

**CIRCULATION AND
PARKING ELEMENT**

CIRCULATION AND PARKING ELEMENT

Section 5.1

INTRODUCTION AND PURPOSE

The purpose of the Circulation and Parking Element is to provide a safe and efficient transportation system for the movement of people and goods which is fully coordinated with the other elements of the General Plan. The Element establishes policies and implementation programs for the transportation system which will accommodate and support the land use and economic activities planned for Sausalito to the year 2005. In doing so, it recognizes the desire of the citizens of Sausalito to limit major roadway widening.

The City's intent is to minimize traffic congestion to maintain an appropriate level of mobility and assure that future growth and change does not result in an unacceptable deterioration in traffic service levels. In order to achieve this the element also emphasizes public transit, pedestrian and bicycle facilities, and parking and transportation management programs.

The element recognizes that traffic is not just a local issue and requires City participation in Countywide transportation efforts.

Section 5.2

OBJECTIVES, POLICIES AND PROGRAMS

The Circulation and Parking Element presents the City's objectives, policies and implementing programs for a number of transportation issues. The issues are grouped by the following objectives:

- 1.0 *Design the Street Network to Accommodate Future Growth*
- 2.0 *Manage Parking Demand*
- 3.0 *Maximize Public Transit Service*
- 4.0 *Enhance Bicycle and Pedestrian Circulation*
- 5.0 *Explore Funding Methods to Implement Local Improvements*
- 6.0 *Achieve a High Quality Regional Transportation System.*

Objective CP-1.0

Design the Street Network to Accommodate Future Growth. Provide adequate street network design to accommodate projected traffic demands which would result from the growth in economic and development activities as specified in the Land Use and Growth Management Element.

■ Policy CP-1.1

Street Network. Emphasize improvements to the street network which will not require construction of major roadway widening.

Program CP-1.1.1

Capital Improvement Program (Roadways). Prepare an annual Capital Improvement Program (CIP) which funds necessary roadway improvements and maintenance.

Program CP-1.1.2

Roadway Improvements. Implement the roadway improvements as described in the Circulation and Parking Element background.

Program CP-1.1.3

Marinship Specific Plan (Circulation System). Complete the circulation system within the Marinship in accordance with policies of the Marinship Specific Plan.

Program CP-1.1.4

Marinship Circulation (Private Improvements). Require roadway improvements specified in the Marinship Specific Plan when development is approved in the Marinship area.

■ Policy CP-1.2

Level of Service Standard. Maintain a letter grade Level of Service of "C" for signalized intersections for the P.M. weekday peak hour except for Johnson, Bay and Princess Streets.

Program CP-1.2.1

Periodic Monitoring. Establish and maintain a monitoring system that would perform periodic traffic counts to determine the operating Level of Service status of the City's signalized intersections.

Program CP-1.2.2

Roadway Improvements. Implement the roadway improvements as described in the Circulation and Parking Element background when the monitoring program identifies any signalized intersection along Bridgeway that is approaching a level of service greater than the letter grade "C".

Program CP-1.2.3

State or Federal Funding. Investigate if State or Federal funds may be utilized to help fund periodic traffic counts along Bridgeway.

■ Policy CP-1.3

Local Residential Streets. Discourage the usage of local streets in residential areas as a route of through traffic when gridlock traffic conditions exist on Highway 101.

Program CP-1.3.1

Commuter Through Traffic. Investigate methods to minimize commuter through traffic in residential areas.

■ Policy CP-1.4

Efficient Roadway Circulation. Establish a hierarchy of local streets to facilitate traffic in and out of the City as shown on the Street System and Parking map GP-10 and maximize the safety of the City street network.

Program CP-1.4.1

On-Street Parking Restrictions. Consider restricting on-street parking on primary arterial roadways in order to maintain the desired LOS standards.

Program CP-1.4.2

On-Street Parking Prohibition. Consider prohibiting on-street parking where traffic conditions warrant such prohibition.

Program CP-1.4.3

On-Street Parking (New Development). Provide for additional on-street parking as a condition of approval of new development where right-of-way exists, parking can be provided without serious environmental degradation and on-site parking is provided.

Program CP-1.4.4

Signal Timing. Optimize the timing of the signalized intersections and install necessary equipment.

■ Policy CP-1.5

Encroachments. Manage encroachment on public street rights-of-way by private development.

Program CP-1.5.1

Encroachment Permits. Continue to require Encroachment Permits for private use of public rights-of-way.

Program CP-1.5.2

Right-of-Way Fees. Investigate appropriate fees for constructing structures within the right-of-way where it is found to be appropriate through the encroachment permit process.

Program CP-1.5.3

Review of Encroachments. Develop a consistent policy for addressing encroachment applications.

Objective CP-2.0

Manage Parking Demand. *Address commercial area parking demand while meeting residential area parking needs.*

■ **Policy CP-2.1**

Parking Standards. Establish parking standards for uses Citywide that will enhance economic development needs, design and historic preservation policies and safety policies.

Program CP-2.1.1

Zoning Ordinance (Parking). Review and revise the Citywide parking standards.

Program CP-2.1.2

Zoning Ordinance (Parking). Consider amending the Zoning Ordinance to relate required on-site parking spaces for single family dwellings to the number of bedrooms in the dwellings.

Program CP-2.1.3

Neighborhood Parking Needs. Consistent with policy LU-1.9, review neighborhood parking needs to ensure that on-site parking is addressed.

Program CP-2.1.4

Garages. Strongly encourage that parking garages be used for their intended purposes.

Program CP-2.1.5

Alternative Caledonia Parking Designs. Explore alternative designs for on-street parking such as diagonal parking along Caledonia Street and its feeder streets.

Program CP-2.1.6

Second Unit Ordinance (Parking). Include parking needs in the development of a second unit ordinance.

Program CP-2.1.7

Zoning Ordinance (Parking). Include parking requirements in allowing liveaboard in recreational marinas.

Program CP-2.1.8

Public Access. Provide for dedication of public parking spaces where public access is required of development applications.

■ **Policy CP-2.2**

Commercial Parking. Limit the land area for parking in City owned lots in the Downtown area to the 1990 level, provided, however, that the land area now occupied by Municipal Parking Lots 1, 2, 3 and 4 shall not be used for purposes other than public parking lot uses without voter approval.

Program CP-2.2.1

Downtown Parking. Periodically review the parking dimensions of spaces in the Downtown parking lots and re-stripe spaces to reflect the current data.

■ Policy CP-2.3

Cooperation with Local Businesses. Work cooperatively with local business interests in developing programs to reduce traffic and parking impacts.

Program CP-2.3.1

TSM Ordinance. Continue to enforce the adopted Trip Reduction Ordinance which requires employers with 100 or more employees to provide incentives for their employees to use transportation alternatives to get to work.

Program CP-2.3.2

Downtown Parking Lots. Prepare a program in conjunction with the Downtown business community which identifies methods to minimize the use of Downtown parking lots for long-term parking.

Program CP-2.3.3

Employee Parking. Work with local businesses in establishing ways to reduce employee parking impacts on neighboring residential and commercial areas.

Program CP-2.3.4

Residential Parking Permits. Reevaluate the residential parking permit programs in residential neighborhoods.

■ Policy CP-2.4

Residential On-Street Parking. Increase the supply of on-street parking in residential areas in a manner which preserves neighborhood character, while giving priority to neighborhood residents, their guests and other Sausalito residents.

Program CP-2.4.1

Street Widening. Consider adopting an ordinance which could require developer widening of streets along property frontage where significant private development is approved and where neighborhood character can be preserved.

Program CP-2.4.2

Street Widening Funding. Develop a Citywide program which identifies areas of greatest parking need and proposes funding mechanisms for selective street widening.

Objective CP-3.0

Maximize Public Transit Service. Maximize the use of public transit as an alternative to the private automobile.

■ Policy CP-3.1

Public Bus Service. Encourage the maintenance of a safe, efficient and reliable bus service to provide an alternative to driving.

Program CP-3.1.1

Downtown Transfer Station. Investigate ways to improve the Downtown transit stop to be a full service transfer station.

Program CP-3.1.2

Enhance Bus Stops. Work with the Golden Gate Transit District to provide each bus stop in the City with rider enhancing amenities.

Program CP-3.1.3

Direct Commuter Service. Work with Golden Gate Transit to provide direct (no transfer) commuter service for people employed in Sausalito.

Program CP-3.1.4

Bus and Ferry Service Levels. Continue to work with the Bridge District when proposals for change from existing bus and ferry service levels are received.

