

City of Larkspur BICYCLE & PEDESTRIAN MASTER PLAN



August 2004
Updated February 2006



Acknowledgments

LARKSPUR CITY COUNCIL

*Daniel Hillmer, Mayor
Joan Lundstrom, Vice Mayor
Larry Chu, Council Member
Kathy Hartzell, Council Member
Ron Arlas, Council Member*

LARKSPUR CITY STAFF

*Hamid Shamsapour, P.E., Director of Public Works
Dave Wilkinson, Director of Parks and Recreation
Neal Toft, Associate Planner*

LARKSPUR PARKS & RECREATION COMMISSION

*Michelle Aschwald
Sandy Blauvelt
Jerry Hauser
Julia Scammell
Richard Wall*

MARIN COUNTY BICYCLE COALITION

Nancy Weninger

CONSULTANT TEAM

*Alta Planning + Design
Josh Abrams, Project Manager
Becky Schuerman Choi, Project Planner*

Additional thanks to all the members of the public who provided support and feedback during the development of this Plan.

TABLE OF CONTENTS	PAGE
INTRODUCTION	1
LAND USE	4
BICYCLE COMMUTERS	8
WALKING IN LARKSPUR	5
BICYCLE TRANSPORTATION PLAN CONSISTENCY WITH OTHER LOCAL PLANS	10
COMMUNITY INVOLVEMENT	12
SAFETY & EDUCATION	13
PARKING FACILITIES	15
MULTI-MODAL CONNECTIONS	17
BICYCLISTS ACCOMMODATIONS	18
EXISTING BIKEWAYS	19
PROPOSED PROJECTS	22
FUNDING	25
TABLES	PAGE
TABLE 1 - DEMOGRAPHICS, COMMUTERS, AND AIR QUALITY	9
TABLE 2 - EXISTING BIKEWAY FACILITIES IN LARKSPUR	20
TABLE 3 - PROPOSED BIKEWAY FACILITIES IN LARKSPUR	22
FIGURES	PAGE
LARKSPUR BICYCLE TRANSPORTATION PLAN MAP	7

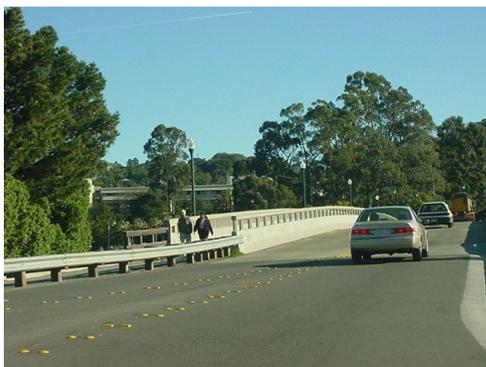
INTRODUCTION

This Bicycle and Pedestrian Master Plan has been developed to identify Larkspur's existing network of bicycle facilities and multi-use paths, lay the framework for future facilities, and develop policies that will work towards making bicycling and walking an integral part of transportation and daily life in Larkspur. The purpose of this Plan is to coordinate and guide the provision of all bicycle and pedestrian related plans, programs, and projects in Larkspur. It is intended to assist the City in the implementation of its priorities but does not mandate any particular action on its part.



Doherty Drive @ Redwood High School – Bike Lane
(Class II)

Communities in Marin County and around the nation are recognizing that an integrated transportation system, which includes a well-developed network of non-motorized facilities, can improve the quality of life for all residents in the community. Bicycling and walking can be part of a healthy lifestyle, and the entire community can benefit from lessened traffic congestion, fewer vehicle exhaust emissions, decreased noise levels, and less land dedicated towards automobiles. In addition, a community is friendlier and more inviting when residents are not confined to an automobile and can easily socialize with those they meet on their streets.



Bon Air Bridge – Bike Path (Class I)

Becoming a bicycle- and pedestrian-friendly community requires several elements. First is safety -- the number one concern of citizens, whether they are school children, avid or casual recreational bicyclists, bicycle commuters, pedestrians, or motorists. In many locations around the city, bicyclists, motorists, and pedestrians must share narrow, high-traffic roadways. Crossing busy intersections on these roadways can be especially difficult for school commuters and bicyclists, and is often cited as the primary reason why many people elect not to bicycle or allow their children to walk or bicycle to school more often. Second, access improvements are important to help enhance the ability to make utilitarian trips to destinations like shops, work, and school. Currently, Larkspur lacks a continuous and connected bikeway network to access these activity centers, and, like its neighboring communities, must lessen the barrier U.S. 101 represents to bicyclists and pedestrians. Finally, effective implementation is vital for the success of this plan.

Educational programs, enforcement, and the active pursuit of funding are necessary to promote non-motorized use.



ROLE OF THE BICYCLE & PEDESTRIAN MASTER PLAN AND CALTRANS COMPLIANCE

The Larkspur Bicycle & Pedestrian Master Plan is primarily a coordinating and resource document. The Plan focuses on developing a primary network of non-motorized facilities, bicycle facility enhancements, bicycle programs and safety improvements to help ensure good connectivity between the locations non-motorized users wish to go such as schools, transit, neighborhoods, employment destinations, parks, shopping, and neighboring cities among others. When adopted, this plan will help the City prioritize these projects for implementation

In addition, this Plan has been prepared in order to gain access to the California Bicycle Transportation Account, and other State and Federal funding programs for bicycle transportation projects for which Caltrans plays an oversight and review role. According to the 1994 California Bicycle Transportation Act, all cities and counties should have an adopted Bicycle Transportation Plan that contains:



- (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.
- (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.
- (c) A map and description of existing and proposed bikeways.
- (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.
- (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, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.
- (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.
- (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 pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.
- (h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.
- (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, including, but not limited to, programs that provide incentives for bicycle commuting.
- (j) A description of the projects proposed in the plan and a listing of their priorities for implementation.
- (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.

In addition to these required elements, the ***Caltrans Highway Design Manual*** contains specific design guidelines that must be adhered to in California. “Chapter 1000: Bikeway Planning and Design” of the Manual sets the basic design parameters for the development of on-street and off-street bicycle facilities.

In order to be certified by the State, the Bicycle and Pedestrian Master Plan will need to be adopted by the Larkspur City Council with a resolution. Once adopted, the plan will need to be certified by the Metropolitan Transportation Commission, and then the Caltrans Bicycle Facilities Unit. Upon certification from the State, the Bicycle and Pedestrian Master Plan will enable Larkspur to qualify for the State Bicycle Transportation Account, and will equip the City to pursue its fair share of other state and federal competitive source funding programs specific for bicycle and pedestrian improvements. Certified plans maintain their state eligibility for a four-year period. The Plan should be updated and adopted over time to reflect the changing priorities of the community and maintain eligibility. It is important to note that all projects in this Plan will require additional feasibility, design, and environmental, and/or public input prior to being funded and constructed. All projects and plans would need to conform with General Plans & EIR's as well.

