Sausalito Pedestrian and Bicycle Master Plan Update

Draft Plan - July 5, 2016

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1 Introduction

Surrounded by the spectacular San Francisco Bay and hills of the Marin Headlands, Sausalito enjoys one the finest natural settings of any city in California and serves as the gateway to Marin County and the North Bay for people walking and bicycling. The City is strategically located in the southern tip of Marin County, just across the Golden Gate Bridge, giving residents access to the Golden Gate National Recreation Area, numerous parks and open space areas, the Pacific Coast, the San Francisco Bay, and the City of San Francisco. The City is connected to other regional centers through ferry service, provided by the Golden Gate Ferry and the Blue and Gold Fleet, as well as Golden Gate Transit. Significantly, Sausalito is a major regional and international visitor destination and is one of the major tourist attractions in the Bay Area, primarily by visitors coming from San Francisco by ferry, bus, vehicle, bicycle, or foot.

Why does Sausalito need a Pedestrian and Bicycle Master Plan (Plan)? One reason is the high and growing demand for walking and bicycling along the north-south corridor in the City and within the commercial district. This growing demand for walking and bicycling will only exacerbate the safety concerns first identified in a 1991 Lou Harris poll, which found safety to be the single greatest reason people do not commute by bicycle. Addressing these concerns by establishing Sausalito as a transportation junction to all modes of travel may help residents and visitors decrease energy consumption on reliance on fossil fuels. Simply put, one of the best attributes of Sausalito identified by visitors is the city's walkable and bikeable scale. In order to encourage visitors to walk or bike to and from Sausalito (rather than drive), the bicycling and walking environment in Sausalito must be enhanced. Having a planning document that identifies facility priorities will enable the City to create an attractive and usable infrastructure.

The purpose of this Plan is to identify projects, policies, and programs that will improve pedestrian and bicycle transportation in Sausalito, in part by meeting the requirements of the California Bicycle-Transportation Act (see Section 891 of the ***California Streets and Highways Code)****, and to maximize the potential for receiving project funding.*

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1.1 Barriers to Becoming a Bike and Walk Friendly City

Safety, access, quality of life, and effective implementation are imperative elements for Sausalito's success as a walk- and bicycle-friendly city. Safety is the number one concern of citizens, whether they are people who like to walk, hike, jog, or bike. A consistent pedestrian and bicycle network with either bike lanes, sidewalks, or off-street paths, improved pavement surface, and signing and stenciling will separate pedestrians and bicyclists from motor vehicle traffic and provide a safer place for people of all ages to travel.

Access for bicyclists to shopping, work, recreation, school, and other destinations is hampered by traffic volumes and constrained travel lanes on Bridgeway. Movement along Bridgeway is hampered by the sheer volume of traffic (especially during the summer season) even at signalized intersections. Further enhancing pedestrian and bicycle travel within Sausalito will improve alternative methods to getting to these destinations.

This Plan takes measurable steps toward the goal of improving every Sausalito citizen's quality of life, creating a more sustainable environment, reducing traffic congestion, vehicle exhaust emissions, noise, and energy consumption. The importance of continuing to develop a pedestrian and bicycle network that is attractive and inviting is an important element in preserving Sausalito as a city where people want to live, work, and visit. The attractiveness of the environment not only invites pedestrians and bicyclists to explore Sausalito, but more importantly a safe, accessible, and beautiful environment helps to promote a high quality of life in Sausalito.

Education, enforcement, engineering, and funding are the basic components of an effective implementation program for this Plan. Education must be targeted towards pedestrians and bicyclists as well as towards motorists with regards to the rights and responsibilities each user. Comprehensive enforcement of existing traffic and parking laws, coupled with the implementation of sound design and engineering principles for pedestrian and bicyclist corridors is also critical. This Plan also proposes systematic review of all new development projects, including public works efforts, to assure compliance with planning and building codes and the principles of this Plan. Finally, this plan proposes an aggressive strategy for obtaining grants and competing for other funding sources in order to realize high-priority physical improvements.

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1.2 Community Participation

Sausalito City Council Resolution 4489 created the first official Pedestrian and Bicycle Task Force to develop the 1999 Sausalito Bicycle Master Plan as an implementation tool of the ***Sausalito General Plan – Circulation and Parking Element*** *(1997). Now called the Pedestrian and Bicycle Advisory Committee (PBAC), it is responsible for the prioritization of pedestrian and bicycle infrastructure improvements, for the review of the Plan every five years, for monitoring implementation of the plan to assure effective implementation, and to provide a venue for public input regarding plan implementation and the City's pedestrian and bicycle infrastructure. The PBAC set aside time during three of their regular scheduled meetings (June 2, 2014, November 3, 2014, and February 17, 2015) to discuss updates to the Plan. Meetings were agendized and noticed by City Staff and were open to the public. In addition, 51 comments from the public were received through an online survey.*

1.3 Principles, Goals, and Implementation Programs

The Plan was created through diligent efforts of the City, PBAC, and residents interested in improving the walking and bicycling environment in Sausalito. Without the sustained efforts of these people, this Plan would not have been conceived and written. The principles, goals, and implementation programs were developed at the direction of the City, PBAC, and public input provided through workshops and surveys.

1.3.1 Principles

To effectively implement this Plan, the following principles have been, and will continue to be, implemented for the life of the Plan:

- ***Principle 1*** *– The Plan shall be consistent with all existing City, regional, State, and federal policy documents, and consistency between the Plan and other* ***General Plan*** *Elements shall be required.*
- ***Principle 2*** *– The Plan shall be updated on a regular basis, consistent with Caltrans and* ***General Plan*** *standards.*
- ***Principle 3*** *– Community participation in the planning and implementation of the pedestrian and bicycle network and updates of the Plan shall be encouraged through local coordination with City staff and the public hearing process.*
- ***Principle 4*** *– Community involvement in the planning process shall be maximized through workshops, surveys, and coalitions with businesses to which the pedestrian and bicycle network serves, as well as local clubs and organizations.*
- ***Principle 5*** *– The City Engineer shall serve as the City Pedestrian and Bicycle Coordinator to: (a) maximize coordination between Sausalito and neighboring jurisdictions on issues of mutual concern; (b) provide support and information to the public; (c) act as liaison to the City Council and appointed boards and commissions; (d) act as liaison to local bicyclists, the media, and the community in general; (e) review and/or complete funding applications; and (f) provide inter-departmental coordination.*

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1.3.2 Goals and Implementation Programs

Goals are broad statements of purpose that provide the context for the specific policies and recommendations discussed in the Plan. These goals provide the long-term vision and serve as the foundation of the Plan. Implementation programs provide a bridge between general goals and actual implementation guidelines. The following goals and implementation programs are intended to guide pedestrian and bicycle planning, design, and implementation:

- ***Goal 1 – Plan and implement improvements in Sausalito.***

  Implementation Programs:

  1.1 - *Prioritize the implementation of pedestrian and bicycle improvements that are already funded.*

  1.2 - *Implement and maintain a Pedestrian and Bicycle Master Plan that identifies existing and future needs and provides specific recommendations for facilities and programs over the next 20 years.*

  1.3 - *Update the Plan on a regular basis (consistent with Caltrans and* ***General Plan*** *standards).*

  1.4 - *Ensure that the Plan is consistent with all existing City, regional, State, and federal policy documents and encourage consistency between the Plan and other General Plan elements.*

  1.5 - *Encourage development concepts (such as mixed-use projects) that have as a goal the reduction of the dependency on the automobile for short commute, shopping, and recreational trips.*

  1.6 - *Maximize coordination between Sausalito and neighboring jurisdictions using a designated City staff person(s) as a means to review and comment on issues of mutual concern.*

  1.7 - *Work with private property owners to secure easements for pedestrian and bicycle access through parking lots along the waterfront where appropriate, feasible, and potentially safer for all users.*

  1.8 - *Work with TAM or other countywide agency to identify support staff for local cities and towns in Marin, such as a Countywide Pedestrian and Bicycle Coordinator.*

- ***Goal 2 – Involve the community in the planning and implementation of the pedestrian and bicycle network by encouraging public participation through local coordination with City staff.***

  Implementation Programs:

  2.1 *– In the absence of a dedicated Pedestrian and Bicycle Coordinator, the City Engineer shall serve as the City Pedestrian and Bicycle Coordinator to: (a) maximize coordination between Sausalito and neighboring jurisdictions on issues of mutual concern; (b) provide support and information to the public; (c) act as liaison to the City Council and appointed boards and commissions; (d) act as liaison to local bicyclists, the media, and the community in general; (e) review and/or complete funding applications; and (f) provide inter-departmental coordination.*

  2.2 - *Public involvement in the planning process should be maximized through workshops, surveys, and other engagement processes.*

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2.3 - Build coalitions with businesses that the pedestrian and bicycle network serves, as well clubs and organizations.

- ***Goal 3 – Build upon and enhance the existing pedestrian and bicycle network, programs, and resources in Sausalito.***

  Implementation Programs:

  3.1 - Identify existing and proposed sidewalks, bicycle paths, bicycle lanes, and bicycle routes and further develop the existing citywide system to maximize use to the extent feasible.

  3.2 - Encourage the use of existing natural and manmade opportunities for future off-street path alignments.

  3.3 - Identify existing pedestrian and bicycle education programs and target future expansion as need warrants.

  3.4- Study the feasibility of extending the Sausalito-Mill Valley multi-use pathway into downtown Sausalito as an alternative to Bridgeway.

- ***Goal 4 – Further develop the existing citywide pedestrian and bicycle network to meet the needs of commuter and recreational users, help reduce motor vehicle trips, and link residential neighborhoods with local and regional destinations.***

  Implementation Programs:

  4.1 – Further develop the existing commuter-oriented pedestrian and bicycle network which provides direct routes between residential neighborhoods and regional employment centers, transit/ferry stops and stations, and schools.

