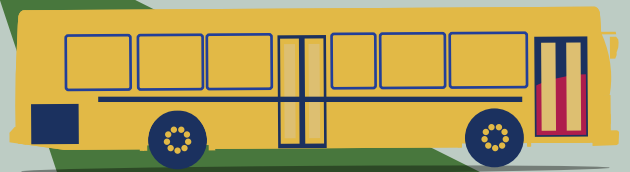




June 2022

# Canal Neighborhood Community-Based Transportation Plan



SAN RAFAEL  
THE CITY WITH A MISSION



METROPOLITAN  
TRANSPORTATION  
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# Contents

Acknowledgments .....	3
Resident Stakeholder Committee .....	3
Technical Advisory Committee .....	3
City of San Rafael .....	3
Consultants & Community Partners .....	3
Executive Summary .....	4
Canal CBTP Overview .....	4
Chapter 1: Introduction .....	5
Canal Neighborhood Community-Based Transportation Plan Update .....	6
Chapter 2 Community Profile .....	6
Land Use .....	8
Socio-Economic Characteristics .....	8
Transportation Infrastructure and Service .....	11
Chapter 3 Relevant Studies and Reports .....	17
Neighborhood Studies .....	17
City of San Rafael Studies .....	18
County and Regional Studies .....	20
Chapter 4 Community Outreach .....	21
Outreach Methodology .....	21
Key Issues and Highlights of Public Outreach .....	28
Summary of Public Comments: .....	29
Chapter 5 Transportation Solutions .....	30
Solutions .....	31
Community Prioritization of Solutions .....	39
Chapter 6 Implementation .....	42
Funding .....	42
Monitoring Progress .....	44
Parallel Efforts .....	44
Appendices .....	47

# List of Figures

Figure 1: Study Area .....7

Figure 2: Census Tracts in the Canal Neighborhood.....9

Figure 3: Local Bus Routes ..... 13

Figure 4: Bicycle Facilities ..... 16

Figure 5: Map of Lighting Routes ..... 26

Figure 6: Results from Voces del Canal Lighting Study Survey..... 27

Figure 7: Lighting Routes ..... 36

Figure 8: Community Priority and Implementation Timeframes ..... 41

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# Executive Summary

The Metropolitan Transportation Commission (MTC) initiated the Community-Based Transportation Planning (CBTP) program in 2002 to identify and create an action plan to address mobility needs for lower-income communities through a collaborative effort from residents, community organizations, and transportation agencies. This plan documents the efforts and results of the community-based planning process for the city of San Rafael's Canal neighborhood. This is the second CBTP prepared for the Canal neighborhood - the first CBTP was completed in 2006. Study Background is described in Chapter 1. Chapter 2 highlights the demographic and travel characteristics of the neighborhood. Chapter 3 summarizes previous plans with bearing on the neighborhood and lists any Canal-specific recommendations. Chapter 4 documents the engagement process and community-identified transportation gaps, and Chapter 5 includes solutions to address the transportation gaps. Finally, Chapter 6 discusses considerations for implementation and potential funding sources.

## Canal CBTP Overview

The CBTP team worked with a resident Stakeholder Committee (SC) and agency Technical Advisory Committee (TAC) to develop the community-based transportation plan. Both the SC and TAC met with the CBTP team three times over a period of six months to discuss key transportation issues, solutions, and ongoing projects in the Canal neighborhood and to help guide the planning process.

### *Key Findings and Issues*

- The share of Latinx/Hispanic residents in the Canal neighborhood and the share of residents who speak Spanish at home has increased since 2006. Translating project materials into Spanish was critical to the success of the CBTP and will be critical to all future planning efforts.
- Over a third of Canal neighborhood residents live in poverty. Transportation costs are a substantial portion of their household budget.
- The Canal neighborhood is physically isolated from other parts of San Rafael by the San Rafael Creek/Canal and the Highway 101 and Interstate 580 freeways. It is particularly difficult to get in and out of the Canal neighborhood on foot or by bicycle. Many residents do not have access to a car and as a result, transit is a lifeline service for residents.
- Canal neighborhood residents ride transit more frequently than other residents of San Rafael and Marin County and even with service increases over the past decade, demand still exceeds service levels at certain times of day and along certain routes.
- Timely connections to schools for both students and parents are a concern for many parents.
- Safety and security are among the top concerns in the neighborhood with residents citing crime, poorly lit streets, high vehicle speeds, trash and dirty conditions on streets and at bus stops, and narrow sidewalks with numerous pedestrian barriers.

### *Recommended Solutions*

The following transportation solutions are recommended for the Canal neighborhood to address transportation gaps identified by the community. The improvements listed below were reviewed and prioritized based upon level of community support and are described in more detail in Chapter 5.

## Higher Priority Solutions

- #1 Pedestrian and Bicycle Bridge/Canal Crossing to Third Street
- #3 Traffic Calming and Pedestrian Crossing Improvements
- #7 Lighting
- #8 Transit Bus Stop Improvements
- #9 Transit Bus Stop Maintenance
- #10 Expanded Transit Service
- #11 Transportation to Schools

## Medium Priority Solutions

- #2 Access to Bikes/Scooters, Secure Bicycle Parking, and Bicycle Education

## Lower Priority Solutions

- #4 Bicycle and Pedestrian Crossing Improvements at Gateways
- #5 Streets Team and Transit Ambassador Program
- #6 Sidewalk and Streetscape Improvements

Some components of the above solutions have been identified for quick-build implementation, meaning that temporary materials or short-term fixes can be put in place while funding is identified, and formal designs are prepared for permanent implementation. The quick-build projects will deliver many of the same benefits of the permanent projects and will allow the community to provide feedback ahead of permanent installation.

## Quick-build Solutions

- (part of #3) Pedestrian crossing bulb-outs and crosswalks
- (part of #7) Upgrades to existing fixtures
- (part of #8) Temporary bus boarding islands

# Chapter 1: Introduction

The Metropolitan Transportation Commission (MTC) initiated the Community-Based Transportation Planning (CBTP) program in 2002 to identify the needs for low-income communities through a collaborative effort from residents, community organizations, and transportation agencies.

CBTPs include a demographic analysis of the area, a list of community-prioritized transportation gaps and barriers, strategies and/or solutions to address these gaps, identification of potential funding sources, a list of stakeholders to implement the plan, and documented results of community outreach strategies. Since 2002, more than 30 lower-income communities in all nine Bay Area counties have developed CBTPs.

The San Rafael Canal neighborhood is a proposed Priority Development Area (PDA) by the City of San Rafael, as well as an Equity Priority Community (EPC) as identified by MTC, making it a CBTP candidate. Because of its PDA designation, the Canal neighborhood will require a Specific or Precise Plan to be adopted by 2025 to address the community's needs and make it eligible for PDA funding sources. The solutions identified in this document will feed into future specific plan efforts.

## Canal Neighborhood Community-Based Transportation Plan Update

In 2018, MTC provided supplemental Congestion Management Agency (CMA) Planning funds to CMAs for updates to CBTPs and amended the CMA planning agreement to conduct updates or new CBTPs. In 2019, the Transportation Authority of Marin (TAM) was awarded funds to update the 2006 Canal Neighborhood CBTP and passed the funds and project management role to the City of San Rafael. The City, in turn, contracted with Fehr & Peers transportation consultants and Canal Alliance, a local community-based organization, to lead the community-based planning effort.

## Chapter 2 Community Profile

The San Rafael General Plan 2040 identifies the Canal neighborhood, as shown in **Figure 1**, as the area south of the San Rafael Canal, east of Highway 101 and Interstate 580, north of, but including the Bellam Boulevard corridor, and west of Spinnaker Point and Baypoint Lagoons. Spinnaker Point and Bay Point Lagoons are included in the study area but are comprised of private roadways facilities and were therefore a secondary focus of the CBTP.

The Canal neighborhood includes a high-density residential neighborhood, a commercial district, Pickleweed Park, the Albert J. Boro Community Center, and Bahia Vista Elementary School. The Canal neighborhood area is roughly 230 acres and is home to approximately 13,000 residents. Roughly one in five San Rafael residents lives in the Canal neighborhood, but the neighborhood represents just 2% of the city's land area. The residential area of the Canal neighborhood was the primary focus for this community-based transportation plan update. This chapter summarizes the existing conditions of the study area.