LAND USE

*MAP AND DESCRIPTION OF EXISTING AND PROPOSED LAND USE AND SETTLEMENT PATTERNS (B)**

Larkspur is a relatively small city of 12,014 residents (2000 US Census) situated within 3.14 square miles. Located on U.S. 101 – the primary route from the North Bay region to San Francisco, the city lies between the Corte Madera and Southern Heights Ridges and the San Francisco Bay. Approximately 25% of the terrain in Larkspur is hilly; the remaining 75% is relatively flat, which is ideal for novice bicyclists and commuters. More challenging environments abound in the nearby hills for recreational bicyclists, serious riders, and mountain bikers. According to Larkspur's 1990 General Plan, the city is primarily residential with 38% of the community's land area dedicated to single and multi-family residential uses, while only 7% of the city is in commercial and industrial uses. Larkspur's location along the 101 corridor near the center of Marin County's population lends itself to easy access to major activity and transportation centers for bicyclists and pedestrians.

Land Use settlement patterns are displayed in the Bicycle and Pedestrian Master Plan map on page 7.



Aerial overview of Larkspur

* 1994 Bicycle Transportation Act Criteria

WALKING IN LARKSPUR

The following information is derived from the 2000 Marin County Bicycle and Pedestrian Master Plan, and the related public outreach from the development of that plan.

This section discusses pedestrian facilities in Larkspur. Existing conditions data was derived from the primary data collection developed for the 2002 Marin County Bicycle and Pedestrian Master Plan and has been supplemented with information developed during community meetings, interviews with staff, conversations with community members, and field inspections.

Multi-Modal Mindset at the Design Stage – A number of community members have noted that many of the problems facing pedestrians in Marin are rooted in there being too many single occupant vehicles on the county's roads.

Staff and public comment on pedestrian facilities included:

- Designs of new and retrofitted developments should provide equal accommodation for automobiles, bicycles, and pedestrians rather than subordinating the needs of other forms of transportation to the unimpeded flow of vehicular traffic.
- Mixed-use developments with integrated land uses should be encouraged, since they can foster more pedestrian-friendly environments, generate fewer vehicle trips, and create interesting places.
- In line with encouraging new approaches to development, one survey respondent suggests that codes might reflect that sidewalks should be automatically required when it is anticipated that a road will attain a particular threshold with respect to either speeds or vehicle trips per day.
- A “park once” policy, in which centralized public parking facilities would be built to serve a given area, could be instituted in core areas so as to reduce trips and the number of parking spaces required.

Traffic Calming – Safety has been the primary concern expressed by community members. Measures to calm vehicular traffic could be introduced to address these safety concerns. At many locations, but particularly at schools, more crosswalks may be needed.

Many crosswalks, both new and existing, might be better served by pedestrian-activated flashing lights, assuming they meet established warrants and criteria. This would be particularly appropriate near schools and on heavily traveled streets like Sir Francis Drake Boulevard. In short, anything that would mitigate the tendency of drivers to ignore pedestrians would prove useful.

A number of strategies could be introduced to calm traffic speeds, including:

- Street trees
- Corner and mid-block curb bulbouts
- Narrower streets
- Enforcement of existing speed limits
- Speed humps
- Surface treatments
- Raised intersections/crosswalks

Sidewalk Plans – Sidewalk plans should be introduced for each community to require adequate and safe sidewalks on all major streets and on any route that leads to a school. The sidewalk plans should address the following issues:

- **Physical Condition.** The condition of many sidewalks needs to be improved. Tripping obstacles range from broken and hazardous sidewalk sections to overgrown shrubs and landscaping that block passage.
- **Accessibility.** Many intersections lack curb cuts and ramps for wheelchairs. Additionally, sidewalks need to be widened so as to give them an adequate and comfortable capacity for wheelchairs. As sidewalks are widened and made accessible by the introduction of ramps, utility poles need to be removed so that accessibility is truly achieved.
- **Connectivity.** One jurisdiction made note of the fact that maintenance and improvements to existing urban trail systems would enable residents to make better use of these facilities and access transit stops for travel out of their community. Better connectivity in the framework of the pedestrian facilities can also foster a “sense of place” at town centers.
- Signage that makes existing amenities more available to pedestrians.
- Alleviation of congestion at school sites.
- Routes to schools.
- Accessibility to recreation.
- Provision of paths on rural streets in accordance with the California Vehicle Code.

Education and Awareness Building – Awareness of the needs of pedestrians should be incorporated into school programs through the use of pedestrian safety courses. Additionally, education and pedestrian awareness issues should be incorporated into Department of Motor Vehicle driver’s license tests. In addition to safety issues, the education materials should also include etiquette rules for road sharing between motor vehicles and other modes of transit.

Transit – Two issues that should be addressed with regard to the interplay of pedestrian and transit facilities are safer access to freeway interchange bus pads and more bus shelters that are appropriate for inclement weather.

INSERT FIGURE 1

--BICYCLE TRANSPORTATION MAP--

BICYCLE COMMUTERS

*THE ESTIMATED NUMBER OF EXISTING BICYCLE COMMUTERS IN THE PLAN AREA AND THE ESTIMATED INCREASE IN THE NUMBER OF BICYCLE COMMUTERS RESULTING FROM THE IMPLEMENTATION OF THE PLAN. (A)**

According to an April 1991 Lou Harris Poll, it was reported that "...nearly three million adults - about one in 60 - already commute by bike. Projections indicated that the number could rise to 35 million if more bicycle friendly transportation systems existed." In short, there is a large reservoir of potential bicyclists who do not ride (or ride less often) simply because they do not feel comfortable using the existing street system and/or do not have appropriate bicycle facilities at their destination. According to 2000 U.S. Census data, 0.55% of the employed residents in Larkspur rode their bicycles to work, which is close to the state average.

Although the Census data only includes adult bicycle commuters who ride to work, any automobile trip that is replaced by a bicycle benefits the community. Therefore, commuter bicyclists actually range from employees who ride to work to a child who rides to school to people riding to shops and transit, all of which save automobile trips. Bicycling requires short commutes, typically less than three miles, which runs counter to many historical land use and transportation policies which have had the effect of encouraging people to live farther and farther from where they work. Access to transit helps extend the commute range of bicyclists, but transit systems also face an increasingly dispersed live-work pattern that is difficult to serve. Despite these facts, Larkspur has a great potential to increase the number of people who ride or walk to work or school because of (a) the small size of the community, (b) the proximity of its residential neighborhoods to the employment centers of Central Marin County, (c) a favorable climate where commuters could potentially commute over 250 days a year rain-free, and (d) a high percentage of work trips (30% in 1990) that are less than 15 minutes by car.