■ Policy CP-3.2

Ferry System. Promote increased patronage of the ferries while still protecting the area near the ferry terminal from overly intensive use.

Program CP-3.2.1

Improved Service. Support the efforts of ferry service providers to provide better passenger service and more efficient loading areas.

Program CP-3.2.2

Information on Ferry Service. Encourage the ferry service providers to prepare information about the ferry as an alternative to the automobile to be distributed, with City assistance, to the local and San Francisco visitor industry.

Program CP-3.2.3

Bus/Ferry Connections. Encourage the transit district to improve the ferry and bus connection points as well as timing of the schedules.

■ Policy CP-3.3

Alternative Transportation. Improve the efficiency of the existing transportation system and reduce the reliance on the private automobile by emphasizing alternative transportation modes.

Program CP-3.3.1

Shuttle Service. Explore alternative forms of transit service such as shuttle service from remote parking sites and local shuttle bus service throughout the community.

Program CP-3.3.2

Information on Transit. *Work with local businesses to provide information pamphlets on transit alternatives for distribution at local stores and hotels.*

■ **Policy CP-3.4**

Park and Ride. Support limited park and ride areas for commuters which maximize safety and limit impacts on nearby residences or other uses.

Program CP-3.4.1

Work with CalTrans. *Work with CalTrans to encourage safe park and ride areas at the Spencer Avenue and Marin City freeway interchanges.*

Program CP-3.4.2

Work with Golden Gate Transit. *Work with the Golden Gate Transit District to coordinate the level of commute service with the amount of parking available and monitor the use of public parking by commuters.*

Objective CP-4.0

Enhance Bicycle and Pedestrian Circulation. *Enhance bicycling and pedestrian infrastructure and programs to reduce the use of motorized vehicles within the City and reduce conflicts between bicyclists, pedestrians, and motorists.*

■ **Policy CP-4.1**

Bicycle Master Plan. Plan, design, implement, and maintain bicycle infrastructure in Sausalito.

Program CP-4.1.1

Develop, implement, and maintain a Bicycle Master Plan. *Develop, implement, and maintain a Bicycle Master Plan to accomplish the following goals:*

- a) Build upon and enhance the existing bikeway system, programs, and resources in Sausalito.*
- b) Develop the bicycle system to meet the needs of commuters, recreational riders, and bicyclists of varying abilities and speeds, and link residential neighborhoods with local and regional destinations.*
- c) Maximize multi-modal connections to the system.*
- d) Improve bicycle safety conditions in Sausalito through bicycle education, safety, and enforcement programs.*
- e) Identify and prioritize existing and future needs, and provide specific recommendations for facilities and improvements over the next 20 years*
- f) Provide coordinated strategies to develop facilities and programs that support bicycling*
- g) Maximize the receipt of State, Federal, and other grant funding for non-motorized improvements that can be received by Sausalito.*

- h) *Implement the proposed bicycle system and outline a comprehensive maintenance program.*
- i) *Develop a downtown bicycle corridor and promote Sausalito as a bicycle friendly destination.*

Program CP-4.1.2

Community Involvement. *Build and maximize community involvement in the planning process through workshops, surveys, public hearings, and coalitions with local businesses, clubs, and organizations that are served by the bicycle system.*

Program CP-4.1.3

Bicycle Coordinator. *Appoint the City Engineer to act as a bicycle coordinator to: a) act as a liaison to the City; b) act as a liaison to local bicyclists, clubs, and organizations, businesses, the media, and the community in general; c) review and/or complete funding applications; d) provide inter-departmental coordination; and e) provide coordination between Sausalito and neighboring jurisdictions and agencies.*

Program CP-4.1.4

Plan Consistency. *Compare the Bicycle Master Plan with all existing City, regional, State, Federal policy documents, and other General Plan Elements to assure consistency.*

Program CP-4.1.5

Update Plan. *Review and update the Bicycle Master Plan on a regular basis, consistent with CalTrans and General Plan Standards.*

■ **Policy CP-4.2**

North-South Bicycle Route System. Identify a combination of short term projects (1-10 years) and long term projects (1-20 years) to develop a bicycle system from the GGNRA at the south entrance of the City, to the Mill Valley multi-use path at the north City limits, linking residential neighborhoods, commercial and visitor centers, key transportation areas, scenic shorelines with local and regional destinations (see Map GP-12).

Program CP-4.2.1

Bridgeway Bikeway South (short term). *Install new lane striping, signing, and other improvements to enhance the Bridgeway corridor (Alexander Avenue, South Street, Second Street, Richardson Street, and Bridgeway) from the south City limits to Johnson Street as a largely Class III Bike facility with Class II facilities where feasible.*

Program CP-4.2.2

Bridgeway Bikeway North (short term). *Install new lane striping, signage, curb and median modifications, and other improvements to enhance the Bridgeway Corridor from Johnson Street to the North City Limits as a Class II Bike facility.*

Program CP-4.2.3

North-South Recreational Bikeway (short term). Complete and enhance the existing off-street bike path to provide a largely Class I Bike facility to parallel Bridgeway from Johnson Street, through the Marinship area, and to the north City limits.

Program CP-4.2.4

Bicycle Parking in Public Areas (short term). Install bicycle parking and support facilities in public areas, parks, institutions, commercial and transportation centers, particularly the downtown and ferry landing area, after appropriate public hearing and design review approval.

Program CP-4.2.5

Bicycle Parking Standards (short term). Amend the Zoning Ordinance to require bicycle parking facilities and standards for new development and redevelopment and/or intensification of existing developed sites.

Program CP-4.2.6

Shoreline Pathways (long term). Require construction of segments of a shoreline pathway along the waterfront from Pine Street to the Gate Five Road as a condition of development applications, providing for a shared pedestrian/bicycle facility. Right-of-way acquisitions and City development of the shoreline path may be required to complete the path in areas that are already developed and where the path does not exist or has not been dedicated.

Program CP-4.2.6

Fort Baker Shuttle (long term). Work with the National Park Service to develop a shuttle system between Fort Baker and Sausalito that, aside from reducing automobile trips in Sausalito, can be used by bicyclists as needed to bypass the most constrained portions of the Bridgeway corridor from the Downtown to the south City limits.

■ **Policy CP-4.3**

Bridgeway Bikeway South: Long Term Solutions. Investigate and study long range solutions to either ameliorate or bypass the most constricted and/or congested conditions at Alexander Avenue, South Street, and Bridgeway South of the Downtown.

Program CP-4.3.1

Class I or II Bike Route Alternatives. Seek funding to study the feasibility of developing Class I or Class II bike facilities along the North-South bicycle route system, south of downtown through cooperative efforts of the County of Marin, GGNRA, CalTrans, GGBHTD, and other pertinent agencies. Potential alternatives include, but are not limited to: a) widening Alexander Avenue; b) constructing a pedestrian/bicycle tunnel bypass from East Road to the south end of Second Street; and/or c) removing the center median to allow two 17 foot wide multi-use travel lanes or constructing a pedestrian boardwalk to permit widening and installation of Class II bike lanes along the Bridgeway waterfront, from Richardson Street to Princess Street.

■ Policy CP-4.4

Bicycle Route Design & Standards. Assure that all existing and proposed bike routes, lanes, paths, and intersections are improved to the most up-to-date standards to reduce conflicts between bicyclists, vehicles, and pedestrians, promote safety, and encourage the use of non-motorized travel.

Program CP-4.3.1

Bike Route Design.

Develop definitions and standards for bike routes, lanes, paths and intersections in the Bicycle Master Plan to comply with the design standards of CalTrans and the Metropolitan Transportation Commission.

■ Policy CP-4.5

Regional Bicycle and Pedestrian Trails. Continue to support the San Francisco Bay Trail, and Bay Area Ridge Trail, and other agencies and jurisdictions in their attempts to provide bicycle and pedestrian trails throughout the nine counties of the San Francisco Bay Area.

Program CP-4.5.1

Signage Program. *Work with ABAG and the San Francisco Bay Trail Project in establishing a signage program for the portion of the Bay Trail that currently runs through the City.*

Program CP-4.5.2

South Connector Trail. *Work with ABAG and the San Francisco Bay Trail Project in providing a connector trail from the Ferry Terminal south to East Fort Baker.*

Program CP-4.5.3

Regional Bike Route Alternative. *Work with the County of Marin, GGNRA, CalTrans, GGBHTD, and other pertinent agencies to establish an alternate north-south connector bike route to bypass the urbanized areas of Sausalito and alleviate bicycle through-traffic on Bridgeway, particularly in the south corridor.*

■ Policy CP-4.6

Pedestrian Trails and Paths. Improve and extend existing public paths for use by residents and establish new pathway connections to complete the system as shown on map GP-12.

