

Town of San Anselmo

BICYCLE MASTER PLAN

March 2008 Update



Prepared by

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TABLE OF CONTENTS

1. INTRODUCTION	1
1.1. COMMUNITY PARTICIATION	1
2. BICYCLE MASTER PLAN GOALS & POLICIES.....	2
2.1. GOALS, OBJECTIVES AND POLICY ACTIONS	2
2.2. BTA COMPLIANCE CHECKLIST.....	4
2.3. COMPLIANCE WITH LOCAL PLANS.....	4
3. EXISTING CYCLING CONDITIONS	6
3.1. DEFINITION OF BIKEWAYS	6
3.2. EXISTING ON-STREET BIKE LANES AND BIKE ROUTES	9
3.3. SIGNAGE.....	10
3.4. BIKEWAY SUPPORT FACILITIES	11
3.5. MULTI-MODAL CONNECTIONS.....	11
3.6. BICYCLE LOOP DETECTORS.....	11
3.7. DESCRIPTION OF PAST EXPENDITURES.....	12
3.8. SAFETY, EDUCATION AND ENCOURAGEMENT PROGRAMS	12
4. NEEDS ANALYSIS.....	16
4.1. LAND USE AND DEMAND FOR BICYCLING	16
4.2. SETTLEMENT PATTERNS AND DESTINATIONS.....	16
4.3. COMMUTE PATTERNS	18
5. PROPOSED IMPROVEMENTS.....	21
5.1. PROPOSED CLASS I - MULTI USE PATHS.....	21
5.2. PROPOSED CLASS II - STRIPED BICYCLE LANES	25
5.3. PROPOSED CLASS III - SIGNED BICYCLE ROUTES	27
5.4. SIGNAGE.....	33
5.5. RECOMMENDED SUPPORT FACILITIES AND PROGRAMS	33
6. PLAN IMPLEMENTATION.....	41
6.1. IMPLEMENTATION PROCESS	41
6.2. INFRASTRUCTURE PROJECT PRIORITIZATION	41
6.3. COST BREAKDOWN	43
6.4. MAINTENANCE	48
6.5. MARKETING THE BICYCLE MASTER PLAN	48
6.6. FUNDING OPPORTUNITIES	48
APPENDIX A: BICYCLE LAW AND ETIQUETTE	1
APPENDIX B: COMPLETE STREETS RESOLUTION	1

LIST OF FIGURES AND TABLES

FIGURES

Figure 3-1 San Anselmo Existing Bikeways

Figure 4-1 San Anselmo General Plan Land Use Map

Figure 5-1 San Anselmo Proposed Bikeways Map

Figure 5-2 San Anselmo Hub Crossings Detail Map

TABLES

Table 2-1 San Anselmo BTA Compliance Checklist

Table 3-1 Existing Bikeways Mileage by Type

Table 3-2 Existing Bicycle Lanes Inventory

Table 3-3 Existing Bicycle Routes Inventory

Table 3-4 San Anselmo Past Expenditures 2001-2008

Table 3-5 San Anselmo Safe Routes to Schools Education and Encouragement Programs

Table 4-1 San Anselmo Commute Mode Split Compared to the State and Nation

Table 4-2 Bicycle Commute and Air Quality Projections

Table 5-1 Proposed Class I Facilities

Table 5-2 Proposed Class II Facilities

Table 5-3 Proposed Class III Facilities

Table 6-1 Recommended Bikeway System Cost Estimates – All Facilities

Table 6-2 Recommended Bikeway System Cost Estimates – All Bikeways

Table 6-3 Bicycle Detection Estimated Costs

Table 6-4 Bicycle Detection Locations

Table 6-4 Bicycle Parking Locations

1. INTRODUCTION

The 2008 San Anselmo Bicycle Master Plan update provides for a town-wide network of bicycle paths, lanes and routes, along with bicycle-related programs and support facilities, intended to ensure bicycling becomes a viable transportation option for people who live, work and recreate in San Anselmo. Current bikeway network information was gathered from meetings with the San Anselmo Bicycle/Pedestrian Advisory Committee (BPAC) and Town staff, combined with information on proposed routes from the previously adopted Town of San Anselmo Bicycle Master Plan (2001). Relevant bikeway information was also gathered from the Marin County Unincorporated Area Bicycle and Pedestrian Master Plan (2001).

The purpose of this Bicycle Master Plan is to improve bicycle transportation in San Anselmo by meeting the requirements of the California Bicycle-Transportation Act, which requirements are contained in Section 890 of the California Streets and Highways Code.

1.1. COMMUNITY PARTICIATION

The San Anselmo BPAC was appointed by the Town Council in the spring of 1999 with the following mission statement: “To propose actions and policies to the San Anselmo Town Council which will encourage more citizens to cycle for everyday transportation and recreation. We seek ways to make bicycling in San Anselmo safer and more attractive.”

The BPAC met five times from June to March of 2008 to discuss and complete updates to the 2001 San Anselmo Bicycle Master Plan. Meetings were noticed through distribution to the interested parties list of the San Anselmo Bicycle/Pedestrian Advisory Committee. The BPAC is an advisory committee to the San Anselmo Town Council. The meetings were agendized and properly noticed in accordance with the Brown Act and are open to the public. In addition, public input was received at three countywide public meetings, the Central Marin Countywide Bicycle Master Plan Update Public Workshop (held Monday, November 13, 2006 at the San Rafael Community Center, San Rafael) and two Nonmotorized Transportation Pilot Program Public Workshops (held Thursday November 29, 2006 at the Embassy Suites Hotel, San Rafael and Monday March 12, at the San Rafael Community Center, San Rafael).

2. BICYCLE MASTER PLAN GOALS & POLICIES

2.1. GOALS, OBJECTIVES AND POLICY ACTIONS

2.1.1. GOALS

Goals provide the context for the specific objectives and policy actions discussed in the Bicycle Master Plan. The goals provide the long-term vision and serve as the foundation of the plan. Goals are broad statements of purpose that do not provide specific descriptions of the goal, while policy actions provide a bridge between general policies and actual implementation guidelines, which are provided in Section 5.

GOAL 1 IMPROVE BICYCLE CONNECTIONS

Expand bicycle facilities and access in and between neighborhood areas, employment centers, shopping areas, schools, and recreational sites.

GOAL 2 BICYCLE TRANSPORTATION

Make the bicycle an integral part of daily life in San Anselmo by implementing and maintaining a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer and more convenient.

GOAL 3 BICYCLE RECREATION

Encourage bicycling as a form of regular, non-polluting recreation and exercise to achieve fitness, health and wellness and quality of life improvements for residents of San Anselmo.

2.1.2. OBJECTIVES

OBJECTIVE A

Implement the Bicycle Master Plan, which identifies existing and future needs, and provides specific recommendations for facilities and programs.

Objective A Policy Actions

1. Update the Plan every five (5) years as required by Caltrans to reflect new policies and/or requirements for bicycle funding.
2. All Safe Routes to Schools travel plans should be reviewed by the San Anselmo BPAC for consistency with the Bicycle Master Plan, with the authority to refer concerns to staff and council as necessary.
3. Maximize coordination between government agencies, schools, and community organizations to address bicycle issues of mutual concern.

4. Seek funding for bikeway projects through current local, regional, state, and federal funding programs and encourage multi-jurisdictional funding applications.

OBJECTIVE B

Complete a continuous network of bikeways that are feasible, fundable, and that serve bicyclists' needs, especially for travel to employment centers, schools, commercial districts, transit stations, and institutions.

Objective B Policy Actions

1. Implement high priority projects, such as improving existing bike routes, implementing new routes and making school area access improvements.
2. Prioritize closing gaps in the east-west bikeway, such as crossings of the Hub, the connections to San Rafael and Fairfax, and others.
3. Implement relevant bikeways opportunistically whenever transportation facility maintenance or construction projects present opportunities, as feasible physically and financially.
4. Construct a network that encourages bicycling for recreational purposes.
5. Work with adjacent government agencies and local community groups to ensure a complete and continuous network across jurisdictional boundaries.
6. At a minimum, construct all bikeways according to Caltrans Chapter 1000 Design Guidelines and the California Manual of Uniform Traffic Control Devices.

OBJECTIVE C

Maintain and improve the quality, operation, and integrity of bikeway facilities.

Objective C Policy Actions:

1. Undertake routine maintenance of bikeway facilities such as sweeping bicycle lanes as a part of the established street sweeping schedule and removing vegetation which impinges on the bicycle right-of-way.
2. Undertake routine maintenance of bicycle facilities such as striping, signing and surface condition to avoid safety issues for users such as cracks and potholes that might affect cyclists.
3. Ensure that construction or maintenance projects minimize disruption to the cycling environment and that direct alternate routes clear of vegetation, debris or other safety hazards are signed for the duration of the project. The alternate route should be clearly signed and communicated prior to start of construction, with signs notifying motorists of the presence of bicycles in the area. All projects by outside agencies should be coordinated with the Town to ensure compliance with this policy.
4. Ensure that repair or construction of any transportation facility does not result in the permanent removal of an existing bicycle facility.

OBJECTIVE D

Provide short- and long-term bicycle parking and end-of-trip facilities in employment and commercial areas, in multifamily housing, at schools, and at transit facilities.

Objective D Policy Actions:

1. Require bicycle parking spaces as part of new development or redevelopment projects.
2. Encourage the installation of short- and long-term bicycle parking in the public right-of-way in the Downtown area.
3. Work with local elementary, middle, and high schools to promote bicycle commuting and to assist in purchasing and siting long- and short-term bicycle parking.
4. Require the provision of bicycle parking at all town-permitted large events to help ease traffic and parking.

OBJECTIVE E

Develop and implement safety, education and encouragement plans aimed at youth, adult cyclists and motorists.

Objective E Policy Actions

1. Develop and expand adult and youth bicycle education, encouragement and safety programs, particularly Share the Road programs aimed at reducing cyclist-motorist conflicts (see Section Five).
2. Promote the health and environmental benefits of bicycling.

2.2. BTA COMPLIANCE CHECKLIST

In order to meet the California Bicycle-Transportation Act requirements, the 2008 San Anselmo Bicycle Master Plan must include the provisions detailed in Table 2-1.

2.3. COMPLIANCE WITH LOCAL PLANS

The 2008 San Anselmo Bicycle Master Plan is consistent with the 1989 San Anselmo General Plan – Circulation Element, the 2001 Marin County Unincorporated Bicycle and Pedestrian Master Plan, and the Metropolitan Transportation Commission’s (MTC) 2001 Regional Bicycle Plan for the San Francisco Bay Area.

As a part of the Marin County Bicycle Plan Updates project sponsored by the Transportation Authority of Marin, the bicycle plan updates are being coordinated with concurrent and upcoming planning processes, such as the Nonmotorized Transportation Pilot Program. An example of this is the Fairfax-San Rafael Corridor Study, which is expected to study in more detail some of the specific recommendations of the San Anselmo Bicycle Master Plan, including east-west crossings of the Hub to facilitate travel through San Anselmo.

**Table 2-1
San Anselmo BTA Compliance Checklist**

BTA 891.2	Required Plan Elements	Location Within the Plan
(a)	The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.	Table 4-1; page 18. Table 4-2; page 20.
(b)	A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.	Figure 4-1; page 17.
(c)	A map and description of existing and proposed bikeways.	Figure 3-1; page 7. Figure 5-1; page 31. Tables 3-1 through 3-3 pages 9 and 10. Tables 5-1, through 5-4; pages 21-30. Text, pages 6-10, 21-29
(d)	A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.	Figure 3-1, page 7. Figure 5-1, page 31. Table 6-5, page 47. Text, pages 11, 33 and 34.
(e)	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals.	Figure 3-1, page 7. Figure 5-1, page 31. Table 6-5, page 47. Text, pages 11 and 38.
(f)	A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.	Figure 3-1, page 7. Figure 5-1, page 31. Text, pages 11, 33 and 34.
(g)	A description of bicycle safety and education 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 Vehicle Code.	Text, pages 12-14.
(h)	A description of the extent of citizen and community involvement in development of the plan.	Text, page 1.
(i)	A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans.	Text, page 4 and 19.
(j)	A description of the projects proposed in the plan and a listing of their priorities for implementation.	Text, pages 22-43.
(k)	A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.	Table 3-4, page 11. Tables 6-1 through 6-5, pages 44-47.

3. EXISTING CYCLING CONDITIONS

In the years since the adoption of the 2001 San Anselmo Bicycle Master Plan, significant progress has been made in improving conditions for bicyclists. This section of the plan describes the existing conditions in San Anselmo in terms of bikeways, bicycle parking and education, encouragement and enforcement activities.

The bicycle map which accompanies this Plan designates San Anselmo’s bicycle facilities and those in adjacent unincorporated areas by Class I, II, or III in accordance with Chapter 1000 of the California Department of Transportation, Highway Design Manual – Bikeway Planning and Design. Class I Bikeways serve the exclusive use of bicycles and pedestrians. Class II Bikeways serve as a designated space for bicycles to operate on established lanes on paved streets. Class III Bikeways serve bicycles on streets which serve as routes connecting Class I or Class II bikeways or where bicycle lanes or paths are not feasible.

3.1. DEFINITION OF BIKEWAYS

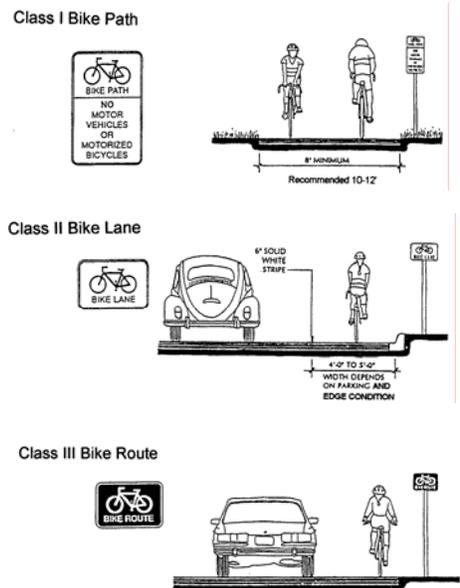
The three types of bikeways identified by Caltrans in Chapter 1000 of the Highway Design Manual are as follows.

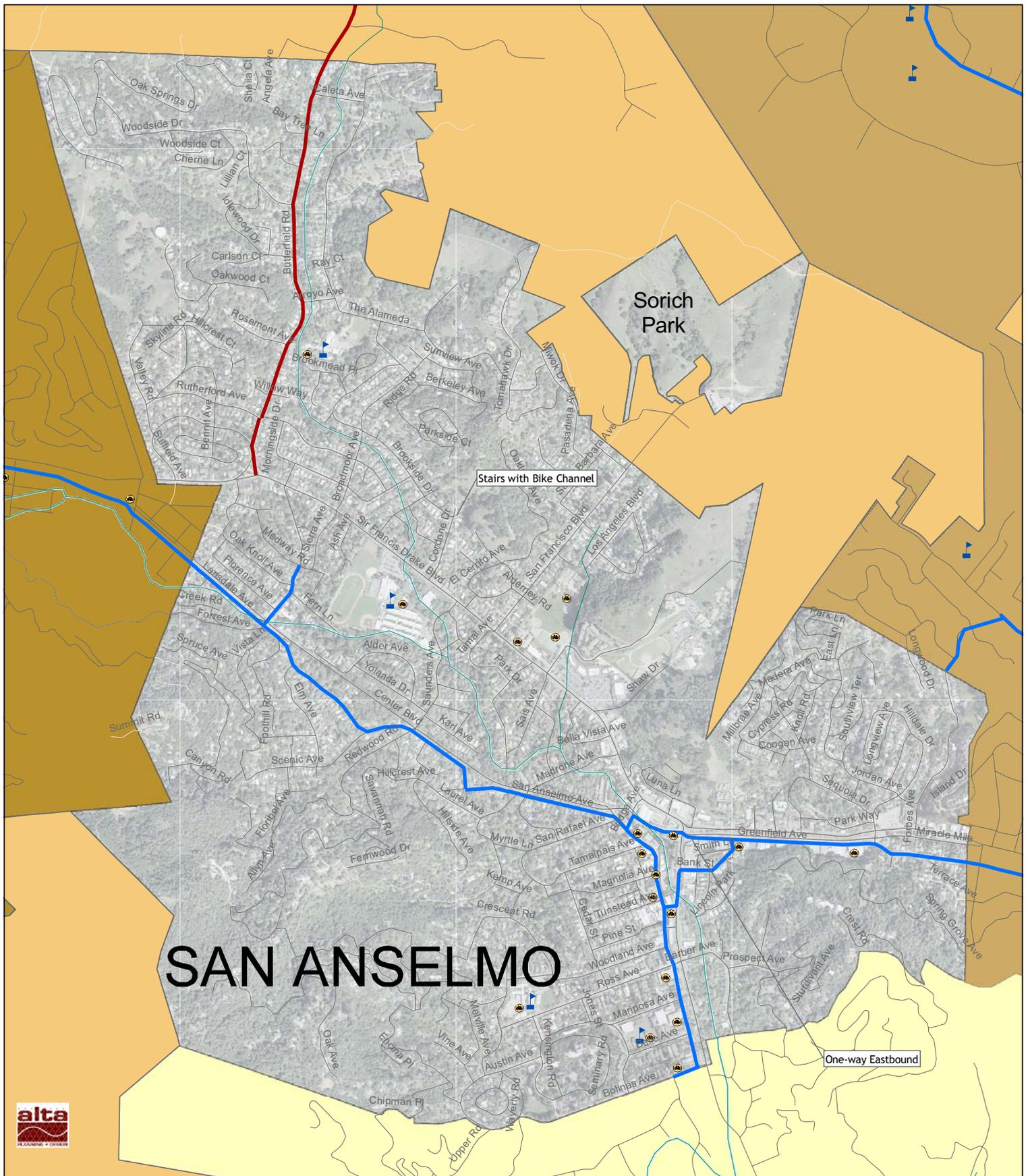
Class I Bikeway. Typically called a “bike path,” a Class I bikeway provides bicycle travel on a paved right-of-way completely separated from any street or highway.

Class II Bikeway. Often referred to as a “bike lane,” a Class II bikeway provides a striped and stenciled lane for one-way travel on a street or highway.

Class III Bikeway. Generally referred to as a “bike route,” a Class III bikeway provides for shared use with motor vehicle traffic and is identified only by signing. Optional Shared Roadway Bicycle Marking pavement stencils are also available for use on Class III bikeways.