It is estimated that potential improvements to the existing non-motorized network and supporting facilities could increase the number of commuter bicyclists to 525 by the year 2010. However, these projections do not account for the potential increase in school aged commuters that could arise from further development of safe school commute routes. Please see Table 1 on the following page for demographic, bicycle commute, and air quality projections.

Within Larkspur City Limits are one high school, one middle school, and two private elementary schools. Nearby – within a mile radius are one private high school, two elementary schools, and a community college. Given the high concentration of schools, which are known to be a primary source of morning and afternoon traffic congestion, the entire community would benefit by creating and encouraging the use of safe, convenient non-motorized access to these sites.

* 1994 Bicycle Transportation Act Criteria

TABLE 1 DEMOGRAPHICS, COMMUTERS, & AIR QUALITY		
Population	12,014	2000 US Census or California Department of Finance
# of Employed Persons	6,888	1990 US Census extrapolated to 2000, consistent with population growth
# Bicycle-to-Work Commuters	38	1990 US Census extrapolated to 2000, consistent with population growth
Bicycle-to-Work Mode Share	0.55%	Calculated from above
School Children: Ages 6-14 years	716	1990 US Census extrapolated to 2000, consistent with population growth
# of College Students	1,143	1990 US Census extrapolated to 2000, consistent with population growth
Total # of Bicycle Commuters	188	Assumes 5% of school students and 10% of college students commute by bicycle - from national studies and estimates
# Miles Ridden by Bicycle Commuters per Weekday	1,254	Work commuters (including bike-transit users) x 8 miles + college students x 8 and school students x 1 mile (round trip)
# of Future Daily Bicycle Commuters by 2010	524	Estimated using increase to 279% of baseline from 2000 LACMTA study by Alta
Future # Miles Ridden by Bicycle Commuters per Weekday	3,499	
Reduced Vehicle Miles per Weekday	2,245	
Reduced PM10 (lbs/weekday)	41.31	(.0184 tons per reduced mile)
Reduced NOX (lbs/weekday)	112	(.04988 tons per reduced mile)
Reduced ROG (lbs/weekday)	163	(.0726 tons per reduced mile)
Reduced Vehicle Miles per Year	694,319	180 days for students, and 256 days for employed persons
Reduced PM10 (lbs/year)	12,775	(.0184 tons per reduced mile)
Reduced NOX (lbs/year)	34,632	(.04988 tons per reduced mile)
Reduced ROG (lbs/year)	50,407	(.0726 tons per reduced mile)

PM10 – Particulate Matter

NOX – Nitrogen Oxides

ROG – Reactive Organic Gases

BICYCLE AND PEDESTRIAN MASTER PLAN CONSISTENCY

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, INCLUDING BUT NOT LIMITED TO, PROGRAMS THAT PROVIDE INCENTIVES FOR BICYCLE COMMUTING. (I)*

The following studies and planning efforts involve non-motorized facility planning in Larkspur. These plans have been reviewed for consistency and have been incorporated into this Bicycle and Pedestrian Master Plan where appropriate.

MARIN COUNTY BICYCLE PLAN (1975)

In 1975, Marin County's Board of Supervisors adopted a document entitled "A Bikeway Policy for Marin County," which emphasized the need for safe accommodation for bicycling on all public streets and roads. The policies called for the County to design new road construction and repair projects to safely accommodate bicycles, integrate bicycle planning into transportation planning and construction, provide recreational bikeways, develop uniform standards for bikeway design, and support bicycle safety education and rules.

THE BAY TRAIL PLAN (1989)

The Bay Trail Plan proposes the development of a regional hiking and bicycling trail around the perimeter of San Francisco and San Pablo Bays. Approximately one-half of the Bay Trail already exists, either as hiking-only paths, hiking and bicycling paths, or as on-street bicycle lanes or routes. The Bay Trail designated a 'spine' for a continuous through-route around the Bay and 'spurs' for shorter routes to Bay resources. The goals of the Plan include providing connections to existing park and recreation facilities, creating links to existing and proposed transportation facilities, and preserving the ecological integrity of the Bays and their wetlands. Redwood Highway, the Highway 101 (Greenbrae Interchange) undercrossing, and the pathways along Corte Madera Creek are part of the Bay Trail system.

LARKSPUR GENERAL PLAN (1990)

The Larkspur General Plan is intended to provide a long-range guide for the development of the City of Larkspur. The Plan was most recently adopted in 1990 and contains a chapter on Bicycle and Pedestrian Trails and Paths, with the goal of "making it easier to travel around Larkspur by non-motorized transportation modes." The Goals and Action Items contained in the Trails and Paths Element have been folded into this Bicycle and Pedestrian Master Plan for implementation.

* 1994 Bicycle Transportation Act Criteria

MARIN COUNTY NORTH-SOUTH BIKEWAY FEASIBILITY STUDY (1994)

The purpose of the Marin County North-South Bikeway Feasibility Study was to identify and develop a safe and efficient north-south bikeway for commuters from the Golden Gate Bridge to the Sonoma County line, generally following the old Northwestern Pacific Railroad right-of-way. Recognizing the difficulties associated with the development of this right-of-way, a short-term alignment primarily following existing streets and paths was also recommended. The North South Bikeway Feasibility Study was never officially adopted.

BAY AREA 1997 CLEAN AIR PLAN AND TRIENNIAL ASSESSMENT (1997)

In accordance with the California Clean Air Act (CCAA) of 1988, this revision to the Bay Area 1994 Clean Air Plan (CAP) plan was developed to promote measures to reduce air pollutant emissions. Proposed control measures that cities were encouraged to implement include improving and expanding the bicycle lane system, establishing and maintaining a bicycle advisory committee, developing and implementing comprehensive bicycle plans, and providing bicycle safety education.

MTC'S REGIONAL BICYCLE AND PEDESTRIAN PLAN (2001)

The Regional Bicycle and Pedestrian Plan incorporates key routes from the County's bike plan and the entire Bay Trail network. These routes are eligible for Regional Bicycle and Pedestrian Programs Funds.

