

**Marin County Bicycle Coalition  
Recommendations for Bicycle Plan Updates  
November 2006**

The bicycle and pedestrian master plans update initiated by the Transportation Authority of Marin (TAM) provide an excellent opportunity to improve upon Marin's existing plans as well as take input from the community regarding the current needs for bicycling and walking. Below are some recommendations compiled by the MCBC, divided into two categories.

- A) General recommendations are ideas that could be incorporated into both the County's bicycle plan as well as each city/town plan.
- B) Specific recommendations refer to infrastructure improvements that are needed in a particular county or city/town jurisdiction. Specific recommendations are organized by planning region (West, Northern, Central or Southern) in parallel to the four countywide workshops being held in November by TAM.

**A) General Recommendations:**

- 1. Policies, goals and vision:
  - a. Add goal statement of 20% bike/ped mode share by 2020. Include a target and a timeline for achieving the goal, as this is useful to motivate implementation.
- 2. Design Guidelines:
  - a. Provide design references for bike routes, bike lanes and bike paths. The current bicycle plans do not identify specific design guidelines to be implemented.
  - b. "Rural roads program" identified in 2001 plan should be fleshed out to include specific design elements and examples.
  - c. Include program for testing innovative treatments through demonstration projects in partnership with Caltrans. Examples of such demonstration projects could include:
    - i. Alternative bike lane designs such as colored pavement, raised lanes or parking-separated lanes
    - ii. Advance bike boxes at intersections
    - iii. Bicycle boulevards including traffic calming, similar to what is in use in Berkeley
  - d. Currently both the state of California, the regional Metropolitan Transportation Commission and the County of Marin have policies that call for consideration of bicycling and walking in all projects. The plans should reference these policies and go one step further to help to define what it means "to consider" and what "feasible" means.
    - i. The plans should provide guidelines to indicate when narrowing travel lanes to stripe bike lanes (example SFD, Freitas Parkway) is

acceptable. Referencing Caltrans inclusion of AASHTO local roads design guidelines that allow for more flexible road design and lane widths could help with this.

- ii. The plan should provide a framework or tools for an analysis of what facility is appropriate at different locations.
  - iii. The county and all cities and towns plans should include a “Complete Streets” policy.
3. Pedestrian elements:
- a. The plan should include some way to analyze pedestrian facilities. Currently the only methodology used in past plans has been anecdotal reports of sidewalk gaps and conditions.
  - b. Sampling of facilities to assess existing conditions
  - c. The County’s 2001 Bicycle and Pedestrian Master Plan included a local sidewalk plans concept. The updated plan should provide an implementation strategy for this concept detailing how to fund and build these plans.
4. Countywide bicycle rack program – a cooperative strategy between the County, TAM and local cities in towns that would:
- a. Buy racks in bulk at cost savings
  - b. Make racks available to locals as a TAM or County project
  - c. Establish countywide standard for bike parking
  - d. Be funded through a special grant
5. Data Collection – currently the County and the cities/towns do not collect regular data on non-motorized users nor is there any established way for government to analyze bike/ped needs. The plan should include the following data collection and analysis tools:
- a. Regular bike counts on an annual basis
  - b. Adoption of Bicycle Compatibility Index, Bicycle Level Of Service , and/or Pedestrian Level Of Service as official standards
  - c. Crash analysis and proposal of specific countermeasures
6. Implementation Strategy – an effective strategy is needed for defining the roles of the county and cities/towns’ plans.
- a. The county plan should identify the overall vision and describe primary routes that connect communities together
  - b. Local plans should be coordinated with the County plan to implement secondary and tertiary elements
  - c. The plans should incorporate maintenance strategies for planned facilities, including the N-S Greenway
  - d. A coordinated implementation strategy should include the Non-motorized Pilot Program

- e. Plan needs to state priorities instead of “short” and “long” term. “Long-term” projects are frequently expensive and are often delayed due to lack of funding, regardless of priority.
7. Share the Road
    - i. Update information in previous plan draft
    - ii. Include or reference California Vehicle Code language regarding the rights and responsibilities of cyclists
  8. Safe Routes to Schools: Incorporate all Safe Routes to School capital improvement plans into the bicycle and pedestrian plan updates.

**B) Non-motorized Network Specific Recommendations:**

The non-motorized network should be described in hierarchical terms similar to the roadway network, using the following terms:

