer Tax, Announcement by Paul Cohen** 6:15 PM
5. **Ad-hoc committee updates** 6:20 PM
 - a. North-South Greenway
 - b. Parks and Rec Master Plan
6. **Canal Community Based Transportation Plan, Presentation by Fehr & Peers, draft chapters attached** 6:30 PM

The Canal Community Based Transportation Plan is a comprehensive plan that seeks feedback from the residents of this community and documents their transportation challenges and makes short-, medium-, and long-term solutions to improve mobility in the neighborhood. The adoption of this plan opens future funding opportunities.

Recommended Action: Members to comment on draft plan.

7. **Active Transportation Program, Letters of support, attached** 7:05 PM
The City is applying for two ATP grants. One for the Canal Swing Bridge and one for active transportation improvements throughout the neighborhood, including bicycle, pedestrian, and lighting upgrades. The City is seeking the committee's support on both of these projects.
Recommended Action: Members to support the Chair signing the letters of support.
8. **Vision Zero Update, Presentation by Ad-hoc committee, draft memo attached** 7:15 PM

City staff has prepared a draft memo with a status update recommended steps forward for a Vision Zero policy. The committee will review a draft memo for Council and provide input.

Recommended Action: Members to provide input on draft memo for Council.

9. **Housekeeping** 7:50 PM
 - a. *Next meeting: TUESDAY August 2, 2022*

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.

AGENDA

10. Possible Future Agenda Items

7:55 PM

11. Adjournment

8:00 PM

City of San Rafael
Bicycle and Pedestrian Advisory Committee (BPAC)
Wednesday April 4, 2022 at 6:00 p.m.
Virtual Meeting via Zoom

Minutes

Present: Chair Hagerty
Member Bergman
Member Mooney
Member Powers
Alternate Member Coyne

Absent: Member Allison
Member Solomon

1. Call to Order

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

2. Approval of meeting minutes

Minutes for regular February 1, 2022 meeting approved.

3. Public Comments for Items not on Agenda

Jeffrey Olson – asking for an assessment of 5th Ave and California

Craig Murray – Request SRBPAC to consider the 101 SMART Gap project to connect west side of 101 to east side of 101 and a safe route to Venetia Valley School; Announcement that City of Richmond with Fehr & Peers and community partners will be holding Design Events on April 12, 13, 14 on Richmond Greenway to design the significant 23rd St. Bridge as final connection of the Richmond Greenway with SF Bay Trail and Ohlone Greenway in the East Bay.

Dave Rhoads – Encouraged committee to support Point San Pedro Road Pilot Project

Tyler Dibble – Encouraged committee to support Point San Pedro Road Pilot Project

Cathy Manovi – supportive of Merrydale connections

Warren Wells – Encouraged committee to support Point San Pedro Road Pilot Project

4. City Updates

April Miller, City Engineer, presented the following updates: Third Street Rehab construction detours, Bike the Boulevard event on May 21, 2022, Parks and Recreation Master Plan – survey for input, upcoming grant applications including Canal lighting, sidewalk, and transit shelter improvements, Canal Swing bridge, and tee-ing up the 2nd St/4th St intersection

Chair Hagerty invited public comment.

Speakers: Jeffrey Olson, Patrick Seidler

5. Ad-hoc Committee Updates

- a. Member Mooney provided an update on the North-South Greenway projects.

Vista Point: This is the linking section to the Golden Gate Bridge. It is fully funded, but because of the timing of the funds, construction wouldn't happen until 2025. That said, National Parks has a \$1.4M request in with MTC that would advance construction to FY23.

Bridgeway: This is the section of the greenway through Sausalito. The first update is that City Council set aside \$200k as a construction match for the eventual project on the southern segment of Bridgeway (Golden Gate Market to Downtown). The city won a planning grant for this, but it's been delayed a bit. The second is that the city is working on a safety study of the northern segment of Bridgeway (Napa to Downtown) where there have been a large number of bike and pedestrian-involved crashes. This study is kicking off soon.

Corte Madera: First: The City of Corte Madera is planning to submit an ATP grant application for a project that would improve the N/S connections on the west side of US-101 between the Wornum Path and the Pedestrian Overcrossing. Second: The bridge over Corte Madera creek is open! It's not fully done yet so you can see that the full width is not traversable, but it's already an improvement over the 4' path. Full completion is expected in May or June.

SMART: earmarked money for engineering and permitting all the remaining unbuilt segments of the pathway. This will get all the segments "shovel ready" and help to be competitive for grants.

- b. Member Powers provided an updated Parks and Recreation Master Plan process. Monthly meetings until December 2022.

Chair Hagerty invited public comment.

Speakers: Patrick Seidler, Shirley Fischer

6. Merrydale North Promenade

Rafat Raie, City Traffic Engineer, presented the conceptual alternatives of the Merrydale North Promenade, which would connect bicyclists and pedestrians from Northgate to the Civic Center SMART station on the north side. Rafat noted that this project is not funded, however the proposed Northgate Development could accelerate a connection here.

The committee is very supportive of improving this connection and all of the options presented. The considerations of the project should focus on the goal of improving mobility, prioritizing bike/ped user experience, and keeping the most green features (trees, bioswales). Member Mooney, Member Powers, Member Coyne, Chair Hagerty support the alternative with no parking or very little parking. Member Bergman would like to understand the pros and cons better, but he is mostly supportive of the no/low parking alternative as well.

Chair Hagerty invited public comment.

Speakers: Shirley Fischer, Jean Severinghaus, Cathy Manovi, Bill Carney, Patrick Seidler

7. Vision Zero Update

The Ad-hoc committee, consisting of Member Bergman, Member Powers, and Chair Hagerty have been working on moving a Vision Zero program for City of San Rafael forward. The ad-hoc committee prepared a draft resolution addressing the current problems, identifying goals and objectives, and proposing action items.

Member Coyne wants to focus on more than just reducing speed. Member Mooney recognized City efforts that are already in line with Vision Zero.

Chair Hagerty invited public comment.

Speakers: Dave Rhoads, Jean Severinghaus, Jeffrey Olson, Patrick Seidler, Wendi Kallins

8. Future Items

Next Bike and Pedestrian Master Plan Update, Point San Pedro Road Lane Diet Pilot Project, Merrydale South Connector from the Meadows, 2nd St/4th St Intersection, Review 5th/California Intersection

9. Adjournment

Chair Hagerty adjourned the meeting at 8:01 pm.

Approved this 1st day of June 2022

Lauren Davini, Staff Liaison



Maintaining Essential City Services

San Rafael is a wonderful place to live, work, raise a family and retire. Local residents value safe neighborhoods, good schools and the strong sense of community.

Aging Streets, Storm Drains, Libraries and Infrastructure

Incorporated in 1874, San Rafael is one of California's oldest cities. With streets, sidewalks, bridges, storm drains, parks, playgrounds, libraries and other public buildings constructed as San Rafael grew throughout the 20th Century, aging city infrastructure needs repair and improvements. For example, San Rafael has 331 miles of streets that require ongoing pothole repair and repaving. Failing storm drains cause street flooding, which impedes rapid emergency response, evacuation routes and damages public and private property. Older public buildings like the San Rafael Carnegie Library, which was built in 1909, do not meet current seismic safety standards and accessibility standards for youth, seniors and people with disabilities. Aging libraries lack space for summer reading classes and other programs for children, families and seniors.

Locally-Controlled Funding for Local Needs

The City of San Rafael is currently considering options for funding improvements to aging streets, storm drains, libraries and other public infrastructure. One option is placing a measure on the November 2022 ballot to increase by 1% the existing property transfer tax – which is only paid when a property is purchased in San Rafael. This measure would require approval from a majority of San Rafael residents and is estimated to provide \$8 million annually in locally controlled funding to support city services and infrastructure, such as:

- Repairing potholes, city streets, sidewalks and traffic signals
- Upgrading storm drains to reduce street flooding and storm drain failures
- Preserving rapid 9-1-1 emergency response and evacuation routes
- Keeping city parks, playgrounds and downtown safe and clean, including addressing the impacts of homelessness
- Repairing, renovating and updating the downtown San Rafael Carnegie Library and neighborhood branch libraries for safety, accessibility and to support programming

Accountability Requirements

A proposed measure to maintain and upgrade general city infrastructure in San Rafael would include fiscal accountability protections, including:

- All funds must stay in San Rafael for local uses
- No funds may be taken by the State
- Annual independent audits and public disclosure of spending is required
- Help San Rafael qualify for state and federal funding for infrastructure and homeless services that will otherwise go to other communities
- This is not an annual tax on property owners - this tax is only paid when a property is purchased in San Rafael



Learn More and Provide Input

 [CityofSanRafael.org](https://www.CityofSanRafael.org)  [/CityofSanRafael](https://www.facebook.com/CityofSanRafael)  [@CityofSanRafael](https://twitter.com/CityofSanRafael)

The City of San Rafael welcomes your feedback and questions as we make plans to maintain and improve aging streets, storm drains, buildings and infrastructure. For more information or to share feedback on local priorities, please contact the City Manager's office at (415) 485-3070 or city.manager@CityofSanRafael.org.

