



TRANSPORTATION AUTHORITY OF MARIN BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

SEPTEMBER 11, 2024
5:30 P.M.

**TAM CONFERENCE ROOM
900 FIFTH AVENUE, SUITE 100
SAN RAFAEL, CALIFORNIA**

This meeting will be held in-person and via Zoom webinar.

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Brian Colbert

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Kate Colin

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Katie Rice
Stephanie Moulton-Peters
Dennis Rodoni
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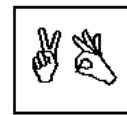
Teleconference: Members of the public wishing to participate via teleconference, can do so by dialing in to the following number at 5:30 p.m. on the day of the meeting: **+1 669 900 6833**; Access Code: 890 8866 8224; Passcode: 639820

How to provide public comment (limited to 3 minutes or less):

Before the meeting: Please email your comment to info@tam.ca.gov, no later than 5:00 p.m. Tuesday, September 10, 2024, to facilitate timely distribution to Committee members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the Committee members and will be placed into the public record.

During the meeting: For members of the public participating in-person, the Committee Chair will recognize persons from the audience who wish to address the Committee during public open time or on a particular agenda item at the time that item is considered by the Committee.

If watching this meeting online, click the “raise hand” feature in the webinar controls. This will notify TAM staff that you would like to comment. If participating by phone, “raise hand” by pressing *9 and wait to be called upon by the Chair or the Clerk. You will be asked to unmute your device when it is your turn to speak and your comments will become part of the public record.



Late agenda material can be inspected in TAM's office between the hours of 9:00 a.m. and 5:00 p.m.
The TAM Office is located at 900 Fifth Avenue, Suite, 100, San Rafael.

The meeting facilities are accessible to persons with disabilities. Requests for special accommodations (assisted listening device, sign language interpreters, etc.) should be directed to Jennifer Doucette, 415-226-0820 or email: jdoucette@tam.ca.gov no later than 5 days before the meeting date.

AGENDA

1. Call Meeting to Order
2. Committee Member Comments
3. TAM Updates
4. Open Time for Public Expression
5. Adoption of Minutes from June 12, 2024 (Action)
6. Marin County SMART Pathway Update (Discussion)
7. Complete Streets Checklist Review for MTC Grants (Discussion)
8. Update on Mobility Hubs Planning Grant (Discussion)
9. Redwood Bike Share Pilot Program Update (Discussion)
10. Adjournment

** Additional materials will be presented at the meeting*



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

JUNE 12, 2024
5:30 PM

TAM CONFERENCE ROOM
900 FIFTH AVENUE, SUITE 100
SAN RAFAEL, CALIFORNIA

MEETING MINUTES

Members Present: Ben Berto, Ross Valley, Chair
Don Magdanz, San Rafael
Kevin McGowan, Marin Public Works Association
Kristin Drumm, At-Large Member
Mark Birnbaum, Novato/Northern Marin, Vice-Chair

Members Absent: Cheryl Longinotti, Larkspur/Corte Madera
Joe Mulligan, At-Large Member
Mike Howe, West Marin

Staff Members Present: Anne Richman, Executive Director
Bill Whitney, Principal Project Delivery Manager
David Chan, Director of Programming and Legislation
Jennifer Doucette, Executive Assistant/Clerk of the Board
Joanne O'Hehir, Administrative Assistant
Melanie Purcell, Director of Finance and Administration
Scott McDonald, Senior Transportation Planner

1. Introductions

The meeting was called to order at 5:33 p.m. Chair Berto welcomed everyone to the meeting and asked Executive Assistant/Clerk of the Board Jennifer Doucette to conduct a roll call to ensure a quorum of the Bicycle/Pedestrian Advisory Committee (BPAC). A quorum of the Committee was confirmed and detailed information about how the public may participate was provided.

2. Committee Member Comments

Vice-Chair Birnbaum commented on the importance of closing the gaps in the Sonoma-Marín Area Rail Transit (SMART) multi-use path in Novato; and inquired about the agency responsible for maintaining and improving the existing path between Vintage Oaks and State Route 37, as such improvements would benefit the Bel Marin Keys community.

Chair Berto commented that a SMART station located at the Vintage Oaks shopping mall would be beneficial to the community.

Executive Director (ED) Anne Richman explained that the legal departments of both the County and the California Department of Transportation (Caltrans) are conducting research to determine which agency/jurisdiction is responsible for the multi-use pathway.

Member Magdanz commented that there are various segments of pathway throughout the county that are under multi-jurisdictional control; and commented on the positive impact of the new leading pedestrian interval signal programming in central San Rafael, which gives waiting pedestrians a head start across the intersection and puts them in a location that is more conspicuous to turning drivers prior to the green light.

Member McGowan commended staff for the breadth of information provided in the agenda packet.

Chair Berto commented on the importance of education and outreach regarding electric bike (e-bike) safety.

3. TAM Updates

Principal Transportation Planner Scott McDonald and Director of Programming and Legislation David Chan reported on Bike to Work Day; the completion of the Northern Segment of the North-South Greenway; Consumer Product Safety Commission and electric bike (e-bike) safety; a \$2 million Reconnecting Communities grant to the City of San Rafael for its Rafael Meadows Safe Crossing Pathway Project; upcoming grant opportunities; and the Safe Pathway call for projects.

In reference to the Reconnecting Communities grant, Member Magdanz commented that inclusion of maps in newspaper articles would be beneficial to the public.

Chair Berto asked if any members of the public wished to speak.

Member of the public Jean Severinghaus commented on the importance of communication with regard to grant opportunities and inquired if any grant requests were received for the Safe Streets for All (SS4A) program.

Marin County Bicycle Coalition (MCBC) Policy and Planning Director Warren Wells commented that the Rafael Meadows Safe Crossing Pathway Project will connect the multi-use path from Merrydale Road to the Civic Center SMART station; and commented on the importance of the Bay Trail/Safe Routes to Transit grant program, which may be a potential source of funding to close gaps in the pedestrian/bicycle network in areas of Sausalito and San Rafael.

4. Open Time for Public Expression

Chair Berto asked if any members of the public wished to speak, and hearing none, closed this item.

5. Adoption of Minutes from September 7, 2023 (Action)

Chair Berto asked if any members of the public wished to speak, and hearing none, asked for a motion.

Member Magdanz moved to approve the Minutes of the September 7, 2023 meeting. Member McGowan seconded the motion, which passed unanimously.

6. Election of BPAC Chair and Vice-Chair (Action)

Chair Berto asked if any members of the public wished to speak, and hearing none asked for a nomination and a motion.

Vice-Chair Birnbaum nominated himself for the position of Chair; and Member McGowan nominated himself for the position of Vice-Chair.

On the matter of the election of the BPAC Chair and Vice-Chair, Member Magdanz moved Vice-Chair Birnbaum for the position of Chair, and Member McGowan for the position of Vice-Chair. Member Drumm seconded the motion, which passed unanimously.

7. Caltrans District 4 Bicycle Plan Update (Discussion)

Caltrans District 4 Associate Transportation Planner Jasmine Stitt presented this item for discussion.

Chair Berto commented on the importance of addressing bicycle/pedestrian access when crossing U.S. 101 throughout the county.

In response to Member McGowan, Ms. Stitt explained that the list was compiled from a variety of sources, including but not limited to public feedback, previous updates, and collision data. Member McGowan inquired about the potential inclusion of certain freeway interchanges such as Freitas Parkway in San Rafael, and/or recreational areas such as those accessed via Highway 1. Ms. Stitt encouraged jurisdictions to provide feedback via the online survey located on the Caltrans website.

Vice-Chair Birnbaum concurred with the comments made by Chair Berto and Member McGowan; and expressed support for building bike/pedestrian overcrossings such as those found on I-80 at Gilman Street and University Avenue.

Chair Berto commented that oftentimes the installation of new user-friendly facilities raises the density of usage.

In response to Member McGowan, Ms. Stitt explained that the Caltrans Bike Plan mapping reflects future paths, such as Class I pathways located adjacent to highways.

Chair Berto asked if any members of the public wished to speak.

Craig Tackabery commented that historically, within the Complete Streets policy framework, when Caltrans paved the main line, the adjacent Class I path would also be paved, and noted that areas such as the Puerto Suello Hill Path appear to be due for repaving.

Vice-Chair Birnbaum commented on the importance of including lighting on Class I pathways.

Ms. Severinghaus expressed support for the inclusion of the bike/pedestrian crossing located at the intersection of Anderson Drive and Sir Francis Drake Boulevard and inquired about the timing of the project. Ms. Stitt explained that Caltrans will need to partner with the local jurisdiction because Caltrans does not control the entire right-of-way.

In response to Mr. McDonald, Ms. Stitt explained that the online comment portal will be open through the end of August.

Mr. Wells commented on the importance of resurfacing parallel multi-use pathways during State Highway Operation and Protection Program (SHOPP) projects.

WTB-TAM Director of Planning Matthew Hartzell commented on the importance of implementing and enforcing the Complete Streets policy; and expressed support for Senate Bill (SB) 960.

8. Overview of Countywide Transportation Plan (Discussion)

Director of Planning Derek McGill presented this item for discussion.

In response to Member McGowan's inquiry regarding the inclusion of Vision Zero, Mr. McGill explained that the Countywide Transportation Plan (CTP) will highlight the U.S. Department of Transportation's (DOT's) Safe Systems Approach as the guiding paradigm to address roadway safety. Member McGowan commented that because Caltrans' facility bisects many underserved communities, it should be an active partner in defining Equity. Mr. McGill explained that Caltrans has been engaged in various aspects of the CTP development, including as a member of the technical advisory committee; and that staff will be seeking input from local jurisdictions during the draft document phase of the CTP.

In response to Member Drumm, Mr. McGill explained that airports have not been an area of focus for the CTP; and ED Richman explained that air travel falls under a different regulatory framework.

In response to Chair Berto, Mr. McGill explained that inclusion of the Priority Development Areas (PDA) process in the CTP is necessary for some jurisdictions to obtain funding and/or planning grants. Chair Berto commented on the importance of clearly communicating the overarching criteria required for funding.

Member Magdanz commented on the positive progression of bicycle and pedestrian project development over the years. Mr. McGill concurred that there are more funding opportunities available now than in years past; and commented on the importance of capitalizing on those opportunities by having projects ready to meet specific planning requirements.

Chair Berto asked if any members of the public wished to speak.

Craig Tackabery commented on the potential inclusion of operational efficiencies within the CTP such as coordinating/standardizing high-occupancy vehicle (HOV) policies/hours; two-way tolls on bridges; and ramp metering.

Mr. Wells expressed support for the CTP and commented on the potential inclusion of the tenets of the Local Road Safety Plan (LRSP) into the CTP.

9. Complete Streets Checklist Review (Discussion)

Principal Transportation Planner Scott McDonald presented this item for discussion, and project sponsors were invited to provide a project overview.

City of Larkspur Public Works Director Julian Skinner presented an overview of the Redwood Highway Westside Active Transportation, Last Mile, & Gap Closure Project.

City of Mill Valley representative Craig Tackabery provided an overview of the Safe Routes to Schools/Safe Routes for Seniors Active Transportation Gap Closure Project.

David Hoffman of Parametrix provided an overview of the City of San Rafael's Downtown San Rafael North-South Greenway Gap Closure Project. In response to Vice-Chair Birnbaum, Mr. Hoffman explained that the City of San Rafael is coordinating with Golden Gate Transit and Marin Transit to ensure a logical interface with the forthcoming San Rafael Transit Center Replacement Project.

City of Sausalito Public Works Director Kevin McGowan provided an overview of the Bridgeway Improvements – Napa Street to Johnsons Street project, and explained that due to limited staff resources, the City of Sausalito will only be submitting an application for this project.

Marin Transit General Manager Nancy Whelan provided an overview of the following projects applications: Matching local funds for Transit Bus Replacements; Matching local funds for Fixed Route Electric Vehicle Charging and Maintenance Facility; and the Bus Stop Improvements Project.

SMART Senior Planner Zoe Unruh provided an overview of the SMART Civic Center Station Kiss-and-Ride and Micromobility Connector project and the SMART Pathway/Great Redwood Trail - Novato (Hanna Ranch to Rowland Boulevard) project. In response to Vice-Chair Birnbaum, Ms. Unruh explained that the parking lot will be located at the Civic Center SMART station, which currently has bike storage lockers and racks; and that SMART staff would research if lighting is included in the scope of the project. Vice-Chair Birnbaum commented on the importance of secure bicycle parking in order to attract more cyclists onto SMART. In response to Vice-Chair Birnbaum, Ms. Unruh explained that the Class I pathway included in the SMART Pathway/Great Redwood Trail - Novato (Hanna Ranch to Rowland Boulevard) project will conform to Caltrans' highway design manual standards.

Mr. McDonald provided an overview of the Golden Gate Bridge, Highway & Transportation District's (GGBHTD) San Rafael Transit Center Replacement Project.

Chair Berto asked if any members of the public wished to speak.

Jean Severinghaus expressed concern that some of the applications/checklists lacked design details.

Mr. McDonald explained that the BPAC's role is to provide comments on the applications/checklists but is not responsible for approving applications/projects.

Member McGowan recommended that members of the public with questions about specific project details contact the individual jurisdiction applying for the grant funding.

In response to Chair Berto, Mr. McDonald explained that Active Transportation Program (ATP) funding is programmed through the Metropolitan Transportation Commission (MTC); and Regional Measure 3 (RM3) North Bay Transit Access Program funding is programmed through TAM, with ultimate project approval by MTC.

Vice-Chair Birnbaum commented on the importance of including lighting for all Class I pathways and that perhaps lighting should be included in the mandatory design standard.

The meeting was adjourned at 7:59 p.m.

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DATE: September 11, 2024

TO: Transportation Authority of Marin Bicycle/Pedestrian Advisory Committee

FROM: Anne Richman, Executive Director
Scott McDonald, Principal Transportation Planner

SUBJECT: Marin County SMART Pathway Update (Discussion), Agenda Item No. 6

RECOMMENDATION

For discussion only.

BACKGROUND

The Sonoma-Marín Area Rail Transit (SMART) and its partners have completed over 28 miles of the planned SMART Pathway/Great Redwood Trail alignment in the counties of Marin and Sonoma. SMART and its partners continue to prepare the remaining segments for construction to deliver the SMART Pathway along the 70-mile corridor, including more than 54 miles of Class I multi-use pathway in addition to Class II, III and IV facilities. The multi-use path runs south-north between Larkspur in Marin County and the planned northern terminus of the SMART Pathway in Cloverdale in Sonoma County. In addition to being the southern portion of the Great Redwood Trail, SMART's pathway shares various designations for local and regional trails including being a part of the San Francisco Bay Trail, North-South Greenway, Marin County Bike Route 5 and Route 3, along with Joe Rodota Trail and Foss Creek Trail. This update details current progress made by SMART.

DISCUSSION

Pathway Design and Construction

Currently, SMART has over 9 miles in construction within Marin and Sonoma Counties. The segments, their lengths, and their anticipated completion dates are as follows:

Pathway Segment Location	Segment Length	Expected Completion
McInnis Pkwy. to Smith Ranch Rd. in San Rafael	0.9 miles	Fall 2024
South Point Blvd. to Main St. between Petaluma and Penngrove	2.9 miles	Winter 2025
Golf Course Dr. to Bellevue Ave. between Rohnert Park and Santa Rosa	2.8 miles	Winter 2025
Airport Blvd. to Windsor Rd. between unincorporated Sonoma County and Windsor	2.6 miles	Spring 2025

In 2022, SMART issued design contracts for the existing gaps in SMART’s planned pathway alignment. By completing design (100%) or completing preliminary design (30%), SMART is getting projects shovel-ready for construction or for design-build delivery.

Pathway Segment Location	Segment	Segment Length
Penngrove to Rohnert Park	Main St. to E. Railroad Ave.	1.5 miles
Santa Rosa	Joe Rodota Trail to W. 3 rd St.	0.06 miles
Santa Rosa	Santa Downtown Station to W. 6 th St.	0.05 miles
Santa Rosa to unincorporated Sonoma County	Guerneville Rd. to Airport Blvd.	4.7 miles
San Rafael to Novato	Smith Ranch Rd. to Main Gate Rd./ Novato Hamilton Station	2.7 miles
Novato	State Access Rd. to Frosty Ln./Bay Trail	1.4 miles
Novato	Hanna Ranch Rd. to Rowland Wy./Vintage Wy. S.	0.4 miles
Novato	Rowland Wy./Vintage Wy. N. to Novato Creek/Sutter Health	0.3 miles
Novato	Grant Ave. to Rush Creek Pl.	0.6 miles

For the remaining planned pathway north of Windsor (approximately 19 miles), SMART plans to design and construct the pathway in conjunction with the SMART rail extensions.

In addition to the above activities, SMART is preparing to issue an RFP for the design and environmental clearance for the Puerto Suello pathway segment. The initial scope of work for this segment will cover environmental review/clearance and developing the preliminary engineering document including such activities as: conducting surveys, preparing preliminary construction drawings, conducting geotechnical and hydrology studies, preparing a project cost estimate, and completing the environmental clearance of this pathway segment. Subsequent tasks include completing construction drawings, specifications, preparing detailed cost estimates, bid sheets, bid item descriptions, securing environmental permits, and providing construction support such that the pathway is ready to enter the construction phase.

Pathway Wayfinding

In 2023, SMART developed a wayfinding design and plan for the SMART Pathway Alignment. The family of wayfinding elements include pathway identification signs, confirmation signs, street signs, decision signs, regulatory signs, and trailhead signs with maps. SMART awarded a contract for the fabrication and installation of the pathway wayfinding in July 2024. SMART is anticipating sign installation in late 2024. Where the SMART Pathway alignment is outside SMART’s right-of-way, SMART is working with jurisdictions to secure the necessary approvals to install pathway wayfinding signage.

FISCAL IMPACTS

Not applicable.

NEXT STEPS

SMART actively identifies and pursues grant funding opportunities to fund the construction of these remaining pathway gaps. As part of SMART's grant strategy, SMART aims to streamline regulatory agency project approvals and ensure project eligibility for the various funding programs available for bicycle and pedestrian facilities. Examples of this strategy include the advance preparation of Complete Streets Checklists, maintaining inclusion in the Regional Transportation Plan, and achieving the necessary project development milestones.

ATTACHMENTS

Attachment A – PPT Presentation

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Sonoma-Marín Area Rail Transit District

Pathway Update

Transportation Authority of Marin's
Bicycle Pedestrian Advisory Committee
September 11, 2024



SMART General Updates

Recent Initiatives

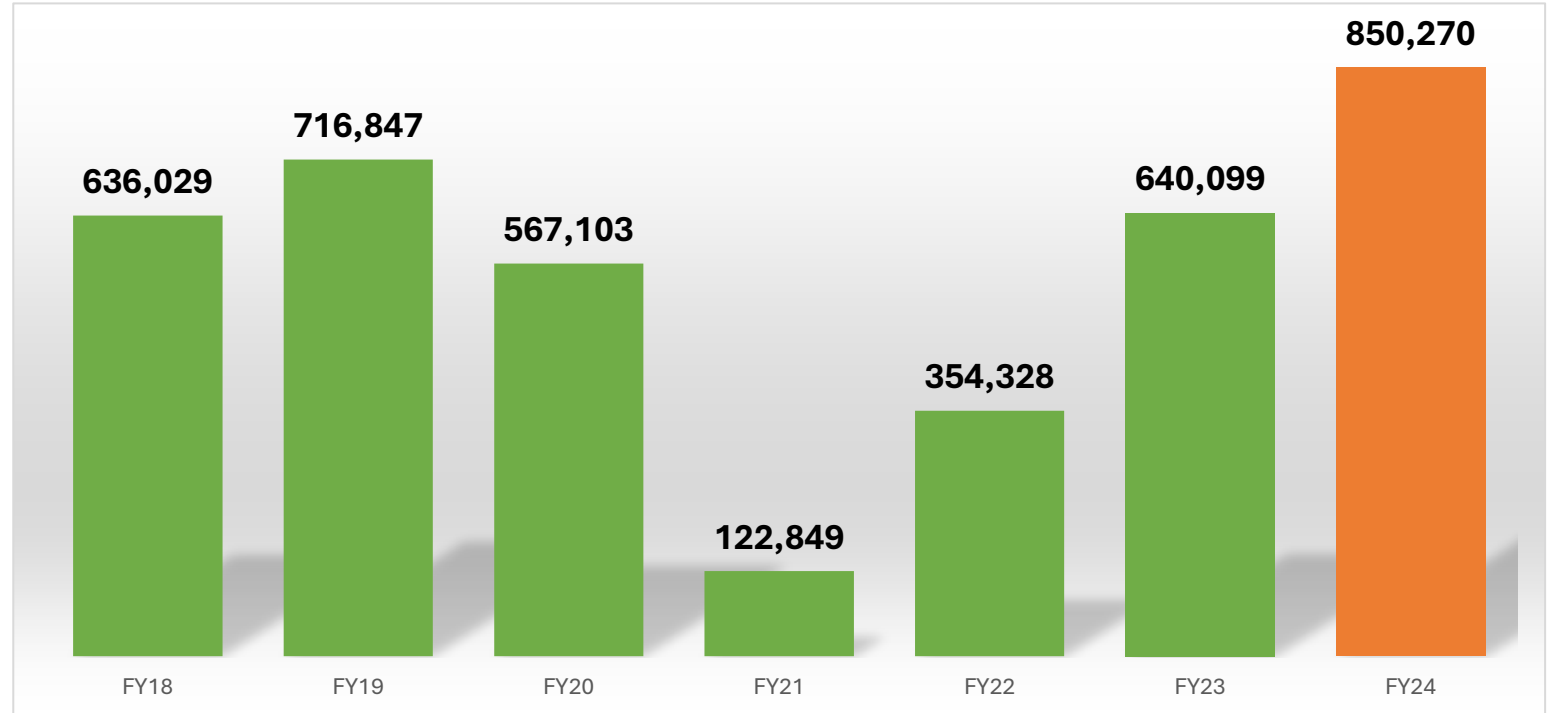
- SMART launched Free FARE Pilot for youth and seniors in April 2024
- The Microtransit Pilot Project launched at Larkspur Station in June 2024
- In August, added 2 new weekday trips in each direction- one in the morning and one midday window



Ridership and Pathway Highlights

- FY24 ridership 33% higher than FY23
- FY24 Passenger Miles = 18.4M
- Exceeded FY19 Ridership by 19%
- 763,325 pathway users counted in FY24

Annual Rail Ridership



Coming Soon

- Petaluma North Station opening late 2024
- Pathway segments from Petaluma to Penngrove and Rohnert Park to Santa Rosa opening late 2024
- Pathway in San Rafael opening in late 2024
- Windsor Station and pathway between north Santa Rosa and Windsor opening in Spring 2025
- Pathway wayfinding coming in late 2024
- Real-time train information signs coming in late 2024



Coming Soon Highlight- Windsor Extension

- Construction is underway on the pathway and rail extension north to Windsor
- An additional pedestrian underpass was added to the scope with funds from the Town of Windsor
- This provides pedestrian access across the tracks to Windsor High School