Program CP-4.6.1

Connector Segments. *Consider including the purchase of connector segments in the CIP to complete the pedestrian trail and pathway system.*

Program CP-4.6.2

Access Easements. *Require new projects, as appropriate, to dedicate access easements.*

Program CP-4.6.3

Paper Streets. Investigate the use of existing unimproved portions of public rights-of-way (paper streets as shown on map GP 12) as new pathway connectors.

Program CP-4.6.4

Private Encroachments. Identify private encroachments onto trail and pathway easements and restore those trails and pathways wherever possible.

Program CP-4.6.5

Trail Maintenance Coordination. Establish a maintenance program, in coordination with private property owners and other public agencies, for the regular maintenance of pathways and walkways.

■ **Policy CP-4.7**

Pedestrian Safety. Provide a safe walking environment along City streets and pathways.

Program CP-4.7.1

Coordination with School District. Coordinate with the School District to identify routes for children on the way to school.

Program CP-4.7.2

Lighting and Police Patrol. Study options to provide unobtrusive lighting and access for police patrol purposes on pathways and steps such as along Bridgeway and the waterfront (see Program HS-1.7.2).

Program CP-4.7.3

Regular Maintenance. Schedule regular maintenance to the City's pathways and steps in the CIP budget (see Policy EQ-2.5).

■ **Policy CP-4.8**

Waterfront Trail. Provide access to the waterfront for bicyclists and pedestrians at as many points as possible.

Program CD-4.8.1

Waterfront Bicycle and Pedestrian Plan. Implement the plan for a waterfront bicycle and pedestrian path system as shown on Map GP-12.

■ **Policy CP-4.9**

Handicap Accessibility. Facilitate access for the physically disabled to sidewalks and pathways throughout the City.

Program CP-4.9.1

Review of New Projects. Continue to review all projects for access for the physically disabled and require the installation of ramps and curb cuts in accordance with Title 24 of the California Administrative Code and the Americans with Disabilities Act of 1991.

Objective 5.0

Explore Funding Methods to Implement Local Improvements. Explore methods to improve and fund local circulation, parking and public transit projects.

■ Policy CP-5.1

Development Requirement. Assess developers of new and redevelopment projects their fair share of the cost of needed traffic and transit improvements.

Program CP-5.1.1

Assessment Districts. Investigate the creation of assessment districts in Commercial and Industrial areas.

Program CP-5.1.2

Maximize Transit Ridership. Encourage improvements that will maximize ridership of public transit through project review of new development.

Objective CP-6.0

Achieve a High Quality Regional Transportation System. Cooperate with regional and county jurisdictions and agencies to achieve a high quality regional transportation system.

■ Policy CP-6.1

Regional Transportation. Support the preparation of a regional transportation plan for the Highway 101 Corridor which includes projects which divert traffic from Sausalito streets.

Program CP-6.1.1

Highway 101 Corridor Study. Continue to participate in and be represented on the Highway 101 Corridor Study Committee.

■ Policy CP-6.2

Regional Funding. Support regional funding for expanded transportation projects if such a proposal contains adequate growth management controls and mass transit projects.

Program CP-6.2.1

Regional Traffic Mitigation Fee. Consider adopting an ordinance which permits collection of regional traffic mitigation fees from local development when a model ordinance is proposed by the Countywide Planning Agency.

■ Policy CP-6.3

CalTrans. Continue cooperative review of projects outside the City with Marin County and the California Department of Transportation.

Program CP 6.3.1

Marin City Development Improvements. In the short term, work with Marin County and CalTrans to assure that the signals at the Highway 101 southbound off-ramp and Bridge Boulevard intersection and the Bridge Boulevard and Bridgeway intersection are coordinated and that green time is maximized for traffic bound for Sausalito.

Program CP 6.3.2

Marin City Interchange Bridge Structure. In the long term, work with Marin County and CalTrans to secure funding for rebuilding the Marin City Interchange bridge structure to comply with current CalTrans standards.

■ Policy CP-6.4

Gateway to Sausalito. Provide access to Sausalito from the regional transportation system via the ferry system at the Downtown ferry terminal, the bus system along Bridgeway, and by vehicle traffic primarily from the north Marin City interchange with Highway 101.

Program CP-6.4.1

Sausalito Signing. Work with CalTrans to ensure that the signing for Sausalito on Highway 101 continues to indicate the north Sausalito interchange at Gate 6 Road as the "Sausalito Exit" for all vehicular traffic.

CIRCULATION AND PARKING BACKGROUND

The Circulation and Parking Element Background section describes the transportation and parking conditions and the impact of plan policies on future conditions. It outlines needed improvements to the roadway network to accommodate anticipated changes in the community. Finally, it describes the need for and intent behind other circulation and parking policies and their implementing programs.

■ Existing Transportation Conditions

Existing Transportation System

The Sausalito transportation network consists of one freeway, Highway 101, one arterial street, Bridgeway, several collector streets which connect Highway 101 with Bridgeway but which primarily serve the hillside residential areas, and many residential serving streets. In addition to streets, Sausalito is served by bus and ferry public transit systems and by several private tour bus operators. The City also has developed an extensive system of bicycle and pedestrian paths and routes.

Highway 101 is an eight lane freeway located along the western edge of the City and provides a bypass for traffic destined from the North Bay to the Golden Gate Bridge around Sausalito. Four interchanges on Highway 101 serve Sausalito including from south to north: Alexander Avenue; Spencer Avenue; Rodeo Avenue; and the Marin City interchange which connects with Bridgeway at Gate 6 Road.

Bridgeway is the major arterial City street in Sausalito and is located generally along or near to the waterfront from south of Downtown to the north City limits where it connects with Highway 101. For about one half mile to the south and north of Downtown, Bridgeway is a two lane street with a center mountable median lane for most of its length. From Napa Street to the north City limit Bridgeway is a four lane divided street with separate left turn lanes at most intersections.

The major transit service in Sausalito is provided by Golden Gate Transit which operates eight bus routes and a ferry to San Francisco. Golden Gate buses operate at a minimum of 30 minute headways throughout the day on Bridgeway and also provide service along Highway 101 stopping at Spencer Avenue interchange bus stops. A major transit transfer facility is operated by Golden Gate Transit just north of town at Marin City. Downtown Sausalito also functions as a transfer facility between buses and as the location where ferry feeder buses meet ferry passengers.

Ferry service to San Francisco is also provided by the privately owned and operated Red and White Fleet. Red and White also provides a limited service to Tiburon and Angel Island. Bus service to the San Francisco International Airport is provided by the Marin Airporter which stops at the Spencer Avenue freeway bus stop on 30 minute headways throughout the day.

Traffic System Classification

The City street system is composed of a hierarchy of streets which serve different functions in the collection and movement of traffic. Pavement width, sight distance and travel speed generally increase as one moves from minor streets to collectors and arterials. Street capacity and travel speed generally increase as one moves from minor local streets to collectors and arterials. Steep slopes and rough terrain limit street capacity due to narrow pavement width and short sight distance.

The classification of streets and highways along with typical standards and functions are described on Table 5-1 and shown on map GP-10.

Table 5-1
Streets and Highways Classification System

<u>CATEGORY</u>	<u>TYPICAL STANDARDS FOR TYPE OF STREET</u>		<u>FUNCTIONS</u>
Local Street	Number of Lanes	2	Provide access to property and carry local traffic
	Right-of-way Width	40 feet or less	
	Daily Traffic	500 vehicles or less	
Minor Collector Street	Number of Lanes	2	Provide access to property and carry traffic to arterials
	Right-of-way Width	40 to 60 feet	
	Daily Traffic	500 - 2,000 vehicles	
Major Collector Street	Number of Lanes	2	Carry local traffic to the arterial system
	Right-of-way Width	40 to 60 feet	
	Daily Traffic	2,000 - 5,000 vehicles	
Secondary Arterial Street	Number of Lanes	2 or more	Connect major activity centers and important traffic routes
	Right-of-way Width	60 feet or more	
	Daily Traffic	5,000 - 20,000 vehicles	
Primary Arterial Street	Number of Lanes	4 or more	Connect the most important activities and travel routes
	Right-of-way Width	60 feet or more	
	Daily Traffic	20,000-50,000 vehicles	
	Requires limits on driveways, separate turning lanes and are usually divided		
Freeway	Number of Lanes	4 or more	Carry regional, interurban and interstate traffic
	Right-of-way Width	100 feet or more	
	Daily Traffic	50,000-100,000 vehicles	
	Limited access, divided roadways		