**Figure 1: Study Area**

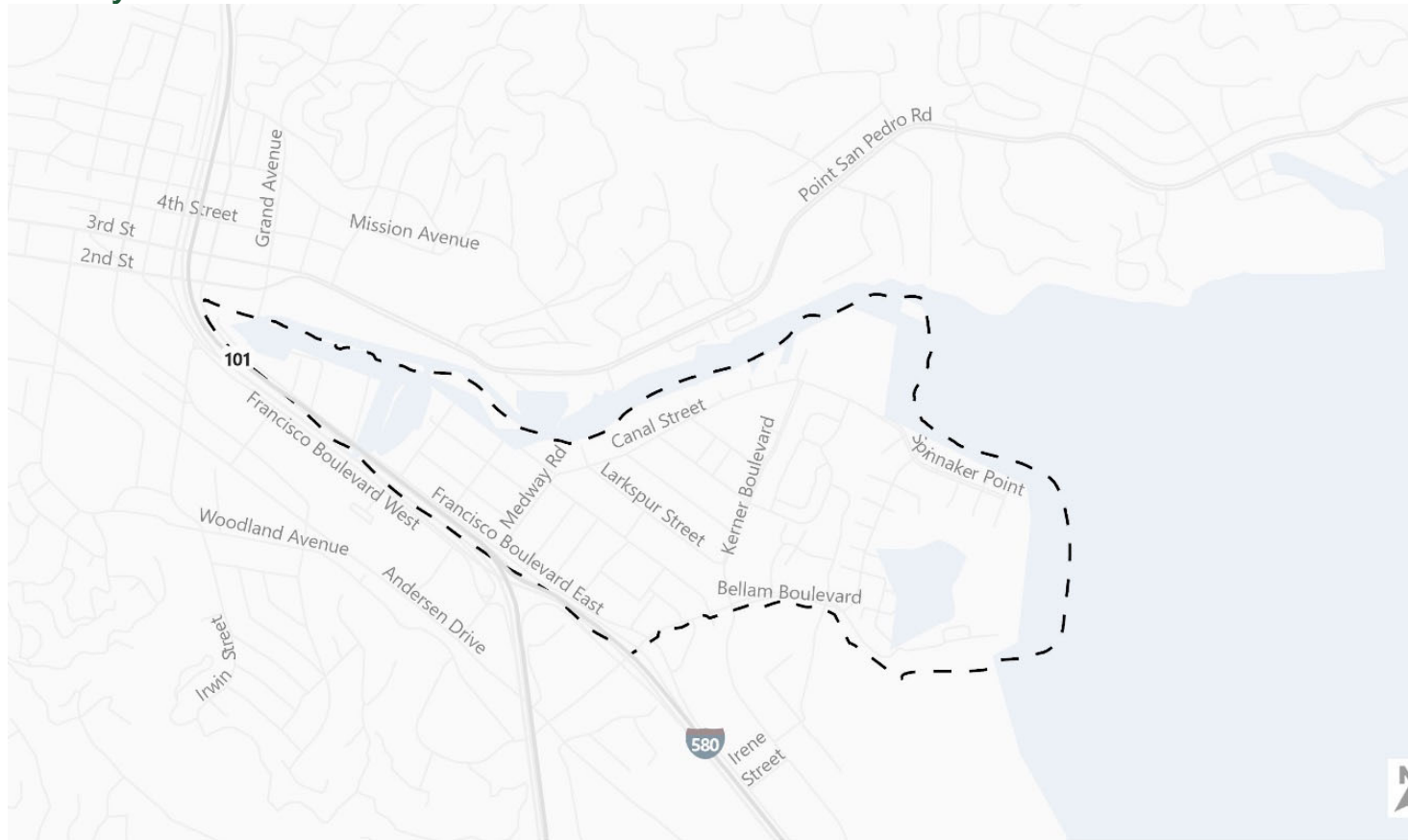


Figure 1



Canal Study Area

Study Area



## Land Use

The Canal neighborhood has more high-density housing than the rest of San Rafael. Most of the housing consists of two- and three-story apartment complexes built in the 1960s and 1970s. More than two-thirds of all occupied housing units meet the Census definition of “overcrowded.” Housing has become increasingly unaffordable for many residents, creating a high risk of displacement with few options for relocation.

The northern part of the Canal neighborhood includes natural features including the San Rafael Canal, the Starkweather Shoreline Park, a segment of the Bay Trail, and parks and schools such as Pickleweed Park and Bahia Vista Elementary School. The southern part of the neighborhood includes a mix of local serving commercial uses, office buildings, auto repair and sales businesses, and miscellaneous commercial and industrial services. The southern part of the Canal neighborhood’s street network is arranged in a grid pattern paralleling Francisco Boulevard East.

## Socio-Economic Characteristics

The Canal neighborhood is divided between three census tracts in the city of San Rafael: 1122.02, 1122.03, and 1122.04. A map of the census tracts is provided in **Figure 2**. This section includes a description of age, ethnic, economic, employment, and travel characteristics of the community.

**Table 1: 2020 Socio-Economic Characteristics of the Canal Neighborhood**

Attribute	Census Tract 1122.02	Census Tract 1122.03	Census Tract 1122.04
Area Size (Sq Mi)	1.5	0.042	0.1
Population Size	5,658	2,461	4,806
Median Age	28	25	27
Ethnicity	73% Latinx	91% Latinx	89% Latinx
Language	63% Spanish	78% Spanish	76% Spanish
Household Size (persons per household)	3.9	4.6	4.1
Median Household Income	\$70,870	\$56,974	\$40,000
Poverty Level (persons below poverty line)	9.6%	36.4%	39%
Renter or Owner-Occupied Units	70% renter occupied	87% renter occupied	95% renter occupied

Source: Census Reporter, ACS 2020 5-Year Data, 2022.

**Figure 2: Census Tracts in the Canal Neighborhood**

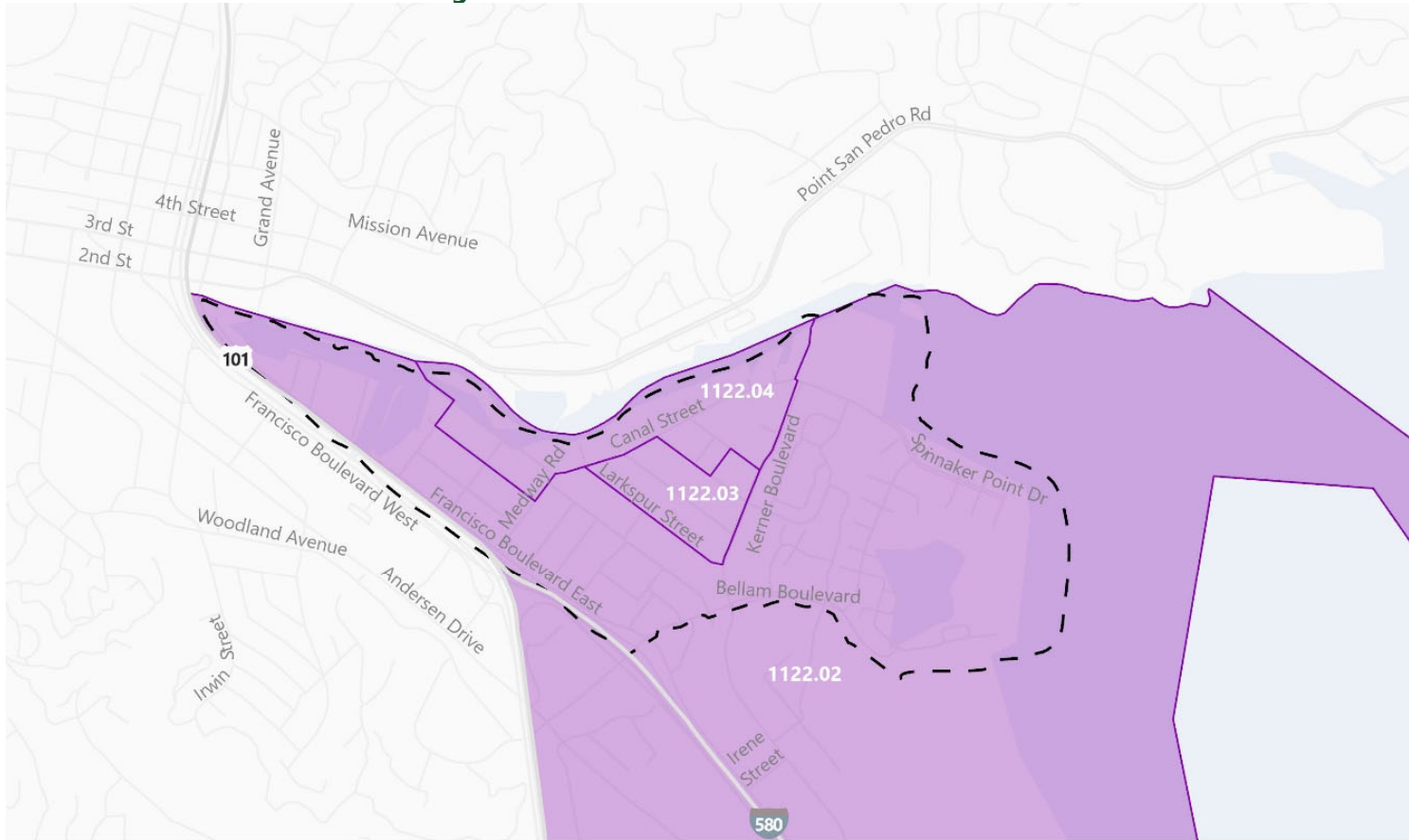




Figure 2



-  Canal Study Area
-  Canal Census Tracts

Census Tracts in the Canal

### *Population*

According to the 2020 American Community Survey 5-Year Data Profiles, the Canal neighborhood has 12,925 residents. This represents 22% of the total population of the city of San Rafael. Of the total population, there is a higher percentage of males in the Canal neighborhood (54%) than in San Rafael (49%). In addition, the population of the Canal neighborhood is generally younger than the population of the city of San Rafael. The median age in the Canal neighborhood is 27 compared to 43 in San Rafael.

### *Ethnicity and Language*

The Canal neighborhood has a significant Latinx population (89%) compared to the population of San Rafael (30%). In the Canal neighborhood, Spanish is cited as the primary language spoken at home in 76% of households compared to the city of San Rafael citing English as the primary language in 67% of households.