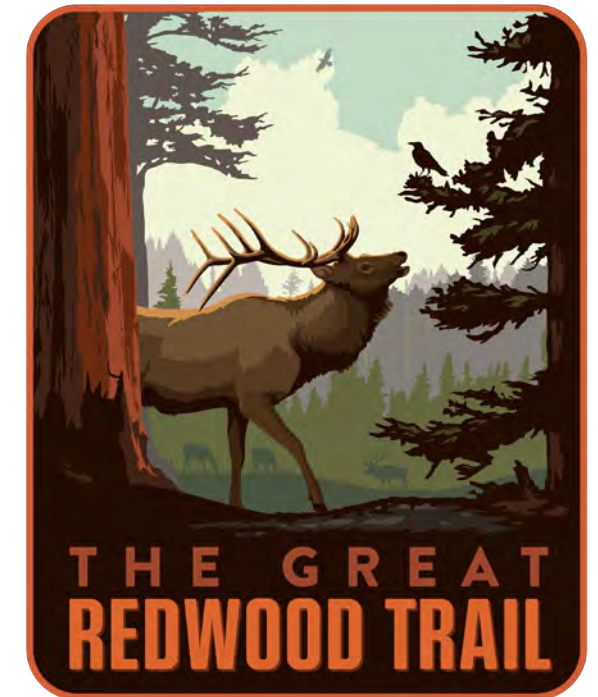
SMART's 2025-2029 Strategic Plan

- The Strategic Plan guides SMART's investment over the five-year plan horizon
- SMART kicked off the development of the Strategic Plan in January 2024
- Five virtual public workshops were held from January through March
- On Wednesday, September 25, SMART is hosting a public, in-person workshop as part of our Strategic Planning process!
- The workshop is a forum for the public to share input, review draft goals and strategies, and be part of developing our vision moving forward
- Workshop Drop-in Hours: 4:30pm – 6:30pm
- Workshop Location: Petaluma Arts Center, 230 Lakeville Street, Petaluma (Downtown Petaluma SMART Station)

SMART Pathway Update

More than the SMART Pathway

- Part of the Great Redwood Trail, a 320-mile rail-to-trail corridor between the Humboldt and San Francisco Bays
- Part of the long-promised San Francisco Bay Trail and North-South Greenway
- Shares designations with other trails including the Joe Rodota and Foss Creek Trails
- 75% of pathway users surveyed in 2023 said they use the pathway and rail as part of the same trip, demonstrating the important first/last mile the pathway solves for



Delivering the Pathway is helping to deliver and connect these bicycle and pedestrian corridors and communities

Pathway Today



Over **28 miles** completed by SMART and local partners



Averages **59,000 monthly trips** (unlinked)



More than **9 miles** in construction, that will **complete 4 segments**



Another **5 miles** have committed grant funds



Remaining **gaps** are being made shovel-ready

Mitigation Work

- Pathway segments remaining to be built have significant mitigation requirements
- SMART is beginning the mitigation work required for SMART's McInnis Parkway to Smith Ranch Rd. Pathway Project (contract awarded in August 2024)
- Mitigation taking place at Helen Putnam Park in Petaluma, which shares the same watershed as the McInnis Parkway Pathway Segment
- Will complete riparian mitigation involving the planting of native trees to replace riparian vegetation impacted as part of constructing the project. Elements include two locations in the Helen Putnam Park:
 - Windsor Drive Drainage— An eroded channel with sparse riparian vegetation, carrying seasonal drainage to a culvert beneath Windsor Drive.
 - Upper Pond Drainage— Freshwater stream that supports intermittent flow and drains into Cattail Pond which is publicly accessible fishing pond.



Helen Putnam Mitigation Project

Budget


Design:
\$130,502

Construction:
\$601,333

Maintenance:
\$320,988

Grading 
 Erosion Repair & Channel Regrading

Invasive Removal 

Planting

**116 Trees 515 Shrubs 2,232
Herbaceous Plants**

 Ten-years of Maintenance

Agreement with Sonoma County Parks 



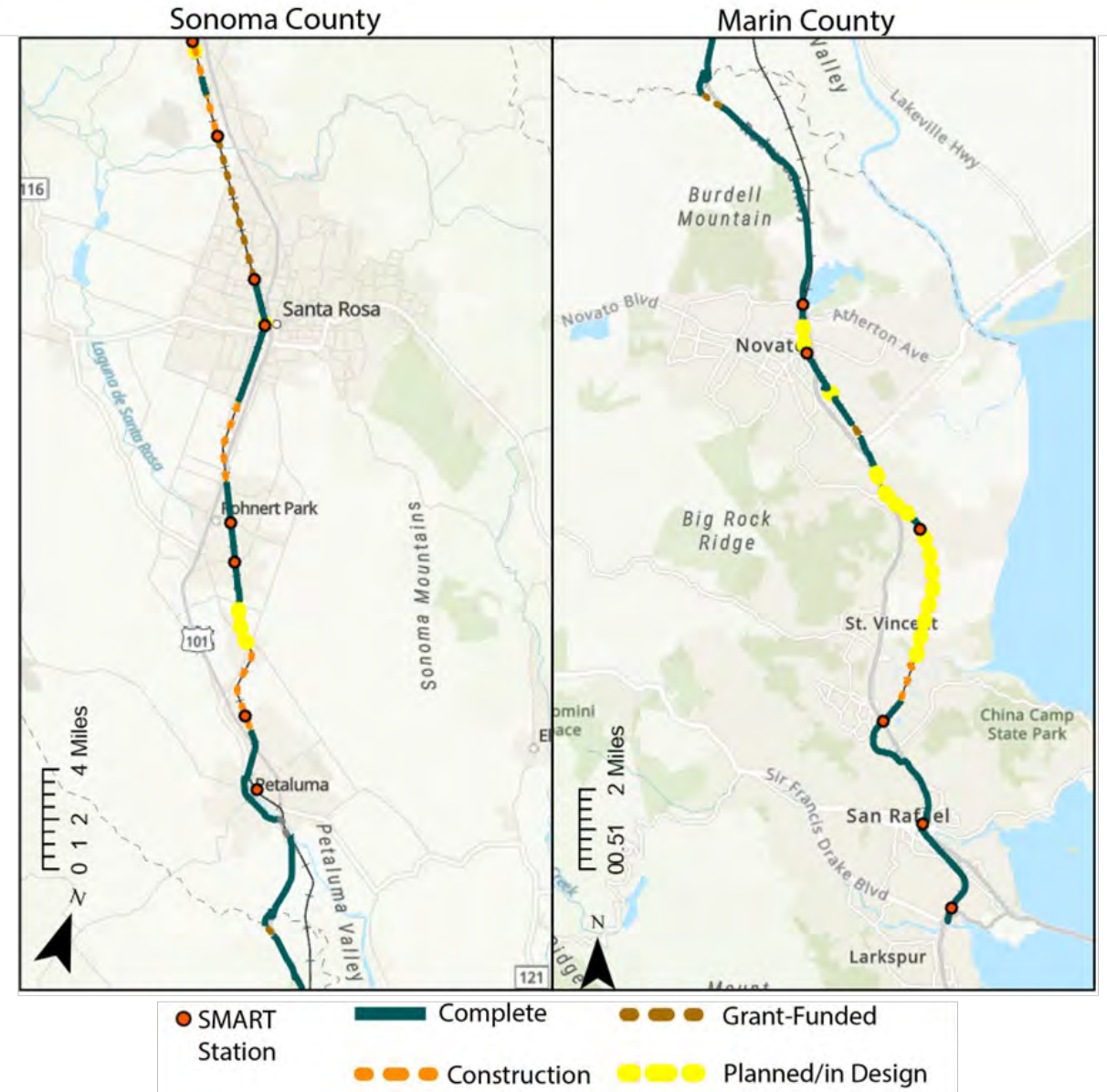
Initiating Design

- In 2023 & 2024, SMART is advancing engineering design for remaining pathway segments to make them construction ready through various project delivery methods
- In addition, SMART is preparing to issue an RFP for the design and environmental clearance for the Puerto Suello pathway segment.
- As the railroad rebuilds north of Windsor, pathway will be integrated into the rail project
 - SMART has commenced with delivering the rail and path extension between Healdsburg and Windsor while securing the remaining funds to complete the extension project

Pathway in Design

- Smith Ranch Rd. to Main Gate Rd. (San Rafael to Novato)
- State Access Rd. to Frosty Ln. (Novato)
- Vintage Wy. N. to Novato Creek/Sutter Health (Novato)
- Grant Ave. to Rush Creek Pl. (Novato)
- Main St. to E. Railroad Ave. (Penngrove to Rohnert Park)
- W. 6th St. to Downtown Santa Rosa Station (Santa Rosa)*

**design completed*



Pathway with Partial Grant Funding Secured



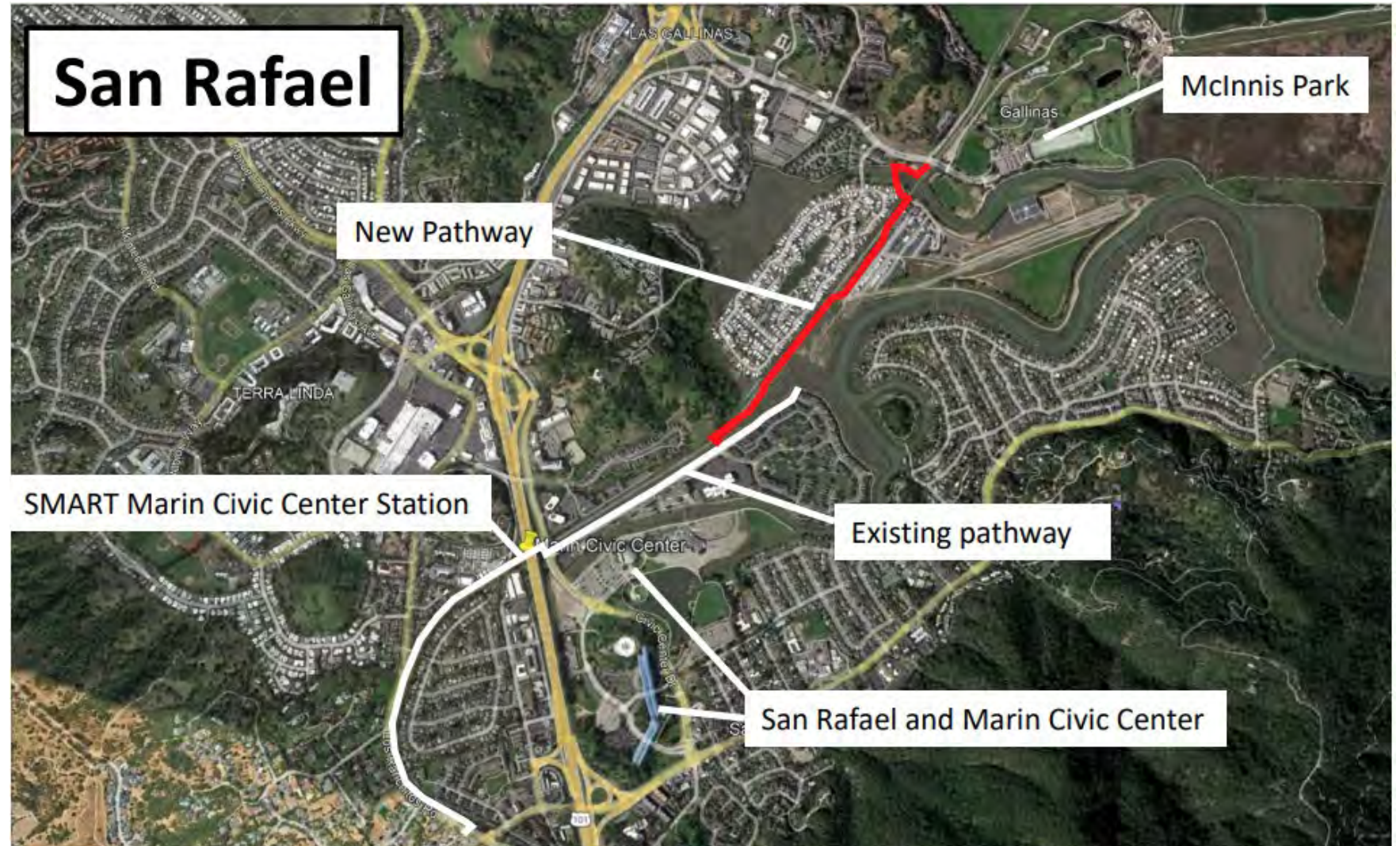
- Hanna Ranch Rd. to Vintage Wy. S./Rowland Blvd. in Novato
- Prince Greenway/Joe Rodota Trail to W. 3rd St. in Santa Rosa
- Guerneville Rd. to Airport Rd. between Santa Rosa and Unincorporated Sonoma County

Pathway in Construction



- McInnis Parkway to Smith Ranch Road in San Rafael
- Southpoint Boulevard to Main Street between Petaluma and Penngrove
- Golf Course Drive to Bellevue Avenue between Rohnert Park and Santa Rosa
- Airport Boulevard to Windsor Road between northern Santa Rosa and Windsor

Project Spotlight: McInnis Pkwy to Smith Ranch Rd



Overview: McInnis Pkwy to Smith Ranch Rd



Project Components

- 1 mile of pathway
- Elements: Pedestrian bridge, grade crossing improvements, paving, striping, and fencing
- Contractor: Ghilotti Brothers, Inc.
- Construction began: September 1, 2023.





www.sonomamarintrain.org



Customer Service:

CustomerService@sonomamarintrain.org

(707) 794-3330





DATE: September 11, 2024

TO: Transportation Authority of Marin Bicycle/Pedestrian Advisory Committee

FROM: Anne Richman, Executive Director
Scott McDonald, Principal Transportation Planner

SUBJECT: Complete Streets Checklist Review for MTC Grants (Discussion), Agenda Item No. 7

RECOMMENDATION

Discussion item only.

BACKGROUND

In 2022, the Metropolitan Transportation Commission (MTC) updated its Complete Streets Policy requiring that all projects with a total project cost of \$250,000 or more applying for discretionary transportation funding from MTC submit a Complete Streets Checklist to MTC. Review of these projects seeking MTC funding is required by a local city or county level Bicycle and Pedestrian Advisory Committee (or equivalent) providing an opportunity for comments. This is intended to encourage integrated planning for projects. The MTC Complete Streets Checklist encourages project implementation to consider bicycle/pedestrian needs and safety improvements - to the extent feasible - as part of projects affecting the physical or operational state of transportation facilities and public rights-of-way.

DISCUSSION

For the following MTC grants, TAM staff has been engaging in communication with local applicants regarding the complete streets requirement.

Program	Administering Agency	Call for Projects	Applications Due
Innovative Deployments to Enhance Arterials through Transit Signal Priority (IDEA/TSP) Grant	MTC	June 2024	September 2024
Regional Measure 3 Safe Routes to Transit and Bay Trail Program (SR2TBT)	MTC	July 2024	October 2024

- IDEA TSP Grant – Program focuses on providing transit signal priority on arterials to make transit faster and more reliable, while minimizing impacts to general traffic, by modifying the signal timing to favor transit.
- SR2TBT Grant – Includes infrastructure, plans, infrastructure projects with non-infrastructure components, and quick build projects focusing on bicycle and pedestrian access improvements either on and in the vicinity of the state-owned toll bridges connecting to rail transit stations and ferry terminals or along the Bay Trail.

Attached are Complete Streets Checklists provided by project sponsors now available for BPAC review and comments.

Note that agencies that submitted project complete streets checklists to the TAM BPAC previously for another grant program, or directly to their local BPAC for review, are not required to submit checklists at this time if seeking these additional grant sources for the same project. Additionally, some projects for which checklists are being reviewed, may apply to other/future grant programs instead or in addition to the particular programs listed above.

NEXT STEPS

Following the TAM BPAC review, any comments provided will be shared with the agencies applying for these fund sources.

ATTACHMENTS

Attachment A – Marin Countywide Coordinated Signal Modernization Plan

Attachment B – TAM's Canal Neighborhood Bellam Gateway Local Access Improvement Project

Attachment C – SMART Pathway/Great Redwood Trail/Bay Trail Gap Closure
(Smith Ranch Rd. to Main Gate Rd./ SMART Hamilton Station)

Attachment D – SMART Pathway/Great Redwood Trail/Bay Trail Gap Closure
(Grant Ave. to Rush Creek Pl.)

Attachment E – SMART Pathway/Great Redwood Trail/Bay Trail Gap Closure
(Rowland Wy./Vintage Wy. N. to Novato Creek/Sutter Health)

Attachment F – SMART Pathway/Great Redwood Trail/Bay Trail Gap Closure
(State Access Rd. to Frosty Ln./Bay Trail)

Complete Streets Checklist

Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background information from the MTC Complete Streets Website (<https://mtc.ca.gov/planning/transportation/complete-streets>):

In March 2022, the Metropolitan Transportation Commission adopted a new Complete Streets Policy (MTC Resolution No. 4493). The goal of the policy is to make sure that people who are biking, walking, rolling and taking transit are safely accommodated within the transportation network.

The Complete Streets Policy requires that projects funded with regional funds implement local Complete Streets plans and implement All Ages and Abilities design guidelines on the Active Transportation Network.

When streets are designed for people getting around without a personal vehicle, traffic crashes and fatalities can be reduced, while improving overall public health. Complete Streets are also an effective way to reduce Vehicles Miles Traveled.

MTC provides funding, toolkits, webinars and other resources to help cities create Complete Streets.

Agencies applying for regional transportation funds use the Complete Streets Checklist to make sure that the needs of people who bike and walk are considered at the earliest stages of project development.

The Complete Streets Checklist is included below, and will be submitted via MTC's online form portal to accompany the Active Transportation Plan application:

	Complete Streets Prompt	Additional Prompt Description	Project Response
	Contact Information		
	Contact Name		Derek McGill, Director of Planning
	Email Address		dmcgill@tam.ca.gov
	Contact Phone Number		415.226.0825
	City/Jurisdiction		Transportation Authority of Marin
	County		Marin
	Is your project seeking regional discretionary funds or an endorsement?		Regional discretionary funding
	Please include the name of the regional discretionary funding program that this project is seeking.		MTC IDEA Grant – Transit Signal Priority
	Project Information		
	Project Name / Title		Marin Countywide Coordinated Signal Modernization Plan
	Project Area / Location		County of Marin
	Project Area Map	Attach if applicable	Attached.

	Project Description		<p>The Marin Countywide Coordinated Signal Modernization Plan aims to inventory, update and improve the currently fragmented and outdated traffic signals infrastructure along major transit corridors throughout Marin County. This fragmentation adversely impacts various aspects of the transportation system, with ripple effects felt in terms of travel time, efficiency, environmental sustainability, and overall safety for all users. TAM aims to create a coordinated system of traffic signals that will prioritize public transit, the safety of pedestrians and bicyclists, and emergency response vehicles. The plan builds on the TSP planning efforts of both Marin Transit serving local bus trips in the county and the Golden Gate Bridge Highways and Transportation District (GGBHTD) serving the regional bus trips to SF, with local coordination to develop a consensus-approach to advancing TSP. The outcome of this initiative is expected to develop critical shovel-ready projects, including the installation of modern TSP equipment, communication devices, and software programs to enhance transit service efficiency. Additionally, it will feature bicycle and pedestrian safety improvements focusing on reducing conflicts, providing detection, and assessing signal timing to advance safety, focusing on vulnerable users, and upgrades to facilitate emergency response. By incorporating TSP technologies and other advanced features, the project seeks to significantly reduce transit delays, improve transit reliability and ridership, enhance emergency response times, alleviate peak period congestion, and boost overall safety for all road users. Ultimately, this project will lay the groundwork for transit priority in the county, marking the first of its kind for Marin County.</p>
	Please choose the project phase(s)	Planning, PE, ENV, ROW, CON, O&M	Planning
	Project Supporting Material	Upload if applicable	Maps (attached).
	Do you think your project qualifies for a Statement of Exception?	Required if the project does not comply with California Complete Street Act of 2008	No.
1	Bicycle, Ped, Transit Planning		
	<p>Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include:</p> <ul style="list-style-type: none"> • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan 	<p>Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date. If Project is inconsistent with adopted Plans, please provide explanation.</p>	<p>Yes, the plan will implement the following plans. Local Streets and Road Safety Plan. Jan 2024. Marin Transit Short Range Transit Plan.</p>
2	Active Transportation Network		

	Does the project area contain segments of the regional Active Transportation (AT) Network? See AT Network map on the MTC Complete Streets webpage .	If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See <i>All Ages and Abilities and Design Guidelines</i> below.	Yes. The project would advance NACTO All ages and ability guidance as relevant to signal technology and operations.
3	Safety and Comfort		
	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area?	Please summarize the traffic safety conditions and describe Project's traffic safety measures. The Bay Area Vision Zero System may be a resource.	Yes, as a countywide plan, the effort will be looking to implement signal improvements to advance safety through conflict avoidance and detection at HIN intersections for cyclists, pedestrians, and other vulnerable users. The project will also advance emergency vehicle preemption technology.
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS.	Yes, this plan will seek to improve active transportation conditions.
4	Transit Coordination		
	A. Are there existing public transit facilities (stop or station) in the project area?	List transit facilities (stop, station, or route) and all affected agencies.	Yes, MTCD, GGBHTD and SMART all serve the County.
	B. Have all potentially affected transit agencies had the opportunity to review this project?	Please attach confirmation email from transit operator(s) to email.	Yes, and have provided support letters.
	C. Is there a MTC Mobility Hub within the project area?	If yes, please describe outreach to mobility providers, and Project's Hub supportive elements.	Yes, TAM is leading a mobility hub concept plan for all MTC TOC policy areas in the county. that effort has just begun and will be reviewed as part of this study.
5	Design		
	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	Please provide Class designation for bikeways. Cite design standards used.	N/A. design standards have not been developed.
6	Equity		
	Will Project improve active transportation in an Equity Priority Community?	Please list EPC(s) affected.	Yes, the canal neighborhood in San Rafael and Marin City EPCs are included in the study area, as well as areas of low income and minority populations in Novato included in the Novato CBTP.

7	BPAC Review		
	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	Please provide meeting date(s) and a summary of comments, if any.	A BPAC has not yet reviewed this checklist; however it will be on the agenda for the September 11 special meeting of the Transportation Authority of Marin BPAC.

