



Canal Neighborhood Community-Based Transportation Plan



Prepared for
Canal Transportation Plan
Stakeholder Committee
Transportation Authority of Marin
City of San Rafael

September 2006



ACKNOWLEDGEMENTS

Canal Transportation Plan Stakeholder Committee

Dr. Laura Alvarenga
Eric Andersen
Rocky Birdsey
Ruth Donohugh
Richard M. Lockman
Enedina Mendieta
Jessuina Perez-Terán

Man Minh Phan
Blanca Portillo
Fernando Quezada, Co-Chair
Maria A. Rodriguez
Tom Wilson
Beverly Yates, Co-Chair

Canal Transportation Plan Technical Advisory Committee

Bob Brown, City of San Rafael
Dave Donery, Pickleweed Community Center
Mary Donovan, Marin County Health and Human Services
David Escobar, Marin County Board of Supervisors - District 4
Maureen Gaffney, Association of Bay Area Governments

Linda M. Jackson, City of San Rafael
Harvey Katz, Golden Gate Transit
Therese Knudsen, Metropolitan Transportation Commission
Carey Lando, Transportation Authority of Marin
Amy Van Doren, Marin County Transit District
Tina Warren, Marin County Department of Health

Transportation Authority of Marin

Dianne Steinhauer, Executive Director
Carey Lando, Senior Transportation Planner

City of San Rafael

Bob Brown, Community Development Director
Linda M. Jackson, Principal Planner
Andy Preston, Public Works Director

Consultants

Carol Levine, Elizabeth Cruz and Peter Martin, Wilbur Smith Associates
John Young, Ericka Erickson and Olivia Beltran, Marin County Grassroots Leadership Network

Funding provided by a \$60,000 grant from the Metropolitan Transportation Commission, and by the Transportation Authority of Marin and the City of San Rafael. Meeting facilities were generously provided by the Canal Welcome Center and Pickleweed Park Community Center.

Copies of this report are available at www.tam.ca.gov or call 415-499-6528.

Accepted by the San Rafael City Council on September 18, 2006 and by the Transportation Authority of Marin Board of Commissioners on September 28, 2006

TABLE OF CONTENTS

Executive Summary	ES - 1
1. Introduction	1
2. Community Profile	3
3. Relevant Studies and Reports	17
4. Community Outreach	21
5. Transportation Solutions	29
6. Implementation	49
List of Tables	
1. Solution Evaluation Matrix	46
2. Potential Funding Sources	61
List of Figures	
1. Study Area	2
2. Destinations within and Surrounding the Canal Neighborhood	4
3. Golden Gate Transit Bus Routes and Stop Locations	8
4. Existing Pedestrian Facility Needs	15
5. Existing Bicycle Facilities	16
Appendices	
A. Memorandum #1 – Existing Conditions Summary Report	
B. Memorandum #2 – Outreach Plan	
C. Memorandum #3 – Summary of Outreach Efforts for Community Workshop #1	
D. Memorandum #4 – February 2, 2006 Open House: Summary of Transportation Gaps and Potential Solutions	
E. Memorandum #5 – Prioritized List of Transportation Gaps and Potential Solutions	
F. Memorandum #6 – July 20, 2006 Open House: Presentation of Transportation Solutions and Prioritization	
G. Canal Neighborhood Community-Based Transportation Plan Community Survey Results	
H. Memorandum #7 - Comments on the Draft Canal Neighborhood Community-Based Transportation Plan	

EXECUTIVE SUMMARY

In 2002, the Metropolitan Transportation Commission (MTC) started the Community-Based Transportation Planning Program to identify barriers to mobility in Bay Area communities and work to overcome them. Using a grassroots approach, the Community-Based Transportation Plan (CBTP) effort has created a collaborative planning process for minority and low-income Bay Area communities that involves residents, community organizations, transit operators, city governments, county congestion management agencies and MTC.

This Plan documents the efforts and results of the community-based planning process for City of San Rafael's Canal Neighborhood. Background of the study is described in Chapter 1. Chapter 2 outlines the demographics and travel characteristics of the neighborhood. Transportation issues for the Canal Neighborhood as identified in previous studies and reports are summarized in Chapter 3. The techniques used to reach out to the community and the resulting list of transportation gaps are described in Chapter 4. In Chapter 5, solutions to address the transportation gaps identified in the previous chapter are presented and prioritized. Finally, in Chapter 6, considerations for implementation and potential funding sources are discussed.

Key Findings and Issues

- The Canal Neighborhood is physically isolated from other parts of San Rafael by the Canal waterway and the Highway 101/Interstate 580 freeways.
- There are limited shopping, education or health services available within the Canal Neighborhood; travel to other locations for these services is constrained by poor bicycle, pedestrian and, to some extent, motor vehicle connections.
- Canal residents make up 20 percent of San Rafael's population; they are predominately immigrants (70% Hispanic) and typically speak a language other than English at home.
- Compared with San Rafael and Marin County, Canal residents are younger, household and family sizes are larger and household incomes are smaller.
- Most housing in the Canal Neighborhood is renter-occupied and the population is more transient than in other parts of San Rafael and Marin County.
- Canal residents own fewer cars and ride transit more frequently than other residents of San Rafael and Marin County.
- Bus routes 35 and 36 which serve the Canal Neighborhood are the most heavily used routes in Marin County.
- In previous outreach efforts, the community said that better connections were needed to other parts of San Rafael, that the bus service should be improved, and that it should be safer to walk and ride a bike in the neighborhood. Francisco Blvd. East and Bellam Blvd. were of particular concern for bicycling and walking with high speed traffic, heavy traffic volumes and narrow travel lanes. Freeway on and off-ramps are an additional hazard when bicycling and walking on Bellam Blvd.
- Upcoming transportation improvements for the Canal Neighborhood include bus service improvements to be implemented in September 2006 and major streetscape improvements by the City of San Rafael on Medway Road between Francisco Blvd. East and Canal Street.

Recommended Solutions

The following 13 transportation solutions are recommended for the Canal Neighborhood addressing the transportation gaps identified by the community. The improvements listed below were reviewed and prioritized based upon project support, effectiveness in mitigating transportation gaps, and potential for implementation. The projects are prioritized as follows:

High Priority Projects

1. **Adjustments to Bus Transit Service** - Adjustments to transit service were implemented by MCTD in September 2006 including increased frequency and capacity of service, more direct service to Sir Francis Drake Blvd., Northern San Rafael and Mill Valley and more convenient service to Fairfax.
2. **Crosswalk and Lighting Improvements** - This solution would include the installation of crosswalks and enhanced lighting where needed.
3. **Canal Crossing** - A pedestrian/bicycle connection from the Canal Neighborhood to Downtown, San Rafael High School, Montecito Shopping Center and other locations north of the waterway would be provided. Initial studies would involve the evaluation of potential alternatives including various bridge designs, a tunnel, shuttle, or improvements to existing routes.
4. **Safe Routes to School (SR2S) Improvements** - Curb ramps, raised crosswalks and curb extensions will be constructed for access routes to Bahia Vista School in Fall 2006.
5. **Bus Shelters** - Additional bus shelters would be installed where feasible.
6. **Canal Neighborhood Safety and Streetscape Improvement Project** - This solution would involve the study of neighborhood traffic, circulation and safety hazards to identify and implement safety and streetscape improvements for bicycle and pedestrian travel within and to areas outside the neighborhood.

Medium Priority Projects

7. **Highway Crossing** - The highway crossing would provide a separated pedestrian/bicycle crossing of Hwy 580/Hwy 101 between the neighborhood and Andersen Drive.
8. **'Street Smarts' Program** - This program utilizes public education to address the behaviors of drivers, pedestrians and bicyclists with advertising and focused community outreach.
9. **Rides to School for Parents Program** - This solution recommends a pilot program to provide transportation for parents of San Pedro Elementary School students to attend school events, parent conferences and for family emergencies.
10. **Neighborhood Transportation Information Kiosk** - The kiosk would provide information on transportation options available to the neighborhood including transit services, paratransit, 511 rideshare, Commuter Checks, 'Trips for Kids' after school and earn-a-bike programs, school buses, etc. The kiosk would be placed in a location central to the community.
11. **Canalfront Paseo** - The Paseo would provide pedestrian/bicycle access on both sides of the Canal waterway. Together with the Canal Crossing, the Paseo would provide access to Downtown, Montecito Shopping Center and other locations to the north as well as fill a gap in the San Francisco Bay Trail between Pickleweed Park and Pt. San Pedro Road.

Low Priority Projects

12. **Modified Transit Fare to Downtown** - This solution would provide a reduced transit fare for trips between the Canal Neighborhood and the San Rafael Transit Center. It would not affect the fare for trips requiring connection at the transit center.
13. **Car Share Program** - The car share program would provide subsidized hourly car rentals to the Canal Neighborhood for members who qualify for the program.

CHAPTER 1: INTRODUCTION

In 2002, the Metropolitan Transportation Commission (MTC) started the Community-Based Transportation Planning Program to identify barriers to mobility in Bay Area communities and work to overcome them. Using a grassroots approach, the Community-Based Transportation Plan (CBTP) effort has created a collaborative planning process for minority and low-income Bay Area communities that involves residents, community organizations, faith-based organizations, transit operators, city governments, county congestion management agencies and MTC.

The CBTP Program evolved out of two reports completed the previous year – the Lifeline Transportation Network Report and the Environmental Justice Report. The first document identified travel needs in low-income Bay Area communities and recommended community-based transportation planning as a way for communities to set priorities and evaluate options for filling transportation gaps. Similarly, the Environmental Justice Report identified the need for MTC to support local planning efforts in low-income communities throughout the region.

To test the effectiveness of the CBTP Program, a pilot program was launched in 2004 in five communities. Considered a success, the Program was expanded to a total of twenty-five low-income Bay Area neighborhoods including the Canal Neighborhood of San Rafael. The outcome of each MTC-sponsored planning process is a community-based transportation plan that includes locally-identified transportation needs, as well as solutions to address them. Each plan reflects the objectives of the program, which are to:

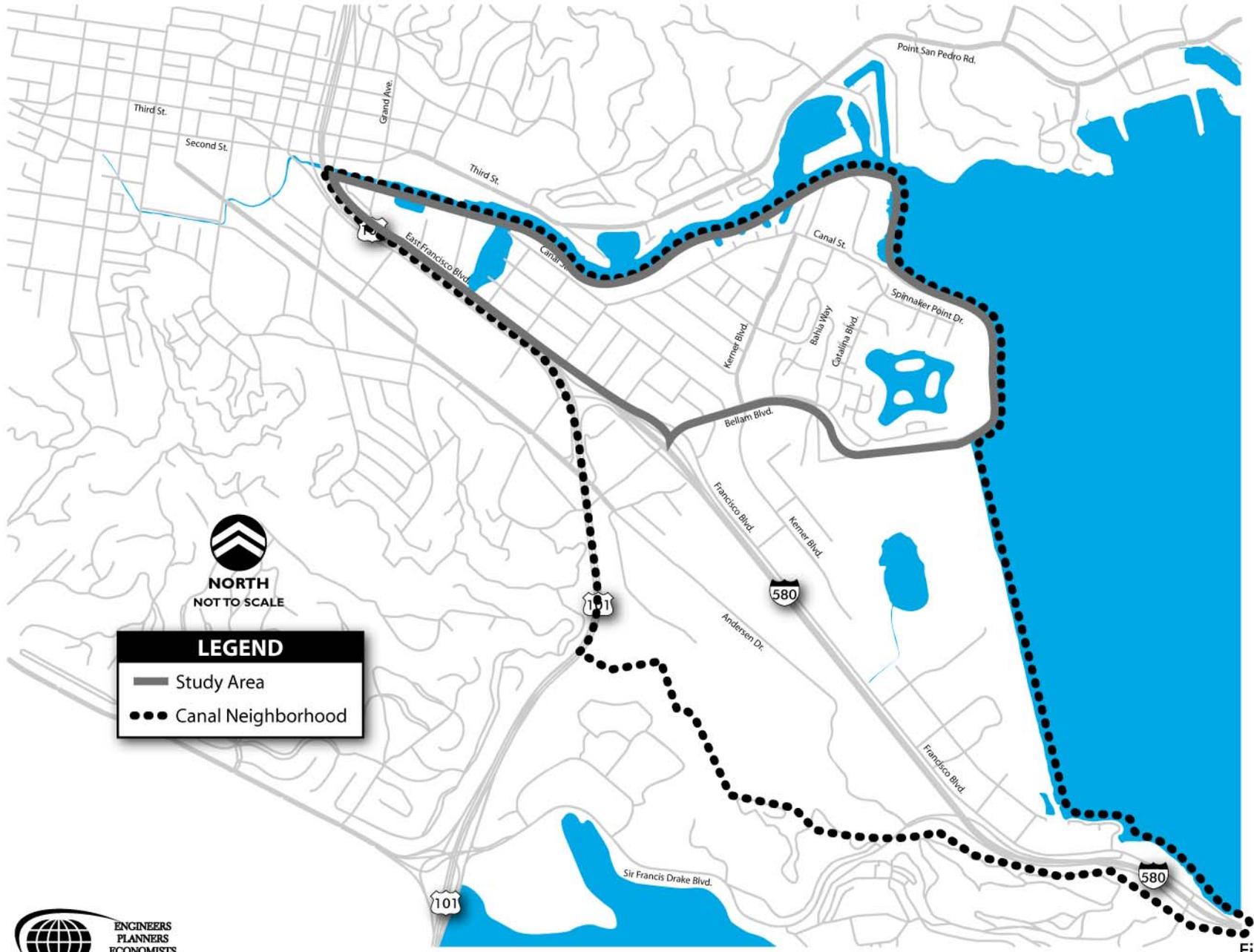
- Emphasize community participation in prioritizing transportation needs and identifying potential solutions;
- Foster collaboration between local residents, community-based organizations, transit operators, County Congestion Management Agencies and MTC; and
- Build community capacity by involving community-based organizations in the planning process.

CANAL NEIGHBORHOOD COMMUNITY-BASED TRANSPORTATION PLAN

In spring 2005, the Transportation Authority of Marin (TAM) received MTC Community-Based Transportation Plan funding to conduct a community-based planning process in the City of San Rafael's Canal Neighborhood. TAM partnered with the City of San Rafael for program management and outreach. With receipt of funding in September 2005, TAM contracted with Wilbur Smith Associates and Marin County Grassroots Leadership Network, a community based organization, to lead the community-based planning effort, which targeted the area of the City of San Rafael south of the Canal waterway and east of Highway 101 and Interstate 580. The neighborhood includes both residential and nonresidential land uses; it is one of the City's most densely populated communities and accounts for 15% of the City's jobs. The Canal Neighborhood Community-Based Transportation Plan (CBTP) is focused on the residential portion located north of Bellam Blvd. The study area is shown in Figure 1.

This Plan documents the efforts and results of the community-based planning process. Chapter 2 outlines the demographics and travel characteristics of the neighborhood. Transportation issues for the Canal Neighborhood as identified in previous studies and reports are summarized in Chapter 3. The techniques used to reach out to the community and the resulting list of transportation gaps are described in Chapter 4. In Chapter 5, solutions to address the transportation gaps identified in the previous chapter are presented and prioritized. Finally, in Chapter 6, considerations for implementation and potential funding sources are discussed.

CANAL NEIGHBORHOOD COMMUNITY - BASED TRANSPORTATION PLAN



NORTH
NOT TO SCALE

LEGEND

- Study Area
- Canal Neighborhood

CHAPTER 2: COMMUNITY PROFILE

The San Rafael *General Plan 2020* identifies the Canal Neighborhood, shown in Figure 1, as the area of San Rafael south of the Canal waterway and east of Highway 101/Interstate 580. Including both residential land uses and nonresidential development, this area accounts for 15% of the City's jobs and is one of the City's most densely populated neighborhoods. The residential area located to the north of Bellam Blvd. is the focus, or study area, of this community-based planning effort. This chapter summarizes the results of the existing conditions analysis found in Memorandum #1 - Existing Conditions Summary which is included in Appendix A of this Plan.

KEY FINDINGS

Through the existing conditions analysis of the community, it was possible to paint a picture of what it is like to live, work and travel in the Canal Neighborhood. The following key findings were compiled from review of general community characteristics, socio-economic demographics, and previous plans and studies.

- The Canal Neighborhood is physically isolated from other parts of San Rafael by the Canal waterway and the Highway 101/Interstate 580 freeways.
- There are limited shopping, education or health services available within the Canal Neighborhood; travel to other locations for these services is constrained by poor bicycle, pedestrian and, to some extent, motor vehicle connections.
- Canal residents make up 20 percent of San Rafael's population; they are predominately immigrants (70% Hispanic) and typically speak a language other than English at home.
- Compared with San Rafael and Marin County, Canal residents are younger, household and family sizes are larger and household incomes are smaller.
- Most housing in the Canal Neighborhood is renter-occupied and the population is more transient than in other parts of San Rafael and Marin County.
- Canal residents own fewer cars and ride transit more frequently than other residents of San Rafael and Marin County.
- Bus routes 35 and 36 which serve the Canal Neighborhood are the most heavily used routes in Marin County.
- In previous outreach efforts, the community said that better connections were needed to other parts of San Rafael, that the bus service should be improved, and that it should be safer to walk and ride a bike in the neighborhood. Francisco Blvd. East and Bellam Blvd. were of particular concern for bicycling and walking with high speed traffic, heavy traffic volumes and narrow travel lanes. Freeway on and off-ramps are an additional hazard when bicycling on Bellam Blvd.
- Upcoming transportation improvements for the Canal Neighborhood include bus service improvements to be implemented in September 2006 and major streetscape improvements by the City of San Rafael on Medway Road between Francisco Blvd. East and Canal Street.

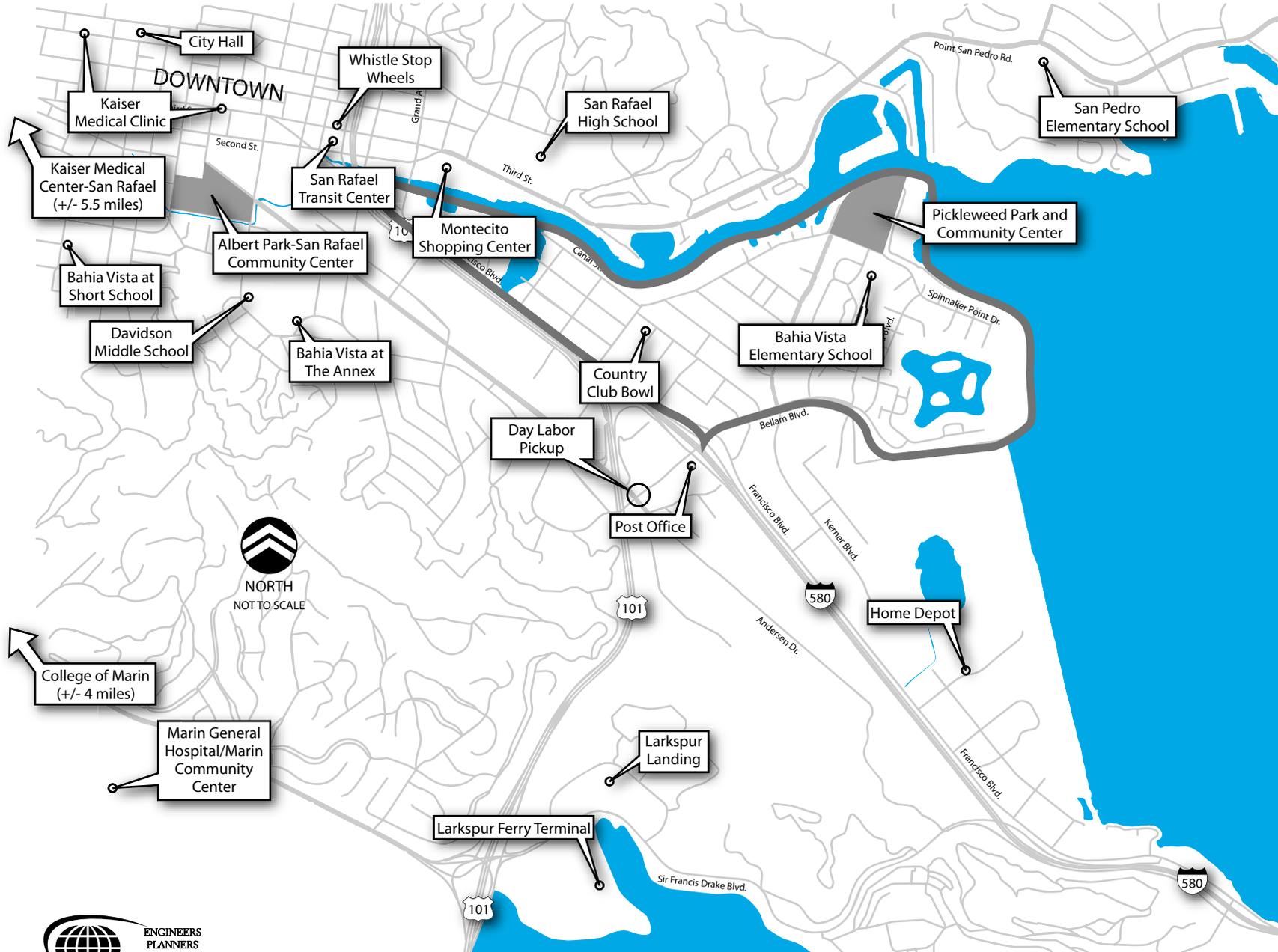


Figure 2
DESTINATIONS WITHIN AND SURROUNDING THE CANAL NEIGHBORHOOD

534230/BASE - 10/06/05

LAND USE

The study area is predominately residential comprised of large apartment buildings, condominium complexes, townhomes, duplexes, and, to a lesser extent, single-family homes. The Canal Neighborhood is one of the City's most densely populated communities. The study area is bounded by industrial and light-industrial/office development to the south of Bellam Blvd. and general commercial along Highway 101 and Interstate 580. This surrounding area provides approximately 15% of the City's jobs and is a major location for auto-related, manufacturing, and building services land uses within the City.

The neighborhood has outstanding natural features including the San Rafael Canal, for which the neighborhood is named. The Canal waterway reaches from San Rafael Bay to Downtown San Rafael and forms the northern edge of the neighborhood. Other natural features are the two-mile long Jean and John Starkweather Shoreline Park along the bayfront featuring a segment of the Bay Trail, regionally important wetlands, and the San Quentin Ridge hillside. Parks and schools include Pickleweed Park and Bahia Vista Elementary School. The Pickleweed Community Center was recently expanded and renovated. It now includes a library and learning center, gymnasium, computer lab, art room, teen room, classrooms, café, lounge and outdoor plazas. The new Bahia Vista Elementary School is under construction and expected to open for classes in Fall 2006.

There are very few vacant sites in the Canal Neighborhood, and most new investment in the community is through remodeling or redevelopment. Upcoming projects in the neighborhood include:

- Extended Stay Hotel, 1775 Francisco Blvd. East: under construction;
- New Marin Dodge facility, Francisco Blvd. East: under review;
- Faskin offices, Morpheus: under construction;
- Toyota Marin remodel, Francisco Blvd. East: under construction; and
- Marin County Health and Wellness Center, Bellam Blvd. and Kerner Blvd. (former ILM buildings): under design.