Source: Robert Harrison, Transportation and Project Management

Most of the City street system is classified as local streets. The City has one freeway within its boundaries, Highway 101 which is operated by CalTrans, and one primary arterial street, Bridgeway north of Napa Street. Bridgeway from Napa Street south to Richardson Street and the continuation of the through traffic route via Richardson, Second and South Alexander Avenue are secondary arterial streets. The City's collector street system includes Harbor Drive, Marinship Way, Caledonia Street, Spencer Avenue and Monte Mar Drive. Specific street elements of the system include:

- (1) **Freeways:** Freeways are limited access facilities designed with four to ten travel lanes for routing traffic through the county (Highway 101).
- 2) **Arterials:** Arterials carry large volumes of traffic between concentrated traffic generators in the City (Bridgeway).
- (3) **Local Collectors:** Typically, local collectors are two lanes with improvements and width depending on age and terrain. Local streets feed into local collectors which, in turn, lead to arterials.
- (4) **Local Residential Streets:** Other streets in Sausalito serve only specific residential areas. Since the City extends up steep slopes and drainage ravines, topography creates the most serious circulation constraint. The strong desire to preserve native trees and brush cover and avoid erosion problems also discourage the construction of other than minor access ways with narrow roadbed benching and minimal cuts and fills in steeper slope areas.

Use of Public Transit

The use of public transit for commuting and other daily trips is higher in Sausalito than in any other Marin community. The City does not directly provide any public transit services but works with Golden Gate Transit to provide necessary support services such as transit shelters which improve the quality of transit service.

The tradition of higher public transit use is based on the early days of the City when it served as the transfer point for the Marin County commuter railroad and ferry system. Sausalito generated patronage on the bus and ferry systems, excluding visitors, is estimated to be about 2,200 riders on a typical week day. This level of transit use represents about 4.5% of the total daily trips made by Sausalito residents and workers.

Tourist Traffic

Of particular interest in Sausalito is the share of traffic which can be associated with the tourist industry. It is clear that the worst traffic problems occur on weekends in the Downtown area and that for the rest of the City street system there is relatively little traffic congestion. Visitor trip making ranges from a low of 10% of total trips on a Winter weekday to 37% of total trips on a typical Summer weekend day. The data are based on citywide trip making. The visitor trips as share of total would be much higher if just the Downtown area were considered.

Most visitors, about 90%, come to Sausalito in automobiles. About 6% of visitors use the Golden Gate and Red and White ferries and most of the remaining visits are made on buses. A very limited number of visitors come by other means such as taxi, bicycle or walking. The heavy reliance by visitors on the automobile as the primary mode of access to Sausalito is the key to the traffic and parking problems experienced in the Downtown area on peak season weekend days.

Parking Needs

Parking has been identified by both residents and business owners as a serious problem. The problem appears to have two separate but equally difficult components: (1) Parking in the Downtown area where, as described above, visitor parking demand on certain days each year overloads all existing spaces and makes use of the Downtown by local residents and business owners difficult and, (2) parking in residential areas where there is not adequate parking space on the existing narrow city street system.

There are about 1,100 parking spaces, both public and private, in the Downtown area on weekend days and about 1,000 spaces available on week days. There are more weekend spaces available because some of the spaces reserved on week days for long term use by employees are not needed on the weekends.

In the Downtown area on busy weekend days, there are periods of time when parking demand exceeds the available parking supply. Visitor parking demand in the Downtown area on typical Summer weekend days is estimated to exceed 1,200 spaces at certain times. This leaves virtually no parking available on Summer weekends in the Downtown area for residents. At times other than Summer weekends, visitor parking demand is less and may not exceed total supply. However, even on weekdays in the Summer and on mild clear weekend days in the Winter, the demand for visitor parking presses the capability of the existing parking supply.

The problems of parking in residential areas stem from the fact that many of the hillside streets which serve these areas are narrow and do not allow adequate space for safe on-street parking. In addition, some of the older developments in hillside areas may not provide adequate off-street parking forcing residents and particularly visitors to seek parking space on nearby streets.

In the Marinship area, Schoonmaker Beach provides an opportunity for public access to a beach and shoreline pathway. When the property on which the beach is located was developed, only six (6) public parking spaces were required and provided. Due to the popularity of the beach area, the public parking that is provided has proved to be inadequate. Therefore, over the life of this Plan, every opportunity to provide additional public parking in this area should be explored.

■ Future Transportation Conditions

Projected Travel Demand

As discussed above, travel demand in Sausalito is composed of two major components; travel which results from the activities of the residents and workers of the City and, travel which is generated by visitors to the City. This section describes the projection of travel due to increased economic activity in the City. Projected travel demand due to increased tourism is described in the following section.

The future maximum development potential of the City, as defined by the Land Use policies recommended in the Plan, is described in Table 2-2 and Table 2-3 in the Land Use Element. In addition to the trips generated by the build out of the revised policies of the Sausalito General Plan, the trips generated by development proposed for the Marin City USA Project, the Tam Valley and Shoreline areas and for Mill Valley are added to the Sausalito street network for future year analysis.

The existing vehicle trip generation due to Sausalito residents and workers is about 45,000 trips per weekday. If full build out were to be achieved, pursuant to the General Plan policies, there would be approximately 10,177 new trips added to this total daily trip generation or an increase of about 23%. As discussed below, this increase in vehicle trip generation could have a significant impact on the operation of the city street system.

Projection of Growth in Visitor Traffic

A significant portion of the total traffic in Sausalito is generated by visitors to the City. Annual visitors to Sausalito are projected to grow from 6.1 million in 1990 to 7.4 million by 2005. On a busy Summer weekend day, there are about 34,000 visitors in the City. Peak day visitation is projected to grow to nearly 40,000 visitors by 2005. The number of vehicles used by visitors is estimated for 1990 and projected for 2005 on Table 5-2.

Also shown on Table 5-2 is the Downtown parking required for the estimated 1990 and projected 2005 visitation levels. As is the existing condition, at certain times on some Summer weekend days the demand for parking in 2005 would exceed the supply. Under the General Plan, parking demand will exceed the existing parking supply of 1,100 spaces by about 200 vehicles at peak times on the busiest weekend days in 2005. If parking demand were to be fully satisfied, 300 new parking spaces would be needed in the Downtown area. The added parking area would use nearly an acre of valuable water oriented lands and would mean that traffic would increase by 6% over the traffic expected if the Plan's policies to limit parking are fully implemented.

Table 5-2

Visitor Vehicles and Downtown Parking Requirements - 1990 and 2005

	1990		2005	
	<u>VISITOR VEHICLES</u>	<u>PARKING REQUIREMENTS</u>	<u>VISITOR VEHICLES</u>	<u>PARKING REQUIREMENTS</u>
SUMMER PEAK MONTH				
Weekend Day	11,300	1,230	12,000	1,310
Weekday	7,900	860	8,900	970
TYPICAL OFF PEAK MONTH				
Weekend Day	6,900	750	7,700	840
Weekday	4,000	440	4,500	490

Source: Robert L. Harrison, Transportation and Service Manager

Public Parking Restrictions

Based on the policies in the General Plan, the amount of public land area provided in the Downtown for public parking would not be increased in any amount or decreased by greater than five percent from the existing level. The limitation on parking area in the Downtown is planned to be an important aspect of keeping Sausalito as livable for residents as possible. The limits on the area available for parking will affect the supply of parking in the Downtown. It is anticipated that programs like re-striping the public parking lots may provide modest increases in the amount of spaces available in the public parking lots. Parking structures may also increase the amount of available parking spaces, but only if such structures are found to be appropriate after further consideration by the City.

Residential On-Street Parking

The policies in the General Plan concerning parking problems in the residential neighborhoods attempt to balance the desire of the community to retain the existing character while addressing the need to accommodate the automobiles which will remain a permanent part of life in Sausalito. While recognizing that residents should be given first priority for use of limited street parking, the City will reevaluate the success of residential permit parking programs to address visitor and commercial overflow parking in residential neighborhoods.

The City must also assure safety of residential neighborhoods by continuing to provide for adequate clearance for emergency vehicles in the hills. One approach is to restrict parking in certain dangerous locations. Restricting parking only goes so far in addressing the need to maintain adequate clearance. Recognizing the fact that automobiles will remain a primary means of transportation for residents, at some point the need exists to provide additional on-street parking opportunity.