It is important to note that bicycles are permitted on *all* roads in the State of California and in San Anselmo (with the exception of access-controlled freeways). As such, San Anselmo’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 or III bicycle facilities is not intended to imply that these are the only roadways intended for bicycle use. Rather, the designation of a network of Class II and III on-street bikeways recognizes that certain roadways are optimal bicycle routes, for reasons such as directness or access to significant destinations, and allows the Town of San Anselmo to then focus resources on building out this primary network. San Anselmo’s existing network of designated bikeways is shown in **Figure 3-1**. Specific facility segments are discussed in more detail below. San Anselmo has a total of nearly 4 miles of bikeways.





SAN ANSELMO



SAN ANSELMO BICYCLE PLAN EXISTING BIKEWAYS



DATA SOURCE
MARINMAP



LEGEND

Bicycle Facilities

Existing

- Class I Bikeway or Multi-Use Path
- Class II Bikeway
- Class III Bikeway
- Existing Bike Parking
- School

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**Table 3-1
Existing Bikeway Mileage by Type**

San Anselmo Existing Bicycle Facilities		
Class	Bikeway Type	Total Mileage
I	Multi-Use Path	0
II	Striped Bicycle Lanes	1.02
III	Signed Bicycle Routes	2.96
All Bikeways		3.98

3.2. EXISTING ON-STREET BIKE LANES AND BIKE ROUTES

The town’s existing bikeway system is composed of Class II Bicycle Lanes and Class III Bicycle Routes. The primary existing corridors serve the east-west connections between Fairfax and San Rafael and the north-south connections between Ross and Sleepy Hollow. Most of the Town’s existing bikeways connect at “The Hub” where Sir Francis Drake Boulevard, Center Boulevard and Redhill Avenue meet. The majority of the Town’s bikeways are Class III Bicycle Routes with signage and in some cases pavements stencils, which take advantage of direct routes along mostly quiet residential or collector street routes. The small number of Class II bicycle lanes can be explained in terms of a lack of opportunity to install lanes on already-congested arterials and narrow collector and residential streets with no room for roadway widening.



The primary east-west bikeway corridor is a Class III bicycle route which connects Fairfax to San Rafael through the Town via San Anselmo Avenue, Bank Street and Greenfield Avenue. At the Hub this signed bicycle route along San Anselmo Avenue turns south, connecting to Ross via Bolinas Avenue and Shady Lane. A northern connection to Sleepy Hollow is provided where the Class III bicycle route along San Anselmo Avenue turns north at Lansdale Avenue, meeting up with Class II Bicycle Lanes on Butterfield Road.



San Anselmo Avenue between Fairfax and Ross has unique “Bike Route” stencils which were installed prior to the approval of the Shared Roadway Bicycle Markings stencils for use in California.

Segment details are provided in **Tables 3-2 and 3-3** below.

**Table 3-2
Existing Bicycle Lanes Inventory**

Class II Facilities - Striped Bicycle Lanes (On-Street)				
Segment Name	Begin	End	Class	Length
Butterfield Rd.	Sir Francis Drake Blvd.	Caleta Ave.	II	1.02
				1.02

**Table 3-3
Existing Bicycle Routes Inventory**

Existing Class 3 Bikeways - Signed Bicycle Routes				
Segment Name	Begin	End	Class	Length
Bank St.	Sir Francis Drake Blvd.	Lincoln Park Ave.	III	0.07
Center Blvd. & Greenfield Ave.	Bridge St.	Ross Valley Dr.	III	0.73
Lansdale Blvd.	Hooper Ln.	San Anselmo Ave.	III	0.18
Lincoln Park Ave.	Bank St.	Greenfield Ave.	III	0.08
San Anselmo Ave.	Medway Rd.	Bolinas Ave.	III	1.79
Sir Francis Drake Blvd.	Bank St.	Tunstead Ave.	III	0.08
Tunstead Ave.	Sir Francis Drake Blvd.	San Anselmo Ave.	III	0.02
				2.96

3.3. SIGNAGE

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 is to encourage commuting by bicycle through Marin and make recreational biking more attractive to the public. The signage enables cyclists to know 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 will have a logo of Mount Tamalpais in the background. The guide signage is intended to complement the County's Share the Road signage program.

The Town is committed to developing a link in the east-west bikeway route through Marin County, connecting San Anselmo to Fairfax, Ross and San Rafael. San Anselmo is in the process of installing signs provided by the County throughout the town to augment the green and white Caltrans D11-1 Bicycle Route signs that already exist along San Anselmo Avenue. These signed Countywide routes overlay many of the local Class II and Class III facilities described above.

In addition to the countywide bicycle route signs, San Anselmo also has Share the Road signs located at several locations as well as an informational kiosk, placed near the Quick-n-Easy store parking lot, which displays community information and a bicycle route map.

3.4. BIKEWAY SUPPORT FACILITIES

Bicycle support facilities include bicycle parking racks, lockers and changing facilities. Any facility that assists commuting or recreational cyclists to complete their journey is also considered a support facility.

Within the Town of San Anselmo bicycle parking is located throughout the downtown area along San Anselmo Avenue, at the Library, Town Hall, Memorial Park, Creek Park and at Wade Thomas, Brookside and St. Anselm Schools and Drake High School. In addition, bicycle racks are located along San Anselmo in two “on-street” locations in place of on-street automobile parking. One such set of inverted-U bicycle racks are located across the street from Creek Park and two “schoolyard” style racks are found in front of the current Coffee Roasters location. Existing bicycle parking locations are show on Figure 3-1.



Currently there are no publicly accessible change or shower facilities, although such facilities may exist in health clubs or private offices.

3.5. MULTI-MODAL CONNECTIONS

Providing bicycle access to transit allows bicyclists to extend the distance they are able to travel, enabling cycling as a regional mode of travel. San Anselmo residents have access to two transit services, Golden Gate Transit, serving San Francisco, Sonoma County, Southern, Central and Northern Marin (as well as Marin County Ferry Terminals) and the West Marin Stage which operates limited service to most West Marin communities. All local transit service in Marin County is operated under contract with the Marin County Transit District (MCTD).

Most bus stops within the Town of San Anselmo have bicycle racks located at the stops. The Hub Transit Center has bicycle racks with capacity for approximately 12 bicycles. In addition, up to two bicycles can fit on racks mounted to the front of all Golden Gate Transit buses less than 60 ft. long. “MCI” type buses longer than 60 ft. were recently outfitted with luggage bay racks that allow two bicycles to ride in the underfloor luggage area. In addition, the MTCD has included an element in their long-range transit plan to upgrade all bus-mounted front bicycle racks from two to three capacity fixtures.

3.6. BICYCLE LOOP DETECTORS

The Town of San Anselmo has installed a bicycle loop detector at the intersection of Bank Street and Sir Francis Drake, to facilitate cyclists legally crossing with the signal when traveling westbound from Bank onto Drake. The bicycle loop detector uses a unique stencil to identify the best location for cyclists to position themselves to actuate the signal.



3.7. DESCRIPTION OF PAST EXPENDITURES

The following is a summary of bicycle facility projects constructed since the 2001 Bicycle Master Plan.

**Table 3-4
San Anselmo Past Expenditures 2001-2008**

Facility	Description	Cost
San Anselmo Avenue “Bike Route” stencils	Installation and maintenance of stencils on San Anselmo Avenue between Bolinas Avenue and Lansdale and on Lansdale between San Anselmo Avenue and Fairfax.	\$ 12,000
County Bicycle Route Guide Signs	Installation of bicycle route guide signs provided by the County of Marin DPW.	\$ 12,000
Bicycle Parking	Installation of bicycle parking throughout downtown San Anselmo and town parks.	\$ 4,800
Brookside School SR2S Improvements	Pedestrian and bicycle improvements on Butterfield Road and Brookside Drive, serving Lower Brookside School, Upper Brookside School, and San Domenico School.	\$ 480,650

3.8. SAFETY, EDUCATION AND ENCOURAGEMENT PROGRAMS

3.8.1. SAN ANSELMO POLICE DEPARTMENT

In 2000, the San Anselmo Police Officer’s Association contributed funds to purchase children’s bicycle helmets. In an effort to promote compliance with the California Vehicle Code, the San Anselmo Police Department made the helmets available, free of charge, to any child who is in need of one. The program, which was advertised on the Ross Valley Radio Station (1610 AM), is simple in its approach. When an officer comes in contact with a young bicyclist in need of a helmet, he/she informs the bicyclist of the program and provides them with a business card. The bicyclist is asked to bring the card into the Police Department where it can be redeemed for a free helmet.

In 2001, the San Anselmo Police Department began enforcing bicycle violations of the vehicle code in selected high bicycle traffic areas, particularly along the designated bike route on San Anselmo Avenue. According to the SAPD this is the route where most infractions have occurred. Initial enforcement involved educational warnings, unless the violation was so flagrant it warranted a citation.

Since 2005 the San Anselmo Police Department has partnered with the Marin County Bicycle Coalition to conduct Share the Road Checkpoints on an annual basis at selected locations in San Anselmo. More information on the Share the Road program is below.

3.8.2. SAFE ROUTES TO SCHOOLS

The countywide Safe Routes to Schools program began in 2000 as 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 45 schools and over 18,470 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 initiation of engineering improvements.

The program consists of five key components – education, engineering, encouragement, enforcement, and evaluation – which are described below.

- Education - Classroom lessons teach children the skills necessary to navigate through busy streets and show them how to be active participants in the program. **Table 3-5** shows education programs completed in San Anselmo Schools.
- Engineering - The Program's licensed traffic engineer works with schools and the Town in developing a plan to provide a safer environment for children to walk and bike to school. The focus is on creating physical improvements to the infrastructure surrounding the school, reducing speeds and establishing improved crosswalks and pathways.
- Encouragement - Events, contests and promotional materials are incentives that encourage children and parents to try walking and biking. Table 3-5 shows encouragement programs completed in San Anselmo Schools.
- Enforcement – Police officers, crossing guards and law enforcement officials participate throughout the Safe Routes process to encourage safer travel through the community. Targeted enforcement of speed limits and other traffic laws around schools make the trip to school more predictable for students. This plan also includes enforcement enhancements and outreach to drivers through driver safety campaigns.
- Evaluation – Program participation is regularly monitored to determine the growth in student and parent participation.

As detailed in Table 3-5, Brookside (upper and lower), Wade Thomas and St. Anselm Schools have participated in the program. A Safe Routes to Schools Task Force has been formed for the Ross Valley School District create Safe Routes to Schools Travel Plans which include engineering recommendations, enforcement, driver education programs and encouragement programs. Chapter 5 includes proposals for growing participation in the Safe Routes to Schools Program in San Anselmo.

SR2S infrastructure projects in San Anselmo included improved pedestrian crossings on Butterfield Road and Brookside Drive, the two primary school commute routes for students traveling to three schools in the Town of San Anselmo, Lower Brookside School, Upper Brookside School, and San Domenico School. The improvements included: (1) four-foot sidewalk on the east side of Butterfield Road (from Sir Francis Drake to Oak Knoll), including bicycle lane striping and high visibility crosswalk enhancements, (2) four-foot wide sidewalk along Brookside Drive, from Broadmoor Avenue to Brookmead Court, to connect the Brookside School to adjoining neighborhoods, and (3) traffic signal enhancements at Sir Francis Drake/Butterfield Road to alleviate the impacts of a high-speed right-turn and provide an improved pedestrian crossing through this arterial intersection. The total cost of the project was \$ 480,650.

Table 3-6 provides details about specific schools participation in Education and Encouragement components of the TAM SR2S program.

3.8.3. OTHER SAFETY PROGRAMS

The San Anselmo 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 vehicles, cyclists and pedestrians and 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. San Anselmo hosted checkpoints in 2005 and 2006.

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 cyclists. Cyclists who have received a bicycle violation may attend this class to reduce their fine to \$50.

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 cyclists and drivers and focuses on ways each group can behave courteously to avoid collisions.

3.8.4. OTHER PROMOTIONAL AND ENCOURAGEMENT EFFORTS

The Town of San Anselmo, San Anselmo's "Film Night in the Park" event and the Marin County Bicycle Coalition have partnered to host "Bike to Work Day" events in Creek Park. In past years, the events have included educational presentations, bicycle-themed films and outreach about bicycling issues in the community. MCBC offers free valet bicycle parking at these events.

The Town has partnered with MCBC to offer free valet bicycle parking at other local public events.

A variety of formal and informal cycling clubs and teams host road and mountain bike rides departing from various locations in San Anselmo, primarily on weekend days. In addition, Drake High School has an official Mountain Bike Team which competes as a part of the Northern California High School Mountain Bike Racing League.

**Table 3-5
San Anselmo Safe Routes to School Education and Encouragement Programs**

Participants			Education											Encouragement							
2005-06	Grades	Enroll.	SL&L	WB	HS	JEOP	Rodeo	OTB	Clubs	S.Art	Yikes	Earth	Fam M	IWA LK	W2S D	SP	W&B A	FRM	WA	TF	
San Anselmo																					
Brookside L	K-2	285	X	X										X				X			X
Brookside U	3,4,5	270			X	X				X	X			X				X			X
Wade Thomas	K-5	296	X	X	X	X	X			X	X	X	X	X				X	X		X
St Anselmo	K-8	250	X	X	X																X
X - Previously Completed																					
Education:																					
SL&L - Stop Look and Listen; WB - Walk Around the Block; HS - Helmet Safety; Jeop - Jeopardy; Rodeo - Bicycle Rodeo; OTB - On the Bike (Middle School), Clubs - EcoVelocity Clubs; S. Art - Safety Art; Yikes - Assembly; W2SD - Parade Prep; Earth - Earth Day Classes; Fam M - Family Management; NR - Neighborhood Rides																					
Encouragement:																					
Iwalk - International Walk to School Day, W2SD - Ongoing Walk to School Days; SP - SchoolPool; W&BA - Walk and Bike Across America; FRM - Frequent Rider Miles Contest																					

4. NEEDS ANALYSIS

4.1. LAND USE AND DEMAND FOR BICYCLING

The “demand” for bicycle 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, bicycle trip generation methods are less advanced and standardized. Land use patterns can help predict demand and are important to bikeways planning because changes in land use (and particularly employment areas) will affect average commute distance, which in turn affects the attractiveness of bicycling as a commute mode. **Figure 4-1**, the land use map from the San Anselmo General Plan, is included on the next page.

The San Anselmo bikeways 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 San Anselmo, including:

- Downtown commercial district
- Civic buildings such as the Town Hall and Library
- Schools
- The transit center
- Neighborhood parks and regional recreational areas
- Shopping centers
- Employment centers

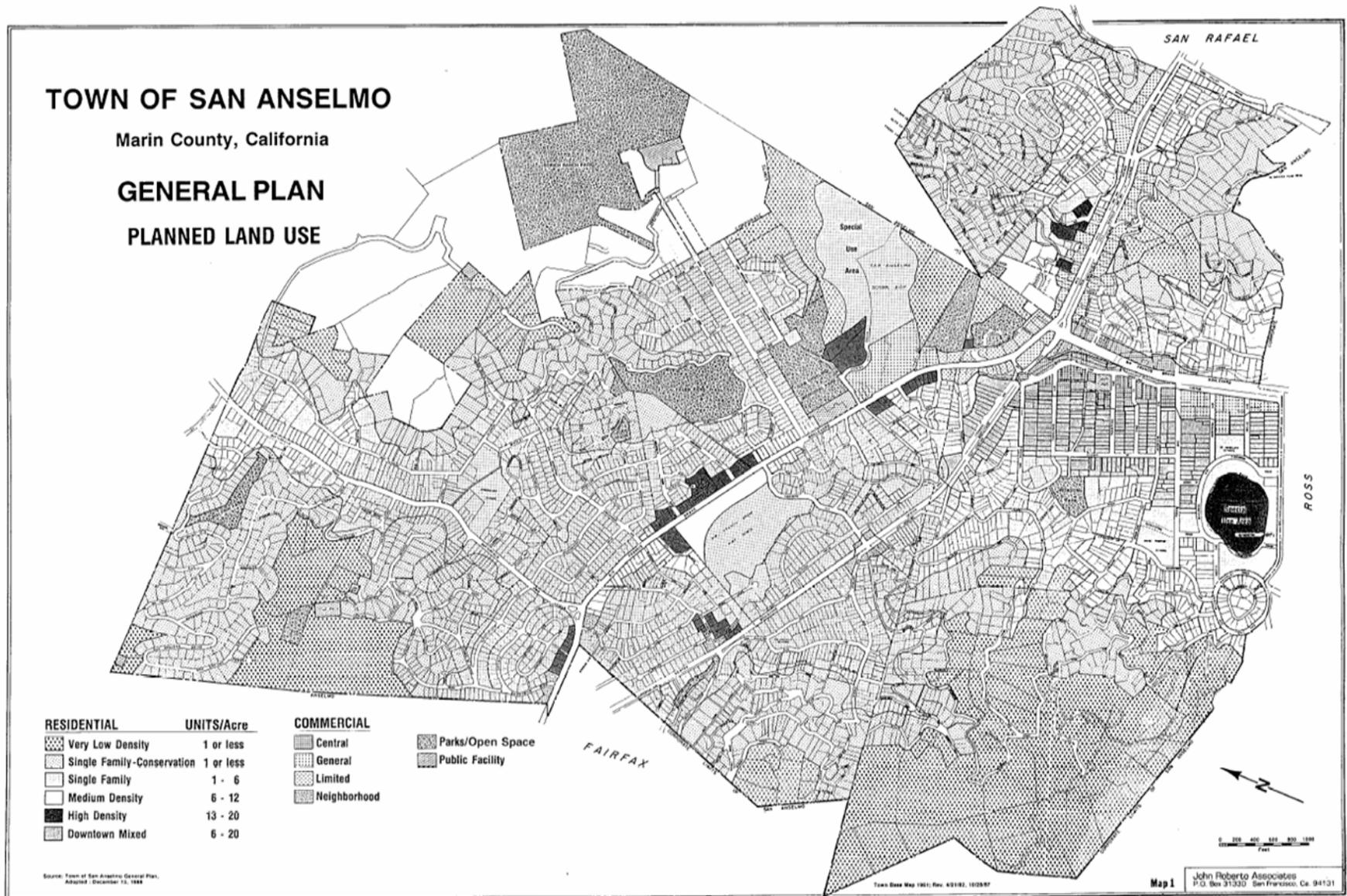
4.2. SETTLEMENT PATTERNS AND DESTINATIONS

San Anselmo’s development has been determined in large part by its historic transportation function as the former “Hub” of rail transport in the Ross Valley. The three Northwestern Pacific Railway lines emanating from The Hub created neighborhoods around the old Yolanda and Landsdale stations and a successful downtown commercial district.