Destinations

Currently, Canal Neighborhood residents most often travel outside the neighborhood for jobs, shopping, school, medical/dental services and recreation. The most popular destinations within and surrounding the neighborhood are shown on Figure 2.

Schools Serving the Neighborhood

Students in the Canal Neighborhood attend Bahia Vista Elementary School, San Pedro Elementary School, Davidson Middle School and San Rafael High School. Bahia Vista Elementary is the only campus actually located within the neighborhood. School bus service is provided for Canal students to San Pedro Elementary and Davidson Middle School. Students take regular public transit (Routes 35/36) to San Rafael High School. Location of schools serving Canal students can be found on Figure 3. Enrollment for the 2005-2006 school year was:

- Bahia Vista Elementary - 394 students
- San Pedro Elementary - 364 students
- Davidson Middle School - 931 students
- San Rafael High School - 1,009

SOCIO-ECONOMIC CHARACTERISTICS

The Canal Neighborhood is contained entirely within Census Tract 1122 in the City of San Rafael. As such, it is possible to provide a socio-economic picture of the population based upon Census 2000 data. This analysis includes description of age, ethnic, economic, employment and travel characteristics of the community with comparisons to the City of San Rafael and Marin County.

Population

According to Census 2000, the population of the Canal Neighborhood is 11,679. This represents 23% of the total population of San Rafael, the largest city in Marin County. Of the total population, there are a higher percentage of males in the Canal Neighborhood (56%) than found in San Rafael (49%) and Marin County (49%). In addition, the population of the Canal Neighborhood is generally younger than that found in other locations of Marin County. In fact, the percentage of Canal residents within the 15-24 year age group is almost twice that living in San Rafael or the County as a whole. Conversely, the percentage of seniors in the Canal is approximately one-third of that found in the rest of Marin County.

Ethnicity and Language

The Canal Neighborhood has a significant Hispanic population (70%) in comparison to the population of San Rafael and Marin County. Spanish is the most prevalent language spoken at home (67%), and more than half of the population speaks English less than “very well.”

Place of Birth and Residence

Foreign born residents make up a large percentage of the population of the Canal Neighborhood. Over 60% of Canal residents were born in another country, with nearly 22% immigrating to the United States since 1995. These percentages are more than twice what is found in San Rafael and Marin County. The neighborhood is an entry point for people immigrating and serves as home while they find work and another place to live. Most (78%) Canal residents have been in California for at least five years and move more frequently than other Marin County residents. It should be noted that, compared with the 1990 census, the percentage of Canal residents who lived in the same home in the previous five years increased from 27% in 1985 to 39% in 1995, reflecting an increased tendency for residents to stay in the neighborhood.

Households

The Canal Neighborhood has a significantly larger average household size (more than 50% larger) than that found in the rest of San Rafael and the County. In addition, family sizes are larger with almost four people per family compared to the three-person families typical for Marin County. Households in the Canal are also much more likely to be family households with children.

Income and Poverty Level

Canal residents have lower household incomes and higher poverty levels than either San Rafael or Marin County as a whole. The median income for the Canal Neighborhood in 2000 was \$40,685 compared to \$60,994 and \$71,306 for San Rafael and the County, respectively. Of households in the Canal Neighborhood, 15% are below poverty level compared to less than 8% for the rest of the County.

Household Tenure and Costs

Nearly three-quarters of the units in the Canal are renter-occupied compared to the one-half and one-third for San Rafael and Marin, respectively. Rental units tend to have a higher turnover as residents move for better jobs or housing or to purchase a home. An overwhelming 86% of Canal families have lived in their

homes for less than 10 years. In contrast, families in San Rafael and Marin County have lived in the same homes for a longer time with 10% of these residents having lived in the same home for more than 30 years. An indicator of economic health is the ability to afford housing. Households that pay less than 30% of their monthly income for housing are considered to have 'affordable' housing; households that pay 30% or more for housing are 'overpaying' for housing based on income. The data shows that more than one-half of Canal rental households pay 30% or more of their monthly income for housing with over one-quarter paying more than 50%.

As noted above, only one-quarter of housing in the Canal is owner-occupied. The high cost of housing is problematic for home-owners as well as for renters with almost one-half of homeowners paying more than 30% of their monthly income for housing. This 'overpaying' for housing is not restricted to the Canal Neighborhood. In San Rafael and Marin County, approximately one-third of homeowners pay 30% or more of their income towards housing costs.

Disability Profile

The percentage of disabled population in the Canal Neighborhood within the age group 5 years and older is more than twice that found in the County as a whole. The highest concentration of disabled population is found within the 16 to 64 year age group. Those with a disability in the Canal Neighborhood are less likely to be employed but are more likely to travel outside the home.

Employment

The population of Canal residents 16 years and older has a lower percentage counted as part of the traditional labor force compared with the rest of Marin County. Of those within the labor force, the Canal Neighborhood has a slightly higher rate of reported unemployment than that found elsewhere in the City or County. More than one-third of Canal residents are employed in service occupations: food service, building and grounds cleaning and maintenance.

Travel to Work/Vehicle Availability

When asked how they travel to work, the Census asks that people who used different means of transportation on different days of the week specify the one they used most often. People who used more than one means of transportation to get to work each day were asked to report the one used for the longest distance during the work trip. Thus, the following information does not include workers who have commutes involving more than one method, such as walking or bicycling to meet a carpool or catch a bus.

Although a high percentage (44%) of Canal workers drove alone, this percentage is much lower than the more than 60% reported for San Rafael and Marin County. In the Canal Neighborhood, the use of public transit and walking is almost twice that of the same modes in the rest of Marin County. In part, the popularity of carpooling, transit, walking and bicycling in the Canal Neighborhood may be correlated to vehicle availability. The percentage of households with no car available in the Canal (15%) is significantly higher than households in San Rafael or Marin County (7% and 5%, respectively).

Where people work will affect how long it takes to make the commute trip. Approximately 40% of Canal residents work within San Rafael, 40% commute to other locations in Marin County, and the remainder (20%) travel to locations outside the County. Travel time to work refers to the total number of minutes that it usually took the person to get from home to work each day including time spent waiting for public transportation, picking up passengers in carpools, and time spent in other activities related to getting to work. More than a third of workers in the Canal commute between 30 and 60 minutes, and few residents have a commute of less than 20 minutes. The majority of workers in San Rafael and Marin County, as a whole, have a commute between 10 and 30 minutes.

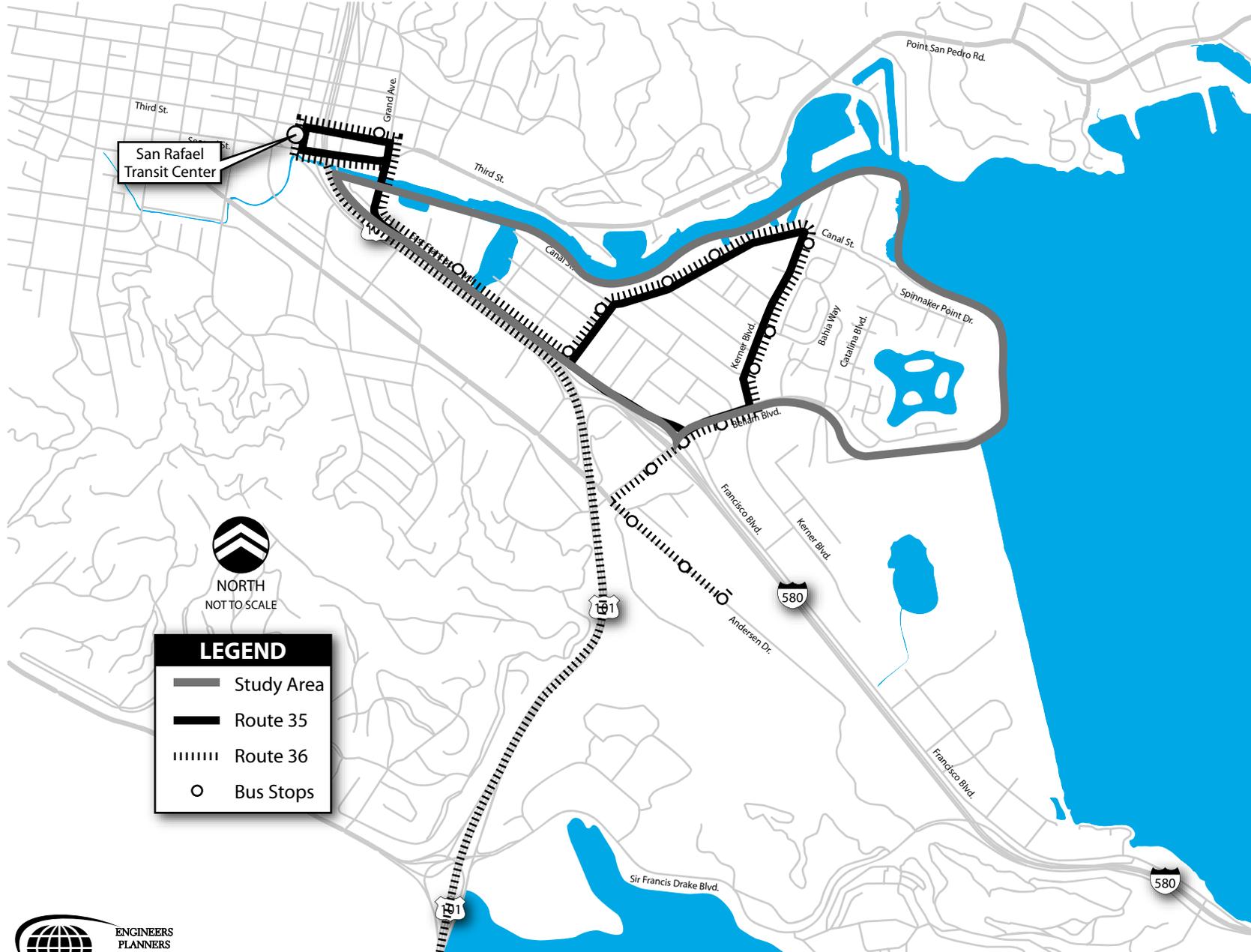


Figure 3
GOLDEN GATE TRANSIT BUS ROUTES AND STOP LOCATIONS

534230/BASE - 10/06/05

TRANSPORTATION

Roadway Network

Regional access to the Canal Neighborhood is available via the Highway 101 and Interstate 580 freeways. Highway 101 is the primary transportation facility for the San Francisco, Marin and Sonoma County corridor. Interstate 580 provides an east-west connection over the San Rafael-Richmond Bridge to the East Bay. Access to the freeways is available from the Bellam Blvd. interchange in the Canal Neighborhood and from Irwin and Hetherington Streets in Downtown San Rafael.

Local street connections between the Canal Neighborhood and the rest of the City of San Rafael are limited by the constraints of the Canal waterway, Highway 101 and Interstate 580. Vehicle access is available at three locations: Francisco Blvd. East/Grand Avenue to the north, Bellam Blvd./Andersen Drive to the west and Francisco Blvd. East/San Quentin Village Road (not in City) to the south. Major arterials in the neighborhood include Bellam Blvd., Andersen Drive, Francisco Blvd. East, Canal Street and Kerner Blvd.

Transit

Transit service in Marin County is available for both regional and local trips. Regional service, which includes connections to Sonoma, San Francisco and Contra Costa Counties, is operated by Golden Gate Transit. Local transit service or the trip that begins and ends within Marin County is the responsibility of the Marin County Transit District (MCTD). MCTD contracts with Golden Gate Transit for local bus service within Marin County, and the Canal Neighborhood.

