

Future Air Quality Benefits	Value	Source
Reduced HC (kg/weekday)	2,300	<i>(0.0028 kg/mile)</i>
Reduced CO (kg/weekday)	17,400	<i>(0.0209 kg/mile)</i>
Reduced NO _x (kg/weekday)	1,200	<i>(0.00139 kg/mile)</i>
Reduced CO ₂ (kg/weekday)	345,700	<i>(0.4155 kg/mile)</i>
Reduced HC (metric tons/year)	2.3	<i>1000 kg per metric ton</i>
Reduced CO (metric tons/year)	17.4	<i>1000 kg per metric ton</i>
Reduced NO _x (metric tons/year)	1.2	<i>1000 kg per metric ton</i>
Reduced CO ₂ (metric tons/year)	346.0	<i>1000 kg per metric ton</i>
<i>Emissions rates from EPA report 420-F-00-013 "Emission Facts: Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks." 2000.</i>		

3.7 Collision History

In the five years between January 1, 2009 and December 31, 2013 (the five-year period with the most recently available data), Sausalito experienced a total of 49 collisions that resulted in an injury to a pedestrian and/or bicyclist, which represent 33 percent of all collisions. None of those collisions resulted in a fatality and four resulted in severe injuries. Out of the 49 pedestrian- or bicycle-involved collisions, 44 (90 percent) took place along the Bridgeway-Richardson Street-Second Street-South Street corridor. Sideswipes were the most common collision type (29 percent) and improper turning (22 percent) and unsafe speed (20 percent) were the most common collision factors.

3.7.1 Bicycle Collisions

Table 3-3 summarizes the number and type of bicycle-involved collisions from January 1, 2009 to December 31, 2013. Over that time period, the number of bicycle collisions remained relatively consistent, ranging between 5 and 11 collisions per year. On average, bicycle-involved collisions accounted for 28 percent of all collisions in Sausalito between 2009 and 2013. See Table 3-4 for a map of bicycle-involved collisions.

Table 3-3: Bicycle-involved Collisions, 2009-2013 (SWITRS)

	2009	2010	2011	2012	2013	Total
Total Collisions	39	27	33	23	25	147
Total Injury Collisions Involving a Bicyclist	10	5	6	9	11	41
Sever Injury/Fatal Collisions Involving a Bicyclist	2	0	1	0	1	4
Percent Bicyclists-Involved Collisions per Total Collisions	26%	19%	18%	39%	44%	28%

Between 2009 and 2013, all but three bicycle-involved collisions occurred during daylight hours (9AM – 5PM). These are the times when the most car and bicycle traffic is on the streets.

Table 3-4: Bicycle-involved Collisions – Time of Day Comparison, 2009-2013 (SWITRS)

	2009	2010	2011	2012	2013	Total
Daylight (9AM – 5PM)	10	5	5	8	10	38
Dawn & Dusk (6-9AM & 5-8PM)	0	0	0	0	0	0
Night Time (8PM – 6AM)	0	0	1	1	1	3
Total	10	5	6	9	11	41

3.7.2 Pedestrian Collisions

Table 3-5 identifies pedestrian collisions within Sausalito resulting in an injury for the last five years of available data. From January 1, 2009 to December 31, 2013, there were eight pedestrian-involved collisions. Of these eight collisions, none of the collisions resulted in a fatality or severe injury. A map of the collisions is shown in Table 3-6.

Table 3-5: Pedestrian-involved Collisions, 2009-2013

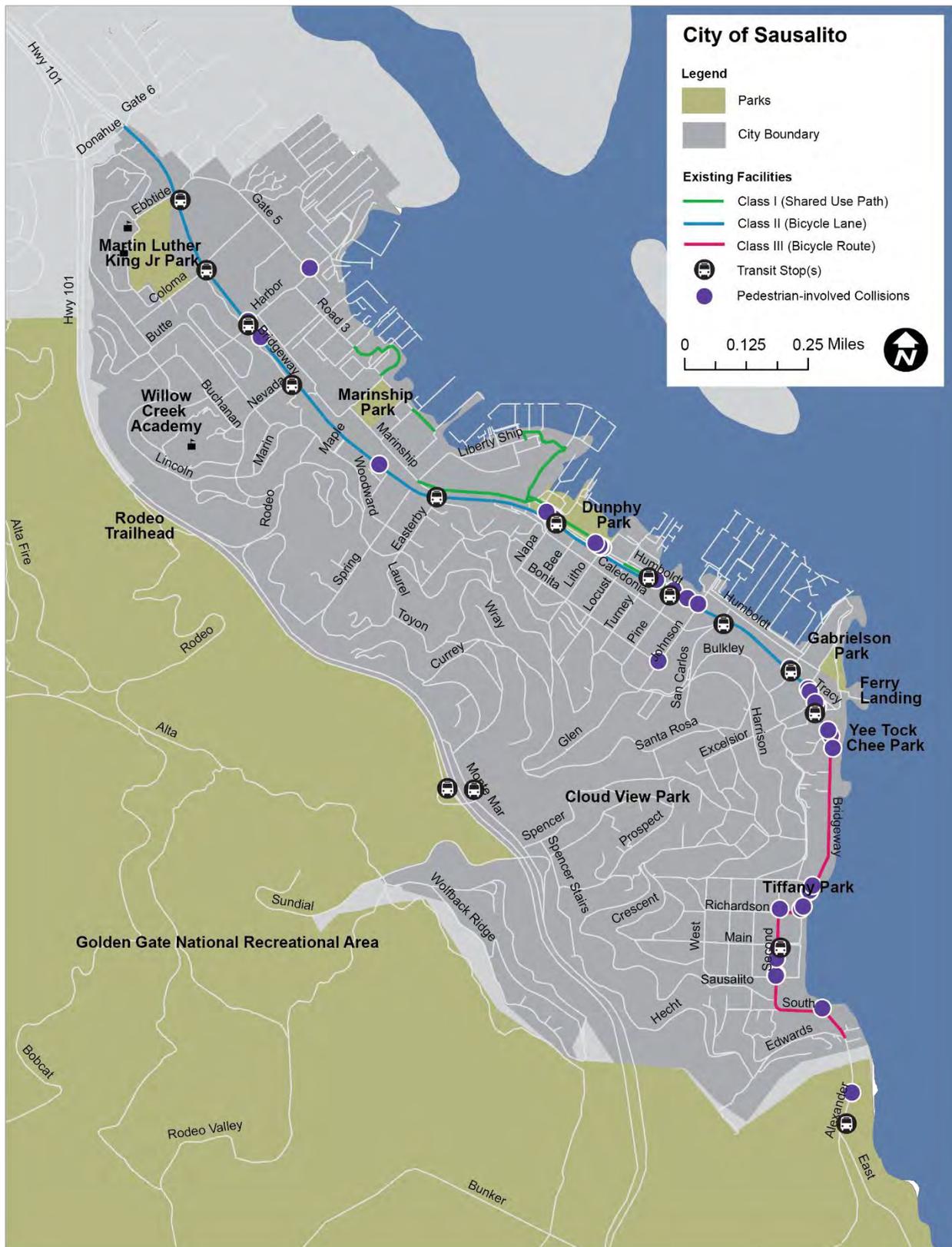
	2009	2010	2011	2012	2013	Total
Total Collisions	39	27	33	23	25	147
Total Injury Collisions Involving a Pedestrian	0	2	3	2	1	8
Severe Injury/Fatal Collisions Involving a Pedestrian	0	0	0	0	0	0
Percent Pedestrian-involved Collisions per Total Collisions	0%	7%	9%	9%	4%	5%

The time of day by which pedestrian-involved collisions occurred was slightly more disperse than bicycle-involved collisions with 5 collisions taking place during daylight hours (9 AM to 5 PM) and three collisions taking place during night (8 PM to 6 AM).

Table 3-6: Pedestrian-involved Collisions – Time of Day Comparison, 2009-2013

	2009	2010	2011	2012	2013	Total
Daylight (9AM – 5PM)	0	2	1	1	1	5
Dawn & Dusk (6-9AM & 5-8PM)	0	0	0	0	0	3
Night Time (8PM – 6AM)	0	0	2	1	0	0
Total	0	2	3	2	1	8

Figure 3-4: Pedestrian-involved Collisions, 2009-2013



4 Proposed Improvements

This section provides information about the proposed improvements for walking and bicycling in Sausalito including both physical improvements (e.g., multi-use paths, bicycle lanes, bicycle routes, bicycle parking, sidewalks, and crossing improvements) and education, enforcement, and encouragement programs (e.g. Safe Routes to Schools).