### *Households*

The Canal neighborhood has a significantly larger average household size (almost 50% larger) than that found in San Rafael. Households in the Canal neighborhood average 4.1 persons per household while in San Rafael they average 2.4 persons per household. Most Canal neighborhood households include school-aged children.

### *Income and Poverty Levels*

Canal neighborhood residents have lower household incomes and higher poverty levels than residents of the city of San Rafael as a whole. The median income for the Canal neighborhood in 2020 was \$56,974 while for the city of San Rafael the median income was \$97,009. Of households in the Canal neighborhood, 36% of residents are living below the poverty level compared to less than 11% for all of San Rafael.

### *Household Tenure and Costs*

Over 87% of housing units in the Canal neighborhood are renter-occupied units compared to 51% across the city of San Rafael. In the Canal neighborhood, most residents moved into in their homes between 2010 – 2014; 31% have lived in their homes since the 2000s and only 9% have been in their homes since the 1990s. This number is comparable to San Rafael as a whole where 27% of residents moved into their homes between 2010 – 2014, 26% since the 2000s, and 11% since the 1990s.

### *Employment*

The population of Canal neighborhood residents 16 years and older has a higher proportion of residents in the labor force and a lower unemployment rate than the city as a whole. The Canal neighborhood has 74.1% of its 16-years and older population in the labor force compared to 65.9% of San Rafael. The citywide unemployment rate is at 5% while it is at 3.6% in the Canal neighborhood. Approximately one-third of Canal neighborhood residents work in service occupations and 17% of residents work in retail industries. This differs from San Rafael as a whole - 48.7% of San Rafael residents work in management occupations and 20.3% work in the educational services or health care industries.

### *Travel to Work*

When asked about travel to work, the census asks which mode is used most frequently. The following information does not include workers who have commutes involving more than one method, such as walking or bicycling to meet a carpool or catch a bus.

Although a high percentage of Canal neighborhood workers drove alone (47.4%), this percentage is much lower than the 61.5% reported for all of San Rafael. Workers from the Canal neighborhood were also more likely to carpool (24.6%) and use transit (10.8%) compared to all San Rafael residents (9.1% carpool, 8.2% transit).

When asked about vehicle availability, only 1% of Canal neighborhood residents did not have access to a vehicle compared to 3% for all of San Rafael. In the Canal neighborhood, 38% of residents had access to at least two vehicles compared to 42.3% for all of San Rafael. These vehicle access statistics did not match feedback from community members, however; many residents shared that they did not have access to a vehicle even though someone in their household had a vehicle. This may be attributable to confusion with how the census question is worded.

Where people work will affect the length of the commute trip and the modes available. Approximately 88% of Canal neighborhood residents work within Marin County. These numbers are somewhat higher compared to San Rafael as a whole, with 70.4% of respondents working within Marin County. Travel time to work refers to the total number of minutes that it usually takes a person to get from home to work each day. Twenty percent of Canal residents cited a commute of 15 to 19 minutes, followed by 16% citing a commute of 30 to 34 minutes, and 15% citing a commute of over 60 minutes. Commute times are very similar for San Rafael as a whole.

## **Transportation Infrastructure and Service**

This section describes the roadway network in the Canal neighborhood, transit services, bicycle and pedestrian facilities, and new mobility trends.

### *Roadway Network*

Regional access to the Canal neighborhood is available via the Highway 101 and Interstate 580 freeways. Highway 101 provides a north-south connection to San Francisco, Marin, and Sonoma counties. Interstate 580 provides an east-west connection over the San Rafael-Richmond Bridge to the East Bay through Contra Costa and Alameda counties. Access to the freeways is available from the Bellam Boulevard interchange in the Canal neighborhood.

Local street connections between the Canal neighborhood and the rest of the city are limited by the constraints of the San Rafael Canal waterway, Highway 101, and Interstate 580. Vehicle access is available at two locations: Francisco Boulevard East/Grand Avenue to the north and Bellam Boulevard/Anderson Drive to the west. Major arterials in the neighborhood include Bellam Boulevard, Francisco Boulevard East, Canal Street, Medway Road, and Kerner Boulevard. Neighborhood streets within the Canal neighborhood are generally narrower than other streets in San Rafael. Parking takes up a large portion of street space, yet parking demand is very high and finding a space is extremely difficult. The majority of the streets in the Canal neighborhood are two lanes besides Bellam Boulevard and Francisco Boulevard East. Bellam Boulevard includes 4-6 lanes and Francisco Boulevard East includes 3-4 lanes.

Recent upgrades or upcoming changes to the network include:

- Replacement of the Grand Avenue Bridge
- Restriping of Medway Road and Mill Street
- Restriping of Medway Road and Front Street
- Restriping of Bellam Boulevard and Vista Del Mar
- Streetlight improvements on Bellam Boulevard and Windward Way
- Spinnaker Point medians and parking changes
- Fire Station 54 replacement (underway)
- US-101 northbound central San Rafael off-ramp bridge replacement (Caltrans) (underway)

### *Transit*

Transit service in Marin County is available for both regional and local trips. Regional service, which includes connections to Sonoma, San Francisco, and Contra Costa counties, is operated by [Golden Gate Transit](#). Local transit service throughout San Rafael and other Marin County cities is operated by [Marin Transit](#). Marin Transit contracts with Golden Gate Transit to operate local bus service within Marin County and the Canal neighborhood. School bus service to elementary and middle school students is provided directly through yellow bus service from the San Rafael City School District, while bus service to high school students is provided through supplemental routes offered by Marin Transit.

Community outreach for the CBTP was conducted during the COVID-19 pandemic, at which time there was a decrease in service on Golden Gate Transit routes serving San Rafael. Marin Transit largely maintained service levels on local routes throughout the pandemic. Throughout the past few years, there have been many capital improvements in the Canal neighborhood to bus stops, including ADA upgrades and route frequency increases.

The San Rafael Transit Center is a regional transit hub located half a mile northwest of the Canal neighborhood. It provides coordinated bus connections between local and regional bus service, airporter service to both San Francisco and Oakland Airports, taxi service, and SMART train connections.

Marin Transit and the City are currently designing a new eastbound bus stop on East Francisco Boulevard at Medway Road. The goal is to allow passengers bound for the western part of the Canal neighborhood to get off the bus near to their destination without going around the whole loop.

### *Routes*

Since 2006, there have not been many changes to the Golden Gate Transit route that serves the Canal neighborhood; route 580 (formerly route 40) connects the Canal neighborhood to the East Bay via the Richmond Bridge. Marin Transit has introduced new direct connections to the Canal neighborhood since 2006 and undergone many service changes. In the late 2000s, Marin Transit added the 23, 23x, and 29 lines in the Canal neighborhood. These lines provide increased frequencies and transit service capacity to the Canal neighborhood. Route 645 provides supplemental service connecting the Canal neighborhood to San Rafael High School and Terra Linda High School. Local bus service in the Canal neighborhood is available on routes 23, 23x, 29, 35, and 36. Lines 23 and 23x provide access to Fairfax, line 29 provides access to Marin Health Centers, line 35 provides access to Novato, and line 36 provides access to Marin City. The local bus routes are displayed in **Figure 3**.