MARIN COUNTY BICYCLE AND PEDESTRIAN MASTER PLAN (2002)

The Marin County Congestion Management Agency (CMA) commissioned and received a bicycle and pedestrian master plan to embrace both incorporated and unincorporated jurisdictions within the county. Key recommendations of this plan included a North-South Bikeway, an East-West Bikeway, potential use of abandoned railroad tunnels and rights-of-way, and locating vital infrastructure improvements to promote and encourage increased bicycle and pedestrian activity.

CENTRAL MARIN FERRY CONNECTION PROJECT (2003)

The 2000 Marin County Bicycle and Pedestrian Master Plan identified the Central Marin Ferry Connection Project (CMFC) as a top priority project in Marin County. The CMFC project was identified to plan a connection through or around the U.S. 101 Greenbrae Interchange, and across Sir Francis Drake Boulevard. The project site is notorious for being the most heavily congested location in Marin County. It is at the confluence of a mix of multimodal routes, including pedestrian and bicycle paths, bus connector services, automobile, truck, ferry, and airport commuter transportation services, all of which radiate across the Bay Area, extending the reach of non-motorized travelers. In 2002, the City of Larkspur began planning work on the Central Marin Ferry Connection project in partnership with local and regional agencies. Competitive source funding was obtained for design and environmental work. It is anticipated that Regional Measure 2 funds will be available fund some portion of the proposed improvements.

COMMUNITY INVOLVEMENT

*A DESCRIPTION OF THE EXTENT OF CITIZEN AND COMMUNITY INVOLVEMENT IN THE DEVELOPMENT OF THE PLAN, INCLUDING, BUT NOT LIMITED TO, LETTERS OF SUPPORT. (H)**

Opportunities for public comment on bicycle and pedestrian issues in Larkspur were developed nearly two years prior to this plan. The County of Marin began work on a countywide bicycle and pedestrian master plan in 1999. In the fall of 1999, a sub-committee of the Larkspur Parks and Recreation Commission was developed to study bicycle and pedestrian issues in Larkspur to provide input for the Countywide Plan. This sub-committee held public meetings and developed project priorities, which were prioritized and approved by the City Council in a resolution. The resolution was then forwarded to the County of Marin to be included in the Countywide Bicycle and Pedestrian Master Plan. The Larkspur Parks and Recreation Commission continues to address bicycle-planning concerns in Larkspur, acting as the community's bicycle advisory committee. Furthermore, a Technical Advisory Committee has been developed for the Central Marin Ferry Connection Project; this committee is comprised of City staff, responsible agencies, and members of the public who continue to provide input and support for citywide bicycle and pedestrian projects in Larkspur.



CMFC Technical Advisory Committee

The following projects were identified for implementation during the public outreach performed for the countywide process in Larkspur:

- Support the Marin County North/South and East/West bikeways as they pass through Larkspur.
- Improve other pathway links to neighboring communities.
- Improve signs, striping, and routing of bikeways within Larkspur.
- Install secure bike storage racks downtown, at City Hall, the ferry terminal, bus stops, parks, and shopping centers.
- Educate children and adults about bicycle safety and bicyclist/pedestrian rights to the road.
- Upgrade access between the east and west sides of Larkspur.

* 1994 Bicycle Transportation Act Criteria

SAFETY AND EDUCATION

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 PERTAINING TO BICYCLE OPERATION, AND THE RESULTING EFFECT ON ACCIDENTS INVOLVING BICYCLISTS. (G)*

Many potential bicyclists cite the fear of traffic as their main objection to riding a bicycle on urban streets. Larkspur can help alleviate this fear by providing good bikeway facilities, particularly at intersections, where most bicycle-motor vehicle crashes occur.

However, many concerns about bicycling's level of danger are based on the misconception that most bicycle crashes involve an automobile. In fact, the vast majority of bicycle crashes do not involve a motor vehicle; rather, studies of hospital data have shown that bicycle accidents primarily involve falls or collisions with stationary objects, other cyclists, or pedestrians. This points to the need for education of bicyclists and motorists, enforcement of existing laws, and encouragement of safe bicycling techniques.

According to the 1998 and 1999 annual traffic reports of the Twin Cities Police Authority, enforcing hazardous bicycle violations was a high priority goal for the following years. As a result, the number of bicycle accidents in Larkspur has been declining in recent years. In 2000 there were 11 accidents involving bicycles, five accidents in 2001, and five recorded in 2002.

Education is an important element in promoting bicycle use while also improving safety. People often assume that as cycling becomes more popular, the number of crashes will increase. This need not be the case as has been demonstrated in other communities. Perhaps the most effective way to improve the safety of bicycling is simply to improve the quality of Larkspur's bikeway facilities. However, bikeways cannot do it alone; it must be combined with proper education of both youth and adult bicyclists and motorists.

The Twin Cities Police Department sponsors annual bicycle safety courses for children ages 5-13 at all Larkspur schools. The Twin Cities Police Department in association with the Larkspur Recreation Department offers an after school bicycle safety course for students ages 5-13, and the Bicycle Trails Council of Marin (BTCM) and Trips for Kids offer skill and other education programs for adults and youth.

The following Larkspur area schools participate in the Marin Safe Routes to Schools Program, a pilot program developed in 2000 to create a national



Sample bicycle safety training for school children.

* 1994 Bicycle Transportation Act Criteria

model for Safe Routes to Schools programs. Each school in the program received educational and promotional materials, held a series of *Walk and Bike to School Days*, and sponsored *Frequent Rider Miles* contests, which rewarded children who came to school walking, biking, by carpool or bus.

- Neil Cummins
- St. Patrick's (private)
- Hall Middle School

In coordination with the Safe Routes to Schools Program, the Neil Cummins and St. Patrick's PTA have been sponsoring Bike/Walk/Scooter-to-School days. On a typical day, approximately 22 bicycles are parked in the school's bike cage. On their inaugural event in November 2000, 110 bicycles were counted in the bicycle cage. The event has proven to be so successful that the PTA has expanded the program to every Wednesday.

The Larkspur School District is also working with the Town of Corte Madera, who was recently rewarded a \$29,000 grant from the Office of Traffic Safety (OTS) for the Town's Bicycle and Pedestrian Safety Program (BPSP). This program was developed as a result of growing concern citizens had for the safety of pedestrians and bicyclists on public streets. The BPSP involves many components to achieve its goal of improving safety on public streets, including a Traffic Safety Week, production and distribution of pamphlets, newspaper and newsletter articles, additional bicycle and pedestrian signage – especially near schools and critical intersections and periodic presence of police officers at schools during morning and afternoon peak periods. BPSP implementation will involve the City Council, the Traffic, Bicycle and Pedestrian Advisory Committee (TPAC), and the Twin Cities Police Department to work with the Larkspur School District, private schools, and homeowner associations to educate and inform the public.