As shown in the preceding Existing Conditions chapter, Sausalito's current walkway and bikeway system provides opportunities for non-motorized travel through a network of sidewalks, Class I pathways, the Mill Valley-Sausalito Multi-use Pathway, Class II bicycle lanes, and Class III bicycle routes. However, gaps remain in the pedestrian and bicycle network which are critical to providing good connectivity for people walking and bicycling both within the city and attempting to travel to neighboring communities. The connections from residential areas to schools and from San Francisco to downtown and north to Marin City and Mill Valley still present significant obstacles to pedestrians and bicyclists, although some of the issues areas are outside of the City boundaries.

4.1 Proposed Bicycle Facility Improvements

The vision for bicycling in Sausalito includes addressing conflict issues on the South Gateway and Bridgeway corridors by implementing a combination of Class II bicycle lanes and Class IV protected bikeways along the length of the primary north-south corridor and creating a continuous Class I multi-use path parallel to the corridor from the Ferry Terminal to the north City limits. In addition, a Class III bicycle boulevard is proposed along Caledonia Street from Bridgeway to Napa Street and various intersection improvements are proposed to increase visibility of pedestrians and bicyclists and to reduce conflicts among pedestrians, bicyclists, and motor vehicles. See Figure 4-1 for a map of proposed bicycle improvements.

Table 4-1: Priority South Gateway Bikeway Projects

Segment	Begin	End	Facility Type*	Length	Estimated Cost**	Notes
Alexander Ave.	South City Limit	South St.	II	0.10	\$25,000 (implement)	Install southbound Class II Bicycle Lane (see South Gateway Complete Street Project).
South St.	Alexander Ave.	Second St.	II	0.10	\$25,000 (implement)	Extend eastbound Class II Bicycle Lanes to connect Second Street and Alexander Street (see South Gateway Complete Street Project).
Richardson St.	Bridgeway	Second St.	II	0.04	\$12,000 (implement)	Install Class II Bicycle Lanes in the westbound direction to connect to existing southbound Class II Bicycle Lanes on Second Street; develop bikeway transition to proposed Bridgeway projects (see South Gateway Complete Street Project).
Total Proposed South Gateway Projects					\$62,000	

* Class I multi-use paths provide a completely separated right-of-way for the exclusive use of pedestrians and bicycles where crossflow by motorists is minimized. Class II Bicycle Lanes provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted. Class III Bike Routes provide on-street right-of-way, designated by signs or permanent markings and shared with pedestrians and motor vehicles. Class IV Protected Bikeway provides right-of-way designated exclusively for bicycle travel adjacent to a roadway and which is protected from vehicular traffic. Types of separation between vehicular traffic and bicycles on Class IV facilities include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, and on-street parking.

** Planning level cost estimates are based on latest available actual implementation unit costs in the Bay Area, and include all design, environmental, and other costs. Many projects are undefined at this level, and the final type and scope of the project is yet to be determined. The estimates do not include any major right-of-way, environmental, or engineering costs that may be discovered in the feasibility design process. Costs from available feasibility studies are used where available.

Table 4-2: Priority Bridgeway Projects

Segment	Begin	End	Facility Type*	Length	Estimated Cost**	Notes
Bridgeway	Richardson St.	Princess St.	II/IV	0.37	\$130,000 (study)	Evaluate feasibility of providing southbound and/or northbound Class II and Class IV bikeways, including study of the need for and alternatives to (a) on-street parking and (b) the center two-way left-turn lane. The study shall take emergency vehicle access into account.
Bridgeway	Johnson St.	Litho St.	II	0.34		Study the feasibility of providing a northbound Class II bicycle lane and improvements to the existing multi-use sidewalk/path, taking into account the need for and alternatives to on-street parking, left-turn pockets, and emergency vehicle access. Integrate conceptual plans prepared as part of the City's Ferry Landing to Gate 6 Road Path Feasibility Study (p. 7-26 through p. 7-29), *** with the plans for Dunphy Park improvements being developed as a result of City Council direction at its November 10, 2015 meeting. ****
Bridgeway	Napa St.	Easterby St.	II	0.24		Study feasibility of providing southbound Class II bicycle lane consistent with the City's Ferry Landing to Gate 6 Road Path Feasibility Study (p. 7-29 through p. 7-31). **
N/A	Bridgeway	Marinship Way	N/A	N/A		Study potential for enhanced intersection treatments for pedestrians and bicyclists.
Caledonia St.	Bridgeway	Napa St.	III	0.06	\$15,000 (implement)	Consider designating Caledonia St. as a Class III bicycle boulevard***** and installing appropriate signs and pavement markings (i.e., http://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/signs-and-pavement-markings/)
N/A	Bridgeway	Gate 6 Rd.	N/A	N/A	\$400,000 (implement)	Feasibility study and permitting complete. Actively seeking construction funding for enhanced intersection treatments for pedestrians and bicyclists.
Total Proposed Bridgeway Projects					\$545,000	

*** Adopted with Resolution No. 5214 by the City Council during the course of its February 15, 2011 regular meeting, Agenda Item 6B (http://sausalito.granicus.com/MediaPlayer.php?view_id+2&clip_id=12&meta_id=869)

**** http://sausalito.granicus.com/MediaPlayer.php?view_id=2&clip_id=256&meta_id=30295

***** A Bicycle Boulevard is a low-speed, low volume street which has been optimized for bicycle traffic. Bicycle Boulevards discourage cut-through motor vehicle traffic but allow local motor-vehicle traffic. They are designed to give priority to people bicycling as through-going traffic.

Table 4-3: Proposed Bridgeway Path Projects

Segment	Begin	End	Facility Type*	Length	Estimated Cost**	Notes
Bridgeway Path	Ferry Landing	Johnson St.	I	0.34	\$2,000,000-\$2,200,000	Proposed Class I path through parking lots. Feasibility study complete (2011). *** Coordinate with Golden Gate Ferry Landing Landside Improvement Project including public participation.
Johnson St.	Humboldt Ave.	Bridgeway	I	0.03	\$945,000-\$985,000	Proposed Class I path. Feasibility study complete (2011). ***
Bridgeway Path	Johnson St.	Litho St.	I	0.23		Proposed northbound Class I and Class II paths. Feasibility study complete (2011). ***
N/A	Napa St.	Existing paths	N/A	N/A		Improve the existing connection across Napa St. for off-street multi-use paths. Consider RRFB. Feasibility study complete (2011). ***
N/A	Marinship Way	Liberty Ship Way	N/A	N/A		Proposed enhanced intersection treatments for pedestrians and bicyclists. Coordinate with City's General Plan, Marinship Specific Plan, and Circulation Plan update. Feasibility study complete (2011). ***
Bridgeway Path	Liberty Ship Way	Harbor Dr.	I	0.47		\$6,440,000-\$8,000,000
N/A	Harbor Dr.	Bridgeway/Marinship Way	N/A	N/A		Proposed enhanced intersection treatments for pedestrians and bicyclists. Coordinate with City's General Plan, Marinship Specific Plan, and Circulation Plan update. Feasibility study complete (2011). ***
Bridgeway Path	Harbor Dr.	Gate 6 Rd.	I	0.48	\$1,270,000	Proposed Class I path (widening). Feasibility study complete (2011). *** Design updated for ATP Cycle 2 application.
Total Proposed Bridgeway Path Projects					\$10,655,000-\$12,455,000	

4.1.1 County Bicycle Route Signs

The County of Marin has undertaken a bicycle route guide signage project that marks countywide bicycle routes. The City of Sausalito should identify needs for placement of these new bicycle route signs along roadways within City boundaries.

4.2 Proposed Pedestrian Facility Improvements

The vision for walking in Sausalito includes the proposed multi-use path projects from Section 4.1, plus improved transit connections and the continuation of citywide conformance of the ADA Self-Evaluation and Transition Plan.

Table 4-4: Proposed Pedestrian Projects

Segment	Begin	End	Estimated Cost	Notes
Spencer Ave. Undercrossing	Monte Mar Dr.	Morning Star Trail	\$40,000 (study)	Support TAM in evaluating existing conditions, projecting future needs, and working with Caltrans and public transit agencies to implement improvements related to lighting, pedestrian circulation, and ADA compliance.
Alexander Ave.	South St.	South City Limit	\$651,000 (implement)	Construct a retaining wall on the south side of Alexander Avenue and widen the road 4 to 5 feet to the south; widen the sidewalk to 5 feet wide by widening to the south; avoid impacting the properties at 28 and 64 Alexander Avenue; retain the shoulder for southbound bicycle traffic; reconstruct sidewalks to eliminate or reduce driveway cross-slopes at driveways south of 64 Alexander Avenue; convert Edwards Avenue to emergency access only with a raised barrier and signage; and install a marked crosswalk at the Alexander Avenue/Edwards Avenue intersection with a pedestrian-activated flashing beacon (See South Gateway Complete Street Project).
Richardson St.	Bridgeway	Second St.	\$144,000 (implement)	Install a marked crosswalk at the Richardson Street/Second Street intersection with a pedestrian refuge island and rectangular rapid flashing beacons; install bulb-outs to shorten pedestrian/bicycle crossing distance; and reconstruct sidewalks and install ADA-compliant curb ramps (See South Gateway Complete Street Project).
Second St.	Richardson St.	South St.	\$519,000 (implement)	Install standard pedestrian/bicycle crossing warning signs at marked crosswalks and consider providing flashing beacons if warranted by crossing volumes; and remove sidewalk obstacles, reconstruct sidewalks, and install ADA-compliant curb ramps (See South Gateway Complete Street Project).
South St.	Second St.	Alexander St.	\$445,000 (implement)	Widen South Street by about 6 feet to the north and reconstruct the sidewalk, curb and gutter; construct a midblock crosswalk with a pedestrian-activated flashing beacon; and reconstruct sidewalks to eliminate or reduce driveway cross-slopes (See South Gateway Complete Street Project).
City-wide Pedestrian Projects	N/A	N/A	Various	Continue removal of barriers to accessibility in public rights-of-way in conformance with the Self-Evaluation and Transition Plan.
Total Proposed Pedestrian Projects			\$1,799,000	

4.2.1 Signalized Intersection Improvements

There are a variety of engineering improvements that can improve pedestrians' walking experience when crossing signalized intersections. An improvement that is recommended for some of Sausalito's signalized intersections is signal re-timing. This improvement is described below.