  4.2 – Further develop the existing recreational-oriented pedestrian and bicycle network which uses lower traffic volume streets and off-street paths to connect trailheads, historic destinations, and natural destinations, wherever possible.

  4.3 - Further develop the existing citywide network that is accessible from any residential neighborhood in Sausalito and provides opportunities for local connections to it.

  4.4 - Further develop the existing pedestrian and bicycle network which balances the need for directness, safety concerns, and user convenience.

  4.5 - Further develop the existing network that serves people of all ages and abilities and, where appropriate, consider infrastructure that physically separates pedestrians, bicyclists, and other recreational users from motor vehicle traffic.

  4.6 - Use and supplement design guidelines to outline development standards for sidewalks, bikeways, and off-street paths to encourage safer, more inviting environment.

  4.7 – Continue to create connections between pedestrian nodes, bikeways, off-street paths, and other transportation nodes.

  4.8 - Using landscaping, public art, and other methods, create inviting places (plazas, lookouts, and other pedestrian and bicyclist destinations) and public service amenities (toilets, benches, and water fountains) at important destinations such as along Sausalito's waterfront.

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- *Goal 5 – Maximize multi-modal connections to the pedestrian and bicycle network.*

  Implementation Programs:

  5.1 – Further ensure that the citywide network (including bicycle racks and bicycle lockers) is integrated into existing and transit/ferry stops and stations.

  5.2 - Work with Golden Gate Transit to install bicycle racks and bicycle lockers where warranted and to install/maintain bicycle racks on buses.

  5.3 - Permit bicycle rental opportunities at the ferry terminal and other locations where visitors are entering Sausalito.

  5.4 – Work further with Golden Gate Transit and Golden Gate Ferry to reduce delays in loading times for bicycles using ferries.

- *Goal 6 – Improve pedestrian and bicyclist safety conditions in Sausalito*

  Implementation Programs:

  6.1 - Monitor pedestrian- and bicyclist-involved collisions regularly and target a 50 percent reduction on a person per mile travelled by 2030.

  6.2 - Provide comprehensive pedestrian and bicycle safety education programming to all school children in Sausalito.

  6.3 - Develop a system for identifying, evaluating, reporting, and responding to maintenance and safety problems on the existing pedestrian and bicycle network.

  6.4 – Incorporate pedestrian and bicycle safety curriculum into existing motor vehicle education and training.

  6.5 - Coordinate between law enforcement and jurisdictions to further develop strategies for education and enforcement, in addition to participating in the Marin County Bicycle Coalition's Share the Road campaign.

  6.6 - Evaluate existing traffic controls (stop signs, crosswalks, walk signal cycle lengths) to ensure that adequate facilities are being provided in Sausalito.

  6.7 – Further utilize local police bicycle patrol units to monitor bikeways and enforce bicycle-related laws while educating the community on safe and proper bicycle use.

  6.8 – Coordinate with Age-Friendly Sausalito to prioritize pedestrian routes

- *Goal 7 – Develop and prioritize detailed improvements in the Plan*

  Implementation Programs:

  7.1 - Identify the top five (5) pedestrian and bicycle improvements to be completed in the short-term based on a variety of objective and subjective criteria, including the number of activity centers served, closure of critical gaps, immediate safety hazards, existing pedestrian and bicyclist use, and input from the public and staff.

  7.2 - Develop detailed implementation information on each recommended segment, including length, classification, adjacent traffic volumes and speeds, environment impact, activity centers served, cost, and overall feasibility.

  7.3 - Design and construct all improvements according to the current revision of Chapter 1000 of Caltrans' Highway Design Manual, established national standards, and best practices.

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7.4 - Complete feasibility studies for all priority proposed pedestrian and bicycle facilities in order to determine accurate cost and other implementation information.

7.5 - As funding permits, conduct regular pedestrian, bicyclist, tourist, and ferry patron counts and other data collection as a means of documenting pedestrian and bicyclist demand for prioritizing improvements that maximize transportation investment benefits.

7.6 – Integrate pedestrian projects with the City's Self-Evaluation and Transition Plan priorities under the Americans with Disabilities Act (ADA).

- ***Goal 8 – Identify walking and bicycling as a significant mode of transportation and develop coordinated strategies to support pedestrian and bicycle infrastructure and programs***

  Implementation Programs:
  8.1 - Contribute to a bikeway map for public distribution that shows existing and recommended bikeways.

  8.2 - Support annual running, hiking, and bicycling events such as Bike-to-Work Day and adults safety courses in conjunction with regional efforts.

  8.3 - Promote use of walking and bicycling as a convenient alternative to motor vehicles.

  8.4 – Continue to amend parking ordinance to require adequate and appropriately-located bicycle parking to meet demand.

  8.5 – Continue to develop a unique and distinctive logo for the pedestrian and bicycle network and develop an appropriate citywide wayfinding system that considers existing regional wayfinding systems.

- ***Goal 9 – Maximize the amount of state and federal funding for non-motorized improvements that can be received by Sausalito.***

  Implementation Programs:
  9.1 - Identify current regional, state, and federal funding programs, along with specific funding requirements and deadlines.

  9.2 - Encourage multi-jurisdictional funding opportunities.

  9.3 - Develop a prioritized list of improvements along with detailed cost estimates and identify appropriate funding sources for each proposal.

  9.4 – Continue to include non-motorized improvements in the City's capital improvement plans.

  9.5 – Consider developing mitigation standards for all major residential and commercial development projects to provide pedestrian and bicycle improvements or contribute an in-lieu fee for citywide transportation improvements.

  9.6 - Encourage private and corporate donations and grants that may be used to support non-motorized facilities and programs.

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- ***Goal 10 – Continue to implement the proposed pedestrian and bicycle network and provide comprehensive maintenance to the existing network.***

  Implementation Programs:
  10.1 – As part of the General Plan update, examine the adopted land use element to determine areas of potential growth and development in the City. Be aware of development projects that are submitted for review and examine possible impacts these developments might have along existing and proposed pedestrian and bicycle corridors.

  10.2 – Consider creating incentives for use of alternative modes of transportation during review of new development projects.

  10.3 – Continue to enforce the adopted ***General Plan*** *10 foot "special setback" along Alexander Avenue, South Street from Alexander Avenue to Second Street, Second Street from South Street to Richardson Street, and Richardson Street from Second Street to Bridgeway where opportunities for widening to improve pedestrian and bicycle conditions as needed.*

  10.4 - Permit the use of Travel Demand Management (TDM) programs for employment sites of more than 20 employees to mitigate traffic impacts. Voluntary TDM programs for all employers should be encouraged.

  10.5 – Continue to undertake routine maintenance of pedestrian and bicycle facilities, such as sweeping sidewalks and bikeways or removing vegetation which impinges sidewalks or bikeways. Maintain and enhance the ability of the public to notify the City of routine maintenance needs.

  10.6 - Conduct an annual review and evaluation of pedestrian and bicycle facilities such as condition of striping, signing, and surfaces. Remedy as needed and seek funding for major maintenance.

  10.7 – Continue to ensure that repair or construction of any transportation facility minimizes disruption to the walking and bicycling environment and that safer, more direct routes are designated prior to start of construction through the use of signs notifying motorists of the presence of pedestrians and/or bicyclists in the area.

  10.8 – Strive to ensure that the repair or construction of any transportation facility does not result in the permanent removal or downgrading of an existing bicycle facility.

- ***Goal 11 – Continue to develop a downtown pedestrian and bicycle corridor and promote downtown Sausalito as a walk- and bicycle-friendly tourist destination.***

  Implementation Programs:
  11.1 - Provide pedestrian and bicycle access through downtown and to the waterfront.

  11.2 – Continue to utilize traffic calming devices to enhance the safety, accessibility, and internal movement of pedestrians and bicyclists.

  11.3 – Consider encouraging bicycle rental businesses in downtown.

  11.4 - Recognize the significance of agencies such as the Chamber of Commerce in helping encourage pedestrian and bicycle tourism and in promoting Sausalito's walking and bicycling amenities to visitors.

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1.4 Consistency with Adopted Plans and Policies

The following section provides context for the Plan in terms of past and ongoing planning efforts related to walking and bicycling. It is intended that this document will be fully integrated into any future long-range plans and capital improvement plans in Sausalito.

Non-motorized Transportation Pilot Program (NTPP) – *Begun in 2006 and administered through 2010, this Federal Highway Administration program allocated $25 million to bicycle and pedestrian projects throughout Marin County. The program included an extensive public and planning process to identify, rank, and select infrastructure projects and educational programs to be funded by the program. Funding allocation for the pilot concluded in 2010.*

City of Sausalito South Gateway Complete Street Project (2016) – *The South Gateway Complete Streets study was conducted to evaluate existing circulation conditions and to develop conceptual designs that would improve multimodal access and safety through the South Gateway corridor in the City of Sausalito. The corridor consists of Alexander Avenue, South Street, Second Street, and Richardson Street; it provides a transportation route of regional importance between San Francisco and Sausalito, as well as to other areas of southern Marin. Roughly one-third of traffic along the corridor is bicycle traffic, and 2 to 3 percent consists of pedestrian traffic. The existing right-of-way along the corridor is generally perceived as too narrow to accommodate these levels of multimodal traffic concurrently and safely.*

Initial improvement concepts were developed in consultation with City of Sausalito Public Works staff based on crash concentration and the observed conditions at each location. The following are the Staff-Recommended Concepts:

- *Richardson Street from Bridgeway to Second Street*
    - *Install a marked crosswalk at the Richardson Street/Second Street intersection with a pedestrian refuge island and rectangular rapid flash beacons.*
    - *Install bulb-outs to shorten pedestrian/bicycle crossing distance.*
    - *Reconstruct sidewalks and install ADA-compliant curb ramps.*
- *Second Street from Richardson to South Street*
    - *Install standard pedestrian, bicycle crossing warning signs at marked crosswalks and consider providing flashing beacons if warranted by crossing volumes.*
    - *Remove sidewalk obstacles, reconstruct sidewalks, and install ADA-compliant curb ramps.*
- *South Street from Second Street to Alexander Avenue*
    - *Widen South Street by about 6 feet to the north and reconstruct the sidewalk, curb and gutter; extend the southbound bike lane to connect Second Street and Alexander Avenue.*
    - *Construct a midblock crosswalk with a pedestrian-activated flashing beacon.*
    - *Reconstruct sidewalks to eliminate or reduce driveway cross-slopes.*
- *Alexander Avenue from South Street to Sausalito City Limits*
    - *Construct a retaining wall on the south side of Alexander Avenue and widen the road four to five feet to the south; widen the sidewalk to five feet wide by*

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widening to the south; avoid impacting the properties at 28 and 64 Alexander Avenue; and 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.*
- *Install a marked crosswalk at the Alexander Avenue/Edwards Avenue intersection with a pedestrian-activated flashing beacon.*

Planning-level cost estimates for the Staff-Recommended Concepts total to an estimated $1.76 million. If the City of Sausalito moves forward with any or all of these improvements, the City would coordinate project elements with other responsible agencies, study whether the improvements would require more detailed environmental studies, and seek outside funding.