**Figure 3: Local Bus Routes**

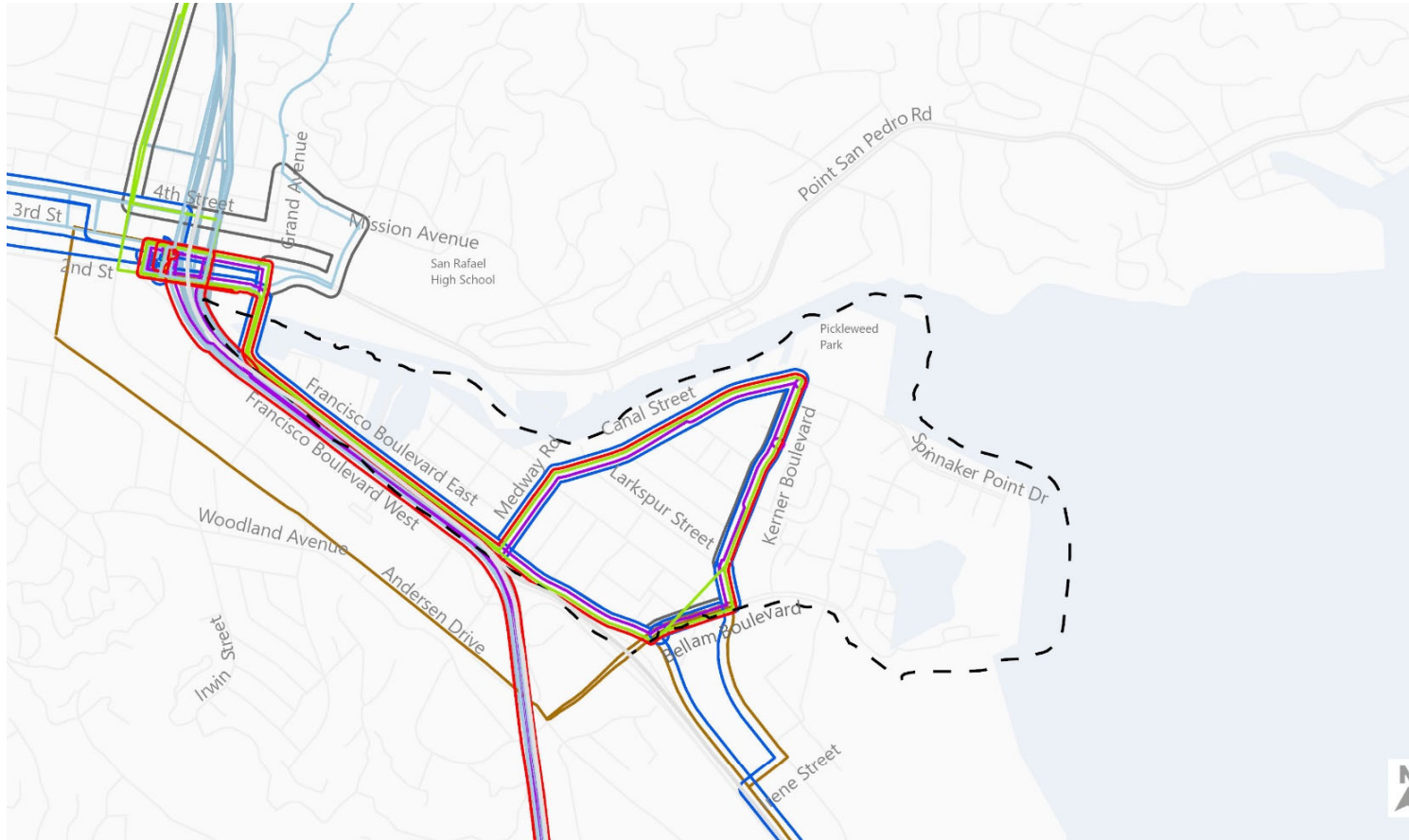


Figure 3

Marin Transit Bus Routes

**Table 2: Canal Neighborhood Transit Service Summary**

Line	Route	Weekday		Weekend	
		Hours	Headway	Hours	Headway
23	Canal to Downtown Fairfax	5:51 AM to 9:51 AM	1 hour	7:06 AM to 9:06 PM (Saturday) 7:06 AM to 8:06 PM (Sunday)	1 hour
23X	Canal to Fairfax Manor	7:15 AM to 6:16 PM	2 morning trips – 1 hour, 4 evening trips – 1 Hour	N/A	N/A
29	Canal to Marin Health Centers	6:46 AM to 5:46 AM	3 morning trips -1 hour, 4 evening trips – 1 hour	N/A	N/A
35	Canal to Novato	5:08 AM to 2:08 AM	15 – 30 minutes	5:08 AM to 2:08 AM	30 minutes
36	Canal to Marin City	6:01 AM to 8:01 PM	30 minutes	7:23 AM to 6:23 PM	30 minutes
645	Canal to Terra Linda High School	7:34 AM (north) 3:55 PM (south on Monday, Tuesday, Thursday) 3:05 PM (south on Wednesday and Friday)	N/A	N/A	N/A
580 (Golden Gate Transit)	San Rafael to El Cerrito Del Norte BART Station	6:30 AM to 9:30 PM	30 minutes (before noon); 1 hour (afternoon)	7:30 AM to 7:30 PM	1 hour

Source: Marin Transit, 2022; Golden Gate Transit, 2022.

*Pedestrian Facilities*

Although most streets in the Canal neighborhood have sidewalks, there are few locations where sidewalks are wide enough for wheelchair and stroller access. Generally, sidewalks are relatively narrow, and the effective sidewalk width is further constrained by poles, street furniture, or other obstructions. There are intersections without curb ramps and locations where sidewalks and ramps do not meet ADA requirements. The San Rafael Bicycle and Pedestrian Master Plan Update (BPMP, 2018) identified the lack of bicycle/pedestrian bridge connections to other parts of San Rafael from the Canal neighborhood. Specific locations needing pedestrian improvements within the Canal neighborhood were identified in the 2018 BPMP. These locations include:

- The undercrossing at Bellam Boulevard and I-580
- Francisco Boulevard East near Bay Street
- The intersection at Belvedere and Tiburon Street

The BPMP has proposed recommendations for specific pedestrian projects. These projects include both physical and programmatic components. Many of the projects would improve conditions for pedestrians including improved or additional roadway crossings, traffic calming, enforcement, street lighting, and elimination of travel barriers. These projects are described in Chapter 3. A few intersections in the Canal neighborhood recently received curb ramp, lighting, and/or rectangular rapid flashing beacons (RRFBs) improvements:

- Bellam/Vista del Mar
- Medway/Front
- Medway/Mill
- Kerner/Sonoma
- Canal-Spinnaker/Bahia
- Belvedere/Vivian
- Bellam/Windward

### *Bicyclist Facilities*

Since the City's adoption of the 2011 Bicycle and Pedestrian Plan, the City of San Rafael has made progress towards its goals. The City has implemented 26% of its proposed bicycle projects (by miles), including 0.43 miles of Class I multi-use paths, 3.05 miles of Class II bicycle lanes, 3.85 miles of Class III bicycle routes, and 0.15 of Class IV protected bikeways. Existing bicycle facilities in the Canal neighborhood study area, as shown in **Figure 4**, include:

- Class I paths along Pickleweed Park, the Bay Trail Shoreline Path, and Starkweather Path
- Class II bike lane on Baypoint Village Drive connecting Bellam Boulevard to the Bay Trail Shoreline Path
- Class III bike routes along Canal Street, Bellam Boulevard, Medway Road, and Francisco Boulevard East

The 2018 BPMP has proposed recommendations for specific bicyclist projects. These projects help address existing network gaps in the bicycle network and are described in Chapter 3.



**Figure 4: Bicycle Facilities**



Figure 4



- Bikeways**
- Proposed
  - Class I Bike Path
  - Class II Bike Lane
  - Class III Bike Route
  - Class IV Protected Bike Lane

San Rafael Bikeways

## *New Mobility Trends*

Since the last CBTP in 2006, there have been many new mobility trends throughout the Bay Area. Specifically, San Rafael has seen an increase in drive-alone commuting and an increase in access to vehicles.

In the early 2010s, the rise of transportation network companies (TNCs) began offering ridehail options to travelers. Ridehailing services are now available through many phone applications, but most commonly through Uber or Lyft. Ridehailing provides an alternative to driving alone or carpooling for those traveling. Community members indicated that use of ridehailing services is uncommon in the Canal neighborhood. One exception is the TAM GetSMART pilot program. The GetSMART program operated from 2018 to 2019 through a partnership with TAM, Lyft, and Whistlestop. The program provided first mile/last mile services for passengers using the SMART commuter rail service in Marin County. Users were offered \$5 coupon codes to use on Lyft shared rides to/from SMART stations. The downtown San Rafael SMART station and the Transit Center were identified as the most heavily used transit locations. The most popular trip destination for trips originating at the Transit Center was southeast San Rafael including the business districts along Francisco Boulevard East and Kerner Boulevard.

Work-from-home has become more common since the COVID-19 pandemic began in 2020. More people work-from-home today than before, and a hybrid option remains in place for office workers as the world returns to a new normal. This option is not available to service or retail employees.

In 2013, bikeshare launched in the Bay Area providing Bay Area residents with access to bicycles to rent for short periods of time, providing first mile/last mile solutions. Bikeshare has evolved many times since then and scootershare is also available in some Bay Area cities. TAM is in the process of launching a pilot bikeshare program throughout Marin and Sonoma counties.

Electric vehicles (EVs) have also become a popular option and alternative to an internal combustion engine (ICE), or gas-powered, vehicle. Many Electric Vehicle Supply Equipment (EVSE) companies provide public charging options to EVs through parking garage or curbside chargers. The city of San Rafael currently has free EV charging available at four parking lots in downtown San Rafael.

## **Chapter 3 Relevant Studies and Reports**

Many studies have been completed since the 2006 CBTP that plan for the future of the Canal neighborhood study area. This chapter summarizes recent reports to understand the impact of these studies on past, current, and future transportation planning for the Canal neighborhood and city of San Rafael. This review of relevant studies and reports also helped to recognize what has already been accomplished and what issues are long-standing concerns of residents and public officials. Completed studies and reports are reviewed below while parallel or upcoming efforts are described in Chapter 6.

### **Neighborhood Studies**

#### [Community-Based Transportation Plan \(2006\)](#)

The 2006 CBTP is the predecessor to this plan update. It identified mobility barriers and solutions for transportation in the Canal neighborhood through a community-based planning process. Key projects

highlighted by the plan include the following, many of which continue to be pain points for the community today:

- Adjustment to bus transit service
- Crosswalk and lighting improvements
- Canal crossing from the Canal neighborhood to downtown, San Rafael High School, and the Montecito Shopping Center
- Safe Routes to School (SR2S) improvements
- Canal Neighborhood Safety and Streetscape Improvement Project
- Highway crossing between the Canal, Interstate 580/Highway 101, and Andersen Drive
- Streets smarts program
- Rides to School for Parents program
- Neighborhood transportation information kiosk
- Canal-front Paseo
- Modified transit fare to downtown
- Carshare program

### [Voces Del Canal Lighting Study](#)

In collaboration with Dominican University and Canal Alliance, members of Voces del Canal partnered on developing a project to advocate for public lighting improvements in the Canal neighborhood. Voces del Canal is a collation of parents, essential workers, and community leaders dedicated to improving the health and economic well-being of Canal neighborhood residents. Voces del Canal identified public safety as a significant concern that could be addressed by increased public lighting. Voces del Canal identified seven routes that need lighting improvements in the neighborhood. The team's recommendations include:

- Increasing lighting along the seven routes identified
- Improve pedestrian safety including adding pedestrian lighting and beacons at crosswalks
- Increase parking availability
- Install security cameras
- Increase communication and collaboration with the police to develop a Neighborhood Safety Committee
- Provide a safe space for children to play outdoors by increasing lighting around Pickleweed Park

### **City of San Rafael Studies**

#### [General Plan 2040 \(2021\)](#)

The *San Rafael General Plan 2040* was adopted in August 2021 by the City Council. The General Plan provides policy and action guidance for the City of San Rafael to plan its future development. The General Plan 2040 did not include a housing element, but the housing element update is currently underway. The General Plan recommends the following transportation improvements for the Canal neighborhood:

- Policy M-6.1 Encourage Walking and Cycling
  - Program M-6.1C: Canal Community-Based Transportation Plan (CBTP) update the CBTP for the Canal neighborhood, including provisions to improve walking and cycling within

the Canal and East San Rafael communities, explore water transportation, and better connect the Canal area to downtown, the waterfront, and the rest of the community.