- Primary Grid (mostly off-street paths along ROW, mainly elements of the Countywide plan)
  - Secondary Grid (mix of paths and lanes, interface of County and Local plans to connecting primary pathways on the RR ROW to local paths and on-street bikeways)
  - Tertiary Grid (defined by local bike plan, mostly bike routes and on-street lanes)
1. West Marin (Stinson Beach, Bolinas, Olema, Tomales, Woodacre, San Geronimo, Lagunitas, Inverness, Pt. Reyes Station, Forest Knolls)
    - a. Priorities:
      - i. White’s Hill Pathway, Glen Drive to original North Pacific Coast route (primary)
      - ii. Creating an ecologically sensitive hard surface for the partial width of the Samuel P Taylor pathway from Inkwells Bridge to the Park entrance and rehabilitation of pathway from park entrance to west end at Sir Frances Drake/Platform Bridge Road (primary)
      - iii. Gallagher Ranch pathway (land or easement acquisition is necessary) (primary)
      - iv. Giacomini Ranch perimeter pathway (primary)
      - v. Continuous bicycle lanes / wide shoulders along Sir Frances Drake between Fairfax and Point Reyes Station (primary)
      - vi. Improve connection from Bolinas to Stinson Beach on Highway 1
    - b. Need to flesh out “mini-plans” described in the 2001 countywide plan for each unincorporated village; each should have the following elements:
      - i. Bike parking
      - ii. Signing and striping, “rural roads program” improvements including provision of paved shoulders and turnouts for safe passing
      - iii. Off-street pathways
      - iv. Sidewalks

2. Southern Marin (Mill Valley, Sausalito, Tiburon, Tamalpais Valley, Marin City, Belvedere, Corte Madera)
  - a. GGNRA:
    - i. Bunker Road improvements (tertiary)
    - ii. Conzelman Road improvements (tertiary)
  - b. Caltrans:
    - i. Highway 1 improvements (secondary)
    - ii. Tiburon Wye pathway/grade separation (secondary)
    - iii. Tiburon Boulevard between Highway 101 and downtown Tiburon bicycle lanes (secondary)
  - c. County of Marin:
    - i. Alto Tunnel (primary)
    - ii. Mill-Valley Sausalito Pathway rehabilitation (primary)
    - iii. Almonte bicycle lanes extension from Shoreline Highway to Manzanita Transit Center (secondary)
    - iv. Tennessee Valley Pathway (secondary)
    - v. Tamalpais/Highway 101 overcrossing bike/ped improvements (secondary)
    - vi. Gate 6 road intersection crossing improvements (primary)
    - vii. Gate 6 road to Marin City pathway improvements (secondary)
    - viii. Redwood Highway improvements, Strawberry (tertiary)
    - ix. Seminary Drive improvements (tertiary)
  - d. Sausalito:
    - i. Alexander Avenue/Richardson/2<sup>nd</sup> Street/Bridgeway bicycle lanes/routes (primary)
    - ii. Sausalito railroad ROW pathway (primary)
    - iii. Caledonia bicycle route (tertiary)
  - e. Tiburon:
    - i. Tiburon Boulevard between Highway 101 and downtown Tiburon bicycle lanes (secondary)
    - ii. Tiburon Pathway rehabilitation (secondary)
    - iii. Paradise Drive bikeway improvements (tertiary)
    - iv. Trestle Glen bicycle lanes (tertiary)
  - f. Mill Valley:
    - i. Camino Alto improvements (tertiary)
    - ii. Miller Avenue bicycle lanes (secondary)
    - iii. Blithedale and East Blithedale bicycle lanes (secondary)
    - iv. Lomita MV-Sausalito to Horse Hill pathway connection bicycle lanes (secondary)
    - v. Sycamore bikeway improvements (tertiary)
    - vi. Throckmorton bikeway improvements (tertiary)
  - g. Corte Madera:
    - i. Meadowsweet bicycle route improvements (secondary)
    - ii. Tamalpais bicycle lanes (secondary)
    - iii. Magnolia/Corte Madera avenue bicycle lanes (secondary)
    - iv. Tamal Vista continuous bicycle lanes (secondary)

- v. Lakeside bicycle route (tertiary)
  - vi. San Clemente/Paradise Drive continuous bicycle lanes/pathway (secondary)
  - vii. Redwood Highway pathway improvements (secondary)
3. Northern Marin (Novato, San Marin, Ignacio, Marinwood, Terra Linda, Lucas Valley, Black Point, Hamilton)
- a. County of Marin
    - i. Lucas Valley Road bicycle lanes (secondary)
    - ii. Alameda del Prado bicycle lanes (primary)
    - iii. Smith Ranch Road bicycle route improvements (tertiary)
    - iv. Idylberry/Miller Creek pathway/bicycle route (tertiary)
  - b. Novato
    - i. South Novato Boulevard to Ignacio Boulevard pathway connector along Highway 101 (primary)
    - ii. Indian Valley Road bicycle route between Arthur and Hill (tertiary)
    - iii. Vineyard Road bicycle lanes, between Wilson and Sutro (tertiary)
    - iv. Diablo Boulevard bicycle lanes, between Redwood and Novato Blvd. (secondary)
    - v. Novato Boulevard bicycle lanes. between Diablo and 7<sup>th</sup> (secondary)
    - vi. Novato Boulevard bicycle lanes. between Sutro and western city limits (secondary)
    - vii. Eucalyptus Avenue bicycle route, between Vineyard and Novato Blvd. (tertiary)
    - viii. Hill Road bicycle route, between Indian Valley and Diablo (tertiary)
    - ix. Arthur Street bicycle lanes, between Indian Valley and Tyler Ct. (tertiary)
    - x. Olive Avenue bicycle lanes between Redwood and Railroad (secondary)
    - xi. Olive Avenue bicycle lanes between Atherton and Olive Avenue School (secondary)
4. Central Marin (Larkspur, Kentfield, Ross, Greenbrae, San Anselmo, Fairfax, Sleepy Hollow, Central San Rafael)
- a. County of Marin
    - i. Sir Frances Drake continuous bicycle lanes – multiple jurisdictions (primary)
    - ii. Cal Park Hill Tunnel (primary)
    - iii. Central Marin Ferry Connection Project including ROW path on southern approach (primary)
    - iv. SMART pathway projects (primary)
  - b. San Rafael