General Plan (1995, amendments though October 2012) – *The City's* ***General Plan*** *guides development decisions so they reflect the desires of residents. The* ***General Plan*** *consists of seven elements that address specific implementation policies. The most relevant sections to this Plan is the Circulation and Parking Element (Circulation).*

Circulation ensures that people and goods move about the city efficiently. It focuses on reducing traffic, minimizing vehicle parking impacts, and minimizing widening to the existing roadway, plus it lists the following as an objective: "Enhance bicycling and pedestrian infrastructure and programs to reduce the use of motorized vehicles within the City and reduce conflicts between bicyclists, pedestrians, and motorists." For a full list of pedestrian- and bicycle-related policies from the Element, see ***Appendix B****. The next General Plan update is schedule to start in fiscal year 2016-2017.*

Marin Transit, Short Range Transit Plan, FY2012-2021 (2012) – *Federal transportation statues require that the Metropolitan Transportation Commission (MTC), in partnership with state and local agencies, develop and periodically update a long-range* ***Regional Transportation Plan*** *(RTP) and a* ***Transportation Improvement Program*** *(TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and programming responsibilities, MTC requires each transit operator in its region which receives federal funding through the TIP to prepare, adopt, and submit to MTC a Short Range Transit Plan (SRTP). The Marin Transit SRTP includes an assessment of the current Marin Transit system and its riders, as well as an identification of transit needs and alternative ways to meet those needs. The Marin Transit SRTP recommends adding bicycle racks, shelters, benches and other amenities to existing bus stops, adding bicycle racks to buses, and developing a countywide bikeshare pilot.*

Ferry Terminal to Gate 6 Road Path Feasibility Study (2011) – *This study was funded through the County of Marin's Non-motorized Transportation Pilot Program (NTPP) and examined design options for a bicycle and pedestrian connection between the Sausalito Ferry Landing and the intersection of Gate 6 Road and Bridgeway. The City of Sausalito held a public workshop to present and solicit comments on the draft study in November 2010 at City Council Chambers. The recommended alignment are listed in* ***.***

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Table 1-1: Ferry Terminal to Gate 6 Road Path Recommendations

From	To	Proposed Facility	Width	Needed Improvements
Sausalito Ferry Terminal	*Eastern Parking Row in "Lot 1"*	*Multi-Use Path*	*12'-0"*	*Widening sidewalk; shifting two parking row islands*
Eastern Parking Row in "Lot 1"	*Bay Street*	*Multi-Use Path*	*12'-0"*	*Shifting parking row and restriping; path installation*
Anchor Street	*Bay Street*	*Multi-Use Path*	*12'-0"*	*Path installation*
Bay Street	*Parking "Lot 3" North*	*Bicycle Path*	*12'-0"*	*Shifting parking rows and restriping; path installation*
Parking "Lot 3" South	*Parking "Lot 4" South*	*Bicycle Path*	*14'-0"*	*Shifting parking row and restriping; path installation*
Parking "Lot 3" North	*Parking "Lot 4"*	*Bicycle Path; Pedestrian Boardwalk*	*26'-4"*	*Widening boardwalk; parking lot restriping*
Parking "Lot 4" South	*Johnson Street*	*Bicycle Path; Pedestrian Boardwalk*	*26'-4"*	*Widening boardwalk, parking lot restriping*
Parking "Lot 4" South/ Johnson Street	*Bridgeway/ Johnson Street*	*Bicycle Path; Pedestrian Boardwalk*	*15'-0"*	*Raised crosswalks; path installation; and high-visibility crosswalks*
Bridgeway/ Johnson Street	*Bridgeway/ Locust Street*	*Bicycle Path; Pedestrian Path*	*15'-0"; 20'-0"*	*Path installation; high-visibility crosswalks*
Bridgeway/ Locust Street	*Existing Path/ Napa Street*	*Bicycle Path; Pedestrian Path*	*20'-0"*	*Path installation; high-visibility crosswalks*
Existing path/ Napa Street	*Marinship Way/ Liberty Ship Way*	*Multi-Use Path*	*10'-0"*	*Path installation*
Marinship Way/ Liberty Ship Way	*Harbor Drive*	*Bicycle Path; Pedestrian Path*	*13'-0"; 5'-0"*	*Path installation; high-visibility crosswalks*
Harbor Drive	*Gate 6 Road*	*Bicycle Path; Pedestrian Path*	*15'-0"; 20'-0"*	*Path installation; high-visibility crosswalks; bike signal*

The estimated cost for the preferred alignment was between $10,700,000 and $12,400,000.

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Senior Mobility Action and Implementation Plan – Existing Conditions Report (2010) - *In partnership with Marin Transit and other community agencies, the Marin County Health and Human Services Department, Division of Aging and Adult Services has sponsored the Marin Senior Mobility Action and Implementation Plan to identify measures that can be taken by Marin County and transportation agencies to support the mobility of the growing older population beyond their driving years. The plan is a joint effort to keep older people safe and connected to their communities as problems related to aging make it harder for them to get around. The report was divided into two volumes: an "**Existing Conditions Report**" and an "**Action and Implementation Plan**." The existing conditions report looks at the current and future demographics, describes the current state of senior transportation, reports on outreach activities conducted as part of the project, and identifies transportation gaps in Marin County. The report notes that additional seating and shade at bus stops, fixing uneven sidewalks, installing curb ramps, and adding pedestrian lighting could all reduce walking safety and discomfort issues for seniors and people with disabilities.*

Senior Mobility Action and Implementation Plan – Action and Implementation Plan (2010) – *The "**Action and Implementation Plan**" is the second volume of the **Senior Mobility Action and Implementation Plan**. The purpose of the report was to develop specific strategies to close the gaps identified in the "**Existing Conditions Report**."*

"Strategy 3: Walkable Communities for Seniors" notes that walking for recreational and utilitarian trips as well as access to transit is limited in communities designed with an orientation to the automobile as the primary means of transportation, and that better walking conditions could improve access to goods, services, and transit, as well as increase physical activity levels. Recommendations include developing a "Safe Routes for Seniors" program to develop education, enforcement, engineering, and encouragement strategies to benefit seniors who choose to walk and bike, developing ADA Self-Assessment and Transition Plans, and facilitating an ongoing stakeholder collaboration effort that could include a feedback process to encourage seniors to "self-evaluate pedestrian conditions in Marin County.

"Strategy 9: Walking Groups for Seniors" notes that walking can be the most convenient form of transportation for those without a driver's license, but that older adults may not feel safe walking alone, resulting in isolation from the community. The plan suggests creating walking groups for seniors that would encourage walking and provide a means by which seniors could find others in their neighborhoods with which to walk.

Imagine Sausalito Waterfront and Marinship Committee, Sausalito Waterfront and Marinship Vision (2010) – *The Imagine Sausalito Waterfront and Marinship Committee (WAM) developed the **Sausalito Waterfront and Marinship Vision Report**. This report documented and assessed waterfront public benefits; physical and environmental challenges related to existing and anticipated natural and man-made conditions; and development influences, namely property ownership, government regulations and economic conditions. The WAM report also analyzed alternatives for improved circulation through the Marinship area including a Shoreline Path and the North/South Greenway.*

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Imagine Sausalito, Transportation Action Committee Final Report (2010) – *The Transportation Action Committee (TRAC) identified several needs to support development of a non-motorized north-south pathway through the City of Sausalito. The TRAC report reinforced findings from the* ***City Resident Survey****, including the need for a continuous pedestrian and bicycle pathway along the full length of Sausalito's waterfront with 80 percent support of survey respondents. With respect to preferred operational and design standards, the TRAC report emphasized the separation of high-speed, regional bicycle traffic from local bicycle traffic and concludes that a need exists for a continuous paved waterfront path.*

Imagine Sausalito Harbor and Downtown Action Committee, Final Report (2009) – *The 2006* ***Community Visioning Efforts*** *resulted in general recommendations for changes to the City and the creation of a Harbor and Downtown Action Committee. The committee members deliberated on many issues over the course of 30 meetings. Recommendations were presented to the City Council in 2010.*

Southern/Central Marin Transit Study (2009) – *This study was jointly funded by the Golden Gate Bridge District, Marin County Transit District, and the Transportation Authority of Marin. The purpose of the study was to develop an incremental program of feasible and fundable improvements to Highway 101-oriented trunk line bus service and to identify opportunities for transit to serve as effective feeders for both ferry and regional commute bus services. The outcomes of the study are intended to both provide a strategic blueprint for coordinated transportation improvements in Southern Marin, and to provide a prioritized listing of feasible projects designed to improve the effectiveness and attractiveness of public transit along Southern Marin's Highway 101 corridor. Recommended projects related to Sausalito include:*