4.2.1.1 Signal Timing

Signal timing is the amount of time each phase of a signal is allotted for vehicles to pass through or pedestrians to cross the street. Per the CA MUTCD, standard traffic engineering design assumes that pedestrians travel at 3.5 feet per second, which is used to determine the amount of time to assign to the pedestrian clearance interval. For slower pedestrians, such as the elderly and children, this assumed walking speed may result in them not being able to fully cross the street before the light changes. By adjusting the signal timing to a slower walking rate, pedestrians will have more time to cross the street.

4.2.1.2 Audible Signals

Audible signals provide a cue to visually-impaired pedestrians that there is a "Walk" signal. Audible signals are usually chirping sounds and can also be the name of the street to cross. Sounds are activated by the pedestrian push-button. The MUTCD states that installation of audible signals should be based on an engineering study that considers:

- *Potential demand for accessible pedestrian signals*
- *A request for accessible pedestrian countdown signals*
- *ADA-compliant push buttons*
- *Traffic volumes during times when pedestrians might be present; including periods of low traffic volumes or high turn-on-red volumes.*
- *The complexity of traffic signal phasing.*
- *The complexity of intersection geometry*

Sausalito should consider installing audible signals at signalized intersections under its Self-Evaluation and Transition Plan.

4.2.2 Uncontrolled Crosswalk Improvements

Intersections without traffic signals or STOP signs are considered uncontrolled intersections. The decision to mark a crosswalk at an uncontrolled location should be guided by an engineering study.

Factors considered in the study include vehicular volumes and speeds, roadway width and configuration, stopping sight distance, distance to the next controlled crossing, night time visibility, grade, and pedestrian volumes.

4.2.2.1 In-Street Yield to Pedestrian Signs

In-Street Yield to Pedestrian Signs are flexible plastic “paddle” signs installed in the center of a roadway to enhance a crosswalk at uncontrolled crossing locations. The City of Sausalito uses these signs at several uncontrolled intersections.

Sausalito is testing the use of “paddle” crosswalk signs at uncontrolled crosswalks such as those along Bridgeway with particular attention paid to sign frequency to prevent visual clutter and to maintain the effectiveness of the installed signage at select locations.

4.2.2.2 High-visibility Crosswalk Markings

Because of the low approach angle at which pavement markings are viewed by drivers, the use of longitudinal stripes in addition to or in place of the standard transverse markings can significantly increase the visibility of a crosswalk to oncoming traffic.

High-visibility crosswalk markings have been shown to increase motorist yielding and channelization, leading the Federal Highway Administration (FHWA) to conclude that high-visibility crosswalks have a positive effect on pedestrian and driver behavior.¹

High-visibility crosswalks should be marked using the continental pattern of crosswalk striping, which consists of a series of wide stripes parallel to the curb for the length of the crossing. (These are distinguished from ladder crosswalks, which retain the transverse side stripes of the standard crosswalk in addition to the wide ‘rungs’ of the ladder, or zebra crosswalks, which have diagonal stripes.

When transverse markings are converted to continental markings, the side stripes may remain, since removal is costly, but the side stripes should not be maintained. To the extent possible, continental crosswalks will be designed with the stripes placed to avoid wheel paths, which can reduce long-term maintenance needs.

4.2.2.3 Pedestrian Crossing Beacons

Pedestrian crossing beacons can be used to control traffic at intersections where traffic or physical conditions do not justify a full signal but crash rates indicate the possibility of a special need, or to provide supplementary warning of a midblock or uncontrolled school crosswalk. They should be considered for use at high-conflict uncontrolled crossing locations with significant pedestrian volumes where visibility is compromised by grades, curves, or other conditions.

[Chapter 4K of the MUTCD](#) provides guidance for the use of flashing beacons.

¹ Crosswalks. SFBetterStreets. <<http://www.sfbetterstreets.org/find-project-types/pedestrian-safety-and-traffic-calming/crosswalks/>>

4.3 Proposed Bicycle Parking and Support Facilities

Bicycle parking and other support facilities (such as shower and changing facilities) are critical for recreational and commuter bicyclists, alike. A systematic program to improve the quality and increase the quantity of bicycle parking facilities would be beneficial to Sausalito residents and visitors, and recommendations for a program are detailed below.

Bicycle parking should be provided and maintained at or near all public destinations, including:

- *Parks (e.g. Dunphy Park)*
- *Schools*
- *Along Bridgeway near commercial destinations (e.g. restaurants and cafes)*
- *Near bus stops*
- *Ferry Terminal*
- *Trailheads (e.g. Wolfback Ridge Road)*

All bicycle parking should be in a safe and secure area, if possible. Bicycle parking in public areas will be provided by the City. Bicycle parking on sidewalks in commercial areas will be provided according to specific design criteria, reviewed by merchants and the public, and installed as demand warrants. As a general rule, inverse “u” type racks bolted into the sidewalk are preferred on downtown sidewalks and to be located at least every 250 feet or at specific bicycle destinations, such as bicycle shops, at least 2 feet from the curb and between marked parking spaces, and with a minimum of 4 feet left clear for pedestrians in compliance with ADA accessibility guidelines.

Consider requiring all new commercial development or redevelopment in excess of 5,000 gross leasable square feet to provide one space in an approved bicycle rack per 10 employees.

Bicycle parking for existing non-residential uses should be implemented through one or a combination of the following two methods: 1) Require existing non-residential uses to provide bicycle parking per the requirements described above as part of the building permit process or 2) subsidize the cost of bicycle parking through small advertisements on the racks themselves and/or through grants from public or private sources.

A special program to construct bicycle corrals at local schools should be continued and enhanced where needed. These simple enclosed facilities are locked from the beginning to the end of school and address the theft and vandalism concerns of students.

In 2014, Tracy Way was closed by the City of Sausalito and transformed into a bicycle parking area, to provide additional bicycle parking for users of the Ferry Terminal and people connecting to the downtown commercial area. In addition, the City should work with Golden Gate Transit to consider studying the feasibility of creating a Ferry Terminal Bike Station that could provide indoor bicycle parking, showers, restrooms, and other bicycle services such as maintenance, rentals, and concessions.

The City should continue its existing program to provide secure valet bicycle corrals at all major special events (such as the Sausalito Art Festival) to encourage residents and visitors to bicycle rather than drive to Sausalito. The City should continue to sponsor this valet bicycle parking and work with the Marin County Bicycle Coalition or other non-profits to provide volunteers to staff the corral during events.

4.4 Enforcement, Education, and Maintenance Programs

The Sausalito Pedestrian and Bicycle Master Plan provides both physical recommendations (such as bicycle lanes) and program recommendations. Some of the program recommendations, such as changes in zoning requirements for bicycle parking, have already been covered. This section covers future efforts to educate pedestrians, bicyclists, and motorists and efforts to increase the use of walking and bicycling as modes of transportation.

There is a need for improved enforcement of existing traffic regulations, improved pedestrian, bicyclist, and motorist education, and improved maintenance. The recommendations included in the following section consist of the following elements:

- *Make it clear through signing and other methods that traffic regulations for pedestrians, bicyclists, and motorists in Sausalito are strictly enforced, including the requirements to share travel lanes with bicyclists in congested areas, using clear visual signage designed appropriate for English and non-English speakers.*
- *Improve pedestrian, bicyclist, and motorist education through a variety of methods including participation in the Marin County Safe Routes to Schools program and Share the Road campaign.*
- *Adopt specific maintenance and construction standards that take into consideration pedestrians and bicyclists, including pavement surface tolerances, gutter lips, crack repair, temporary and permanent gates, and regular sweeping along bicycle routes.*

As described in Chapter 2, the Department of Public Works and the Police Department have a history of improving safety conditions for pedestrians and bicyclists. Unfortunately, the lack of education for pedestrians and bicyclists, especially younger students or tourists unfamiliar with California traffic laws, continues to be a cause for concern. Many less-experienced adult bicyclists may also be unsure how to negotiate intersections and make turns on city streets.