- i. “Downtown San Rafael Connector”, from Mission to the Transit Center and on to Anderson Drive where the Cal Park Hill Tunnel project begins (primary)
- ii. Top of Lincoln Avenue to North San Pedro Road off-street pathway (primary)
- iii. Los Ranchitos bicycle lanes (secondary)
- iv. San Rafael to San Anselmo and Fairfax Miracle Mile pathway or bicycle boulevard on West End and Greenfield (primary)
- v. 1<sup>st</sup> Street to West End pathway connector project (secondary)
- vi. 1<sup>st</sup> street bicycle boulevard, West End to Andersen Drive (secondary)
- vii. East-West downtown bicycle lane or bicycle boulevard on 4<sup>th</sup> or 5<sup>th</sup> (secondary)
- viii. D Street to Wolfe Grade bicycle lanes (tertiary)
- ix. A Street bicycle lanes (secondary)
- x. H Street bicycle route (tertiary)
- xi. Canal Neighborhood Improvements:
  - 1. Francisco Boulevard East bicycle lanes or pathway (secondary)
  - 2. Canal Street bicycle route improvements (tertiary)
  - 3. Bellam Boulevard bicycle lanes (secondary)
  - 4. Kerner Boulevard bicycle lanes (tertiary)
  - 5. Crossing improvements at Bellam Blvd. and 580 (secondary)
  - 6. Highway 101 grade separated crossing (secondary)
  - 7. Canal crossing (secondary)
- xii. Union Street bike route improvements (tertiary)
- xiii. Pt. San Pedro/North San Pedro bicycle lanes (tertiary)
- xiv. Grand/Villa bicycle lanes (tertiary)
- xv. Civic Center Drive/Redwood Highway bicycle lanes (tertiary)
- xvi. North-South San Rafael-Novato continuous on-street bicycle lane (secondary):
  - 1. Los Ranchitos
  - 2. Northgate Drive
  - 3. Las Gallinas
  - 4. Creek Road
- xvii. Freitas Parkway bicycle lanes (tertiary)
- c. Larkspur
  - i. Lucky Drive bicycle lanes (tertiary)
  - ii. Magnolia bicycle lanes (secondary)
  - iii. Tamal Vista continuous bicycle lanes (secondary)
  - iv. East Sir Frances Drake pathway improvements, bicycle lanes and crossing improvements (secondary)
  - v. Bon Air road improvements (secondary)
  - vi. South Eliseo Drive bicycle lanes (secondary)
- d. Ross

- i. Poplar/Shady Lane bicycle route improvements (secondary)
  - ii. Corte Madera Creek pathway widening and improvements (secondary)
  - iii. Laurel Grove bicycle route (tertiary)
  - iv. Lagunitas Road bicycle route (tertiary)
- e. Kentfield:
  - i. College/Kent/Poplar bicycle route (secondary)
  - ii. Poplar east of SFD bicycle route (tertiary)
- f. Greenbrae
  - i. Wolfe Grade bicycle route (tertiary)
  - ii. Eliseo/Hermosa/Via La Cumbre/Irwin bicycle route (tertiary)
- g. Fairfax
  - i. Lansdale Bicycle Boulevard
  - ii. Center Boulevard Project bicycle lanes and intersection improvements (secondary)
  - iii. Broadway bicycle lanes (secondary)
  - iv. Bolinas-Fairfax road bicycle route improvements/sharrows (tertiary)
  - v. Neighborhood tertiary bicycle route improvements:
    - 1. Pacheco/Dominga/Creek/Porteous
    - 2. Cascade Drive
    - 3. Park/Sequoia/Manor/Olema
    - 4. Azalea/Scenic
- h. San Anselmo/Sleepy Hollow
  - i. Bolinas Avenue bicycle route (tertiary)
  - ii. San Anselmo Ave west of downtown bicycle boulevard to Fairfax (secondary)
  - iii. San Anselmo Ave downtown bicycle route (secondary)
  - iv. Hub crossing via bicycle path, lanes or route (secondary)
  - v. Sir Frances Drake crossing improvements (secondary)
  - vi. San Anselmo Ave/Oak Knoll bicycle boulevard (secondary)
  - vii. Butterfield continuous bicycle lanes (secondary)
  - viii. Fawn Drive bicycle route improvements (tertiary)
  - ix. Red Hill Pathway (tertiary)