Contents (CHs 1-3 are mostly background information that helped us get to this point. We are most keen to get your input on CHs. 4-6)

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Chapter 4 Community Outreach

Engagement with the Canal community was central to the community-based planning process. It was important to discuss transportation needs, deficiencies, and solutions with Canal community members in order to involve community voices from start to finish. Engagement included coordination with a Technical Advisory Committee (TAC) and a resident Stakeholder Committee, a brief Facebook and WhatsApp survey, a series of focus groups, and a Community Open House. In this chapter, the outreach and engagement efforts are described followed by a summary of the input collected through the forums

described above. Raw materials, poster results, and photos from the process can be found in the Appendix.

Outreach Methodology

Stakeholder Committee

The Stakeholder Committee was composed of neighborhood residents and representatives from community-based organizations and coalitions. Committee meetings were held in Spanish to accommodate the Committee members. The Committee met three times during the planning process to oversee the preparation of the CBTP. Many Committee members participated in the Focus Group Workshop and hosted stations at the Community Open House. The Stakeholder Committee meetings were held online via Zoom. Each document prepared as part of the CBTP was reviewed and revised by the Committee. Committee members were compensated for their time spent at meetings, promoting the open house, and hosting stations at the Open House. The Stakeholder Committee meetings included:

- Meeting 1: Introduction to CBTP Update, description of plan process, roles and responsibilities of Stakeholder Committee members, deliberating top themes for focus group discussions.
- Meeting 2: Discussion of the Focus Group Workshop, possible transportation solutions and priorities for implementation, and planning for the Community Open House.
- Meeting 3: Review, comment on Draft Plan.

Technical Advisory Committee

The Technical Advisory Committee was comprised of various agencies at the local and county level focused on transportation, including representatives from TAM, Marin Transit, Golden Gate Transit, SMART, City of San Rafael Public Works, San Rafael Bicycle and Pedestrian Committee, and the San Rafael Chamber of Commerce East San Rafael Working Group. The TAC met three times during the planning process to oversee the preparation of the CBTP and listen to and respond to comments made by the Stakeholder Committee. TAC meetings were held online via Zoom and the TAC reviewed each document prepared as part of the CBTP.

Facebook and WhatsApp Surveys

In January 2022, Canal Alliance conducted a Spanish language survey of Canal residents and of Voces del Canal members, a coalition of resident leaders from the Canal, concerning top transportation pain points in the Canal. The survey asked: "What are the three greatest transportation challenges in the Canal?," and allowed respondents to choose up to three of nine categories including:

1. Insufficient parking supply
2. Inadequate public lighting
3. Lack of safe crosswalks and sidewalks
4. Lack of traffic signage
5. Lack of pedestrian crosswalks and bike path connections to other parts of San Rafael and Marin County

6. Lack of vehicular connections to other parts of San Rafael and Marin County
7. Unsafe connections to schools
8. Unsafe driver behavior
9. Insufficient public transit service or infrastructure

This list was assembled based on recent community feedback collected for the San Rafael General Plan Update and insights from City staff. The survey was distributed in Spanish via Facebook and the Voces del Canal WhatsApp group. A total of 34 responses were recorded: 18 from Facebook and 16 from WhatsApp. The survey results were used to narrow in on focus group topics with the Stakeholder Committee.

Focus Group Workshop

The focus group workshop was held on February 28, 2022, via Zoom, to identify transportation gaps and potential solutions. The workshop discussed three topics in three separate sessions. The first session included all participants while the second and third sessions occurred simultaneously in separate breakout rooms. This format gave participants the opportunity to participate in at least two sessions. The focus group topics were those that received the most votes through the Facebook and WhatsApp surveys:

- Session 1: Connections to work and school (via transit, bicycling, or walking)
- Session 2: Transit stops (locations, amenities, and security)
- Session 3: Lighting improvements and safe routes for walking

The workshop was conducted with a flexible attendance policy to allow participants some flexibility as to when and how long to attend. The Stakeholder Committee felt that the open house format (including three sessions in one workshop) would be a better fit with attendees' busy schedules. Presentation materials were prepared in Spanish and discussions were held in Spanish with English translation available for city and agency staff. Community attendees were compensated for their time.

Advertisement for the Community Open House

To ensure a good turnout, Canal Alliance and Voces del Canal distributed approximately 700 flyers 2-3 weeks before the Community Open House. The open house flyer included information for the event date and invited the community to participate in recommending transportation solutions for the Canal Neighborhood. The flyer and event information were distributed through:

- Door-to-door outreach
- Flyers at community centers
- Emails to focus group attendees
- Digital outreach on Canal Alliance's Facebook page and WhatsApp



Community Open House

The City hosted a Community Open House with Canal Alliance and the Stakeholder Committee members on Alto Street in the Canal Neighborhood on Saturday April 23, 2022, from 1pm – 4pm. More than 100 residents and interested parties attended. The Open House format built upon improvement/project recommendations from both the Stakeholder Committee and the focus group participants resulting in four stations:

- Station 1: Bicyclist and Pedestrian Improvements and Access
- Station 2: Lighting
- Station 3: Transit Stops and Service
- Station 4: Final Prioritization of All Topics



There were five additional stations present for the event. These included:

- Children’s Activities: Providing transportation games and activities
- COVID-19 vaccine sign-ups
- Marin Transit: Providing information on their transit services
- SMART: Providing information on their transit services
- Canal Alliance: Providing information on their organization



Each station had Spanish and English facilitators available to explain improvement recommendations and how the Stakeholder Committee arrived at these potential improvements. Poster information was presented in Spanish and English with pictures of improvement types. Community members were asked to vote on specific improvements identified at each topic station, and to vote on the top two topics that would be most beneficial to their community. Post-it notes were available at each station for any location-specific improvements or additional questions.

Station 1: Bicyclist and Pedestrian Improvements and Access

Four posters were displayed at the station showing improvement recommendations from the Stakeholder Committee and Focus Group. These included:

- Poster 1: Pedestrian improvements
- Poster 2: Bicyclist improvements
- Poster 3: Bridge connecting the Canal to Third Street/Point San Pedro
- Poster 4: Map of the Canal for location-specific recommendations

Participants were asked to use two stickers (per person) to place on any of the improvements in Posters 1 through 3 that were the most important to them. Participants could place both stickers on one improvement type if that was the most important to them or place the stickers on separate improvement types.

Table 1: Station 1 (Bicycle and Pedestrian Improvements and Access) Tally Results

Improvement Category	Description	Tallies
Bicycle	Bike lanes	5
	Bike parking	0
	Bikeshare system	2
	Bike signage	0
	Traffic calming	23
Pedestrian	Pedestrian crossings and RRFBs	35
	Speed limit signs	1
	Bridge connections	45

Source: Fehr & Peers 2022.

Station 2: Lighting

Stakeholder Committee members presented survey results and previous recommendations on lighting route improvements based on a joint study with Dominican University. A poster showing a map of the lighting routes was provided for reference, as was a second poster for participants to vote on which routes were the most important to them. Participants were given two stickers to place on the top two lighting routes that were most important to them. Participants also had the ability to write other location-specific lighting improvements on post-it notes.



Table 2: Station 2 (Lighting) Tally Results

Lighting Routes ¹	Location	Tallies
Route #1 (Yellow)	Between Harbor and Hoag until Mi Rancho	11
Route #2 (Pink)	Pickleweed Park beginning at the picnic area, around the park, and in the soccer field	11
Route #3 (Orange)	Beginning at Playa del Rey behind Bahia Vista Elementary School and exiting on Canal St	4
Route #4 (Light Blue)	Kerner, Novato, and Canal streets	20
Route #5 (Green)	Kerner, Larkspur, and Canal streets	17
Route #6 (Red)	Fairfax, Elaine, Sonoma, and Canal streets	16
Route #7 (Dark Blue)	The Bay Trail	18

Source: Fehr & Peers 2022.