- *Support a Transit Corridor Enhancement Program that includes the Mill Valley-Sausalito Welcome Corridor*
- *Based on the results of a demand analysis, develop a two-year pilot of an enhanced transit service (potentially seasonal) on the Mill Valley-Sausalito Corridor, connecting local service with Muir Woods and Fort Baker services*

Marin County Unincorporated Bicycle and Pedestrian Master Plan (2007) – *This plan provides countywide policy guidance on integration of walking and bicycling into the transportation network. An update to the county plan is being coordinated with the 2016 Sausalito Pedestrian and Bicycle Master Plan update and is scheduled to be released in 2016.*

Imagine Sausalito (2007) – *Imagine Sausalito is a planning effort that was undertaken as a special project of the Sausalito Business Advisory Committee, an official committee that advises the City Council. This project convened a number of ad-hoc committees and groups, including a Pedestrian and Bicycle Vision Sub-Group. This group met several times throughout 2006 and 2007 to discuss the vision for walking and bicycling in Sausalito. Overall goals and policies were identified as well as specific needs for studies, physical improvements, and programs. These concepts were incorporated into the 2008 Plan update, as appropriate.*

Sausalito's Community Visioning Process – Pedestrian/Bicycle Facilities (2007) – *Sausalito's Business Advisory Committee wrote Sausalito's Community Visioning Process with the objective of identifying "possibilities and means for creating a system of safe and convenient non-motorized circulation within Sausalito." The vision was to create pedestrian and bike access to the waterfront and downtown, to improve access to hillside residences, and improve access to regional trails. The Committee reviewed existing pedestrian and bicycle plans and programs,*

developed base maps, surveyed city paths and stairs, identified potential bicycle and pedestrian opportunities, and participated in workshops to identify implementation strategies.

City Resident Survey (2006) – *The City commissioned Gene Bregman & Associates to conduct a scientific opinion survey of residents to identify their preference for potential improvements to the city. A sample of 172 residents responded (4 to 7 percent margin of error) to a question about whether recreational opportunities were needed, and 57 percent said that there was a "great need." When asked what transportation improvements were needed, 74 percent selected that there was a "great need" for pedestrian facilities, including multi-use paths, and 66 percent selected that there was a "great need" for expanding or improving bicycle facilities. When asked how frequently they would use the improved and expanded bicycle and pedestrian facilities, 75 percent said they would frequently use pedestrian facilities and 51 percent would frequently use bicycle facilities.*

Marinship Specific Plan (1989) – *The Marinship Specific Plan presents development and design standards and details for land uses, circulation, and view corridors in the Marinship area, which is bound by North Bridge Boulevard/Gate 6 Road to the north, Napa Street to the south, Bridgeway to the west, and Richardson's Bay to the east. The intent of the plan was to "promote the waterfront area and promote diversified water-dependent uses" and "promote other lands in the Marinship with industrial uses and uses compatible with an industrial area." Goal 15 of the plan is to "give special attention to the establishment and enhancement of the pedestrian and bicycle paths to and through the Marinship."*

The Marinship Specific Plan provides a path system for providing pedestrian access to the Marinship waterfront detouring around active marine industrial areas. The plan describes two pedestrian paths that are required as part of developments or redevelopments when reasonable if the development plans increase the Floor Area ratio or market value of the parcel 25 percent. A description of the two paths, Path A and Path B, follows:

- *Path A: Along the foot (toe of the slope) of Bridgeway (between Parcels 1A and 1B, western edges of Parcels 2A, 2B, 3A, 3B, between Parcels 3C and 3D, the western edge of Parcels 5A, 5B, and the eastern edge of Parcel 6A). North of this location the path shall follow the existing alignment to the northern City limits.*
- *Path B: Pathways, accommodating both pedestrians and bicycles, shall be provided along Harbor Drive (south side of the street), at the Army Corps of Engineers (Parcel 3A), and along the northern edge of or near Mono Street, in locations considered to avoid potential negative impacts to the marsh restoration project.*

The Marinship Specific Plan includes a bike path and calls for an extension and widening of the path on the eastern side of Bridgeway between the northern city limit and Harbor Drive, at Harbor Drive the path connects to Marinship Way. This would connect with three shoreline paths:

- *A route along the southern edge of Harbor Drive between Bridgeway and Parcel 8A*
- *A route near Parcel 3A (Army Corps of Engineers)*
- *Between Mono Street at Bridgeway and Schoonmaker Point*

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Bike Policy for Marin County (1974) – *A bike policy for Marin County was drafted by the Board of Supervisors in 1974 to call for "safe accommodation for bicycling in all public streets and roads." The policy calls for the County to:*

- *Require new road construction and repair projects to be designed to safely accommodate bicycles as well as motor vehicles*
- *Integrate bicycle planning into transportation planning and construction*
- *Provide recreational bikeways along scenic routes and connections between recreation areas*
- *Develop uniform signing and safety standards for bikeway design*
- *Support bicycle traffic safety education and skills training programs*
- *Support statewide and local legislative efforts to establish bicycle safety rules and support enforcement and education programs which may be necessary*

The Bay Trail Plan (1989) – *The Bay Trail Project is a non-profit organization administered by the Association of Bay Area Governments (ABAG) that plans, promotes, and advocates for the implementation of a continuous 500-mile multi-use path around the San Francisco Bay. When complete, the trail will pass through 47 cities, all nine Bay Area counties, and cross seven toll bridges. To date, slightly more than half the length of the Bay Trail alignment has been developed. The Bay Trail designated a "spine" for a continuous through-route around the Bay and "spurs" for shorter routes to Bay resources. The goals of the plan include providing connections to existing park and recreation facilities, creating links to existing and proposed transportation facilities, and preserving the ecological integrity of the Bays and their wetlands. Major sections in Marin County that have been completed include the Tiburon Bicycle Path, the Mill Valley-Sausalito Bicycle Path, the Corte Madera-Larkspur Bay Trail, and sections of the San Rafael Shoreline Park Pathway.*

North-South Greenway – *The North-South Greenway is a proposed 25-mile bicycle and pedestrian corridor from Marin County's southern edge at the Golden Gate Bridge through Novato to the north. Over the years, segments of this corridor have been completed with the opening of the Cal Park Tunnel, Lincoln Hill Pathway, Enfrente Pathway, three major north-south connectors, and start of construction of the Sonoma Marin Area Rail Transit (SMART) train and pathway project. Gaps within the North-South Greenway still exists, with additional projects currently being planned or designed and others under construction. Segments near and in the City of Sausalito include:*

- *Sausalito/Bridgeway/Gate 6 Intersection*
- *Alexander Avenue*
- *Vista Point Road*

See the Marin County Bicycle Coalition's North-South Greenway webpage for updates: http://www.marinbike.org/news/transportation/north-south-greenway-in-marin/

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1.5 ATP Compliance Checklist

The State of California adopted Active Transportation Program (ATP) guidelines that encourage increased use of active modes of transportation, such and bicycling and walking, and provide guidance on the inclusion of specific active transportation plan elements in order to apply for grant funding. The Plan should include the provisions listed in ***Table 1-2*** *to fully comply with ATP guidelines.*

Table 1-2: Sausalito ATP Compliance Checklist

	Required Plan Elements	Location
(a)	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	Section 3.6
(b)	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Section 3.7
(c)	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.	Section 3.3
(d)	A map and description of existing and proposed bicycle transportation facilities.	Section 4.1
(e)	A map and description of existing and proposed end-of-trip bicycle parking facilities.	Section 4.3
(f)	A description of existing and proposed policies related to bicycle parking in public locations, private parking garages, and parking lots and in new commercial and residential developments.	Section 2.1.2
(g)	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Section 2.1.3
(h)	A map and description of existing and proposed pedestrian facilities at major transit hubs. These must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	Section 2.1.3
(i)	A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Section 1.1
(j)	A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, freedom from encroaching vegetation,	Section 4.4.9

	Required Plan Elements	Location
	maintenance of traffic control devices including striping and other pavement markings, and lighting.	
(k)	*A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on accidents involving bicyclists and pedestrians.*	*Section 4.4*
(l)	*A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.*	*Section 1.2*
(m)	*A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.*	*Section 1.4*
(n)	*A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.*	*Section 5.2*
(o)	*A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.*	*Appendix A*
(p)	*A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.*	*Section 5.1*
(q)	*A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.*	*Appendix D*

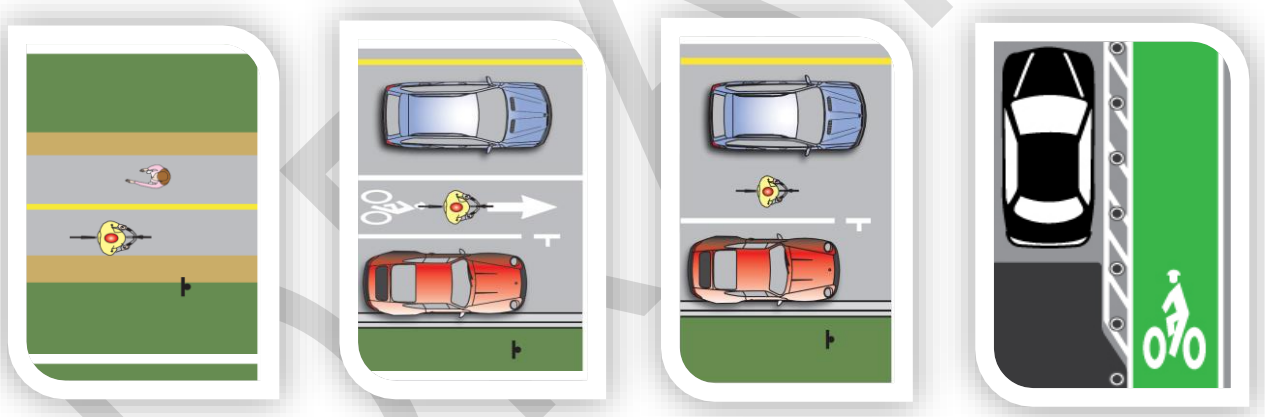
2 Existing Conditions

In the years since the adoption of the Sausalito Bicycle Master Plan Update in 2008, significant progress has been made in improving conditions for walking and bicycling. This section of the plan describes the existing conditions in Sausalito in terms of bikeways, bicycle parking, and pedestrian facilities as well as education, encouragement, and enforcement activities.