TAM Countywide
Signal
Modernization
Plan – MTC IDEA
Grant for Transit
Signal Priority

Project Location

Legend

Signalized Intersections

0

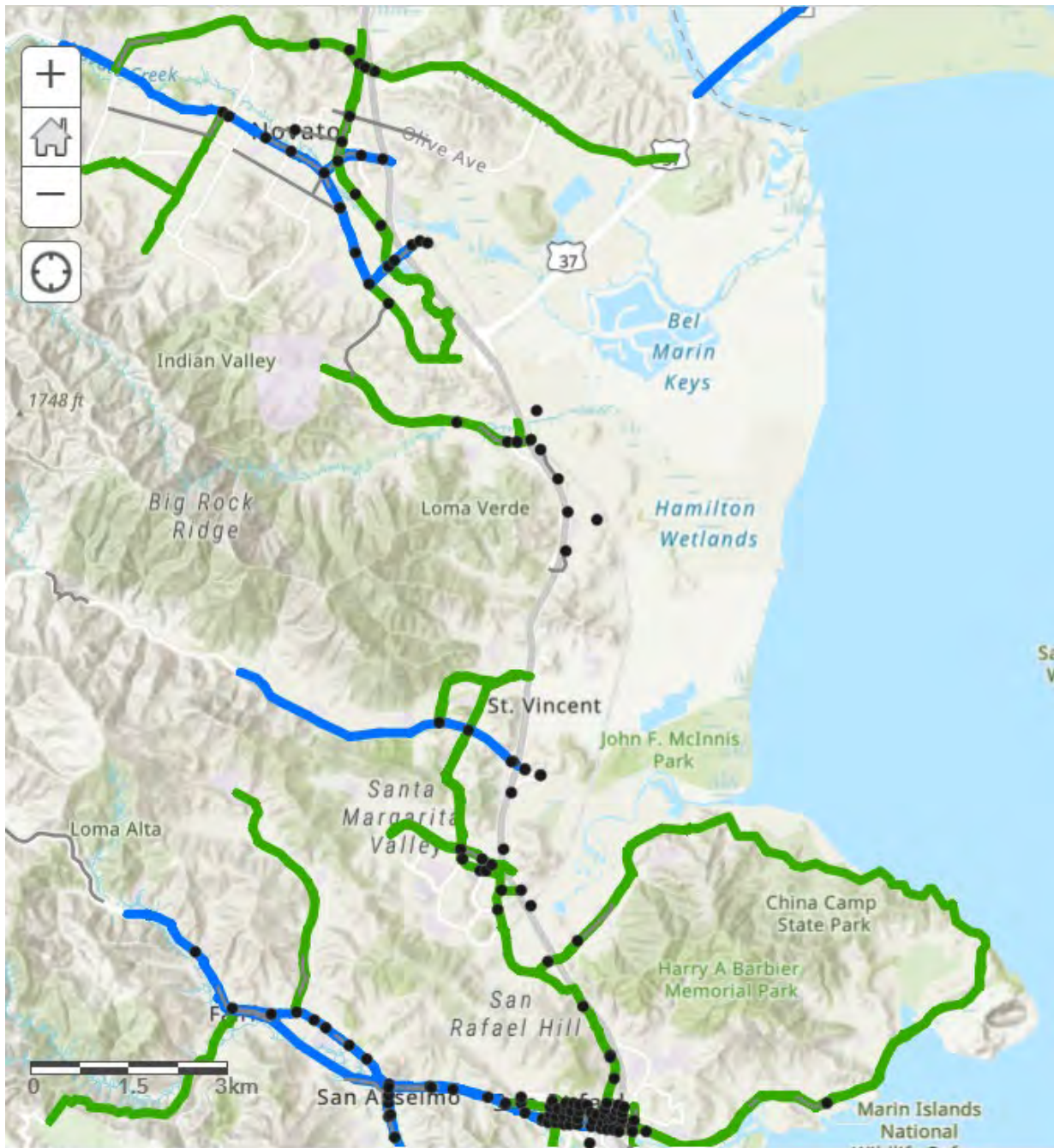
• 1

CRS - Functional Classification

Principal Arterial - Other

Minor Arterial





Legend

Signalized Intersections

0

• 1

High Collision Network - HCN_Segments

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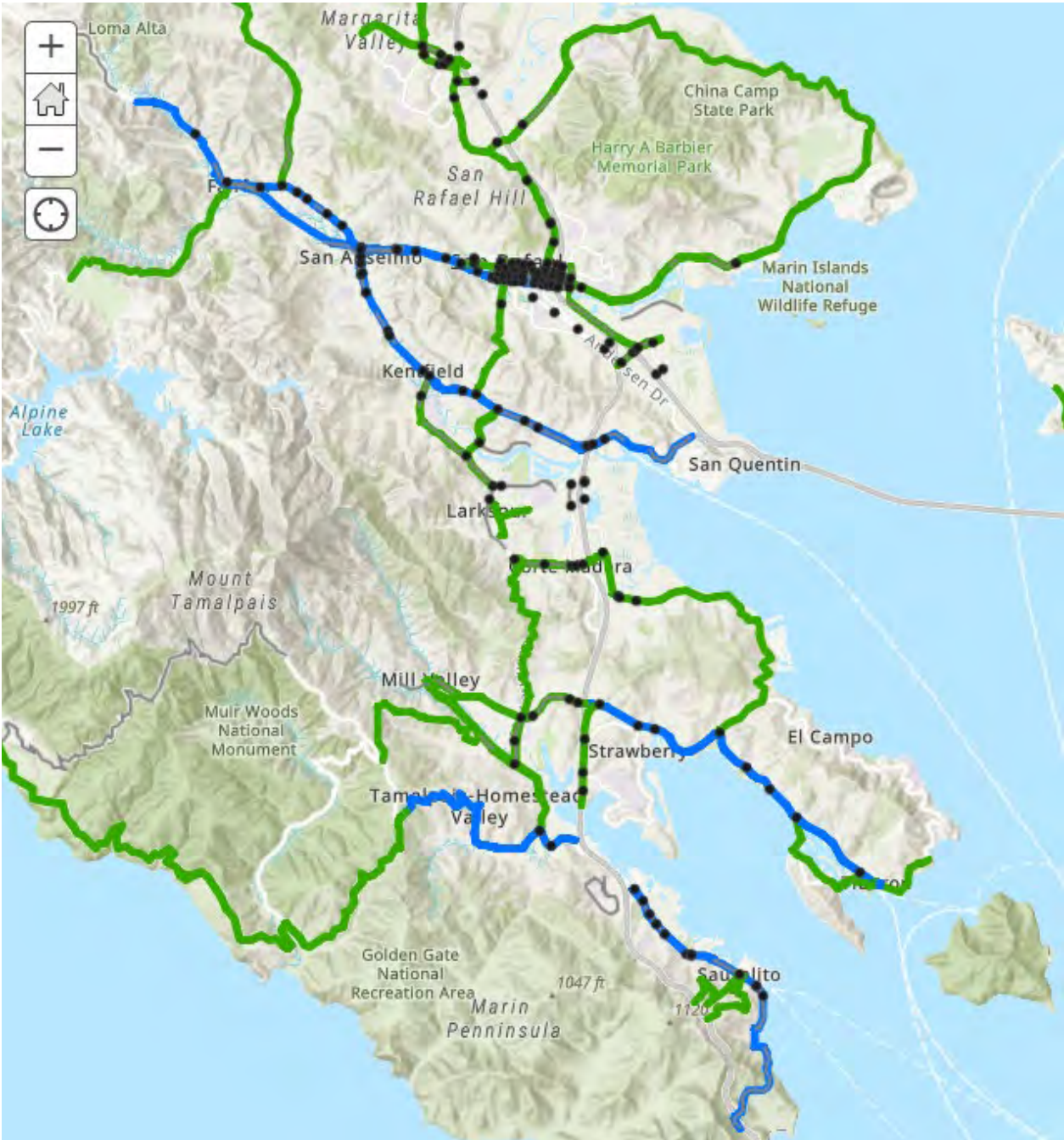
CRS - Functional Classification

— Principal Arterial - Other

— Minor Arterial

TAM Modernized Traffic Signal Plan – MTC IDEA Grant for Transit Signal Priority

High Collision Network



Legend

Signalized Intersections

0

• 1

High Collision Network - HCN_Segments

—

CRS - Functional Classification

Principal Arterial - Other

Minor Arterial

TAM Modernized Traffic Signal Plan – MTC IDEA Grant for Transit Signal Priority

High Collision Network

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Complete Streets Checklist

Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background information from the MTC Complete Streets Website (<https://mtc.ca.gov/planning/transportation/complete-streets>):

In March 2022, the Metropolitan Transportation Commission adopted a new Complete Streets Policy (MTC Resolution No. 4493). The goal of the policy is to make sure that people who are biking, walking, rolling and taking transit are safely accommodated within the transportation network.

The Complete Streets Policy requires that projects funded with regional funds implement local Complete Streets plans and implement All Ages and Abilities design guidelines on the Active Transportation Network.

When streets are designed for people getting around without a personal vehicle, traffic crashes and fatalities can be reduced, while improving overall public health. Complete Streets are also an effective way to reduce Vehicles Miles Traveled.

MTC provides funding, toolkits, webinars and other resources to help cities create Complete Streets.

Agencies applying for regional transportation funds use the Complete Streets Checklist to make sure that the needs of people who bike and walk are considered at the earliest stages of project development.

The Complete Streets Checklist is included below, and will be submitted via MTC's online form portal to accompany the Active Transportation Plan application:

	Complete Streets Prompt	Additional Prompt Description	Project Response
	Contact Information		
	Contact Name		Dan Cherrier
	Email Address		dcherrier@tam.ca.gov
	Contact Phone Number		415-226-0829
	City/Jurisdiction		Transportation Authority of Marin
	County		Marin
	Is your project seeking regional discretionary funds or an endorsement?		Regional discretionary funding
	Please include the name of the regional discretionary funding program that this project is seeking.		Regional Measure 3 (RM3) Safe Routes to Transit and Bay Trail Program (SR2TBT)
	Project Information		
	Project Name / Title		Canal Neighborhood Bellam Gateway Local Access Improvement Project [Near-term component of the longer-term US 101-I580 Multimodal & Local Access Improvement Project]
	Project Area / Location		San Rafael, California
	Project Area Map	Attach if applicable	See attached map

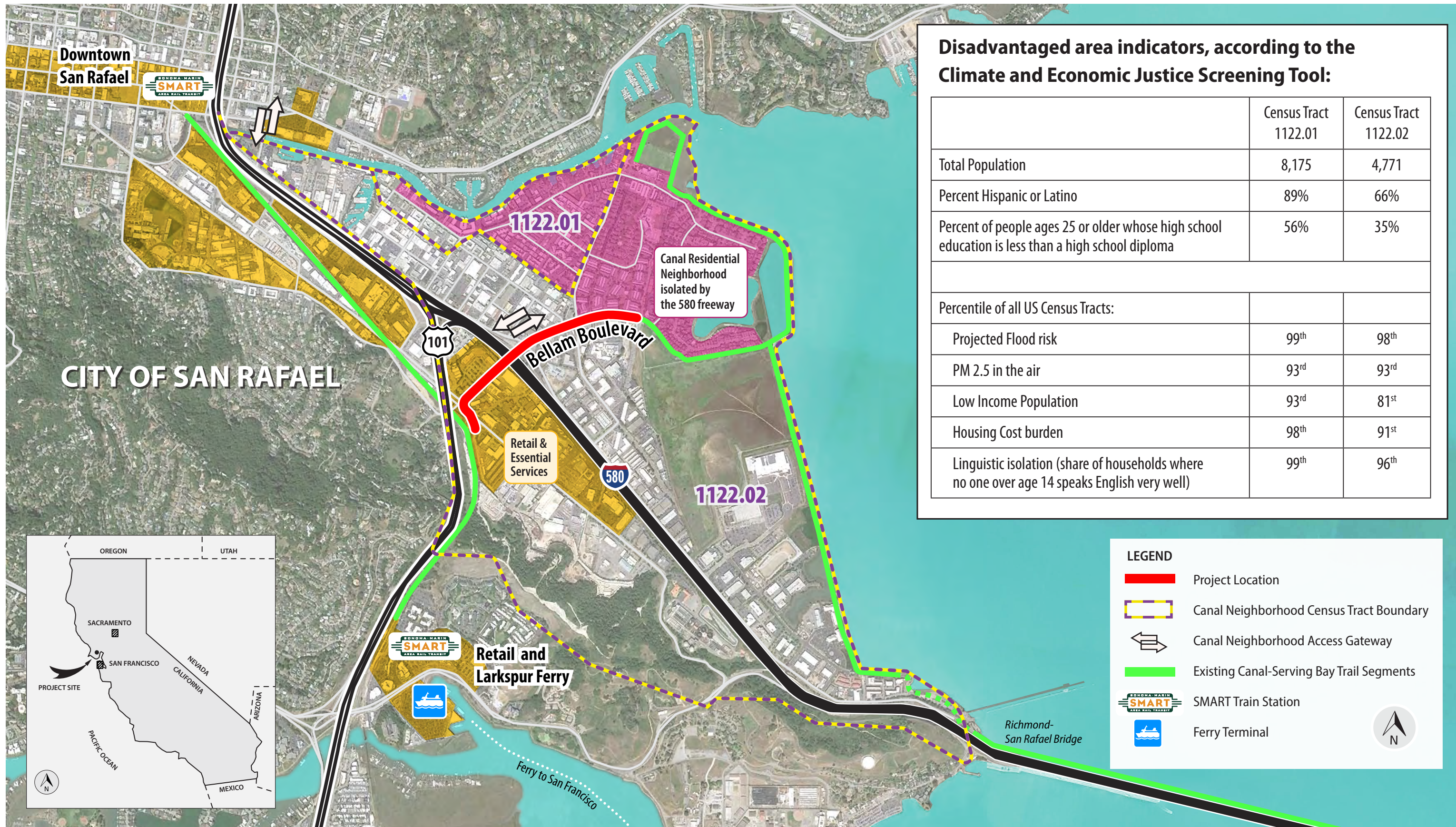
Project Description		<p>The Canal Neighborhood Bellam Gateway Local Access Improvement project would implement a fully separated two-way bikeway along the 2/3-mile stretch of Bellam Boulevard from Playa Del Rey to Andersen Drive, continuing south on Andersen to Jacoby Street, and connecting to the North-South Greenway and beyond to downtown San Rafael or Larkspur. This Project provides a critical low-stress bicycle connection between the historically disadvantaged Canal neighborhood and the rest of the City, which exists on the other side of Interstate 580 through the Bellam Boulevard underpass.</p> <p>The Project is nested as a near-term implementation within the longer-term US 101-I580 Multimodal & Local Access Improvement Project, which proposes to improve traffic flow and reduce back-ups on northbound US 101 and Bellam Boulevard ramps and improve transit connections and connectivity for bicycles and pedestrians. The longer-term project is in its early phases and will result in permanent transit, bicycle and pedestrian improvements on Bellam Boulevard through the I-580 underpass enabled by replacement of the overpass bridge span. However, construction of this longer-term project is anticipated at least 10 years in the future, and Bellam Boulevard's persistence on the City's High Collision Network necessitates near-term action to safeguard the roadway's most vulnerable users.</p> <p>This near-term Project will install permanent facilities along the 30% of the Bellam Boulevard corridor between Kerner Boulevard and Playa Del Rey that is outside the influence area of the longer-term project. Quick-build components will be installed west of Kerner Boulevard, and these will be upgraded to permanent installations as part of the longer-term project. It is also important to note that while a separated two-way bikeway will be installed along most of the Project corridor, the segment of Bellam Boulevard directly underneath I-580 is constrained by structural limitations of the overpass itself and will retain existing conditions in which bicycles and pedestrians share a 10-foot-wide shared path at sidewalk grade until the long-term project replaces the bridge span. Altogether, the result of the near-term project will transform the corridor and provide a separated bikeway connection between the Canal Neighborhood and downtown San Rafael for the very first time.</p> <p>Due to its location on the San Rafael Bay and isolation wrought by the construction of US Highway 101 and Interstate 580, the Canal neighborhood's connection to the outside world is extremely limited to only two highly trafficked arterials. These existing gateways exist primarily for the purpose of facilitating vehicle movement and exhibit extremely poor connectivity and comfort for pedestrians and bicyclists. This is particularly problematic as Canal residents have low rates of vehicle ownership and are largely reliant on walking, bicycling, and public transit. According to the California Healthy Places Index, 28 percent of workers in the Canal neighborhood commute by transit, walking or cycling; this is higher than 94 percent of all other California Census Tracts. Upon completion of this project, Bellam Boulevard will facilitate high-quality multimodal access between the Canal neighborhood and essential services and important destinations, a stark contrast to the adverse active transportation conditions that residents have endured for decades.</p> <p>The entire length of the Project also comprises an existing critical gap in the San Francisco Bay Trail. Though there are currently no existing on-street bicycle facilities along Bellam Boulevard, implementation of this project will complete the Bay Trail from the Richmond-San Rafael Bridge landing into downtown San Rafael with a contiguous, low-stress bikeway.</p>
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	Please choose the project phase(s)	Planning, PE, ENV, ROW, CON, O&M	PE, ENV, ROW, CON
	Project Supporting Material	Upload if applicable	Concept Plans are in development
	Do you think your project qualifies for a Statement of Exception?	Required if the project does not comply with California Complete Street Act of 2008	No
1	Bicycle, Ped, Transit Planning		
	<p>Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include:</p> <ul style="list-style-type: none"> • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan 	<p>Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date. If Project is inconsistent with adopted Plans, please provide explanation.</p>	<p>The Project does implement relevant Plans, and other locally adopted recommendations. The San Rafael Bicycle & Pedestrian Master Plan (2018) identifies Bellam Boulevard as a future Class IV protected bikeway, which ranks as the Canal neighborhood’s highest priority project, and San Rafael’s second highest priority need overall. The document emphasizes that the corridor is part of the Bay Trail alignment, and that the protected bikeway is consistent with the longer-term US 101-I580 Multimodal & Local Access Improvement Project.</p> <p>A 2006 Community Based Transportation Plan (CBTP) was initiated for the Canal neighborhood to identify gaps and barriers to mobility and develop solutions to overcome them. One of the most often requested improvements as part of the Canal CBTP is a safer and more direct pedestrian and bicycle connection between this neighborhood and Downtown through the Bellam Boulevard gateway. This is especially crucial for the Canal community, which is disproportionately reliant on walking, bicycling and public transit.</p> <p>The CBTP was updated in 2022 and, through this process, additional engagement was conducted. As part of the plan’s workshops and community open houses, residents identified a “lack of pedestrian crosswalks and bike path connections to other part of San Rafael and Marin County” as one of the greatest transportation challenges in their community. One of the locations that residents identified as the most difficult to reach by walking, biking or transit was the San Rafael Transit Center, which provides access to destinations further afield. This plan identifies that given the vehicle volumes and speeds at the I-580/Bellam Boulevard interchange, a protected facility would enhance bicyclist and pedestrian comfort and access. The project would complete the connection of the Canal neighborhood Downtown San Rafael and the San Rafael Transit Center via the existing North-South Greenway.</p> <p>The adopted City of San Rafael Resolution No. 14088 in March 2016 approved the City’s Complete Streets Policy. Among other things, the policy states that San Rafael “is committed to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across all streets...through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicycles, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families, emergency vehicles.”</p> <p>The Project is consistent with the City of San Rafael’s Local Road Safety Plan (2024), which identifies Bellam Boulevard as a High Collision Network Segment, and four of the intersections along this corridor are also identified as High Collision Network Intersections. The Plan identifies engineering</p>

			countermeasures that reduce likelihood and severity of collisions between automobiles and vulnerable road users such as improved sidewalks and protected bicycle facilities as a key component to improving safety outcomes.
2	Active Transportation Network		
	Does the project area contain segments of the regional Active Transportation (AT) Network? See AT Network map on the MTC Complete Streets webpage .	If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See <i>All Ages and Abilities and Design Guidelines</i> below.	<p>The project does appear on the regional MTC Active Transportation (AT) Network. The facilities and treatments that have been designed incorporate NACTO ‘All Ages and Abilities’ design principles. Pedestrian facilities are designed according to ADA guidelines so that all users can navigate comfortably with or without mobility aids. The bicycle facilities follow the contextual guidance for selecting bikeways that will accommodate cyclists of all ages and abilities.</p> <p>The Project will provide safe active transportation facilities through a congested and intimidating roadway network and freeway underpass from the Canal neighborhood to the North-South Greenway, a comfortable, low-stress facility that connects north to downtown San Rafael and south to the Larkspur Ferry terminal. The Project would contribute towards a connected, safe, and equitable active transportation network providing access between destinations spanning the county’s diverse socioeconomic communities. Importantly, this project would provide the final piece in bridging a gap between existing active transportation pathways connecting communities in all directions, as well as completing a gap along the Bay Trail alignment.</p> <p>The gap closure will serve thousands of daily users; children traveling to the local middle and elementary school, commuters, people accessing public transit, including the nearby regional transportation hub with bus and rail service, and recreational users.</p>
3	Safety and Comfort		
	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area?	Please summarize the traffic safety conditions and describe Project’s traffic safety measures. The Bay Area Vision Zero System may be a resource.	<p>The 2024 Marin County Local Road Safety Plan (LRSP) was produced by the Transportation Authority of Marin, and adopted by San Rafael City Council on April 2, 2024. This study analyzed crashes that occurred on the City’s roadway network from 2017-2021.</p> <p>In the LRSP, Bellam Boulevard from Andersen Drive to Kerner Boulevard is identified as a High Collision Network Segment. This extent, which includes the I-580 underpass and the most challenging portion for active transportation users, represents approximately 70% of the full project extent. The LRSP also identifies four intersections as a High Collision Network Intersection: Bellam Boulevard & Kerner Boulevard, Bellam Boulevard & Francisco Boulevard East, Bellam Boulevard & Lisbon Street, and Bellam Boulevard & Belvedere Street. Over 10 collisions resulting in injury involving a bicycle or pedestrian occurred between the years 2017-2021 at these intersections combined.</p>
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	Describe how project seeks to provide low-stress transportation facilities or reduce a facility’s LTS.	<p>The intent of the Project is to improve pedestrian and bicyclist conditions through the provision of active transportation facilities in a timeline that results in improvements much more quickly than planned implementation of the longer-term US 101-I580 Multimodal & Local Access Improvement Project.</p> <p>This Project would install a fully protected two-way Class IV cycle track along the length of Bellam Boulevard, except through the I-580 underpass, where the existing 10-foot wide shared sidewalk pathway would accommodate both pedestrians and bicycle users. The Project Class IV two-way cycle</p>