In addition, the Larkspur City Council formed a Safe Routes to Schools Workgroup to address specific requests of the parents and school children, such as difficulty crossing heavily trafficked intersections, to promote safety. As a result, the City responded by targeting specific locations suggested by school representatives for improvements and/or traffic calming measures. Activities ranged from enforcement to engineering and included pavement striping, signing campaigns, traffic controls, and notices requiring sidewalk repairs on private property, among other measures. The City Work Group continues to meet with school representatives to manage city resources to encourage students to walk and bicycle by targeting police enforcement of speeding near schools, enforcing crosswalk safety and improving walkways and intersections.

Sunnyslope School

*Informational Guide
to Traffic Safety
for your Child*



Walking is your child's primary source of transportation. Therefore, it is important your children learn the safest route to and from school. You, as parents, are encouraged to Choose a safe walking route for your child. The Traffic Safety Advisory Committee is happy to provide a walking map with tips for safe walking. Read the contents of this brochure carefully. It contains important information regarding safe walking patterns for your children.

Sample safe routes brochure.

BICYCLE PARKING FACILITIES

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. (D)*

Parking must not be overlooked when planning bicycle facilities and encouraging widespread use. Bicycles are one of the top stolen items in all communities, with components being stolen even when a bicycle is securely locked. Because today's bicycles often cost between \$350 to over \$2,000, parking issues should be considered. Bicycle parking requirements are addressed in section 18.56.140 of the City's Zoning Ordinance.

Parking facilities can be classified as follows:

Class I bicycle parking facilities accommodate employees, students, residents, commuters, and others expected to park more than two hours. This parking is to be provided in a secure, weather-protected manner and location. Class I bicycle parking will be either a bicycle locker or a secure area like a "bike corral" that may be accessed only by bicyclists.



Sample Class I bike parking – Bike Lids



Larkspur Landing Ferry Terminal – Bike Rack

Class II bicycle parking facilities are best used to accommodate visitors, customers, messengers, and others expected to depart within two hours. Bicycle racks provide support for the bicycle but do not have locking mechanisms. Racks are relatively low-cost devices that are secured to the ground and typically hold between two and eight bicycles, which allow bicyclists to securely lock their frames and wheels. They should be located in highly visible areas at schools, commercial locations, and activity centers such as parks, libraries, and civic centers.

Class II racks are provided for bicycle parking at the following Golden Gate Transit bus stops in Larkspur:

- Magnolia northbound at Ward
- Magnolia southbound at Arch Street
- Magnolia northbound at Bon Air
- Bon Air at Bon Air Bridge – rack at 2 Bon Air



Magnolia Avenue Bus Stop @ Bon Air – Bike Rack

* 1994 Bicycle Transportation Act Criteria

Bicycle parking is located at the following destinations in Larkspur:

- Larkspur Landing Ferry Terminal – bike racks
- Piper Park – bike rack
- City Hall/Library – bike rack
- Magnolia Park – bike rack
- Lark Creek Inn – bike rack in parking lot
- Bon Air Shopping Center – bike racks
- Larkspur Landing Shopping Center – bike racks
- Larkspur Landing Theatre – bike racks
- Saint Patricks School – bike racks
- Redwood High School – bike racks
- Hall Middle School – bike racks
- Marin Primary School – bike racks

Pease see Figure 1 on page 7, which identifies the location of existing and proposed bicycle parking in Larkspur.

Installation of bicycle racks or lockers is recommended at the following community destinations:

- Larkspur Landing Ferry Terminal – bike lockers
- Doherty Park – racks
- Dolliver Park – racks
- Doherty shopping area/gas station – racks
- Hamilton Park – racks
- East-West Multi-Use Path – racks
- Greenbrae Park – racks
- Remillard Park – racks
- Neighborhood Park – racks
- Marin Airpoter – racks
- Cost Plus – racks
- Heather Garden Park – racks
- Bon Air Business Area – racks

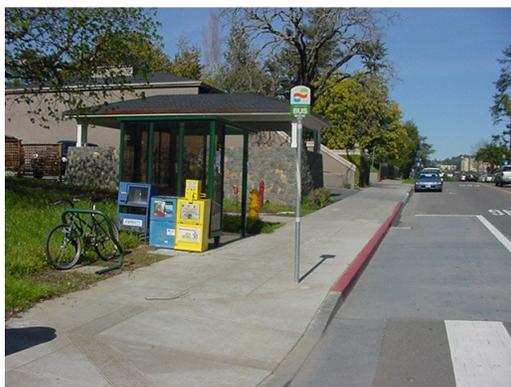
MULTI-MODAL CONNECTIONS

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, FERRY DOCKS AND LANDINGS, PARK AND RIDE LOTS, AND PROVISIONS FOR TRANSPORTING BICYCLISTS AND BICYCLES ON TRANSIT OR RAIL VEHICLES OR FERRY VESSELS. (E)

Improving the bicycle-transit link is an important part of making bicycling a part of daily life in Larkspur. Linking bicycles with public transportation (bus and ferry) overcomes such barriers as lengthy trips, personal security concerns, and riding at night, in poor weather, or up hills. Additionally, bicycling to transit instead of driving benefits communities by reducing air pollution, demand for park and ride land, energy consumption, and traffic congestion with relatively low cost investments.

There are three main components of bicycle-transit integration:

- Allowing bicycles on transit
- Offering bicycle parking at transit locations
- Improving bikeways to transit



Magnolia Avenue Bus Stop @ Arch Street Stairs – Bike Rack

Over 13 percent of commuters in Larkspur use public transit according to the 2000 Census. Although the City does not provide public transit services, Golden Gate Transit (GGT) does offer bus service and the necessary support services such as transit shelters and bicycle racks at some stops. Bicycle racks have been installed on all 40-foot buses in the fleet. The racks hold two bicycles and are free to all passengers. As of September 16, 2003 (per CA Assembly Bill 1409, Wolk), bicycle racks are now permitted on 45-foot buses. Golden Gate Transit is in the process of fitting 45-foot buses,

representing 12 percent of the fleet, with bike racks.

Bicycles are also allowed on ferries on a first-come, first-serve basis. Three of the four Larkspur ferries can accommodate 25 bicycles, and 15 bicycles are permitted on the fourth, the Larkspur catamaran.

For those bicyclists who may choose to leave their bicycles at their bus stop or if the bus racks are full, Class II bicycle parking can be found at four GGT stops in the Larkspur. Page 13 lists these sites and Figure 1 shows their location. Parking for up to 40 bicycles is also available for commuters at the Larkspur Ferry Terminal.