Station 3: Transit Stops and Service

Stakeholder Committee members presented three posters to the community. These included:

- Poster 1: Transit Stop Improvements
- Poster 2: Transit Route Frequency Improvements
- Poster 3: Marin County Map asking, "Where Would You Like To Go On Transit?"

¹ Additional street specific lighting requests were made via sticky note at: The Bay Trail (4 notes), Larkspur St (5), Canal St (3), Fairfax St (7), Novato St (7), Pickleweed Park (3), streets with auto body shops (2).

Participants were asked to use two stickers for bus stop improvements, one sticker for transit route frequency recommendations, and one sticker for the map activity. Participants were also given post-it notes for any location-specific bus stop improvement recommendations or describing places they would like to travel to.

Table 3: Station 3 (Transit Stops and Service) Tally Results

Improvement Category ²	Description	Tallies
Transit Stops	Bus shelters	16
	Bus shelters with lighting	25
	Bus stop maintenance	27
	Discount passes	9
	Real-time arrivals	8
	Transit information	1
Transit Routes	#23 Canal – Downtown Fairfax via San Rafael, San Anselmo	2
	#23X Canal – Fairfax Manor via San Rafael, Fairfax	10
	#29 Canal – Marin Health via Larkspur Landing, COM	1
	#35 Canal – Novato via San Rafael, Civic Center, Northgate	12
	#36 Canal – Marin City via San Rafael, Hwy 101	3
	#645 Canal – Terra Linda HS via Civic Center	6
	GGT #580 San Rafael – El Cerrito Del Norte BART Station via I-580	0
	New route - Transit Center Canal Circulator	6

Source: Fehr & Peers 2022.

Station 4: Final Prioritization

Participants were thanked for attending and asked to participate in a final prioritization selection. Participants were given two stickers to place on the top two improvement categories most important to them, out of all four station topics. If a topic that was important to them was not covered, there was an additional poster to write out what the stations missed. While Stations 1 through 3 had a lot of participation, Station 4 was not frequented as often and provides limited usable information.

Key Issues and Highlights of Public Outreach

Many transportation issues discussed in previous planning studies were also raised through the present-day Stakeholder Committee meetings, Focus Group Workshop, and Community Open House. These reoccurring transportation issues include:

Access to locations immediately surrounding the Canal Neighborhood

² Additional places identified as “Where Would You Like To Go On Transit?” were identified via sticky notes. This includes locations such as: Civic Center in Francisco (3 notes), Corte Madera (3), Greenbrae (4), San Anselmo (2), between Marin Civic Center and Marinwood (8), and Novato (9).

The canal and highways create barriers between the Canal Neighborhood and other areas of San Rafael. As a result, travel to locations outside the Canal can take a long time and be extremely congested. Heavy traffic, high traffic speeds, infrequent transit, and narrow sidewalks make travel difficult for local residents. The San Rafael Transit Center, San Pedro Elementary School, San Rafael High School, and Davidson Middle School were most often noted as difficult to access by walking, biking, or transit.

Safety and Comfort

Lack of public lighting, transit stop maintenance, trash/littering, and crime at night play a role in the lack of safety and comfort for many residents. The lack of public lighting was cited as a potential cause for crime on neighborhood streets and at recreational facilities preventing residents from walking at night or using the picnic area and soccer fields at Pickleweed Park. Residents mentioned trash/littering at or near transit stops would result in overflowing trash cans, vermin, and an unpleasant transit experience. Transit stops were often unkempt and had insufficient lighting or comfortable waiting space. The Medway/Mill stop was most often noted as uncomfortable.

Difficulties for pedestrian travel within the Canal Neighborhood

Walking in the neighborhood was a concern for many residents. Narrow sidewalks, lack of safe crosswalks, inadequate public lighting on walking routes, and unsafe driver behavior were all cited. There was general concern about driver speeds on neighborhood streets, failure of motorists to stop at stop signs or yield to pedestrians at crosswalks or intersections, and lack of pedestrian-scale lighting at night. It was recommended that additional lighting be implemented on neighborhood and recreational streets, adding rectangular rapid flashing beacons (RRFBs), making crosswalk improvements, and adding traffic calming elements to the Canal neighborhood.

Transit access between the Canal Neighborhood and other locations in the Bay Area

Transit continues to be a barrier for Canal residents as cited by the last CBTP. Although six routes serve the Canal, residents feel service is not frequent enough. The highest ridership bus stops are located at Medway & Mill and Kerner & Larkspur. Residents identified buses being extremely crowded (particularly in the morning), inconvenient frequencies, and buses not following the advertised schedule resulting in missed transfers and late arrivals to their destinations. Additionally, existing schedules do not offer adequate service in the early morning or late evening hours for essential trips to work and school. The most frequently mentioned underserved locations include schools (San Pedro Elementary, San Rafael High School, Davidson Middle School, and Terra Linda High School), Fairfax, and Novato. Additional morning routes to Terra Linda High School and direct routes to Novato were requested by many residents.

Summary of Public Comments:

Regarding transit:

- Free trips for seniors or people with disabilities are needed
- Improve the bus shelter at Medway/Mill to protect riders from the sun or rain

- All Canal bus stops need more lighting and cleaning
- Transit routes to Sausalito and San Geronimo are needed
- The Canal should have prioritized service in the mornings
- #35 needs earlier route departures
- #35 route needs more accessible bus stops in Novato
- More frequent buses are needed in the Canal
- More school-route buses are needed so children do not arrive to school late

Regarding walking:

- Sidewalks are not wide enough for wheelchairs, strollers, or grocery carts in a lot of places
- Alto and Larkspur need a pedestrian crossing with RRFBs
- RRFBs near bus stops are necessary
- All sidewalks need repairs
- Many drivers speed through red lights and stop signs
- Many drivers speed on neighborhood streets

Regarding lighting:

- Safety in the morning is needed for people who walk in the Canal
- The Bay Trail area is very dark
- Lighting is very important to some people because they must work at night
- Lighting is needed in all public spaces

Regarding biking:

- Classes to learn how to ride a bike would help increase bicycle usage
- Bike path behind Bahia Vista Elementary School is not a well-connected bike path for commuting (note: this a path on private property)

Regarding driving:

- Alto Street has many double-parked cars in the mornings
- Alto Street needs a 4-hour parking limit
- Alto Street needs more parking enforcement
- The Canal Neighborhood is really congested

Chapter 5 Transportation Solutions

The following list of eleven transportation solutions is recommended to address transportation issues identified by the community during the CBTP process. The solutions are prioritized at the end of the chapter by relative level of community support.

Lead agency, estimated cost, and timeframe for implementation are noted for each solution. Solutions include both physical improvements and operational or programmatic improvements. The timeframe for implementation is described as Short-Term (1-3 years), Medium-Term (3-8 years), or Long-Term (8 years or more) and is based on a combination of implementation difficulty and community priority. A final timeframe category is Quick-Build, which means that a solution using temporary materials can be implemented within a year. The recommended solutions (not in order of priority) include:

1. Pedestrian and Bicycle Bridge / Canal Crossing to 3rd Street
2. Access to Bikes/Scooters, Secure Bike Parking, and Bicycle Education
3. Traffic Calming and Crossing Improvements
4. Bicycle & Pedestrian Crossing Improvements at Gateways
5. Streets Team and Transit Ambassador Program
6. Sidewalk and Streetscape Improvements
7. Lighting Routes
8. Transit Bus Stop Improvements
9. Transit Bus Stop Maintenance
10. Expanded Transit Service
11. Transportation to Schools

Solutions

1. Pedestrian and Bicycle Bridge / Canal Crossing to Third Street

Lead Agency: City of San Rafael
Estimated Cost: \$5-10 million
Timeframe: Short-term (feasibility study, funding), medium-term (design, environmental clearance), medium- to long-term (construction)

A canal crossing to the north of the Canal neighborhood has been a community request since the first CBTP in 2006. This improvement idea received more votes at the Open House than any other improvement. Currently the only way to walk or bike to the Montecito Shopping Center, San Rafael High School, and San Pedro Elementary School is by walking on Francisco Boulevard East to the Grand Avenue Bridge. While recent upgrades to Francisco Boulevard East have increased the sidewalk widths to better accommodate pedestrians and bicyclists, this route is lengthy for bicyclists and pedestrians and can add up to a mile (or 20 minutes) to the trip to Third Street destinations including schools, shops, restaurants, and community services. The San Rafael Bicycle and Pedestrian Master Plan Update (2018) also identifies the need for a bridge crossing to improve access to Third Street.