			<p>track would be constructed in order to provide maximum separation between cyclists and moving vehicles. Installations east of Kerner Boulevard are outside the influence area of the longer-term US 101-I580 Multimodal & Local Access Improvement Project and will be constructed of permanent materials, whereas the section west of Kerner Boulevard is within the US 101-I580 Multimodal & Local Access Improvement Project area, and would be constructed of quick-build materials in anticipation of being upgraded as part of the larger project. The two-way cycle track would be constructed in order to provide maximum separation between cyclists and moving vehicles. Pedestrian improvements include sidewalk widening east of Kerner Boulevard, as well as slowed vehicles turning movements into driveways along the roadway, ensuring a lower-stress environment for pedestrians. These installations would incorporate improvements for bicyclist and pedestrian safety along the full stretch of the Bellam Boulevard High Collision Network Segment and each of these High Collision Network Intersections.</p>
4	Transit Coordination		
	A. Are there existing public transit facilities (stop or station) in the project area?	List transit facilities (stop, station, or route) and all affected agencies.	<p>There are existing public transit facilities (stops) in the project area.</p> <p>Marin Transit operates three routes that originate in the Canal neighborhood, including route 23 (Canal – Fairfax Manor), route 35 (Canal – Northgate), and route 36 (Canal – Marin City), each of which travels through the Downtown San Rafael Transit Center before providing access to various destinations in Marin County. These routes also travel along the busy section of Bellam Boulevard between Francisco Boulevard East in one direction and have a stop at either Bellam Boulevard & Francisco Boulevard East or Bellam Boulevard & Lisbon Street, both of which are on the City’s LRSP High Collision Network Intersection list.</p> <p>Golden Transit operates three commuter bus routes that service the Canal neighborhood. Routes 130, 580, and 580X travel along Bellam Boulevard from Andersen Drive to Kerner Boulevard, each including a stop at the Marin Square shopping center located on the west side of the I-580 underpass, and providing service to destinations in San Francisco and Alameda counties. However, Route 130 currently only provides service to the Canal neighborhood on return journeys from San Francisco; passengers departing to San Francisco must first travel to the Downtown San Rafael Transit Center to board the bus.</p> <p>The multitude of transit routes passing through this corridor emphasizes the importance of how the project will increase access to regional destinations by completing the high-quality active transportation network from the Canal neighborhood across the I-580 underpass and to downtown San Rafael.</p>
	B. Have all potentially affected transit agencies had the opportunity to review this project?	Please attach confirmation email from transit operator(s) to email.	Both potential affected transit agencies are being engaged and will be given opportunity to review the project; a Letter of Support for the project is being requested from Marin Transit and Golden Gate Transit.
	C. Is there a MTC Mobility Hub within the project area?	If yes, please describe outreach to mobility providers, and Project’s Hub supportive elements.	The bus stop at Bellam Boulevard and Francisco Boulevard East is identified as a MTC mobility hub (MTC Hub ID 23060). The project will provide Class IV protected cycle track connection to this mobility hub from the Canal neighborhood and Bay Trail network to the east and across the I-580 underpass to the west, serving a last-mile access need in the existing active transportation network. This project will

			immensely increase the ability to access the Mobility Hub and the San Rafael Transit Center in order to travel to destinations throughout Marin County and beyond, particularly for residents from the Canal neighborhood, who are disproportionately reliant on walking, bicycling and public transit.
5	Design		
	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	Please provide Class designation for bikeways. Cite design standards used.	<p>The Project meets project professional design standards and guidelines appropriate for bicycle and/or pedestrian facilities through the use of the following design guidelines:</p> <ul style="list-style-type: none"> • The Caltrans Highway Design Manual • Caltrans DIB (82-06), Pedestrian Accessibility Guidelines for Highway Projects • California Manual on Uniform Traffic Control Design (CA MUTCD) • Public Right-of-Way Accessibility Guidelines (PROWAG) • NACTO Urban Street Design Guide
6	Equity		
	Will Project improve active transportation in an Equity Priority Community?	Please list EPC(s) affected.	<p>The full length of the Project is located within an Equity Priority Community (Census Tract 1122.02). The Canal neighborhood is an area of persistent need, having been identified as an EPC in MTC’s Plan Bay Area 2035, 2040, and 2050 documents, and currently ranking in the highest EPC classification. According to the MTC, 52% of Canal residents are low-income, 29% are of limited English Proficiency, and 81% are people of color.</p> <p>The project bridges an existing gap in the active transportation network between the terminus of the Bay Trail at Bellam Boulevard & Playa Del Rey and the North-South Greenway. Sidewalk improvements and a two-way protected cycletrack will improve access to high-quality transit for Canal residents. This project will greatly improve active transportation along the busiest corridor of the Canal neighborhood and across the gateway of I-580, and to destinations in downtown including the Downtown San Rafael Transit Center.</p> <p>Currently, this stretch of Bellam Boulevard between Andersen and Playa Del Rey is an auto-oriented route that carries high volumes of vehicles traveling at high speeds. As this segment is on the City’s High Collision Network and part of the Bay Trail alignment, its existing condition without any bicycle facilities and principally narrow sidewalks is fully inadequate to accommodate safety of bicyclists and pedestrians along this stretch providing access from the Canal neighborhood to local destinations like schools and shopping and beyond into downtown. This project would result in a transformational All Ages and Abilities bicycle connection between the Canal gateway and destinations in downtown, including the transit center for connection to the wider City and County at large.</p>
7	BPAC Review		
	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	Please provide meeting date(s) and a summary of comments, if any.	<p>A BPAC has not yet reviewed this checklist; it will be on the agenda for the September 11 special meeting of the Transportation Authority of Marin BPAC.</p> <p>Due to the closeness of this BPAC meeting to the MTC RM3 AR2TBT grant submission deadline, TAM will not have official meeting minutes available until after the submission of the application. A copy of the meeting minutes if needed, can be requested of TAM anytime after October 4th, 2024. A copy of the noticed meeting and the materials presented will be attached to the application.</p>



Project Vicinity Map
Canal Neighborhood Bellam Gateway Local Access Improvement Project



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Complete Streets Checklist

Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background information from the MTC Complete Streets Website (<https://mtc.ca.gov/planning/transportation/complete-streets>):

In March 2022, the Metropolitan Transportation Commission adopted a new Complete Streets Policy (MTC Resolution No. 4493). The goal of the policy is to make sure that people who are biking, walking, rolling and taking transit are safely accommodated within the transportation network.

The Complete Streets Policy requires that projects funded with regional funds implement local Complete Streets plans and implement All Ages and Abilities design guidelines on the Active Transportation Network.

When streets are designed for people getting around without a personal vehicle, traffic crashes and fatalities can be reduced, while improving overall public health. Complete Streets are also an effective way to reduce Vehicles Miles Traveled.

MTC provides funding, toolkits, webinars and other resources to help cities create Complete Streets.

Agencies applying for regional transportation funds use the Complete Streets Checklist to make sure that the needs of people who bike and walk are considered at the earliest stages of project development.

The Complete Streets Checklist is included below, and will be submitted via MTC's online form portal to accompany the Active Transportation Plan application:

	Complete Streets Prompt	Additional Prompt Description	Project Response
	Contact Information		
	Contact Name		Joanne Parker, Grants and Legislative Affairs Manager
	Email Address		jparker@sonomamarintrain.org
	Contact Phone Number		707-794-3062
	City/Jurisdiction		Sonoma-Marin Area Rail Transit (District)
	County		Marin
	Is your project seeking regional discretionary funds or an endorsement?		Regional discretionary funding
	Please include the name of the regional discretionary funding program that this project is seeking.		Safe Routes to Transit and Bay Trail RM3
	Project Information		
	Project Name / Title		SMART Pathway/Great Redwood Trail/Bay Trail Gap Closure (Smith Ranch Rd. to Main Gate Rd./ SMART Hamilton Station)
	Project Area / Location		San Rafael/Novato
	Project Area Map	Attach if applicable	Attached

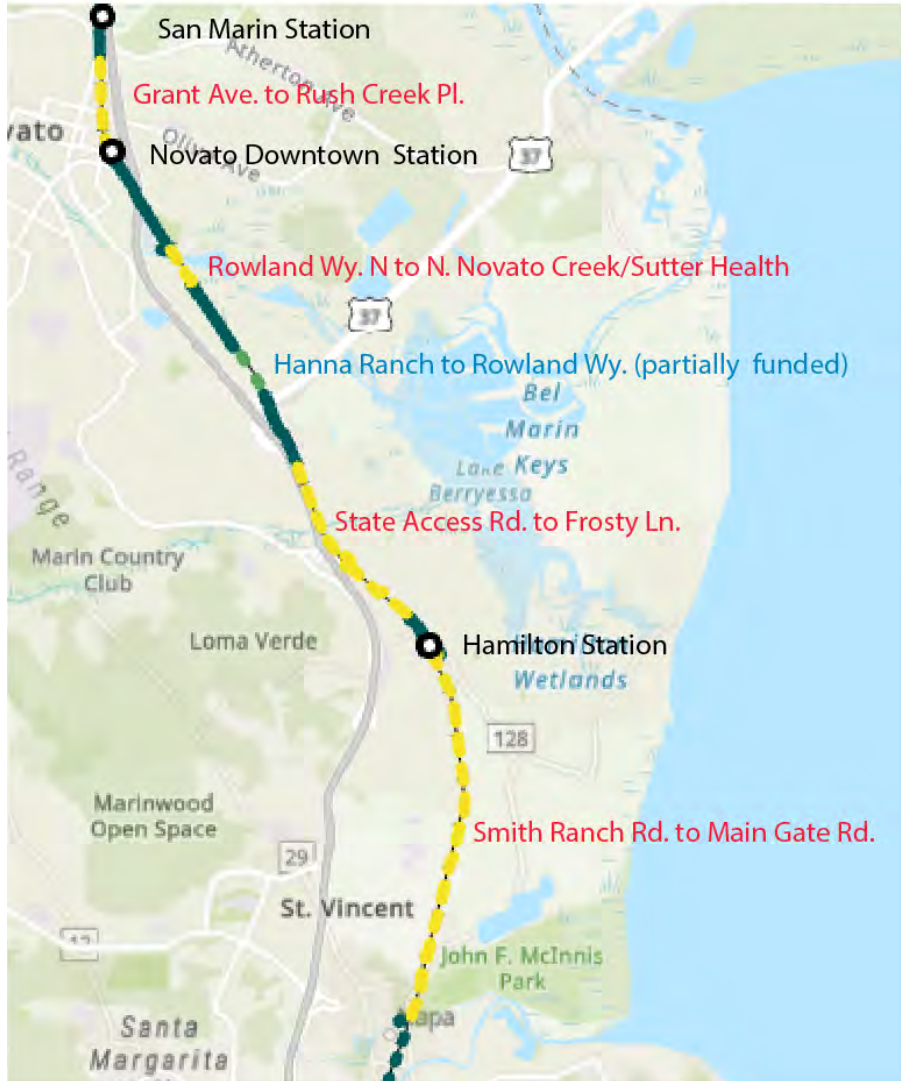
	Project Description		<p>The Project would complete the 2.65-mile gap in the SMART Pathway/Great Redwood Trail between Smith Ranch Road in San Rafael, where Pathway construction is being completed on the McInnis Parkway to Smith Ranch Road segment, and Main Gate Road in Novato, connecting directly to the SMART Rail Hamilton Station. This Pathway is also part of the long planned and promised Bay Trail and is identified in the Bay Trail Gap Closure Implementation Plan as Segment 9015. The Project also solves for a gap in the North South Greenway.</p> <p>Completion of this segment would create a continuous, 7.2-mile Pathway between the Hamilton community in Novato and Downtown San Rafael, connecting many neighborhoods and communities to services, schools and Marin County’s McInnis Regional Park. The safe, non-motorized connection to a regional park facility supports Marin County Regional Park’s Strategic Plan Goal 4.3- Connect Communities with the Land for Recreation and Health: encourage non-motorized transportation to parks.</p> <p>This segment of Pathway will close a gap between pathway segments where no alternative facility currently exists, and thus will create a safe, zero emission and active transportation choice for these communities.</p>
	Please choose the project phase(s)	Planning, PE, ENV, ROW, CON, O&M	Design/Build Construction
	Project Supporting Material	Upload if applicable	Supporting maps attached.
	Do you think your project qualifies for a Statement of Exception?	Required if the project does not comply with California Complete Street Act of 2008	This Project meets the spirit of the California Complete Streets Act of 2008 as it provides multimodal benefits for people walking, biking, and accessing transit. The Project helps solve for the first/last mile connecting to transit, adds new, safe facilities that allow people of all ages and abilities to walk, bike, and reach transit.
1	Bicycle, Ped, Transit Planning		
	<p>Does Project implement relevant Plans, or other locally adopted recommendations?</p> <p>Plan examples include:</p> <ul style="list-style-type: none"> • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan 	Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date. If Project is inconsistent with adopted Plans, please provide explanation.	<p>This supports the implementation of the number of regionally and locally adopted plans as the project is included as a recommendation in the following:</p> <ul style="list-style-type: none"> • City of Novato Bicycle and Pedestrian Plan 1 (novato.org) • Bay Trail Gap Closure Implementation Plan Bay Trail Gap Closure Implementation Plan (ca.gov) • North South Greenway and Cross Marin Bikeway Report https://www.tam.ca.gov/wp-content/uploads/2023/07/NSGW-and-CMB-Corridors-Status-Report-Final-June-2023-lowres.pdf • Marin County Unincorporated Area Bicycle and Pedestrian Master Plan https://walkbikemarin.org/documents/BMP/2018%20Plan/BPMP_Adopted022718r.pdf • Marin County Regional Parks Strategic Plan https://www.parks.marincounty.org/-/media/files/sites/marin-county-parks/projects-and-plans/guiding-documents/guidingdocuments_strategicplan2008.pdf?la=en
2	Active Transportation Network		

	Does the project area contain segments of the regional Active Transportation (AT) Network? See AT Network map on the MTC Complete Streets webpage .	If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See <i>All Ages and Abilities and Design Guidelines</i> below.	This Project fully falls within MTC’s Regional Active Transportation Network (see the attached map), and the separated and protected bike path component is in alignment with NACTO’s guidance for designing for all ages and abilities.
3	Safety and Comfort		
	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area?	Please summarize the traffic safety conditions and describe Project’s traffic safety measures. The Bay Area Vision Zero System may be a resource.	According to MTC’s Bay Area Vision Zero System (BayViz) database, the Project is not directly addressing a facility within the High Injury Network (HIN). However, according to the last 5 years of SWITRS data for Marin County, pedestrians and bicyclists account for over 25% of all fatal and serious injury crash victims. Given that MTC Vital Signs data indicated that as of 2021 3% of Marin County residents commute by walking and biking, the share of crash victims on these modes in the county suggest that bicyclist and pedestrians are particularly vulnerable and disproportionately impacted by crashes in the area.
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	Describe how project seeks to provide low-stress transportation facilities or reduce a facility’s LTS.	The Pathway provides a low-stress transportation facility for people biking and walking. It does so by locating a dedicated walking, biking, and rolling path away from the existing vehicle travel lanes.
4	Transit Coordination		
	A. Are there existing public transit facilities (stop or station) in the project area?	List transit facilities (stop, station, or route) and all affected agencies.	Yes. The Project directly connects to SMART’s Hamilton station and provides walking and biking access to the station for the communities to the south of the station location.
	B. Have all potentially affected transit agencies had the opportunity to review this project?	Please attach confirmation email from transit operator(s) to email.	The Project, built off the public right of way along SMART’s rail line, will not impact other transit stops or stations with its construction.
	C. Is there a MTC Mobility Hub within the project area?	If yes, please describe outreach to mobility providers, and Project’s Hub supportive elements.	This Project ties into MTC’s Mobility Hub, Hub ID 26365, located at SMART’s Hamilton Station. SMART is the mobility provider at this hub and the Project lead for this SMART Pathway, and as such the project is designed to support the hub’s mobility through improved multimodal access. See map attached.
5	Design		
	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	Please provide Class designation for bikeways. Cite design standards used.	The Project meets the Class I, one-way bike path design standards as outlined in the Department of Transportation’s (Caltrans’) Highway Design Manual Chapter 1000.
6	Equity		
	Will Project improve active transportation in an Equity Priority Community?	Please list EPC(s) affected.	The project is not immediately within a designated Equity Priority Community (EPC). The project does close a network gap in the SMART Pathway facility that connects multiple communities along and adjacent to the corridor including the EPC census tracts #108200 and #112202 in Marin County.

			<p>Furthermore, the project is a first/last mile connection to the rail which also directly serves many communities and EPC census tracts additional to those listed in Marin that include tracts #151305, #151308, #151402, #153102, #152000, #153104, #151900, #153001, #152802, #152903 in Sonoma County. Given that this Project provides additional first/last mile connectivity for rail passengers and closes the gap in a bicycle and pedestrian corridor connecting across communities, it is anticipated that passengers and path users from EPC communities will benefit from these improvements. The project supports greater safe, non-motorized access to Marin County Regional Parks, a goal defined in Marin County Parks' Strategic Plan.</p>
7	BPAC Review		
	<p>Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?</p>	<p>Please provide meeting date(s) and a summary of comments, if any.</p>	<p>This checklist is to be reviewed by TAM's BPAC on September 11, 2024.</p>

MAP

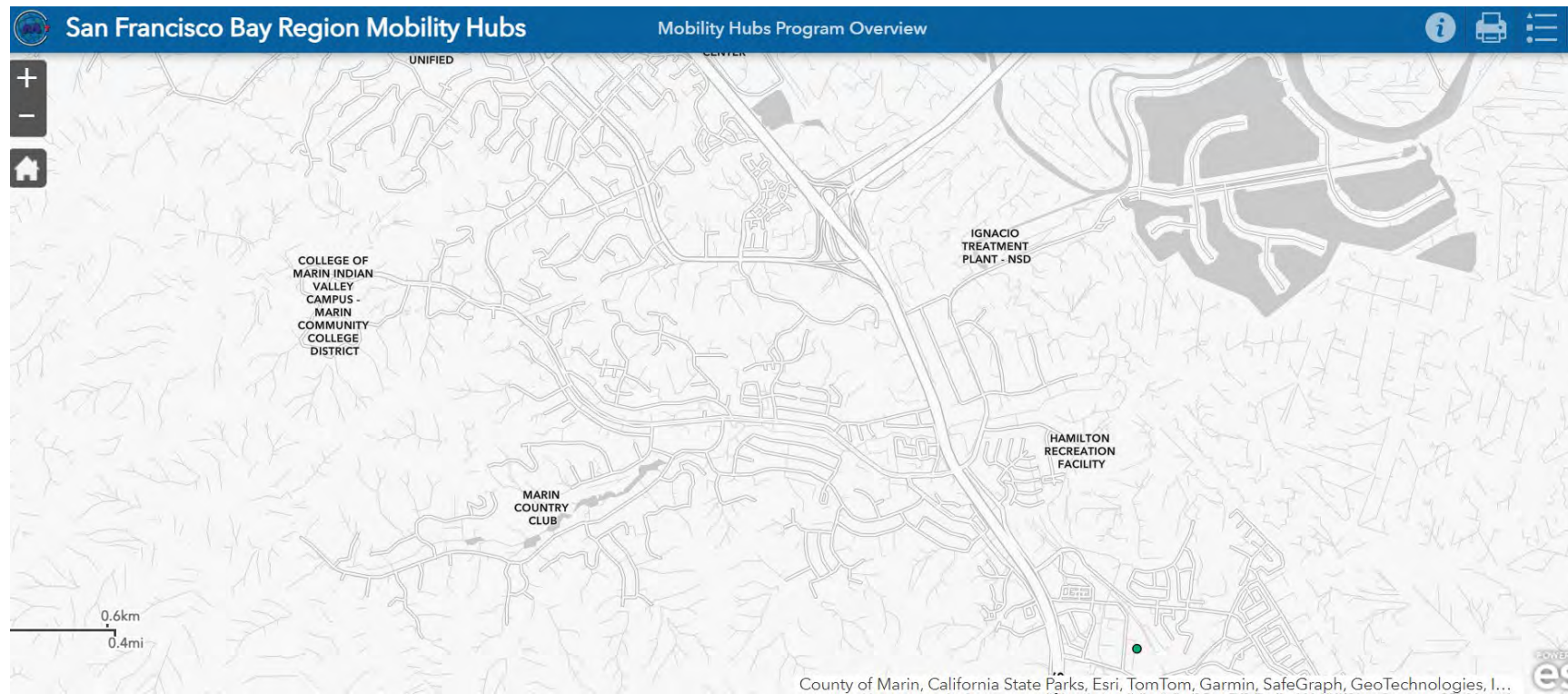
SMART Pathway/Great Redwood Trail Planned and Environmentally Cleared Segments in Marin



LEGEND

- | ○ SMART Station | PATHWAY SEGMENT STATUS | |
|-----------------|------------------------|--------------------|
| | █ Complete | █ Grant-Funded |
| | █ Construction | █ Proposed Project |
| | █ Planned | |

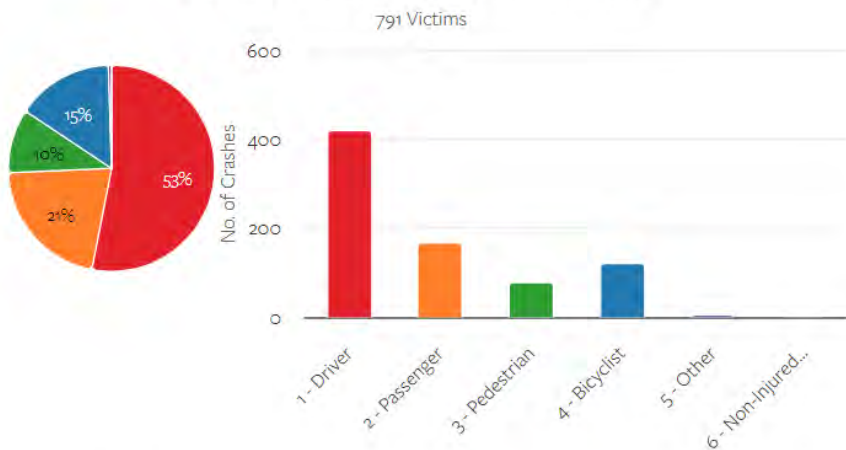
Mobility Hub at SMART Hamilton Station



Marin County SWITRS Data Crash Victims

By Victim Role

Number of Victims by Victim Role



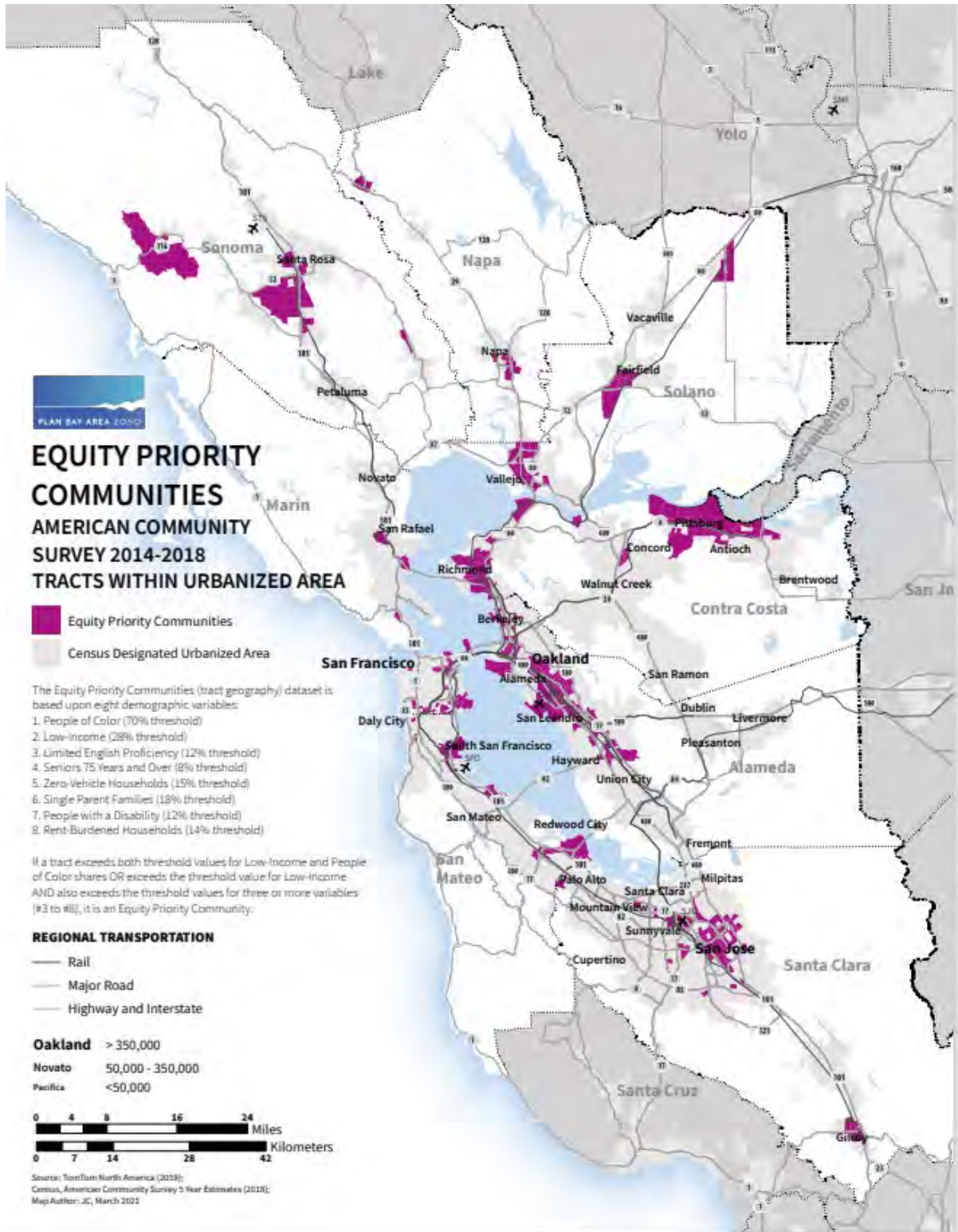
Victim Role

- 1 - Driver
- 2 - Passenger
- 3 - Pedestrian
- 4 - Bicyclist
- 5 - Other
- 6 - Non-Injured Party

Hide Zero

Victim Role	Count	%
1 - Driver	420	53.10%
2 - Passenger	168	21.24%
3 - Pedestrian	79	9.99%
4 - Bicyclist	120	15.17%
5 - Other	4	0.51%
6 - Non-Injured Party	0	0.00%

Equity Priority Communities Map



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Complete Streets Checklist

Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background information from the MTC Complete Streets Website (<https://mtc.ca.gov/planning/transportation/complete-streets>):

In March 2022, the Metropolitan Transportation Commission adopted a new Complete Streets Policy (MTC Resolution No. 4493). The goal of the policy is to make sure that people who are biking, walking, rolling and taking transit are safely accommodated within the transportation network.