When the train tracks were removed in the ‘50s and ‘60s, new roads were placed on the train beds, creating the existing arterial road system of Sir Francis Drake Boulevard, Center Boulevard and Red Hill Road. After WWII, San Anselmo grew north of Sir Francis Drake Blvd, creating the Sleepy Hollow neighborhood, and east of The Hub, in the area behind United Market. In the early 1970s, the Red Hill Shopping Center opened, creating an area that is disconnected from the rest of downtown.

The people of San Anselmo commute to three major employment centers: San Francisco, San Rafael and businesses within San Anselmo. Most get to their Marin County jobs by car and some by bus or bicycle. San Anselmo area schools include Wade Thomas, Brookside, St. Anselm’s, San Dominico and the San Francisco Theological Seminary, the College of Marin (a mile south of town on Sir Francis Drake Blvd.), and Dominican University in San Rafael, two miles west.

Figure 4-1 – San Anselmo General Plan Land Use Map



4.3. COMMUTE PATTERNS

A central focus of presenting commute information is to identify the current “mode split” of people that travel in San Anselmo. 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 bicycle facility improvement is to increase the percentage of people who choose to bike 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 and travel time to work data were obtained from the 2000 US Census for San Anselmo, Marin County, California, and the United States. Primary mode of journey to work data is shown in **Table 4-1**.

Table 4-1
San Anselmo Commute Mode Split Compared to the State and Nation

Mode	Nationwide	Statewide	Marin County	San Anselmo
Bicycle	0.4%	0.9%	1.1%	1.5%
Walk	3.0%	3.0%	3.3%	5.4%
Public Transit	4.9%	5.3%	11.1%	11.0%
Drove Alone	78.2%	74.7%	71.8%	69.4%
Carpool	12.6%	15.1%	11.8%	11.7%
Other	0.5%	1.1%	0.6%	0.7%
Data from US Census 2000				

As shown, about 1.5% of all employed San Anselmo residents commute primarily by bicycle. Census data do not include the number of people who bicycle for recreation or for utilitarian purposes, students who bicycle to school, and bicycle commuters who travel from outside San Anselmo, and are therefore likely to undercount true cycling rates. Recreational cycling is especially popular in San Anselmo, with its easy access to popular recreational routes in West Marin and other areas.

Comparatively, San Anselmo’s rate of commute cycling is high—greater than that of Marin County as a whole—and there are many possibilities for improving it. San Anselmo has a very high percentage of commuters who take public transit to work—11%, compared with 5.3% for the state. Systemwide, two percent of Golden Gate Transit riders arrive at bus stops by bicycle.¹ If bicycle connections to Golden Gate Transit stops are improved, and especially if these connections are coupled with improved bicycle storage and expanded service, it would be possible to shift some vehicle trips to the bus stops into bicycle trips.

¹ Marin County Transit District. “Marin County Transit Short Range Transit Plan”. March 2006.

4.3.1. POTENTIAL FUTURE AIR QUALITY IMPROVEMENTS

San Anselmo lies within the San Francisco Bay Area Basin, which is regulated by the Bay Area Air Quality Management District (BAAQMD). According to the California Air Resources Board, as of July 2005, the air quality in the San Francisco Bay Area Basin did not meet the minimum State health-based standards for one-hour concentrations ground-level ozone and the State standards for Particulate Matter (PM10) and Fine Particulate Matter (PM2.5).² Currently, the Basin is classified as marginal non-attainment area for the Federal 8-hour ozone standard.

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 San Anselmo's bicycle network will help achieve this goal by providing residents improved options for getting to work, school, or shopping without relying on motor vehicles. Based on data from the 2000 Census and estimates of bicycle mode share for students, the current number of daily bicycle commuters (adjusted to include travel to work, to school and to transit trips) in San Anselmo is estimated to be 252 riders, making 504 daily trips and saving an estimated 1,246 VMTs per weekday.

Table 4-2 quantifies the estimated reduction in VMTs in San Anselmo following an increase in the bicycle mode share to 2.0%, and the estimated reduction in air pollutants based on the best available local and national data. It is estimated that the total number of work and school commuters could increase from the current estimate of 252 to 281. This would result in an estimated decrease of 5 kg/day of HC, 39 kg/day of CO, 3 kg/day of NOX and 207,713 kg/day of CO2.

This improvement in air quality could be greater if improving conditions for bicyclists attracts bicyclists to the Town whose trips originate outside of San Anselmo. San Anselmo's mild climate and rising fuel costs will also encourage additional cycling as more attractive routes and gap closures are accomplished.

**Table 4-2
Bicycle Commute and Air Quality Projections**

Current Commuting Statistics		Source
San Anselmo Population	12,521	2000 US Census
Number of Commuters	6,282	2000 US Census (Employed persons minus those working at home)
Number of Bicycle-to-Work Commuters	96	2000 US Census
Bicycle-to-Work Mode Share	1.53%	Mode share percentage of Bicycle to Work Commuters
School Children Grades K-8	1,385	2000 US Census, population ages 5-14
Estimated School Bicycle Commuters	69	Lamorinda School Commute Study (Fehr & Peers Associates, 1995) and San Diego County School Commute Study (1990). (5%)
Number of College Students	500	2000 US Census
Estimated College Bicycle Commuters	25	National Cycling & Walking Study, FHWA, Case Study No. 1, 1995. Review of bicycle commute share in seven university communities (5%)

² BAAQMD. Ambient Air Quality Standards & Bay Area Attainment Status. Last updated July 15, 2005. <www.baaqmd.gov/pln/air_quality/ambient_air_quality.htm>

Average Weekday Golden Gate Ridership	3,092	Average of weekday system wide Golden Gate Transit boardings on Bus Routes serving San Anselmo; MCTD Marin Transit Data Request
Number of Daily Bike-Golden Gate Transit Users	62	GGT Existing Conditions System Levels Analysis Report 2005, Page 4-24
Estimated Total Number of Bicycle Commuters and Utilitarian Riders	252	Total of bike-to-work, transit, school, college and utilitarian bicycle commuters Does not include recreation.
Estimated Adjusted Mode Share	2.0%	Estimated Bicycle Commuters divided by population
Estimated Current Bicycle Trips		
Total Daily Bicycle Trips	504	Total bicycle commuters x 2 (for round trips) plus total number of utilitarian bicycle trips
Reduced Vehicle Trips per Weekday	304	Assumes 73% of bicycle trips replace vehicle trips for adults/college students and 53% for school children
Reduced Vehicle Miles per Weekday	1,246	Assumes average one-way trip travel length of 4.6 miles for adults/college students and 0.5 mile for schoolchildren
Potential Future Bicycle Commuters		
Number of workers with commutes nine minutes or less	723	US Census 2000
Number of workers who already bicycle or walk to work	435	US Census 2000
Number of potential bicycle commuters	288	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 commuters	29	Based on capture rate goal of 10% of potential bicycle riders
Total Future Daily Bicycle Commuters	281	Current daily bicycle commuters plus future bicycle commuters
Future Total Daily Bicycle Trips	562	Total bicycle commuters x 2 (for round trips)
Future Reduced Vehicle Trips per Weekday	410	Assumes 73% of bicycle trips replace vehicle trips
Future Reduced Vehicle Miles per Weekday	1,886	Assumes average one-way trip travel length of 4.6 miles for adults. Assumes 12 mph average bicycle speed; 23 minute average travel time. Travel time data from NHTS 2001 Trends, Table 26.
Future Reduced Vehicle Miles per Year	499,911	256 weekdays per year
Future Air Quality Benefits		
Reduced HC (kg/weekday)	5	(0.0028 kg/mile)
Reduced CO (kg/weekday)	39	(0.0209 kg/mile)
Reduced NOX (kg/weekday)	3	(0.00139 kg/mile)
Reduced CO2 (kg/weekday)	207,713	(.4155 kg/mile)
Reduced HC (metric tons/year)	1	1000 kg per metric ton; 256 weekdays/year
Reduced CO (metric tons/year)	10	1000 kg per metric ton; 256 weekdays/year
Reduced NOX (metric tons/year)	1	1000 kg per metric ton; 256 weekdays/year
Reduced CO2 (metric tons/year)	53,175	1000 kg per metric ton; 256 weekdays/year

Emissions rates from EPA report 420-F-00-013 "Emission Facts: Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks." 2000.

5. PROPOSED IMPROVEMENTS

This section provides information about the proposed improvements for bicycling in the Town of San Anselmo including both physical improvements (bike paths, lanes and routes as well as bike parking) and education, enforcement and encouragement programs (e.g. Safe Routes to Schools).

As shown in the preceding Existing Conditions chapter, San Anselmo’s current bikeway system provides opportunities for bicycle travel through an on-street network of primarily Class III bicycle routes. However, significant gaps remain in the system which are critical to providing good connectivity for cyclists riding both within the Town of San Anselmo and attempting to travel to neighboring communities. Gaps such as needed improvements to crossings of the Hub and Sir Francis Drake Boulevard still present significant obstacles to cyclists. Details on project alignments can be found in **Figure 5-1**. Details for crossings of the Hub are provided in **Figure 5-2**.

As described in the 2001 Bicycle Master Plan, the vision for San Anselmo is the construction of bikeways suitable for all users, connecting to commercial, residential, recreational and school destinations. Detailed priorities for implementation are listed in Chapter 6. In general, the short-term vision includes completing and improving existing bicycle routes, parking and programs. The long-term vision calls for the addition of a network of Class I bicycle paths along with expanded Class III bicycle routes and education and safety programs.

The recommendations described here are also relevant to other bicycle improvement processes taking place in Marin County, such as the Nonmotorized Transportation Pilot Program. An example of this is the Fairfax-San Rafael Corridor Study, which is expected to study in further detail some of the specific recommendations for east-west crossings of the Hub to facilitate travel through San Anselmo along this corridor.

**Table 5-1
Summary of Proposed Facilities**

San Anselmo Proposed Bicycle Facilities		
Class	Bikeway Type	Total Mileage
I	Multi-Use Path	1.97
II	Striped Bicycle Lanes	0.86
III	Signed Bicycle Routes	5.57
All Bikeways		8.4

5.1. PROPOSED CLASS I - MULTI USE PATHS

The following Class I pathway concepts are carried forward from the 2001 San Anselmo Bicycle Master. These concepts are presented for planning purposes only. As suggested by the San Anselmo BPAC, all pathways could be constructed of pervious, colored pavement and it should be noted that this treatment will significantly increase the cost of pathway construction. No study of the potential safety or traffic impacts of these sidepaths at intersection locations has been conducted. Due to the extreme construction challenges and expense involved in realizing these concepts, it is imperative that potential safety, traffic, environmental and fiscal impacts be studied in detail before seeking

funding for implementation. These projects can be broken down into the four project corridors described in the following sections. **Table 5-2** provides a summary of proposed Class I pathways.

**Table 5-2
Proposed Class I Facilities**

Class I Facilities - Multi-Use Paths (Off-Street)				
Segment Name	Begin	End	Class	Length
Fairfax-San Anselmo Path	Hooper Ln.	Laurel Ave.	I	0.68
San Anselmo-San Rafael Path	Sequoia Dr.	Lincoln Park Ave.	I	0.39
Redhill Pathway	Los Angeles Blvd.	Sunny Hills Dr.	I	0.14
Redhill Pathway	Sunny Hills Dr.	Shaw Dr.	I	0.17
Sir Francis Drake Blvd. Sidepath	Oak Knoll Ave.	Butterfield Rd.	I	0.04
San Anselmo-Ross Path	San Anselmo Ave.	Bolinas Ave.	I	0.55
				1.97

5.1.1. FAIRFAX TO SAN ANSELMO PATHWAY

This “sidepath” is proposed to connect downtown San Anselmo to downtown Fairfax, parallel and adjacent to Center Boulevard on the south side of the street. It would provide a separated connection for much of the route between the two towns and avoiding part of the existing circuitous neighborhood route on San Anselmo Avenue. From the existing San Anselmo Avenue bike route alignment directly beside Center Blvd, the Class I bike path would begin above the open drainage ditch via a boardwalk or bridge structure for the path leading up to Yolanda Station. Landscaping would line either side of the bicycle path in this area.



From Yolanda Station to Fairfax, the bike path would follow along Center Blvd. As seen in the visual simulation, the paths would occupy the space of the old train platforms and would require a solid barrier between the path and Center Boulevard. Center Boulevard may need to be shifted three feet to the east to accommodate the bicycle path. Special crosswalk treatments and warning signage would be needed at the multiple unsignalized intersection crosswalks along this corridor as well as between Yolanda and Landsdale Stations at driveway locations.

Some of the construction challenges along this corridor involve tree removal, covering of existing drainage areas, restoration of public right-of-way where adjacent property owners have encroached, potential property acquisition, loss of parking and possible relocation/widening of the existing alignment of Center Boulevard.

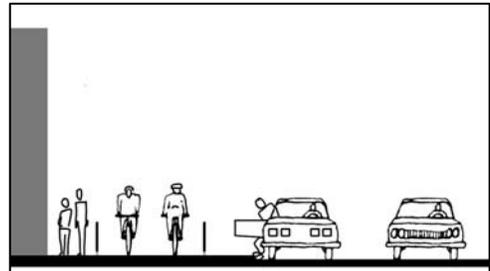
Where the bicycle route enters the downtown area from the west one of two routes are under consideration. One would be an easement onto private property between the retail shop buildings, connecting the existing on-street bicycle route on San Anselmo Avenue to the proposed Creek Park contraflow bicycle lane. The other would be construction of a new pathway segment connecting the existing bicycle route on Bridge Street/Center Boulevard to the proposed contraflow lane, This new

path would be on existing paved areas between the creek and Center Boulevard, behind the Transit Center.

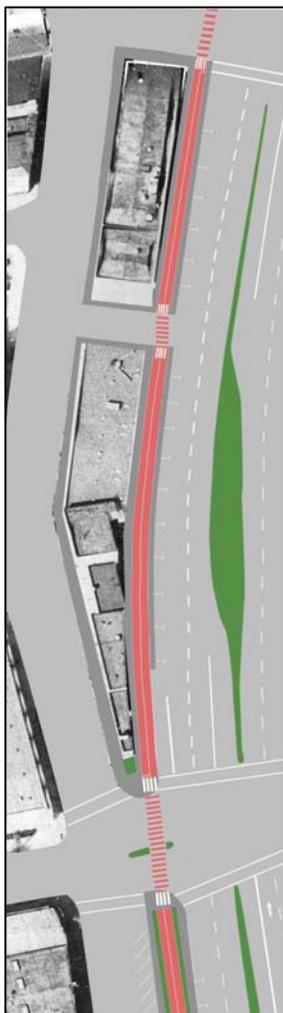
5.1.2. ROSS TO SAN ANSELMO PATHWAY

This “sidepath” is proposed to connect downtown San Anselmo to the Ross border, parallel and adjacent to Sir Francis Drake Boulevard on the east and San Anselmo Avenue on the west. The pathway would provide a continuous and direct connection through the southern portion of downtown, beginning at the Creek Park parking lot, avoiding the congested and narrow route along some sections of San Anselmo Avenue, and ending at Bolinas Avenue.

From the Creek Park lot, pedestrians would continue to Tunstead on the existing sidewalk and bridge. No encroachment on the creek would occur as the space for the bike path would come from reducing the size of the median and shifting lanes on Sir Francis Drake. A solid barrier would separate the bicycle path from Sir Francis Drake Boulevard between the Creek Parking Lot Bikeway and Tunstead.



Bicyclists would cross Tunstead at the signalized intersection. Beginning at Wells Fargo Bank, the path would



have a railing on either side with parallel sidewalks on both sides as well. As seen in the diagrams, parking along Sir Francis Drake would remain. The sidewalk beside the parked cars would allow passengers to get in and out, the railing keeping pedestrians from inadvertently wandering onto the bicycle path. The space for the 12-foot bicycle path would come from reducing the size of the large median strip with the goal of maintaining operations on Sir Francis Drake as they are today. Several options are possible at Pine, including warning signs, making this short section one-way towards Drake or closing the street to create a small pocket park. Continuing towards Ross Ave, the cyclist would stop and cross at the signal.



The bicycle path would proceed down the median strip between San Anselmo Avenue and Sir Francis Drake. Landscaping would line both sides of the bicycle path. Where large pine trees currently exist, the path would either split to go around them or move to one side. In a few select locations, the diagonal parking on San Anselmo Avenue might need to be turned back to parallel parking for two consecutive spaces to accommodate the path’s movement around the trees. Where existing paths cross the median, a crosswalk would be provided and appropriate signs posted. At Bolinas Avenue, the bike path would stop at the existing signal and then proceed on to Shady Lane. Coming from the other direction, the cyclist would also use the existing signal to get on the path and cycle into town. As of this writing the Town is currently addressing this area of downtown as a part of a design



process. Any plan for a pathway in this area would need to be reconciled with other plans for the immediate area.

Special intersection crosswalk and signage treatments would be necessary, potentially including signal timing and phasing changes at signalized intersections with Sir Francis Drake at Bolinas, Ross, Pine and Tunstead Avenues. As noted above, potential construction challenges include narrow right-of-way, loss of trees and parking and relocation of several lanes of Sir Francis Drake.

5.1.3. SAN RAFAEL TO SAN ANSELMO PATHWAY

This “sidepath” is proposed to connect the existing bicycle route on Lincoln Park Avenue to the existing bicycle route on Greenfield east of Sequoia Drive, parallel and adjacent to Red Hill Avenue on the north and Greenfield Avenue on the south. It would serve as an alternate segment of the east-west bikeway to the existing bicycle route on Greenfield Avenue, providing a route separate from traffic. Like the path proposed above, a dedicated facility in this section may be able to be added without taking out parking. Room for the bicycle path would be found by using the existing landscape buffer between Greenfield Avenue and Red Hill Road and/or from the wide median strip of Red Hill Road. Left turn lanes would also be needed for cars turning onto Ancho Vista from Red Hill Road. Using a solid barrier on either side, the bicycle path could be protected from the roadway. The path would start at Lincoln Park and extend to the current Elan Fitness location. Special crosswalk treatments are recommended at the multiple unsignalized intersection crosswalks along this corridor. Some of the construction challenges along this corridor involve grading and drainage as well as potential loss of parking.