To determine the best bridge type / crossing option the following must be conducted:

1. Feasibility Study to analyze various bicycle/pedestrian bridge options over the San Rafael Canal. The bridge must allow for boats to traverse the canal. The feasibility study would identify and compare potential bridge options, provide a conceptual plan, potential environmental impacts, preliminary engineering considerations, and estimated costs for construction and operation.
2. Engineering and Design concepts to take the conceptual bridge to project implementation.
3. Construction of the Canal crossing. The timeframe and cost of construction will be dependent upon the type of crossing selected.

2. Access to Bikes/Scooters, Secure Bike Parking, and Bicycle Education

Lead Agency: Transportation Authority of Marin, City of San Rafael, local community organization(s)
Estimated Cost: \$300,000 – \$500,000
Timeframe: Short-term (TAM program pilot) to medium-term

Many Canal residents voiced the need for shared bicycles or scooters and bicycle education classes. This is a need among all age groups but would be particularly helpful for high school students trying to access school and jobs outside of the Canal. Residents that have existing access to bicycles struggle to take their bikes on transit due to the limited number of bike racks on each bus and unpredictability of their availability. Residents also shared concerns about parking personal bicycles safely; bicycle theft and damage are common challenges in the Canal.

A bikeshare/scootershare program open to youth and providing stations adjacent to transit for first-last mile trips would help the greatest number of Canal residents overcome transportation challenges. Adding secure bicycle parking in the Canal for shared bikes and personal bikes is another important component of this program. The Transportation Authority of Marin will launch a joint bikeshare pilot program with Sonoma County in 2022, but the program will not initially be available for those under 18. After this system completes a pilot trial period, the City and County should re-assess the need for additional bikeshare/scootershare options.

One option to supplement a county bikeshare program is a local bikeshare/scootershare library system. The library system could be operated by the City of San Rafael or TAM with a local non-profit partner to oversee daily operations and bike/scooter check-outs. The City of San Rafael or TAM could also partner with a bicycle-based non-profit organization to offer bicycle education classes for those interested in using the library system.

3. Traffic Calming and Pedestrian Crossing Improvements

Lead Agency: City of San Rafael
Estimated Cost: \$100,000-\$200,000 for quick-build bulbouts, signing and striping \$500,000-\$1 million for permanent crossing improvements at up to ten intersections \$200,000-\$300,000 for traffic calming improvements at up to ten locations
Timeframe: Quick-Build (bulbouts signing, and striping), short-term (permanent crossing improvements and traffic calming improvements)

Pedestrian crossing improvements received the second most votes at the community Open House. Community members were appreciative of the higher visibility crosswalks and rectangular rapid flashing beacons (RRFBs) that were recently installed in the Canal and requested that these and other crossing improvements be installed in more places. In addition to high-visibility crosswalks and RRFBs, crossing safety improvements could include wider corner radii, pedestrian bulbouts, and removal of sightline obstructions (parked cars, trees, etc.) at corners. Paint and bollard/planter box bulbouts can be implemented as quick-build projects. RRFBs are a newer treatment type and should be paired with educational signage when first installed. Lighting at crossings is another important improvement that is addressed in solution #7.

The following locations were identified by the community for crossing improvements:

- Larkspur & Canal
- 125 Larkspur (new mid-block crossing)
- Larkspur & Alto
- Larkspur & Kerner
- Canal & Medway
- Canal & Larkspur/Novato/Fairfax/Sonoma (add crossing to third leg)
- Near Supermercado Mi Tierra

Paired with crossing treatments, traffic calming solutions can reduce vehicle speeds throughout the Canal and improve comfort levels for pedestrians and bicyclists. Community members shared that physical design improvements seem more effective at reducing driving speeds than signs or paint treatment alone. Additional tree plantings are another effective traffic calming measure that the City could consider. Canal Street, Larkspur Street, and Belvedere Street were identified as community priorities for traffic calming treatments.

4. Bicycle and Pedestrian Crossing Improvements at Gateways

Lead Agency: City of San Rafael, Transportation Authority of Marin, Caltrans
Estimated Cost: \$150,000 - \$200,000 (feasibility study) \$TBD (construction costs are unknown at this stage given the breadth of options; cost estimates would be estimated as part of the feasibility study)
Timeframe: Medium-term (study and design), Long-term (construction)

The two gateways to/from the Canal – Bellam Boulevard and Grand Avenue – are heavily congested and high-stress bicycle and pedestrian routes. One of the most important regional trails, the SMART Trail is a five-minute bike ride and 10-minute walk from the Canal but requires crossing Francisco Boulevard East, I-580 on-ramps and off-ramps, and Andersen Drive all of which are high speed, heavily trafficked routes. On the other side of the Canal, bicyclists and pedestrian could quickly access Downtown, the Transit Center, and another entrance to the SMART Trail, but are faced with the equally busy options of Grand Avenue, Second Street, and Third Street. Given the vehicle volumes and speeds at these gateways, protected crossing options would enhance bicyclist and pedestrian safety and comfort.

To determine which of the gateways offers the best crossing option the following must be conducted:

1. Feasibility Study to analyze various protected crossing options including on-street, off-street, and over-crossing options. This feasibility study should be completed as part of the I-580/US-101 interchange project. The feasibility study would identify and compare options at both gateways, identify a preferred concept, provide a conceptual plan, identify potential environmental impacts, flag preliminary engineering considerations, and calculate estimated costs for construction and operation.
2. Engineering and Design concepts to take the conceptual facility to project implementation.

3. Construction of the protected facility. The timeframe and cost of construction will depend on the type of facility selected and coordination with the I-580/US-101 interchange construction.

5. *Streets Team and Transit Ambassador Program*

Lead Agency: City of San Rafael, Marin Transit
Estimated Cost: \$30,000/year (Transit Ambassadors Program) \$?? (Streets Team Program) <i>still working on this estimate</i>
Timeframe: Short-term / Ongoing

Many residents expressed feeling unsafe while walking in the Canal, particularly to and from bus stops in the early morning and evening, due to illegal activity. Community conversations also highlighted trash and cleanliness issues on the streets and at the bus stops. The city has worked with a Downtown Streets Team comprised of unhoused or at-risk neighbors to beautify and clean-up Downtown San Rafael since 2013. Participants of the Streets Team receive access to case management, system navigations, and employment placement services from trained case managers and employment specialists while participating in clean-up projects. This partnership could be expanded to the Canal Neighborhood and, if possible, should employ Spanish-speaking Canal community members. There is an opportunity to pair this program with a transit ambassador program in partnership with Marin Transit and Golden Gate Transit. In addition to keeping sidewalks clean and clear, the streets team members could receive regular briefings on service, fare, and policies changes so that they are able to answer questions and share updates with riders.

6. *Sidewalk, Curbspace, and Streetscape Survey & Improvements*

Lead Agency: City of San Rafael
Estimated Cost: \$100,000-\$200,000 (survey) \$ TBD (recommendations are unknown at this time; design and construction estimate would follow the survey)
Timeframe: Medium-term (survey), medium-term to long-term (design and construction)

Many residents shared frustrations about narrow sidewalks and a lack of pedestrian amenities like trash cans and shade trees. These are challenging issues to address in the Canal, which is characterized by narrow streets and limited public right-of-way. Street trees and trash cans should not be added to already narrow sidewalks if they would block pedestrian travel or restrict wheelchair uses, strollers, or other carts. Widening sidewalks into private property is costly and time-consuming. Widening a sidewalk into the public street would typically require parking removal, which is a concern in the Canal where parking is in high demand. Despite these challenges, replacement and/or widening of sidewalks where feasible is recommended as a strategy to improve the pedestrian environment in the Canal neighborhood.