The Complete Streets Policy requires that projects funded with regional funds implement local Complete Streets plans and implement All Ages and Abilities design guidelines on the Active Transportation Network.

When streets are designed for people getting around without a personal vehicle, traffic crashes and fatalities can be reduced, while improving overall public health. Complete Streets are also an effective way to reduce Vehicles Miles Traveled.

MTC provides funding, toolkits, webinars and other resources to help cities create Complete Streets.

Agencies applying for regional transportation funds use the Complete Streets Checklist to make sure that the needs of people who bike and walk are considered at the earliest stages of project development.

The Complete Streets Checklist is included below, and will be submitted via MTC's online form portal to accompany the Active Transportation Plan application:

	Complete Streets Prompt	Additional Prompt Description	Project Response
	Contact Information		
	Contact Name		Joanne Parker, Grants and Legislative Affairs Manager
	Email Address		jparker@sonomamarintrain.org
	Contact Phone Number		707-794-3062
	City/Jurisdiction		Sonoma-Marin Area Rail Transit (District)
	County		Marin
	Is your project seeking regional discretionary funds or an endorsement?		Endorsement
	Please include the name of the regional discretionary funding program that this project is seeking.		Not Applicable
	Project Information		
	Project Name / Title		SMART Pathway/Great Redwood Trail/Bay Trail Gap Closure (Grant Ave. to Rush Creek Pl.)
	Project Area / Location		Novato
	Project Area Map	Attach if applicable	Attached
	Project Description		The Project would complete the 0.6-mile gap in the SMART Pathway/Great Redwood Trail between two existing segments of pathway, one that terminates at the Novato Downtown SMART station and the

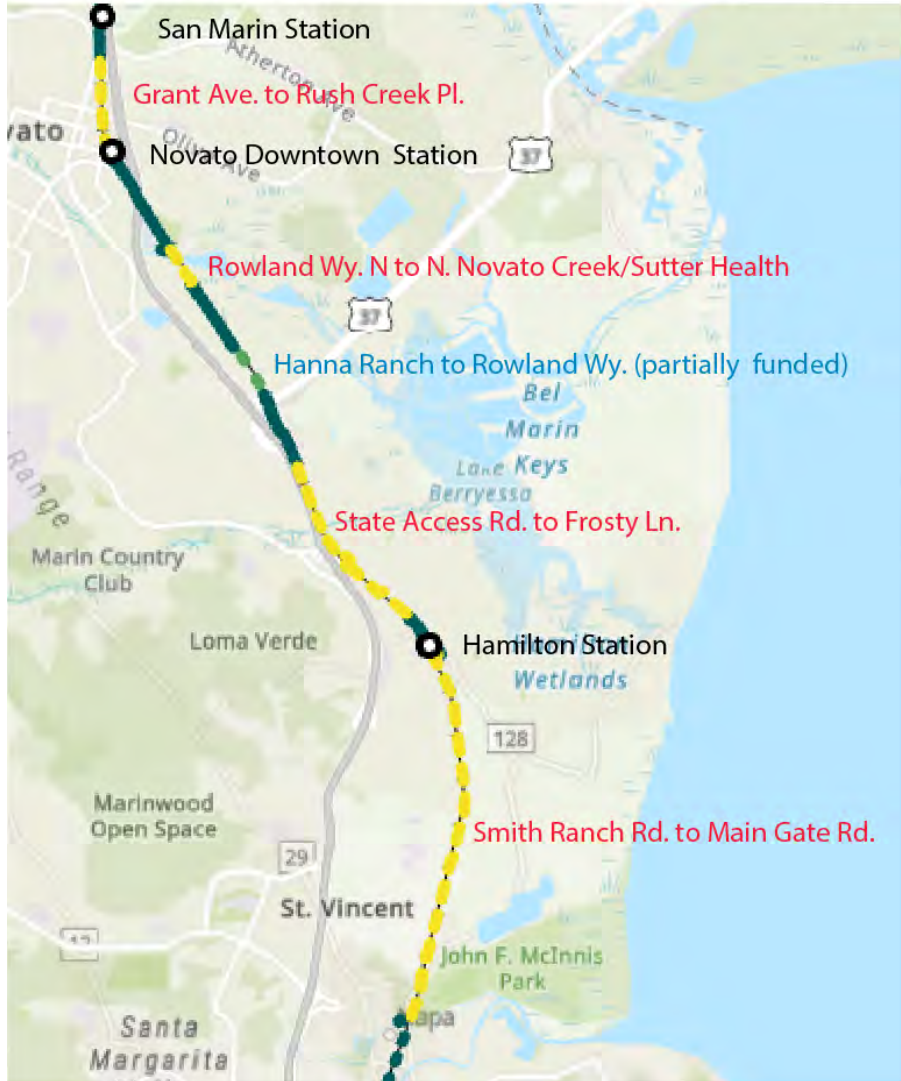
			<p>segment that terminates at Rush Creek Place connecting to the SMART Novato San Marin Station. This Pathway is also designated as a “Connector Trail” to the long planned and promised Bay Trail and is identified in the Bay Trail Gap Closure Implementation Plan as Connector Trail Segments 25 and 32. The Project also solves for a gap in the North South Greenway.</p> <p>Completion of this segment would create a continuous, 14-mile bicycle facility between Vintage Oaks in Novato and Petaluma. Providing connections in this area is imperative as geographic and infrastructure barriers including the freeway and heavily trafficked roadways limit safe and convenient biking and walking connections. The project also provides safe, non-motorized connection to state and regional park facilities and open space and thus supports Marin County Regional Park’s Strategic Plan Goal 4.3- Connect Communities with the Land for Recreation and Health: encourage non-motorized transportation to parks.</p> <p>This segment of Pathway will close a gap between pathway segments where no alternative facility currently exists, and thus will create a safe, zero emission and active transportation choice for these communities.</p>
	Please choose the project phase(s)	Planning, PE, ENV, ROW, CON, O&M	Design/Build Construction
	Project Supporting Material	Upload if applicable	Supporting maps attached.
	Do you think your project qualifies for a Statement of Exception?	Required if the project does not comply with California Complete Street Act of 2008	This Project meets the spirit of the California Complete Streets Act of 2008 as it provides multimodal benefits for people walking, biking, and accessing transit. The Project helps solve for the first/last mile connecting to transit, adds new, safe facilities that allow people of all ages and abilities to walk, bike, and reach transit.
1	Bicycle, Ped, Transit Planning		
	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include: • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan	Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date. If Project is inconsistent with adopted Plans, please provide explanation.	<p>This supports the implementation of the number of regionally and locally adopted plans as the project is included as a recommendation in the following:</p> <ul style="list-style-type: none"> • City of Novato Bicycle and Pedestrian Plan 1 (novato.org) • Bay Trail Gap Closure Implementation Plan Bay Trail Gap Closure Implementation Plan (ca.gov) • North South Greenway and Cross Marin Bikeway Report https://www.tam.ca.gov/wp-content/uploads/2023/07/NSGW-and-CMB-Corridors-Status-Report-Final-June-2023-lowres.pdf • Marin County Unincorporated Area Bicycle and Pedestrian Master Plan https://walkbikemarin.org/documents/BMP/2018%20Plan/BPMP_Adopted022718r.pdf • Marin County Regional Parks Strategic Plan https://www.parks.marincounty.org/-/media/files/sites/marin-county-parks/projects-and-plans/guiding-documents/guidingdocuments_strategicplan2008.pdf?la=en
2	Active Transportation Network		

	Does the project area contain segments of the regional Active Transportation (AT) Network? See AT Network map on the MTC Complete Streets webpage .	If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See <i>All Ages and Abilities and Design Guidelines</i> below.	This Project fully falls within MTC’s Regional Active Transportation Network (see the attached map), and the separated and protected bike path component is in alignment with NACTO’s guidance for designing for all ages and abilities.
3	Safety and Comfort		
	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area?	Please summarize the traffic safety conditions and describe Project’s traffic safety measures. The Bay Area Vision Zero System may be a resource.	According to MTC’s Bay Area Vision Zero System (BayViz) database, the Project is not directly addressing a facility within the High Injury Network (HIN). However, according to the last 5 years of SWITRS data for Marin County, pedestrians and bicyclists account for over 25% of all fatal and serious injury crash victims. Given that MTC Vital Signs data indicated that as of 2021 3% of Marin County residents commute by walking and biking, the share of crash victims on these modes in the county suggest that bicyclist and pedestrians are particularly vulnerable and disproportionately impacted by crashes in the area.
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	Describe how project seeks to provide low-stress transportation facilities or reduce a facility’s LTS.	The Pathway provides a low-stress transportation facility for people biking and walking. It does so by locating a dedicated walking, biking, and rolling path away from the existing vehicle travel lanes.
4	Transit Coordination		
	A. Are there existing public transit facilities (stop or station) in the project area?	List transit facilities (stop, station, or route) and all affected agencies.	Yes. The Project provides a connection to SMART’s Downtown Novato station and San Marin Station by connecting to existing pathway and provides walking and biking access to the station for the communities to the south of the station location.
	B. Have all potentially affected transit agencies had the opportunity to review this project?	Please attach confirmation email from transit operator(s) to email.	The Project, built off the public right of way along SMART’s rail line, will not impact other transit stops or stations with its construction.
	C. Is there a MTC Mobility Hub within the project area?	If yes, please describe outreach to mobility providers, and Project’s Hub supportive elements.	This Project is adjacent to MTC’s Mobility Hub, Hub ID 27594 located at SMART’s Novato San Marin Station. SMART is the mobility provider at this hub and the Project lead for this SMART Pathway, and as such the project is designed to support the hub’s mobility through improved multimodal access. See map attached.
5	Design		
	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	Please provide Class designation for bikeways. Cite design standards used.	The Project meets the Class I, one-way bike path design standards as outlined in the Department of Transportation’s (Caltrans’) Highway Design Manual Chapter 1000.
6	Equity		
	Will Project improve active transportation in an Equity Priority Community?	Please list EPC(s) affected.	The project is not immediately within a designated Equity Priority Community (EPC). The project does close a network gap in the SMART Pathway facility that connects multiple communities along and adjacent to the corridor including the EPC census tracts #108200 and #112202 in Marin County.

			<p>Furthermore, the project is a first/last mile connection to the rail which also directly serves many communities and EPC census tracts additional to those listed in Marin that include tracts #151305, #151308, #151402, #153102, #152000, #153104, #151900, #153001, #152802, #152903 in Sonoma County. Given that this Project provides additional first/last mile connectivity for rail passengers and closes the gap in a bicycle and pedestrian corridor connecting across communities, it is anticipated that passengers and path users from EPC communities will benefit from these improvements. The project supports greater safe, non-motorized access to Marin County Regional Parks, a goal defined in Marin County Parks' Strategic Plan.</p>
7	BPAC Review		
	<p>Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?</p>	<p>Please provide meeting date(s) and a summary of comments, if any.</p>	<p>This checklist is to be reviewed by TAM's BPAC on September 11, 2024.</p>

MAP

SMART Pathway/Great Redwood Trail Planned and Environmentally Cleared Segments in Marin



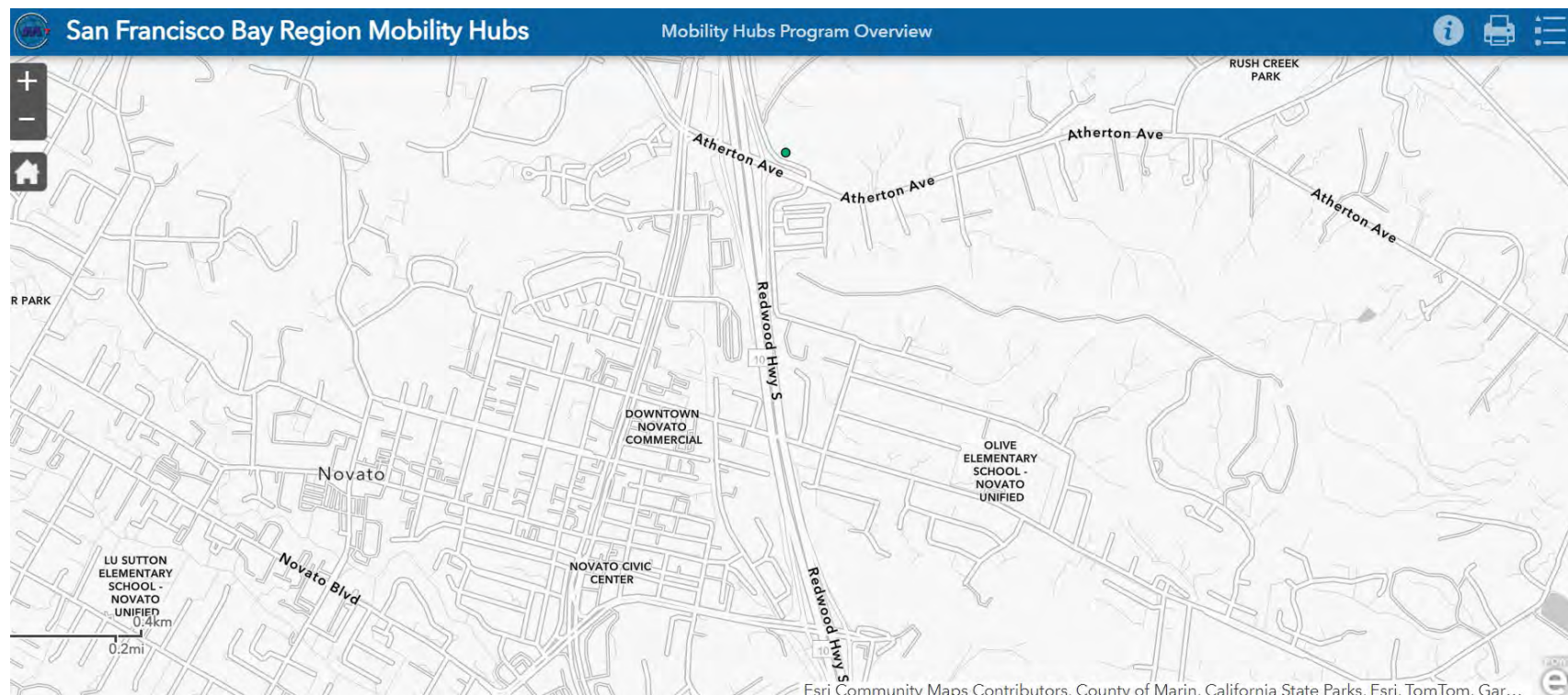
LEGEND

○ SMART Station

PATHWAY SEGMENT STATUS

- Complete
- Construction
- Planned
- Grant-Funded
- Proposed Project

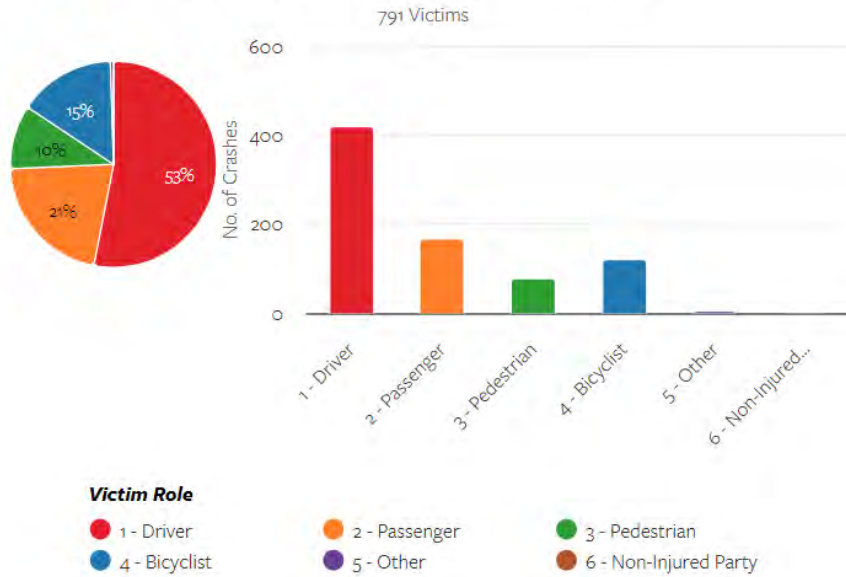
Mobility Hub at SMART San Marin



Marin County SWITRS Data Crash Victims

By Victim Role

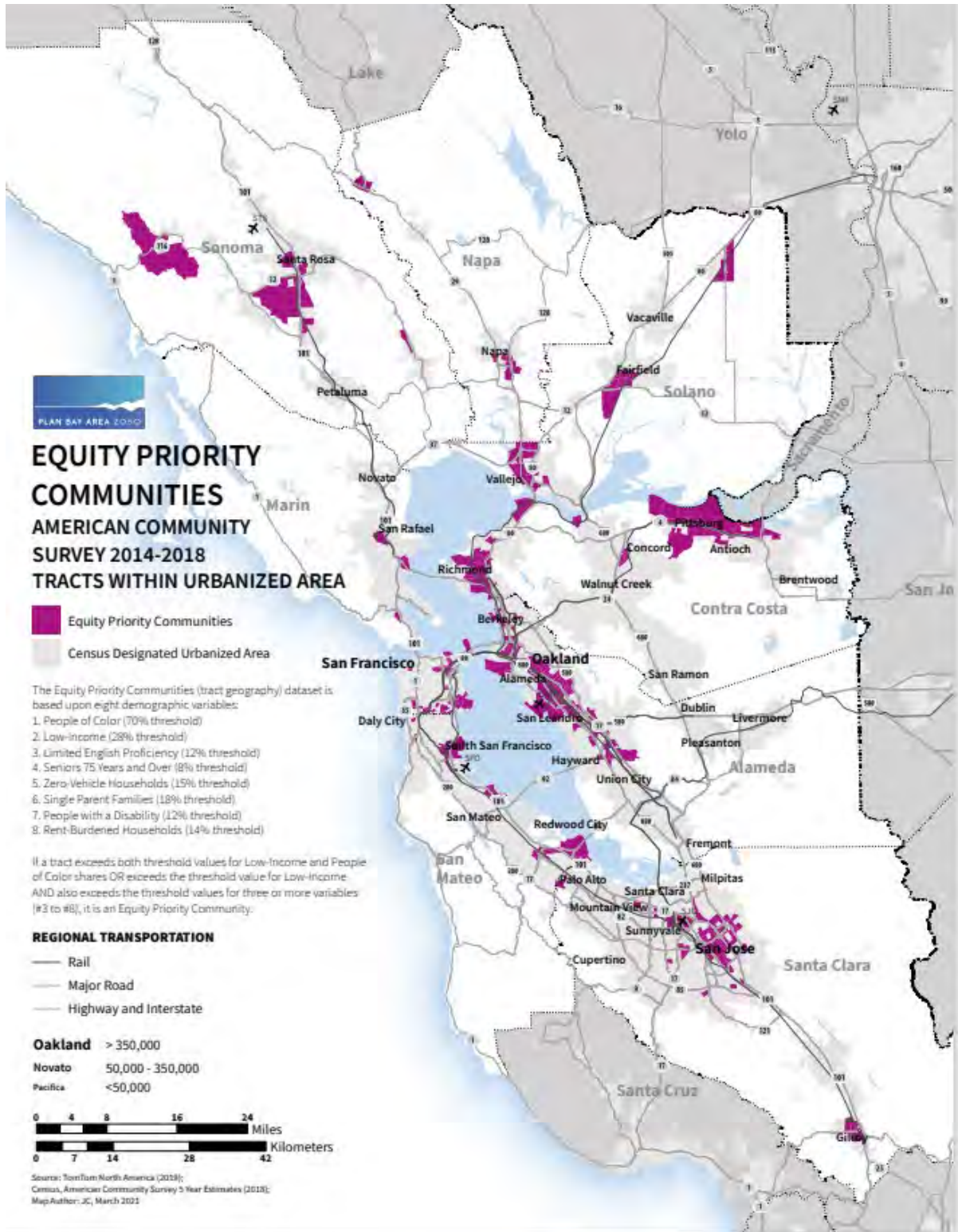
Number of Victims by Victim Role



Hide Zero

Victim Role	Count	%
1 - Driver	420	53.10%
2 - Passenger	168	21.24%
3 - Pedestrian	79	9.99%
4 - Bicyclist	120	15.17%
5 - Other	4	0.51%
6 - Non-Injured Party	0	0.00%

Equity Priority Communities Map



Complete Streets Checklist

Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background information from the MTC Complete Streets Website (<https://mtc.ca.gov/planning/transportation/complete-streets>):

In March 2022, the Metropolitan Transportation Commission adopted a new Complete Streets Policy (MTC Resolution No. 4493). The goal of the policy is to make sure that people who are biking, walking, rolling and taking transit are safely accommodated within the transportation network.