The community has expressed a strong desire to maintain the local streets in hillside areas as they are. At the same time, the demand for on-street parking and the need to assure safe access along

streets in the City remain strong. The Plan envisions the need to take advantage of opportunities to increase the supply of on-street parking wherever possible when significant private development is proposed but only where neighborhood character can be preserved. It is important that the City begin to prepare an inventory of areas where on-street parking is needed and to develop a program to begin to address the shortfall.

Private Parking Standards

Any new private development in the City should provide for needed parking, particularly residential development in neighborhoods where parking is in short supply. Recognizing that providing all parking on site can be difficult, given the built out nature of Sausalito, the parking standards should be reviewed to determine whether parking need can be satisfied so as not to discourage other City goals. Rigid parking requirements can discourage certain types of commercial uses, can encourage historic buildings to be torn down to accommodate greater parking demand, and can require more excavation of hillside properties.

In commercial areas, the following alternatives will be considered:

- (1) Establishment of an "in-lieu" parking fee program in the Caledonia Street area to provide for more public parking adjacent to commercial properties through such means as diagonal striping.
- (2) Modification of standards in Downtown to provide that all desired uses have the same parking requirement.
- (3) Allowing, but limiting, the number of high parking generating uses in the Downtown and Caledonia Street.
- (4) Allowing broader use of valet and tandem parking and off-site parking with shuttle service.

For residential projects in mixed use areas, the following alternatives will be considered.

- (1) Reducing requirements for residential units in mixed use projects.
- (2) Consideration of flexible parking standards for second units depending on street parking capacity and safety issues.

Intersection Level of Service (LOS)

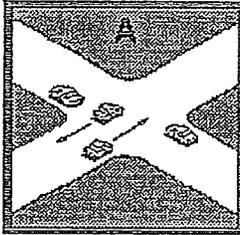
It is standard practice to categorize the quality of traffic flow in terms of "Level of Service" (LOS) categories. The Level of Service of an intersection is a grading system used by traffic engineers to rank the efficiency of each intersection in handling peak traffic loads. Level of Service is measured in terms of the delay experienced by the average motorist passing through the intersection. At Level of Service A or B there is little or no delay. Level of Service E and F indicate long delays and severe congestion. The congestion experienced at Level of Service D is often described as the maximum delay acceptable to the average motorist. Level of Service C represents a condition with limited congestion and is widely accepted as a desirable level of

traffic operation. The graphic and explanation below summarizes the LOS categories.

In 1984, prior to the preparation of the Marinship Specific Plan, the Sausalito City Council adopted a resolution which established general guidelines to be applied in review of applications for discretionary entitlements while the Marinship area was under study. One of those guidelines was the establishment of Level of Service C as the maximum acceptable traffic congestion for Bridgeway.

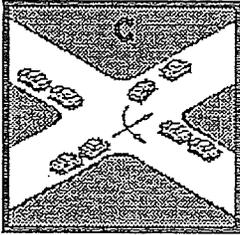
In 1985 the citizens of Sausalito adopted the Sausalito Fair Traffic Limits Initiative. This initiative reduced density standards in commercial and industrial zones. Though not mandated in the initiative, the desire to maintain Level of Service C was discussed in the preamble to the document as one reason for the density reductions. The General Plan recognizes that desire and establishes LOS C as the goal reflected in land use and traffic policies.

Level of Service Illustration



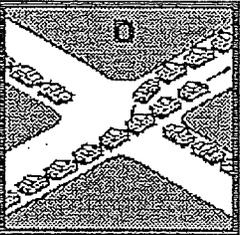
Level of Service "A" (V/C ratio $\leq .59$)

- Free flow conditions
- Low volumes
- High operating speed
- Uninterrupted flow
- No restriction on maneuverability
- Little or no delay
- Drivers maintain desired speeds



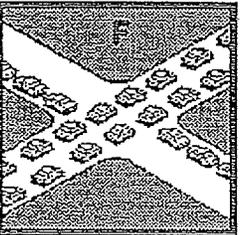
Level of Service "B" (V/C ratio .60 - .69)

- Stable flow condition
- Operating speeds beginning to be restricted



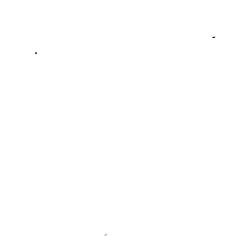
Level of Service "C" (V/C ratio .70 - .79)

- Stable flow but speed and maneuverability restricted by higher traffic volumes
- Satisfactory operating speed for urban conditions
- Delays at signals



Level of Service "D" (V/C ratio .80 - .89)

- Approaching unstable flow
- Low speeds
- Major delays at signals
- Little freedom to maneuver



Level of Service "E" (V/C ratio .90 - .99)

- Lower operating speeds
- Volume at or near capacity
- Unstable flow
- Major delays and stoppages

Level of Service "F" (V/C ratio 1.00+)

- Forced flow conditions
- Low speeds
- Volumes below capacity, may be zero
- Stoppages for long periods because of downstream congestion

Source: Highway Capacity Manual,
National Academy of Sciences

Calculation of Level of Service

It is necessary to examine the operation of critical points in the street system at peak hours in order to fully understand how the local traffic system functions. The points which usually limit the capacity of a local street system are its intersections between important arterials. In Sausalito, the operation of the City street system may be measured by the way that Bridgeway, the City's only arterial, operates.

The impact of traffic added by the allowed development on the operation of each signalized intersection along Bridgeway is measured by calculating the intersection LOS for existing and future conditions. Existing Level of Service is based on weekday afternoon peak hour and weekend day peak hour traffic counts taken in August, 1991.

The Volume to Capacity Ratio (V/C) is also usually shown for each signalized intersection. The V/C ratio is useful to see the impact of a change in traffic counts at a greater level of detail than is provided by the Level of Service. V/C measures the relationship of the volume of traffic which makes the critical moves in an intersection to the capacity of the intersection to serve that traffic.

The operation of the intersections along Bridgeway is generally very good. On weekday afternoons, all of the intersections studied operate at service level A or B except for Johnson Street and for the stop sign controlled intersection at Napa Street. At Johnson Street the service level is an acceptable level C. At Napa Street, the traffic which is controlled by a stop sign experiences significant delay - service level E/F - as it attempts to cross or turn onto Bridgeway.

Weekday afternoon traffic in the Downtown area is relatively light. However, the capacity of these intersections is reduced by significant pedestrian activity and there can be some delay for motorists at certain times. Overall, weekday afternoon peak hour conditions were very good when the 1991 traffic counts were taken at the intersections of Bridgeway with Bay and Princess Streets.

With the exception of the Downtown area, weekend day peak hour traffic experiences less congestion than does week day peak hour traffic. In the Downtown, Princess Street operates with limited congestion at service level B and Bay Street operates with significant congestion at service level D. On some peak visitation weekend days, e.g. Art Festival Weekend, congestion is worse than the conditions described on Table 5-3. The data shown on Table 5-3 are based on traffic counts taken in August, 1991.

If no improvements are made to the capacity of any of the intersections studied, the addition of the traffic which would be generated by the new development projected in the General Plan, combined with the traffic projected for new development in areas outside Sausalito, would result in some degradation of the operation of the intersections along Bridgeway. Without added street capacity, five of the ten intersections studied would operate at service levels below the level C established as the goal in this General Plan.

Table 5-3

Intersection Level of Service (LOS) and Volume to Capacity Ratio (V/C)

INTERSECTION OF BRIDGEWAY WITH:	1991 CONDITIONS		PROPOSED GENERAL PLAN + CUMULATIVE		W/PROPOSED PLAN IMPROVEMENTS(1)	
	V/C	LOS	V/C	LOS	V/C	LOS
WEEKDAY AFTERNOON PEAK HOUR						
Gate 6 Road	0.66	B	0.93	E	0.79	C
Gate 5 Road	0.60	A/B	0.79	C		
Coloma Street	0.51	A	0.68	B		
Harbor Drive	0.69	B	0.91	E	0.76	C
Nevada Street	0.48	A	0.61	B		
Easterby Street	0.49	A	0.77	C		
Napa Street	*	E/F	0.92	E		(Note 3)
Johnson Street	0.74	C	0.88	D	0.83	D
Bay Street	0.62	B	0.84	D		(Note 3)
Princess Street	0.54	A	0.75	C		(Note 3)
WEEKEND DAY PEAK HOUR						
Gate 6 Road	0.66	B	0.88	D	0.71	C
Gate 5 Road	0.54	A	0.69	B		
Coloma Street	0.47	A	0.61	B		
Harbor Drive	0.69	B	0.80	C/D	0.73	C
Nevada Street	0.45	A	0.56	A		
Easterby Street	0.46	A	0.69	B		
Napa Street	*	E	0.80	C/D		(Note 3)
Johnson Street	0.72	C(2)	0.95	E(2)	0.78	C(2)
Bay Street	0.87	D	1.13	F		(Note 3)
Princess Street	0.63	B	0.83	D		(Note 3)

* V/C not calculated for stop sign intersections. LOS shown is for Left Turns from Napa Street.