4.4.1 Share the Road Campaign

In the past, Sausalito has participated in the Share the Road campaign, a public-private partnership between Marin County and the Marin County Bicycle Coalition. Through its participation, the city has begun to address many of the adult bicyclist safety goals that were first identified in the 1999 Bicycle Master Plan.

Checkpoints were conducted in Sausalito in 2005, 2006, and 2007. This plan recommends that Sausalito continue checkpoints on an annual or biannual basis. In addition, this plan recommends that the City work with the Marin County Bicycle Coalition and to her government agencies to hold Share the Road safety presentations that reach out to pedestrians, bicyclists, and motorists with on-road and trail safety messages. Additionally, the City should help to promote Basic Street Skills Classes to the bicycling community to encourage safe riding.

These recommendations are highly cost-effective for the City because all activities are currently offered free of charge by the Marin County Bicycle Coalition. The only expense would be for law enforcement staff hours to participate in checkpoints. Details regarding the Share the Road campaign can be found at www.marinbike.org.

4.4.2 Safe Routes to Schools

Identifying and improving routes for children to walk or bicycle to school is an effective means of reducing morning traffic congestion and addressing potential safety concerns around schools. Most effective school commute programs are joint efforts of the school district and City or Marin County, with parent organizations adding an important element. The traffic calming, route maps, and infrastructure improvements that result from an extensive Safe Routes to Schools plan benefit not only students walking and bicycling to school but also other pedestrian and bicyclists that are using routes near schools.

The 1999 Sausalito Bicycle Master Plan and 2008 update identified a need for future school education, curriculum development, and development of an engineering toolbox to address physical issues in the areas surrounding schools. The City of Sausalito should consider working to engage the public and private schools within its boundaries in the Marin County Safe Routes to Schools program. Infrastructure improvement plans at local schools should be coordinated with city-wide pedestrian and bicycle infrastructure improvements to create a seamless network by which school-aged children can travel on foot and by bicycle. The following recommendations are incorporated from the 2011 Marin County Safe Routes to Schools Program Evaluation:

- *Expand to other schools not currently participating in the program*
- *Take advantage of available technology, such as integrating web-based tools and social media, to engage program participants.*
- *Develop a strategic plan that will provide an overarching vision for the countywide Safe Routes to Schools program.*

4.4.3 Bicycle Clunker and Parts Program, Bicycle Repair Program

This program, which already exists in San Rafael as the “Trips for Kids” program, ties directly into the previous program by obtaining broken, stolen, or other bicycles and restoring them to working condition. The program’s dual mission is also to train young people (ages 12-18) how to repair bicycles as part of summer jobs training effort. Bicycles are an excellent medium to teach young people the fundamentals of mechanics, safety, and operation. Young people can use these skills to maintain their own bicycles or build on related interests. The program is often staffed by volunteers from local bicycling organizations, and the seed money to this type of program often comes from a local private funding source. The proposal submitted to this source should clearly outline the project objectives, operating details, costs, effectiveness evaluation, and other details.

4.4.4 Bicycle Facilities Map

The City should work with the school district, Chamber of Commerce, and local businesses to produce a walking and bicycling map that shows existing and recommended touring and commuting bicycles routes, pedestrian thoroughfares, access to trails, historic walking tours, and school commute routes.

4.4.5 Community Adoption

Programs to have local businesses and organizations “adopt” a pathway similar to the adoption of segments of the Interstate Highway system. Supporters would be identified by small signs located along the pathway acknowledging their contribution. Support would be in the form of an annual commitment to pay for the routine maintenance of the pathway and/or conducting community clean-ups and safety outreach.

4.4.6 Employer Incentives

Employer incentives to encourage employees to try walking and bicycling to work include sponsoring bicycle races and events, providing bicycle lockers and shower facilities, and offering incentives to employees who commute on foot or by bicycle by allowing for more flexible arrival and departure times, and possibly paying for transit or taxis during inclement weather. The City may offer incentives to employers to institute these improvements through air quality credits, lowered parking requirements, reduced traffic mitigation fees, or other means.

4.4.7 Bike-to-Work and Bike-to-School Days

Bike-to-Work days could be sponsored by the City, possibly with other countywide agencies, such as TAM, to help promote bicycling as a commute alternative. Bike-to-School days could be jointly sponsored with the school district, in conjunction with the Marin County Safe Routes to Schools program.

4.4.8 Bike Races and Events

The City is well positioned to capitalize on the growing interest in on-road and off-road bicycle races and criteriums, as well as half and full marathons. Events would typically be sponsored by local businesses and involve some promotion, insurance, and development of adequate circuits for all levels of bicyclists and runners. It is not unusual for these events to draw up to 1,000 bicyclists or runners, which would bring additional revenue into the city.

The City can assist in developing these events by acting as a co-sponsor and expediting and possibly underwriting some of the event expenses, such as police time. The City should also encourage these events to have races and tours that appeal to the less experienced bicyclists and runners. For example, in exchange for underwriting part of the costs of a race, the City could require the event promoters to hold a bicycle repair and maintenance workshop for kids, short races for kids, and/or tour of the route lead by experienced bicyclists who could show less experienced bicyclists how to safely negotiate city streets.

An example of a bike event coordinated with the City is the Amgen Tour of California. The Tour is a professional bicycling road race which takes place each February and draws thousands of spectators and a significant amount of economic activity to Sausalito each year. Sausalito served as a host city from 2006 to 2009.

4.4.9 Maintenance

Maintenance is often identified as one of the chief obstacles in the implementation of local pedestrian and bicycle plans in Marin County. Sausalito's walkways and bikeways should be well-maintained. Some tasks, such as repairing damaged and potholed roadway surfaces, clearing plant overgrowth, and regular sweeping are associated with routine roadway maintenance. Additional care and attention should be taken to ensure walkways and bikeways are included in maintenance, such as repainting faded street lines and markings, and repositioning these lines and markings where needed. For example, street sweeping activities should include the bike lane and not transfer debris out of the roadway and into the bicycle lane or shoulder area. Other maintenance activities are bikeway specific and could include restriping lanes, repainting stencils, and replacing signs. Clearing storm debris, repairing cracks in the sidewalk and fixing trip-and-fall hazards are all typical routine sidewalk maintenance to ensure continued ADA accessibility. Roadway and other capital improvement construction projects present unique challenges for maintaining bikeways and pedestrian facilities.

4.4.9.1 "Spot improvement" Maintenance

The City should ensure that a mechanism exists to alleviate potential hazards for pedestrians and bicyclists at specific locations. Training should be provided if necessary to ensure that public works and other maintenance employees recognize recurring pedestrian and bicyclist issues such as:

- *Improperly designed or placed drainage grates*
- *Cracks or seams in the pavement or sidewalk*
- *Overhanging tree limbs or encroaching vegetation located along bikeways and walkways*
- *Areas where debris accumulates in bike lanes and on sidewalks and pathways*

4.4.9.2 Integrate Maintenance into DPW Process

All printed and online bicycle education materials and maps should include the Department of Public Works maintenance request website and phone number.

Continue to support the Sausalito Public Works Service Request [online form](#) that allows residents to notify the Department of Public Works of potholes, broken street lights, needed tree trimming, and other maintenance issues.

5 Plan Implementation

This chapter identifies steps towards implementation of the proposed facilities and programs of this plan, project prioritization, and strategies for marketing the plan.

5.1 Implementation Process

Projects identified in the Sausalito Pedestrian and Bicycle Master Plan have come from a variety of sources, including project and planning documents identified in Chapter 3, as well as from comments from agency staff, Sausalito residents, and the Pedestrian and Bicycle Committee (PBAC). Local matching funds, such as TDA or Measure A sales tax funds, should be allocated whenever possible to projects that meet the funding criteria of those programs. The actual schedule for implementation on a year-to-year basis should be determined by (a) the readiness of each project in terms of local support, (b) CEQA approvals, (c) right-of-way control, (d) timing with other related improvements, and/or (e) success in obtaining competitive funding.