5.1.4. RED HILL BIKEWAY PATHS

This section describes the Class I pathway segments that are a part of the Red Hill Bikeway. This route defines a major east-west route serving neighborhoods north of Sir Francis Drake and travelers to and from the Hub. Spur routes from this route provide access to all major destinations in the town outside the Hub, including:

- Upper and Lower Brookside campuses
- San Dominico Sir Francis Drake High School
- Sorich and Faude Parks
- Memorial Park and Millennium Playground
- San Anselmo Recreation Center

Red Hill Bike Path East Segment: This pathway circumvents Red Hill Shopping center with a new paved route on the berm



above the dog park behind the shopping center. This new route can be accessed from Shaw or Sunny Hills Drive.

Red Hill Bike Path West Segment: Eastbound riders access this pathway from San Francisco Boulevard where the path begins on Veterans Place and continues around the ball fields to Red Hill shopping center and the Red Hill shopping center by pass (behind the shopping center, described above). At Alderney Way the bike ramp adjacent to stairs should be widened or adjust handrail supports so that a bike may be pushed up or down easily.



As noted above, implementation of Class I pathways can be extremely challenging in developed areas such as San Anselmo and may be infeasible. However, one of the chief arguments in favor of separated pathways is the perception that they serve a wider variety older, younger or less skilled users more safely and encourage those users to try bicycling. This perception may be correct, provided the many potential conflicts that occur where pathways and roadways intersect can be resolved through proper design. Details of the proposed segments can be found in **Table 5-2**.

5.2. PROPOSED CLASS II - STRIPED BICYCLE LANES

As noted in the Existing Conditions, San Anselmo’s current bikeway system is composed primarily of Class III bicycle routes. The current update does not propose any new conventional bicycle lanes for construction. However, based on the recommendations of the 2001 Bicycle Master Plan, this update carries forward the concept of two contraflow on-street bicycle lanes:

5.2.1. CREEK PARK PARKING LOT BIKEWAY

This project traverses the Hub through the Creek Park parking lot, and would connect the pathways from Fairfax, San Rafael and Ross in part via a contraflow bicycle lane.

This concept involves improving the existing connection to the Transit Center from the San Rafael side of The Hub by adding Shared Roadway Bicycle Marking stencils (or some other type of shared lane marking such as the existing “Bike Route” stencils) and adding a bicycle lane going in opposite direction, along the south and west sides of the parking lot (a contraflow lane) to serve people traveling from the Fairfax side. Although there is currently not enough room to safely accommodate a contra-flow lane in the eastbound direction and a shared car-bike lane in the westbound direction, space could be freed up by moving the diagonally parked cars forward by four to five feet and by slightly increasing the angle of the diagonal parking.





Bicyclists traveling towards San Anselmo Avenue from San Rafael along Bank Street would ride through the parking lot as they do today, with the flow of the few cars using it. In the opposite direction, the connection for cyclists moving towards San Rafael from Fairfax would change. Instead of riding against the flow of cars moving through the parking lot, or crossing at The Hub, these cyclists would be able to ride through the parking lot using this “contra-flow” lane, one that could potentially be colored to delineate its alignment. For the cyclist using the contra-flow lane, there would also be a new lane exiting the parking lot at Bank St.

As described, north of Bank Street the parking lot would function much as it does today with the addition of the contra-flow lane describe above. South of Bank street some reconfiguring of the parking lot may be necessary in order to promote safe shared lane usage. One option would move the parking lot entrance from Bank Street to what is now the exit on Sir Francis Drake just to the south. This would have the result of creating a continuous north and west-bound travel direction from the south end of the parking lot to its end at the transit center. Sidewalks would remain in front of the businesses that now face the parking lot.

5.2.2. SAN ANSELMO AVENUE CONTRAFLOW BICYCLE LANE

As described in the 2001 San Anselmo Bicycle Master Plan, a Contraflow Bicycle Lane has also been proposed for the one-block segment of San Anselmo Avenue between Madrone Avenue and the Quick ‘n Easy store.

The idea of these contraflow lanes is presented as a conceptual option only. Further design study would be required prior to implementation. In addition to the challenges of reconfiguring the Creek Park parking lot and creating a one-way couplet of San Anselmo and Sycamore Avenue, contraflow, raised and colored bicycle lanes are not included in California bicycle facility design manuals. This application of the Shared Roadway Bicycle Marking would be non-standard since the marking is intended for use on streets with parallel parking only. Because the safety and performance of these facilities are not yet fully understood, the nonstandard elements of this design concept could be implemented as a part of the Caltrans or Federal Highway Administration (FHWA) experimental project process.

Segment details can be found in **Table 5-3**.

**Table 5-3
Proposed Class II Facilities**

Class II Facilities - Striped Bicycle Lanes (On-Street)				
Segment Name	Begin	End	Class	Length
Creek Park Parking Lot Bikeway	Center Blvd.	Sir Francis Drake Blvd.	II	0.68
Fairfax-San Anselmo Bikeway	Madrone Ave.	Sycamore Ave.	II	0.18
				0.86

5.3. PROPOSED CLASS III - SIGNED BICYCLE ROUTES

Proposed bicycle routes in San Anselmo are intended to expand the existing primary bicycle route system, creating direct connections to and through neighborhoods and to schools, parks and other destinations, providing alternate routes to busier streets and adding alternate connections to neighboring communities. The minimum treatment for these routes would be standard Bicycle Route signage.

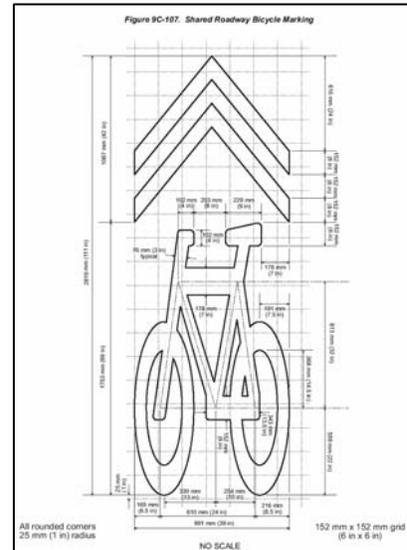
Potential optional treatments include Share the Road signs (or other safety signs), traffic calming (in accordance with the Town's existing traffic calming policies), Shared Roadway Bicycle Markings and additional "Bike Route" or "School Bike Route" pavement stencils. See below for potential locations for some of these additional treatments.

Segment details for Class III Signed Bicycle Routes can be found in **Table 5-4**.

5.3.1. BICYCLE PRIORITY ROUTES

In other Bay Area communities the idea of Bicycle Boulevards has been advanced as a way to designate certain routes as priority streets for bicycling. The viability of bicycle boulevards depends on a number of factors. One key factor is the availability of multiple duplicative parallel routes which in most cases allow drivers to reach their destinations while avoiding the Bicycle Boulevard.

Due to its lack of a multiple parallel streets on a grid system, San Anselmo is not really a candidate for a conventional Bicycle Boulevard treatment. However, because of the Town's history as a rail hub, the current roadway configuration offers collector or neighborhood streets that parallel the main arterial routes that were formerly railbeds. This is true of the three primary travel corridors in town: San Anselmo Avenue/Center Boulevard, San Anselmo Avenue/Sir Francis Drake and Greenfield Avenue/Red Hill Avenue. The existing bicycle routes are located along these collector or neighborhood streets.



Because of the existence of excellent parallel arterial routes for motorized through-traffic, it is recommended that these three corridors as well as two access routes to San Anselmo north of Sir Francis Drake, be designated as Bicycle Priority Routes. The existing bicycle route on San Anselmo Avenue through downtown is an excellent model. It uses traffic calming, narrow travel lanes, frequent stop signs, Bike Route stencils and bicycle route signage to create an environment where drivers are encouraged to slow down and cyclists and motorists are more able to share a narrow roadway with limited right of way. For all segments, existing bicycle route stencils would be retained or replaced with current Shared Roadway Bicycle Markings and traffic calming and other optional safety signage is recommended, including the following potential treatments:

- Shared Roadway Bicycle Markings
- Curb Extensions or Bulbouts
- Share the Road signs
- Other safety signage
- Stop sign removal
- Speed humps

- Additional traffic controls

Treatments should be selected in compliance with the California Manual of Uniform Traffic Control Devices. The Transportation Authority of Marin has developed a Traffic Calming Toolkit which may be used as a resource for selecting appropriate treatments, provided they do no conflict with existing San Anselmo traffic calming policy.

The following are potential “Bicycle Priority” streets:

- San Anselmo Avenue to Fairfax: potential problems with speeding and traffic volumes from cut-through traffic could be addressed through traffic calming and other measures which would also improve bicycle and pedestrian conditions. Some parking controls using red curbs at intersections could improve line of sight and visibility of cyclists to motorists.
- San Anselmo Avenue to Ross: extending the current treatment of San Anselmo Avenue through downtown south to Bolinas Avenue, including traffic calming and stencils.
- Bank Street/Lincoln Park Avenue/Greenfield Avenue: similar to the route to Fairfax, traffic calming could slow and reduce cut-through traffic trying to avoid the hub. Limited parking restrictions using red curbs could improve sightlines through corners on Bank/Lincoln Park segment. Traffic calming and stencils throughout this route east of downtown would create an environment consistent with the rest of town for cyclists entering from San Rafael.
- Saunders Avenue/Taylor Street/Tamal Avenue: these neighborhood streets would be treated similarly to San Anselmo Avenue west of downtown, with traffic calming, parking restrictions at corners and bicycle route and safety signage as needed.
- San Anselmo Avenue/Medway Road/Oak Knoll Avenue: these neighborhood streets would be treated similarly to San Anselmo Avenue west of downtown, with traffic calming, parking restrictions at corners and bicycle route and safety signage as needed. The Town is already planning parking restrictions along one wide of Medway Road to allow for safe two-way traffic operations.

5.3.2. SCHOOL BICYCLE ROUTES

The 2001 Bicycle Master Plan recommended installation of bicycle lanes on every street approaching a school. In the ensuing time this has proven difficult to implement, due to challenges with narrow residential roadways requiring removal of some or all on-street parking in school areas. The San Anselmo Bicycle and Pedestrian Advisory Committee has recommended the development and installation of “School Bike Route” stencils along streets adjacent to local schools. As currently proposed, this stencil would be similar to the existing Bike Route stencils in San Anselmo but with the text “School Bike Route” in school zone yellow. This stencil is similar to other bicycle stencils, which, although they are nonstandard, have been used in San Anselmo and Berkeley, CA. Because this treatment is nonstandard, the Town may want to consider addressing it through the Caltrans or FHWA experimentation process.

Potential School Bike Route streets from the list of existing and proposed Class III routes are listed below. This list is not exhaustive and would need to be refined with the participation of local SR2S parents and the Ross Valley SR2S Task Force.

- | | |
|-------------------|-------------------|
| • Saunders Avenue | • Jones Street |
| • Taylor Street | • Mariposa Avenue |
| • Tamal Avenue | • Richmond Road |
| • Ross Avenue | |

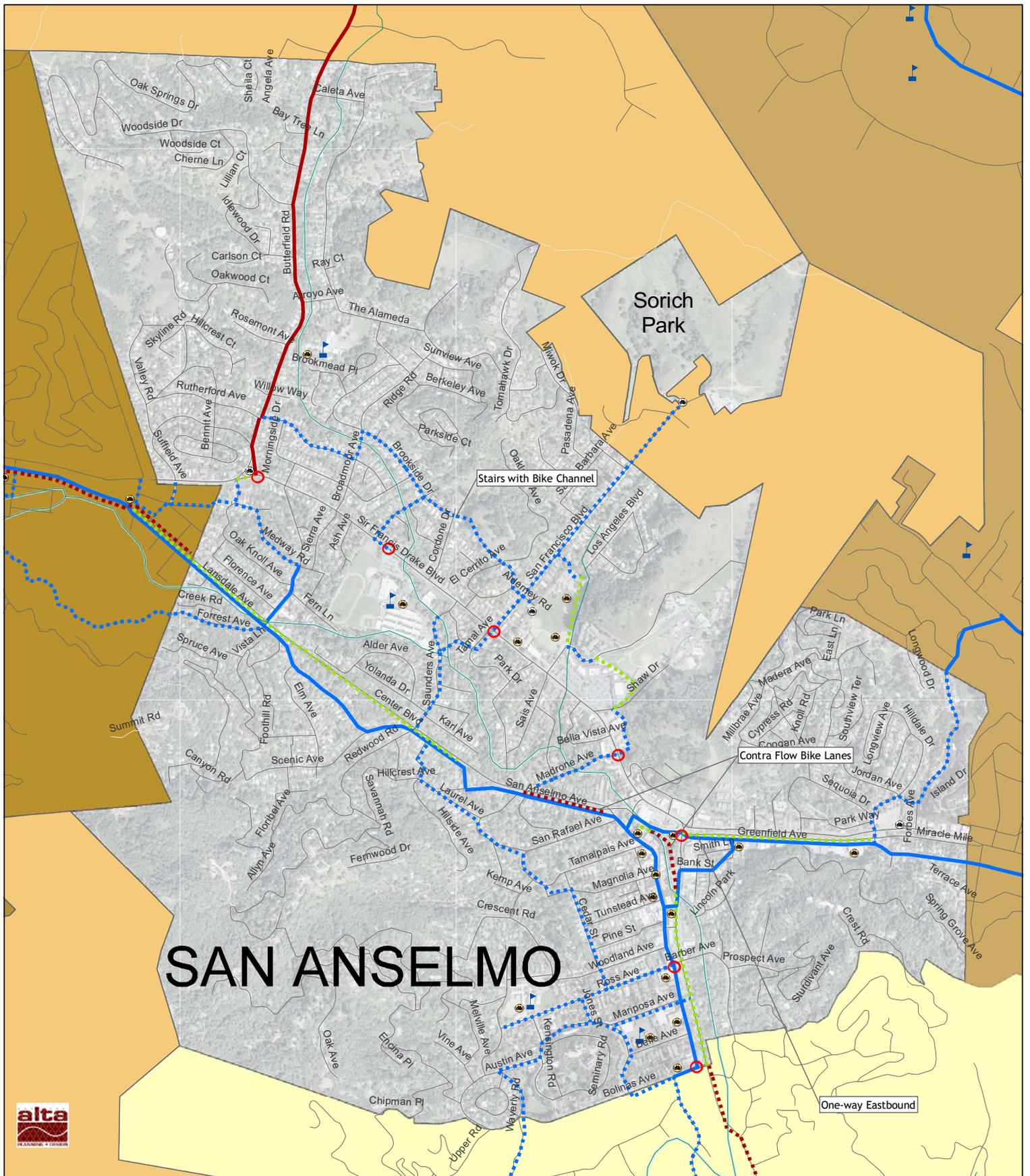
5.3.3. "DOWNTOWN BYPASS" ROUTE

The 2001 Bicycle Master Plan recommended installation of an alternate route that would allow cyclists to ride between Ross and Fairfax by bypassing the downtown San Anselmo Avenue bicycle route which is the main cycling corridor. Potential treatments for this route include bicycle route signage, parking controls at intersections to improve visibility. Shared Roadway stencils and traffic calming are not recommend as a good use of resources for this duplicative alternate route, as San Anselmo Avenue will likely continue to be the primary route corridor reaching most destinations. This route is listed from south to north below.

- Bolinas Avenue
- Richmond Road
- Jones Street
- Ross Avenue
- Cedar Street
- Magnolia Avenue
- Myrtle Lane
- Laurel Avenue
- San Anselmo Avenue

**Table 5-4
Proposed Class III Facilities**

Class III Facilities - Signed Bicycle Routes (On-Street)					
Segment Name	Begin	End	Class	Length	Notes
Alderney Rd.	Cordone Dr.	San Francisco Blvd.	III	0.26	
Austin Ave.	Waverly Rd.	Kensington Rd.	III	0.09	
Bolinas Ave.	Richmond Rd.	San Anselmo Ave.	III	0.15	DwntByp
Broadmoor Ave.	Brookside Dr.	Meadowcroft Dr.	III	0.06	
Brookside Dr.	Broadmoor Ave.	Cordone Dr.	III	0.26	
Cedar St.	Rose Ave.	Magnolia Ave.	III	0.22	DwntByp
Forbes Ave.	Hilldale Ave.	Longwood Dr.	III	0.30	
Forrest Ave.	San Anselmo Ave.	San Anselmo City Limits	III	0.19	
Hilldale Ave.	Jordan Ave.	Greenfield Ave.	III	0.13	
Jones St.	Ross Ave.	Mariposa Ave.	III	0.05	School/DwntByp
Jordan Ave.	Forbes Ave.	Hilldale Ave.	III	0.04	
Kensington Rd.	Austin Ave.	Mariposa Ave.	III	0.03	
Laurel Ave.	Myrtle Ln.	Center Blvd.	III	0.31	DwntByp
Madrone Ave.	Center Blvd.	Sir Francis Drake Blvd.	III	0.19	
Magnolia Ave.	Tamalpais Ave.	Cedar St.	III	0.06	DwntByp
Mariposa Ave.	Kensington Rd.	Sir Francis Drake Blvd.	III	0.33	School
Meadowcroft Dr.	Butterfield Rd.	Broadmoor Ave.	III	0.22	
Medway Rd.	Oak Knoll Ave.	San Anselmo Ave.	III	0.20	Priority
Mountain View Ave.	Sir Francis Drake Blvd.	Brookside Dr.	III	0.14	
Myrtle Ln.	Tamalpais Ave.	Laurel Ave.	III	0.06	DwntByp
Oak Knoll Ave.	Medway Rd.	Sir Francis Drake Blvd.	III	0.05	Priority
Park Ave.	Taylor St.	Tamal Ave.	III	0.05	Priority/School
Ramona Way	Oak Knoll Ave.	Florence Ave.	III	0.04	
Redhill Bikeway	San Francisco Ave.	Los Angeles Blvd	III	0.08	
Redhill Bikeway	Sunny Hills Dr.	Redhill Pathway	III	0.08	
Redhill Bikeway	Shaw Dr.	Sir Francis Drake Blvd	III	0.11	
Richmond Rd.	Bolinas Ave.	Mariposa Ave.	III	0.17	School/DwntByp
Ross Ave.	San Anselmo Ave.	Sunnyside Ave.	III	0.38	School/DwntByp
San Francisco Blvd.	Sir Francis Drake Blvd.	Sorich Park	III	0.70	
Saunders Ave.	Center Blvd.	Drake High School	III	0.25	Priority/School
Sir Francis Drake Blvd.	Aspen Ct.	Mountain View Ave.	III	0.04	
Tamal Ave.	Park Ave.	Sir Francis Drake Blvd.	III	0.05	Priority/School
Tamalpais Ave.	Magnolia Ave.	Myrtle Ln.	III	0.08	Priority
Taylor St.	Saunders Ave.	Park Ave.	III	0.05	Priority/School/ DwntByp
Waverly Rd.	Austin Ave.	Bolinas Ave.	III	0.12	
				5.57	