Figure 2-1 *designates Sausalito's bicycle facilities and those in adjacent unincorporated areas by Class I, II, III, or IV in accordance with Chapter 1000 on Bikeway Planning and Design of the California Department of Transportation,* ***Highway Design Manual****. Class I Bikeways serve the exclusive use of pedestrians and bicyclists. Class II Bikeways serve the preferential use of bicycles on marked lanes on paved streets. Class III Bikeways serve bicycles on streets connecting Class I or Class II bikeways. Protected bicycle lanes, which recently have been officially permitted for use in California, are referred in this plan as Class IV bikeways. This is a working title and subject to change as Caltrans and other agencies develop more detailed guidelines and standards regarding protected bicycle lanes.*

2.1 Existing Conditions for Bicycling

2.1.1 Definition of Bikeways



Class I *Class II* *Class III* *Class IV*

The four types of bikeways identified by Caltrans in Chapter 1000 of the Highway Design Manual are as follows:

Class I Bikeway *- Typically called a shared-use path, a Class I Bikeway provides bicycle travel on a paved right-of-way completely separated from any street or highway. It is usually shared with pedestrians and other active transportation users.*

Class II Bikeway *- Often referred to as a bicycle lane, a Class II Bikeway provides a striped lane accompanied by stenciled markings for one-way bicycle travel on a street or highway. Class II facilities can also include painted buffers to help provide a physical separation between motor vehicle travel lanes and the bicycle lane.*

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Class III Bikeway *- Generally referred to as a bicycle route, a Class III Bikeway provides for shared use with motor vehicle traffic and is identified only by signing and/or pavement markings. A subset of this type of bikeway is a Bicycle Boulevard, which is a local street that has been optimized for bicycle travel by reducing motor vehicle speeds and volumes and by improving arterial crossings and operating speeds for bicyclists.*

Class IV Bikeway *- Often referred to as protected bicycle lanes, separated bikeways, cycle tracks, or green lanes, Class IV bikeways are located within a street or highway right-of-way and provide a designated area for one-way or two-way bicycle travel while offering physical protection from adjacent motor vehicle traffic using barriers, bollards, curbing, parked cars, posts, planters, or other vertical-oriented elements.*

It is important to note that bicycles are permitted on all roads in the State of California and in Sausalito (with the exception of designated freeways). As such, Sausalito's entire street network is effectively the City's bicycle network, regardless of whether or not a bikeway stripe, stencil, or sign is present on a given street. The designation of certain roads as Class II, III, or IV bicycle facilities is not intended to imply that these are the only roadways intended for bicycle use, or that bicyclists should not be riding on other streets. Rather, the designation of a network of Class II, III, and IV on-street bikeways recognizes that certain roadways are optimal bicycle routes, for reasons such as directness or access to significant destinations, and allows the City of Sausalito to then focus resources on building out this primary network. The City's existing network of designated bikeways is shown in ***Table 2-1.***

The City has a history of major capital investments in bicycle infrastructure. In 2003, the City completed the Bridgeway bicycle lanes project, which cost approximately $1.5 million. The City paid approximately 15 percent of the total cost, and the rest was paid for with various grants, including funding in connection with the Bay Trail project. Additional investments have been in the form of development and maintenance of bicycle facilities as part of road improvement or other larger projects or developments.

The existing Sausalito bikeway system consists of a total of approximately 4.00 miles of bikeways, including 1.22 miles of multi-use pathways located parallel to Bridgeway and along the Sausalito Shoreline, 2.00 miles of Class II bicycle lanes along Bridgeway, and 0.78 miles of Class III bicycle routes north from the City's south gateway to the Class II bicycle lanes along Bridgeway. The pathways parallel to Bridgeway and along the Sausalito Shoreline are fragmented and may be too narrow in some locations to meet Caltrans criteria for a Class I multi-use path. These pathways tend to be avoided by commuter and recreational bicyclists.

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Table 2-1: Existing Sausalito Bikeways

Segment Name	Begin	End	Class	Length (miles)
Bridgeway Pathway	Johnson St.	Locust St.	I	0.17
Bridgeway Pathway	Litho St.	Napa St.	I	0.11
Bridgeway Pathway	Napa St.	Liberty Ship Way	I	0.29
Sausalito Shoreline Pathway	Bridgeway Pathway	Liberty Ship Way	I	0.34
Sausalito Shoreline Pathway	300' west of Liberty Ship Way	Testa St.	I	0.14
Sausalito Shoreline Pathway	Testa St.	Road 3	I	0.17
			Total Class I Bikeways	1.22
Bridgeway	Princess St.	Donahue St.	II	2.00
			Total Class II Bikeways	2.00
Second St.	Richardson St.	South St.	III	0.20
Alexander Ave.	South St.	Edwards Ave.	III	0.07
Bridgeway	Princess St.	Richardson St.	III	0.37
Richardson St.	Bridgeway	Second St.	III	0.05
South St.	Second St.	Alexander Ave.	III	0.09
			Total Class III Bikeways	0.78
			Total Bikeways	4.00

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Gaps in the bikeway network have not prevented people from riding to and through Sausalito. Observations of existing bicycling conditions include:

- *Sausalito is the "gateway" to bicycling in Marin County and the North Bay. Sausalito provides access to scenic resources and international visitor destinations such as the Golden Gate Bridge, Mt. Tamalpais, and Fort Baker.*
- *Bridgeway is a major bicycle commuter route running north-south through the heart of Sausalito and is used extensively by recreational bicyclists. These bicyclists, many of whom access the city by ferry, stop in Sausalito to access the many services and businesses offered along the route.*
- *Certain segments of the major north-south corridor, particularly at the south end of the city, do not provide usable shoulders or are otherwise extremely narrow, which when combined with heavy motor vehicle volumes, serves to create potential conflicts between people bicycling and people driving.*
- *There is a need for additional directional signage for popular tourist destinations such as the ferry terminal, Mill Valley-Sausalito Path, Marin Headlands, and Fort Baker.*

Existing bikeways are shown in ***Figure 2-1.***

2.1.2 Bicycle Parking Facilities

Bicycle parking facilities are classified as follows:

Class I: *bicycle lockers or a secure area that may be accessed only by bicyclists*
Class II: *bicycle racks that provide support for the bicycle but do not have locking mechanisms*

Typically, Class I parking facilities are located at large employment centers, schools, and transit facilities. Typically, Class II parking facilities are located at schools, commercial locations, and activity centers such as parks, library, and civic center. Bicycle parking includes bike racks, lockers, and corrals. Racks are low cost devices that typically hold between two and eight bicycles, allow bicyclists to securely lock their frames and wheels, are secured to the ground, and are located in highly visible areas. Bike lockers are covered storage unites that typically accommodate one or two bicycles per locker, and provide additional security and protection from the elements. Bike lockers are most often found in commercial areas where regular commuters can take advantage of the multimodal connections and feel safe in leaving their bicycle. Bike corrals can be found at schools, stadiums, special events, and other locations, and typically involve a movable fencing system that can safely store numerous bicycles. Security is provided by either locking the enclosure or locating it near other activities so that it can be supervised.

Existing bicycle parking in Sausalito is located at City Hall on Litho Street, along Bridgeway in the downtown area, adjacent to bus stops, and at the Ferry Terminal. However, there remains a need for more bicycle parking throughout the community. Bicyclists visiting stores, restaurants, places of employment, schools, open space, and community facilities are largely left to their own devices to temporary store their bicycles. Private bicycle parking accessible to the public is rare. Consideration of replacing motor vehicle parking with bicycle parking is warranted.

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In addition to permanent bicycle parking, the City has partnered with the Marin County Bicycle Coalition to provide temporary valet parking using a claim check system at major events such as the Caledonia Street Spring Faire and Sausalito Art Festival. The locations of the City's existing bicycle parking facilities are shown in ***Figure 2-1****.*

2.1.3 Multimodal Connections

An integral part of every bikeway system is the support facilities that aid bicyclists at multimodal connections. These facilities include bike racks on buses, bike storage on ferries and other transit, and bike parking at transit stations and stops.

The use of public transit for commuting is higher in Sausalito than Marin County as a whole (See ***Table 3-1****). The City does not directly provide any public transit services but works with Golden Gate Transit to provide necessary support services such as transit shelters which improve the quality of transit service. Below is a list of transit services offered in Sausalito.*

- *Golden Gate Transit Bus Service: Offers connections throughout the region via bus service (Routes 2, 4, 10, 17, 61, 70, and 92). Currently all Golden Gate Transit buses have racks that transport two bicycles, either front-mounted or underfloor in the luggage compartment.*
- *Golden Gate Ferry: Provides daily service to San Francisco. Ferries serving Sausalito accommodate 70 bicycles.*
- *The Blue and Gold Fleet: Offers daily ferry service to San Francisco and accommodates bicycles onboard ferry vehicles.*
- *Park and Ride: There is one park and ride area at Spencer Avenue and Highway 101. This area is used extensively by commuters.*

2.1.4 Bikeway Signage

In 2005, the County of Marin received $189,000 in grant funding to design and implement a Countywide Bicycle Route Guide Signage project in partnership with local jurisdictions. The goal of the project was to encourage commuting by bicycle through Marin and make recreational bicycling more attractive to the public. The signage provides bicyclists with directions and destinations at key intersections, so that residents and visitors will be able to navigate more easily. The Marin Public Works Directors Association selected a uniform sign for the County which has a logo of Mount Tamalpais in the background. The countywide bikeway route network can be viewed at http://www.marinbike.org/map.