The steps between the individual project concepts identified in this plan and final completion will vary from project to project but typically include:

- 1. Adoption of the Sausalito Pedestrian and Bicycle Master Plan by the Sausalito City Council.*
- 2. Preparation of a feasibility study involving a conceptual design (with consideration of possible alternatives and environmental issues) and more detailed cost estimates for individual projects as needed.*
- 3. Secure, as necessary, outside funding and any applicable environmental approvals.*
- 4. Approval of a project by the local planning body (if applicable) and City Council, including the commitment by the latter to provide for any unfunded portions of project costs.*
- 5. Completion of final plans, specifications and estimates (PS&E), advertising for bids, receipt of bids and award of contract(s).*
- 6. Construction of project.*

5.2 Infrastructure Project Prioritization

Once a pedestrian and bikeway system has been identified, the next challenge is to prioritize the projects that will offer the greatest benefit to users once implemented. Sausalito projects should be prioritized according to what will bring the greatest benefit to local residents as well as serving the needs of visitors to the City such as the large numbers of bicyclists who visit to walk or bicycle for recreational purposes along Bridgeway and Caledonia Street. The project prioritization in the following section was developed through a qualitative analysis based on stated priorities of the PBAC and City staff, priorities communicated by the public in public meetings and workshops, priorities from the 2008 plan update and the criteria detailed below.

- Continuity - Does the project provide new or significantly improved connectivity on established corridors or between major activity areas that does not currently exist or is not currently usable by the general public?*

- *Gap Closure* – Does the project provide a new connection between major activity centers or on a major corridor that currently either does not exist or has convenience/safety issues?
- *Demand Patterns* – Does the project serve a significant existing or potential demand, as evidenced by (a) counts or observed activity, (b) comments from the public, (c) connectivity and proximity to major generators, and/or (d) projections from an acceptable demand model?
- *Safety* – Does the project address a significant safety concern in a community as evidenced by collision data, field observations, and/or public perception and comments?
- *Project Readiness* – Are the key feasibility issues of the project (right-of-way, environmental impacts, engineering issues, cost issues, neighborhood support) understood and not expected to negatively affect or delay the project? Has any formal feasibility study, engineering or design been conducted?
- *Multi-Modal Integration* – Does the project provide enhanced connectivity to existing transit services?
- *Cost/Benefit Analysis* – Will the project provide the greatest benefit to bicyclists for the amount invested to build it?

It is important to remember that the lists of pedestrian and bikeway projects and programs are flexible concepts that serve as guidelines to those responsible for implementation. The project priorities, and perhaps even the overall system and segments themselves, may change over time as a result of changing walking and bicycling patterns and implementation constraints and opportunities. Project prioritization is not meant as an absolute value, rather only as an indication of projects' relative importance, and as such, these priorities should be considered a "living document". The PBAC and City staff should review the project priorities on an annual basis to ensure that it reflects the most current priorities, needs, and opportunities for implementing the pedestrian and bikeway network in a logical and efficient manner, and that in particular the list takes advantage of all available funding opportunities and grant cycles. As projects are implemented and taken off the list, new projects should be moved up in status.

5.3 Bicycle Project Prioritization (Highest Priority to Lowest Priority):

- **South Gateway Projects** – Strip Class II bicycle lanes along Alexander Avenue (southbound), South Street (eastbound), and Richardson Street (westbound).
- **Bridgeway Projects** – Study feasibility of continuous bi-directional Class II bicycle lanes and/or Class IV protected bikeways along Bridgeway from Richardson Street to Gate 6 Road, along with bicycle intersection improvements.
- **Caledonia Street Bicycle Boulevard** – Consider designating Caledonia Street from Bridgeway to Napa Street as a Class III bicycle boulevard with appropriate signs and pavement markings.
- **Bridgeway Path Projects** – Build upon existing multi-use paths to create a continuous Class I multi-path parallel to Bridgeway from the Ferry Terminal to Gate 6 Road, including potential enhanced intersection treatments.
- **Marin County Bicycle Route Signs** – Identify potential locations for new Marin County bicycle routes signs along roadways within City Boundaries.

5.4 Pedestrian Project Prioritization (Highest Priority to Lowest Priority):

- **South Gateway Pedestrian Projects** – Implement pedestrian projects along the Alexander Avenue/South Street/Second Street/ Richardson Street corridor.
- **Spencer Avenue Undercrossing** – Support TAM in evaluating existing conditions, projecting future needs, and working with Caltrans and public transit agencies to implement improvements related to lighting, pedestrian circulation, and ADA compliance.
- **Citywide Pedestrian Projects** – Continue removal of barriers to accessibility in public rights-of-way in conformance with the Self-Evaluation and Transition Plan, including improving pedestrian safety across all of the uncontrolled crosswalks along Bridgeway.

5.5 Marketing the Plan

The success of the Sausalito Pedestrian and Bicycle Master Plan depends largely on the community's acceptance and promotion of the plan's contents. City departments and commissions should incorporate the policies, objectives, and spirit of the plan into their respective projects and responsibilities. The following steps will help ensure the plan becomes a living document, helping shape the future of transportation in Sausalito.

- *Distribute copies of the plan to members of the Planning Commission and other commissions as appropriate.*
- *Distribute copies of the plan to City's Planning, Police, and Public Works Departments and to the PBAC.*
- *Provide copies of the existing facilities map to local schools, bicycle and recreational groups, transit agencies, bicycle shops, and major employers.*
- *Post the plan on the City's website.*
- *Publish a press release about the creation of the plan.*
- *Provide a copy of the plan to the public library.*

Appendix A: Funding Opportunities

This chapter provides information on potential funding sources for pedestrian and bicycle improvements. Federal, state and local government agencies invest billions of dollars every year in the nation's transportation system. Only a fraction of that funding is used in development projects, policy development and planning to improve conditions for pedestrians and bicyclists. Even though appropriate funds are limited, they are available. To support agency efforts to find outside funding sources to implement bicycle and pedestrian improvements, a summary by source type is provided below.

5.6 Federal Sources

Fixing America's Surface Transportation (FAST) Act

Enacted in December 2015, the Fixing America's Surface Transportation (FAST) Act dedicates a combined \$305 billion from the Highway Trust Fund (HTF) and the General Fund (GF) of the United States Treasury to fund federal highway, highway safety, transit, and rail programs for fiscal years (FY) 2016-2020. The FAST Act replaces the Moving Ahead for Progress in the 21st Century Act (MAP-21) and represents the federal government's first long-term comprehensive surface transportation legislation since 2005. Compared to MAP-21, the FAST Act contains a 15 percent increase in highway investment (\$233 billion), an 18 percent increase in transit funding (\$49 billion), and an equivalent level of federal passenger rail investment (\$10 billion) over the five year period. The FAST Act will provide every state a 5.1 percent increase in formula funds in FY 2016 followed by annual increases ranging from 2.1 percent in FY 2014 to 2.4 percent in FY 2017.

National Highway Performance Program (NHPP)

The NHPP is the most significant highway program, receiving 63.7 percent of formula funds remaining after funding is provided for the Congestion Mitigation & Air Quality (CMAQ) Program, metropolitan planning, and national freight programs. The FAST Act will add two permissible uses for NHPP funds: to pay subsidy and administrative costs for Transportation Infrastructure Finance and Innovation Act (TIFIA) projects and for improvements to bridges that are not on the National Highway System.

Surface Transportation Block Grant Program (STBGP)

The FAST Act expands the existing Surface Transportation Program (STP) into the STBGP which places more decision-making power in the hands of state and local governments. The FAST Act simplifies the list of uses eligible for program funds and increases the ways that funds can be used for local roads and rural minor collectors. The new program requires 55 percent of program funds be distributed within each state on the basis of population, compared to 50 percent under STP. In addition, \$835 million to \$850 million of funding is set aside for the transportation alternatives program, which supports a variety of pedestrian, bicycling, and environmental activities. The bill requires states to invest the same amount each year in recreational trails as invested in 2009, although states are able to opt out of the Recreational Trails Program. The STBGP receives the same 29.3 percent of formula funds under the FAST Act as STP did under MAP-21.

STBGP Set-aside

What used to be the Transportation Alternatives Program (TAP) under MAP-21, which included the Transportation Enhancements, Safe Routes to School, and Recreational Trails programs, is now the Surface Transportation Block Grant Set-aside Program. These funds may be used for a variety of pedestrian, bicycle, and complete street projects including sidewalks, bikeways, multi-use paths, and rail-trails. The FAST Act changes funding for this program from 2 percent of annual apportionments (about \$820 million per year) to a flat \$835 million in FY 2016 and FY 2017 and then to \$850 million per year thereafter. The FAST Act also expands eligible recipients for funds to include nonprofits responsible for administration of local transportation safety programs and requires annual reports from state and local planning organizations on the number of project applications and awards.

Highway Safety Improvement Program (HSIP)

The FAST Act eliminates the ability of states to shift funds designated for infrastructure safety programs to behavioral or educational activities, ensuring resources remain in construction-related programs. It also designates several new safety improvements eligible for funding including vehicle-to-infrastructure communication and roadway improvements that provide separation between pedestrians and motor vehicles.

With regards to unpaved roads, the FAST Act allows states to “opt out” of collecting safety inventory data for unpaved/gravel roads if certain conditions are met, as long as the states continue to collect data related to serious crashes and fatalities. It also requires that U.S. DOT to review data and report to Congress on best practices for roadway infrastructure improvements that enhance commercial motor vehicle safety.