SAN ANSELMO



SAN ANSELMO BICYCLE PLAN EXISTING & PROPOSED BIKEWAYS



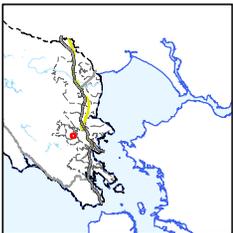
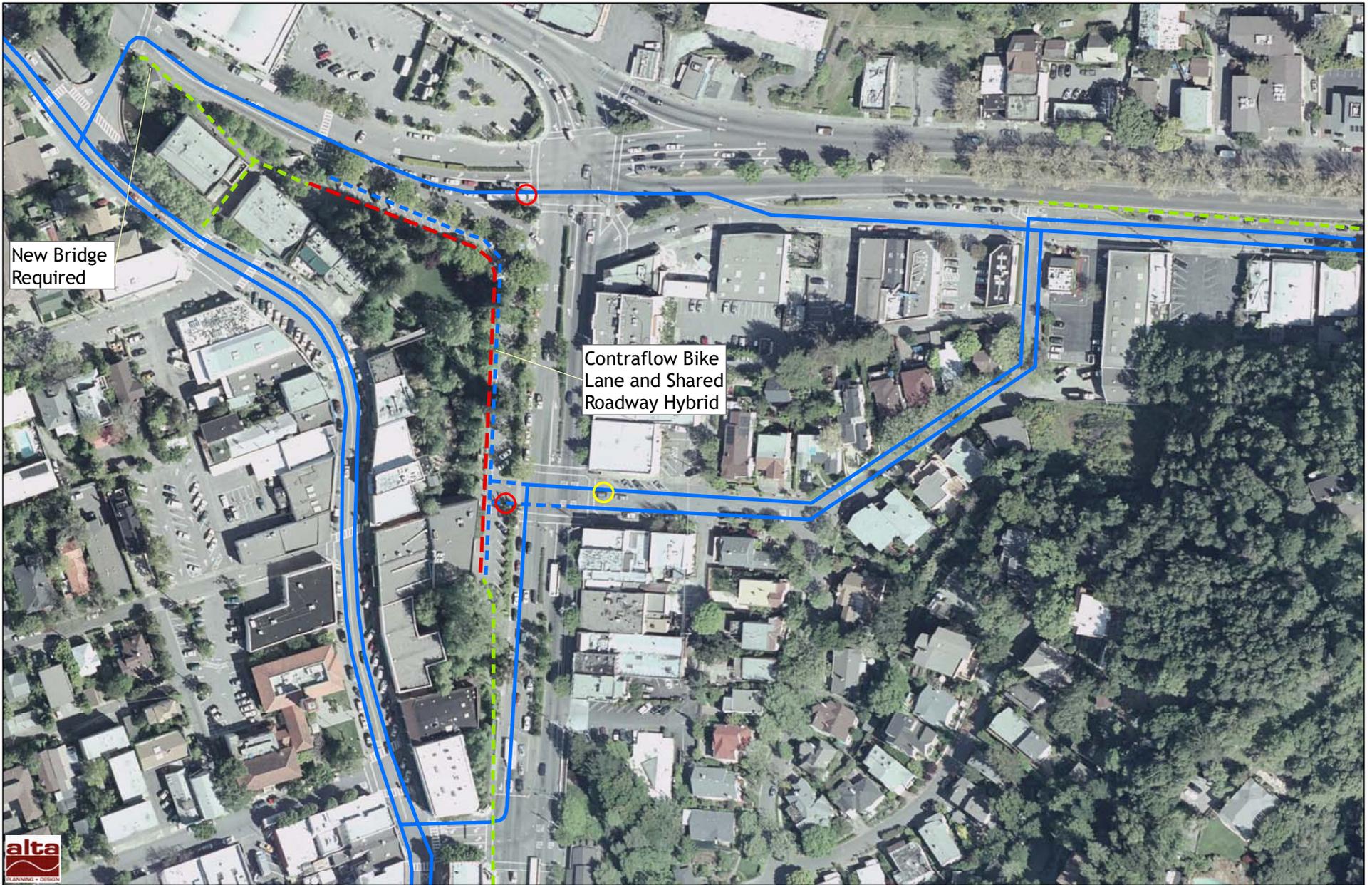
DATA SOURCE
MARINMAP



LEGEND

Bicycle Facilities

- | Existing | Proposed | |
|----------|----------|-----------------------------------|
| | | Class I Bikeway or Multi-Use Path |
| | | Class II Bikeway |
| | | Class III Bikeway |
| | | Intersection Crossing Improvement |
| | | Proposed Bike Parking |
| | | Existing Bike Parking |
| | | School |



SAN ANSELMO BICYCLE PLAN EXISTING & PROPOSED BIKEWAY HUB CROSSINGS



DATA SOURCE
MARINMAP



LEGEND		
Existing	Proposed	
		Class I Bikeway or Multi-Use Path
		Class II Bikeway
		Class III Bikeway
		Bicycle Loop Detectors

5.4. SIGNAGE

As described in the preceding Existing Conditions chapter, the Marin County Department of Public Works has initiated a project to install bicycle route signs throughout the County to guide users traveling within and between jurisdictions. Although it is not an infrastructure project of this plan or of the Town of San Anselmo, the Town and the BPAC are committed to working with the Marin County Department of Public Works to ensure implementation of this project within San Anselmo. It is recommended that the Town continue installing signs as provided by the County to complete the countywide routes within the Town. Because the County project focuses primarily on decision points to provide wayfinding, this project may be supplemented by Class III Bike Route signage as described elsewhere in this plan. In addition, Class III signage may be found on designated San Anselmo bike routes which are not a part of the County's project.

Almost all designated bicycle routes in San Anselmo are on fairly quiet, low-volume streets and adding Share The Road signs to these locations may be difficult to justify, especially in residential areas. Additional Share the Road Signs should be installed at locations in San Anselmo meeting specific criteria such as high traffic volumes, speeds posted higher than 25 MPH and/or narrow travel lanes/lack of shoulder area based on Department of Public Works evaluation.

5.5. RECOMMENDED SUPPORT FACILITIES AND PROGRAMS

Support programs and facilities are an important component of a bicycle transportation system. Bikeway facilities alone are not sufficient to increase cycling. The cycling environment needs to be improved by providing cyclists places to store their bicycles at work locations, and potentially to shower and to change clothes. In addition, bicycle racks on buses, directional signage intended for cyclists, route maps, and educational and encouragement programs can also assist cyclists. Programs such as bikeway management and maintenance, and promotional and educational programs may contribute to improved convenience and safety for cyclists, and help create the cultural shift that is necessary to increase bicycling as a mode of transportation. The following section includes both general and specific recommendations for support facilities and programs.

5.5.1. BICYCLE PARKING AND END-OF-TRIP FACILITIES

Bicycle parking includes standard bike racks, weather-protected bicycle parking, enclosed lockers, and secure "corrals". Other end-of-trip facilities include showers and changing facilities.

5.5.1.1. RECOMMENDATIONS

Increase Public Bicycle Parking Facilities and Encourage Provision of Shower and Changing Facilities

The Town should seek to continue to provide bike racks at public destinations, including park-and-ride lots, major bus stops, community centers, libraries, parks, schools and shopping centers. All bicycle parking should be in a secure, covered area, if possible. Larger employers should be encouraged to provide secure indoor parking, covered bicycle corrals, or bicycle lockers.

The Town of San Anselmo should work to develop requirements for providing bicycle parking, shower and changing facilities for employees as called for in a Town ordinance and as a component of all commute and traffic demand management programs.

The Town of San Anselmo BPAC should periodically review the effectiveness of the existing standards and ordinances and update them with best practices as needed.

The following are potential new or improved locations for inverted-u bicycle parking racks as determined through the BPAC process:

- Memorial Park
- United Market
- Bus stop at Sir Francis Drake Boulevard and Butterfield Road

Provide Valet Bike Parking at Public Events

A formal program to provide closed-in secure bicycle corrals at all large public events to encourage residents and visitors to bicycle rather than drive should be instituted. In the past valet parking has been sponsored by the Town in partnership with the Marin County Bicycle Coalition at special events held in downtown such as Film Night in the Park. Volunteers are critical to the success of such a program as they are typically used to staff the corral during the events. Examples of events which could benefit from such a program include: the 4th of July parade and the art and wine festival.

5.5.2. BIKEWAYS AND DEVELOPMENT POLICIES

5.5.2.1. RECOMMENDATION

Private development presents an excellent opportunity to integrate nonmotorized transportation into newly constructed or redeveloped environments. Similar to the bicycle parking and end of trip facilities requirements described above, a policy should be developed concerning bikeway construction as a part of redevelopment or new construction. Based on specific criteria, bikeways could be required for development permits or bicycle facilities can be incorporated into the town's traffic mitigation strategies. Bikeways to be constructed should be from the adopted Town of San Anselmo Bicycle Master Plan and be reviewed by staff with the involvement of the BPAC. End of trip facilities should be integrated according to national and international best practices.

5.5.3. SAFE ROUTES TO SCHOOL

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 Town or County, with parent organizations adding an important element. The traffic calming, route maps and infrastructure improvements that result from an extensive Safe Routes to School plan benefit not only students walking and biking to school, but also other cyclists and pedestrians that are using routes near schools.

5.5.3.1. RECOMMENDATIONS

The Town of San Anselmo should continue its support of the Safe Routes to Schools program within the Ross Valley School District and private schools. Safe Routes infrastructure improvements at local schools should be coordinated with town-wide bicycle infrastructure improvements to create a seamless network by which school-aged children can travel by bicycle and on foot.

The following five recommendations are incorporated from the Transportation Authority of Marin's SR2S Program Evaluation for 2005-2006:

- Expand to Other Schools
- Utilize the Measure A Safe Pathways Capital Funding Program
- Sustain and Increase Participation, Enthusiasm, and Continuity
- Continue to Remove Barriers to Alternative Modes
- Increase Transit Availability

More details are available on the TAM website: www.tam.ca.gov

5.5.4. TRAFFIC CALMING

Traffic calming programs are beneficial for cyclists, especially if programs succeed in reducing the speed differential between automobile and cyclist travel speeds. However, if not appropriately designed, some physical traffic calming devices can present hazards for cyclists. For example, "chokers" or traffic islands can narrow the space between bicycles and cars and, depending on the context, may compromise a cyclist's safety if not properly designed.

5.5.4.1. RECOMMENDATION

All physical traffic calming solutions should take into account cyclists' needs; incorporate design features and signage that ensure that cyclists and motorists have enough room to share the lane; and clearly establish right-of-way priorities. This recommendation is particularly important on streets designated as "Bicycle Priority" since traffic calming improvements on those streets are specifically intended to reduce vehicle speeds and impact on bicyclists.

5.5.5. MAINTENANCE

Maintenance is often identified as one of the chief obstacles in the implementation of local bike plans in Marin County. San Anselmo's 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 bikeways are included in the maintenance. For example, street sweeping activities should include the bike lane and not transfer debris out of the roadway and into the bicycle lane. Other maintenance activities are bikeway specific, and could include restriping lanes, repainting stencils and replacing signs.

5.5.5.1. RECOMMENDATION

Continue Bicycle Facility Maintenance as a Part of Routine Maintenance and Develop a Pathway Maintenance Program

Bikeways are an integral part of San Anselmo's transportation network, and maintenance of the bikeway network should be part of the ongoing maintenance program for all Town transportation facilities. As such, bikeway network maintenance should be adequately funded. In addition to maintenance funds from general revenue, the Town may also want to consider pursuing other methods of securing funding for pathway maintenance needs that fall outside routine street maintenance. Examples of alternative funding include "Adopt-a-Trail" programs, implementing

recreational fees on the purchase of recreational equipment in the city, project-specific fundraising, and the sale of city-developed bicycle maps. The Transportation Authority of Marin has undertaken development of maintenance strategies for countywide pathways which may provide insights into development of a similar program for bikeways in San Anselmo.

5.5.6. INTERSECTION AND BIKEWAY SPOT IMPROVEMENT PROGRAM

The Town should ensure that a mechanism exists to evaluate the bikeway network, to alleviate potential hazards and to improve conditions for bicyclists at specific intersections and locations. Training should be provided if necessary to ensure that public works employees recognize bicycle hazards such as:

- Improperly designed or placed drainage grates
- Cracks or seams in the pavement
- Overhanging tree limbs or other obstacles located along bikeways
- Areas where lane changes are difficult (e.g., bike lane to left turn pocket)
- Signal timing problems (e.g. green phase too short)
- Locations where vehicular traffic congestion blocks bike facilities on a regular basis
- Lighting improvements along bicycle routes

5.5.6.1. RECOMMENDATIONS

Integrate Bicycle Maintenance into DPW Maintenance Requests

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

Periodically Analyze Bicycle Accident Data

The Town should evaluate bicycle accident data on an annual basis to determine if any specific intersection locations appear to have higher accident rates that could be due to design problems.

5.5.7. BICYCLE SIGNAL DETECTION

As described in Chapter 3, the Town of San Anselmo has no official policy regarding bicycle signal detection but has a history of installing bicycle loops where needed. The following recommendations are intended to expand the town's existing bicycle signal detection efforts to include bicycles along all designated lanes/routes and at key intersections.

5.5.7.1. RECOMMENDATIONS

Calibrate Loop Detectors and Video Detection Devices

While detector loops and video detection facilitate faster and more convenient motorist trips, if they aren't calibrated properly or stop functioning, they can frustrate cyclists waiting for signals to change, unaware that their bicycle is not being detected. The Town should ensure that all existing loops and video detection devices on designated on-street bikeways are calibrated and operable for bicycle users.

Develop Policy of Installing Bicycle-Calibrated Loop Detectors or Video Detection with Bicycle Zones at Signalized Intersections

The Town should develop a policy of installing bicycle-calibrated loop detectors at intersections along designated on-street bikeways as they are repaved. For new installations it is recommended that the Town use Type D for lead loops in all regular travel lanes shared with bicycles. Within bike lanes it is recommended that the Town install Bicycle Loop Detectors (BLDs) using narrow Type C loops.

Where video detection is currently or planned to be in use, it is recommended that the Town continue and expand its practice of incorporating additional detection zones for bicycles, especially for intersections with sidepath, wide curb lane or Class II bicycle lane facilities. Video image detection should sense bicycles in all approach lanes and also on the left side of right-turn channelization islands. Some video systems can estimate approach speed, and this capability could be used to extend the green time for slow objects assumed to be bicycles.

Apply Pavement Stenciling to Indicate Detection Areas

Since most cyclists, as well as motorists, do not know how loop detectors or video detection work, all detector loops and video detection areas expected to be used by cyclists should be marked by a pavement stencil such as the Caltrans Standard Plan A24C bicycle detection marking that shows cyclists where to stop to activate the loop or video detection. Educational materials distributed by the Town should describe how to activate bicycle detectors. Stencils should be repainted as needed along with other roadway markings.

Potential Locations for Bicycle Detection

The following signalized intersections are potential locations for improved bicycle detection, subject to further feasibility analysis and traffic studies:

- San Anselmo Avenue and Bolinas Avenue
- San Anselmo Avenue and Ross Avenue
- Sir Francis Drake Boulevard and:
 - Center Boulevard (on Center, eastbound at the Hub)
 - Madrone Avenue
 - Tamal Avenue/San Francisco Boulevard
 - Drake High School Crossing
 - Butterfield Road

5.5.8. PROTECT BICYCLE FACILITIES FROM REMOVAL

5.5.8.1. RECOMMENDATION

The Town should implement a practice that existing bikeway facilities will not be removed. For example, Class II bike lane facilities should not be removed at a future date to increase motor vehicle capacity without a thorough study analyzing the alternatives and unless the bicycle accommodation is replaced by another facility of equal or greater utility to cyclists.

5.5.9. MULTI-MODAL CONNECTIONS

5.5.9.1. RECOMMENDATION

The Town of San Anselmo should work with the Marin County Transit District and Golden Gate Transit to continue to expand bicycle access to buses. Bicycle travel to transit stops and stations should be enhanced in order to make the transfer between bicycle and transit travel as convenient as possible. Key components to enhancing transit-bike connections include: providing bicycle parking at transit stops, including bike racks at key bus stops and transfer points; providing educational materials regarding transit and bikes-on-transit, including maps to and from stations and stops. Improvements to bicycle rack capacity on buses will benefit San Anselmo cyclists who take buses to the wide variety of destinations reachable from the Hub.

5.5.10. EDUCATION AND ENFORCEMENT PROGRAMS

Statewide trends show that the lack of education for bicyclists, especially younger students, continues to be a leading cause of accidents and traffic violations by cyclists. For example, the most common type of bicycle accident reported in California involves a younger person (between 8 and 16 years of age) riding on the wrong side of the road in the evening hours. Studies of accident locations around California consistently show the greatest concentration of accidents is directly adjacent to elementary, middle, and high schools.

Most education and enforcement programs and activities will likely be cooperative efforts between the Town of San Anselmo, the San Anselmo Police Department, the Marin County Sheriff's office, the County of Marin, the Transportation Authority of Marin and local bicycle groups such as the Marin County Bicycle Coalition.

5.5.10.1. RECOMMENDATIONS

Continue and Expand Existing Education and Enforcement Programs

Existing school education programs should be continued. With the passage of Measure A funding for Safe Routes to Schools, the program will continue to be available to San Anselmo schools and can be expanded to include non-participating schools. Measure A funding also provides Safe Pathways funding, which provides an incentive for Safe Routes programs to develop infrastructure improvement concepts.

For adult education, the Town should work with law enforcement and the Marin County Bicycle Coalition to publicize local adult bicycle education and safety programs, including Share the Road and Street Skills classes. San Anselmo should continue to offer "bicycle traffic school" in the form of Street Skills classes in lieu of fines and should sponsor adult "cycling skills" classes to prevent future traffic violations and unsafe behavior.

The Town should continue and expand Share the Road Checkpoints with advocacy groups by incorporating Share the Road materials into enforcement/ticketing of cyclists for stop sign and other violations and offering Share the Road safety presentations to community groups and at events. Outreach opportunities such as a "Bike-In Film Night" with Share the Road presentation prior to presentation of bicycle-themed movies at Film Night in the Park could reach a large number of cyclists and non-cyclists alike.