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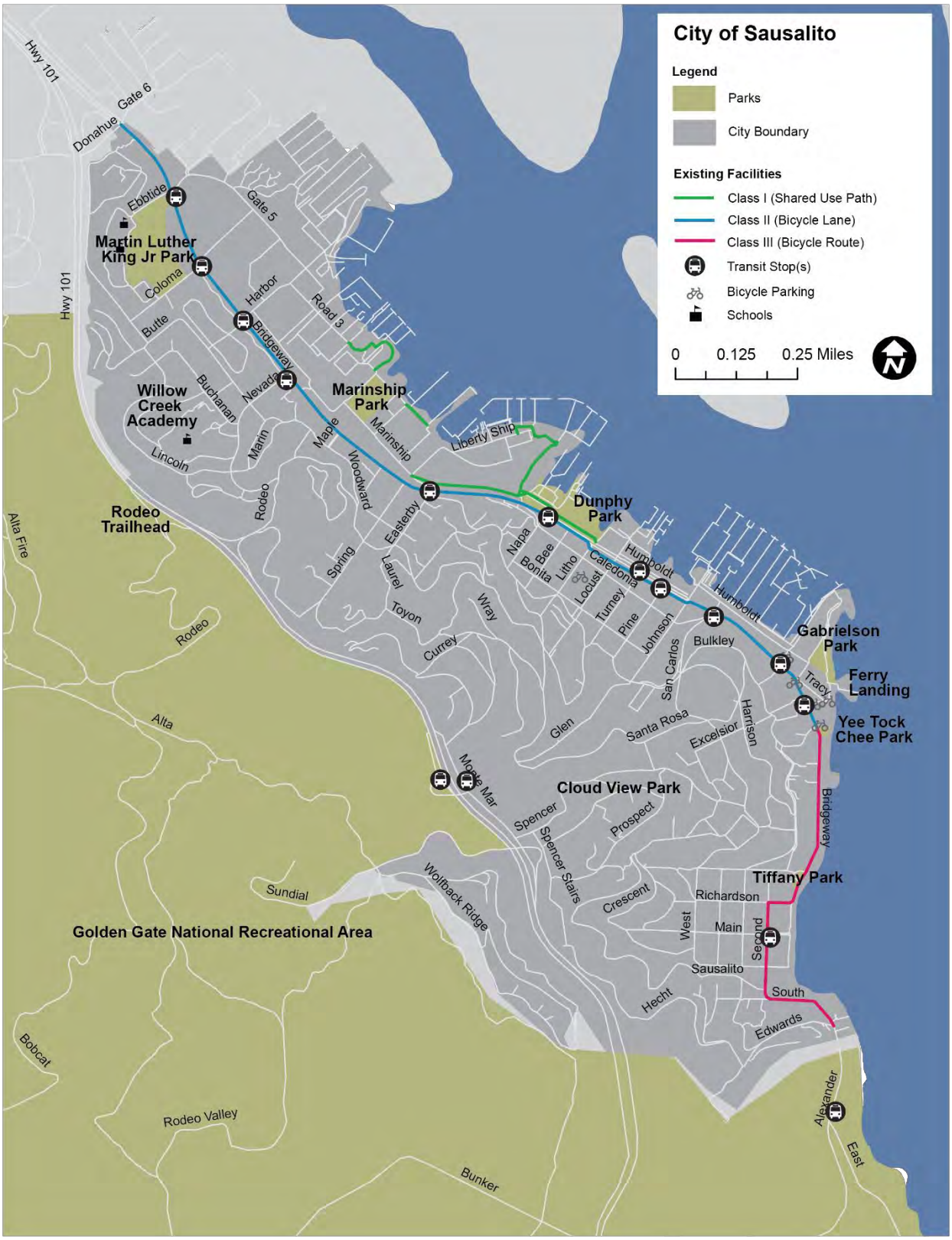
Figure 2-1: Existing Bicycle Facilities



2.2 Existing Conditions for Walking

2.2.1 Definition of Pedestrian Facilities

Generally, there are two types of pedestrian facilities, those intended for exclusive use by pedestrians, such as sidewalks, and those shared with other users such as Class I multi-use pathways. Pedestrian facilities at intersections can include crosswalks, pedestrian crosswalk signals, warning signage, curb ramps, and other treatments to promote accessibility for disabled users and safety.

The California Vehicle Code Section 275 defines a crosswalk as either:

- *That portion of a roadway included within the prolongation or connection of the boundary lines of sidewalks at intersections where the intersecting roadways meet at approximately right angles, except the prolongation of such lines from an alley across a street.*

- *Any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface.*

At intersections, a crosswalk is effectively a legal extension of the sidewalk across the roadway. Crosswalks are present at all intersections, whether marked or unmarked, unless the pedestrian crossing is specifically prohibited by the local jurisdiction.

Traffic control devices must follow the procedures set forth in the current California version of the ***Manual of Uniform Traffic Control Devices*** *(CAMUTCD), while elements such as sidewalks and curb cuts must comply with guidelines for implementing the federal Americans with Disabilities Act (ADA) and California Building Code.*

2.2.2 Existing Pedestrian Facilities

The City of Sausalito has a variety of pedestrian facilities, including sidewalks, crosswalks, stairways, trails, and multi-use paths. A number of these facilities are more or less developed, consisting of historic stairways and unpaved or narrow footpaths. Examples of high-use pedestrian areas are along Bridgeway and Caledonia Street to access destinations such as City Hall, the Sausalito Public Library, restaurants, shops, and the Sausalito Ferry Terminal. Examples of stairways include Excelsior Lane, the stairway between Santa Rosa Avenue and Spencer Avenue, the stairway connecting Spencer Avenue to Cloud View Road, Wolfback Ridge Road, and Prospect Avenue, and the stairway between Woodward Avenue and Laurel Lane. Examples of trails include Rodeo Avenue, Alta Trail, SCA Trail, and Cloudview Trail. Lastly, a portion of the Mill Valley-Sausalito Path runs parallel to Bridgeway from the north city limit to Harbor Drive.

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2.3 Safety, Education, and Encouragement Programs

Changes in the physical environment for walking and bicycling are supported by program efforts that promote safe behavior on the part of all road users. The following details efforts to reach out to adults and children in Sausalito.

2.3.1 Sausalito Police Department

In response to the extensive number of bicyclists passing through Sausalito in large group rides from San Francisco, particularly on weekends, the Sausalito Police Department has engaged in targeted bicyclist enforcement which includes warning or issuing citations to bicyclists violating California Vehicle Code or local laws. Typical violations include failure to stop at stop signs and failure to yield to other road users such as pedestrians and motorists.

2.3.2 Share the Road

The Sausalito Police Department participates in the Marin County Bicycle Coalition's Share the Road campaign. The campaign includes three components: checkpoints, basic street skills classes, and public presentations.

At checkpoints, uniformed police, highway patrol officers and volunteers from the bicycle coalition stop people walking, bicycling, and driving to provide them with share the road flyers. Flyers contain California Vehicle Code information, codes of conduct for bicyclists and motorists, and additional safety tips to prevent road rage. Sausalito hosted checkpoints on Bridgeway and the Mill Valley-Sausalito Pathway in 2005, 2006, and 2007.

Basic Street Skills Classes are provided free of charge by the Marin County Bicycle Coalition. Classes provide information on how to avoid collisions and citations, how to ride safely, improve visibility, and the legal rights of bicyclists. Bicyclists who have received a bicycle violation may attend this class to reduce their fine.

The Marin County Bicycle Coalition also provides a Share the Road presentation for the public. The presentation is available by request, and includes information on the rights and responsibilities of bicyclists and drivers while focusing on ways each group can behave courteously to avoid collisions.

2.3.3 Safe Routes to Schools

The countywide Safe Routes to Schools program began in 2000 in an effort to reduce congestion and encourage healthy exercise and transportation habits among school-aged children in Marin County. The program has since expanded to its current level, with 60 schools and over 20,000 students participating countywide. Each year, the program has successfully decreased the percentage of drive-alone students at participating schools through innovative classroom activities, contests and events, and implementation of engineering improvements. Currently there are no schools in Sausalito participating in the Marin County Safe Routes to Schools program.

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3 Needs Analysis

As described in Chapter 1, public workshops were held in 2014 and 2015 to collect input on needs for walking and bicycling. In addition, an online survey of Sausalito residents was conducted. Results from these meetings and the survey are presented below:

- *Conflict between pedestrians, bicyclists, and motorists along southern gateway to City (Alexander Avenue –South Street – Second Street corridor) along with issues of low visibility.*
- *Discontinuous Class II bicycle lanes on Bridgeway and difficult intersection crossings.*
- *Conflict between recreational bicyclists, pedestrians, and motorists along Bridgeway, including adherence to existing traffic laws.*
- *Need for continued stair and trail maintenance.*
- *Need for improved pedestrian access to the Spencer Avenue bus stop.*

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3.1 Online Survey Results (2014)

An online survey of Sausalito residents was conducted from October 2014 to November 2014, and it received 51 total responses. Below is a summary of the survey responses.

- *81 percent of responses came from Sausalito residents*
- *53 percent of responses came from men, 47 percent came from women*
- *75 percent of responses came from people above the age of 40*
- *Even distribution of people identifying as "strong and fearless", "enthused and confident", "interested but concerned", or "no way, no how" bicyclists*
- *Top three obstacles to bicycling:*
    - *Road/trails do not feel safe*
    - *Drivers are too aggressive*
    - *Street crossings feel unsafe*
- *Top three obstacles to walking:*
    - *Roads/sidewalks do not feel safe*
    - *Destinations are too far to walk*
    - *There are no sidewalks or paths*
- *Respondents said that they primarily walk and bicycle for recreation, for health and fitness, to spend more time outdoors, and for pleasure*
- *Top three destinations for bicycling:*
    - *No particular destination*
    - *Parks, trails, and off-street paths*
    - *Shopping and restaurants*
- *Top three destinations for walking:*
    - *Spencer Avenue Bus Stop*
    - *Golden Gate Bridge*
    - *Caledonia Street*
- *69 percent of respondents rated Sausalito's bicycle conditions as fair or poor*
- *79 percent of respondents rated Sausalito's walking conditions as fair or good*
- *More bicycle parking is desired along Caledonia Street and at the Ferry Terminal*
- *More walking amenities desired at Dunphy Park, along Bridgeway, and along the Waterfront*
- *Top three transportation priorities:*
    - *Expand/improve bicycle and pedestrian pathway and trail network*
    - *Construct more bikeways*
    - *Improve existing public transit*

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3.2 Sausalito Business Vision Poll (2006)

A telephone survey regarding issues important to Sausalito residents was conducted in September 2006 and included in the 2008 City of Sausalito Bicycle Master Plan Update. The following documents the bicycle-related results of that survey.