The San Rafael Transit Center is a regional transit hub, providing coordinated/timed bus connections between local bus routes and regional bus service to San Francisco, Sonoma and Contra Costa Counties. Airporter service to both San Francisco and Oakland Airports, taxi service, Marin County Health and Human Services County Shuttle Connection and limited bicycle parking are also available at the Transit Center.

On September 10, 2006, MCTD initiated transit service changes many of which improved transit access for the Canal Neighborhood. These service modifications come after a long and comprehensive process studying route alternatives, cost and funding strategies and extensive public involvement. These changes are described in more detail in Chapter 5. Service changes that most affect Canal residents include:

- Increased frequency and capacity of transit service in Canal
- Direct service from Canal to destinations on Lower Sir Francis Drake
- Direct service from Canal to Mill Valley
- More convenient service to Fairfax
- Direct service to destinations in northern San Rafael

Local bus service in the Canal Neighborhood is available on Routes 35 and 36. These two routes are basically identical providing connection to the San Rafael Bettini Transportation Center (San Rafael Transit Center); Route 36, however, continues further south to Marin City. The Canal Neighborhood factors heavily in the population served by transit in Marin County. In fact, the “typical” existing transit user uses GGT services five days a week, is employed, is between 30-45 years old, does not own an auto, lives

in the Canal area, and needs to transfer at least once to get to his or her destination.¹ Routes 35 and 36 and location of bus stops are shown in Figure 3.

Route 35

Route 35 provides an important link between the Canal Neighborhood and the San Rafael Transit Center where transfers can be made to other local and/or regional routes. Route 35 operates 7 days a week at approximately 30-minute headways. Service hours and bus frequencies are essentially the same for both weekdays and weekends with service from approximately 5 AM to 11 PM. Route 35 is included on the Lifeline Transportation Network as designated by MTC. The Lifeline Transportation Network² identifies which public transit services are most vital to disadvantaged neighborhoods. Route 35 was selected because it serves a cluster of households participating in the CalWORKs Program for moving people from welfare to work. In addition, Route 35 serves as a trunkline route operating along a major corridor carrying a large number of passengers and running at frequent headways.

Background surveys for the MCTD *Short-Range Transit Plan*³ provide significant detail about route operation and rider demographics. The analysis shows that:

- Route 35 is the most heavily used route in Marin County;
- Riders come from all segments of the population but are more likely to be working age adults than students;
- Riders have the lowest incomes in the system and have the lowest proportion of auto ownership compared to riders on other routes;
- Most riders use the system very frequently and there is little difference between weekday and weekend demand;
- Respondents used the Spanish language survey more than any other route;
- Boardings/alightings are distributed throughout the Canal loop;
- Scheduling problems are more the result of early operation rather than delays in service; and
- Route 35 is heavily reliant on transfers at the San Rafael Transit Center.

Route 36

Route 36 operates primarily during peak hours extending the coverage of Route 35 to include Marin City. Route 36 is intended to supplement Route 35 service by providing extra frequency during peak times between the Canal Neighborhood and San Rafael Transit Center. Between 6 AM to 10 AM and 3 PM to 7 PM, Route 36 provides Canal residents with a faster routing to destinations to the south. When Route 36 is not operating, these same trips can be made using Route 35 with a transfer in San Rafael. Route 36 operates during approximately the same service hours and frequency on the weekends as it does during weekdays. Findings of the MCTD *Short-Range Transit Plan* concerning route operation and rider demographics for Route 36 include:

- Route 36 is among the most productive lines in the system with 36 boardings per hour;
- Ridership is dominated by working age adults employed full to part-time;
- Most riders use the system very frequently and have among the lowest incomes in the system;

¹ Marin County Congestion Management Agency, *Marin Bus Transit Futures: Improving Local Transit Choices*, February 2001.

² Metropolitan Transportation Commission, *Lifeline Transportation Network Report*, December 2001.

³ Marin County Transit District, *Short Range Transit Plan - Line by Line Analysis*, May 2005.

- Riders were more likely than average to use the Spanish language survey; and
- More than half of riders live in a zero-car household and the majority indicated they did not have a car available for this particular trip.

Paratransit

Paratransit service in the Canal Neighborhood is provided by Whistlestop Wheels which offers door-to-door service to individuals in Marin County who meet the eligibility requirements for service under the American's With Disabilities Act (ADA). Whistlestop Wheels service exceeds the mandated ADA requirements in respect to service area and hours, fare, reservations and providing assistance between the vehicle and front door of the origin/destination.

Future Transit Projects

Sonoma Marin Area Rail Transit (SMART) - For many years, the counties of Marin and Sonoma have considered instituting rail service on the former Northwest Pacific Railroad right-of-way. In the summer of 2006, the SMART Board voted to put a sales tax measure on the November ballot that would fund rail transit service, connecting Cloverdale in Sonoma County to San Rafael, and at a later date, Larkspur. If the sales tax measure passes, the San Rafael Transit Center would also include the Downtown station for the SMART train, providing easier access for Canal residents to Novato and cities in Sonoma. In addition, the SMART sales tax measure would include funding for shuttle service to connect transit riders with businesses in the vicinity of the transit station; therefore, there may be shuttle service connecting the Canal residents with train service.

Pedestrian Facilities

Although most of the streets in the Canal Neighborhood have sidewalks, there are a few locations where sidewalks end or sidewalks are available on only one side of the street. Generally, sidewalks are relatively narrow and the effective sidewalk width is further constrained by poles, street furniture or other obstructions. There are intersections without curb ramps and locations where sidewalks and ramps do not meet ADA requirements. Locations needing pedestrian improvements within the Canal study area were identified in the San Rafael Bicycle and Pedestrian Master Plan⁴ and are shown on Figure 4. These locations include:

1. East Francisco Blvd. - Narrow, incomplete, broken and heavily used sidewalks situated next to a busy street with no parking.
2. US 101 at Medway Road - The freeway is a barrier to pedestrians who sometimes run across 6 lanes of traffic to cross the freeway.
3. Canal Bridge - The canal separates bikes and pedestrians from San Rafael High School, Montecito Shopping Center and downtown, and forces them to use busy East Francisco Blvd. (see above).
4. Larkspur Street from Kerner to Canal - There are many pedestrians; uncut bushes obstruct the sidewalk; and only a few cross walks exist.
5. Medway and Canal from East Francisco Blvd. to Novato St. - Narrow street, fast traffic, parked cars, no crosswalks.
6. Belvedere at Alto/Tiburon Streets intersection - No crosswalk. This is an oddly-shaped intersection with lots of cars, bikes, and pedestrians.
7. Bellam and Andersen Drive Intersection - Very busy intersection.
8. Francisco Blvd. from Grange Way to Highway 580 (at approximately 2165 East. Francisco Blvd.) - There is a bus stop sign, but no shelter or bus pad here. There is a small business center here and this stop is a link to the Richmond Bridge and Sir Francis Drake Blvd. Sidewalk ends at Bay Park.
9. East Francisco from Pelican Way to the end - No sidewalk.

Future Pedestrian Projects

The **Bicycle and Pedestrian Master Plan** includes recommendations for specific pedestrian projects which involve both physical improvements and programmatic components such as participation in the Safe Routes to School program. Many of the projects will improve conditions for pedestrians including improved or additional roadway crossings, traffic calming, enforcement, street lighting and elimination of travel barriers. Pedestrian improvements for the Canal Neighborhood are:

Priority A Projects

- East Francisco Blvd. – Improve/construct (widen sidewalks).
- Belvedere at Alto/Tiburon Streets intersection – Add crosswalks.
- Bellam and Andersen Drive Intersection – Add pedestrian signals with push buttons. Add curb cuts on all four corners.

Priority B Projects

- US 101 at Medway Road – Construct a pedestrian & bicycle overcrossing across the freeway at the location of East Francisco and Medway Road/Louise Street connecting to West Francisco Blvd. (and/or to Andersen Dr.).
- Canal Waterway – Construct a bridge over, or a connection under, the canal for easier pedestrian/bicycle movement.
- Larkspur Street from Kerner to Canal – install traffic calming devices (roundabout & speed bumps) along Larkspur at Larkspur & Canal. Cut brush obstructing the sidewalk. Add a few cross walks.
- Medway and Canal from Francisco Blvd. East to Novato Street – Add crosswalks and more stop signs along Canal and Medway.

Priority C Projects

- Francisco Blvd. from Grange Way to Highway 580 (at approximately 2165 E. Francisco Blvd.) – Complete sidewalk on the east side of the street. Improve the bus stop at 2165 E. Francisco Blvd.
- East Francisco from Pelican Way to the end – Add a sidewalk on the east (non-freeway) side of East Francisco.

The **General Plan 2020** includes the following specific Canal Neighborhood pedestrian improvements:

- Implement Bicycle and Pedestrian Master Plan
- Pedestrian bridge to connect Canal to Andersen Drive/Downtown
- Pedestrian bridge to connect Canal to Montecito Shopping Center

The **Medway/Canal Enhancement Project** includes capital improvements to enhance the ‘main street’ of the Canal Neighborhood. The \$2.3 million project along Medway Road between Francisco Blvd. East and Canal Street will include undergrounding of the utility lines, new sidewalks, landscaping, new street lights, traffic calming, pedestrian amenities, improved signage, and entryway treatments. Construction on the undergrounding project is expected to begin Fall 2006 with streetscape improvements to follow.

The third segment of the **HOV Gap Closure** project will construct a northbound and southbound HOV lane, replacing the 101 southbound to I-580 eastbound connector, re-aligning West Francisco Boulevard, relocating utilities underground and drainage improvements from the Coleman Pedestrian Overcrossing to I-580/101 separation. Construction is scheduled to start March 2006 for completion by December 2008. This work may include improvements for bicycle and pedestrian travel on Francisco Blvd. East or a highway crossing.

Bicycle Facilities

The City of San Rafael has approximately 6.6 miles of bikeway facilities including 2.7 miles of Class 1 bike paths (off-street) and 3.9 miles of Class 2 bike lanes (striped on-street)⁴. There are currently no Class 3 bike routes (signed on-street) in the City. Existing bicycle facilities in the Canal study area, as shown in Figure 5 include:

- Baypoint Pathway: Class 1 bike path from Bellam Blvd./Playa Del Rey intersection to Spinnaker Point Drive - 0.4 miles.
- Shoreline Park Path and Bay Trail: Class 1 bike path from Pickleweed Park south to Francisco Blvd. near Grange Way - 1.0 mile paved; 0.9 miles unimproved.
- Andersen Drive: Class 2 bike lanes on Andersen Drive from Lindaro Street to Sir Francis Drake Blvd. - 2 miles.
- Bellam Blvd: Class 2 bike lanes on Bellam Blvd. from 24 Bellam Blvd. to Andersen Drive - 0.1 miles.
- Bellam/Playa Del Rey: Class 2 bike lanes on Baypoint Village Drive from Playa Del Rey to Baypoint Drive - 0.1 miles.