Educate Motorists

Motorist education on the rights of bicyclists and pedestrians is virtually non-existent. Many motorists mistakenly believe, for example, that bicyclists do not have a right to ride in travel lanes, or do not understand the concept of “sharing the road” with bicyclists. The Town should enforce existing traffic laws for both motorists and bicycles.

5.5.11. ENCOURAGEMENT PROGRAMS

Encouragement programs are vital to the success of the Bike Plan. Encouragement programs work to get more people out of their cars and onto bicycles, which will help to reduce traffic congestion and air pollution, as well as improve the quality of life in San Anselmo. In addition to government efforts, involvement by the private sector in raising awareness of the benefits of bicycling is important and can range from small incremental activities by non-profit groups, to efforts by the largest employers in the town. Specific programs are described below.

5.5.11.1. RECOMMENDATIONS

Facilitate the Development of Employer Incentive Programs

Facilitate the development of employer incentive programs to encourage employees to try bicycling to work. The Town may offer incentives to employers to institute these improvements through lowered auto parking requirements, reduced traffic mitigation fees, or other means. Other efforts could include:

- Developing, promoting and publicizing bicycle commuter services, such as bike shops selling commute gear, bike-on-transit policies, and regular escorted commute rides.
- Creating an annual commuter challenge for area businesses.

Utilitarian and Recreational Trip Incentive Programs

The Town may develop and implement encouragement programs for utilitarian and recreational purposes. Local businesses such as movie theaters and cafes should be involved to encourage customers to use bicycle for their trips. Such efforts may include:

- Creating events such as “Shop by Bike” days, when cyclists get vouchers for, or coupons off items in the store, or “bicycle to the movies” days for Film Night in the Park, when cyclists receive free popcorn or a discount on a movie or refreshments.
- Holding a community event to encourage residents to replace one car trip a week with a bicycle trip.
- Supporting the planning and implementation of an annual bicycle ride in San Anselmo to attract new riders, showcase the town, and demonstrate the benefits of bicycling.
- Develop and implement a public education campaign to encourage bicycling.

Bike Fairs and Races

Hosting bike fairs and races in San Anselmo can raise the profile of bicycling in the area and provide entertainment for all ages at the same time. Bike fairs and races, similar to bike-to-work day events and bike rodeos currently hosted by the Town provide an opportunity to educate and encourage current and potential bicyclists. These events can also bring visitors to San Anselmo that may contribute to the local economy.

San Anselmo Bicycle Route Map

Providing a bicycle route map is the primary tool for showing bicyclists all the designated bikeways in San Anselmo and is a high priority for the BPAC. A Bicycle Route Map of San Anselmo should clearly show the type of facility (path, lane, or route) as well as include basic safety information, significant destinations, the location of bicycle parking facilities, public bathrooms, water fountains, transit stops and bicycle facilities in the neighboring communities. The map should clearly communicate traffic laws relevant to bicycles and the fact that San Anselmo takes enforcement of those laws seriously. Posting points for the map include: Town Hall, the library, the community center, local schools, bike shops and kiosks such as the one in the Quick and Easy parking lot.

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

The Town of San Anselmo should continue to participate in the annual Bike-to-Work day in May, in conjunction with the California and Marin County bike-to-work week activities. Town staff should be present at “energizer” stations along the route. The Town may also consider implementing Bike-to-School days.

6. PLAN IMPLEMENTATION

This chapter identifies steps towards implementation of the proposed facilities and programs of this plan, the estimated costs for the proposed improvements and maintenance, and strategies on funding and financing.

6.1. IMPLEMENTATION PROCESS

The San Anselmo Bicycle Master Plan presents a set of proposed improvements which will be implemented opportunistically as individual projects. Some projects may potentially be bundled according to the availability of particular funding. Steps between adoption of this Plan and the final completion of the improvements will vary from project to project, but typically include:

1. Adoption of the 2008 San Anselmo Bicycle Master Plan Update by the San Anselmo Town Council.
2. Preparation of a Feasibility Study involving a conceptual design (with consideration of possible alternatives and environmental issues) and cost estimate for individual projects as needed.
3. Secure, as necessary, outside funding and any applicable environmental approvals.
4. Consider the parking needs of businesses and residents in the development of new bicycle lanes through a thorough community engagement process
5. Approval of the project by the Town Council, including the commitment by the latter to provide for any unfunded portions of project costs.
6. Completion of final plans, specifications and estimates, advertising for bids, receipt of bids and award of contract(s).
7. Construction of Project.

6.2. INFRASTRUCTURE PROJECT PRIORITIZATION

Once a bikeway system has been identified, the greatest challenge is to identify the top priority projects that will offer the greatest benefit to bicyclists if implemented. The project prioritization in the following section was developed through a qualitative analysis based on stated priorities of the BPAC and Town staff, priorities communicated by the public in public meetings and workshops, priorities from the 2001 *San Anselmo Bicycle Master Plan* 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 cyclists for the amount invested to build it?

It is important to remember that the lists of bikeway projects and programs are flexible concepts that serve as guidelines to those responsible for implementation. The Priority Projects list, and perhaps even the overall system and segments themselves, may change over time as a result of changing bicycling patterns and implementation constraints and opportunities. Project prioritization is not meant as an absolute value, rather as an indication of projects' relative importance only. These priorities should be considered a "living document". The San Anselmo BPAC and Town staff should review the Priority Projects list on an annual basis to ensure that it reflects the most current priorities, needs, and opportunities for implementing the 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 into Priority Projects status.

Projects are listed according to timeline for completion (Short-term, within 5 years; Medium-term, within 10 years; Long-term, within 17 years). Within each of these categories projects are listed in order by their relative priority ranking. Projects at the same priority level are shown with the same ranking number.

6.2.1. SHORT-TERM (5 YEARS):

1 - Hub Crossings: SA Ave-Bridge-Center-Red Hill-Greenfield Class III (eastbound) – add stencils at transit hub, improve signage, add loop detector or relocate push button at Center and SFD, in eastbound bike "pocket" lane

1 - Hub Crossings: Bank Street-Sir Francis Drake Boulevard-Tunstead Avenue-San Anselmo Avenue Class III (westbound) - provide bike-ped priority or advance signal phase

2 - Downtown: Maintain stencils and signage

2 - San Anselmo-Fairfax Corridor: maintain stencils, improve signage, repave

2 - San Anselmo-Ross Corridor: maintain stencils, improve signage, repave

2 - San Rafael-San Anselmo Corridor: install stencils and bike route signage, repave

3 - Remaining Class III Routes and Red Hill Bikeway: add bicycle route signage to proposed Class III facilities and warning signage at uncontrolled intersection bike route crossings

3 - School Access: improve bicycle parking and add bicycle route signage

4 - Crossings of Sir Francis Drake: ensure that crossings have push-buttons accessible/visible by pedestrians and cyclists; improve warning signage

6.2.2. MEDIUM-TERM (10 YEARS):

- 1 - Remaining Class III Routes and Red Hill Bikeway: remove/restrict parking at intersections with limited sightlines, add shared roadway stencils and traffic calming (Bicycle Priority Streets)
- 2 - Downtown: Improve signage; improve bike parking
- 3 - Medium-term: Crossings of Sir Francis Drake: install bicycle loop detectors and stencils in roadway
- 4 - San Rafael-San Anselmo Corridor: reconfigure parking as needed, install traffic calming (Bicycle Priority Streets) install bicycle lanes on Greenfield Avenue if parking removal is warranted (otherwise treat as Bicycle Priority Street)
- 5 - Hub Crossings: North of Bank Street, create two-way bikeway (contraflow lane and shared roadway area) through Creek Park Parking Lot and Class I between retail buildings or behind the Transit Center at the Hub
- 6 - Medium-term: San Anselmo-Fairfax Corridor: traffic calming (Bicycle Priority Streets); Contraflow Lane on San Anselmo Avenue
- 7 - Medium-term: San Anselmo-Ross Corridor: traffic calming (Bicycle Priority Streets) install bicycle lanes on San Anselmo Avenue between Ross Avenue and Bolinas Avenue if parking removal/reconfiguration is warranted (otherwise treat as Bicycle Priority Street); add loop detectors at San Anselmo Avenue and Bolinas Avenue
- 8 - School Access: "School bike route" stencils on routes surrounding schools

6.2.3. LONG-TERM (17 YEARS):

- 1 - Long-term/ongoing: continue working with local SR2S plans to make school-area improvements
- 5 - Hub Crossings: South of Bank Street, create two-way bikeway (contraflow lane and shared roadway area) through Creek Park Parking Lot by making parking lot one-way northbound and reconfiguring parking south of Bank Street
- 2 - Crossings of Sir Francis Drake: reconfigure intersections/retime signals to give pedestrian and bike advance phases; install bicycle traffic signals alongside ped-heads or signs "Bikes obey ped signal"
- 3 - Remaining Class III Routes and Red Hill Bikeway: implement Red Hill Bikeway Class I/III
- 4 - San Anselmo-Fairfax Corridor: Class I along Center Blvd
- 5 - San Anselmo-Ross Corridor: Ross to San Anselmo Avenue Class I Pathway
- 5 - San Rafael-San Anselmo Corridor: San Rafael to San Anselmo Avenue Class I Pathway

6.3. COST BREAKDOWN

A summary and breakdown of cost estimates for the recommended bicycle network detailed in this plan is presented in **Tables 6-1** below. The cost of the recommended projects is estimated to be about \$14,000 for near-term projects (1-3 years), \$636,000 for medium-term projects (3-8 years), and \$3.5 million for long-term projects (8-20 years), combined for an ultimate system buildout cost of about \$4.1 million. It is important to note the three following assumptions about the cost estimates. First, all cost estimates are highly conceptual, since there is no feasibility or preliminary design completed, and second, the design and administration costs included in these estimates may not be sufficient to fund environmental clearance studies. Due to their complexity, costs for the Class I Pathways proposed here would need to be reexamined as a part of future planning and design studies, and are presented as a rough starting point only. Finally, cost estimates are a moving target over time as construction costs escalate quickly.

All the projects are recommended to be implemented on near-term, mid-term or long-term timelines, or as funding is available. The more expensive and complex projects may take longer to implement. In addition, many funding sources are highly competitive, and therefore impossible to determine exactly which projects will be funded by which funding sources. Timing of projects is also something difficult to pinpoint exactly, due to the dependence on competitive funding sources and, timing of roadway and development, and the overall economy.

The projects listed may be funded through various sources. The funding section in this chapter outlines some of the local, regional, State and federal funding methods and resources for non-motorized transportation projects.

**Table 6-1
Recommended Bicycle Improvements Cost Estimates**

Class	Improvement Type	Mileage	Total Cost
I	Multi-Use Path	1.97	\$3,456,900
II	Striped Bicycle Lanes	0.33	\$33,000
III	Signed Bicycle Routes	8.20	\$659,700
	Bicycle Parking	N/A	\$6,100
	Bicycle Detection	N/A	\$28,000
All Bikeways		10.50	\$4,149,600

**Table 6-2
Recommended Bikeway System Cost Estimates**

Class I Facilities - Multi-Use Paths (Off-Street)								
Segment Name	Begin	End	Class	Length	Near-term	Mid-term	Long-term	
Fairfax-San Anselmo Path	Hooper Ln.	Laurel Ave.	I	0.68	\$0	\$0	\$1,480,500	
San Anselmo-San Rafael Path	Sequoia Dr.	Lincoln Park Ave.	I	0.39	\$0	\$0	\$757,600	
Redhill Pathway	Los Angeles Blvd.	Sunny Hills Dr.	I	0.14	\$0	\$0	\$89,800	
Redhill Pathway	Sunny Hills Dr.	Shaw Dr.	I	0.17	\$0	\$0	\$109,000	
Sir Francis Drake Blvd. Sidepath	Oak Knoll Ave.	Butterfield Rd.	I	0.04	\$0	\$0	\$27,000	
San Anselmo-Ross Path	San Anselmo Ave.	Bolinas Ave.	I	0.55	\$0	\$0	\$993,000	
					1.97	\$0	\$0	\$3,456,900
Total Class I Bicycle Pathways						\$3,456,900		

Base cost for installation of a typical Class I Shared Use Pathway is \$641,400/mi; additional costs based on need for barriers, crossing treatments and relocation of adjacent roadway.

Class II Facilities - Striped Bicycle Lanes (On-Street)								
Segment Name	Begin	End	Class	Length	Near-term	Mid-term	Long-term	
Creek Park Parking Lot Bikeway - North of Bank St.	Center Blvd.	Sir Francis Drake Blvd.	II - Contraflow/Colored Lane	0.10	\$0	\$10,000	\$0	
Creek Park Parking Lot Bikeway - South of Bank St.	Center Blvd.	Sir Francis Drake Blvd.	II - Contraflow/Colored Lane	0.05	\$0	\$0	\$5,000	
Fairfax-San Anselmo Bikeway	Madrone Ave.	Sycamore Ave.	II - Contraflow/Colored Lane	0.18	\$0	\$18,000	\$0	
					0.33	\$0	\$28,000	\$5,000
Total Class II Bicycle Lanes						\$33,000		

Base cost for installation of a typical Class II Bicycle Lane is \$17,600/mi; additional costs based on colored pavement and shared lane stencils.

Class III Facilities - Signed Bicycle Routes (On-Street)							
Segment Name	Begin	End	Class	Length	Near-term	Mid-term	Long-term
Medway Rd.	Oak Knoll Ave.	San Anselmo Ave.	III - Priority	0.20	\$1,000	\$36,000	\$0
Oak Knoll Ave.	Medway Rd.	Sir Francis Drake Blvd.	III - Priority	0.05	\$300	\$9,000	\$0
Tamalpais Ave.	Magnolia Ave.	Myrtle Ln.	III - Priority	0.08	\$400	\$14,800	\$0
Bank St.	Sir Francis Drake Blvd.	Lincoln Park Ave.	III - Priority	0.07	\$200	\$11,900	\$0
Greenfield Ave.	Lincoln Park Ave.	San Rafael City Limits	III - Priority	0.50	\$1,500	\$90,000	\$0
Lansdale Blvd.	Hooper Ln.	San Anselmo Ave.	III - Priority	0.18	\$0	\$33,300	\$0
Lincoln Park Ave.	Bank St.	Greenfield Ave.	III - Priority	0.08	\$200	\$14,600	\$0
San Anselmo Ave.	Medway Rd.	Bolinas Ave.	III - Priority	1.79	\$0	\$322,900	\$0
Park Ave.	Taylor St.	Tamal Ave.	III - Priority/School	0.05	\$100	\$9,000	\$0

Segment Name	Begin	End	Class	Length	Near-term	Mid-term	Long-term
Saunders Ave.	Center Blvd.	Drake High School	III - Priority/School	0.25	\$500	\$45,400	\$0
Tamal Ave.	Park Ave.	Sir Francis Drake Blvd.	III - Priority/School	0.05	\$100	\$9,000	\$0
Taylor St.	Saunders Ave.	Park Ave.	III - Priority/School	0.05	\$100	\$9,700	\$0
Mariposa Ave.	Kensington Rd.	Sir Francis Drake Blvd.	III - School	0.33	\$700	\$1,000	\$13,200
Jones St.	Ross Ave.	Mariposa Ave.	III - School	0.05	\$100	\$200	\$2,000
Richmond Rd.	Bolinas Ave.	Mariposa Ave.	III - School	0.17	\$300	\$500	\$6,800
Ross Ave.	San Anselmo Ave.	Sunnyside Ave.	III - School	0.38	\$800	\$1,100	\$15,200
Bolinas Ave.	Richmond Rd.	San Anselmo Ave.	III	0.15	\$300	\$0	\$0
Cedar St.	Rose Ave.	Magnolia Ave.	III	0.22	\$400	\$0	\$0
Laurel Ave.	Myrtle Ln.	Center Blvd.	III	0.31	\$600	\$0	\$0
Magnolia Ave.	Tamalpais Ave.	Cedar St.	III	0.06	\$100	\$0	\$0
Myrtle Ln.	Tamalpais Ave.	Laurel Ave.	III	0.06	\$100	\$0	\$0
Alderney Rd.	Cordone Dr.	San Francisco Blvd.	III	0.26	\$500	\$0	\$0
Austin Ave.	Waverly Rd.	Kensington Rd.	III	0.09	\$200	\$0	\$0
Broadmoor Ave.	Brookside Dr.	Meadowcraft Dr.	III	0.06	\$100	\$0	\$0
Brookside Dr.	Broadmoor Ave.	Cordone Dr.	III	0.26	\$500	\$0	\$0
Forbes Ave.	Hilldale Ave.	Longwood Dr.	III	0.30	\$600	\$0	\$0
Forrest Ave.	San Anselmo Ave.	San Anselmo City Limits	III	0.19	\$400	\$0	\$0
Hilldale Ave.	Jordan Ave.	Greenfield Ave.	III	0.13	\$300	\$0	\$0
Jordan Ave.	Forbes Ave.	Hilldale Ave.	III	0.04	\$100	\$0	\$0
Kensington Rd.	Austin Ave.	Mariposa Ave.	III	0.03	\$100	\$0	\$0
Madrone Ave.	Center Blvd.	Sir Francis Drake Blvd.	III	0.19	\$400	\$0	\$0
Meadowcraft Dr.	Butterfield Rd.	Broadmoor Ave.	III	0.22	\$400	\$0	\$0
Mountain View Ave.	Sir Francis Drake Blvd.	Brookside Dr.	III	0.14	\$300	\$0	\$0
Ramona Way	Oak Knoll Ave.	Florence Ave.	III	0.04	\$100	\$0	\$0
Redhill Bikeway	San Francisco Ave.	Los Angeles Blvd	III	0.08	\$200	\$0	\$0
Redhill Bikeway	Sunny Hills Dr.	Redhill Pathway	III	0.08	\$200	\$0	\$0
Redhill Bikeway	Shaw Dr.	Sir Francis Drake Blvd	III	0.11	\$200	\$0	\$0
San Francisco Blvd.	Sir Francis Drake Blvd.	Sorich Park	III	0.70	\$1,400	\$0	\$0
Sir Francis Drake Blvd.	Aspen Ct.	Mountain View Ave.	III	0.04	\$100	\$0	\$0
Waverly Rd.	Austin Ave.	Bolinas Ave.	III	0.12	\$200	\$0	\$0
				8.20	\$14,100	\$608,400	\$37,200
Total Class III Bicycle Routes						\$659,700	
Base cost for installation of a typical Class III Signed Bicycle Route is \$2,000/mi; additional costs based on shared lane and school bike route stencils and traffic calming.							
Total cost of improvements by phase (Near/Mid/Long-Term)					\$14,100	\$636,400	\$3,499,100
Total cost of bikeway network (complete buildout)					\$4,149,600		

Table 6-3 Bicycle Detection Estimated Costs*

Item	Approximate Cost Per Leg of Intersection
Calibrate existing loops	\$300
Calibrate or re-zone existing video detection	\$150
Install new detection loops	\$3,000
Install new zoned video detection	\$5,000
Install stencils	\$100

* Costs based on US DOT information available as of April 2007.