The majority of survey respondents:

- *Favor a continuous waterfront pedestrian and bicycle pathway (80 percent)*
- *Favor improving and expanding pedestrian facilities, such as sidewalks, stairs, and multi-use paths (74 percent)*
- *Favor improving and expanding bicycle facilities (66 percent)*

3.3 Land Use and Demand

The "demand" for walking and bicycling facilities can be difficult to predict. Unlike automobile use where historical trip generation studies and traffic counts allow one to estimate future "demand" for travel, walk and bicycle trip generation methods are less advanced and standardized. Land use patterns can help predict demand and are important to pedestrian and bikeway planning because changes in land use (and particularly employment areas) will affect average commute distance, which in turn affects the attractiveness of walking and bicycling as a commute mode. See ***Figure 3-1*** *for the City's land use map and* ***Figure 3-2*** *for the City's zoning map.*

The Sausalito pedestrian and bicycle network will connect the neighborhoods where people live to the places they work, shop, engage in recreation, or go to school. An emphasis will be placed on regional bikeways and transit connections centered on the major activity centers in Sausalito, including:

- *Downtown commercial district*
- *Civic buildings such as community centers, senior centers, and libraries*
- *Schools*
- *Bus stops and the Ferry Terminal*
- *Neighborhood parks and regional recreational areas*
- *Employment and shopping centers*

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Figure 3-1: Sausalito Land Use Map (2012)

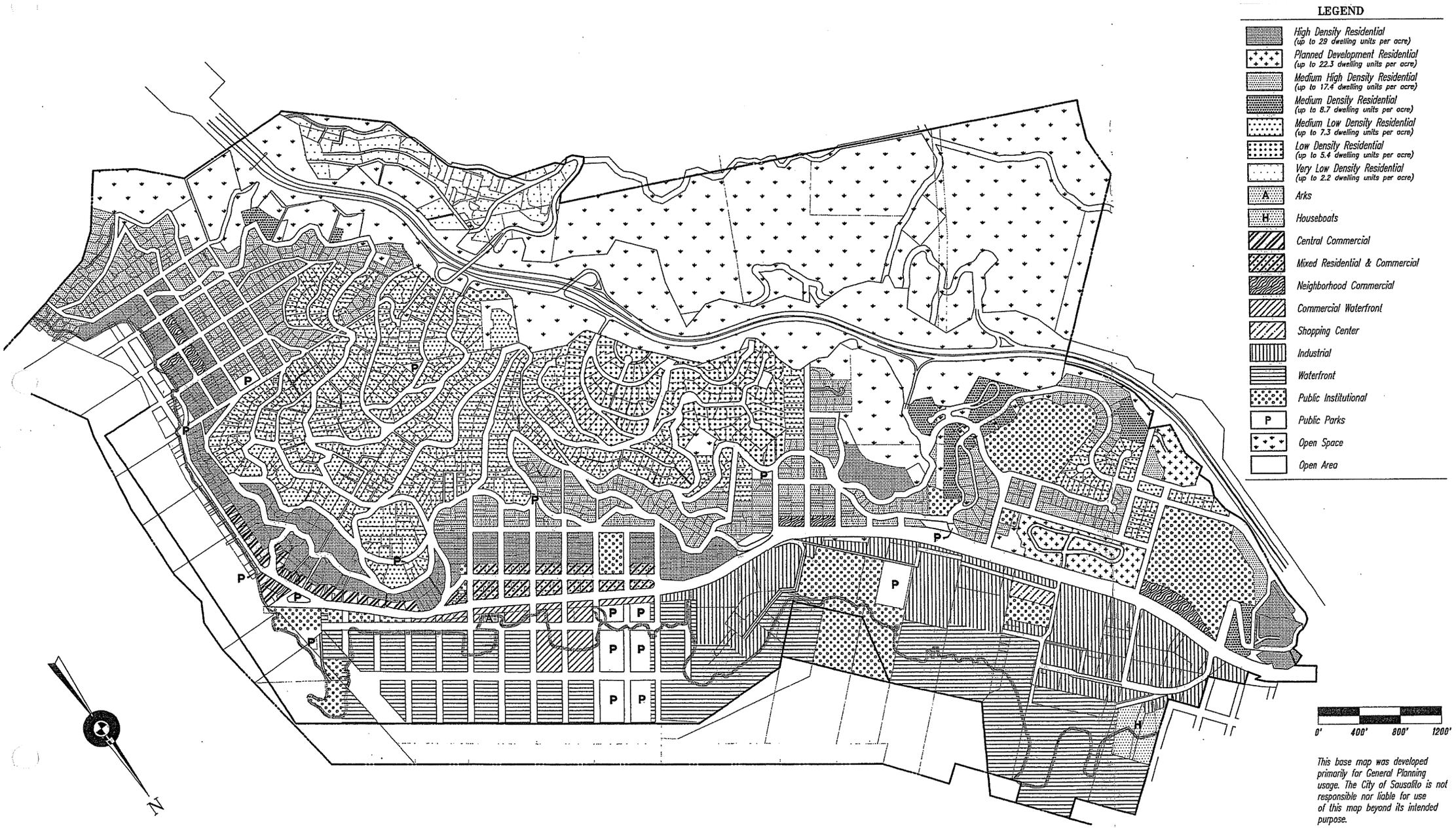
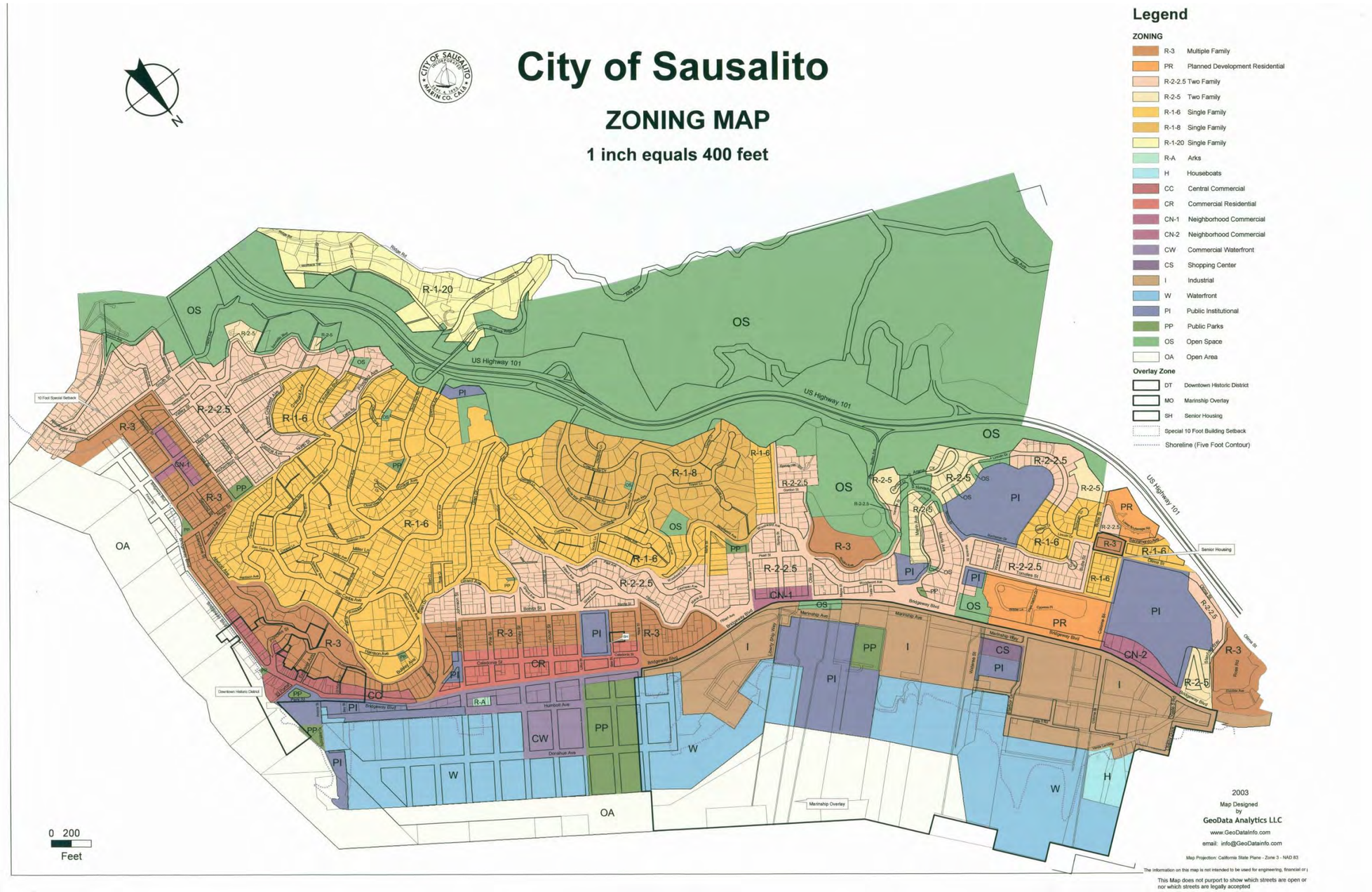