Future Bicycle Projects

The **Bicycle and Pedestrian Master Plan** includes the following recommendations for specific bicycle projects in the Canal Neighborhood:

Short Term Bicycle Improvements (1-5 years)

Priority	Segment
A	Class 3, Route 32-01, Harbor Drive along Canal St. to the Bay Trail
B	Bellam Blvd. from Playa Del Rey to Kerner Blvd, Class 2-3, Route 13-05
B	Bellam Blvd. from Kerner to Highway 580 interchange, Class 2-3, Route 13-07
B	Bellam Blvd. from Highway 580 interchange to Andersen Dr, Class 2-3, Route 13-09

Medium Term Bicycle Improvements (1 - 10 years)

Priority	Segment
A	Canal from the Bridge to Harbor Drive, Class 2-3, Route 27-03
A	Harbor Drive from Canal St. to Front St., Class 2-3, Route 27-05
A	Front St. and Harbor Drive to Medway and Front St, Class 2-3, Route 27-07
A	Mill St. and Harbor Dr. to Medway Rd, Class 2-3, Route 27-09
B	Kerner Blvd. from Bellam to the start of the Kerner Blvd. gap, Class 2-3, Route 15-01
B	Kerner Blvd. gap to close the gap north of Shoreline, Class 2-3, Route 15-03
B	Kerner Blvd. from Shoreline Pkwy to Grange Way, Class 2-3, Route 15-05
B	Grange Way from Kerner Blvd. from Francisco, Class 2-3, Route 15-07
C	Francisco Blvd. East from Grand Ave. to Medway, Class 2-3, Route 09-07
C	Francisco Blvd. East from Medway to Richmond Bridge, Class 2-3, Route 09-09

⁴ City of San Rafael *Bicycle and Pedestrian Master Plan*, February 2002.

Long Term Bicycle Improvements (1 – 20 years)

Priority	Segment
A	NWP Right-of-Way from the Transit Center to the San Rafael southern city limits, Class 1, Route 07-05
A	NWP Right-of-Way from San Rafael southern city limits through the Larkspur Tunnel, Class 1, Route 07-07
A	Bridge over the San Rafael Canal from Third St. to Canal St, Class 1, Route 27-01
A	Freeway overcrossing from Francisco Blvd. East to Francisco Blvd. West, Class 1, Route 27-13
A	Medway Rd. To Francisco Blvd. East, Class 2-3, Route 27-11
C	Bay Trail from Kerner Blvd. to Shoreline Park near Grange Way, Class 1, Route 11-01
C	Grange Way from Bay Trail to Francisco Blvd, Class 2-3, Route 11-02

The **Bicycle and Pedestrian Plan** also includes a list of several countywide ‘gap closure’ and safety projects from the in Marin Countywide Plan (adopted 2001). The ones specific to the Canal Neighborhood are:

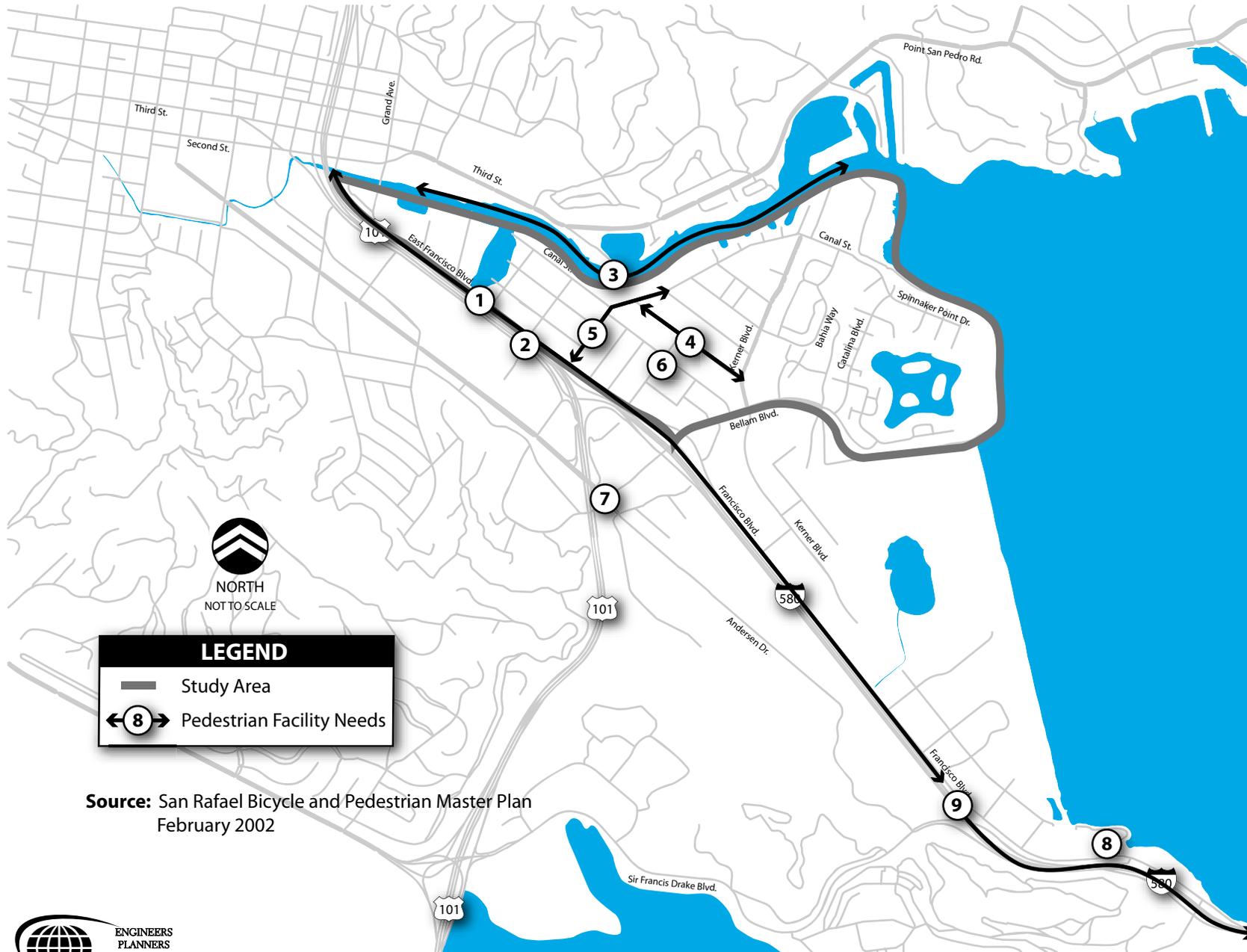
Bellam-Francisco Bicycle/Pedestrian Project (Safety Projects) - The plan notes that these two corridors have a high number of people who are dependent on walking or bicycling as a primary mode of transportation. Surveys indicated specific problems with school children reaching Davidson Middle School because of the traffic on Bellam Blvd. at the I-580 ramps. Issues for people traveling along Francisco Blvd. East to Montecito Shopping Center are heavy traffic volumes, numerous driveways, and a constrained roadway.

North/South Greenway - This project refers to a multi-use path that will follow the flattest and most direct route from the Golden Gate Bridge through San Rafael to the Sonoma County line. The concept of the path was identified in the Marin Countywide Plan and studied further in the Marin County North-South Bikeway Feasibility Study (completed in 1994, not adopted). Since that time, portions of the Greenway have been incorporated as part of other planning efforts including:

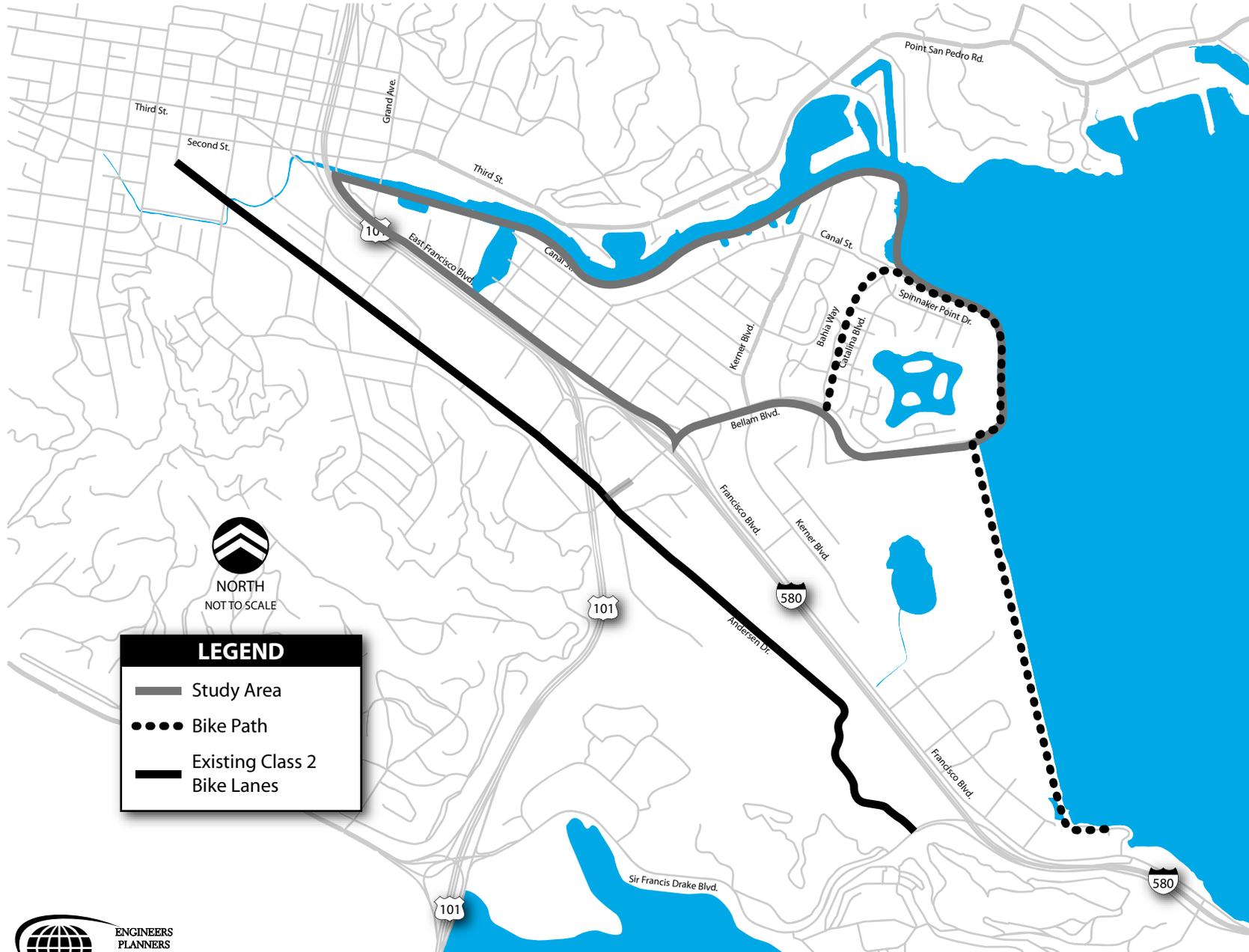
- Cal Park Hill Multi Use Pathway - Project to restore the Cal Park Hill Tunnel for bicycle and pedestrian travel and potential passenger rail shared use connecting San Rafael and Larkspur.
- Sonoma-Marin Area Rail Transit (SMART) - 70 mile Class 1 bicycle-pedestrian pathway within or adjacent to the SMART passenger rail corridor from Cloverdale in Sonoma County to Larkspur in Marin County. The Final Environmental Impact Report and Draft Expenditure Plan were released in summer 2006.