The Complete Streets Policy requires that projects funded with regional funds implement local Complete Streets plans and implement All Ages and Abilities design guidelines on the Active Transportation Network.

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Agencies applying for regional transportation funds use the Complete Streets Checklist to make sure that the needs of people who bike and walk are considered at the earliest stages of project development.

The Complete Streets Checklist is included below, and will be submitted via MTC's online form portal to accompany the Active Transportation Plan application:

	Complete Streets Prompt	Additional Prompt Description	Project Response
	Contact Information		
	Contact Name		Joanne Parker, Grants and Legislative Affairs Manager
	Email Address		jparker@sonomamarintrain.org
	Contact Phone Number		707-794-3062
	City/Jurisdiction		Sonoma-Marin Area Rail Transit (District)
	County		Marin
	Is your project seeking regional discretionary funds or an endorsement?		Endorsement
	Please include the name of the regional discretionary funding program that this project is seeking.		Not Applicable
	Project Information		
	Project Name / Title		SMART Pathway/Great Redwood Trail/Bay Trail Gap Closure (Rowland Wy./Vintage Wy. N. to Novato Creek/Sutter Health)
	Project Area / Location		Novato
	Project Area Map	Attach if applicable	Attached

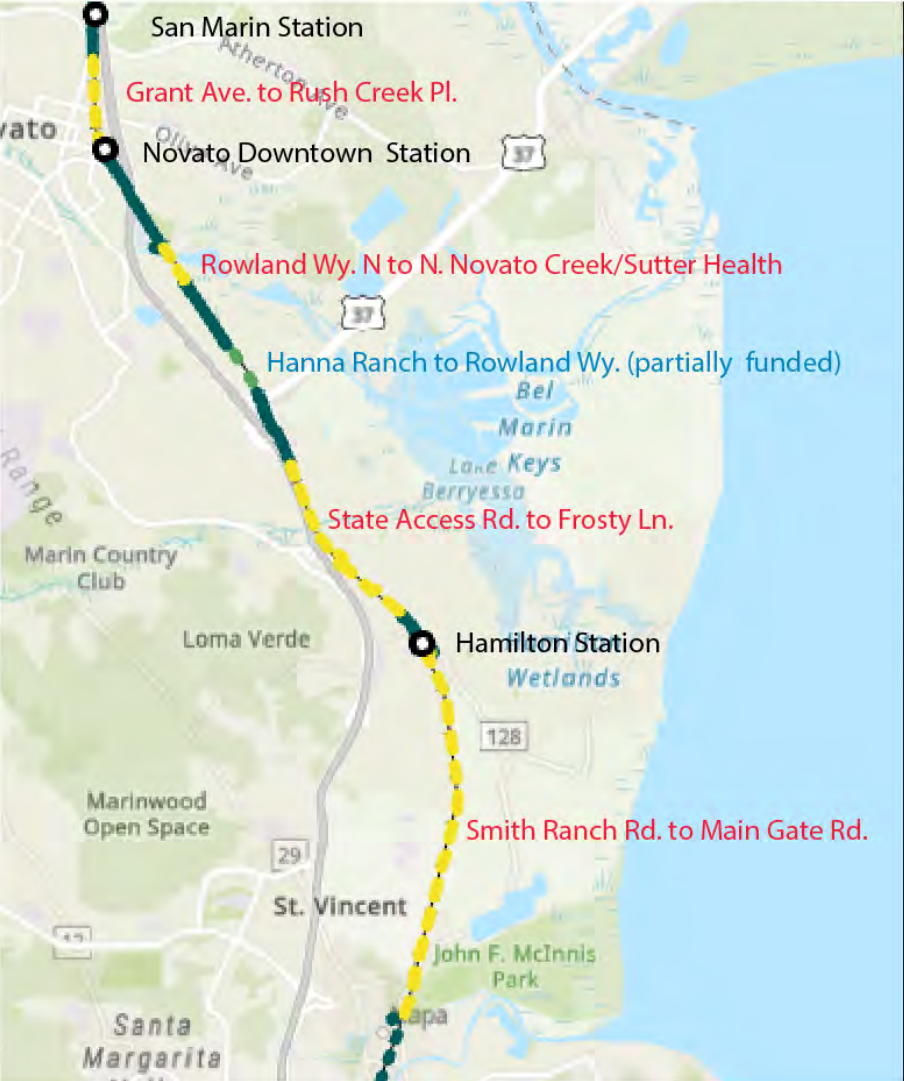
	Project Description		<p>The Project would complete the 0.3-mile gap in the SMART Pathway/Great Redwood Trail between City of Novato’s Vintage Oaks Pathway and the existing Pathway that runs alongside Sutter Health. This Pathway is also designated as a “Connector Trail” to the long planned and promised Bay Trail and is identified in the Bay Trail Gap Closure Implementation Plan as Connector Trail Segment 179. The Project also solves for a gap in the North South Greenway.</p> <p>Completion of this segment would create a continuous, 2.6-mile Pathway between the Downtown Novato and the Bel Marin Keys neighborhood, where currently geographic and infrastructure barriers including the freeway and heavily trafficked roadways limit safe and convenient biking and walking connections. The project also provides safe, non-motorized connection to regional park facilities and open space and thus supports Marin County Regional Park’s Strategic Plan Goal 4.3- Connect Communities with the Land for Recreation and Health: encourage non-motorized transportation to parks.</p> <p>This segment of Pathway will close a gap between pathway segments where no alternative facility currently exists, and thus will create a safe, zero emission and active transportation choice for these communities.</p>
	Please choose the project phase(s)	Planning, PE, ENV, ROW, CON, O&M	Design/Build Construction
	Project Supporting Material	Upload if applicable	Supporting maps attached.
	Do you think your project qualifies for a Statement of Exception?	Required if the project does not comply with California Complete Street Act of 2008	This Project meets the spirit of the California Complete Streets Act of 2008 as it provides multimodal benefits for people walking, biking, and accessing transit. The Project helps solve for the first/last mile connecting to transit, adds new, safe facilities that allow people of all ages and abilities to walk, bike, and reach transit.
1	Bicycle, Ped, Transit Planning		
	<p>Does Project implement relevant Plans, or other locally adopted recommendations?</p> <p>Plan examples include:</p> <ul style="list-style-type: none"> • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan 	<p>Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date. If Project is inconsistent with adopted Plans, please provide explanation.</p>	<p>This supports the implementation of the number of regionally and locally adopted plans as the project is included as a recommendation in the following:</p> <ul style="list-style-type: none"> • City of Novato Bicycle and Pedestrian Plan 1 (novato.org) • Bay Trail Gap Closure Implementation Plan Bay Trail Gap Closure Implementation Plan (ca.gov) • North South Greenway and Cross Marin Bikeway Report https://www.tam.ca.gov/wp-content/uploads/2023/07/NSGW-and-CMB-Corridors-Status-Report-Final-June-2023-lowres.pdf • Marin County Unincorporated Area Bicycle and Pedestrian Master Plan https://walkbikemarin.org/documents/BMP/2018%20Plan/BPMP_Adopted022718r.pdf • Marin County Regional Parks Strategic Plan https://www.parks.marincounty.org/-/media/files/sites/marin-county-parks/projects-and-plans/guiding-documents/guidingdocuments_strategicplan2008.pdf?la=en
2	Active Transportation Network		

	Does the project area contain segments of the regional Active Transportation (AT) Network? See AT Network map on the MTC Complete Streets webpage .	If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See <i>All Ages and Abilities and Design Guidelines</i> below.	This Project fully falls within MTC’s Regional Active Transportation Network (see the attached map), and the separated and protected bike path component is in alignment with NACTO’s guidance for designing for all ages and abilities.
3	Safety and Comfort		
	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area?	Please summarize the traffic safety conditions and describe Project’s traffic safety measures. The Bay Area Vision Zero System may be a resource.	According to MTC’s Bay Area Vision Zero System (BayViz) database, the Project is not directly addressing a facility within the High Injury Network (HIN). However, according to the last 5 years of SWITRS data for Marin County, pedestrians and bicyclists account for over 25% of all fatal and serious injury crash victims. Given that MTC Vital Signs data indicated that as of 2021 3% of Marin County residents commute by walking and biking, the share of crash victims on these modes in the county suggest that bicyclist and pedestrians are particularly vulnerable and disproportionately impacted by crashes in the area.
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	Describe how project seeks to provide low-stress transportation facilities or reduce a facility’s LTS.	The Pathway provides a low-stress transportation facility for people biking and walking. It does so by locating a dedicated walking, biking, and rolling path away from the existing vehicle travel lanes.
4	Transit Coordination		
	A. Are there existing public transit facilities (stop or station) in the project area?	List transit facilities (stop, station, or route) and all affected agencies.	Yes. The Project provides a connection to SMART’s Downtown Novato station by connecting to existing pathway and provides walking and biking access to the station for the communities to the south of the station location.
	B. Have all potentially affected transit agencies had the opportunity to review this project?	Please attach confirmation email from transit operator(s) to email.	The Project, built off the public right of way along SMART’s rail line, will not impact other transit stops or stations with its construction.
	C. Is there a MTC Mobility Hub within the project area?	If yes, please describe outreach to mobility providers, and Project’s Hub supportive elements.	This Project is adjacent to MTC’s Mobility Hub, Hub ID 27055, located on Rowland Wy. which is serviced by Marin Transit and Golden Gate. The Project is also a 1 st /last mile connection to SMART Rail Stations, which are MTC-designated mobility hubs along the 101 corridor. See map attached.
5	Design		
	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	Please provide Class designation for bikeways. Cite design standards used.	The Project meets the Class I, one-way bike path design standards as outlined in the Department of Transportation’s (Caltrans’) Highway Design Manual Chapter 1000.
6	Equity		
	Will Project improve active transportation in an Equity Priority Community?	Please list EPC(s) affected.	The project is not immediately within a designated Equity Priority Community (EPC). The project does close a network gap in the SMART Pathway facility that connects multiple communities along and adjacent to the corridor including the EPC census tracts #108200 and #112202 in Marin County.

			Furthermore, the project is a first/last mile connection to the rail which also directly serves many communities and EPC census tracts additional to those listed in Marin that include tracts #151305, #151308, #151402, #153102, #152000, #153104, #151900, #153001, #152802, #152903 in Sonoma County. Given that this Project provides additional first/last mile connectivity for rail passengers and closes the gap in a bicycle and pedestrian corridor connecting across communities, it is anticipated that passengers and path users from EPC communities will benefit from these improvements. The project supports greater safe, non-motorized access to Marin County Regional Parks, a goal defined in Marin County Parks' Strategic Plan.
7	BPAC Review		
	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	Please provide meeting date(s) and a summary of comments, if any.	This checklist is to be reviewed by TAM's BPAC on September 11, 2024.

MAP

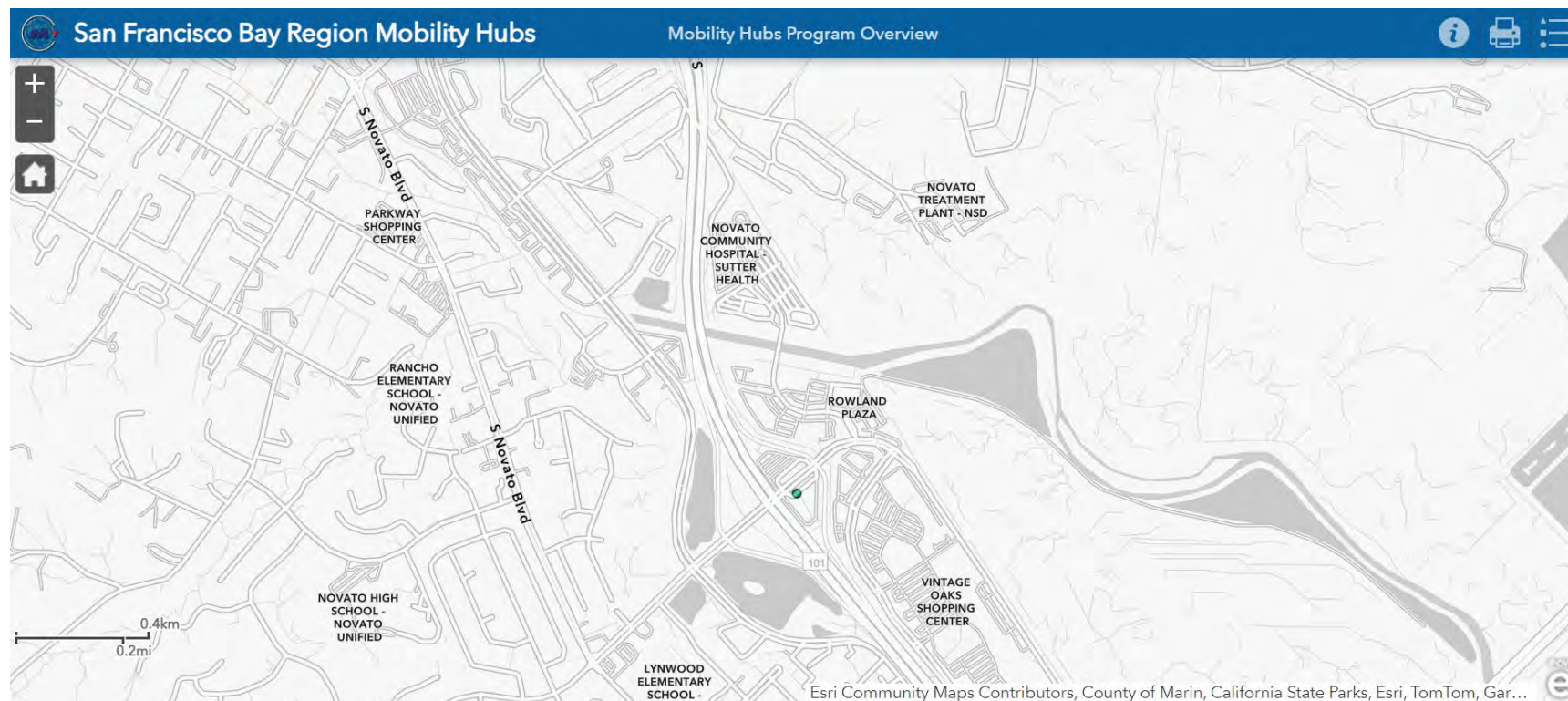
SMART Pathway/Great Redwood Trail Planned and Environmentally Cleared Segments in Marin



LEGEND

- SMART Station
- PATHWAY SEGMENT STATUS**
 - █ Complete
 - █ Construction
 - █ Planned
 - █ Grant-Funded
 - █ Proposed Project

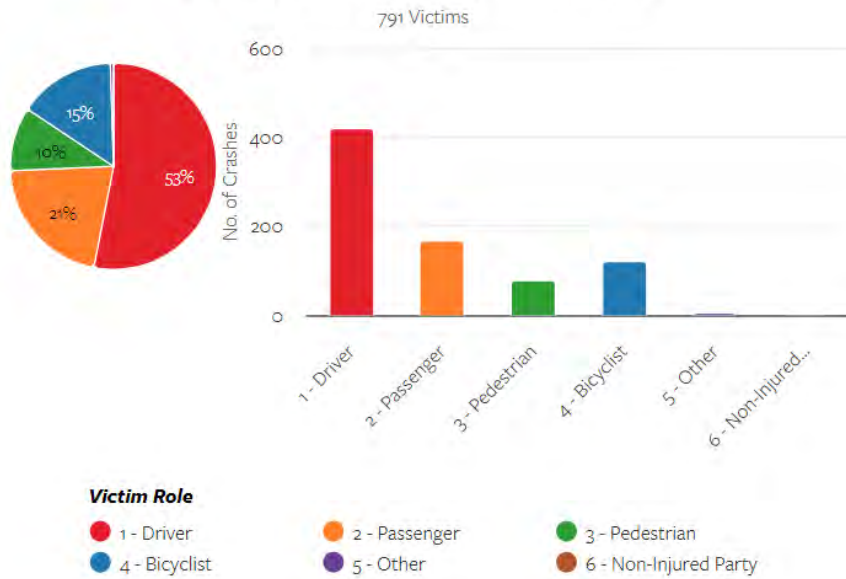
Mobility Hub at Rowland Wy.



Marin County SWITRS Data Crash Victims

By Victim Role

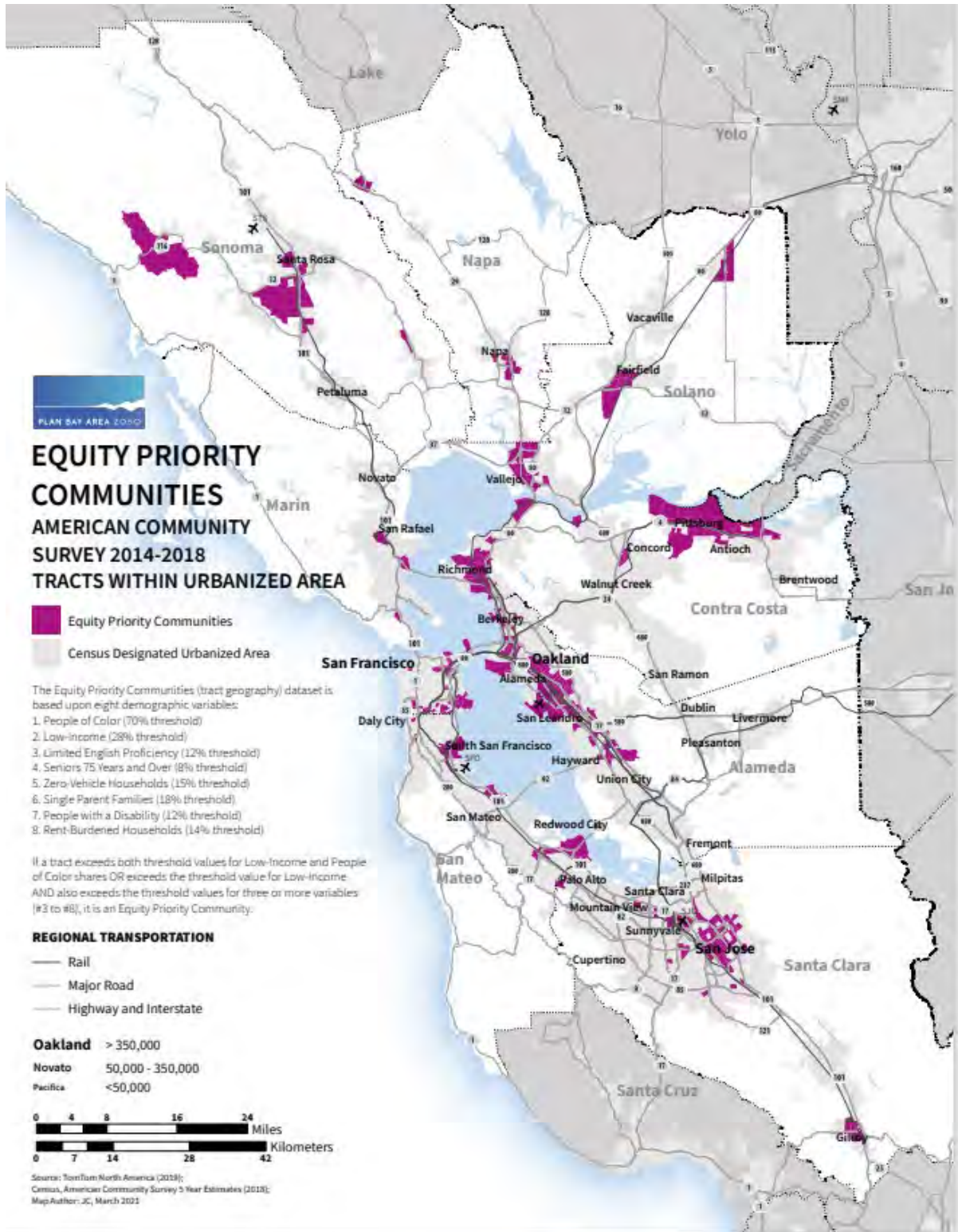
Number of Victims by Victim Role



Hide Zero

Victim Role	Count	%
1 - Driver	420	53.10%
2 - Passenger	168	21.24%
3 - Pedestrian	79	9.99%
4 - Bicyclist	120	15.17%
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Equity Priority Communities Map



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	Complete Streets Prompt	Additional Prompt Description	Project Response
	Contact Information		
	Contact Name		Joanne Parker, Grants and Legislative Affairs Manager
	Email Address		jparker@sonomamarintrain.org
	Contact Phone Number		707-794-3062
	City/Jurisdiction		Sonoma-Marin Area Rail Transit (District)
	County		Marin
	Is your project seeking regional discretionary funds or an endorsement?		Endorsement
	Please include the name of the regional discretionary funding program that this project is seeking.		Not Applicable
	Project Information		
	Project Name / Title		SMART Pathway/Great Redwood Trail/Bay Trail Gap Closure (State Access Rd. to Frosty Ln./Bay Trail)
	Project Area / Location		Novato
	Project Area Map	Attach if applicable	Attached
	Project Description		The Project would complete the 1.4-mile gap in the SMART Pathway/Great Redwood Trail between State Access Rd. and Frosty Ln. where a completed segment of Bay Trail exists between Frosty Ln. and