- Policy M-6.2: Pedestrian and Bicycle Safety
  - Program M-6.2A: Implementation of safety measures including those described in the 2018 BPMP.
- Policy M-6.3 Connectivity
  - Program M-6.3A: Implementation of pathway improvements including an improved crossing of the San Rafael Canal.

### [Bicycle and Pedestrian Master Plan \(2018\)](#)

The 2018 BPMP is an update to the *2011 Bicycle and Pedestrian Plan*. The updated BPMP gathered input from the City's Bicycle and Pedestrian Advisory Committee (BPAC), stakeholders, and interested residents to develop a vision for bicycling and walking and resulted in 537 online and in-person survey responses to existing bicycling and walking conditions. The plan provided recommendations for both pedestrian and bicyclist improvements described below:

Recommended pedestrian improvements in or adjacent to the Canal neighborhood:

- Project D-13 Anderson Drive Intersection: Create diagonal path through intersection to connect the Mahon Creek Connector to the Albert Park Path.
- Project D-14 Lindero Street Intersection: Add high-visibility crosswalks at Davidson Middle School.
- Project F-3 Second Street: Sidewalk and curb improvements, and intersection and driveway reconfiguration at Second Street and Grand Avenue.
- Project F-4 Montecito Plaza Waterfront Trail: Pedestrian pathway and landscaping improvements to Montecito Plaza Waterfront Trail (also called Canal Paseo).
- Project F-13 Bellam Boulevard: Improve pedestrian conditions.

Recommended bicyclist improvements in or adjacent to the Canal neighborhood:

- Project D-1 Downtown East-West Connection: Study the feasibility of an east-west bikeway through downtown San Rafael.
- Project D-3 Davidson Middle School Path: Study the feasibility of a Class I multi-use path.
- Project D-4 Fourth Street Path: Study the feasibility of east-west and north-south Class I multi-use paths running through San Rafael High School playing fields.
- Project D-5 Third Street Bikeway: Create Class I multi-use path along Third Street.
- Project F-2 Grand Avenue: Study feasibility of Class IV two-way protected northbound bikeway.
- Project F-5 Canal Crossing: Study potential bicycle and pedestrian bridge over San Rafael Canal at Third Street.
- Project F-6 Yacht Club Drive Connector: Study improved bicycle access from the Canal neighborhood to Beach Park via Class III bicycle route and addition of short-term bicycle parking at Beach Park.
- Project F-7 Harbor Street Connector: Create Class III bicycle boulevard on Harbor Street, incorporating bicycle pavement markings, wayfinding signage, and traffic calming elements.
- Project F-9 Canal Street Connector: Study upgrade of existing Class III bicycle route to Class III bicycle boulevard, Class II bicycle lanes, or advisory bicycle lanes.
- Project F-10 Canal Street: Close gap between Class III bicycle route on Canal Street at Sorrento Way and existing Class I multi-use path at Pickleweed Park.

- Project F-11 Bahia Place Creek Pathway: Study feasibility of paving creek pathway.
- Project F-12 Bellam Boulevard/Baypoint Village Drive: Study feasibility of Class IV protected bicycle facilities on Bellam Boulevard and Baypoint Village Drive corridor connecting to the San Francisco Bay Trail.
- Project F-14 Kerner Boulevard: Study feasibility of Class IV parking-protected bikeway, Class II bicycle lanes, or Class III bicycle route.
- Project F-15 Kerner Boulevard Pathway: Study feasibility of Class I multi-use path.
- Project F-16 Kerner Boulevard: Study feasibility of Class IV protected bikeway on Kerner Boulevard.
- Project F-17 San Francisco Bay Trail: Close gap in existing Class I multi-use pathway.
- Project F-18 Pedestrian and Bicyclist Overcrossing: Study the feasibility of a pedestrian overcrossing over Highway 101 to connect the Canal neighborhood with Francisco Boulevard West.
- Project F-19 Bicycle Parking: Install bicycle parking in the Canal neighborhood.

### [Capital Improvements Program Active Projects](#)

The Capital Improvements Program (CIP) is a multi-year planning tool used to identify and implement the City's capital needs over the upcoming 3-year period. The CIP document summarizes the City's planned capital and infrastructure projects and their funding sources and prioritizes projects after analysis and coordination with other City departments. The following are active or recently completed projects in the city of San Rafael:

- Canal Neighborhood Pedestrian Safety Improvements
  - Installing ADA accessible curb ramps at the intersections of Kerner Boulevard and Sonoma Street and at Vivian Street and Belvedere Street
  - Restriping of crosswalks at Canal Street – Spinnaker Point Drive and Bahia Way
  - Restriping of crosswalks with new, high-visibility striping at Vivian Street and Belvedere Street
- Francisco Boulevard East Sidewalk Improvements
  - Widening the sidewalk along Francisco Boulevard East to improve pedestrian and bicycle usage
  - Provide connectivity between the Grand Avenue Bridge and wider sidewalk south of Vivian Street

## **County and Regional Studies**

### [Marin Transit Short Range Transit Plan \(2020\)](#)

The *Marin Transit Short Range Transit Plan* is updated every two years in compliance with the Measure AA expenditure plan to effectively respond to the changing transit needs of Marin County travelers. The plan evaluates systemwide performance, corridor-level performance, route-level performance, and district performance, and establishes goals for future performance levels.

In response to prior community concerns, the *Marin Transit Short Range Transit Plan (2020)* recommended several adjustments to their transit service.

- 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 neighborhood to provide comparable seating capacity for the transition of articulated buses to standard 40' buses impacting routes 23X, 29, and 35. This change would provide 8–10-minute service frequencies during peak hours.

#### [Golden Gate Transit Short Range Transit Plan \(2019\)](#)

The Golden Gate Bridge and Highway and Transportation District (GGBHTD) operates Golden Gate Transit bus service throughout San Francisco, Marin, Sonoma, Napa, Mendocino, and Del Norte counties. Golden Gate Transit provides regional, commute, and commute shuttle routes. The Short Range Transit Plan establishes goals, objectives, performance measures, and standards per transit service of the GGBHTD. The plan calls for modifying service levels to accommodate SMART rail service, enhancing bus service levels, and creating a new recreational bus service.

#### [San Rafael Transit Center Relocation Study \(2017\)](#)

The San Rafael Transit Center Relocation Study sought to identify transit center solutions to address the near-term and long-term needs of transit riders, operators, and agencies. The interim solution determined by the study modifies Tamalpais Avenue to provide three bus bays along northbound Tamalpais Avenue between Second and Third Streets and two bus bays along southbound Tamalpais Avenue between Third and Fourth Streets. All parking on these two blocks is removed. The new bus bays will include shelters, benches, security elements, and concrete bus pads. Signal modifications are needed at Tamalpais Avenue & Second Street to accommodate changes to curbs and a shift in lane alignment, and at Tamalpais Avenue & Third Street to accommodate a bus-only phase and a shift in lane alignment. Long-term improvements were also explored and require further environmental analysis.

## **Chapter 4 Community Outreach**

Engagement with the Canal neighborhood community was central to the community-based planning process. It was important to discuss transportation needs, deficiencies, and solutions with Canal neighborhood community members in order to involve community voices from start to finish. Engagement included coordination with a resident Stakeholder Committee and a Technical Advisory Committee (TAC), 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. Raw materials, poster results, and photos from the process can be found in the **Appendices**.

### **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 neighborhood residents and of Voces del Canal members concerning top transportation pain points in the Canal neighborhood. The survey asked: "What are the three greatest transportation challenges in the Canal?" and allowed respondents to choose up to three of nine categories:

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 the following:

- 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 1 PM – 4 PM. 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:

- 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:

- Poster 1: Pedestrian improvements
- Poster 2: Bicyclist improvements
- Poster 3: Bridge connecting the Canal neighborhood to Third Street/Point San Pedro
- Poster 4: Map of the Canal neighborhood 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 3: 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
Pedestrian	Traffic calming	23
	Pedestrian crossings and RRFBs	35
	Speed limit signs	1
Bridge connections	Swing bridge from Harbor/Canal to Third/Point San Pedro	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.