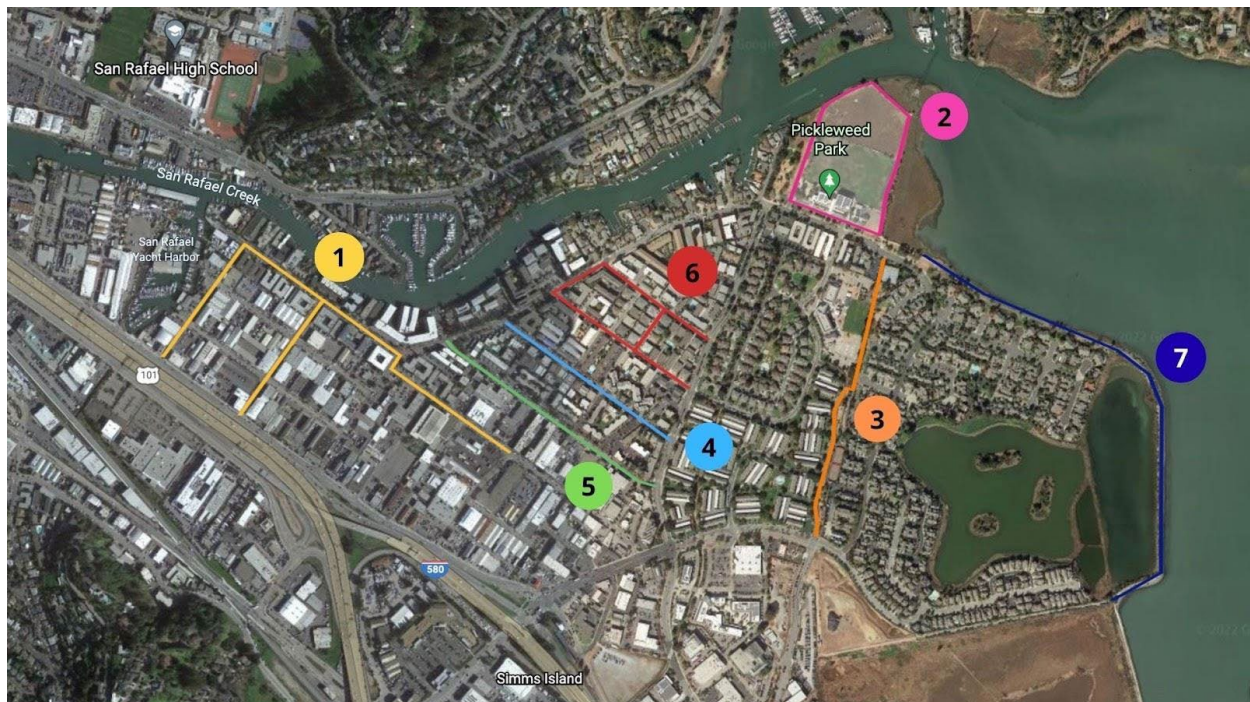
All of these pieces-sidewalks, curbspace, and streetscape elements-must be considered together to understand the tradeoffs and options available. The recommended strategy has three stages:

1. Survey of sidewalk, curbspace (parking supply and demand), streetscape elements, and available right-of-way.
2. Community-driven decision of how to best utilize limited street space.
3. Design, engineering, and construction of streetscape changes.

7. Lighting

Lead Agency: City of San Rafael
Estimated Cost: \$50,000 (quickbuild – fixture upgrades) \$1.5M - \$2.5M (new fixtures) plus ongoing electric and maintenance costs, which can be lower if solar fixtures are used, especially along bayfront trails
Timeframe: Quickbuild (upgrades to existing fixtures), short-term to medium-term (new pole and fixture locations)

Community members identified the need for new and improved lighting at several locations within the neighborhood. Members of the Voces del Canal group worked on a lighting plan, with Dominican University and Canal Alliance, to identify seven priority routes (figure below) for improved lighting in the Canal. During their project, the Voces del Canal group collected testimonies from Canal residents describing their experience with illumination in the Canal and used survey data to prioritize routes. Throughout both processes, residents described public safety concerns during the early morning and night hours while walking in the neighborhood or accessing public parks and recreational trails.



Building on the above plan, the City's Department of Public Works (DPW) has identified forty-five locations on five of the seven pathways to install new lighting fixtures. DPW also identified sixty-five locations where existing light fixtures can be made brighter. DPW will work with the Pacific Gas & Electric

Company (PG&E) to seek approval to implement these solutions on five routes. Lighting improvements are located along block faces as well as at intersections. Lighting improvements near transit stops and pedestrian crossing locations will be prioritized.

Two of the other pathways, Bahia Way and Starkweather Path, and a larger area of Pickleweed Park will require additional approvals before the city can proceed with lighting improvements. Bahia Way is a privately maintained street and the Starkweather and Pickleweed waterfront paths are regulated by the Bay Conservation and Development Commission (BCDC). The City will work with these entities to seek approval for additional lighting improvements.

8. Transit Bus Stop Improvements

Lead Agency: City of San Rafael, Marin Transit
Estimated Cost: \$100,000 - \$300,000
Timeframe: Quickbuild (temporary boarding islands), short-term to medium-term (stop upgrades)

The Canal neighborhood is Marin Transit’s highest ridership area in the County.³ Canal community members have shared the need for transit stop improvements since the first CBTP in 2006. Many improvements have been implemented since 2006 including the addition of more shelters and real-time arrival information boards. Additional requests for this update include more shelters along high ridership routes, bus shelter/stop lighting improvements, and accurate real-time arrival information. In some locations the existing bus shelters are inadequate due to their small size, lack of lighting, or cleanliness issues, or they are missing completely. Specific stops cited during outreach include Medway/Mill, stops along Novato Street, Kerner Boulevard, Canal Street, and bus stops in Novato along Marin Transit’s 35 route.

Based on stop-level ridership data, Marin Transit and the City agreed to focus quick-build and short-term efforts on Medway & Mill and Kerner Boulevard. On Kerner Boulevard, stop consolidation opportunities will be evaluated in more detail with the goal of delivering one high-quality stop/shelter rather than distributing resources. Stop consolidation on this short stretch would also improve travel times and reliability. The City will also pursue quick-build boarding island solutions at these locations to expand the available sidewalk waiting area. Upgrades at all Canal and Route 35 stops will be implemented as funds become available. All stops would benefit from improvements to signage for bus service and customer service numbers (including bilingual information in Spanish), real-time arrivals information, additional seating capacity, and trash receptacles.

9. Transit Bus Stop Maintenance

Lead Agency: City of San Rafael, Marin Transit, Golden Gate Transit
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³ Canal census tracts score medium-high or high in Marin Transit’s Transit Propensity Index. Marin Transit, Short-Range Transit Plan 2020 – 2029, 2020, p I-19.

Estimated Cost: \$5,000 - \$10,000 (to approximately double or triple cleaning and service visits)
Timeframe: Short-term / Ongoing

In addition to capital improvements, the community requested more regular transit stop maintenance at all Canal transit stops. Community members cited excess trash and illegal dumping at/near transit stops, rodent issues, dim or dead lights, and non-functioning real-time arrival boards. The current condition of bus stops creates an unpleasant waiting experience.

The recommended strategy is to determine a regular cleaning and servicing schedule for bus stops, a trash solution for transit stops, and a dumpster program in the community to prevent illegal dumping.

10. Expanded Transit Service

Lead Agency: Marin Transit, Golden Gate Transit
Estimated Cost: \$1.6M - \$2M (capital cost for new buses), \$\$150/additional revenue hour with the exact number of added revenue hours TBD
Timeframe: Short-term to medium-term

Canal demand for transit service is high both during and outside of peak commute times. Although high-occupancy buses are used during most of the day, many buses serving the Canal are crowded. Community members report that overcrowding of buses in the peak periods sometimes prevents them from boarding, that transfers at the San Rafael Transit Center are not always timed appropriately making travel time estimates unreliable, and that service in the early mornings and late evenings is too infrequent given that many Canal residents work early and late shifts.

In response to prior community concerns, the Marin Transit Short-Range Transit Plan (2020) recommended several adjustments to their transit service. **These have been implemented as of or will see implementation as soon as ___ (Marin Transit?)**

- To ensure reliable services, Marin Transit aims to have a 90% on-time performance target at major stops and transfer hubs and an 80% on-time performance target at minor timepoint stops for fixed-route operations. The District also aims to have less than 1% of fixed-route trips missed or removed from the daily schedule.
- Increase service on routes serving the Canal to provide comparable seating capacity for the transition of articulated buses to standard 40' buses impacting routes 23X, 19, and 35. This change would provide 8–10-minute service frequencies during peak hours.