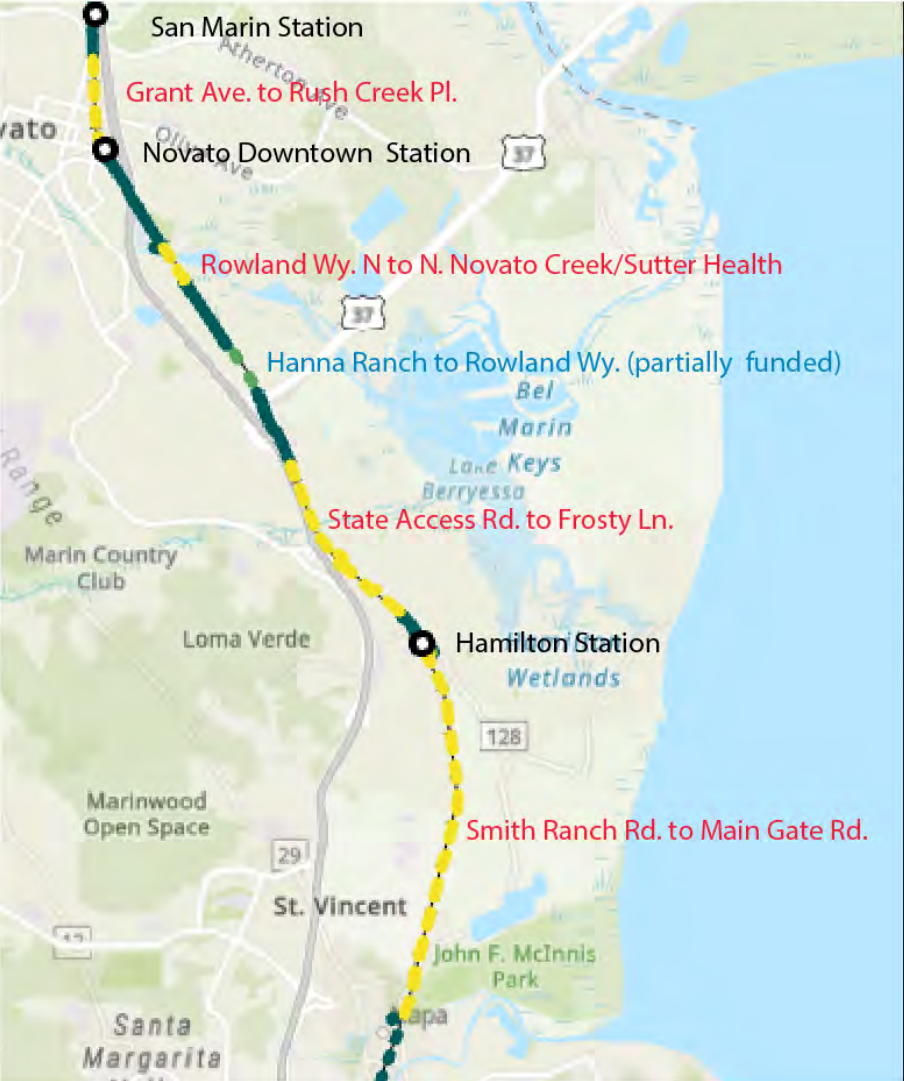
			<p>Hanna Ranch Rd., which also serves as part of the SMART Pathway alignment. The proposed project provides bicycle and pedestrian connectivity to SMART’s Hamilton Station for the communities north of the station location, including the Bel Marin Keys community.</p> <p>SMART has made progress securing funding for the segment between Hanna Ranch Rd. and Rowland Wy./Vintage Wy. South which ties into the City of Novato’s recently completed Vintage Oaks Pathway. Therefore, with the expected near-term delivery of the Hanna Ranch Rd. and Rowland Wy./Vintage Wy. South segment, this Project could help close the gap to the south of the existing Bay Trail segment and vastly improve connectivity.</p> <p>Completion of this segment would create a continuous, 3.3-mile Pathway between the Hamilton community and Vintage Oaks in Novato, connecting many neighborhoods and communities in between. This Pathway is also part of the long planned and promised Bay Trail and is identified in the Bay Trail Gap Closure Implementation Plan as Segment 9009.1. The Project also solves for a gap in the North South Greenway.</p> <p>The Project also provides safe, non-motorized connection to regional park facilities and open space and thus supports Marin County Regional Park’s Strategic Plan Goal 4.3- Connect Communities with the Land for Recreation and Health: encourage non-motorized transportation to parks.</p> <p>This segment of Pathway will close a gap between existing pathway segments where no alternative facility currently exists, and thus will create a safe, zero emission and active transportation choice for these communities.</p>
	Please choose the project phase(s)	Planning, PE, ENV, ROW, CON, O&M	Construction
	Project Supporting Material	Upload if applicable	Supporting maps attached.
	Do you think your project qualifies for a Statement of Exception?	Required if the project does not comply with California Complete Street Act of 2008	This Project meets the spirit of the California Complete Streets Act of 2008 as it provides multimodal benefits for people walking, biking, and accessing transit. The Project helps solve for the first/last mile connecting to transit, adds new, safe facilities that allow people of all ages and abilities to walk, bike, and reach transit.
1	Bicycle, Ped, Transit Planning		
	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include: • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan	Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date. If Project is inconsistent with adopted Plans, please provide explanation.	<p>This supports the implementation of the number of regionally and locally adopted plans as the project is included as a recommendation in the following:</p> <ul style="list-style-type: none"> • City of Novato Bicycle and Pedestrian Plan 1 (novato.org) • Bay Trail Gap Closure Implementation Plan Bay Trail Gap Closure Implementation Plan (ca.gov) • North South Greenway and Cross Marin Bikeway Report https://www.tam.ca.gov/wp-content/uploads/2023/07/NSGW-and-CMB-Corridors-Status-Report-Final-June-2023-lowres.pdf • Marin County Unincorporated Area Bicycle and Pedestrian Master Plan https://walkbikemarin.org/documents/BMP/2018%20Plan/BPMP_Adopted022718r.pdf • Marin County Regional Parks Strategic Plan

	<ul style="list-style-type: none"> • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan 		<ul style="list-style-type: none"> • https://www.parks.marincounty.org/-/media/files/sites/marin-county-parks/projects-and-plans/guiding-documents/guidingdocuments_strategicplan2008.pdf?la=en
2	Active Transportation Network		
	Does the project area contain segments of the regional Active Transportation (AT) Network? See AT Network map on the MTC Complete Streets webpage .	If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See <i>All Ages and Abilities and Design Guidelines</i> below.	This Project fully falls within MTC’s Regional Active Transportation Network (see the attached map), and the separated and protected bike path component is in alignment with NACTO’s guidance for designing for all ages and abilities.
3	Safety and Comfort		
	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area?	Please summarize the traffic safety conditions and describe Project’s traffic safety measures. The Bay Area Vision Zero System may be a resource.	According to MTC’s Bay Area Vision Zero System (BayViz) database, the Project is not directly addressing a facility within the High Injury Network (HIN). However, according to the last 5 years of SWITRS data for Marin County, pedestrians and bicyclists account for over 25% of all fatal and serious injury crash victims. Given that MTC Vital Signs data indicated that as of 2021 3% of Marin County residents commute by walking and biking, the share of crash victims on these modes in the county suggest that bicyclist and pedestrians are particularly vulnerable and disproportionately impacted by crashes in the area.
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	Describe how project seeks to provide low-stress transportation facilities or reduce a facility’s LTS .	The Pathway provides a low-stress transportation facility for people biking and walking. It does so by locating a dedicated walking, biking, and rolling path away from the existing vehicle travel lanes.
4	Transit Coordination		
	A. Are there existing public transit facilities (stop or station) in the project area?	List transit facilities (stop, station, or route) and all affected agencies.	Yes. The Project directly connects to SMART’s Hamilton station and provides walking and biking access to the station for the communities to the north of the station location.
	B. Have all potentially affected transit agencies had the opportunity to review this project?	Please attach confirmation email from transit operator(s) to email.	The Project, built off the public right of way along SMART’s rail line, will not impact other transit stops or stations with its construction.
	C. Is there a MTC Mobility Hub within the project area?	If yes, please describe outreach to mobility providers, and Project’s Hub supportive elements.	This Project ties into MTC’s Mobility Hub, Hub ID 26365, located at SMART’s Hamilton Station. SMART is the mobility provider at this hub and the Project lead for this SMART Pathway, and as such the project is designed to support the hub’s mobility through improved multimodal access. See map attached.
5	Design		
	Does the project meet professional design standards or guidelines appropriate for	Please provide Class designation for bikeways. Cite design standards	The Project meets the Class I, one-way bike path design standards as outlined in the Department of Transportation’s (Caltrans’) Highway Design Manual Chapter 1000.

	bicycle and/or pedestrian facilities?	used.	
6	Equity		
	Will Project improve active transportation in an Equity Priority Community?	Please list EPC(s) affected.	The project is not immediately within a designated Equity Priority Community (EPC). The project does close a network gap in the SMART Pathway facility that connects multiple communities along and adjacent to the corridor including the EPC census tracts #108200 and #112202 in Marin County. Furthermore, the project is a first/last mile connection to the rail which also directly serves many communities and EPC census tracts additional to those listed in Marin that include tracts #151305, #151308, #151402, #153102, #152000, #153104, #151900, #153001, #152802, #152903 in Sonoma County. Given that this Project provides additional first/last mile connectivity for rail passengers and closes the gap in a bicycle and pedestrian corridor connecting across communities, it is anticipated that passengers and path users from EPC communities will benefit from these improvements.
7	BPAC Review		
	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	Please provide meeting date(s) and a summary of comments, if any.	This checklist is to be reviewed by TAM's BPAC on September 11, 2024.

MAP

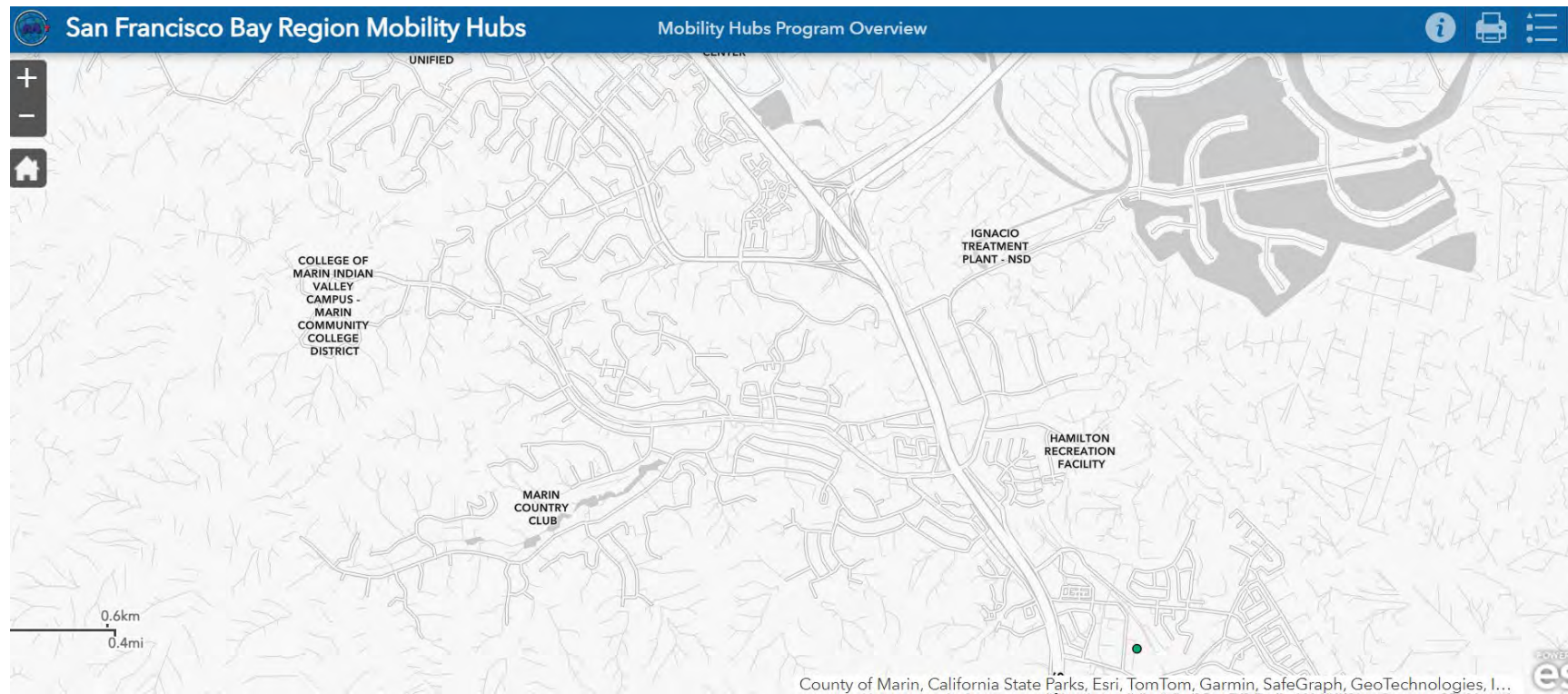
SMART Pathway/Great Redwood Trail Planned and Environmentally Cleared Segments in Marin



LEGEND

- SMART Station
- Complete
- Construction
- Planned
- Grant-Funded
- Proposed Project

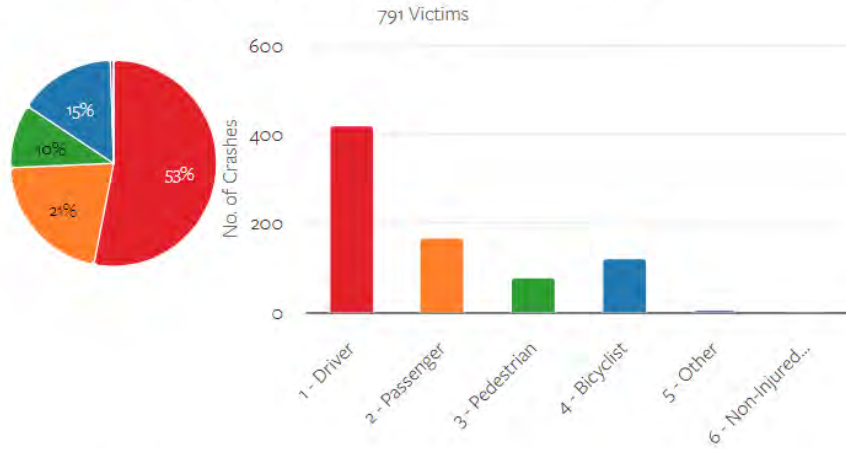
Mobility Hub at SMART Hamilton Station



Marin County SWITRS Data Crash Victims

By Victim Role

Number of Victims by Victim Role



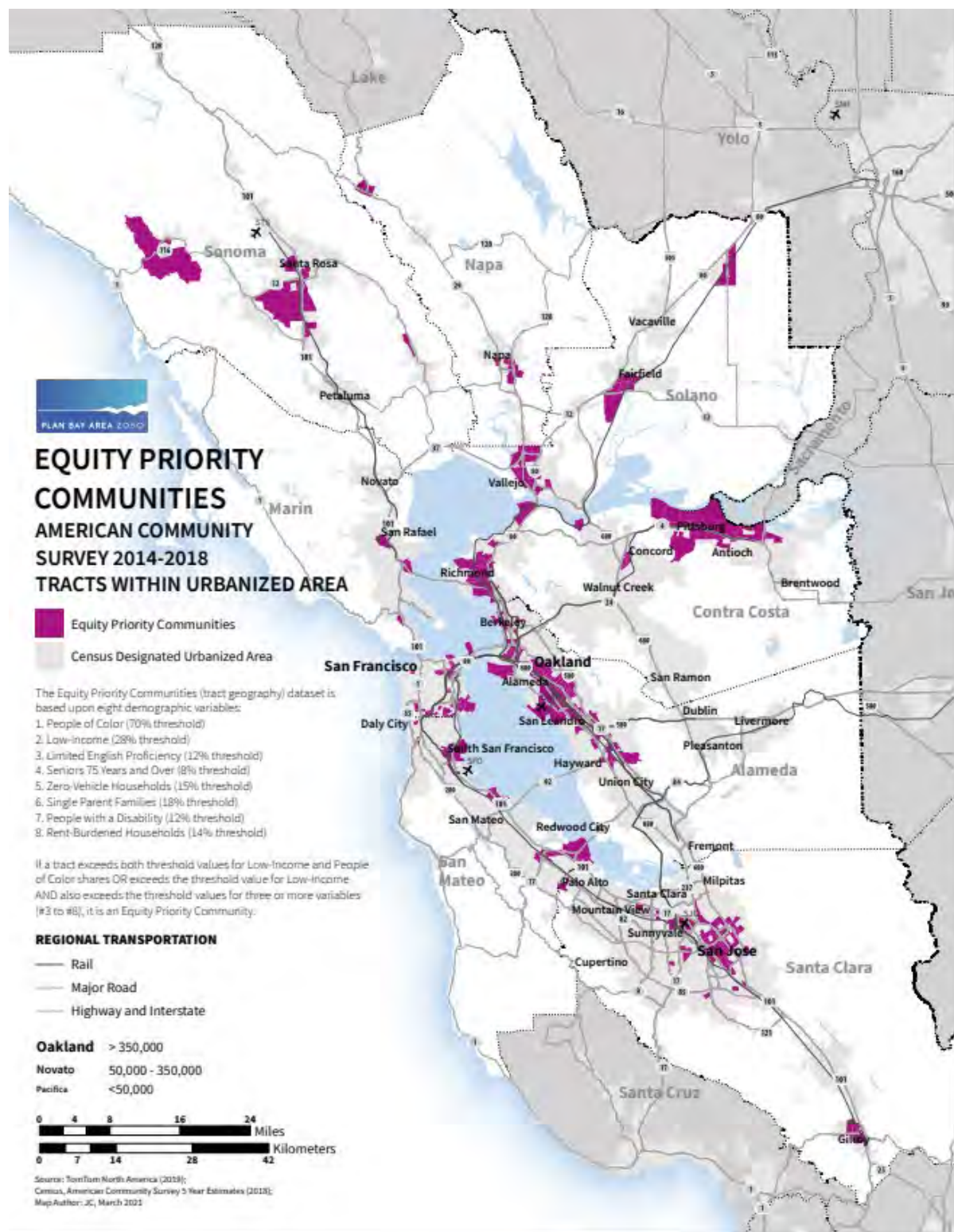
Victim Role

- 1 - Driver
- 2 - Passenger
- 3 - Pedestrian
- 4 - Bicyclist
- 5 - Other
- 6 - Non-Injured Party

Hide Zero

Victim Role	Count	%
1 - Driver	420	53.10%
2 - Passenger	168	21.24%
3 - Pedestrian	79	9.99%
4 - Bicyclist	120	15.17%
5 - Other	4	0.51%
6 - Non-Injured Party	0	0.00%

Equity Priority Communities Map



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DATE: September 11, 2024

TO: Transportation Authority of Marin Bicycle/Pedestrian Advisory Committee

FROM: Anne Richman, Executive Director
Derek McGill, Director of Planning

SUBJECT: Update on Mobility Hubs Planning Grant (Discussion), Agenda Item No. 8

RECOMMENDATION

Discussion item only.

BACKGROUND

In February 2023, MTC released a notice of funding opportunity for planning and capital improvements for mobility hubs, or places around high quality transit services that bring together public transit, bike share, car share and other ways for people to get where they want to go without a private vehicle. Mobility hubs integrate public and private mobility services to enhance first and last mile connections, increase transit access and connectivity, and provide viable travel options to reduce greenhouse gas emissions by reducing vehicle miles traveled.

In March 2023, TAM applied for a planning grant to develop a coordinated countywide approach to advance mobility hubs at rail and ferry stations in Marin County. TAM staff proposed this approach in coordination with staff from local jurisdictions and transit operators to streamline countywide staff time and support compliance with station access requirements of MTC's Transit Oriented Communities Policy.

In June 2024, MTC awarded \$400,000 to TAM to conduct the Countywide Mobility Hubs Plan. Since the award, MTC has completed the federal aid process with Caltrans for all awarded planning grants and issued task orders on their Mobility Hub bench contracts to support the work. TAM staff developed the scope of work, cost estimates and schedule, and Kimley-Horn will serve as the project management consultant to develop the study.

DISCUSSION/ANALYSIS

With nine rail and ferry stations in Marin County, increasing access to regional transit services can support regional transit recovery and reduce greenhouse gas emissions. The Countywide Mobility Hubs Plan will advance two major efforts: a station access analysis to identify and prioritize current gaps in multimodal access to regional transit locations, and mobility hub plans including the suite of amenities and mobility services to support multimodal transportation in the county.

While mobility hubs are a newer topic in planning, recent regional planning efforts have advanced mobility hubs in Marin County, including efforts by Caltrans in developing a Mobility Hub Concept at the Heatherton park and ride lots in downtown San Rafael, and by the Bay Area Air Quality Management District (BAAQMD) in prioritizing Mobility Hubs through the region's first Climate Action Plan Initiative to attract US EPA funding, including communities in Marin County.

During the presentation, staff will provide an overview of the Countywide Mobility Hubs Plan that is expected to be completed in Summer 2025, and a discussion on the expected public and stakeholder engagement. Work will proceed with development of committees for technical advisory, then the assessment of existing conditions and station access, along with an initial round of outreach to users of the transit facilities and local business groups to determine mobility needs in the area. From there, the work will pivot to an additional round of public outreach to develop the conceptual design and location of mobility hubs before concluding with final report development.

FISCAL CONSIDERATION

There is currently no fiscal consideration associated with the development of the plan, outside of staff time being used to manage the effort. TAM was awarded a \$400,000 planning grant to conduct the Plan.

NEXT STEPS

Staff will begin development of the Countywide Mobility Hubs Plan and continue to monitor the implementation of MTC's Transit Oriented Communities Policy.

ATTACHMENTS

Attachment A – Staff Presentation



Mobility Hubs Planning Grant

Transportation Authority of Marin

Bicycle/Pedestrian Advisory Committee

September 11, 2024

Background



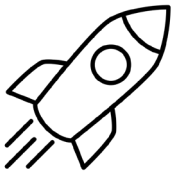
Created by Minnie Pigeon
from Noun Project

- 2023 – TAM successfully secured \$1M for two planning grants
 - Caltrans Planning Grant for Vehicle Miles Traveled Toolkit - \$600k
 - MTC Mobility Hubs Grant - \$400k



Created by Muhammad Arslan
from Noun Project

- 2024 – MTC authorized use of On-Call Bench Contractors
 - TAM developed scope, cost estimate and schedule
 - MTC led procurement and invoicing/progress reports



Created by Ti H
from Noun Project

- June 2024 – Marin County Mobility Hubs Plan launch!

Mobility Hub Overview

Mobility Hubs are places that bring together public transit, bike share, car share and other ways for people to get where they want to go without a private vehicle.