**Figure 5: Map of Lighting Routes**



**Table 4: Station 2 (Lighting) Tally Results**

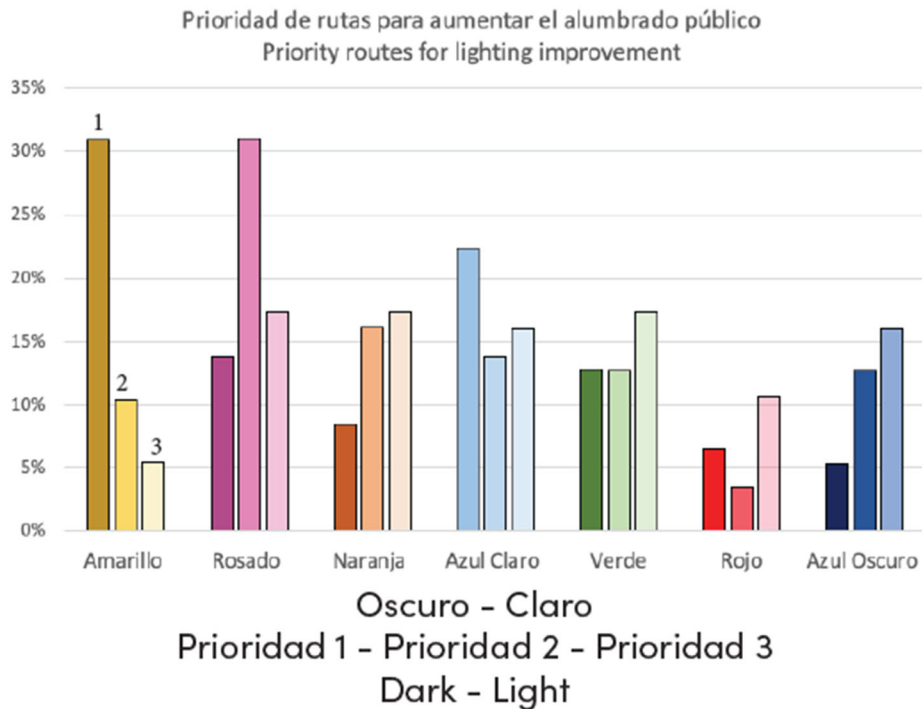
Lighting Routes <sup>1</sup>	Location	Tallies
Route #1 (Yellow)	Between Harbor and Hoag until Mi Rancho	11
Route #2 (Pink)	Pickleweed Park beginning at the picnic area, around the park, and in the soccer field	11
Route #3 (Orange)	Beginning at Playa del Rey behind Bahia Vista Elementary School and exiting on Canal Street	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.

<sup>1</sup> 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).

**Figure 6: Results from Voces del Canal Lighting Study Survey**

## Encuesta: Experiencia de Noche en el Canal



These results were combined with prioritization activities previously undertaken by Voces del Canal and Dominican University, the results of which are above.

### Station 3: Transit Stops and Service

Stakeholder Committee members presented three posters to the community:

- 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?"

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 5: Station 3 (Transit Stops and Service) Tally Results**

Improvement Category <sup>2</sup>	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 of All Topics

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 the following:

#### *Access to locations immediately surrounding the Canal neighborhood*

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 neighborhood can take a long time and be extremely congested. Heavy traffic, high traffic speeds, infrequent transit, and narrow sidewalks make travel difficult for 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.

<sup>2</sup> 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).

### *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 uncomfortable 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 neighborhood residents as cited by the last CBTP. Although six routes serve the Canal neighborhood with frequent service, residents identified multiple areas in which service is not meeting demand. The highest ridership bus stops are located at Medway & Mill and Kerner & Larkspur. Residents identified buses being extremely crowded (particularly in the morning) and buses not following the advertised schedules, resulting in missed transfers and late arrivals to their destinations. Additionally, residents requested more frequent service in the early morning and 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), and the routes to Fairfax and Novato. Additional morning routes to Terra Linda High School and an express route to Novato were requested by many residents. In the outreach process there were numerous observations and comments that indicated lack of Canal neighborhood community awareness of available transit options and transit discounts. Additional outreach and education programs would go a long way in connecting ongoing needs with existing services and programs.

### **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 neighborhood bus stops and the San Rafael Transit Center need more lighting and cleaning
- Transit routes to Sausalito and San Geronimo are needed
- The Canal neighborhood should have prioritized service in the mornings
- Route #35 needs more frequent early morning service
- More frequent service is needed in the Canal neighborhood to address overcapacity buses
- Route #35 and #23x, in particular, need more frequent service and maybe express service

- More school-route buses are needed so children do not arrive to school late
- Education around bus ramp access and improved communication between passengers and drivers

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, especially on Larkspur and Canal

Regarding lighting:

- Safety in the morning is needed for people who walk in the Canal neighborhood
- 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 and provide a safe space to learn and practice how to ride a bike
- Bike path behind Bahia Vista Elementary School is not a well-connected bike path for commuting (note: this is a path on private property)

Regarding driving:

- Alto Street has many double-parked cars in the mornings
- Alto Street needs more parking enforcement
- The Canal neighborhood is really congested

## Chapter 5 Transportation Solutions

Eleven transportation solutions are 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) are the following:

1. Pedestrian and Bicycle Bridge/Canal Crossing to Third Street
2. Access to Bikes/Scooters, Secure Bike Parking, and Bicycle Education
3. Traffic Calming and Pedestrian Crossing Improvements
4. Bicycle and Pedestrian Crossing Improvements at Gateways
5. Streets Team and Transit Ambassador Program
6. Sidewalk, Curbspace, and Streetscape Survey & Improvements

- 7. Lighting
- 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*

<b>Lead Agency:</b> City of San Rafael
<b>Estimated Cost:</b> \$5-10 million
<b>Timeframe:</b> 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 2018 Update* 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 and 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*

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

Many Canal neighborhood 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 neighborhood. 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 the unpredictability of their availability. Residents also shared concerns about parking personal bicycles safely; bicycle theft and damage are common challenges in the Canal neighborhood. Secure bicycle parking recommendations are explained in more detail in the *San Rafael Bicycle and Pedestrian Master Plan 2018 Update*.

A bikeshare/scootershare program open to youth and providing stations adjacent to transit for first mile/last mile trips would help the greatest number of Canal neighborhood residents overcome transportation challenges. Adding secure bicycle parking in the Canal neighborhood 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, with Canal neighborhood docking stations proposed near Pickleweed Park and Cardenas Market. 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. Richmond has an existing similar program with the organization “Rich City Rides”, and Oakland is starting a program in 2022, both of which could be emulated. 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

<b>Lead Agency:</b> City of San Rafael
<b>Estimated Cost:</b> \$100,000-\$200,000 for quick-build bulbouts, signing, and striping \$500,000-\$1M for permanent crossing improvements at up to 10 intersections \$250,000-\$350,000 for traffic calming improvements and educational campaign at up to 10 locations
<b>Timeframe:</b> 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 RRFBs that were recently installed in the Canal neighborhood 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. All crossing improvement projects would be ADA-compliant. 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. Because not all treatments are compatible with transit vehicles and additional crossings can cause delays for transit, specific design treatments at each location should be evaluated independently. 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 neighborhood 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. For the best results, traffic calming treatments should be paired with a safe speed educational campaign targeted at Canal neighborhood drivers. Canal Street, Larkspur Street, and Belvedere Street were identified as community priorities for traffic calming treatments.

#### 4. Bicycle and Pedestrian Crossing Improvements at Gateways

<b>Lead Agency:</b> City of San Rafael, Transportation Authority of Marin, Caltrans
<b>Estimated Cost:</b> \$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)
<b>Timeframe:</b> Medium-term (study and design), long-term (construction)

The two gateways to/from the Canal neighborhood – Bellam Boulevard and Grand Avenue – are heavily congested and high-stress bicycle and pedestrian routes. One of the most important regional trails, the SMART Multi-use Pathway is a 5-minute bike ride and 10-minute walk from the Canal neighborhood 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 neighborhood, bicyclists and pedestrian could quickly access downtown, the Transit Center, and another entrance to the SMART Multi-use Pathway but are faced with the equally busy options of Grand Avenue to Second Street, Third Street, or Fourth Street. Given the vehicle volumes and speeds at these gateways, protected or even fully grade separated crossing options would enhance bicyclist and pedestrian safety and comfort. This solution expands on the recommendation in the *San Rafael Bicycle and Pedestrian Master Plan 2018 Update* to study an overcrossing between the Canal neighborhood and Francisco Boulevard West.

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

<b>Lead Agency:</b> City of San Rafael, Marin Transit
<b>Estimated Cost:</b> \$30,000-\$60,000/year combined Canal Streets Team and Transit Ambassadors Program
<b>Timeframe:</b> Short-term/Ongoing

Many residents expressed feeling unsafe while walking in the Canal neighborhood, 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. Since 2013, the city has worked with Downtown Streets Team comprised of unhoused or at-risk neighbors to beautify and clean-up downtown San Rafael and, in recent years, the program was expanded to cover the commercial core of the Canal neighborhood. 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.

The current Canal Streets Team struggles to keep up with trash issues in the Canal neighborhood and does not currently cover bus stops in the northern residential portion of the Canal neighborhood. A partnership between a street beautification organization (such as Downtown Streets Team) and Marin Transit could fund a dual-role clean-up/transit ambassadors crew covering all Canal neighborhood bus stops. To the extent possible, the program should select Spanish-speaking community members for this team. Throughout the CBTP outreach process, there were numerous observations and comments that indicated lack of Canal neighborhood community awareness of available transit services and transit discounts. In addition to keeping sidewalks clean and clear, the bus stop crew could receive regular briefings on service, fare, and policies changes so that they are able to answer questions and share updates with riders. This solution could also address the recommendation from the Voces del Canal Lighting report to “develop a Neighborhood Safety Committee.”