The US 101 Greenbrae Interchange & Intermodal Project, in addition to addressing vehicular congestion, includes two component projects, the Cal Park Tunnel Rehabilitation and Ferry Terminal Access, which will significantly improve pedestrian and bicyclist access to the Larkspur Ferry Terminal and the San Rafael Transit Center.

* 1994 Bicycle Transportation Act Criteria

BICYCLISTS ACCOMMODATIONS

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. (F)

Bicycle commuters traveling longer distances appreciate additional amenities to make commuting more viable and enjoyable. Showers, changing rooms, and bicycle and clothing storage areas are welcomed. The concept of a full-service “bicycle commuting center” offering these conveniences and other services such as cafes, bike shops, and bicycle rentals, has spurred considerable interest in the country. Cities in California that have built Bikestations® include Palo Alto, Long Beach, and Berkeley.



Bicycle parking and services at the Long Beach Bikestation®

Golden Gate Transit, Larkspur, the Marin County Bicycle Coalition, and other interested parties have discussed the feasibility and need for a Bikestation® at the Larkspur Landing Ferry Terminal. Further feasibility work and the pursuit of grant funding for the project are recommended to aid current bicycle commuters who use the ferry system, and increase the potential for further bicycle commuting through better transit integration.

Although public restrooms are located at several locations in Larkspur (Figure 1 shows their location) including downtown, Dolliver Park, Piper Park, and the Larkspur Ferry Terminal, no official shower or locker facility for bicycle commuters is known to exist in Larkspur. It is likely that some employers provide these facilities, and that some bicycle commuters use facilities in local health clubs.

No new facilities for changing and storing clothes and equipment are planned as a part of this Plan.

* 1994 Bicycle Transportation Act Criteria

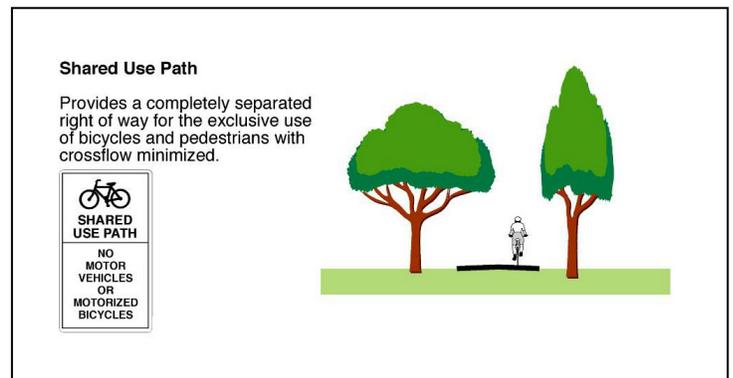
EXISTING AND PROPOSED BIKEWAYS

A MAP AND DESCRIPTION OF EXISTING AND PROPOSED BIKEWAYS. (C)*

Caltrans classifies bikeways into three primary types:

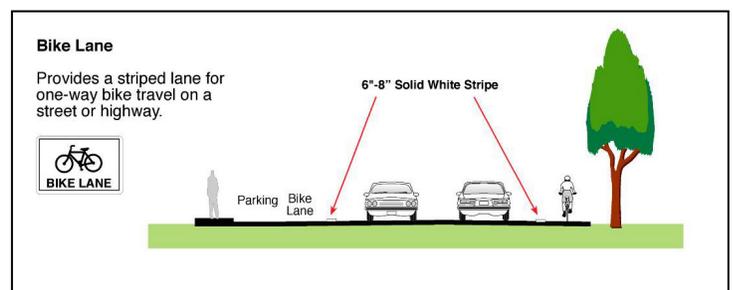
Class I Bikeway –

Typically called a bike path, this provides for bicycle and pedestrian travel on a paved right-of-way completely separated from any street or highway. These are particularly popular with novice cyclists and often avoided by experienced cyclists because they can become overly popular and crowded. The Caltrans design criteria require a minimum width of 2.4 meters (8 feet) for a two-way path.



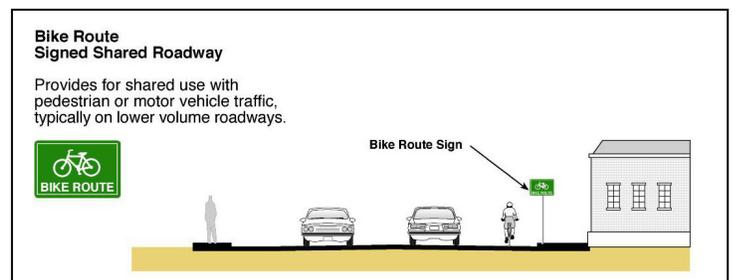
Class II Bikeway –

These are often referred to as a bike lane. It provides a striped and stenciled lane for one-way travel on a street or highway. When properly designed, bike lanes help improve the motorists' awareness of bicyclists. The minimum width of a lane is 1.2 meters (4 feet), 1.5 meters (5 feet) if parking is permitted.



Class III Bikeway –

Generally referred to as a bike route, it provides for shared roadway use with motor vehicles and pedestrian traffic, and is identified only by signing. These are recommended to connect discontinuous segments of bikeway or when through routes are not served by Class I or Class II bikeways.



There are over 10 miles of existing bikeways in Larkspur. Table 2 on the following page lists the existing bikeway facilities by classification type and length. Figure 1 illustrates the location of these bikeways.

* 1994 Bicycle Transportation Act Criteria

Table 2 EXISTING NON-MOTORIZED FACILITIES IN LARKSPUR				
Segment	Facility Type	From	To	Length (miles)
Corte Madera Creek Path East	Class I	South Eliseo Drive	Remillard Park	1.40
Corte Madera Creek Path West	Class I	Bon Air Road/ Creekside Park	Western City Limit	0.63
Greenbrae Interchange Under-Crossing	Class I	Corte Madera Creek Path	Redwood Hwy.	0.21
Creekside Loop	Class I	Magnolia Avenue	Magnolia Avenue	0.71
NWP Railroad Trail	Class I	Doherty Park	Magnolia Ave. Park	0.61
East-West Multi-Use Path (Sched. for Const - May 2003)	Class I	Holcomb Avenue	High Canal Bridge	1.00
Bon Air Road Side Path	Class I	Magnolia Avenue	2 Bon Air Road Driveway	0.10
Bon Air Road/ Bridge Path	Class I	South West Side of Bon Air Bridge	Northerly City Limits	0.15
Magnolia Avenue Side Path	Class I	150 South of Doherty Drive	Bon Air Road	0.25
Doherty Drive Path	Class I	Larkspur Plaza	Doherty Bridge	0.16
Class I = Multi-Use Trails			Total Class I	5.22
Segment	Facility Type	From	To	Length Miles
Magnolia Avenue	Class II	Bon Air Road	Dartmouth Drive	0.50
Doherty Drive	Class II	Magnolia Avenue	Larkspur Plaza	0.08
Doherty Drive	Class II	Riviera Circle	Lucky Drive	0.25
Redwood Highway	Class II	Industrial Way	Sir Francis Drake Blvd.	0.40
Bon Air Road	Class II	Magnolia Avenue	Bon Air Bridge	0.09
			Total Class II	1.32