Notes

- 1: Recommended policy on street improvements as described in the text.
- 2: Level of Service may be set by downstream congestion at Bay Street.
- 3: No street improvements are recommended for this intersection.

Source: Robert L. Harrison, Transportation and Service Manager

On week day afternoons, severe congestion, service level E, would exist at Gate 6 Road, Harbor Drive and Napa Street. Significant congestion, service level D, would occur at the Bay Street and Johnson Street intersections with Bridgeway. The intersections of Bridgeway with Gate 5 Road, Coloma Street, Nevada Street, Easterby Street and Princess Street would operate at the desired service level C or better

On weekend days, severe congestion, service levels E or F, would exist at Johnson and Bay Streets. Significant congestion, service level D, would occur at the Gate 6 Road, and the Princess Street intersections with Bridgeway. The intersections of Bridgeway with Napa and Harbor would operate between service level C and D. The intersections of Bridgeway with Gate 5 Road, Coloma Street, Nevada Street and Easterby Street would operate at the desired service level C or better.

Planned Street Improvements to Mitigate the Impacts of Plan Development

In order to fulfill the requirement that the development policies of the General Plan be fully coordinated with the recommended transportation system, certain street improvements are needed to achieve service level C or better at all intersections except those in the Downtown area. The improvements recommended at each intersection are discussed below.

Gate 6 Road Intersection. This intersection is assumed to be reconstructed as described in the EIR for the Marin City USA Project. The changes which would be provided include: An additional southbound through lane from Highway 101 into Sausalito; the redesign of the eastbound right turn from a single free right lane to two right turn lanes which would be controlled by the traffic signal; and an additional eastbound left turn lane.

In addition to the above improvements, the construction of a north bound right turn lane would permit the intersection to operate at service level C, V/C 0.79 on week day afternoon peak hour and 0.71 on weekend day peak hour. This intersection improvement is not necessary to accommodate Marin City development. However, it will be needed at some point in the future to accommodate additional development in Sausalito. The Plan anticipates that the City will fund the addition of the right turn lane when traffic conditions warrant such an improvement.

Harbor Drive Intersection. In order for this intersection to operate at service level C under planned build out development traffic loads, its capacity would need to be increased by adding a new northbound right turn lane and adjusting the signal to allow the intersection to operate with a maximum westbound right turn capacity. The additional northbound right turn lane could be added without disruption to existing buildings or developed areas. In addition, the southbound left turn lane should be lengthened to at least 300 feet in order to provide adequate storage for cars waiting to make the left turn from Bridgeway during morning peak hours.

Johnson Street, Bay Street and Princess Street. The Plan recognizes that these signalized intersections are not subject to the policy which requires a Level of Service C or better. It is not physically possible to expand these intersections without significant impact on the built and natural environments. In addition, the economic viability of the Downtown area is dependent on a high level of pedestrian activity. Large pedestrian crowds in the Downtown, particularly on busy weekend days, makes a high level of traffic service at these intersections difficult to achieve. Street improvements which might better serve vehicle traffic could be a detriment to the existing atmosphere of bustling pedestrian and bicycle activity.

Minor improvements in the form of striping separate left/through and right turn lanes will be needed on the Johnson Street approaches to its intersection with Bridgeway. With these minor

improvements, the Johnson Street intersection would operate at service level D on weekdays. On weekend days the operation of Johnson Street is often set by the downstream congestion found at Bay Street. Under plan build out traffic, Bay Street is projected to operate with severe weekend day peak hour congestion meaning that Johnson Street may also be highly congested at peak hours.

Under the planned development full traffic load, Bay Street is projected to operate at service level F at the peak hour of Summer weekend days. This would mean that traffic would have to wait through more than one red light and long queues of vehicles would develop. It is very difficult to provide improved traffic service at this intersection due to the heavy pedestrian flows across Bridgeway on both sides of Bay Street. A program which would organize the pedestrians to cross in large groups at a single point could be implemented. However, the confinement of pedestrian activity could have a deleterious effect on the Downtown atmosphere. In order to assure the continued economic health of the Downtown area, the balance between a good service level for pedestrians versus an improved service level for vehicles should tip in favor of the pedestrian at this intersection.

Napa Street. Even though Napa Street is not a signalized intersection, traffic studies show that this intersection also operates at a level of service below "C". However, it is only the eastbound traffic lane that is affected by the substandard level of service. To correct the substandard level of service grade, it would be necessary to signalize the intersection. Although signalizing this intersection would bring the level of service to a letter grade "C", the resulting effect would be unnecessary delay and inconvenience to north and south bound traffic.

Marinship Roadway Improvements. The Marinship Specific Plan identifies a circulation plan for the Marinship area. The General Plan recognizes that roadway network which includes improvement of Marinship Way between Easterby and Harbor Drive and the designation of the segment of Marinship Way between Harbor Drive and the Marinship Loop Road as one-way southbound. Any development of properties in the Marinship will require consistency with the circulation plan described in the Specific Plan.

Timing of Improvements. Traffic analysis of land use entitlements provided for in the General Plan shows that maximum potential build out of the City can occur and maintenance of a level of service "C" can be achieved as long as the traffic improvements discussed above are constructed.

The General Plan calls for establishing a monitoring program which will be designed to monitor the flow of traffic along Bridgeway. It is the intent of this program to develop a data base from which the City will be able to determine the level of service letter grade of each signalized intersection along Bridgeway. Once it can be clearly established that the level of service is approaching a letter grade of "D", implementation of the planned street improvements will be presented to the City Council in the five (5) year CIP budget.

■ Other Transportation Issues

Encroachments

Most of the streets and sidewalks in Sausalito do not occupy the entire public right-of-way. This is especially the case for the streets on Sausalito's hillsides. Because of the difficulty in accessing many of the City's steep parcels, many property owners desire to use the vacant portion of the right-of-way adjacent to the street to locate private structures such as garages, parking decks, and stairways.

The City has historically permitted individual property owners to use the right-of-way through granting of encroachment permits from the City Council and only when the City does not plan future road widening in the area and exceptional need can be shown. While the Plan does not call for the prohibition of encroachments, it does call for their continued detailed review by the appropriate public hearing bodies. Primary in that review should be the need to preserve the right-of-way for future on-street parking or other public use. Further, there should be consistency in the review and granting of encroachment requests. The Plan also provides for the investigation of the possibility of compensation to the City for the private use of these public areas, but only when the use for on-street parking has been determined to be unnecessary.

Public Transit Service

Sausalito is fortunate to have two forms of public transportation, those being bus and ferry service. In order to improve the ridership, the Plan encourages improving the transit amenities, such as covered shelters, and supporting local shuttle bus service from the neighborhoods to the bus stops and the ferry terminal.

Park and Ride

The single park and ride area within the City's limits is located at the western most point of Spencer Avenue at Highway 101. This area is extensively used by commuters. Not only is the paved parking lot next to Fire Station #2 used, but both sides of the road running parallel to Highway 101 and the unpaved parking area on the east side of the Highway. The practice of parking on the shoulder of the road when the parking areas have become full is a practice the City wants to curtail. By parking on the shoulder, and sometimes on the highway embankment, the vehicles block sight lines and clutter the highway access road. The Plan calls for the creation of more parking areas for commuters who catch public transit at the highway.

Bicycle Master Plan

Due to its key location and scenic qualities, Sausalito is a popular bicycling destination. Aside from its many waterfront amenities, Sausalito is a gateway between the residential communities of Marin County to the north and the Golden Gate National Recreation Area (GGNRA) and the City of San Francisco to the South. As such, the North-South Bridgeway corridor of Sausalito serves significant populations of commuter, touring, and recreational bicyclists from both within and outside the City. Counts of over 3,900 cyclists on a weekday have been made on the Golden Gate Bridge, many of whom pass through Sausalito. The City conducted a 1999 count during a January weekday, finding 423 bicyclists passing through Bridgeway during daylight hours. Another count on a September weekend day found 1378 bicyclists passing through the south city

limits on Alexander Avenue. High volumes are expected to use the corridor on weekends, particularly on warm summer days. Further, the City expects that bicycle use in Sausalito will only intensify with increasing populations and traffic congestion in the Bay Area.