The following additional service was requested by multiple community members:

- More frequent and convenient service to Novato. Community members expressed concern that the existing 35 route to Novato is not frequent or efficient enough and does not have accessible bus stops in Novato. This may require a new bus purchase.

- More convenient service to Fairfax Manor on route 23X. Route 23X was the community's second ranked choice for increased frequencies. This may require a new bus purchase.
- Earlier route departures and increased early morning and evening frequency on all routes, but especially route 35.

The specifics of these requests can be determined through on-board surveys of these routes conducted in both English and Spanish.

11. Transportation to Schools

Lead Agency: Marin Transit, San Rafael City Schools
Estimated Cost: Expanded route 645 service: \$800,000-\$1M (capital), \$45,000 (annual operating) Subsidized shuttle and taxi service: \$30,000-\$60,000/year
Timeframe: Short-term / Ongoing

Providing additional bus service to schools was a major identified need for Canal community members. The community cited the need for additional bus service specifically to San Rafael High School, Terra Linda High School, San Pedro Elementary School, and Davidson Middle School for both students and parents. Supplemental school service requests were as follows:

- Additional morning trips for the 645 route to San Rafael HS and Terra Linda HS
- New public transit service or low-income discount for school bus service to San Pedro Elementary School
- New public transit service or expanded yellow bus service to Davidson Middle School
- School transportation options for parents to attend special events, parent/teacher conferences, and volunteer at school sites, especially at San Pedro Elementary School

Increasing morning trips on the 645 route will help students arrive to school on time and provide multiple direct transit options. Marin Transit offers other transfer bus services, but the community cited these as overly complicated and time-consuming and requiring a long walk for many students. This additional service would likely require Marin Transit to purchase an additional bus.

While yellow bus service exists for students at most elementary and middle schools, Canal community members mentioned the cost to use the yellow bus is not affordable to all parents. The San Rafael City Schools District offers a sliding-scale discount for using yellow bus service eligible to low-income families and students who qualify for free/reduced lunch. To apply for yellow bus service, families must fill out an application form and pay a \$40 application fee. Reducing or waiving the application fee would help resolve the cost burden on families that qualify for the sliding-scale discount. The school district and Marin Transit each have their own student transit application form; these should be consolidated into a single intake form and families should be informed of all transport options available for their student whether provided by Marin Transit or yellow bus.

Until the COVID-19 pandemic canceled school events, special school trips for parents were organized by individual schools by providing special shuttles or taxi service. Residents specifically requested that shuttle services be brought back and promoted for large school events at San Pedro Elementary such as parent nights, open houses, school performances, and holiday celebrations. For smaller events at schools, such as parent-teacher conferences or volunteer events where attendance varies, San Rafael City Schools District can partner with a Marin Transit dial-a-ride or a taxi service to provide subsidized rides between the Canal and schools. Marin Transit’s on-demand service can be scheduled via phone or the Uber application. Subsidized rides to San Pedro Elementary school have been available for many years with funding from a Golden Gate Bridge District Lifeline grant. During the 2021-22 school year, 94 families received a subsidized taxi ride to or from San Pedro Elementary. A sustainable funding source will be needed to maintain these services over the long term.

Community Prioritization of Solutions

Prioritization of transportation solutions was developed based on community input collected during the CBTP engagement process and heard through parallel efforts.

#	Solution	Level of Community Support
1	Pedestrian and Bicycle Bridge / Canal Crossing to 3 rd Street	H
2	Access to Bikes/Scooters, Secure Bicycle Parking, and Bicycle Education	M
3	Traffic Calming and Pedestrian Crossing Improvements	H
4	Bicycle and Pedestrian Crossing Improvements at Gateways	L
5	Streets Team and Transit Ambassador Program	L
6	Sidewalk and Streetscape Improvements	L
7	Lighting	H
8	Transit Bus Stop Improvements	H
9	Transit Bus Stop Maintenance	H
10	Expanded Transit Service	H
11	Transportation to Schools	H

Notes: H = solution received a lot of support (12 or more dots and comments), M = solution received some support (8-12 dots or comments), L = solution received little support (less than 8 dots or comments).

Based on the criteria above the following were determined to be high, medium, low, and quick-build priority solutions:

Quick-build Solutions

Pedestrian crossing bulbouts and crosswalks
Upgrades to existing fixtures
Temporary bus boarding islands

Higher Priority Solutions

Pedestrian and Bicycle Bridge / Canal Crossing to 3rd Street
Lighting
Traffic Calming and Pedestrian Crossing Improvements
Transit Bus Stop Improvements
Transit Bus Stop Maintenance
Expanded Transit Service
Transportation to Schools

Medium Priority Solutions

Access to Bikes/Scooters, Secure Bicycle Parking, and Bicycle Education

Lower Priority Solutions

Bicycle and Pedestrian Crossing Improvements at Gateways
Sidewalk and Streetscape Improvements
Streets Team and Transit Ambassador Program

Chapter 6 Implementation

Funding (this section is still very much in draft as we confirm funding sources with our agency partners)

The following funding sources were identified as potential resources for implementation of the proposed CBTP solutions. To compete for the funds, a project must be well-defined, included in local plans for the jurisdiction, and have community and public agency support. All of the solutions defined in this CBTP Update have community support and support from the Technical Advisory Committee agencies. Full descriptions of each funding source can be found in the Appendix. Funding sources appropriate to each solution are summarized in **Table 7**.

Federal – New Competitive Programs

The Infrastructure Investment & Jobs Act (IIJA) signed into law in November 2021 provides funding for \$570 billion in transportation investments over five years including \$274 billion in new onetime spending. IIJA provides about \$120 billion in national competitive grant programs including the following relevant programs.

- Bus and Bus Facilities Program
- Healthy Streets Program

- RAISE Grant Program
- PROTECT Resilience Program
- Reconnecting Communities Pilot Program
- Safe Streets and Roads for All (SS4A) Program

State

- Caltrans Sustainable Communities Planning Grants
- Active Transportation Program (ATP)
- State Transit Assistance (STA)
- State Transportation Improvement Program (STIP)
- Highway Safety Program (HSIP)

Regional/Local

- Transportation Fund for Clean Air (TFCA)
- MTC’s One Bay Area Grant Program (OBAG)
- MTC’s Lifeline Transportation Program
- MTC’s Climate Initiatives Program
- MTC’s Bikeshare Capital Program
- Measure AA
- Measure B

Non-Traditional

- CALSTART’s Clean Mobility Options (CMO)
- California Conservation Corps (CCC)
- Marin Community Foundation (MCF)

Table 4: Funding Sources by Solution

#	Solution	Funding Sources
1	Pedestrian and Bicycle Bridge / Canal Crossing to 3 rd Street	Active Transportation Program (ATP), Caltrans Sustainable Communities Planning Grants (Planning grant only), MTC’s Lifeline Transportation Program
2	Access to Bikes/Scooters, Secure Bicycle Parking, and Bicycle Education	MTC Bikeshare Capital Program, Transportation Fund for Clean Air (TFCA), MTC’s Lifeline Transportation Program, Clean Mobility Options Program (CMO)
3	Traffic Calming and Pedestrian Crossing Improvements	Active Transportation Program (ATP), MTC’s Lifeline Transportation Program, Measure AA
4	Bicycle and Pedestrian Crossing Improvements at Gateways	Active Transportation Program (ATP), Transportation Fund for Clean Air (TFCA), MTC’s Lifeline Transportation Program, Measure AA
5	Streets Team and Transit Ambassador Program	Transportation Fund for Clean Air (TFCA), Measure AA, Measure B

6	Sidewalk and Streetscape Improvements	Active Transportation Program (ATP), MTC's Lifeline Transportation Program, Measure AA
7	Lighting	Active Transportation Program (ATP), Measure AA
8	Transit Bus Stop Improvements	Transportation Fund for Clean Air (TFCA), MTC's Lifeline Transportation Program
9	Transit Bus Stop Maintenance	MTC's Lifeline Transportation Program, Measure AA
10	Expanded Transit Service	State Transit Assistance (STA), Transportation Fund for Clean Air (TFCA), MTC's Lifeline Transportation Program, Measure AA, Measure B
11	Transportation to Schools	Active Transportation Program (ATP), MTC's Lifeline Transportation Program, MTC's Climate Initiatives Program, MTC's OBAG, Measure AA

Source: Fehr & Peers.