Table 6-4 Bicycle Detection Locations

Intersections	Number of Legs of Intersection with Bikeway on Approach
San Anselmo Avenue and Bolinas Avenue	3
San Anselmo Avenue and Ross Avenue	4
SFD at Center Boulevard (on Center, eastbound at the Hub)	1
SFD at Madrone Avenue	2
SFD at Tamal Avenue	2
SFD at Drake High School Crossing	2
SFD at Butterfield Road	2
Total number locations	16

Exact cost estimates cannot be provided for these projects because existing conditions at the candidate intersections were not known as of this writing. However, based on 7 candidate on-street bikeway signalized intersections with a total of 16 locations for bicycle detection and assuming that 50% of the locations have functional loop detectors that can be recalibrated to detect bicycles, the total cost estimate for this project is approximately \$28,000. It should be noted that this cost estimate is speculative at best. Real costs cannot be identified until a further survey of existing conditions is completed.

Table 6-5 Bicycle Parking Locations

Location	Recommended Number Inverted "U" Type Racks	Concrete Pad Needed	Cost Per Location
Memorial Park	6	3	\$4,200
United Market	2	0	\$500
Bus stop at Sir Francis Drake Boulevard and Butterfield Road	2	1	\$1,400
Totals	10	4	\$6100

6.4. MAINTENANCE

Maintenance costs for the bikeway network should be relatively low due to the limited number of long Class I path facilities. The existing and recommended bikeway network is predominately made up of on-street bike lanes and routes that will be treated as part of the normal roadway maintenance program. As part of the normal roadway maintenance program, extra emphasis should be put on keeping the bike lanes and roadway shoulders clear of debris and keeping vegetation overgrowth from blocking visibility or creeping into the roadway.

6.5. MARKETING THE BICYCLE MASTER PLAN

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

- Distribute copies of the Master Plan to members of the Planning Commission
- Distribute copies of the Master Plan to Town of San Anselmo's Engineering, Parks and Recreation, Planning, Police, and Public Works Departments.
- Provide copies of the Town of San Anselmo bicycle facilities map to local schools, bicycle and recreational groups, transit agencies, bicycle shops and major employers.
- Post the plan on the Town's website.
- Publish a press release about the creation of the plan.
- Provide copy of San Anselmo Bicycle Master Plan to the public library.

6.6. FUNDING OPPORTUNITIES

6.6.1. FEDERAL FUNDING SOURCES

The primary federal source of surface transportation funding—including bicycle and pedestrian facilities—is SAFETEA-LU, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. SAFETEA-LU is the fourth iteration of the transportation vision established by Congress in 1991 with the Intermodal Surface Transportation Efficiency Act (ISTEA) and renewed in 1998 and 2003 through the Transportation Equity Act for the 21st Century (TEA-21) and the Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003 (SAFETEA). Also known as the federal transportation bill, the \$286.5 billion SAFETEA-LU bill was passed in 2005 and authorizes Federal surface transportation programs for the five-year period between 2005 and 2009.

SAFETEA-LU funding is administered through the State (Caltrans and the State Resources Agency) and regional planning agencies. Most, but not all, of these funding programs are oriented toward transportation versus recreation, with an emphasis on reducing auto trips and providing inter-modal

connections. SAFETEA-LU programs require a local match of 11.47%. SAFETEA-LU funding is intended for capital improvements and safety and education programs and projects must relate to the surface transportation system.

Specific funding programs under SAFETEA-LU include:

- Congestion Mitigation and Air Quality (CMAQ) – Funds projects that are likely to contribute to the attainment of national ambient air quality standards
- Recreational Trails Program—\$370 million nationally through 2009 for non-motorized trail projects
- Safe Routes to School Program—\$612 million nationally through 2009
- Transportation, Community and System Preservation Program—\$270 million nationally over five years
- Federal Lands Highway Funds—Approximately \$1 billion dollars are available nationally through 2009

FEDERAL LANDS HIGHWAY FUNDS

Federal Lands Highway Funds may be used to build bicycle and pedestrian facilities in conjunction with roads and parkways at the discretion of the department charged with administration of the funds. The projects must be transportation-related and tied to a plan adopted by the State and MPO. Federal Lands Highway Funds may be used for planning and construction.

TRANSPORTATION, COMMUNITY AND SYSTEM PRESERVATION PROGRAM

The Transportation, Community and System Preservation (TCSP) Program provides federal funding for transit oriented development, traffic calming and other projects that improve the efficiency of the transportation system, reduce the impact on the environment, and provide efficient access to jobs, services and trade centers. The program is intended to provide communities with the resources to explore the integration of their transportation system with community preservation and environmental activities. TCSP Program funds require a 20% match.

REGIONAL SURFACE TRANSPORTATION PROGRAM

The Regional Surface Transportation Program (RSTP) is a block grant program which provides funding for bicycle and pedestrian projects, among many other transportation projects. Under the RSTP, Metropolitan Planning Organizations, such as MTC, prioritize and approve projects which will receive RSTP funds. TAMC distributes the RSTP funds to local jurisdictions. Metropolitan planning organizations can transfer funding from other federal transportation sources to the RSTP program in order to gain more flexibility in the way the monies are allocated. In California, 62.5% of RSTP funds are allocated according to population. The remaining 37.5% is available statewide.

FUNDING GLOSSARY
<i>CTC California Transportation Commission</i>
<i>FHWA Federal Highway Administration</i>
<i>MPO Metropolitan Planning Organization</i>
<i>RTIP Regional Transportation Improvement Program</i>
<i>RTP Regional Transportation Plan</i>
<i>RTPA Regional Transportation Planning Agency</i>
<i>SAFETEA-LU Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users</i>
<i>STIP State Transportation Improvement Program</i>

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

The Regional Transportation Improvement Program (RTIP) is a derivative of the STIP program and identifies projects which are needed to improve regional transportation. Such projects may include bicycle and pedestrian facilities, safety projects and grade separation, among many others. RTIP project planning, programming and monitoring may be funded up to .5% of total RTIP funds in urbanized regions and 2% of total RTIP funds in non-urbanized regions. Each RTPA prepares a RTIP, consisting of projects to be funded through STIP. The RTPA's Regional Transportation Plan helps prioritize projects for the RTIP. RTIPs must be approved by the CTC. Projects to be funded by RTIP funds must be identified in the current or next Regional Transportation Plan.

RECREATIONAL TRAILS PROGRAM

The Recreational Trails Program of SAFETEA-LU provides funds to states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, and other non-motorized as well as motorized uses. In California, the funds are administered by the California Department of Parks and Recreation. RTP projects must be ADA compliant. Recreational Trails Program funds may be used for:

- Maintenance and restoration of existing trails;
- Purchase and lease of trail construction and maintenance equipment;
- Construction of new trails; including unpaved trails;
- Acquisition of easements or property for trails;
- State administrative costs related to this program (limited to seven percent of a State's funds); and
- Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a State's funds).

LAND AND WATER CONSERVATION FUND

Land and Water Conservation Fund is a federally funded program that provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. The Fund is administered by the National Parks Service and the California Department of Parks and Recreation and has been reauthorized until 2015.

Cities, counties and districts authorized to acquire, develop, operate and maintain park and recreation facilities are eligible to apply. Applicants must fund the entire project, and will be reimbursed for 50% of costs. Property acquired or developed under the program must be retained in perpetuity for public recreational use. The grant process for local agencies is competitive, and 40% of grants are reserved for Northern California.

In 2006, approximately \$480,000 was available for projects in Northern California.

RIVERS, TRAILS AND CONSERVATION ASSISTANCE PROGRAM

The Rivers, Trails and Conservation Assistance Program (RTCA) is a National Parks Service program which provides technical assistance via direct staff involvement, to establish and restore greenways, rivers, trails, watersheds and open space. The RTCA program provides only for planning assistance—there are no implementation monies available. Projects are prioritized for

assistance based upon criteria which include conserving significant community resources, fostering cooperation between agencies, serving a large number of users, encouraging public involvement in planning and implementation and focusing on lasting accomplishments.

6.6.2. STATEWIDE FUNDING SOURCES

The State of California uses both federal sources and its own budget to fund the following bicycle and pedestrian projects and programs.

BICYCLE TRANSPORTATION ACCOUNT

The Bicycle Transportation Account (BTA) provides state funding for local projects that improve the safety and convenience of bicycling for transportation. Because of its focus on transportation, BTA projects, including trail, must provide a transportation link. Funds are available for both planning and construction. BTA funding is administered by Caltrans and cities and counties must have an adopted Bicycle Transportation Plan in order to be eligible. City Bicycle Transportation Plans must be approved by the local MPO prior to Caltrans approval. Out of \$5 million available statewide, the maximum amount available for individual projects is \$1.2 million.

WILDLIFE CONSERVATION BOARD PUBLIC ACCESS PROGRAM

Funding for the acquisition of lands or improvements that preserve wildlife habitat or provide recreational access for hunting, fishing or other wildlife-oriented activities. Up to \$250,000 dollars available per project, applications accepted quarterly. Projects eligible for funding include interpretive trails, river access, and trailhead parking areas. The State of California must have a proprietary interest in the project. Local agencies are generally responsible for the planning and engineering phases of each project.

CALIFORNIA CONSERVATION CORPS

The California Conservation Corps (CCC) is a public service program which occasionally provides assistance on construction projects. The CCC may be written into grant applications as a project partner. In order to utilize CCC labor, project sites must be public land or be publicly accessible. CCC labor cannot be used to perform regular maintenance, however, they will perform annual maintenance, such as the opening of trails in the spring.

SAFE ROUTES TO SCHOOL (SR2S)

In September 2004, with the passage of SB 1087 (Soto), the State extended Safe Routes to School legislation for three additional years. The bill is scheduled to sunset on January 1, 2008. This program is meant to improve the safety of walking and cycling to school and encourage students to walk and bicycle to school through identification of existing and new routes to school and construction of pedestrian and bicycle safety and traffic calming projects. Caltrans is currently evaluating California's SR2S funding, in light of the new federal SR2S Program. Recent SAFETEA-LU legislation which requires each state's Department of Transportation to designate a SR2S Coordinator, also contains a SR2S program, but as of this writing, whether or not these programs will be combined in California or will remain autonomous has not yet been determined.

ENVIRONMENTAL JUSTICE: CONTEXT SENSITIVE PLANNING GRANTS

The Caltrans-administered Environmental Justice: Context Sensitive Planning Grants promotes context sensitive planning in diverse communities and funds planning activities that assist low-

income, minority and Native American communities to become active participants in transportation planning and project development. Grants are available to transit districts, cities, counties and tribal governments. This grant is funded by the State Highway Account at \$1.5 million annually state-wide. Grants are capped at \$250,000.

OFFICE OF TRAFFIC SAFETY (OTS) GRANTS

The California Office of Traffic Safety distributes federal funding apportioned to California under the National Highway Safety Act and SAFETEA-LU. Grants are used to establish new traffic safety programs, expand ongoing programs or address deficiencies in current programs. Bicycle and pedestrian safety are included in the list of traffic safety priority areas. Eligible grantees are: governmental agencies, state colleges, and 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. OTS expects to have \$56 million in funding available statewide for FY 2006/07.

COMMUNITY BASED TRANSPORTATION PLANNING DEMONSTRATION GRANT PROGRAM

This fund, administered by Caltrans, provides funding for projects that exemplify livable community concepts including bicycle and pedestrian improvement projects. Eligible applicants include local governments, MPO's and RPTA's. A 20% local match is required and projects must demonstrate a transportation component or objective. There are \$3 million dollars available annually statewide.

COASTAL CONSERVANCY NON-PROFIT GRANTS PROGRAM

The Coastal Conservancy provides grants to non-profit organizations for projects which provide access to the California coast and preserve coastal lands, including the construction of trails, public piers, urban waterfronts, and other public access facilities.

6.6.3. REGIONAL FUNDING SOURCES

Regional bicycle and pedestrian grant programs come from a variety of sources, including SAFETEA-LU, the State budget and vehicle registration fees.

AB 2766 MOTOR VEHICLE EMISSION REDUCTION GRANT PROGRAM

The Bay Area Air Quality Management District provides a grant program in accordance with Assembly Bill 2766 which authorized air districts in California to impose a two to four dollar motor vehicle registration fee to be used for the purpose of reducing motor vehicle emissions in order for air districts to meet their responsibilities under the California Clean Air Act. Projects include bicycle facility improvements, safety and enforcement. Proposals must demonstrate the relationship between reduced motor vehicle emissions and improved air quality.

TRANSPORTATION FOR LIVABLE COMMUNITIES PROGRAM

The Transportation for Livable Communities Program (ILC) provides grant monies to public agencies to encourage land use decisions that support compact, pedestrian and bicycle friendly

development near transit hubs. MTC administers the TLC program with funds from the Regional Surface Transportation Project. TLC grants are capped at \$400,000 and are competitive.

TRANSPORTATION ENHANCEMENT PROGRAM

The Transportation Enhancement Program provides funds for the construction of projects, beyond the scope of typical transportation projects, which enhance the transportation system. Transportation Enhancement Projects may include landscaping, bicycle facilities and streetscape improvements. Transportation Enhancement projects are programmed as part of the STIP. Annual apportionment averages around \$800,000.

TRANSPORTATION FUND FOR CLEAN AIR PROGRAM (TFCA)

TFCA funds are generated by a four dollar surcharge on automobile registration fees in the nine-county Bay Area. Approximately \$20 million is collected annually which funds two programs: 60 percent of the TFCA monies go to the Regional Fund and 40 percent go to the County Program Manager Fund.

The Regional Fund is administered by the Bay Area Air Quality Management District (BAAQMD). Pedestrian infrastructure improvements are eligible for TFCA funds through the Smart Growth funding category.

BAAQMD, TFCA Program: www.baaqmd.gov/pln/grants_and_incentives/tfca/

REGIONAL BICYCLE AND PEDESTRIAN PROGRAM (RBPP)

The RBPP was created in 2003 as part of the long range Transportation 2030 Plan developed by the Bay Area Metropolitan Transportation Commission. The program—currently funded with Congestion Mitigation and Air Quality funds—funds regionally significant pedestrian and bicycle projects, and bicycle and pedestrian projects serving schools or transit. \$200 million dollars are committed to this program over the 25-year period. Seventy five percent of the total funds are allocated to the county congestion management agencies based on population. The remaining 25 percent of funds are regionally competitive, with the county CMAs recommending the projects to be submitted to MTC for funding consideration.

Metropolitan Transportation Commission, RBPP Program

www.mtc.ca.gov/planning/bicyclespedestrians/regional.htm#bikepedprog

SAFE ROUTES TO TRANSIT (SR2T)

Regional Measure 2 (RM2), approved in March 2004, raised the toll on seven state-owned Bay Area bridges by one dollar for 20 years. This fee increase funds various operational improvements and capital projects which reduce congestion or improve travel in the toll bridge corridors.

Twenty million dollars of RM2 funding is allocated to the Safe Routes to Transit Program, which provides competitive grant funding for capital and planning projects that improve bicycle and pedestrian access to transit facilities. Eligible projects must be shown to reduce congestion on one or more of the Bay Area's toll bridges. The competitive grant process is administered by the Transportation and Land Use Coalition and the East Bay Bicycle Coalition. Competitive funding is awarded in five \$4 million grant cycles. The first round of funding was awarded in December 2005. Future funding cycles will be in 2007, 2009, 2011 and 2013.

Transportation and Land Use Coalition, SR2T Program:

THE BAY TRAIL PROJECT

The Bay Trail Grant program offers competitive grants to local governments, special districts and qualified nonprofit groups to build or design new Bay Trail segments. The program is structured to: speed Bay Trail construction by targeting high-priority, ready to build sections and closing critical gaps; leverage state dollars with significant matching funds and in-kind contributions; foster partnership by encouraging cooperative partnerships and creative design solutions; and employ the California Conservation Corps for construction, landscaping and maintenance where possible. The amount of available funding varies, depending on State bonds and grants to the Bay Trail Project. Beginning Fall 2007 the Bay Trail has a new funding program that will distribute \$2.5 million in Proposition 84 funds for the planning and construction of Bay Trail spine segments in the 9-county area. Another \$2.5 million grant program is anticipated in 2009.

Bay Trail Project Grant Program: http://baytrail.abag.ca.gov/grants_2003.htm

6.6.4. LOCAL FUNDING SOURCES

TDA ARTICLE 3

Transportation Development Act (TDA) Article 3 funds are state block grants awarded annually to local jurisdictions for transit, bicycle and pedestrian projects in California. Funds for pedestrian projects originate from the Local Transportation Fund (LTF), which is derived from a ¼ cent of the general state sales tax. LTF funds are returned to each county based on sales tax revenues. Eligible pedestrian and bicycle projects include: construction and engineering for capital projects; maintenance of bikeways; bicycle safety education programs (up to 5% of funds); and development of comprehensive bicycle or pedestrian facilities plans. A city or county is allowed to apply for funding for bicycle or pedestrian plans not more than once every five years. These funds may be used to meet local match requirements for federal funding sources. 2% of the total TDA apportionment is available for bicycle and pedestrian funding.

MEASURE A - LOCAL ROADS

The funds (approximately \$43.9 M) will be distributed on an annual basis to each city, town, and Marin County based on a combination of miles of roads to be maintained and population. Each project will be required to consider the needs of all roadway users. Where feasible, locally defined bicycle and pedestrian projects will be implemented at the time a roadway is improved. Improvements could include striping and signing for bicycle lanes and bikeways, sidewalk improvements, curb ramps, and other accessibility and safety improvements.

MEASURE A - SAFE PATHWAYS FUNDING

Safe Pathways to School is the capital improvement element of the Transportation Authority of Marin's Safe Routes to Schools program. Where the Safe Routes program identifies circulation improvements needed for safe access to schools, the Safe Pathways program will provide funding for the engineering, environmental clearance, and construction of pathway and sidewalk improvements in all Marin County communities, including safety improvements at street crossings.

Safe Pathway projects are expected to attract matching funds from other sources and may be used in combination with road funds to accelerate pathway improvements in school areas.