The **San Rafael General Plan 2020** includes the following specific Canal Neighborhood pedestrian improvements:

- Implement the Bicycle and Pedestrian Master Plan
- Pedestrian bridge to connect Canal to Andersen Drive/Downtown
- Pedestrian bridge to connect Canal to Montecito Shopping Center



Source: San Rafael Bicycle and Pedestrian Master Plan
February 2002



CHAPTER 3: RELEVANT STUDIES AND REPORTS

For more than 10 years, a variety of plans, workshops and design studies have addressed transportation issues in the Canal Neighborhood. These documents were reviewed to understand the impact of these studies on past, current and future transportation planning for the Canal, City of San Rafael and Marin County. This review also helped to recognize what already had been accomplished and what issues have been ongoing concerns of residents and public officials. A summary of the transportation issues is included below. The full text of the analysis of previous planning efforts can be found in Appendix A (Memorandum #1 - Existing Conditions Summary) of this Plan. The following documents were reviewed:

Neighborhood Studies

- Canal Voice, 1996 [1]
- Concept Study for San Rafael Canal Pedestrian Crossing, 1999 [2]
- Medway/Canal Enhancement Project, 2002 - 2008 [3]

City of San Rafael Plans

- Bicycle and Pedestrian Master Plan, February 2002 [4]
- San Rafael General Plan 2020, November 2004 [5]
- San Rafael General Plan 2020: Community Design Charrette, January 2002 [6]

Marin County Studies

- Draft Marin Countywide Plan, August 2005 [7]
- Marin County Congestion Management Agency Marin Bus Transit Futures, February 2001 [8]
- Moving Forward: A 25 Year Transportation Vision for Marin County, February 2003 [9]
- Marin County Transit District Strategic Plan - Existing Systems Report, October 2004 [10]
- Marin County Transit District Short-Range Transit Plan - System Level Analysis, May 2005 [11]
- Marin County Transit District Short Range Transit Plan, January 2006 [12]
- Marin County Transit District Ride and Roll Evaluation Report, May 2004 [13]
- Marin Transit Future On-Board Survey Results. Crain & Associates. March 2000 [14]
- MTC Marin County Welfare to Work Transportation Plan, June 2002 [15]

Regional Studies

- Lifeline Transportation Network Report: 2001 Regional Transportation Plan for the San Francisco Bay Area, December 2001 [16]
- Metropolitan Transportation Commission: Transportation 2030 Plan - Equity Analysis [17]
- Metropolitan Transportation Commission - Transportation 2030 Plan, Appendix V, Summary Report: Phase One Outreach and Involvement Program [18]
- Metropolitan Transportation Commission Transit Connectivity Study, March 2006 [19]
- Sonoma Marin Area Rail Transit (SMART) Project: Final Environmental Impact Report [20]
- Sonoma Marin Area Rail Transit (SMART) Project: Expenditure Plan [21]
- North/South Greenway [22]
- Central San Rafael HOV Gap Closure Project Fact Sheet, 2006. [23]

TRANSPORTATION ISSUES AND SOLUTIONS

The transportation issues and solutions from the review of relevant studies and reports are summarized below. Each comment is followed by a number(s) reference in brackets [] to the document from which it was extracted (see previous list of reviewed documents). The issues and solutions are categorized by transit, walking and bicycling, driving and general concerns. The solutions listed include both potential solution ideas, i.e. from the Canal Voice project, and adopted plans, such as projects listed in San Rafael’s General Plan.

Transit

<i>Issues</i>	<i>Solutions</i>
<ul style="list-style-type: none"> • Too expensive [1] [18] • Poor transportation to schools [1] [4] [13] [14] • Not enough buses and service hours [1] [10] • Discourteous drivers [1] [18] • Poor bus service to school for after school activities and for parents [14] [18] • Service is not adequate to many destinations [9] [15] • Difficulty in knowing where to go, what transit services are available [19] 	<ul style="list-style-type: none"> • Low cost shuttle to Montecito Shopping Center and Downtown [1] • More bus service [1] [9] [12] [15] [18] • Longer service hours [1] [9] [12] [15] [16] • Better transit coverage [8] [9] [12] [15] [18] • Buses and shuttles to elementary, middle and high schools [9] [13] [14] • Transit subsidies/passes [13] [15] [18] • Better wayfinding signage [19] • Bi-lingual signage and transit information [19]

Driving

<i>Issues</i>	<i>Solutions</i>
<ul style="list-style-type: none"> • Commercial trucks park on residential streets [1] • Lack of parking in the neighborhood [1] • Poor access to post office on Bellam Blvd. [1] • People speed, run red lights and do not stop at stop signs [1] [18] • The Bellam corridor is congested, especially at I-580 intersections [1] [4] [18] • Congestion on Francisco Blvd. East [5] 	<ul style="list-style-type: none"> • Additional road in/out of Canal with additional highway undercrossing near Shoreline Parkway [1] [5] • Enforcement [1] • Residential parking permit program [1] • Widen streets /add signals on Francisco Blvd. East from Bellam Blvd. to Grand Ave. Bridge [5]

Walking and Bicycling

<i>Issues</i>	<i>Solutions</i>
<ul style="list-style-type: none"> • Getting out of neighborhood is hard [1] [4] • Streets are dark [1] • Francisco Blvd. East is dangerous for bicycles and pedestrians [1] [4] • Can't easily get to Andersen Dr. bike lanes [1] • Bellam Blvd/Francisco Blvd. corridors are heavily congested and difficult for bicycle and pedestrian travel. However these corridors have high number of people who are dependent on walking or bicycling as a primary mode of transportation. [4] • Steep routes and heavy traffic for pedestrians and bicyclists traveling from the Canal to Larkspur [4] 	<ul style="list-style-type: none"> • Canal crossing from Canal St. to 3rd St. [1] [2] [4] [5] [6] [18] • More street lights [1] • Pathway along the Canal from Grand Ave. Bridge to Harbor St. [1] [4] [6] • Pedestrian/bicycle connection to Downtown [1] [4] [9] • Francisco Blvd. East- Improve/construct sidewalks and bus stops/bikeways [1] [4] [9] • Crosswalks, stop signs, widen sidewalks and traffic calming along Belvedere, Larkspur, Medway and Canal Streets [3] [4] [6] [18] • Bellam and Andersen Drive Intersection - Add pedestrian signals with push buttons. Add curb cuts on all four corners [4] • Freeway overcrossing from Francisco Blvd. East to Francisco Blvd. West [1] [4] [5] [9] • Bikeways on Bellam Blvd, Harbor St/Canal St., Front/Mill St, Kerner Blvd, Francisco Blvd. and Medway Road [1] [4] • NWP Right-of-Way from the Transit Center through the Larkspur Tunnel [4] [9] [20] [22] • Implement Bicycle/Pedestrian Master Plan [5] [9] [18] • Central Marin Ferry Connection - Project will create a class 1 pathway by connecting the planned Cal Park Hill Multi-Use Pathway with the existing East/West Pathway at Wornum Drive, Corte Madera [22]

General Concern

<i>Issues</i>	<i>Solutions</i>
<ul style="list-style-type: none"> • Desire for neighborhoods of integrity and distinctive hometown character. Neighborhood circulation is an important aspect of neighborhood quality including streets that are safe, pleasant and attractive to walk, cycle and drive. [5] [7] [9] [18] • San Rafael to have a diversified, cost-effective and resource-efficient transportation network that provides mobility for all users [5] [9] 	<ul style="list-style-type: none"> • Medway Road improvements are starting with undergrounding of utilities in 2006-7 and streetscape improvements in 2008. [3] • Mode shift from single-occupant vehicles to transit, walking, bicycling, carpooling and low-impact vehicles. [5] [9] [18] • Implement Bicycle and Pedestrian Master Plan [5] [7] [9] [18]

CHAPTER 4: COMMUNITY OUTREACH

Outreach to members of the Canal community was crucial to the success of the community-based planning process. It was important that all affected groups (residents, employees, business owners and visitors) were given the opportunity to discuss transportation needs and deficiencies as well as respond to the solutions formulated as a result of the process. The components of the outreach effort included a Stakeholder Committee, community survey and two community workshops. In this chapter, the outreach methodology is described followed by a summary of the input collected during the outreach effort. A more detailed discussion of the outreach conducted for the Canal Neighborhood CBTP can be found in Appendix B (Memorandum #2 - Outreach Plan), Appendix C (Memorandum #3 - Summary of Outreach Efforts for Community Workshop #1) and Appendix F (Memorandum #6 - July 20, 2006 Open House: Summary of Community Workshop #2).

OUTREACH METHODOLOGY

Stakeholder Committee

The Stakeholder Committee was composed of neighborhood residents, business owners, school officials and representatives from community-based organizations. The Committee met five times during the planning process to oversee the preparation of the CBTP. Each document prepared as part of the CBTP was reviewed and revised by the Committee. The Stakeholder Committee meetings included:

- Meeting 1:** Review and comment on Memorandum #1 (Existing Conditions Report) and Memorandum #2 (Outreach Plan).
- Meeting 2:** First community workshop to get public input on transportation gaps in the neighborhood.
- Meeting 3:** Discussion of first community workshop, possible transportation solutions and priorities for implementation (Memoranda #3 and #4).
- Meeting 4:** Second community workshop to present proposed solutions and solicit community priorities (Memorandum #6).
- Meeting 5:** Review, comment on and acceptance of Draft Plan (Memorandum #7).

Community Survey

In January and February 2006, the Marin Grassroots Leadership Network conducted a survey of Canal residents and friends of the Canal concerning transportation issues. The survey asked three questions:

1. What difficulties have you experienced traveling around the Canal Neighborhood?
2. What difficulties have you experienced getting to places outside the Canal Neighborhood?
3. What is the one thing that you would like to see changed in the transportation infrastructure in the Canal Neighborhood?

Surveys were distributed in English, Spanish and Vietnamese to local organizations and handed out at bus stops in the Canal Neighborhood and other locations in San Rafael. In addition, surveys were sent by email to almost 200 community groups and individuals. More than one hundred surveys were returned including 75 Spanish, 16 English, and 13 Vietnamese. The survey results are summarized in Appendix G. The concerns raised in the surveys are included in the discussion of Key Issues below.

Community Workshops

Two community workshops were conducted in the Canal Neighborhood as part of the community transportation planning process. The first workshop was held early in the schedule (February 2006) to identify transportation gaps and potential solutions. The second workshop was held in July 2006; at this workshop, solutions were presented to address the previously identified transportation gaps. Both workshops were conducted in an open house format to allow participants some flexibility as to when and how long to attend. It was felt that the open house format would be a better fit with attendees' busy schedules and would allow a more personal approach to collecting community opinion. Display materials were prepared in English, Spanish and Vietnamese to accommodate the predominant languages spoken within the community. In addition, many of the workshop facilitators were bi-lingual.

Outreach - A community workshop can be a very effective tool to share information but only if attendance reflects a representative cross-section of the community. To ensure a good turnout, it was important to advertise the workshops extensively. A workshop flyer including project fact sheet was the primary instrument used for outreach. Examples of these materials are included in Appendix C (Memorandum #3 - Summary of Outreach Efforts for Community Workshop #1) and Appendix F (Memorandum #6 - July 20, 2006 Open House: Summary of Community Workshop #2). Many strategies were used to inform the community of the community transportation plan and solicit attendance at the workshop including:

- **Presentations to community organizations** - Presentations were made to community organizations on the purpose of the Plan and upcoming workshops.
- **Flyers to community groups** - Flyers were given to community groups for distribution to their members.
- **Flyers at community events** - To reach community members that do not usually attend meeting or join organizations, flyers were distributed at community events such as 4th Street Farmers Market, Opening of the Pickleweed Community Center and Marin County Fair.
- **Flyers posted at community locations** -- Flyers were posted at community meeting places, ESL classes, stores and businesses in the Canal Neighborhood and locations outside the Canal which are frequented by residents of the Canal.
- **Previous meeting attendees** - Flyers were mailed/emailed to attendees of previous transportation-related public meetings.
- **Stakeholder Committee** - Flyers were given to members of the Stakeholder Committee for distribution to friends and neighbors.
- **Businesses** - Flyers were mailed to businesses in the Canal Neighborhood.
- **Phone call/email reminders** - The last week before the workshops, phone call and email reminders were made to the Stakeholder Committee, previous meeting attendees and various members of the community.
- **Media** - Press packets were sent to various media contacts including the *Marin Independent Journal*, *Pacific Sun*, *San Francisco Chronicle*, *El Vocero* and *Newspaper Impulso*. Articles about the CBTP appeared in the *Marin Independent Journal*, *Newspaper Impulso* and the *San Rafael Business*. In addition, the second workshop was announced on the *Nuestros Niños* Radio Program

Topics of discussion - Specific topics of discussion for the workshops were developed through input from the Technical Advisory Committee (TAC) and Stakeholder Committee. In meeting the goals of the community-based transportation planning effort, it was important to focus the discussion on factors related to improving mobility for residents of the Canal Neighborhood. Some items of discussion included:

- How do you and your family currently travel to work, school, errands and recreation?
- What events or activities would you take part in but are not able to because of the lack of adequate transportation?
- What services and facilities do you and your family require that are not currently available in or in close proximity to the neighborhood?
- Of all the transportation options available to you and your family, what is the most commonly used?