Nationally Significant Freight and Highway Projects Program

This program will provide an average of \$900 million per year in grants of at least \$25 million for highway, bridge, rail-grade crossing, intermodal and freight rail projects costing more than \$100 million that improve movement of both freight and people, reduce bottlenecks, and improve intermodal connectivity. Projects will be awarded competitively, with at least 25 percent of funds to be spent in rural areas.

Transportation Investments Generating Economic Recovery

The Transportation Investment Generating Economic Recovery (TIGER Discretionary Grant Program) provides a unique opportunity for the U.S. Department of Transportation to invest in road, rail, transit and port projects that promise to achieve critical national objectives. The U.S. Congress has dedicated more than \$4.1 billion to the program since inception: \$1.5 billion for TIGER I, \$600.0 million for TIGER II, \$526.9 million for FY2011, \$500.0 million for FY2012, \$473.8 million for FY2013, and \$600.0 million for the FY2014 round to fund projects that have a significant impact on the nation, a region or a metropolitan area. The TIGER Discretionary Grant Program's highly competitive process, galvanized by tremendous applicant interest, has allowed USDOT to fund 271 innovative capital projects throughout the nation. Each project is multi-modal, multi-jurisdictional or otherwise challenging to fund through existing programs. The TIGER Discretionary Grant Program enables USDOT to use a rigorous process to select projects with exceptional benefits, explore ways to deliver projects faster and save on

construction costs, and make investments in the nation's infrastructure that make communities more livable and sustainable. Many awards have been made to construct bicycle and pedestrian infrastructure, including projects in Atlanta, GA, Birmingham, AL, Fresno, Indianapolis, IN, and Philadelphia, PA.

Partnership for Sustainable Communities

Founded in 2009, the Partnership for Sustainable Communities is a joint project of the Environmental Protection Agency (EPA), the U.S. Department of Housing and Urban Development (HUD), and the U.S. Department of Transportation (USDOT). The partnership aims to “improve access to affordable housing, provide more transportation options, and lower transportation costs while protecting the environment in communities nationwide.” The Partnership is based on five Livability Principles, one of which explicitly addresses the need for bicycle and pedestrian infrastructure - “Provide more transportation choices: Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation’s dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.” The Partnership is not a formal agency with a regular annual grant program. Nevertheless, it is an important effort that has already led to some new grant opportunities (including the TIGER grants). MCOG and Caltrans should track Partnership communications and be prepared to respond proactively to announcements of new grant programs.

More information: <http://www.epa.gov/smartgrowth/partnership/>

Rivers, Trails, and Conservation Assistance Program

The Rivers, Trails and Conservation Assistance Program (RTCA) is the community assistance arm of the National Park Service. RTCA provides technical assistance to communities in order to preserve open space and develop trails. The assistance that RTCA provides is not for infrastructure, but rather building plans, engaging public participation, and identifying other sources of funding for conversation and outdoor recreation projects.

More information: <http://www.nps.gov/pwro/rtca/who-we-are.htm>

Community Development Block Grants

The Community Development Block Grants (CDBG) program provides money for streetscape revitalization, which may be largely comprised of pedestrian improvements. Federal CDBG grantees may “use Community Development Block Grant funds for activities that include (but are not limited to): acquiring real property; reconstructing or rehabilitating housing and other property; building public facilities and improvements, such as streets, sidewalks, community and senior citizen centers and recreational facilities; paying for planning and administrative expenses, such as costs related to developing a consolidated plan and managing Community Development Block Grant funds; provide public services for youths, seniors, or the disabled; and initiatives such as neighborhood watch programs.” Trails and greenway projects that enhance accessibility are the best fit for this funding source. CDBG funds could also be used to write ADA Transition Plans. More information: www.hud.gov/cdbg

Community Transformation Grants

Community Transformation Grants administered through the Centers for Disease Control (CDC) support community-level efforts to reduce chronic diseases such as heart disease, cancer, stroke, and diabetes. Active transportation infrastructure and programs that promote healthy lifestyles are a good fit for this program, particularly if such improvements benefit groups experiencing the greatest burden of chronic disease.

More information: <http://www.cdc.gov/communitytransformation/>

National Scenic Byways Program

The Federal Highway Administration (FHWA), part of the USDOT manages the National Scenic Byways Grant Program, which recognizes roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities by providing grants that support projects that manage and protect these roads and improve visitor facilities.

More information: <http://www.fhwa.dot.gov/discretionary/2012nsbp.cfm>

Federal Recovery Act State Fiscal Stabilization Funding

As part of the Federal Recovery Act of 2009, states will be receiving \$53.6 billion in state fiscal stabilization funding. States must use 18.2% of their funding – or \$9.7 billion – for public safety and government services. An eligible activity under this section is to provide funding to K-12 schools and institutions of higher education to make repairs, modernize, and make renovations to meet green building standards. The Leadership in Energy and Environmental Design (LEED) Green Building Rating System, developed by the U.S. Green Building Council (USGBC), addresses green standards for schools that include bicycle and pedestrian facilities and access to schools. Another \$5.0 billion is provided for the Energy Efficiency and Conservation Block Grant Program. This provides formula funding to cities, counties and states to undertake a range of energy efficiency activities. One eligible use of funding is for bicycle and pedestrian infrastructure.

More information: <http://www2.ed.gov/policy/gen/leg/recovery/factsheet/stabilization-fund.html>

Smart City Challenge

The USDOT's Smart City Challenge will award up to \$40 million in federal funding to a mid-size city (200,000 to 850,000 people within city limits) to conduct a "Smart City Demonstration" in an effort to encourage cities to test how creative ideas involving transportation data, technologies, and applications can be integrated with existing systems in a city to address transportation challenges. The USDOT will issue two separate solicitations to carry out this challenge. This solicitation will result in selection of an estimated five Smart City Challenge finalists who will receive funding to support concept development and planning activities. The second solicitation will invite the Smart City Challenge finalists to apply for funding to support implementation of their proposed demonstration.

5.7 State Sources

5.7.1 Active Transportation Program

With the consolidation of federal funding sources in MAP-21 (and now through the FAST Act), the California State Legislature has moved to consolidate a number of state-funded programs centered on active transportation into a single program. The resulting Active Transportation Program (ATP) will consolidate the federal programs, Bicycle Transportation Account, the Safe Routes to Schools Program, and the Recreational Trails Program. The ATP's authorizing legislation (signed into law by the Governor on September 26, 2013) also includes placeholder language to allow the ATP to receive funding from the newly established Cap-and-Trade Program in the future. The Statewide Competitive ATP will have \$180 million available statewide for the 2014/2015 and 2015/2016 fiscal cycles. The Regional Competitive ATP will have \$30 million available for the Metropolitan Transportation Commission (MTC) region 2014/2015 and 2015/2016 fiscal cycles. The California Transportation Commission writes guidelines and allocates funds for the ATP, while the ATP will be administered by the Caltrans Division of Local Assistance. Goals of the ATP are currently defined as the following:

- *Increasing the proportion of trips accomplished by biking and walking;*
- *Increasing safety and mobility for active transportation users;*
- *Advancing active transportation efforts of regional agencies to achieve the greenhouse gas reduction goals;*
- *Enhancing public health;*
- *Ensuring that disadvantaged communities fully share in the benefit of the program; and,*
- *Providing a broad spectrum of projects to benefit many types of active transportation users.*

More information: <http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>

5.7.2 State Highway Operations & Protection Program

The State Highway Operations and Protection Program (SHOPP) is a four year program that funds projects on the state highway system to maintain and preserve the asset. The program is primarily funded by federal highway trust funds. The federal funds that make up the SHOPP are National Highway Performance Program (NHPP), the Surface Transportation Program (STP), and the Highway Safety Improvement Program (HSIP). The FAST Act requires that states implement targets based on performance measures that will be forthcoming. This will dictate how funds need to be programmed based on meeting the targets. The emphasis of the federal bill is to maintain and/or improve the current asset condition and to address the safety needs. The cycle includes identification of rehabilitation and reconstruction needs in the ten year plan, the estimation of available funding in the fund estimate, and finally a financially-constrained portfolio of projects in the four-year SHOPP. As required by statutes, the SHOPP is updated every two years. The SHOPP project funding process is internal to Caltrans. SHOPP projects are originally scoped through the ten year SHOPP plan process. The ten year SHOPP plan has a fiscally-constrained list of program areas that have specific estimated amounts of funding. The determination of the balance of funds for each of the areas is based on federal funding programs, priorities as agreed between the Caltrans and the CTC, and direction from the Caltrans SHOPP Executive Committee.