In 1998, the City Council appointed a Bicycle Safety Task Force, composed of City representatives, community members, business owners, and bicycle activists, to address growing concerns regarding conflicts between bicycles, vehicles, and pedestrians. After several meetings, surveys, and public workshops, the Task Force developed a Bicycle Master Plan outlining a comprehensive north-south bikeway system and identifying education, safety, and enforcement programs to improve bicycle safety and enhance the use of non-motorized travel within the City. The Bicycle Master Plan shall function as an implementation tool of this Circulation and Parking Element and shall be utilized to secure Federal and State funding for recommended infrastructure improvements.

North-South Bicycle System

It is the City's goal to connect all areas of the City by a north-south system of Bicycle routes, lanes, and paths. The definitions and standards to be used in developing such a system shall be identified in the Bicycle Master Plan and shall be consistent with the design standards of CalTrans and the Metropolitan Transportation Commission. The proposed system consists of three (3) major components:

Bridgeway Bikeway South. A largely Class III bike route, with portions of Class II facilities, from the south City limits through the Downtown to accommodate all types of bicyclists. Advisory signs, such as "Bike Route" and "Share the Road", along with improved surfacing and lane striping are proposed to enhance safety along this portion of the Bridgeway corridor.

Bridgeway Bikeway North. A Class II bike facility from the Downtown to the north City limits to accommodate largely commuters and advanced touring cyclists. Advisory signs and bike lanes are proposed to separate bicyclists from vehicular traffic and improve safety conditions along this portion of the Bridgeway corridor.

North-South Recreational Bikeway. A combination Class I and II Bike facility from the Downtown to the north City limits to serve recreational riders, visitors, and novice cyclists. Improvements to existing bike path facilities, development of new in-fill paths, and the installation of bike lanes are proposed to improve safety conditions and enhance this existing bike facility which parallels Bridgeway and accesses the Marinship area.

Potential long-term alternatives to improving the Bridgeway Bikeway South as a largely Class I and/or Class II Bike Facility should be studied to address increasing populations of Bicyclists. Other long term goals include: a) completion of the shoreline bicycle/pedestrian pathway along the Marinship waterfront as a requirement of development projects; and b) development of a shuttle system between Fort Baker and the Downtown that can be used by bicyclists to reduce the number of automobiles in Sausalito and bypass the constrained portion of Bridgeway and Alexander Avenue.

Pedestrian Route Standards

It is the City's goal to connect all areas of the City by a system of pedestrian routes and paths. Sidewalks shall be installed and improved where possible and particularly in the rectilinear and low to moderately sloped blocks of Old Town, New Town, Spring Street, and the Nevada Street Valley. New or improved sidewalks should be required as a condition of development and/or redevelopment in those areas. Pedestrians may also utilize bike paths as multi-use paths, although sidewalks largely parallel the proposed north-south recreational bike facility. Definitions and standards to be used in the development of such a system are described on Table 5-4.

Table 5-4

Pedestrian Routes Definitions and Standards

WIDTH OF BICYCLE/PEDESTRIAN PATHS ¹

Sidewalks (No Bicycles)	5 feet
Sidewalks (Heavy traffic areas)	10 feet
Combination bike path and pedestrian route	12 feet*

* Subject to change per Caltrans Standards

Regional Bicycle Paths and Hiking Trails

Sausalito is a popular bicycling, walking, and hiking destination and through route due to its proximity to the Golden Gate Bridge and the rest of Southern Marin. The trail system through Sausalito has been the focus of two regional trail advocacy groups. The two groups are the San Francisco Bay Trail Project and the Bay Area Ridge Trail Committee.

The San Francisco Bay Trail Project is attempting to create a pedestrian and bicycle trail that will circle the entire Bay Area along the San Francisco Bay shoreline. Sausalito has endorsed this project and the Bay Trail does run through the City limits. Currently, the City has endorsed the Bay Trail only from the Ferry Terminal to the northern City limits. It is the desire of both the City and the Bay Trail Project to connect the trail with East Fort Baker. The City will work with trail advocates to attempt to resolve the safety issues.

Sausalito also seeks to work with other regional agencies, such as the County of Marin, Caltrans, and the National Park Service, to establish an alternate north-south bicycle path to allow through traffic to bypass Sausalito and alleviate bicycle congestion on Bridgeway. Such an alternate path may serve as a needed portion of the Bay Trail and/or Bay Area Ridge Trail.

Local Pedestrian Trails and Paths

Independent of any regional pedestrian trail, the City has many small connector pathways and trails between streets and neighborhoods. Many of these pathways and trails include stairs as is the case with Excelsior Lane and the North Street Steps. The Plan recognizes the importance of these connectors as unique to Sausalito and a part of its natural beauty.

In recognition of this importance the Plan calls for the completion of those pathways that are not complete and the construction of new pathways to complete the pathway system Citywide. When Capital Improvement Programs are prepared, consideration should be given to improving City controlled rights-of-way or paper streets that can be utilized for pedestrian access.

Encroachments of private structures, most commonly fences, have occurred on segments of the pathway system. It is important that these structures be identified and removed so that interrupted pedestrian links can be restored.

For those connecting pathways that currently exist, the Plan calls for the active maintenance of these pathways to ensure their good repair and pedestrian safety. As is the case with the City's parks, the Plan calls for the active involvement of volunteers and neighboring property owners in assisting the City in maintaining the pathway system. Map GP 12 shows, in detail, the locations of the City's pathways and trails.

Waterfront Trail

Since the mid to late 1980's, the City has been requiring that shoreline development in the Marinship construct shoreline pathways for both pedestrians and bicyclists. This requirement provides more access to the waterfront for Sausalito's residents. This Plan calls for the continuation of this practice and to actively encourage key property owners to extend the trail through their properties. The ultimate goal of the City is to have a waterfront trail that extends from the boardwalk at the foot of Main Street to the northern City limits.

Funding Sources

In order to implement the policies identified in this element, the City must identify funding sources to complete the needed improvements. One source is the establishment of assessment districts in specific commercial and industrial areas which would collect a fee based on the amount and type of development that would be permitted. This approach is anticipated in the Marinship Specific Plan.

The City will pursue any available state or federal funding for roadway or transit improvements and will continue to participate in the Marin County Congestion Management program.

Regional Transportation

Solutions to transportation problems facing Sausalito cannot be achieved without cooperation and joint planning with all Marin jurisdictions. Recognizing this the City is committed to working jointly on regional transportation planning efforts. These include the Highway 101 Corridor Study Committee and the County Planning Agency acting as the Congestion Management Authority.

Countywide efforts include the development of a Transportation Systems Management (TSM) Program and the establishment of a Regional Traffic Mitigation Fee. The City will work with other Marin cities and the County of Marin in the development of these and other regional transportation efforts. It is the City's position that transportation improvements should address existing deficiencies and accommodate managed growth in the County. Any regional transportation program should include mass transit projects.

CalTrans

The City will take an active role in cooperating with the California Department of Transportation (CalTrans) in the improvement of the efficiency and safety of Highway 101 as well as the administration of CalTrans owned lands within the Highway 101 right-of-way. The specific project identified as a future improvement that should occur within the lifetime of this Plan is the reconstruction of the Marin City Interchange Bridge.

Although the City has agreed to support the interchange design proposed as part of the Marin City USA project, it is seen as a temporary solution to the improvement of that intersection. The primary concern of the City is that the pillars that support the highway overpass also create a hazard to vehicular safety on Bridge Boulevard. The County of Marin has agreed to support the City in continuing to request CalTrans to fund the rebuilding of the interchange.

The City will also make every effort to promote the northern Sausalito entrance at the Marin City Interchange as the primary entrance for people visiting Sausalito. No signage should be provided by CalTrans at the Alexander Avenue exit to Highway 101 identifying this exit as the Sausalito exit. The three other access points to the City from Highway 101, Alexander, Spencer and Rodeo Avenues, should continue to be viewed and promoted as access points for local traffic.