Table 2 EXISTING NON-MOTORIZED FACILITIES IN LARKSPUR				
Segment	Facility Type	From	To	Length Miles
Redwood Hwy.	Class III	Wornum Drive Under-Crossing	Industrial Way	0.40
South Eliseo Drive	Class III	Bon Air Road	Corte Madera Creek Path	0.71
Bon Air Road	Class III	Bon Air Bridge	Northerly City Limits	0.15
Magnolia Avenue	Class III	Kent Avenue	Corte Madera Avenue	2.00
William Avenue	Class III	Magnolia Avenue	Holcomb Avenue	0.18
Alexander Avenue	Class III	Magnolia Avenue	Bay View Avenue	0.39
Bay View Avenue	Class III	Alexander Avenue	Walnut Avenue/City Limits	0.10
Total Class III				3.93
Grand Total				10.47

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. (K)

Larkspur has historically spent approximately \$40,000 annually over the past 10 years on bikeway improvements. Additional revenues have been spent on the development of various pedestrian improvements.

A DESCRIPTION OF THE PROJECTS PROPOSED IN THE PLAN AND A LISTING OF THEIR PRIORITIES FOR IMPLEMENTATION. (J)*

TABLE 3 PROPOSED NON-MOTORIZED FACILITIES					
Priority	Description	From	To	Length (miles)	Cost Estimate
1	Larkspur – San Rafael Gap Closure (Structure over Sir Francis Drake Blvd.)	North side of Sir Francis Drake	South side of Sir Francis Drake	0.02	\$1,500,000
1	Central Marin Ferry Connection Project – Corte Madera Creek Crossing <i>[Current cost estimate is between \$6,500,000 to \$8,500,000 includes 25% contingency. Depends on the selected alignment.]</i>	Redwood Highway	Sir Francis Drake Boulevard	0.80	\$7,600,000
1	Doherty / Magnolia Intersection Improvements	Doherty / Magnolia	-	-	\$200,000
1	Bon Air / Magnolia Intersection Improvements	Bon Air / Magnolia	-	-	\$200,000
1	Identify safe routes to all schools within Larkspur	-	-	-	\$15,000
1	Sign/stripe – route from East Larkspur to the west side of 101 via Wornum, over the west side of the Greenbrae interchange, linking up the lighted path under 101 and eastward to the Ferry Terminal	-	-	-	\$30,000
1	Establish paths/routes from the High Canal Bridge from the Corte Madera town limits to link up to a new bike route over, through or around Cal Park Hill	-	-	-	Not estimated at this time.
2	Magnolia Bikeway Project (Class II bike lanes)	Doherty Drive	Creekside Class I path	0.03	\$150,000

* 1994 Bicycle Transportation Act Criteria

2	East Sir Francis Drake Pathway Upgrade Project – Sign/stripe existing route to improve safety	Greenbrae US 101 Interchange	City Limit	0.20	\$30,000
2	Sign a Class III Route from Sir Francis Drake/Eliseo through Greenbrae to San Rafael	Sir Francis Drake	San Rafael	0.25	\$20,000
2	Sign a Class III Route on Magnolia	Corte Madera	Kentfield	0.50	\$20,000
2	Install signs/striping to clarify the connections northbound and southbound between the Class I path near Doherty and Magnolia	Doherty Drive / Magnolia Ave	-	0.10	\$5,000
2	Doherty Drive – Mid Section (Raise roadway's vertical alignment to eliminate seasonal flooding, install Class I bicycle facilities)	Doherty Drive Bridge	Riviera Circle	0.25	\$1,000,000
2	Doherty Bridge Widening (Class I path)	Piper Park Entry	-	0.01	\$1,000,000
2	Bon Air at Bon Air Bridge, Doherty at Larkspur Plaza, and Magnolia at W. Baltimore Roadway Crossing Improvements – pedestrian flashers	-	-	-	\$150,000
2	For new or rehabilitated developments, emphasize or require sidewalk access and connections for pedestrians	-	-	-	Not estimated at this time.
3	Bicycle Parking Program (Install Class I bicycle lockers & Class II bicycle racks at strategic locations in Larkspur-see list on page 14)	-	-	-	\$75,000
3	Upgrade pedestrian access between the east and west sides of Larkspur	-	-	-	Not estimated at this time.
3	Improve pedestrian connections by striping, adding curb cuts and signage, particularly at and near schools, transit stops and shopping centers/commercial areas	-	-	-	\$200,000
3	Install share the road signs on major roads Citywide	-	-	-	\$20,000

Existing & Proposed Bikeways

3	Maintain and improve existing Class 1 paths, using signs and striping to guide sharing by pedestrians and cyclists	-	-	-	\$100,000
3	Spot Sign Program (install directional signs at several locations around Larkspur)	-	-	-	\$10,000
Total					\$12,325,000

Proposed facilities are illustrated on page 7.

FUNDING

POTENTIAL FUNDING SOURCES

There are a variety of potential funding sources including local, state, regional, and federal funding programs that can be used to construct the proposed non-motorized improvements. Most federal, state, and regional programs are competitive and involve the completion of extensive applications with clear documentation of the project need, costs, and benefits. Local funding for bicycle and pedestrian projects typically comes from Transportation Development Act (TDA) funding, which is prorated to each County based on return of gasoline taxes.

FEDERAL FUNDING SOURCES

THE SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT (SAFETEA)

SAFETEA is the third iteration of the transportation vision established by Congress in 1991 with the Intermodal Surface Transportation Efficiency Act (ISTEA) and renewed in 1998 through the Transportation Equity Act for the 21st Century (TEA-21). Also known as the Federal Transportation bill, the \$286.5 million SAFETEA bill was passed in 2005. SAFETEA funding will be administered through the state (Caltrans or Resources Agency) and regional planning agencies (MTC and TAM). Most, but not all, of the funding programs are oriented toward transportation versus recreation, with an emphasis on reducing auto trips and providing inter-modal connections. Funding criteria often includes completion and adoption of a bicycle master plan, quantification of the costs and benefits of the system (such as saved vehicle trips and reduced air pollution), proof of public involvement and support, CEQA compliance, and commitment of some local resources. In most cases, SAFETEA provides matching grants of 80 to 90 percent, but prefers to leverage other monies at a lower rate. SAFETEA continues to support many of the non-motorized programs that were contained in TEA-21, with the following new and existing non-motorized programs (dollar amounts listed are totals for the entire federal transportation bill).