The priorities are:

- Collision reduction, major damage restoration, and mandates such as ADA and storm water management
- Pavement, bridge, roadside, and facility preservation
- Mobility

There is clearly not enough funding to fund the SHOPP needs and thus each category has constrained funding. More information:

<http://www.dot.ca.gov/hq/transprog/SHOPP/2014%20SHOPP/SHCC%20SHOPP%20issue%20paperpdf.pdf>

5.7.3 Caltrans Planning Grants

Caltrans also administers the Transportation Planning Grant Program that funds projects to improve mobility. In the past year, Caltrans awarded \$10.0 million in grant funding to 70 applicants, in two sub-categories: Environmental Justice grants and Community Based Transportation Plan grants.

More information: <http://www.dot.ca.gov/hq/tpp/grants.html>

5.7.4 Environmental Justice Grant Program

The Environmental Justice (EJ) Grant Program promotes the involvement of low-income, minority communities, and Native American tribal governments in the planning for transportation projects. EJ grants have a clear focus on transportation and community development issues to prevent or mitigate disproportionate, negative impacts while improving mobility, access, safety, and opportunities for affordable housing and economic development. Grants are available to cities, counties, transit districts, and tribal governments.

More information: http://www.dot.ca.gov/hq/tpp/offices/ocp/completed_projects_ej.html

5.7.5 Community Based Transportation Planning Grant Program

The Community Based Transportation Planning (CBTP) grant program promotes transportation and land use planning projects that encourage community involvement and partnership. These grants include community and key stakeholder input, collaboration, and consensus building through an active public engagement process. CBTP grants support livable and sustainable community concepts with a transportation or mobility objective to promote community identity and quality of life.

More information: http://www.dot.ca.gov/hq/tpp/offices/ocp/completed_projects_cbtp.html

5.7.6 Petroleum Violation Escrow Account

In the late 1970s, a series of federal court decisions against selected United States oil companies ordered refunds to the states for price overcharges on crude oil and refined petroleum products during a period of price control regulations. To qualify for Petroleum Violation Escrow Account (PVEA) funding, a project must save or reduce energy and provide a direct public benefit within a reasonable time frame. In the past, the PVEA has been used to fund programs based on public transportation, computerized bus routing and ride sharing, home weatherization, energy

assistance and building energy audits, highway and bridge maintenance, and reducing airport user fees. In California, Caltrans Division of Local Assistance administers funds for transportation-related PVEA projects. PVEA funds do not require a match and can be used as match for additional federal funds.

More information: www.dot.ca.gov/hq/LocalPrograms/lam/prog_g/g22state.pdf

5.7.7 Office of Traffic Safety Grants

The Office of Traffic Safety (OTS) distributes grants statewide to establish new traffic safety programs or fund ongoing safety programs. OTS grants are supported by federal funding under the National Highway Safety Act and MAP-21. Grants are used to establish new traffic safety programs, expand ongoing programs or address deficiencies in current programs. Bicycle safety is included in the list of traffic safety priority areas. Eligible grantees are governmental agencies, state colleges, state universities, local city and county government agencies, school districts, fire departments, and public emergency services providers. Grant funding cannot replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation, or construction. Grants are awarded on a competitive basis, and priority is given to agencies with the greatest need. Evaluation criteria to assess need include potential traffic safety impact, collision statistics and rankings, seriousness of problems, and performance on previous OTS grants. The California application deadline is January of each year. There is no maximum cap to the amount requested; however, all items in the proposal must be justified to meet the objectives of the proposal.

More information: <http://www.ots.ca.gov/Grants/Apply/default.asp>

5.7.8 Environmental Enhancement and Mitigation Funds

The Environmental Enhancement Mitigation Program (EEMP) provides grant opportunities for projects that indirectly mitigate environmental impacts of new transportation facilities. Projects should fall into one of the following three categories: highway landscaping and urban forestry, resource lands projects, or roadside recreation facilities. Funds are available for land acquisition and construction. The local Caltrans district must support the project. The average award amount is \$250,000.

More information: <http://www.dot.ca.gov/hq/LocalPrograms/EEM/homepage.htm>

5.7.9 Land and Water Conservation Fund

The Land and Water Conservation Fund is a federal program that provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. The fund is administered by the California State Parks Department. Cities, counties, and districts authorized to acquire and develop park and recreation space are eligible for grant funding. While non-profits are ineligible, they are allowed to apply in partnerships with eligible agencies. Applicants must fund the project entirely and will be reimbursed for half of the cost. Up to \$2.0 million was available in California in the 2012 round of grant funding.

More Information: http://www.parks.ca.gov/?Page_id=21360

5.7.10 California Strategic Growth Council

The Strategic Growth Council is a state agency that manages the Sustainable Communities Planning Grant and Incentives Program, as well as the Affordable Housing and Sustainable Communities (AHSC) program. The first program provides grants for development and implementation of plans that lead to significant reductions in greenhouse gas emissions, improve air and water quality, promote public health, promote equity, increase housing affordability, increase infill and compact development, revitalize urban and community centers, protect natural resources and agricultural lands, reduce automobile usage and fuel consumption, improve infrastructure systems, promote water conservation, promote energy efficiency and conservation, and strengthen the economy. The second program provides funding for land use, housing, transportation, and land preservation projects to support infill and compact development that reduces greenhouse gas emissions.

More information: http://sgc.ca.gov/m_grants.php

5.7.11 Climate Ready Grant Program - California State Coastal Conservancy

Climate Ready grants are intended to encourage local governments and non-governmental organizations to advance planning and implementation of on-the-ground actions that reduce greenhouse gas emissions and lessen the impacts of climate change on California's coastal communities. The grant program makes eligible "development of multi-use trails with clearly identified greenhouse gas (GHG) reduction goals; (and) protecting and managing open space lands with clearly identified GHG reduction goals." A total of \$1,500,000 is available on a competitive basis, with a minimum award of \$50,000 and a maximum of \$200,000. The size of awarded grants will be based on each project's needs, its overall benefits, and the extent of competing demands for funds. Applications were due November 17, 2014. It is not clear whether additional application solicitations will be made.

More information: http://scc.ca.gov/webmaster/pdfs/Climate_Ready_Announcement3.pdf

5.8 Regional & Local Sources

5.8.1 Developer Impact Fees

As a condition for development approval, municipalities can require developers to provide certain infrastructure improvements, which can include bikeway projects. These projects have commonly provided Class II facilities for portions of on-street, previously-planned routes. They can also be used to provide bicycle parking or shower and locker facilities. The type of facility that should be required to be built by developers should reflect the greatest need for the particular project and its local area. Legal challenges to these types of fees have resulted in the requirement to illustrate a clear nexus between the particular project and the mandated improvement and cost.

5.8.2 Roadway Construction, Repair and Upgrade

Future road widening and construction projects are one means of providing improved pedestrian and bicycle facilities. To ensure that roadway construction projects provide these facilities where needed, it is important that the review process includes input pertaining to

consistency with the proposed system. In addition, California's 2008 Complete Streets Act and Caltrans's Deputy Directive 64 require that the needs of all roadway users be considered during "all phases of state highway projects, from planning to construction to maintenance and repair."

More information: http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html

5.8.3 Utility Projects

By monitoring the capital improvement plans of local utility companies, it may be possible to coordinate upcoming utility projects with the installation of bicycle and pedestrian infrastructure within the same area or corridor. Often times, the utility companies will mobilize the same type of forces required to construct bikeways and sidewalks, resulting in the potential for a significant cost savings. These types of joint projects require a great deal of coordination, a careful delineation of scope items and some type of agreement or memorandum of understanding, which may need to be approved by multiple governing bodies.

5.8.4 Cable Installation Projects

Cable television and telephone companies sometimes need new cable routes within public right-of-way. Recently, this has most commonly occurred during expansion of fiber optic networks. Since these projects require a significant amount of advance planning and disruption of curb lanes, it may be possible to request reimbursement for affected bicycle facilities to mitigate construction impacts. In cases where cable routes cross undeveloped areas, it may be possible to provide for new bikeway facilities following completion of the cable trenching, such as sharing the use of maintenance roads.

5.8.5 Marin County Measure A

A one-quarter cent retail transactions and use tax passed as Measure A in November 2012 to care for Marin's existing parks and open spaces, support regional community parks projects and programs, and further farmland preservation. An expenditure plan guides the use of the funds, as follows:

- 65 percent will be used by Marin County Parks to restore natural resources, maintain county parks and open space preserves, restore and improve public access, and protect natural lands.
- 20 percent will be dedicated to saving family farms and ranches through the purchase of agricultural conservation easements in voluntary transactions and landowners.
- 15 percent will be used by cities, towns, and applicable special districts to enhance and manage parks, nature preserves, recreation programs, and vegetation to reduce wildfire risk.

Several grant programs have been established to distribute funds including the Breathe/Respira Community Grant Program, Marin County Park and Open Space Program, and the City, Town, and Special District Program.