Safe Pathways Projects are selected based on performance criteria that focus on improving safety throughout the County. All projects will come from approved Safe Routes plans, supported by parents, school officials, and the local jurisdiction.

- Relieves an identified safety or congestion problem along a major school route
- Completes a "gap" in the bicycle and pedestrian system along a major school route
- Maximizes daily uses by students and others
- Attracts matching funds
- Respects geographic equity

MARIN NONMOTORIZED TRANSPORTATION PILOT PROGRAM

Marin County is one of four communities nationally that has been selected by Congress to participate in a Nonmotorized Transportation Pilot Program under Section 1807 of the 2005 federal transportation bill, SAFETEA-LU. Section 1807 provides for \$20 million to each of the four communities for fiscal years 2006 through 2009. The legislation states that "The Secretary shall establish and carry out nonmotorized transportation pilot program to construct, in the following four communities selected by the Secretary, a network of nonmotorized transportation infrastructure facilities, including sidewalks, bicycle lanes, and pedestrian and bicycle trails, that connect directly with transit stations, schools, residences, businesses, recreation areas, and other community activity centers:

1. Columbia, Missouri
2. Marin County, California
3. Minneapolis-St. Paul, Minnesota
4. Sheboygan County, Wisconsin

The purpose of the program shall be to demonstrate the extent to which bicycling and walking can carry a significant part of the transportation load, and represent a major portion of the transportation solution, within selected communities."

As of this writing Marin County is determining the process by which funding will be distributed and local agencies will apply or submit projects for consideration.

6.6.5. NON-TRADITIONAL FUNDING SOURCES

COMMUNITY DEVELOPMENT BLOCK GRANTS

The CDBG program provides money for streetscape revitalization, which may be largely comprised of pedestrian improvements. Federal Community Development Block Grant Grantees may "use CDBG 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 CDBG funds; provide public services for youths, seniors, or the disabled; and initiatives such as neighborhood watch programs."

AMERICAN GREENWAYS PROGRAM

Administered by The Conservation Fund, the American Greenways Program provides funding for the planning and design of greenways. Applications for funds can be made by local regional or state-wide non-profit organizations and public agencies. The maximum award is \$2,500, but most range from \$500 to \$1,500. American Greenways Program monies may be used to fund unpaved trail development.

CALIFORNIA CENTER FOR PHYSICAL ACTIVITY GRANT PROGRAM

The California Center for Physical Activity runs several programs related to walking and offers small grants to public health departments. Grants are in the amount of \$4,999 dollars or less and are offered intermittently.

6.6.6. REQUIREMENTS FOR NEW DEVELOPMENTS

With the increasing support for “routine accommodation” and “complete streets,” requirements for new development, road widening and new commercial development provide opportunities to efficiently construct pedestrian facilities.

IMPACT FEES

One potential local source of funding is developer impact fees, typically tied to trip generation rates and traffic impacts produced by a proposed project. A developer may attempt to reduce the number of trips (and hence impacts and cost) by paying for on- and off-site pedestrian improvements designed to encourage residents, employees and visitors to the new development to walk rather than drive. Establishing a clear nexus or connection between the impact fee and the project’s impacts is critical to ensure legal soundness.

MELLO-ROOS COMMUNITY FACILITIES ACT

The Mello-Roos Community Facilities Act was passed by the Legislature in 1982 in response to reduced funding opportunities brought about by the passage of Proposition 13. The Mello-Roos Act allows any county, city, special district, school district or joint powers of authority to establish a Community Facility Districts (CFD) for the purpose of selling tax-exempt bonds to fund public improvements within that district. CFDs must be approved by a two-thirds margin of qualified voters in the district. Property owners within the district are responsible for paying back the bonds. Pedestrian facilities are eligible for funding under CFD bonds.

6.6.7. VOLUNTEER AND PUBLIC-PRIVATE PARTNERSHIPS

Volunteer programs may substantially reduce the cost of implementing some of the proposed pathways. Use of groups such as the California Conservation Corp (who offers low cost assistance) will be effective at reducing project costs. Local schools or community groups may use the bikeway or pedestrian project as a project for the year, possibly working with a local designer or engineer. Work parties may be formed to help clear the right of way where needed. A local construction company may donate or discount services. A challenge grant program with local businesses may be a good source of local funding, where corporations ‘adopt’ a bikeway and help construct and maintain the facility.

Other opportunities for implementation will appear over time that may be used to implement the system.

APPENDIX A: BICYCLE LAW AND ETIQUETTE

THE CALIFORNIA VEHICLE CODE - LAWS REGARDING BICYCLES

As with most laws, the underlying idea behind the laws contained in the California Vehicle Code (CVC) is safety. What follows is a selection of some of the most common laws which pertain to bicyclist.

Definitions:

Bicycle CVC231: A bicycle is a device upon which any person may ride, propelled exclusively by human power through a belt, chain, or gears, and having one or more wheels.

Darkness CVC280: Darkness is any time from one-half hour after sunset to one-half hour before sunrise and any other time when visibility is not sufficient to render clearly discernible any person or vehicle at a distance of 1000 feet.

Highway CVC 360: Highway is a way or place or whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. Highway includes street.

Vehicle Code Section:

Laws Applicable to Bicycle Use CVD 21200

Every person riding a bicycle upon a highway has all the rights and is subject to all the provisions applicable to the driver of a vehicle including, but not limited to, provisions concerning driving under the influence of alcoholic beverages or drugs.

Equipment Requirements CVC 21201

- A) No person shall operate a bicycle on a roadway unless it is equipped with a brake which will enable the operator to make one brake wheel skid on dry, level, clean pavement.
- B) No person shall operate on a highway any bicycle equipped with handlebars so raised that the operator must elevate his hands above the level of his shoulders in order to grasp the normal steering grip area.
- C) No person shall operate upon any highway a bicycle which is of such a size as to prevent the operator from safely stopping the bicycle, supporting it in an upright position with at least one foot on the ground, and restarting it in a safe manner.
- D) Every bicycle operated upon any highway during darkness shall be equipped

E) With a lamp emitting a white light which, while the bicycle is in motion illuminated the highway in front of the bicyclist and is visible from a distance of 300 feet in front of and from the sides of the bicycle.

F) 2. With a red reflector on the rear which shall be visible from a distance of 500 feet to the rear when directly in front of headlamps on a motor vehicle.

G) With a white or yellow reflector on each pedal visible from the front and rear of the bicycle from a distance of 200 feet.

H) With a white or yellow reflector on each side forward of the center of the bicycle, and with a white or red reflector on each side to the rear of the center of the bicycle, except that bicycles equipped with reflectors on the front and rear tires.

Operations on Roadway CVC21202

Any person operating a bicycle upon a roadway at a speed less than the normal speed of traffic moving in the same direction at that time shall ride as close as practicable to the right-hand curb or edge of the roadway except under the following condition:

1. When overtaking and passing another bicycle or vehicle proceeding in the same direction.
2. When preparing for a left turn at an intersection or into a private road or driveway.
3. When reasonably necessary to avoid conditions (including, but not limited to fixed or moving objects, vehicles, bicycles, pedestrians, animals, surface hazards, or substandard width lanes) that make it unsafe to continue along the right-hand curb edge.
4. When approaching a place where a right-hand turn is authorized.
6. Permitted Movements from Bicycle Lanes 21208CVC

Whenever a bicycle lane has been established on a roadway, any person operating a bicycle on the roadway at a speed less than the normal speed of traffic moving in the same direction at that time shall ride within the bicycle lane, except under the following conditions (see 1-4 under 21202CVC).

Bicycle Parking 21210 CVC

No person shall leave a bicycle lying on its side on any sidewalk, or shall park a bicycle on a sidewalk in any other position, so that there is not an adequate path for pedestrian traffic

Bicycle Operated on Roadway or Highway Shoulder 21650.1 CVC: A bicycle operated on a roadway, or the shoulder of a highway, shall be operated in the same direction as vehicles are required to be driven upon the roadway.

Hand Signals 22111CVC

All required signals given by hand and arm shall be given from the left side in the following manner.

1. Left turn-hand and arm extended horizontally.

2. Right turn-hand and arm upward, except bicyclist may extend the right hand and arm horizontally to the right side of the bicycle.

3. Stop-hand and arm extended downward.

Wearing of Headsets or Earplugs 27400CVC

No person operating any motor vehicle or bicycle shall wear any headset covering, or any earplugs in, both ears.

MOTORIST ETIQUETTE REGARDING BICYCLISTS FROM THE CALIFORNIA DRIVER HANDBOOK

SHARING THE ROAD WITH OTHER VEHICLES: *BICYCLES*

Bicycle riders on public streets have the same rights and responsibilities as automobile drivers. Drivers of motor vehicles must treat bicycle riders the same as drivers of other motor vehicles. Bicyclists are not out of place on the roadway -- they are part of the traffic and share the road with other drivers. They must obey stop signs, traffic lights, and most other traffic laws and signs. Special care must be used near them because any accident with them will probably result in serious injury. This means that automobile drivers must leave safe passing room and must not turn so close to them that the bicyclist is in danger of being hit.

Although bicyclists will normally ride near the right hand curb or edge of the roadway, they can legally move left to turn left, to pass another vehicle or bicycle, or to avoid debris or parked cars. They may have to swerve to avoid a car door suddenly opening. Expect any of these moves by bicyclists in a main traffic lane. Remember, on one-way streets, this can be the left hand lane.

When the lane is too narrow to pass a bicyclist safely, wait until the next lane is clear and give the bicyclist all the rights of any other slow moving vehicle.

A motorist parked at a curb must not open a door on the traffic side of a vehicle without looking for other vehicles, including bicycles or motorcycles.

Bicycle riders may give right turn signals with their right arm held straight out, pointing right. Remember, bicycles are small and sometimes drivers do not see them.

I. INTRODUCTION

With few exceptions, bicyclists on public roadways assume the same rights and responsibilities as automobile drivers, and are subject to the same state laws and local ordinances.

It is imperative that we cyclists hold up our end of the bargain! Bicycling is beneficial for personal health and when used instead of a car as transit to town or country it is beneficial to our environment. Many people are working hard to improve bicycling conditions here in Marin. We will not succeed if mannerless cycling is the norm.

Bicyclists need to show respect to get respect. We hope that you will make it a point to ride as an ambassador of cycling. If you have friends who ride as if no one else mattered, do bicyclists everywhere a favor by trying to talk them down from bogus rationalizations.

Ride responsibly! We must ALL adopt this Bicyclists' Code of Conduct.

II. BICYCLISTS' CODE OF CONDUCT

- 1) Never ride against traffic.
- 2) Ride as near to the right as practicable*.
- 3) Stop at stop signs and red lights*.
- 4) Honor others' right of way.
- 5) Use hand signals.
- 6) With traffic, ride single file.
- 7) Be predictable; don't weave.
- 8) Follow lane markings.
- 9) Don't needlessly block the road*.
- 10) Use lights at night.

*--Note that the two most common offenses of bicyclists are running stop signs, and groups of cyclists blocking the road.

1. Stop at stop signs/lights: Stop at all stop signs and red lights. If two vehicles arrive at an intersection at the same time, the vehicle to the right has the right of way. Politely indicate others' right of way with a hand gesture. For your own safety, never insist on your own right of way. Pedestrians always have the right of way. Your courtesy will be noticed and appreciated by other road users.

2. Group riding: a) The California Vehicle Code (CVC sec. 21202(a) and sec. 21750) states that bicyclists are entitled to the full width of the road for at least purposes of overtaking, left turns, avoiding obstacles, when approaching a place where a right turn is authorized, and when riding in a standard width lane. Generally, it is prudent to stay as far to the right as practicable. When riding with others, do not block traffic, ride single file. Be aware of other road users at all times. b) When stopping for a stop sign in a group, queue up in small numbers and proceed when it is your turn, allowing other road users their right of way. The idea is to cross the intersection as safely and quickly as possible without testing the patience of other road users. Self-policing and courteous riding will go far.

Wear a helmet, bright clothing, and keep your bicycle in good working order. Helpful hint: Modern, good quality brakes along with good technique make stopping at stop signs much easier.

Bicyclists and any passengers under 18 years of age (including children in attached bicycle seats or in or on towed trailers), are required to wear a properly fitted and fastened bicycle helmet. This helmet must be labeled to show that it meets applicable safety standards.

Youngsters under the age of nine lack the physical and mental development to interact safely in a complex traffic environment.

MARIN COUNTY BICYCLE COALITION'S BICYCLING LAWS AND SAFETY TIPS

Bicyclists on public roadways assume all the same rights and responsibilities as automobile drivers, and are subject to the same state laws and local ordinances. For everyone's safety, observe these bicycling rules:

*** BE PREDICTABLE:** Never ride against traffic. Motorists aren't looking for bicyclists riding on the wrong side of the road. Many other hazards threaten the wrong-way rider.

Obey traffic signs and signals, and basic right-of-way rules. Cyclists must drive like motorists if they want to be taken seriously. Doing so is also the safest behavior. When approaching a stop sign or red light, you are required to come to a complete stop and proceed only when safe to do so.

Use hand signals. Hand signals tell other road users what you intend to do. Signal as a matter of law, of courtesy, and of self-protection.

Ride in a straight line. Whenever possible, ride in a straight line, to the right of traffic but about a car door's width away from parked cars.

Don't weave between parked cars. Don't ride to the curb between parked cars, unless they are far apart. Motorists may not see you when you try to move back into traffic.

Follow lane markings. Don't turn left from the right lane. Don't go straight in a lane marked "right-turn-only." Stay to the left of the right-turn-only lane if you are going straight.

Choose the best way to turn left. There are two ways to make a left turn. 1) Like an auto. Signal, move into the left lane, and turn left. 2) Like a pedestrian. If you are with-in a designated crosswalk, dismount and walk your bike across.

*** BE ALERT:** Watch for right-turning traffic. Motorists turning right may not notice cyclists on their right. Watch for any indications that a motorist may turn into your path. When approaching intersections try to stay far enough from the curb to allow cars to turn right on your right. Motorists may not look for or see a bicycle passing on the right.

Look back before you pass or merge. Leave a good 3-4 feet when passing a pedestrian or another bicyclist. A rear-view mirror is a good idea, but don't rely on it alone.

Respect pedestrians' rights. Pedestrians have the right of way. Don't cross side-walks via driveways without yielding to pedestrians. Don't ride on sidewalks. Use the street, bike lane, or bike path. Give a warning: use your bike bell, or call out "Passing on your left".

Keep both hands ready to brake. You may not stop in time if you brake one-handed. Allow extra distance for stopping in rain, since brakes are less efficient when wet.

Avoid road hazards. Watch out for street car tracks and old railroad tracks. Cross them perpendicularly. Avoid parallel-slat sewer grates, slippery manhole covers, oily pavement, gravel, potholes. All are hazardous, especially when wet.

Watch your speed. Observe posted speed limits and obey the basic speed law: Never ride faster than is safe under the existing conditions.

*** BE EQUIPPED:** Use good lights at night. Front light, wheel and pedal reflectors are required. The front light must be visible from 300 feet. Use a rear red light for enhanced visibility. Wear light-colored or reflective clothing.

Ride a well-equipped bike. Be sure your bike is adjusted to fit you properly. For safety and efficiency, outfit it with bells, rear-view mirrors, racks or baskets, lights and reflectors.

Be visible. Wear light or bright-colored clothing.

Wear a helmet when you ride. Helmets that have passed Snell Foundation or ANSI Z90.4 standard crash tests should be worn. Bike helmets may need to be replaced after a fall. All youths 18 and under must wear a bicycle helmet when operating a bicycle or when riding as a passenger.

Passengers must ride on a separate attached seat. If the passenger is 4 years old or younger, or weighs 40 pounds or less, the seat shall adequately retain the passenger in place and protect him/her from the bike's moving parts. In addition, this passenger must wear a helmet of good fit, fastened securely, meeting ANSI Z90.4 helmet standards or Snell Memorial Foundation's 1984 Standard for protective headgear.

Keep your bike in good repair. Maintain your bike in good working condition. Check brakes regularly and keep tires properly inflated. Learn to do routine maintenance yourself or leave it to the experts at your local bike shop.

Get in shape. Before riding, spend a few minutes stretching your legs and body. If you are not an experienced cyclist, start with short trips and work up to longer distances.

*** PARKING TIPS:** Park considerately. Bicycle parking should not interfere with pedestrian and vehicle movements. Use bike racks properly, so more bikes may park.

Buy a lock that is appropriate and use it correctly. U-shaped locks offer the best security but require the removal of the front wheel in order to secure both wheels and frame. Lay the front wheel alongside the rear wheel and loop the 'U' around both wheels and frame of your bike. If the 'U' portion of the lock is completely filled with the wheels and frame, the lock has less chance of being broken open. Tall signposts and ironwork are the best objects to lock your bike against. Small trees are easily cut, permitting thieves to lift a locked bike away from its support. Chains should be hardened and have 3/16-inch diameter links, and a key lock with hardened hasp of the same diameter. Be sure to secure both wheels and the frame, and never leave the padlock resting on the ground. Smaller diameter chains and cables are appropriate for short time use only, usually in instances where you can see the bike when it's locked. Keep a record of your bike serial number. Should your bike be stolen, report the serial number and description of your bike to the police department.

*** RIDE SAFELY AND COURTEOUSLY**

Probably the single most important thing a bicyclist can do to earn bicyclists greater respect on the road is to obey stop signs and traffic signals.

APPENDIX B: COMPLETE STREETS POLICY

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DEPARTMENT OF PUBLIC WORKS DIRECTIVE TO CONSIDER AND INCLUDE
COMPLETE STREETS TRANSPORTATION ELEMENTS IN DEVELOPMENT AND CAPITAL
IMPROVEMENT PROJECTS WITHIN THE TOWN OF SAN ANSELMO

The Town of San Anselmo acknowledges the benefits and value of reducing vehicular modes of travel and replacement with other modes of travel such as public transit, walking and bicycling.

The Town of San Anselmo recognizes that Complete Streets, which serve the needs of pedestrians, bicyclists, transit users, the disabled and automobile users when properly designed generally provide for the safest travel conditions and the best use of tax payer dollars.

The Town of San Anselmo has developed a Bicycle Master Plan Update which describes projects, policies and a network of desired non-motorized improvements.

Town staff is responsible for ensuring the installations of improvements for all modes of travel through the review of private development and capital improvement projects.

The Town of San Anselmo Department of Public Works shall consider the installation of Complete Streets transportation elements in each capital project and development project in the Town of San Anselmo and to implement the installation of those improvements with the framework of its Code, General Plan and Bicycle Master Plan, as feasible physically and financially.

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