Community Workshop #1 - As previously mentioned, an open house format was used for the first Canal Transportation Plan community workshop held on Thursday, February 2, 2006 from 5:30 - 8:30 PM at the Canal Welcome Center. More than 60 residents and interested parties attended. The Open House consisted of five stations. In addition, several displays were available to inform attendees on the status of the Cal Park Hill Multi-Use Path project, Highway 101 Carpool Lane Gap Closure project and Sonoma-Marín Rail project. A more detailed discussion of Community Workshop #1, copies of workshop materials, and a listing of the comments from the workshop are included in Appendix D (Memorandum #4 - February 2, 2006 Open House: Summary of Transportation Gaps and Potential Solutions). The five stations included:

- **Station 1** - At the first station, participants were welcomed to the workshop, asked to sign-in and given a fact sheet explaining the community-based transportation planning process and the goals of the workshop. A slideshow was running in the background with pictures of the Canal Neighborhood and examples of transportation improvements made in similar communities.
- **Station 2** - Findings from previous studies were presented on large wall hangings. Participants were given several dots and asked to place these on issues most important to them in traveling in and out of the neighborhood. The issues were divided by mode (i.e. pedestrian, bicycle, transit and motorist).
- **Station 3** - Participants were asked to identify the 'hot spots' or problems encountered while traveling within the Canal Neighborhood. Four wall maps were provided, one for each mode, to allow participants to place dots at locations where they experience difficulties in walking, bicycling, driving and/or taking transit. Bilingual workshop monitors were on hand to solicit specific details about the traveling problems and to record comments.
- **Station 4** - Station 4 was used to record specifics about traveling outside the Canal. Attendees were asked to place dots at locations where it is difficult for them to travel to. Further descriptions of each difficulty were recorded by workshop monitors.
- **Station 5** - Participants were thanked for attending and were provided with materials on other transportation-related projects and programs, and upcoming meetings such as the Marin County Transit District's public meetings on the *Short Range Transit Plan*.

Community Workshop #2 - The second Canal Transportation Plan Open House was held on July 20, 2006 from 6:00 - 8:00 PM at the recently-reopened Pickleweed Community Center, a facility within the core of the neighborhood. The open house format was again used to allow participants flexibility in when and how long to attend the event. Attendees were encouraged to take their time in reviewing the presented

transportation solutions. Children were invited to join their parents and share their input, and to participate in a special transportation-related arts & crafts project. 13 proposed solutions were presented. Display boards of each were prepared in English and Spanish. Staff from the Transportation Authority of Marin, City of San Rafael, and Wilbur Smith Associates, as well as, members of the Stakeholder Committee were present to answer questions, facilitate discussion, record comments and provide translation assistance, as needed, in Spanish and Vietnamese. More than 100 residents and interested parties attended the Open House. A more detailed discussion of Community Workshop #2 and listing of the comments received are included in Appendix F (Memorandum #6 - July 20, 2006 Open House: Summary of Community Workshop #2).

The Open House was organized into five primary stations. In addition, several current transportation and neighborhood projects and programs were displayed including the City's Medway Streetscape Improvements, Cal Park Hill Multi Use Pathway, Highway 101 Carpool Lane Gap Closure project, Sonoma-Marín Area Rail Transit project, and Golden Gate Transit Rider's Guides. An arts & crafts activity table for children was hosted by the Marin County Bicycle Coalition. The five stations included:

Welcome Station - As they entered the meeting room, participants were welcomed to the workshop, asked to register and handed a 'fact sheet' that included a brief overview of the community-based planning process and listing of the 13 draft solutions being presented at the Open House. A video was also running in the background welcoming visitors in English, Spanish, and Vietnamese to the Open House; the video was narrated by members of the Stakeholder's Committee and produced by the Marin County Grassroots Leadership Network.

Station 1 - The first set of proposed solutions focused on issues related to traveling within the Canal Neighborhood and addressed the difficulties experienced when walking and bicycling in the neighborhood. The solutions included capital improvement projects and education programs to improve safety and access.

- Safe Routes to School/*Rutas Seguras a la Escuela Bahía Vista*
- Crosswalk and Lighting Improvements/*Cruces Peatonales y Farolas*
- Safety and Streetscape Improvements/*Mejoramientos de Seguro y Estética de las calles*
- 'Street Smarts' Program/*Programa de 'Street Smarts'*
- Canalfront Paseo

Station 2 - The focus of Station 2 was to address the barriers faced by residents in their attempt to travel beyond the Canal neighborhood. The potential solutions presented to overcome these barriers included bridging physical gaps that impede travel, providing supplemental transportation for areas not served by transit and providing transportation information.

- Canal Crossing/*Cruce del Canal*
- Rides to School for Parents/*Programa Rides to School para Padres*
- Informational Kiosk/*Kiosko Informativo*
- Highway Crossing/*Cruce de Autopista*
- Car Sharing Program/*Programa de Car Share*

Station 3 - Draft solutions to address the quality of transit service affecting Canal residents were presented. The identified solutions centered on increasing the convenience and affordability of transit use and providing more reliable transit service to Canal residents, many of whom rely on transit as their primary means of transportation. In addition, comments were solicited about Golden Gate Transit service. The draft solutions included:

- Adjustments to Bus Transit Service/*Ajustos al Servicio de Tránsito*
- More and Bigger Bus Shelters/*Adicionales y mas grandes marquesinas*
- Modified Transit Fare/*Tarifas de Autobús Reducidas*

Prioritization Station – Attendees were thanked for their participation in the Open House and were given dots (three green dots for the projects thought to be of the highest priority and three red dots for projects thought to be of the lowest priority). Participants were asked to place these dots on the solutions they most wanted or least wanted to see realized in the neighborhood. Input from this prioritization exercise and that collected during previous community outreach was used to gauge public support of the projects for the prioritization of transportation solutions in Chapter 5. The results of the prioritization survey are included in Appendix F (Memorandum #6 – July 20, 2006 Open House: Summary of Community Workshop #2).

KEY ISSUES AND HIGHLIGHTS OF PUBLIC OUTREACH

After reviewing the comments received at Stakeholder Committee meetings, at public workshops and through the community survey, it became apparent that many of the transportation issues being raised today were brought up during in previous planning studies. These same issues continue to be of concern for Canal residents. The transportation gaps can be categorized by limitations to:

Transit access between the Canal Neighborhood and other locations in San Rafael, Marin County and the Bay Area

Transit continues to be a barrier to Canal residents. Although Routes 35 and 36 serving the Canal have the highest ridership of all routes in the local transit system, residents feel that service is not frequent enough. As a result, buses are very crowded and often do not run on schedule. In addition, existing schedules do not offer adequate service in the early morning and late evening hours, and do not provide convenient service to essential destinations. The most frequently mentioned underserved locations included San Pedro Elementary School (for parents), College of Marin and Mill Valley. Residents also feel that bus service is costly particularly for the short trip to downtown San Rafael, and that it would be helpful to have more drivers who can speak Spanish to communicate more easily with many of the passengers. There were also safety concerns about waiting at bus stops, especially at night.

Access to locations immediately surrounding the Canal Neighborhood

The canal and highways create barriers between the Canal Neighborhood and other areas of San Rafael. As a result, travel to locations outside the Canal can be circuitous and heavily congested. Francisco Blvd. East and Bellam Blvd. were considered especially unfriendly to walking and bicycling. The heavy traffic, fast travel speeds, narrow sidewalks, narrow travel lanes and infrequent bus stops make it unattractive and difficult for travel by pedestrians, bicyclists, transit riders and motorists alike. Downtown, Montecito Shopping Center, San Rafael High School, San Pedro Elementary School, and Marin Square were most often noted as difficult to access by walking or bicycling.

Difficulties for pedestrian and bicycle travel within the Canal Neighborhood

Walking in the neighborhood was a concern for many residents. Narrow sidewalks, obstructions on sidewalks, lack of curb ramps, and the challenge of crossing at intersections were all cited. There was general concern about the speed with which drivers travel on neighborhood streets, the lack of attention by drivers to stop signs, failure of motorists to yield to pedestrians, and the lack of street lighting at night especially for pedestrians, bicyclists, children exiting school buses and others waiting at bus stops. It was recommended that additional crosswalks and stop signs were needed.

Summary of Public Comments

Specific comments about transportation received from the public are summarized below. These are organized by mode of travel.

Regarding travel by **TRANSIT**, specific concerns include:

- It is expensive to travel from the Canal to Downtown, especially for the short distance
- Buses are often filled to capacity
- Transit service is not frequent enough
- Transit service is not adequate during the early morning or late evening hours
- Buses do not run on time
- There is no public transit to San Pedro Elementary School and parents find it difficult to get to the school for conferences and events
- School bus stops are located on busy streets and school buses block other traffic especially transit buses
- Bus drivers are not always courteous or respectful to patrons
- No bus service is available in the area south of Kerner Blvd
- Bus stops on Francisco Blvd. East are too widely spaced
- Transit service to Northgate is not convenient especially on weekends
- It is difficult to take transit to Kaiser Terra Linda, College of Marin, Mill Valley, Marin General and Sleepy Hollow
- Bicycle racks on the buses are often full
- San Rafael High School students taking public transit to school say that it is often very crowded, and drivers do not stop long enough for students to exit
- Many bus stops do not have seating

PEDESTRIANS in the Canal Neighborhood are concerned that:

- Cars do not stop at stop signs or yield to pedestrians
- Cars speed on Canal Street and other residential streets in the neighborhood especially at night. Sometimes cars do not stop at stop signs and/or yield to pedestrians in crosswalks.
- Many streets are difficult to cross at intersections (no crosswalks), especially on Bellam Blvd, Kerner Blvd, Medway Rd. and Canal St. Specific intersections mentioned include:
 - Kerner Blvd. at Novato St. - Kerner Blvd. at Bellam Blvd. - Kerner Blvd. at Larkspur St.
 - Canal St.. at Novato St. - Canal St. at Medway Rd. - Canal St. at Fairfax St.
 - Canal St.. at Larkspur St.
- Specifically, it was felt that the intersections at Larkspur St/Kerner Blvd. and Canal St/Medway Rd. were difficult to navigate, especially at night
- Sidewalks are too narrow; widths are further blocked by vegetation and poles
- Many intersections are missing curb ramps