- Recreational Trails Program – \$110 million over five years, to be dedicated to non-motorized trail projects.
- Safe Routes to School Program – A new program with \$612 million over five years.
- Transportation, Community and System Preservation Program - \$270 million over five years reserved for bicycle and pedestrian projects
- Alternative Transportation in Parks and Public Lands - \$96 million over the next four years reserved for promoting non-motorized transportation in national parks and other public lands.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM

Congestion Mitigation and Air Quality Improvement funds are programmed by the Federal transportation bill for projects that are likely to contribute to the attainment of a national ambient air quality standard, and congestion mitigation. These funds can be used for a broad variety of bicycle and pedestrian projects, particularly those that are

developed primarily for transportation purposes. The funds can be used either for construction of bicycle transportation facilities and pedestrian walkways or for non-construction projects related to safe bicycle and pedestrian use (maps, brochures, etc.). The projects must be tied to a plan adopted by the State and MTC.

STATE FUNDING SOURCES

TDA ARTICLE III (SB 821)

Transportation Development Act (TDA) Article III funds are state block grants awarded annually to local jurisdictions for bicycle and pedestrian projects in California. These funds originate from the state gasoline tax and are distributed to local jurisdictions based on population. These funds should be used as leveraging monies for competitive state and federal sources.

BICYCLE TRANSPORTATION ACCOUNT



The Bicycle Transportation Account (BTA) is an annual statewide discretionary program that is available through the Caltrans Bicycle Facilities Unit for funding bicycle projects. Available as grants to local jurisdictions, the emphasis is on projects that benefit bicycling for commuting purposes. Due to the passage of AB1772 in the year 2000, the BTA has \$7.2 million available each year for the next five years. Following the year 2005, the fund will drop to \$5 million per year unless new legislation is authored. The local match must be a minimum of 10% of the total project cost.

SAFE ROUTES TO SCHOOL (AB 1475)



The Safe Routes to School program is a newly created state program using funds from the Hazard Elimination Safety program from TEA-21. This new program for 2000 is meant to improve school commute routes by eliminating barriers to bicycle and pedestrian travel through rehabilitation, new projects, and traffic calming. A local match of 11.5% is required for this competitive program, which will allocate \$18 million annually. Planning grants are not available through this program.

REGIONAL FUNDING SOURCES

TRANSPORTATION FUNDS FOR CLEAN AIR PROGRAM (TFCA)

Clean Air Funds are generated by a surcharge on automobile registration in the nine counties that make up Bay Area Air Quality Management District (BAAQMD). Approximately \$20 million is collected annually which funds two Clean Air Fund programs, a regional competitive fund appropriated by the BAAQMD, and the Program Manager Fund (also known as the 40% Fund) which is returned to each county to be appropriated by its' CMA or Transportation Authority.



The 40% funds are considered local funds; they are competitive and 100% discretionary. Projects must be consistent with BAAQMD's Clean Air Plan and recipient projects are required to document air quality benefits. These local funds can be used as a match for state or federal programs. Applicants for new projects must demonstrate that they

applied for regional competitive TFCA funds and were denied, or that the project would not have been competitive for regional TFCA funds. Projects are scored according to six criteria (cost effectiveness, project effectiveness, local matching funds, new programs, projects of county-wide significance, and mode shift), and reviewed by a scoring panel. The panel may recommend that some projects compete in the 60% category.

TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC)

MTC offers two kinds of assistance through the TLC program: capital improvement and planning. TLC grants are competitive funds meant to fund small-scale transportation improvements that are designed to make a big difference in a community's vitality. Eligible projects include streetscape improvements, transit, pedestrian, and bicycle oriented developments. Projects should be designed to "bring new vibrancy" to downtown areas, commercial cores and neighborhoods, enhancing their amenities and ambience and making them places where people want to live and visit.

MTC'S REGIONAL BICYCLE AND PEDESTRIAN GRANT PROGRAM

In December of 2003, MTC created a \$200 million grant program to fund local jurisdictions implementing capital bicycle and pedestrian projects. These funds are derived from CMAQ funds specifically set aside for bicycle and pedestrian projects. MTC will coordinate call for projects with congestion management agencies. \$32 million in CMAQ funds are programmed for over a four year period spanning fiscal year 2005/06 through 2008/09 in conjunction with the region's STP/CMAQ. The funds are divided in two portions, 75% of the funds (\$24 million) is available for the County portion with the remaining 25% (\$8 million) available for the Regional Portion. Eligibility for the regional portion requires inclusion of bicycle projects within the Regional Bicycle Plan adopted December 2001 or providing safe routes to school or transit. Minimum project amount is \$300,000, 11.5% local match, maximum project cost is \$4 million or the county's 12-year share of funds whichever is less.

BAY TRAIL

In 2000, the Bay Trail Project received \$7.5 million from the State for construction of the Bay Trail. The Central Marin Ferry Connection project received \$60,000 from the Bay Trail Fund in 2002 for planning and design work. Additional money may be available through the fund for future work on the CMFC project and others.



REGIONAL MEASURE 2

On March 2, 2004, voters in the Bay Area passed Regional Measure 2 (RM-2), raising the toll on the seven State-owned toll bridges in the San Francisco Bay Area by \$1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004). Measure 2 includes several projects in Central Marin County and Larkspur.

LOCAL FUNDING SOURCES

MELLO-ROOS COMMUNITY FACILITIES ACT

Bike paths and bike lanes can be funded as part of a local assessment or benefit district. Defining the boundaries of the benefit district may be difficult unless the facility is part of a larger parks and recreation or public infrastructure program with broad community benefits and support.

NEW CONSTRUCTION

Future road widening and construction projects are one means of providing bike lanes and new or improved sidewalks. To ensure that roadway construction projects provide non-motorized facilities where needed and feasible, it is important that an effective review process be in place so that new roads meet the standards and guidelines presented in this plan.

IMPACT FEES

Another 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 reduce the number of trips (and hence impacts and cost) by paying for on- and off-site bikeway and sidewalk improvements that will encourage residents to bicycle or walk rather than drive. In-lieu parking fees may be used to help construct new or improved bicycle parking. Establishing a clear nexus or connection between the impact fee and the project's impacts is critical in avoiding a potential lawsuit.

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