6. Sidewalk, Curbspace, and Streetscape Survey & Improvements

<b>Lead Agency:</b> City of San Rafael
<b>Estimated Cost:</b> \$100,000-\$200,000 (survey) \$TBD (recommendations are unknown at this time; design and construction estimate would follow the survey)
<b>Timeframe:</b> 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 neighborhood, 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 users, 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 neighborhood 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. This is also an opportunity for the Canal neighborhood to prepare an EV charging station strategy, including designating some amount of public curbspace for charging infrastructure and electric vehicle parking. 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

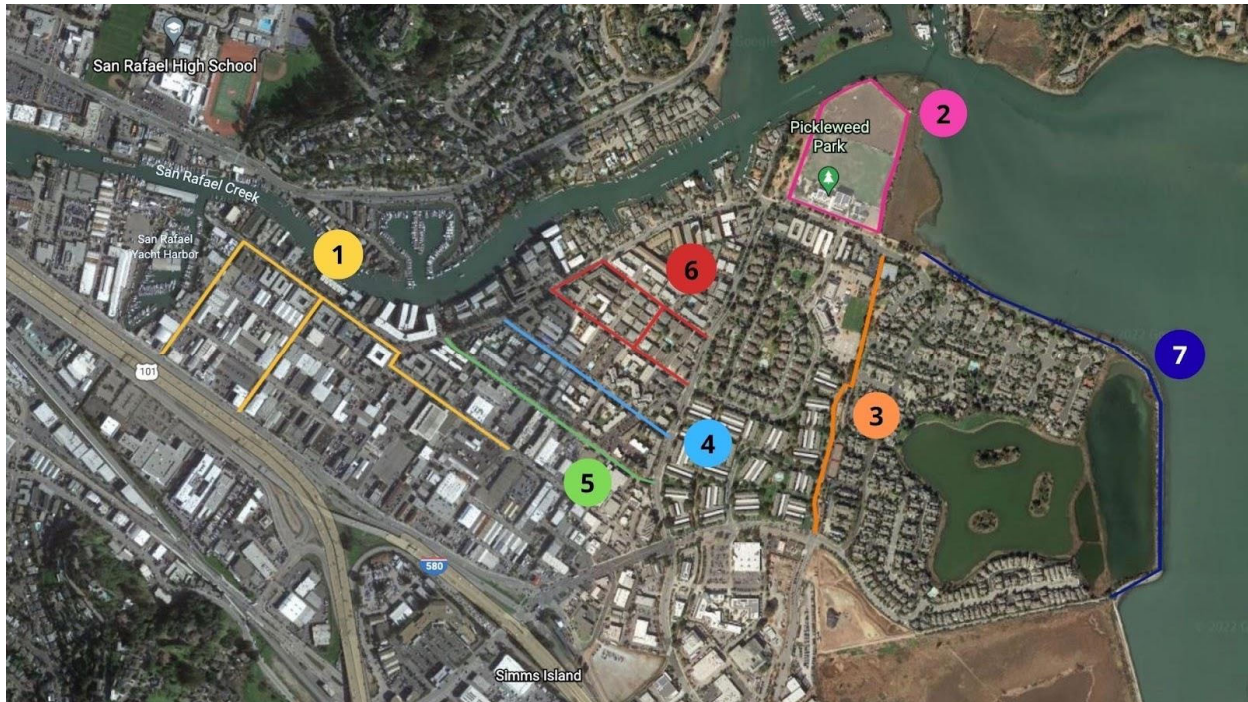
<b>Lead Agency:</b> City of San Rafael
<b>Estimated Cost:</b> \$50,000 (quick-build – fixture upgrades) \$1.5M - \$2.5M (new fixtures) plus ongoing electric and maintenance costs, which can be lower if solar fixtures are used, especially along bayfront trails
<b>Timeframe:</b> Quick-build (upgrades to 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 7**) for improved lighting in the Canal neighborhood. During their project, the Voces del Canal group collected testimonies from Canal neighborhood residents describing their experience with illumination in the Canal neighborhood 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 45 locations on five of the seven pathways to install new lighting fixtures. DPW also identified 65 locations where existing light fixtures can be made brighter. DPW will work with 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. Consistent with General Plan Policy CDP-4.11, lighting projects will aim to improve safety and security while preventing excessive light spillover and glare.

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.

**Figure 7: Lighting Routes**



*8. Transit Bus Stop Improvements*

<b>Lead Agency:</b> City of San Rafael, Marin Transit, Golden Gate Transit
<b>Estimated Cost:</b> \$100,000 - \$300,000
<b>Timeframe:</b> Quick-build (temporary boarding islands), short-term to medium-term (stop upgrades)

The Canal neighborhood is Marin Transit’s highest ridership area in the county.<sup>3</sup> 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. This recommendation is focused on counterclockwise stops in the Canal neighborhood.

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 additional Canal neighborhood stops will be implemented as

<sup>3</sup> 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.

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*

<b>Lead Agency:</b> City of San Rafael, Marin Transit, Golden Gate Transit
<b>Estimated Cost:</b> \$5,000 - \$10,000/year (to approximately double cleaning and service visits)
<b>Timeframe:</b> Short-term/Ongoing

In addition to capital improvements, the community requested more regular transit stop maintenance at all Canal neighborhood 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 maintenance servicing schedule for bus stops, a trash solution for transit stops, and a dumpster program in the community to discourage illegal dumping. This solution is paired with solution #5 to tackle this challenge from multiple angles – it needs to be a combined agency, city, and community effort.

*10. Expanded Transit Service*

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

Canal neighborhood 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 neighborhood 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 neighborhood residents work early and late shifts.

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 enough. 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 were not explored as part of this process and should be determined through on-board surveys of these routes conducted in both English and Spanish.

### 11. Transportation to Schools

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

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

- Additional morning trips for the 645 route to San Rafael High School and Terra Linda High School
- New low-income discount for school bus service
- Expanded yellow bus service to Davidson Middle School
- School transportation options for parents to attend special events and parent/teacher conferences, and to volunteer, especially at San Pedro Elementary School and Davidson Middle 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 neighborhood 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 neighborhood 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. Introducing carshare vehicles in the Canal neighborhood could be an alternative mobility solution for parents trying to access schools for one-off events. 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.

**Table 6: Community Prioritization of Solutions**

#	Solution	Level of Community Support
1	Pedestrian and Bicycle Bridge/Canal Crossing to Third Street	H
2	Access to Bikes/Scooters, Secure Bike 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, Curbspace, and Streetscape Survey & 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 (25 or more dots, comments, and feedback from Stakeholder Committee or focus group), M = solution received some support (15-24dots, comments, and feedback from Stakeholder Committee or focus group), L = solution received little support (less than 15 dots, comments, and feedback from Stakeholder Committee or focus group).

Source: Fehr and Peers, 2022.



Based on the relative level of community support, the solutions are prioritized as follows:

#### Higher Priority Solutions

- #1 Pedestrian and Bicycle Bridge/Canal Crossing to Third Street
- #3 Traffic Calming and Pedestrian Crossing Improvements
- #7 Lighting
- #8 Transit Bus Stop Improvements
- #9 Transit Bus Stop Maintenance
- #10 Expanded Transit Service
- #11 Transportation to Schools

#### Medium Priority Solutions

- #2 Access to Bikes/Scooters, Secure Bicycle Parking, and Bicycle Education

#### Lower Priority Solutions

- #4 Bicycle and Pedestrian Crossing Improvements at Gateways
- #5 Streets Team and Transit Ambassador Program
- #6 Sidewalk and Streetscape Improvements