Next Steps

This Community-Based Transportation Plan provides a list of solutions to support efforts by the City of San Rafael, TAM, and local transit agencies to pursue federal, state, regional, and local funds to implement the recommended projects and programs.

Five-Year Goals for Transportation Solutions

The table below shows quick-build, near, medium, and long-term solutions with a five-year goal for each solution.

#	Solution	Description	Project Type	Lead Agency	5-Year Goal
1	Pedestrian and Bicycle Bridge / Canal Crossing to 3 rd Street	Bridge connection from Canal/Harbor to 3 rd Street	Multimodal	City of San Rafael	Secure funding for and complete feasibility study. Secure funding for design and engineering.
2	Access to Bikes/Scooters, Secure Bicycle Parking, and Bicycle Education	Bikeshare and/or Scootershare program in the Canal for adults and youth, secure parking, and bicycle education classes for adults and youth	Bicycle	City of San Rafael, CBOs, Local community organization(s)	Evaluate success of TAM bikeshare pilot with community input and adjust TAM program and/or secure funding to launch supplemental program.
3	Traffic Calming and Pedestrian Crossing Improvements	Various locations around the Canal	Pedestrian, Safety	City of San Rafael	Full implementation.
4	Bicycle and Pedestrian Crossing Improvements at Gateways	Bicycle crossing improvements at Bellam/US-101/I-580, Grand/2 nd , and Grand/3 rd	Bicycle, Pedestrian	City of San Rafael, TAM, Caltrans	Identify study partners and interface with 101/580 Connector project. Secure funding for and complete feasibility study.

9	Streets Team and Transit Ambassador Program	Address neighborhood cleanliness and provide transit information	Multimodal	City of San Rafael, Marin Transit	Pilot a combined Streets Team/Transit Ambassadors program.
6	Sidewalk and Streetscape Improvements	Various locations around the Canal		City of San Rafael	Secure funding for sidewalk, curbspace, and streetscape survey.
7	Lighting	Lighting improvements throughout the Canal neighborhood	Safety	City of San Rafael	Upgrade existing fixtures and add fixtures to all existing utility poles on the five City-owned routes identified by the community. Solidify a plan to install new poles and fixtures in remaining gaps. Solidify a plan for the two privately-owned routes and secure funding to install lighting on those routes.
8	Transit Bus Stop Improvements	Bus shelter upgrades and real-time arrival information	Transit	City of San Rafael, Marin Transit	Implement improvements at Medway/Mill and Kerner/Larkspur or relocated Kerner stop. Secure funding for and start to implement improvements at other stops.
9	Transit Bus Stop Maintenance	Address trash and illegal dumping at transit stops, address the rodent issues	Transit	City of San Rafael, Marin Transit, Golden Gate Transit	Establish a streamlined maintenance process amongst all responsible agencies and increase maintenance schedule.
10	Expanded Transit Service	Provide frequent service, expand early morning/late evening service, provide accurate schedules	Transit	Marin Transit	Conduct focused ridership survey on the 35 and 23x to establish route and frequency improvements. Identify funding for required capital purchases and operational funding.
11	Transportation to Schools	Provide additional morning service to high schools, promotion of sliding-scale discounts for yellow school bus service to elementary and middle schools, provide parent transportation to school events	Multimodal	Marin Transit, San Rafael City Schools	Secure funding and add an additional morning run to route 645. Identify a sustainable funding source for parent transportation needs and provide subsidized rides for one-off needs and shuttles for large events.

Source: Fehr & Peers.

Staff Capacity

Given the level of investment outlined above, this report also recommends securing funding for additional project and/or program management at the City of San Rafael, which is identified as one of if not the sole lead agency on most of the transportation solutions. This could be a full-time staff hire or a contract hire

depending on the quantity and duration and of desired support. In the short-term and if grant funding is secured for any projects, it is likely that a full-time hire would be needed to implement the recommendations and keep the rest of CBTP implementation moving.

Appendix

1. Stakeholder Committee Workshop #1 Notes
2. Focus Group Workshop Notes
3. Stakeholder Committee Workshop #2 Notes
4. Open House Documentation
5. Stakeholder Committee Workshop #3 Notes
6. Comments on Draft Canal CBTP
7. Full Descriptions of Funding Sources

May 5, 2022

Mr. Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Subject: San Rafael Canal Neighborhood Active Transportation Enhancement Project; Active Transportation Program Cycle 6

Dear Mr. Weiss,

The [organization name] expresses strong support for the City of San Rafael to initiate a project in the City's Canal neighborhood to plan, design, and implement key enhancements to the bicycle, pedestrian, and transit networks in the community. Enhancements include improved pedestrian lighting, pedestrian pathway improvements, uncontrolled crosswalk enhancements, bicycle boulevard treatments, and transit stop upgrades in the neighborhood.

The project is located in San Rafael's Canal neighborhood, bounded by I-580, Highway-101, Bellam Boulevard, and the San Rafael Creek. The freeways and Creek physically isolate this disadvantaged community. There are limited shopping, education, health services, or job opportunities within the neighborhood and travel to other locations is constrained by poor bicycle and pedestrian connections. This is particularly problematic as residents have low rates of vehicle ownership and are largely reliant on walking, bicycling, and public transit. According to the Healthy Places Index, 28 percent of workers in the Canal neighborhood commute by transit, walking or cycling; this is higher than 94 percent of other California census tracts.

Key enhancements to the active transportation networks in the Canal neighborhood are borne from the need to ensure that the active transportation networks are complete, safe and encourage travel by foot, bike, and transit to key destinations such as schools, parks, and shopping in and out of the community. Residents have voiced their need for these improvements in a recent community-based transportation plan process. Implementation of pedestrian and bicycle improvements in the Canal neighborhood increase mobility for residents, helping them to be more connected to both their neighborhood and their City.

This project will have an even more far-reaching impact in tandem with a second local project in the that will be considered as part of the Active Transportation Program Cycle 6 to explore a bicycle and pedestrian crossing of the San Rafael Creek. Together, these projects will facilitate safe and comfortable travel by foot or by bike to key destinations in downtown San Rafael.

For these reasons, I wholeheartedly support this project. If you have any questions, please contact my office at _____.

Sincerely,

[Your name and title]
[Organization]

May 16, 2022

Mr. Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

Subject: Support for San Rafael Canal Crossing Project; Active Transportation Program Cycle 6

Dear Mr. Weiss,

The [organization name] expresses strong support for the City of San Rafael to initiate a planning study in the City's Canal neighborhood to explore a bicycle and pedestrian crossing of the San Rafael Creek.

This project would be located in San Rafael's Canal neighborhood, a disadvantaged neighborhood bounded by I-580, Highway-101, Bellam Boulevard, and the San Rafael Creek. The freeways and Creek physically isolate this community from the rest of San Rafael and the region. Multimodal travel is essential for the vast majority of the residents. Trips out of the neighborhood include shopping, education centers, health services and employment. Travel to these services is constrained by poor bicycle and pedestrian connections.

According to the Healthy Places Index, 28 percent of workers in the Canal neighborhood commute to work by transit, walking or cycling; a higher rate than 94 percent of other California census tracts. The investment in access and multimodal improvements is key to essential services and will reduce Greenhouse Gases (GHG) into the future.

A San Rafael Creek pedestrian and bicycle crossing has been requested over many years by residents of the Canal neighborhood via a variety of engagement and planning processes, including the current (2022) update to the 2006 Canal Neighborhood Community-Based Transportation Plan.

In fact, the project was first identified as a high-priority project by residents of the Canal neighborhood as part of the Canal Neighborhood Community-Based Transportation Plan to provide a connection between the Canal neighborhood to downtown San Rafael, San Rafael High School, the Montecito Shopping Center, and other locations north of the waterway.

The project was subsequently identified as a priority in the 2018 update to the San Rafael Bicycle and Pedestrian Master Plan, the 2020 San Rafael General Plan, and the San Rafael Canalfront Conceptual Design Plan. It would fill a key missing link in the City's bicycle and pedestrian network located within intimidating and high-stress traffic corridors, including Francisco Boulevard East, a busy arterial that is currently the only option for Canal

neighborhood residents to walk or cycle between their community and the numerous destinations in the downtown area.