Related Planning:

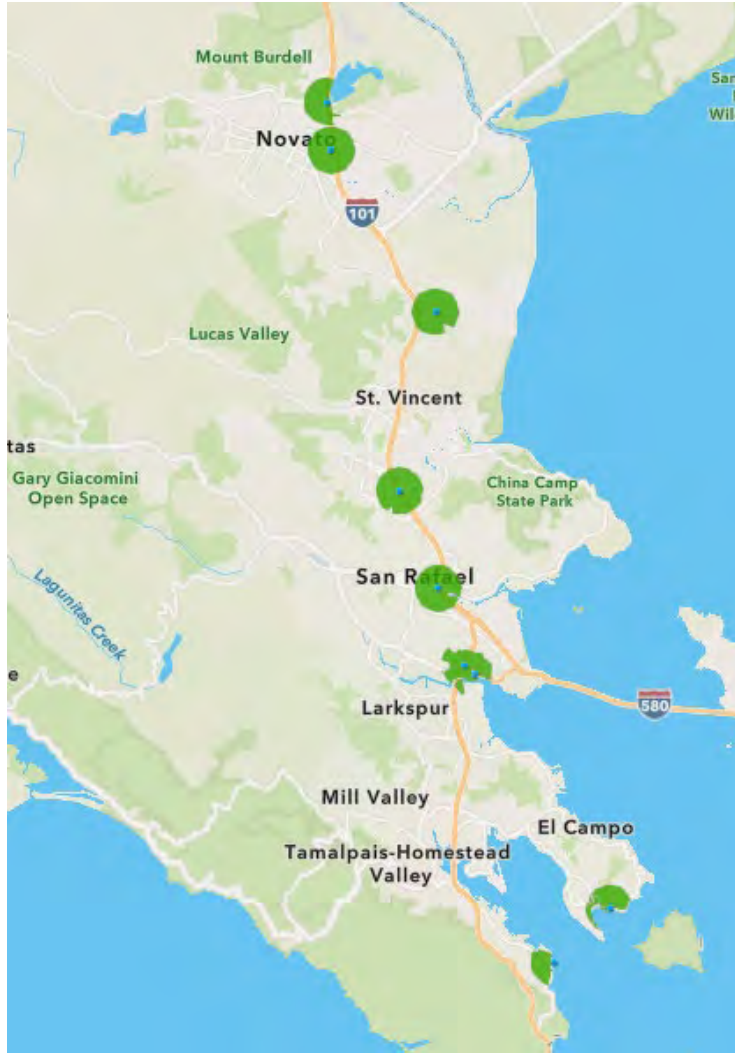
- MTC Mobility Hub Implementation Playbook
- SMART Integration Study (2015)
- Caltrans District 4 Mobility Hub Plan
 - Identified 3 Regional Mobility Hubs Priorities
 - Heatherton Park and Ride/SRTC Concept Developed
- BAAQMD Priority Climate Action Plan
 - Mobility Hubs as one of two regional priority measures for US EPA Funding
- GGBHTD Larkspur Ferry Service Expansion and Parking Study (in process)
- RM3 North Bay Transit Access Funding (in process)



MTC Transit Oriented Communities Policy

- MTC adopted the TOC policy in 2022
- Transit Oriented Communities are located within ½ mile of regional transit stations
 - Places enabling more people to use transit more often for more types of trips
 - Includes Marin County's nine rail and ferry stations
- To demonstrate policy compliance, local jurisdictions with TOC areas required to:
 - Meet minimum residential and commercial office densities for new development
 - Adopt policies supporting affordable housing production, preservation and protection, and stabilizing businesses to prevent displacement
 - Adopt parking management strategies
 - Adopt station access policies and plans
- Next Steps for MTC's TOC Policy:
 - Finalize Guidance on Policy Compliance
 - Support implementation for TOC policy
 - Future OBAG funding prioritized for TOC policy compliant jurisdictions (details TBD)
- TAM's Mobility Hub Study will support compliance with Station Access Requirements

Goals & Outcomes of Study



Goals:

- Support transit ridership, specifically on regional rail and ferry services
- Support access and mobility options at regional transit locations and increase EPC access to transit
- Support jurisdictions' compliance with Station Access requirements included in MTC's TOC Policy

Outcomes:

- Create a priority list of station access improvements at all nine rail & ferry stations
- Identify desirable hub amenities & mobility services
- Develop conceptual mobility hub designs at 6 locations
- Develop sample policies to support implementation
 - i.e., shared services in public ROW policies
- Develop concept plans for future grant applications

Mobility Hub Plan Process

- Contractor is onboard – Kimley Horn
- Plan is expected to take 12 months to complete: Summer 2025
- Public Outreach will focus on:
 - General Public & Transit Users
 - Downtown Business Groups
- Stakeholder coordination with:
 - Jurisdictions within ½ mile of a rail or ferry station
 - Novato, San Rafael, Larkspur, Corte Madera, Tiburon, Belvedere, Sausalito, & County
 - Transit Operators (Marin Transit, GGBHTD, SMART)
 - Equity Working Group



Downtown Novato SMART Station, with TOC policy area & local bike/ped facilities.

Station Access Gap Analysis



Marin Civic Center SMART Station, with TOC policy area & local bike/ped facilities.

- Build on previous plans & efforts
- Review gaps in network:
 - Transit operations and capital needs (rail, ferry, local and regional bus)
 - Active transportation needs (facilities, bike parking, E-bike chargers)
 - Other mobility needs (EV charging, bikeshare sites)
 - Connections to Equity Priority Communities
- Determine prioritized access needs for each station & support inclusion into Capital Improvement Plans

Determine Hub Amenities & Services

- Identify desired hub services & amenities
 - Includes transportation services and non-transportation amenities to activate public spaces
- Amenities include:
 - Transit shelters and waiting areas, bike share and car share stations, charging stations, Wi-Fi, and mobile device charging
 - Real-time information, transportation service integration
 - Street furniture, supportive services (such as café/restaurants, markers, flex office space, childcare, gyms or dry cleaners) and green space
 - Others too!



Source: GGBHTD Larkspur Service Expansion and Parking Study, Jacobs, May 2024

Mobility Hub Concept Design



Source: Caltrans Bay Area Mobility Hub Concept Study. Downtown San Rafael, Heatherton Park and Ride Mobility hub. February 2024

- Review Locations – Public & Private
- Develop conceptual Mobility Hub designs at 6 locations
 - Downtown San Rafael concept developed by Caltrans (Not included in TAM study)
 - Combine rail and ferry mobility hub in Larkspur
 - One site TBD not developed
- Develop sample policies to support implementation
 - Permitting for shared services in Public ROW
 - Operations and maintenance responsibilities
 - Best practices to support shared mobility

Next Steps

- Summer/Fall 2024 – TAC kickoff, existing conditions & station access gap analysis
- Winter/Spring 2025 – Determine Hub Amenities & Concept Design
- Summer 2025 – Final Plan Adoption
- Concurrently MTC will be advancing the following TOC policy elements:
 - Final TOC policy guidance & local compliance Levels
 - MTC's PDA Planning Grants to Support TOC Areas



Smaller-scale hubs might include a limited set of amenities, responding to spatial constraints and more narrowly defined access, transfer, and mobility needs.

Questions?

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DATE: September 11, 2024

TO: Transportation Authority of Marin Bicycle/Pedestrian Advisory Committee

FROM: Anne Richman, Executive Director
Scott McDonald, Principal Transportation Planner

SUBJECT: Redwood Bike Share Pilot Program Update (Discussion), Agenda Item No. 9

RECOMMENDATION

No action is needed. This is a discussion item only.

BACKGROUND

In 2018, TAM and the Sonoma County Transportation Authority (SCTA) signed a cooperative agreement for the implementation of a bike share pilot program after receiving an \$826,000 grant from the Metropolitan Transportation Commission (MTC). The funding is to provide an opportunity to connect bike share with the Sonoma-Marina Area Rail Transit (SMART) corridor in Sonoma and Marin counties with SCTA being the lead fiscal and contract agent. In 2020, SCTA approved a contract with a former contractor Bolt Mobility but the company ultimately discontinued its operations during the Covid pandemic due to financial challenges.

In 2023, TAM and SCTA initiated a new contractor procurement process and selected the contractor Drop Mobility to operate the bike share program, and in December 2023, SCTA approved a contract for a 2-year pilot program using \$820,000 out of the \$826,000 grant from MTC, with the remaining \$6,000 of the MTC grant amount retained for SCTA administrative costs associated with the program.

The program has been developed over the past nine months working closely with partners and properties where bike share hubs are planned, including the City of Santa Rosa, City of Rohnert Park, City of Cotati, City of Petaluma, City of Novato, City of San Rafael, City of Larkspur, Golden Gate Ferry, and SMART. The pilot program includes 300 shared pedal assist e-bicycles (Class 1 e-bikes) and bicycles are required to be picked up and dropped off at hubs. Wayfinding signs will be included and Drop Mobility will operate the system through swapping out batteries and redistributing bicycles as needed. This system has a target launch of fall 2024 and the installation of hubs may be phased in over the coming weeks.

DISCUSSION

Through a crowd sourced process utilizing public feedback, the system name 'Redwood Bike Share' was selected and branding on bicycles and materials is currently being finalized. Images of the Redwood Bike Share bicycles are shown in the presentation (Attachment A). The Redwood Bike Share branding for the program, including the bikes, signage, app, and website, was developed through stakeholder input. The Drop Mobility team is working closely with local agencies and private property owners to confirm site planning for parking hubs, as well as establish necessary agreements and encroachment permits.

Bikeshare provides an active transportation service that has shown to replace vehicle trips, thereby reducing vehicles miles traveled (VMT). The bikeshare pilot will also provide first and last mile connections to support transit, further increasing the potential to shift trips away from motor vehicles.

FISCAL IMPACTS

The MTC Bike Share Grant provides \$826,000 to SCTA and TAM for the implementation of a Bike Share Pilot Program, with STCA designated as the fiscal agent. A local match of 11.47% or \$94,700 is required and can be covered through in-kind staff time divided between SCTA and TAM. TAM and SCTA approved a Cooperative Agreement in July 2018, establishing a shared funding and project management arrangement of the grant award from MTC. This agreement is still in place and applies to the new pilot program effort.

NEXT STEPS

TAM and SCTA staff will work with Drop Mobility on program launch activities for the pilot program. This will also require working with Drop Mobility and the local agencies to secure encroachment permits, which authorize the placement and use of bike share hubs. Staff will continue to provide updates as the program progresses.

ATTACHMENTS

Attachment A – PPT Presentation



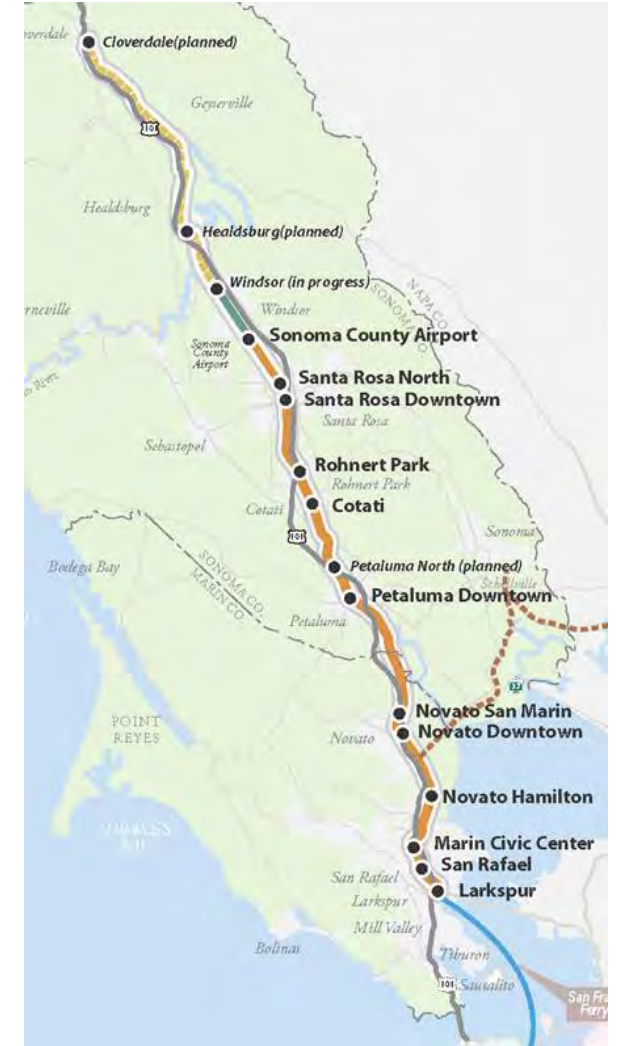
Redwood Bike Share Pilot Program

Transportation Authority of Marin
Bicycle/Pedestrian Advisory Committee

September 11, 2024

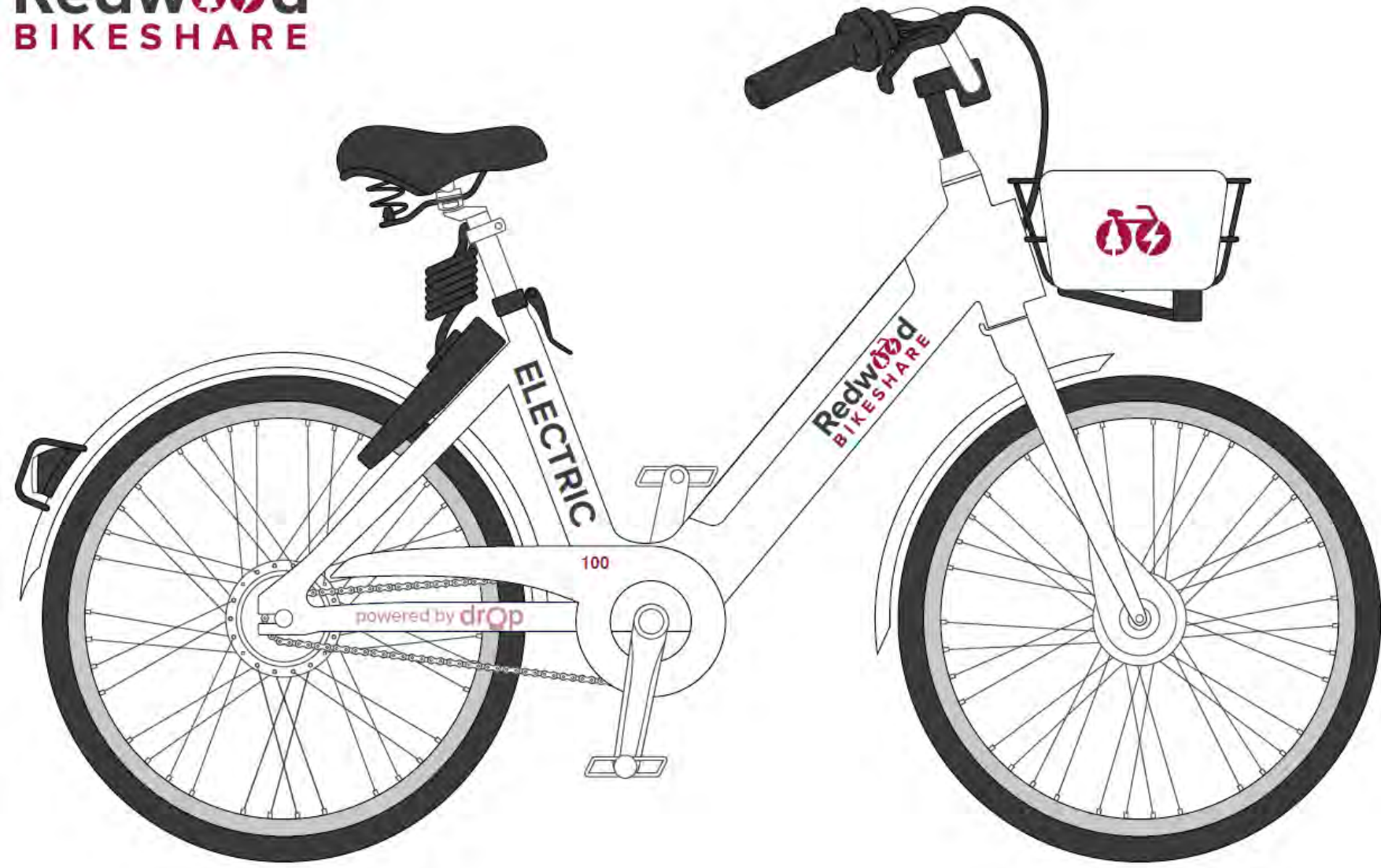
Program Background & Overview

- Grant from MTC for \$826,000 for bike share program connecting to SMART in Marin and Sonoma counties
- Joint TAM and Sonoma (SCTA) oversight – with SCTA as funding/contract administrator for grant
- TAM, SCTA, SMART, GGBHTD, Santa Rosa, Rohnert Park, Cotati, Petaluma, Novato, San Rafael, Larkspur
- Contract with Drop Mobility two-year pilot program with 300 electric bicycles in 7 cities along the SMART Corridor
- Approximately 60 hubs are planned where bicycles will be picked up and dropped off
- System includes Class 1 Pedal Assist e-bikes

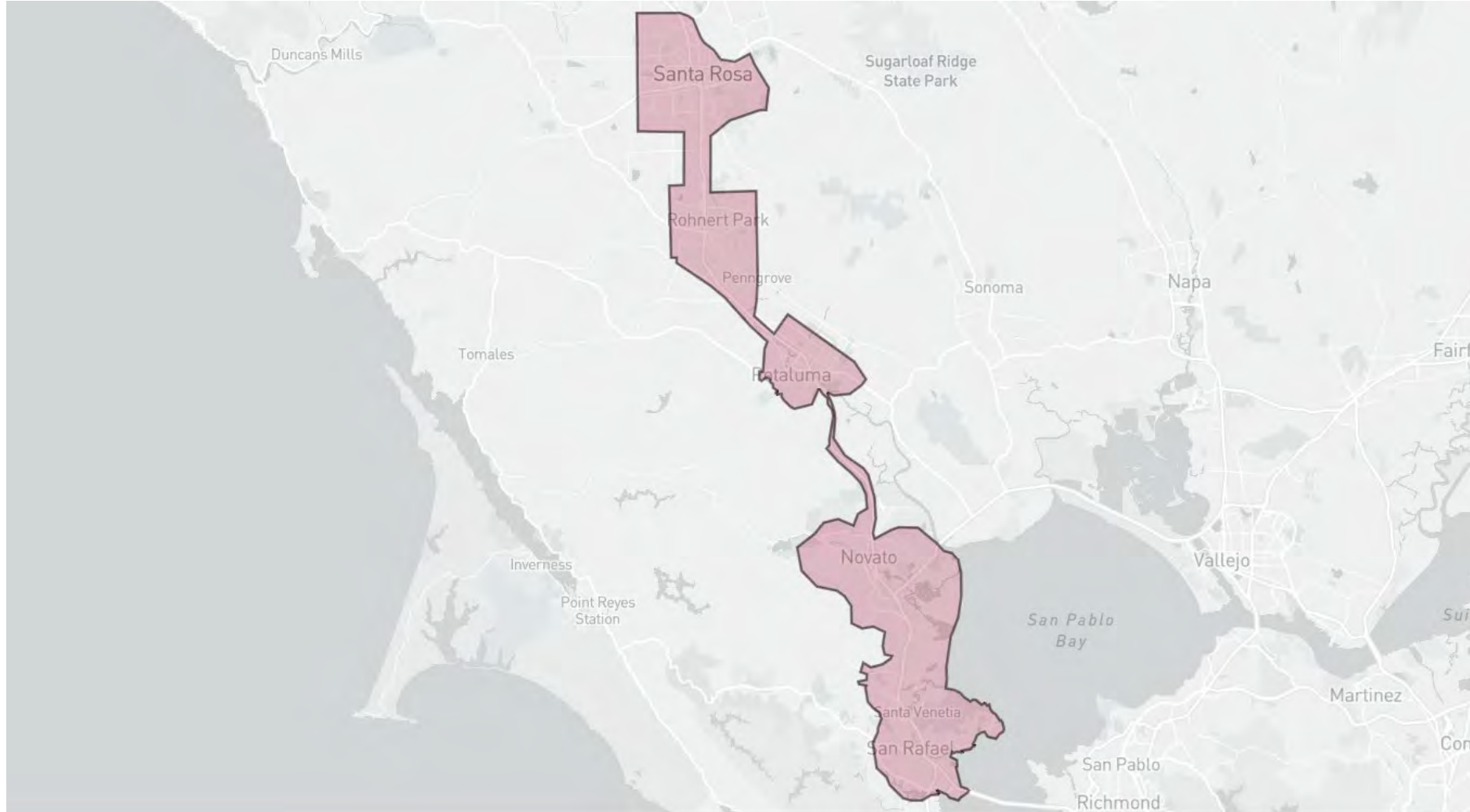


Redwood Bike Share Branding

Redwood
BIKESHARE



System Area Map



Pricing Model

Pay As You Go

\$0.25/ minute

\$1 to unlock

Prorated to the minute

No commitment

Monthly

\$20/ month

No unlock fee

30 minutes of free ride time per day (can be multiple trips)

\$0.25 per min after

Equity Membership

Details

Memberships include:

- \$5 per month
- 30 minutes of free ride time per day (can be multiple trips)
- \$0.25 per minute after free time
- No unlock fee (even after free time is used up)

Eligibility

An equity membership is available to anyone currently enrolled in one of the following programs:

- Calfresh (SNAP Benefits)
- Medicaid
- Other - specify for approval

Note: Please redact any sensitive information from any supporting documentation you submit to us.

How to enroll

1. Download the Redwood Bikeshare app and enter your phone number, name, and email address.
2. Tap on the "?" icon on the bottom of the screen to contact customer support.
3. In the form provided, enter 'Equity Monthly Membership' in the subject line.
4. Select "Add Image" and take a photo of your supporting documentation.
5. Hit submit. You should receive confirmation of your submission within 24 hours.

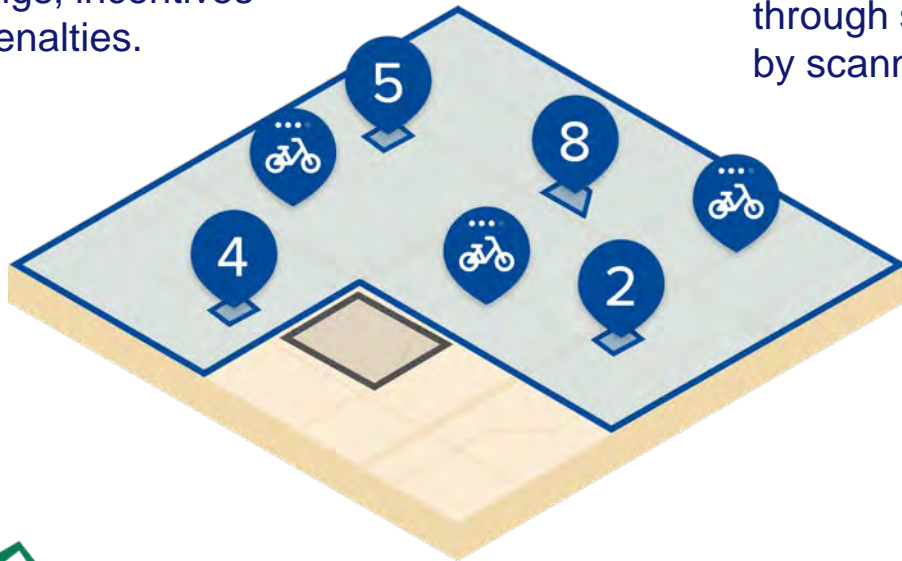
If you have any questions or concerns, please email

Hub Based Operating Model

Coverage area is clearly defined and communicated to users on their apps. Enforced through warnings, incentives and penalties.

Mobility “hubs” or “stations” for parking, tethering and picking up e-bikes increase **reliability** of finding a vehicle and organization.

GPS tracked vehicles that can be unlocked through smartphones by scanning a QR code.



Sample Bike Share Hub

Questions?

Thank you!