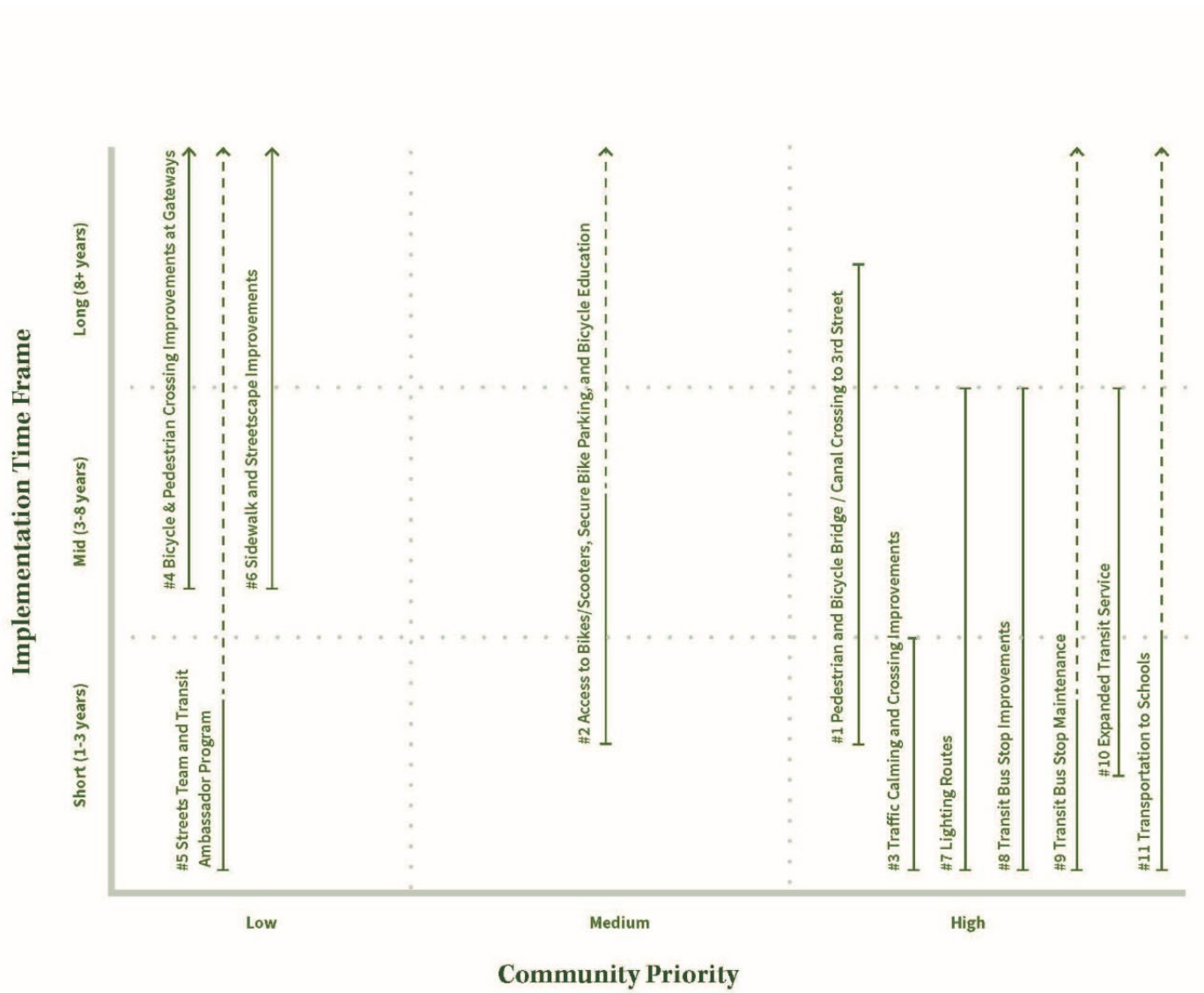
Some components of the above solutions have been identified for quick-build implementation, meaning that temporary materials or short-term fixes can be put in place while funding is identified, and formal designs are prepared for permanent implementation. The quick-build projects will deliver many of the same benefits of the permanent projects and will allow the community to provide feedback ahead of permanent installation.

#### Quick-build Solutions

- (part of #3) Pedestrian crossing bulb-outs and crosswalks
- (part of #7) Upgrades to existing fixtures
- (part of #8) Temporary bus boarding islands

The solutions are programmed for implementation over time, based on the relative level of community priority and their level of implementation complexity. This is illustrated in **Figure 8**.

**Figure 8: Community Priority and Implementation Timeframes**



# Chapter 6 Implementation

## Funding

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. 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 G**. 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 one-time 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 Bikeshare Capital Program
- Regional Measure 3 – North Bay set-asides
- Measure AA
- Measure B
- City of San Rafael General Fund
- City of San Rafael Development Impact Fees

*Non-Traditional*

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

**Table 7: Funding Sources by Solution**

#	Solution	Funding Sources
1	Pedestrian and Bicycle Bridge/Canal Crossing to Third Street	Active Transportation Program (ATP), Caltrans Sustainable Communities Planning Grants (Planning grant only), MTC’s Lifeline Transportation Program, RAISE Grant Program, Reconnecting Communities Pilot Program, City of San Rafael Development Impact Fees
2	Access to Bikes/Scooters, Secure Bike Parking, and Bicycle Education	MTC Bikeshare Capital Program, Transportation Fund for Clean Air (TFCA), MTC’s Lifeline Transportation Program, Clean Mobility Options Program (CMO), City of San Rafael General Fund
3	Traffic Calming and Pedestrian Crossing Improvements	Active Transportation Program (ATP), MTC’s Lifeline Transportation Program, Measure AA, RAISE Grant Program, Safe Streets and Roads for All (SS4A) Program, Highway Safety Program (HSIP)
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, RAISE Grant Program, Reconnecting Communities Pilot Program, Safe Streets and Roads for All (SS4A) Program, Highway Safety Program (HSIP), City of San Rafael Development Impact Fees
5	Streets Team and Transit Ambassador Program	San Rafael General Fund, Transportation Fund for Clean Air (TFCA), Measure AA, Measure B, RAISE Grant Program, Marin Transit, City of San Rafael General Fund
6	Sidewalk, Curbspace, and Streetscape Survey & Improvements	Active Transportation Program (ATP), MTC’s Lifeline Transportation Program, Measure AA, Healthy Streets Program, Safe Streets and Roads for All (SS4A) Program, Highway Safety Program (HSIP), City of San Rafael General Fund
7	Lighting	Active Transportation Program (ATP), Measure AA, PROTECT Resilience Program, Safe Streets and Roads for All (SS4A) Program, Highway Safety Program (HSIP) , City of San Rafael General Fund
8	Transit Bus Stop Improvements	Transportation Fund for Clean Air (TFCA), MTC’s Lifeline Transportation Program, RAISE Grant Program
9	Transit Bus Stop Maintenance	MTC’s Lifeline Transportation Program, Measure AA, RAISE Grant Program, City of San Rafael General Fund
10	Expanded Transit Service	State Transit Assistance (STA), Transportation Fund for Clean Air (TFCA), MTC’s Lifeline Transportation Program, Measure AA, RAISE Grant Program, Bus and Bus Facilities Program, PROTECT Resilience Program, Regional Measure 3 – North Bay set-asides
11	Transportation to Schools	Active Transportation Program (ATP), MTC’s Lifeline Transportation Program, MTC’s Climate Initiatives Program, MTC’s OBAG, Measure AA, RAISE Grant Program, PROTECT Resilience Program

Source: Fehr & Peers, 2022.

## Monitoring Progress

The five-year goals identified in **Table 8** are intended to keep the community and the lead agencies on track to address these issues in a timely manner. Many of the solutions will take longer than five years to complete, but all solutions can expect to see some progress by 2027. The City of San Rafael should evaluate progress on the CBTP each year with the five-year goal in mind as a mid-term target. At the five-year mark, the City should update the CBTP with a new five-year goal for each solution that is not already complete. Annual progress reports should be shared with the TAC agency partners and through the most appropriate community channels such as Canal Alliance and Voces del Canal communication channels.

### *Staff Capacity*

Given the level of investment outlined above, this report also recommends securing funding for additional project and/or program management capacity at the City of San Rafael, which is identified as one of, if not the sole, lead agency on most of the transportation solutions. Contractors can be hired as funding is procured.

## Parallel Efforts

Local and regional jurisdictions are working on parallel efforts to the Canal CBTP update. Some of the recent efforts are listed below.

- Marin Transit Youth Discount: Fare free for youth 18 and under for summer 2022 (June 12-August 14). Paratransit and dial-a-ride, Muir Woods Shuttle are exempt.
- Golden Gate Transit: Restoring service that was previously suspended due to the pandemic. Service restoration to the San Rafael Transit Center to provide connections to the Canal neighborhood, increasing peak service on Route 101 to every 30 minutes.
- TAM Bike Share Pilot: Hoping to launch by summer 2022 in Sonoma and Marin counties. Will include bikeshare stations and bikes in the Canal neighborhood.
- East San Rafael Parking Group: The City convenes a community task force to address the parking needs of the community.
- Housing Element Update: The Housing Element is part of the San Rafael General Plan and describes the City's plans to meet housing needs for current and future residents. State law requires all cities and counties in the Bay Area to update housing policies by the end of 2022.
- Citywide Parks and Recreation Master Plan: The City is developing a master plan to guide development of parks and recreational programs, to create and maintaining funding sources, and set priorities for the future.
- Northbound US-101 to Eastbound I-580 Director Connector: The Northbound US-101 to Eastbound I-580 Director Connector project is a project of TAM, Caltrans, and the cities of San Rafael and Larkspur. The project will construct a freeway-to-freeway direct connection from northbound US-101 to eastbound I-580. The connector will be two lanes with the possible addition of a third lane for high-occupancy vehicle (HOV) bypass. Additional benefits of the project include:
  - Replacement of the eastbound Bellam Boulevard undercrossing
  - Bicycle and pedestrian infrastructure improvements along Bellam Boulevard
  - Addition of an eastbound auxiliary lane on I-580

**Table 8: Five-Year Goals for Transportation Solutions**

#	Solution	Description	Project Type	Lead Agency	5-Year Goal (by 2027)
1	Pedestrian and Bicycle Bridge/Canal Crossing to Third Street	Bridge connection from Canal/Harbor to Third 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 Bike Parking, and Bicycle Education	Bikeshare and/or Scootershare program in the Canal neighborhood 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 neighborhood	Pedestrian, Safety	City of San Rafael	All quick-build crossing projects fully implemented and traffic calming programs implemented on the streets identified in this report.
4	Bicycle and Pedestrian Crossing Improvements at Gateways	Bicycle crossing improvements at Bellam/US-101/I-580, Grand/Second, and Grand/Third	Bicycle, Pedestrian	City of San Rafael, TAM, Caltrans	Identify study partners and interface with US-101/I-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, Curbspace, and Streetscape Survey & Improvements	Various locations around the Canal neighborhood		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, 2022.