This project would be further enhanced by a second project in the Canal neighborhood that will be considered as part of the Active Transportation Program Cycle 6 to make key enhancements to the pedestrian and bicycle networks in this community to ensure that the active transportation networks are complete, safe, and facilitate and encourage travel by foot or bike to key destinations such as the new Canal crossing, schools, transit stops, parks, and shopping both within and outside of the community.

Active Transportation Program funding for this important project would enable a planning study to continue the engagement efforts with the Canal neighborhood community about this project to identify potential crossing locations and bridge types appropriate for the San Rafael Canal; consider improvements to the active transportation networks on the approaches to the crossing; and develop preliminary cost estimates for the project.

Importantly, construction of a pedestrian and bicycle bridge over the San Rafael Creek would eliminate an existing gap between the planned and completed active transportation networks on both sides of the waterway as envisioned in the City's Bicycle and Pedestrian Master Plan.

For these reasons, I wholeheartedly support this project. If you have any questions, please contact my office at _____.

Sincerely,

[Your name and title]

[Organization]



DEPARTMENT OF PUBLIC WORKS

Memorandum to Council – Vision Zero

To: Jim Schutz

Date: May 24, 2022

From: Rafat Raie, City Traffic Engineer
Lauren Davini, Senior Traffic Engineer

File:

Copy: Bill Guerin, Public Works Director

BACKGROUND: Vision Zero (VZ) is a strategy to eliminate traffic fatalities and severe injuries among all road users and to ensure safe, healthy, and equitable mobility for all. Vision Zero has multiple elements and requires buy-in from a diverse group of stakeholders, including transportation professionals, policymakers, public health officials, police, and community members. Data collection is an important aspect of Vision Zero so that trends may be analyzed, and efforts may be focused on where extra attention is needed. Community engagement and equity are prioritized as we know traffic challenges are often first noticed by community users. Other strategies include managing speed to safe levels and setting a timeline to achieve the goal of zero traffic deaths and serious injuries.

The 2040 General Plan recommends the adoption of Vision Zero Policy. As a policy statement, the City Council commits to traffic safety efforts. Many of these efforts are already in place. We have established safety programs aimed to evaluate all infrastructure investment options with a specific focus on safety. We also have programs to maintain and monitor crashes throughout the city. We believe we have the tools and resources to make strategic adjustments.

The Bicycle and Pedestrian Advisory Committee has expressed great interest in recommending a resolution for adoption to the City Council. The Committee recognizes the current efforts leading towards improving safety but have expressed concerns ensuring that the focused attention on safety continues in the long-term.

Typically, VZ policies are followed with an action plan to further define the process of how the VZ could be achieved.

ANALYSIS: We believe the time is right for the adoption of a policy/resolution. According to the Office of Traffic Safety crash rankings from 2019, San Rafael was ranked number two of 105 similarly sized cities for pedestrian-involved collisions and number 15 of 105 for bicycle-involved collisions. Overall, San Rafael is ranked 33 out of 105 cities for fatal and serious injury collisions. Improving traffic safety will take time. The safety record is a result of many factors including location of transportation facilities and demographics.

In recent history, San Rafael has been making great strides towards safety. There have been many improvements and efforts that clearly indicate we are heading in the right direction. The results of these improvements will eventually improve the City's traffic safety ranking. It takes a comprehensive commitment involving engineering, education, enforcement, and engagement to gradually change this record. Here is a brief summary of what is being done in the abovementioned areas:

Engineering/Planning: We enhanced over 50 uncontrolled crossings with signage and striping and some flashing lights. We have constructed miles of new bike lanes and multi-use paths. We have programmed leading pedestrian intervals (LPIS) at our signalized intersections in the downtown area. The preparation of the 2018 Bicycle Master Plan helped inform the investment in completing system gaps. We received grant funding for a two-way protected cycle track on Grand Avenue from Fourth Street to Second Street. We are applying for grant funding for a swing bridge from the Canal neighborhood to Third Street/Point San Pedro Road and for general bicycle and pedestrian improvements throughout the Canal. We are pursuing funding opportunities to close the gap in the North-South Greenway from North San Pedro Road to the Puerto Suello Path. The completion of the Francisco west bikeway connection with a separated bicycle lane would help future statistics. Third Street Rehabilitation and Safety Projects underway, have major safety components improving the safety and operation of the arterials.

Engagement: We are engaged with the community in all transportation decisions and have encouraged open forums to comment on the Civic Center Roundabout Project by Caltrans, Merrydale Promenade, Puerto Suello Connection, Embarcadero One Way Conversion, C and D two-way Conversion, Third Street Rehabilitation and Safety Projects, Grand Avenue Bike Path, Civic Center Bike Path and all the other major and minor transportation improvements. In our recent review of the Transit Center EIR, staff flagged traffic safety considerations in the overall approach and design. We have reinvented public outreach with disadvantaged communities and are in the process of a major update of the Canal Community Based Transportation Plan.

Enforcement: The Department of Public Works has collaborated with the Police Department to do targeted enforcement for speeding and yielding to pedestrians in crosswalks. We use data we collect to suggest enforcement windows to the Police Department to be the most efficient with their time.

Education/Awareness: The City participates in Safe Routes to School discussions and uses social media to push-out messages about driving responsibly. We are currently in the process of updating County-wide messaging for responsible driving, bicycling, and walking with lawn signs, banners, and social media blasts with Street Smarts Marin. The Department of Public Works has installed radar speed feedback signs at key locations in response to speeding concerns. We leverage our collision database to track trends, identify hot-spot areas, and encourage and educate residents on traffic safety.

Below is an analysis of [Vision Zero core elements](#), what the City has done to-date, what the City is prepared to do, and what the City has not started.

Pillars	Core Elements	City Progress
Leadership and Commitment	Public, High-Level and Ongoing Commitment	City Council approves a Vision Zero resolution
	Authentic Engagement	Continue community outreach. This is currently happening in our most vulnerable community, with the Canal Community Based Transportation Plan. The Council adopted the Downtown Precise plan and adopted a new Traffic Mitigation program to support future investments
	Strategic Planning	Develop a plan with goals, objectives, and short- and medium-term action items.

	Project Delivery	DPW actively plans and applies for grant opportunities. We prioritize pedestrian, bicycle, and traffic calming projects as best we can in the CIP
Safe Roadways and Safe Speeds	Complete Streets for All	City Council approved a Complete Street resolution in 2011
	Context-Appropriate Speeds	New state legislation allows local jurisdictions a bit more freedom in posting speed limits based on context instead of based on the prevailing speeds of vehicles
Data-driven Approach, Transparency, and Accountability	Equity-Focused Analysis and Programs	The Canal Community Based Transportation Plan is currently underway. Additionally, equity is a factor in prioritizing projects in the Bike and Pedestrian Master Plan
	Proactive, Systemic Planning	Leading Pedestrian Intervals (LPIs) have been added at signalized intersections in the downtown area. The Highway Safety Improvement Program (HSIP) is funding improvements on Third Street, including enhanced striping, more visible signal heads, and xx
	Responsive, Hot Spot Planning	DPW can use the collision database to track collisions and trends annually
	Comprehensive Evaluation and Adjustments	This would require further collaboration with health professionals, Safe Routes to School, and the Police Department
Legend: Green - in progress, Yellow - tools are available, Red - not started		

Public Works staff has determined that there are three options moving forward:

1. Keep the status quo and work collaboratively with the BPAC to ensure the level of enthusiasm about grants, safety and overall mobility for all agenda.
2. A staff level definition of essential programs leading to Vision Zero and an annual report to BPAC that includes essential components including, grant funding, safety efforts, education, inclusion and collaboration internally and externally. We could document our commitment with a City Council resolution.
3. A full-blown action plan at a cost of \$100,000 to instill Vision Zero Goals and objectives within the fabrics of the organization.

STAFF RECOMMENDATION: Public Works management understands the importance of Vision Zero to the BPAC and would like to deliver on the committee’s wishes, while being mindful of current staff’s workload. Given the existing workload with projects, planning efforts, and grant applications, it is not feasible to work on a Vision Zero Action Plan at this time. Staff recommends option #2 above, which delivers more of what BPAC is requesting but will be able to be done within existing staff’s bandwidth.