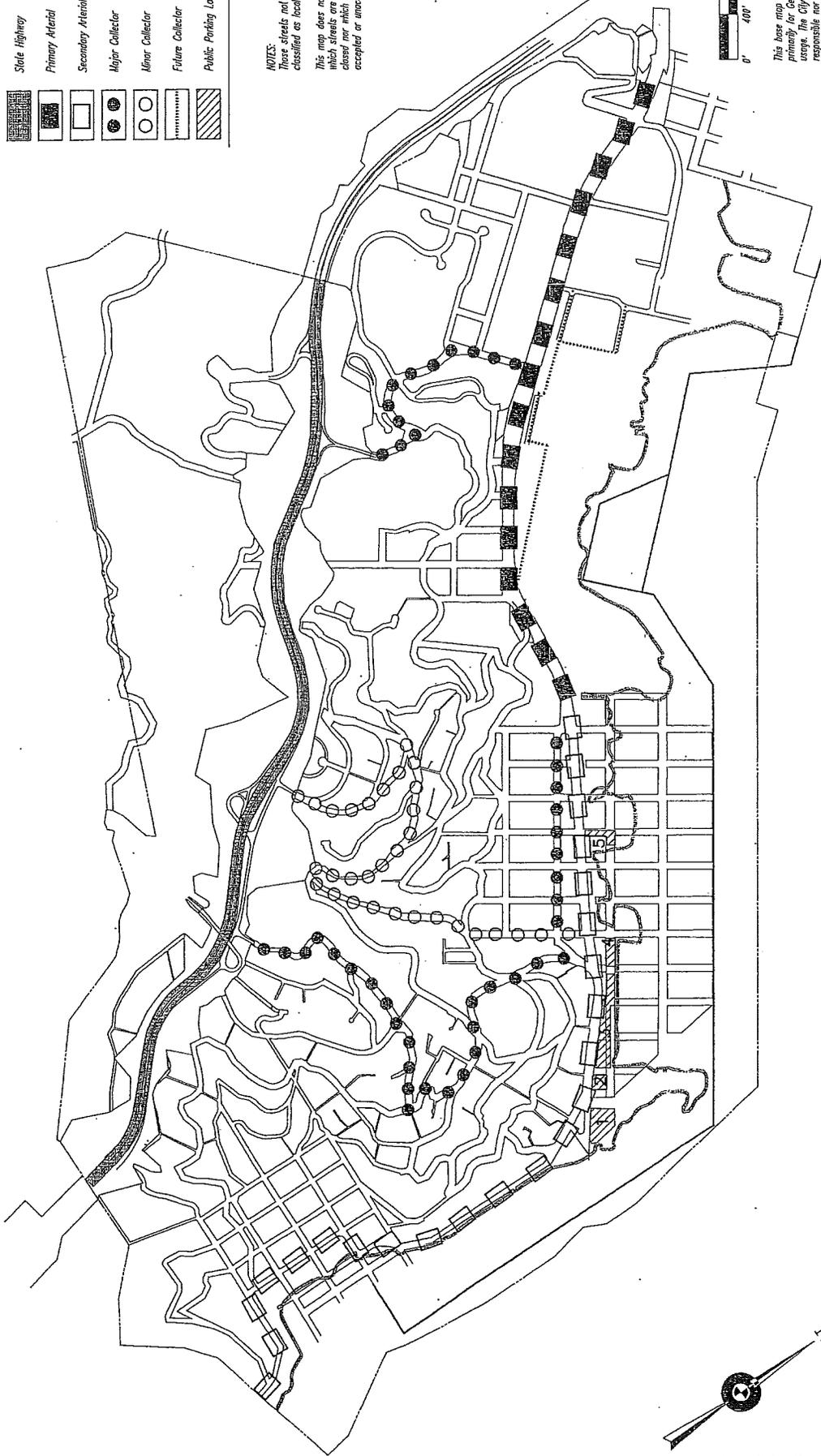
STREET SYSTEM AND PARKING
CITY OF SAUSALITO - GENERAL PLAN

LEGEND:

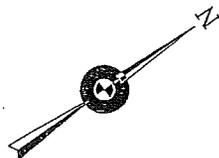
	State Highway
	Primary Arterial
	Secondary Arterial
	Major Collector
	Minor Collector
	Future Collector
	Public Parking Lot

NOTES:
These streets not mapped are classified as local streets.

This map does not purport to show which streets are legally open or closed nor which streets are legally accepted or unaccepted.



This base map was developed primarily for General Planning uses. The City of Sausalito is not responsible nor liable for use of this map beyond its intended purpose.

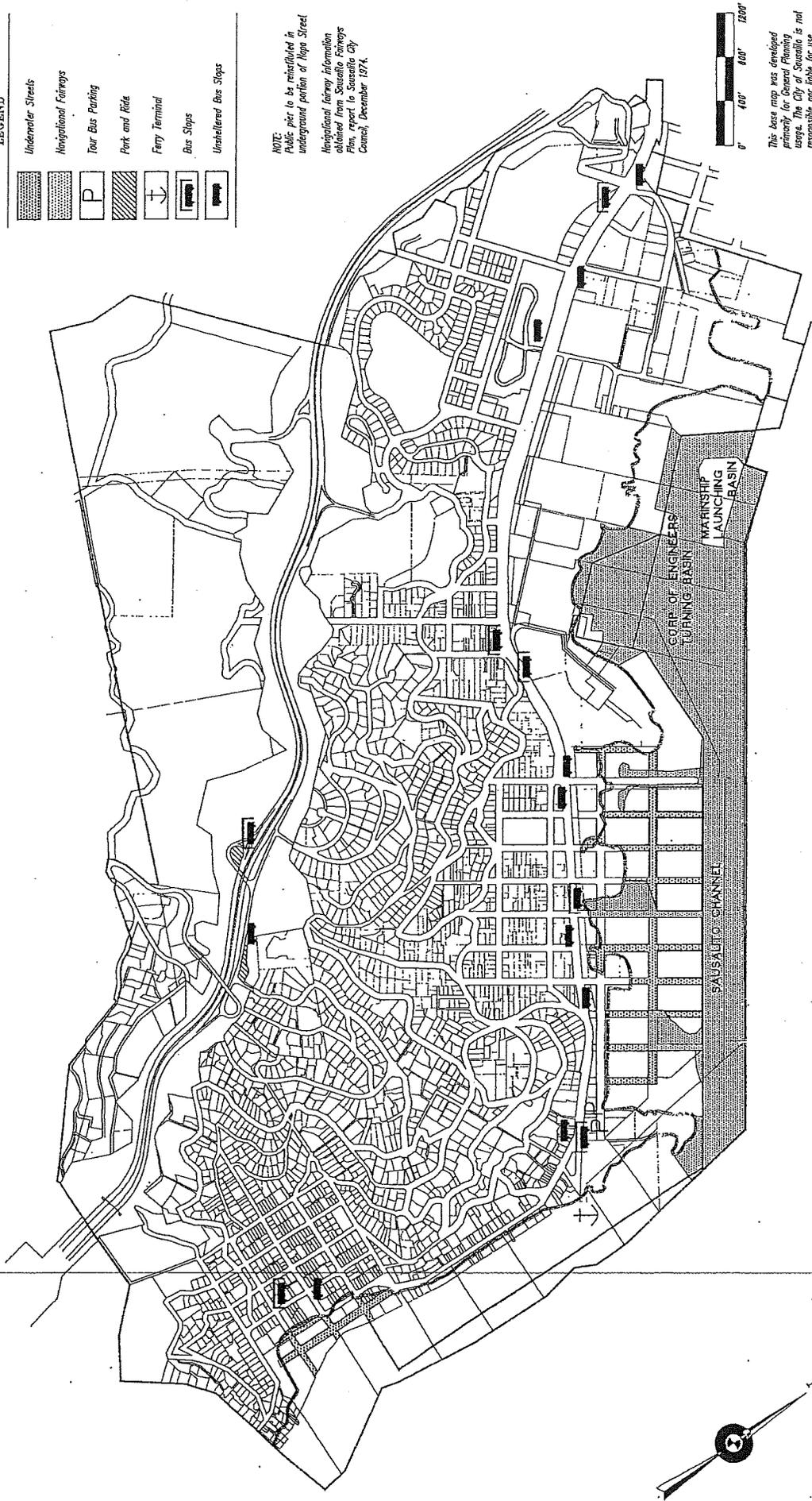


TRANSIT AND NAVIGATIONAL CHANNELS
CITY OF SAUSALITO - GENERAL PLAN

LEGEND

-  Underwater Streets
-  Navigational Fairways
-  Taxi Bus Parking
-  Rent and Ride
-  Ferry Terminal
-  Bus Stops
-  Unsheltered Bus Stops

NOTE: Public pier to be reinstalled in underground portion of Negro Street
 Navigational fairway information obtained from Sausalito Ferries from report to Sausalito City Council, December 1974.



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PATHWAYS AND BIKEWAYS PLAN
CITY OF SAUSALITO - GENERAL PLAN

LEGEND

	Paper Streets
	Shoreline Public Access Path
	Potential Shoreline Public Access Path
	Bicycle Path
	Potential Bicycle Connector Path
	Potential Paths and Steps