Figure 3-2: Sausalito Zoning Map (2003)



3.4 Bicycle and Pedestrian Activity

In 2007, the Non-motorized Transportation Pilot Program (NTPP), a federally-funded project of the Marin County Department of Public Works, conducted counts and surveys of pedestrians and bicyclists throughout Marin County. Out of 23 pedestrian count locations observed within Marin County in the ***Non-Motorized Transportation Pilot Program Bicycle and Pedestrian Counts*** *report (2013), the intersection of Bridgeway and Princess Street in Sausalito experienced the highest weekday peak-hour pedestrian volumes (638 pedestrians). The intersection with the second highest weekday pedestrian volumes was 4th Street and B Street in San Rafael (302 pedestrians). Pedestrian activity at Bridgeway and Princess Street increased 24 percent since 2008, which is above the 7 percent weighted average increase of pedestrian count locations throughout Marin County over the same time period. This intersection also experienced the highest weekend peak-hour pedestrian volumes with 1,316 people, and represents a minor decline in pedestrian volume from 2008 (-5 percent). The intersection with the second highest weekend pedestrian volumes was Miller Avenue and Throckmorton Avenue in Mill Valley with 310 people.*

Similar counts were conducted of bicyclists at the same 23 locations within Marin County. Bridgeway and Princess Street experienced the highest number of weekday peak-hour bicyclists among the observed locations with 314 bicyclists. The second busiest intersection for weekday bicyclists in Marin County was Doherty Drive at Hall Middle School in Larkspur with 115 bicyclists. Likewise, Bridgeway and Princess Street also experienced the highest number of weekend peak-hour bicyclists with 573 people bicycling. This represents a 23 percent increase over 2008 bicycle counts at this intersection. The second highest weekend peak-hour bicyclist traffic in Marin County occurred at the intersection of the Mill Valley-Sausalito Path and the Tennessee Valley Path with 367 bicyclists.

3.5 Commute Patterns

A central focus of presenting commute information is to identify the current "mode split" of people that travel in Sausalito. Mode split refers to the choice of transportation a person selects to reach their destinations, be it walking, bicycling, taking a bus, or driving. One major objective of any pedestrian or bicycle facility improvement is to increase the percentage of people who choose to walk or bicycle rather than drive or be driven. Every saved vehicle trip or vehicle mile represents quantifiable reductions in air pollution and can help in lessening automobile traffic congestion.

Journey to work data was obtained from the most recent five-year American Community Survey estimates (2010-2014) for Sausalito, Marin County, California, and the United States. The percent breakdown for primary mode of travel during commute trips conducted by the employed population over the age of 15 is shown in ***Table 3-1.***

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Table 3-1: Means of Transportation to Work (ACS, 2010-2014)

MODE CHOICE	UNITED STATES	CALIFORNIA	MARIN COUNTY	SAUSALITO
Drove Alone	76.4%	73.2%	66.1%	59.1%
Carpooled	9.6%	11.1%	9.1%	3.5%
Transit	5.1%	5.2%	9.0%	16.0%
Taxi	0.1%	0.0%	0.0%	0.0%
Motorcycle	0.2%	0.3%	0.2%	0.0%
Bicycle	0.6%	1.1%	1.7%	3.9%
Walked	2.8%	2.7%	3.4%	3.0%
Other Means	0.9%	1.0%	0.6%	0.0%
Worked at Home	4.4%	5.3%	9.9%	14.5%

As shown, about 3.9 percent of all employed Sausalito residents above the age of 15 commute primarily by bicycle. The American Community Survey does not include the number of people who bicycle for recreation or for utilitarian purposes, students who bicycle to school, bicycle commuters who travel from outside Sausalito, or commuters who bicycle to transit, and, therefore, the data likely undercounts true bicycling rates. Recreational bicycling is especially popular in Sausalito, with its easy access to popular recreational routes such as the Mill Valley – Sausalito Multi-use Pathway.

Comparatively, Sausalito's rate of bicycle commuting is greater than the Marin County average (3.9 percent compared to 1.7 percent) and above statewide and national averages (1.1 percent and 0.6 percent, respectively). The percentage of commuters who primarily use transit to get to work in Sausalito is triple that of the state and national averages (16.0 percent compared to 5.2 percent across the state and 5.1 percent across the country). Conversely, the number of people who walk to work in Sausalito (3.0 percent) is comparable with the number of walk commuters in Marin County (3.4 percent), California (2.7 percent), and the country as a whole (2.8 percent). This may be explained by the large number of Sausalito residents who work from home (14.5 percent).

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3.6 Potential Future Air Quality Improvements

Sausalito lies within the San Francisco Bay Area Basin, which is regulated by the Bay Area Air Quality Management District (BAAQMD). As of 2012, the air quality in the San Francisco Bay Area Basin did not meet the minimum State health-based standards for 1-hour ozone concentrations, did not meet the minimum State or federal standards for 8-hour ozone concentrations, or 24-hour State and federal standards for particulate matter (PM_{10}) and fine particulate matter ($PM_{2.5}$).

According to the BAAQMD, motor vehicles are responsible for approximately 75 percent of the smog in the Bay Area. Reducing vehicle-miles traveled (VMTs) is a key goal of the BAAQMD, and fully implementing Sausalito's pedestrian and bicycle network may help achieve this goal by providing residents improved options for getting to work, school, or shopping that are not automobile dependent. Based on data from the 2010-2014 American Community Survey, the current number of pedestrian and bicycle trips in Sausalito is estimated to be approximately 3,200 trips per weekday.

***Table 3-2** quantifies the estimated reduction in VMTs in Sausalito following an increase in the number of wpedestrian and bicycle trips to approximately 4,500 per weekday and the estimated reduction in air pollutants based on the best available local and national data. It is conservatively estimated that this increase in daily pedestrian and bicycle trips would result in an estimated decrease of 2.3 metric tons of hydrocarbons, 17.4 metric tons of carbon oxides, 1.2 metric tons of nitrous oxides, and 346 metric tons of carbon dioxides per year compared to if those trips were taken in single-occupant automobiles.*

This improvement in air quality could be greater assuming that if conditions for bicyclists improve and attract new Sausalito-based bicyclists, the same conditions may attract bicyclists to the city whose trips originate outside of Sausalito such as trips currently taken by tourists in single-occupant vehicles or carpools.

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Table 3-2: Pedestrian and Bicycle Commute and Air Quality Projections

Current Commuting Statistics	Value	Source
Sausalito Population	7,043	*2010-2014 ACS*
Number of Commuters	4,352	*2010-2014 ACS*
Number of Bicycle-to-Work Commuters	169	*2010-2014 ACS*
Bicycle-to-Work Mode Share	3.9%	*2010-2014 ACS*
Number of Walk-to-Work Commuters	132	*2010-2014 ACS*
Walk-to-Work Mode Share	3.0%	*2010-2014 ACS*
Enrolled Students	783	*2010-2014 ACS*
Estimated School Bicycle Commuters	47	*Marin County Safe Routes to Schools Program Evaluation (2011), 6 percent of school trips involved bicycling*
Estimated School Walk Commuters	157	*Marin County Safe Routes to Schools Program Evaluation (2011), 20 percent of school trips involved walking*
Estimated Number of Utilitarian, Social/Recreational, and Other Bicycle Trips	1,082	*National Household Travel Survey (2009), 1:6.4 ratio of bicycle commute trips to other bicycle trips (underestimates high number of recreational bicycle trips in Sausalito)*
Estimated Number of Utilitarian, Social/Recreational, and Other Walk Trips	1,082	*National Household Travel Survey (2009), 1:8.2 ratio of walk commute trips to other walk trips (underestimates high number of tourism-based walk trips in Sausalito)*

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Estimated Current Bicycle and Walk Trips	Value	Source
Estimated Daily Bicycle Trips	1,514	*Estimated bicycle work and school commuters x 2 (for round trips) + estimated number of utilitarian, social/recreational, and other bicycle trips*
Estimated Daily Walk Trips	1,660	*Estimated walk to work and school commuters x 2 (for round trips) + estimated number of utilitarian, social/recreational, and other walk trips*
Vehicle Trips Replaced by Bicycle Trips	364	*Assumes 90 percent of commute/social/recreational bike trips, 43 percent of K-12 school bike trips, and 82 percent of college bike trips replace auto trips*
Vehicle Trips Replaced by Walk Trips	457	*Assumes 91 percent of commute auto trips, 49 percent of K-12 school auto trips, and 86 percent of college auto trips replaced by walking*
Vehicle-Miles Reduced by Bicycling	692	*Assumes 1.9 mile per trip average*
Vehicle-Miles Reduced by Walking	274	*Assumes 0.6 mile per trip average*
Total Estimated Vehicle-Miles Reduced per Weekday	966	*Sum of vehicle-miles per day reduced by bicycling and walking*

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Estimate Potential Future Daily Bicycle and Walk Trips	Value	Source
Number of workers with commutes nine minutes or less	416	*2010-2014 ACS*
Number of workers who already bicycle or walk to work	301	*2010-2014 ACS*
Number of potential bicycle and walk commuters	115	*Calculated by subtracting number of workers who already bicycle or walk from the number of workers who have commutes 9 minutes or less*
Future number of new bicycle and walk commuters	17	*Based on capture rate goal of 15 percent of potential bicycle and walk commuters*
Total Future Daily Bicycle and Walk Commuters	318	*Current daily bicycle and walk commuters plus potential future bicycle and walk commuters*
Future Total Daily Bicycle and Walk Trips	4,452	*Total bicycle and walk commuters x 2 (for round trips) plus 1:7 commute to other trip ratio*
Future Reduced Vehicle Trips per Weekday	3,250	*Assumes 73% of bicycle and pedestrian trips replace vehicle trips*
Future Reduced Vehicle-Miles per Weekday	3,250	*Assumes 1 mile per trip*
Future Reduced Vehicle-Miles per Year	832,000	*256 weekdays per year*

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