More information: <http://www.marincountyparks.org/depts/pk/about-us/main/measurea>

5.8.6 BAAQMD Grants

The Bay Area Air Quality Management District (BAAQMD) established several grant programs aimed at reducing emissions of oxides of nitrogen, reactive organic gasses, and particulate matter.

- *Transportation Fund for Clean Air (TFCA) – provides grants to projects that implement the most cost-effective projects in the Bay Area that will decrease motor vehicle emissions, and thereby improve air quality. Projects must be consistent with the 1988 California Clean Air Act and the Bay Area Ozone Strategy.*
- *Environmental Justice Small Grants Program – provides up to \$20,000 in grants to eligible community-based grassroots organizations and federally recognized tribal governments that are located in areas adversely affected by environmental pollution and hazards and are involved in addressing environmental justice concerns.*

More information: <http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources.aspx>

5.8.7 MTC Grants

The OneBayArea Grant Program (OBAG) established program commitments and policies for investing roughly \$800 million over the four-year Cycle 2 period (FY's 2012-13 through 2015-16), funded by federal funds authorized by Congress in Moving Ahead for Progress in the 21st Century (MAP 21).

OBAG is a new funding approach that integrates the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. Funding distribution to the counties will consider progress toward achieving local land use and housing policies by:

- *Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing using transportation dollars as incentives.*
- *Supporting the Sustainable Communities Strategy for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs) and by initiating a pilot program that will support open space preservation in Priority Conservation Areas (PCAs)*
- *Providing a higher proportion of funding to local agencies and additional investment flexibility by eliminating required program investment targets. The OBAG program allows flexibility to invest in transportation categories such as Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing specific funding opportunities for Safe Routes to Schools (SR2s) and Priority Conservation Areas.*

More information: <http://www.mtc.ca.gov/funding/onebayarea/>

5.9 Private Sources

Private funding sources can be acquired by applying through the advocacy groups such as the League of American Bicyclists and the Bikes Belong Coalition. Most of the private funding comes from foundations seeking to enhance and improve bicycle facilities and advocacy. Grant applications will typically be through the advocacy groups as they leverage funding from federal, state and private sources. Following are several examples of private funding opportunities available.

5.9.1 PeopleForBikes Community Grant Program

PeopleForBikes (FKA Bikes Belong) is a coalition of bicycle suppliers and retailers that has awarded \$2.5 million in grants and leveraged an additional \$650.0 million since its inception in 1999. The program funds small corridor improvements, mountain bike trails, BMX parks, trail, and park access. PeopleForBikes also administers the Green Lane Project, which is a technical support and peer exchange program for U.S. cities working on the installation of protected bicycle lanes and cycle tracks. PeopleForBikes is funded through private donations.

More information: <http://www.peopleforbikes.org/pages/community-grants>

5.9.2 Bank of America Charitable Foundation, Inc.

The Bank of America Charitable Foundation is one of the largest in the nation. The primary grant program is called Neighborhood Excellence, which seeks to identify critical issues in local communities. Another program that applies to greenways is the Community Development Program, and specifically the Program Related Investments subcategory. This program targets low- and moderate-income communities and seeks to encourage entrepreneurial business development.

More information: <http://www.bankofamerica.com/foundation>

5.9.3 The Robert Wood Johnson Foundation

The Robert Wood Johnson Foundation was established as a national philanthropy in 1972, and today, it is the largest U.S. foundation devoted to improving the health and health care of all Americans. Grant making is concentrated in four areas:

- To assure that all Americans have access to basic health care at a reasonable cost
- To improve care and support for people with chronic health conditions
- To promote healthy communities and lifestyles
- To reduce the personal, social and economic harm caused by substance abuse: tobacco, alcohol, and illicit drugs

More information: <http://www.rwjf.org/applications/>

5.9.4 The Wal-Mart Foundation

The Wal-Mart Foundation offers a Local, State, and National Giving Program. The Local Giving Program awards grants of \$250 to \$5,000 through local Wal-Mart and Sam's Club Stores. Application opportunities are announced annually in February with a final deadline for applications in December. The State Giving Program provides grants of \$25,000 to \$250,000 to 501c3 nonprofits working within one of five focus areas: Hunger Relief & Nutrition, Education,

Environmental Sustainability, Women’s Economic Empowerment, or Workforce Development. The program has two application cycles per year: January through March and June through August. The Wal-Mart Foundation’s National Giving Program awards grants of \$250,000 and more, but does not accept unsolicited applications.

More information: <http://foundation.walmart.com/apply-for-grants>

5.9.5 The Kodak American Greenways Program

The Conservation Fund’s American Greenways Program has teamed with the Eastman Kodak Corporation and the National Geographic Society to award small grants (\$250 to \$2,000) to stimulate the planning, design and development of greenways. These grants can be used for activities such as mapping, conducting ecological assessments, surveying land, holding conferences, developing brochures, producing interpretive displays, incorporating land trusts, and building trails. Grants cannot be used for academic research, institutional support, lobbying or political activities.

More information: <http://www.conservationfund.org>

5.9.6 Community Action for a Renewed Environment (CARE)

CARE is a competitive grant program that offers an innovative way for a community to organize and take action to re-duce toxic pollution in its local environment. Through CARE, a community creates a partnership that implements solutions to reduce releases of toxic pollutants and minimize people’s exposure to them. By providing financial and technical assistance, EPA helps CARE communities get on the path to a renewed environment. Transportation and “smart-growth” types of projects are eligible. Grants range between \$90,000 and \$275,000.

More information: <http://www.epa.gov/care/>

5.9.7 Corporate Donations

Corporate donations are often received in the form of liquid investments (i.e. cash, stock, bonds) and in the form of land. Employers recognize that creating places to bike and walk is one way to build community and attract a quality work force. Bicycling and outdoor recreation businesses often support local projects and programs. Municipalities typically create funds to facilitate and simplify a transaction from a corporation’s donation to the given municipality. Donations are mainly received when a widely supported capital improvement program is implemented. Such donations can improve capital budgets and/or projects.

5.10 Other Sources

Local sales taxes, fees and permits may be implemented as new funding sources for pedestrian and bicycling projects, such as Measure A approved by voters in 2004. However, any of these potential sources would require a local election. Volunteer programs may be developed to substantially reduce the cost of implementing some routes, particularly multi use paths. For example, a local college design class may use such a multi-use route as a student project, working with a local landscape architectural or engineering firm. Work parties could be formed to help clear the right of way for the route. A local construction company may donate or discount services beyond what the volunteers can do. A challenge grant program with local businesses may be a good source of local funding, in which the businesses can “adopt” a route or segment of one to help construct and maintain it.

DRAFT

Appendix B: Bicycle and Pedestrian Policies

Sausalito General Plan (1995, amendments through October 2014)

- *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 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

- 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-4.2.7 *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 bikes 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 alternative 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
 - 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 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

- *Program CP-4.7.3 Regular Maintenance. Schedule regular maintenance to the City's pathways and steps in the CIP budget*
- *Policy CP-4.8 Waterfront Trail. Provide access to the waterfront for bicyclists and pedestrians at as many points possible*
 - *Program CP-4.8.1 Waterfront Bicycle and Pedestrian Plan. Implement the plan for a waterfront bicycle and pedestrian path system*
- *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 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*

DRAFT

Appendix C: Project Cut Sheets

DRAFT

Appendix D: Adopted Complete Streets Policy

Attachment 1

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAUSALITO ADOPTING A COMPLETE STREETS POLICY

WHEREAS, the term "Complete Streets" describes a balanced, multimodal transportation network that meets the needs of all users of streets, roads, paths, stairs, lanes, alleys and highways (including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors) for safe and convenient travel in a manner that is suitable to the City's context; and

WHEREAS, the City of Sausalito's General Plan Circulation and Parking Element promulgates objectives, policies and programs that are intended to result in Complete Streets including the Introduction to Section 5.1 which states that, "(t)he 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;" Objective CP-4.0, which states the objective of: "(e)nhanc(ing) 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-4.7 to, "provide a safe walking environment along City streets and pathways," with Program CP-4. 7.1 specifically to "(c)oordinate with the School District to identify routes for children on the way to school;" Policy CP-4.9 to, "(f)acilitate access for the physically disabled to sidewalks and pathways throughout the City;" and

WHEREAS, AB 1358 added the following language to the California Government Code, Section 65302(b)(2)(A): "(c)ommencing January 1, 2011, upon any substantive revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan (and) (B) (f)or purposes of this paragraph, "users of streets, roads, and highways" mean bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors"; and

WHEREAS, the City of Sausalito acknowledges the benefits of and value to public health and the environment from reducing vehicle miles travelled and increasing the miles travelled by walking, bicycling and public transportation; and

WHEREAS, the City of Sausalito recognizes that planning and development of Complete Streets infrastructure provides benefits and value to public health and the environment; and

Page 1 of 5

Item 4A Attachment 1
6/14/16
Page 1 of 5