Canal Neighborhood Community-Based Transportation Plan

- Cars are often parked across the sidewalk blocking the pedestrian right-of-way
- Sidewalks are unimproved dirt and gravel on sections of Front, Hoag Mill, and Tiburon Streets
- Utility poles/fire hydrants can limit ADA accessibility on sidewalks in some locations. Specific instances were noted on Front, Medway, Belvedere, and Novato Streets
- Many feel unsafe when crossing from apartments to the bowling alley
- Pedestrians do not feel safe walking along Francisco Blvd. East and along Bellam Blvd. to Marin Square
- There is little landscaping, especially street trees, on Francisco Blvd. East
- It was frequently noted that pedestrians do not feel safe walking to San Rafael High School, the Montecito Shopping Center and other locations north of the Canal waterway
- Cars do not yield to blinking red lights on school buses
- It was often mentioned that it would be nice be able to walk along the Canal
- Pedestrians would like to know how much time there is to cross the street especially at busy signalized intersections
- Pedestrians, cyclists and people waiting for buses are concerned for their personal safety at night

BICYCLE travel in the Canal Neighborhood is difficult because:

- Bicyclists feel unsafe riding from the Canal Neighborhood to Andersen Drive and along Francisco Blvd. East
- Some bicyclists do not follow the rules of the road especially about using crosswalks and sidewalks
- There is a lack of bicycle parking
- Much of the bicycle network has not yet been implemented
- It is difficult to bicycle to Montecito Shopping Center

DRIVERS in the neighborhood are concerned that:

- Pedestrians jay walk and they are difficult to see especially at night!
- There isn't enough parking
- Residents who do not read English often do not understand street sweeping and other parking control signs (tow away)
- Double parked vehicles block the roadways
- Kerner Blvd. is very congested especially during evening peak hours
- It is difficult to make left turns onto Bellam Blvd. and Canal Street
- Many drivers speed on residential streets
- Traffic on Francisco Blvd. East is very congested during morning peak especially at Grand Ave. Bridge
- Entrance to the post office on Bellam Blvd. is dangerous

CHAPTER 5: TRANSPORTATION SOLUTIONS

The following list of 13 transportation solutions is recommended for the Canal Neighborhood addressing the transportation gaps identified by the community. The improvements listed below were reviewed and prioritized based upon project support, potential for implementation and effectiveness in mitigating transportation gaps. Description of the methodology utilized and results of that analysis are included at the end of this chapter.

To be realized, some of these projects will require a significant commitment by the community and City, County and regional agencies. Others will be easier to implement. In fact, Solution #1: Adjustments to Bus Transit Service was implemented in September 2006 and Solution #4: Bahia Vista Safe Routes to School improvements are about to be constructed; it is expected that these improvements will be completed in the Fall 2006. In addition, the Medway/Canal Enhancement Project, which includes capital improvements to enhance the 'main street' of the Canal Neighborhood, will begin construction on the undergrounding phase of the project in Fall 2006. Streetscape improvements will follow.

Estimated cost, potential lead agency(s), funding sources, and timeframe for implementation are described for each solution. Some solutions represent improvements to existing facilities or programs; others are unique to the neighborhood. The timeframe for implementation is described as Immediate (in the next few months), Short-Term (1-3 years), Medium-Term (3-8 years) or Long-Term (8 years or more). Evaluation and prioritization of the recommended solutions follows the project descriptions. The recommended solutions, in order of priority, are:

1. Adjustments to Bus Transit Service
2. Crosswalk and Lighting Improvements
3. Canal Crossing
4. Safe Routes to School (SR2S) Improvements
5. Bus Shelters
6. Safety and Streetscape Improvement Project
7. Highway Crossing
8. 'Street Smarts' Program
9. Rides to School for Parents Program
10. Neighborhood Transportation Information Kiosk
11. Canalfront Paseo
12. Modified Transit Fare to Downtown
13. Car Share Program

1. Adjustments to Bus Transit Service

Estimated Cost:	Operating Costs: \$550,000/year (see details below)
Lead Agency:	Marin County Transit District (MCTD)
Potential Funding:	Transportation Development Act Funds (TDA), State Transit Assistance Funds (STA), Measure A Sales Tax Funds, Fares, Local Lifeline Transportation Program, Property Taxes (used primarily for paratransit)
Timeframe:	Immediate, adjusted service began on September 10, 2006

Project Purpose

The transit routes (Routes 35 and 36) serving the Canal Neighborhood have the highest ridership of any in the system. They provide service to the San Rafael Transit Center where patrons can transfer to other routes for locations in the City, County or Bay Area. The population in the Canal Neighborhood is largely transit-dependent. Consequently, demand for transit service is high not only during peak commute times but also during the weekday midday and weekends. Although high-occupancy articulated buses are used during most of the day, buses in the Canal are still crowded. When asked about the quality of transit service, the neighborhood has expressed concern over the infrequency of service, the cost of the trip to Downtown, lack of convenient connections to other locations in the City and County, and overcrowding on buses.

Project Description

In response to the concerns of the community and the County's interest in providing improved transit service, the MCTD recommended several adjustments in the recent *Short-Range Transit Plan*. The following changes in service, which were implemented on September 10, 2006, most affect Canal residents:

- A. **Increased frequency and capacity of transit service in Canal** - Expanded duration of 15-minute frequency for Route 35 and reserved hours for supplemental trips to ease overcrowding as it occurs, especially during morning peaks. This increased service resulted in 18 more buses on Route 35 per day at an estimated cost of \$250,000 per year.
- B. **Direct service from Canal to destinations on Lower Sir Francis Drake Blvd.** - Rerouting of Line 29 through the Canal providing direct service from the Canal to destinations on Lower Sir Francis Drake Blvd. (College of Marin, Marin General Hospital, Larkspur Landing and San Anselmo). This service is at 60-minute frequencies during weekdays and Saturdays and, as a change to existing service, would result in no additional operating cost.
- C. **Direct service from Canal to Mill Valley** - Adjustment in service so that Mill Valley can be reached from the Canal via a single timed connection to Route 17 at San Rafael Transit Center. This service is provided at 60-minute frequencies during weekdays and weekends. This increased service requires 8 additional service hours per week day and 6 additional hours per weekend day at an approximate cost of \$300,000 per year.
- D. **More convenient service to Fairfax** - This service provides all-day single-timed connections between Canal and Fairfax at San Rafael via Route 23; previously, two transfers were required during some parts of the day. Route 23 service is available at 30-minute frequencies during the weekday peak and 60-minute frequencies during weekends. This service did not result in additional operating cost.
- E. **Direct service to destinations in northern San Rafael** - By through-routing every other Route 35 bus with the proposed Route 45, the Canal has gained a direct route to Civic Center, Northgate and Kaiser in northern San Rafael during off-peak hours. During peak hours, the through-routing buses end at Northgate and do not continue all the way to Kaiser. This service is provided at 30-minute frequencies

during the weekday peak and at 60-minute frequencies during weekends. This service did not result in additional operating cost.

- F. Many of the customer service issues that involve delayed and/or overcrowded buses, or missed transfers are expected to be resolved with the bus service improvements (better scheduling and more direct routes) implemented in September 2006. Customer service problems related to driver behavior require a continuation (and refinement as needed) of current programs. Riders who experience discourteous driver behavior can report to the Spanish-speaking customer service representative at GGT (available at 415-257-4404, Monday to Friday, 7:00 a.m. to 5:30 p.m.), and each complaint is researched with counseling and corrective action, as appropriate. As a result of this program, the GGT Customer Relations department reports that there has been a decline in the volume of complaints from Spanish-speaking customers. In addition, GGT has increased the number of Spanish-speaking drivers so that more drivers are able to communicate with the transit riders. As an additional measure, GGT has been meeting on a regular basis with a group of Canal residents to discuss and understand service issues and to proactively respond to their concerns. GGT is reviewing options to continue this contact with community members so that the communication between riders and management staff related to the conduct of the bus drivers and other service delivery issues can be as productive and positive as possible.

2. Crosswalk and Lighting Improvements

Estimated Cost:	For crosswalks approximately \$0 - \$5,000 depending upon number of crosswalks added; Cost for lighting improvements dependent upon evaluation of lighting deficiencies but estimated at \$0 - \$10,000 for trimming of vegetation and/or replacement of lighting fixtures.
Lead Agency:	City of San Rafael
Potential Funding:	City of San Rafael, Local Lifeline Transportation Program, Transportation for Livable Communities (TLC), Hazard Elimination Safety Program (HES), Measure A Sales Tax Funds
Timeframe:	Immediate

Project Purpose and Description

Several locations within the neighborhood were identified by the community to be in need of crossing or safety improvements on Kerner Blvd, Bellam Blvd, Medway Rd. and Canal St. Specific intersections include:

- Kerner Blvd. at Novato St.
- Kerner Blvd. at Bellam Blvd.
- Kerner Blvd. at Larkspur St.
- Canal St. at Novato St.
- Canal St. at Medway Rd.
- Canal St. at Fairfax St.
- Canal St. at Larkspur St.

In addition, inadequate lighting was mentioned as a concern for residents when walking in the neighborhood (for example, on Francisco Blvd. East) and while waiting for buses at night.

The locations identified above would be reviewed by the City of San Rafael Traffic Coordinating Committee to determine if they are suitable for the installation of crosswalks. Where feasible, crosswalks would be installed. Street lighting was recently upgraded in the Canal Neighborhood. Lighting levels would be assessed to insure that lighting is operating at expected levels and to determine what improvements would be necessary, including installation of additional lighting fixtures, repair or replacement of existing fixtures, or vegetation trimming or removal.

3. Canal Crossing

Estimated Cost:	\$1 - \$5 million (design and construction); operating costs would vary depending upon type of crossing
Lead Agency:	City of San Rafael
Potential Funding:	City of San Rafael, ABAG Bay Trail Grants, Measure A Sales Tax Funds, Local Lifeline Transportation Program, Transportation Enhancements (TE), Recreational Trails Program (RTP), Congestion Management and Air Quality Program (CMAQ), Nonmotorized Transportation Pilot Program, Transportation for Livable Communities (TLC), Community Development Block Grants (CDBG), Hazard Elimination Safety Program (HES), Caltrans Transportation Planning Grants, Bicycle Transportation Account (BTA), Transportation Development Act Article 3, Regional Bicycle and Pedestrian Program, RM2 Safe Routes to Transit, Transportation Fund for Clean Air (TFCA), ABAG Bay Trail Grants, California Conservation Corps (CCC), Marin Community Foundation, Surdna Foundation, Bikes Belong Coalition, Kodak American Greenways Awards Program
Timeframe:	The Feasibility Study (Step 1) could begin within a year but construction of the Crossing may take up to 10 years because of the difficulty in securing funding.

Project Purpose

One of the most often requested improvements by the community was a safer and more direct pedestrian/bicycle connection between the Canal Neighborhood and locations to the north of the Canal. Currently the only way to walk or bicycle to the Montecito Shopping Center, Downtown San Rafael/Transit Center, and San Rafael High School is via Francisco Blvd. East and the Grand Avenue Bridge. Unfortunately, this route carries heavy high-speed volumes of traffic; most bicyclists are not comfortable in sharing this roadway. Sidewalks are narrow with many signs, fire hydrants and poles further limiting the sidewalk width; furthermore, the sidewalks are located directly adjacent to the roadway with little buffering provided by parked cars or landscaping. The San Rafael *Bicycle and Pedestrian Master Plan* identified a bridge over the canal as a high priority/long term improvement. In addition, the San Rafael *General Plan 2020* includes a Canal Crossing as a planned, but unfunded, transportation improvement.

Different options for a canal crossing, specifically a bridge, have been evaluated in the past but these studies have not included an evaluation and comparison of the different options available to make the crossing of the Canal waterway easier for Canal residents and visitors. The following project describes a three-step process for the evaluation, design and implementation of a canal crossing.

Project Description

Step 1 - Feasibility Study would provide a feasibility analysis of various options for the bicycle/pedestrian connection between the Canal Neighborhood and destinations north of the Canal waterway. The Canal crossing options to be studied would include:

- A new crossing (type to be determined after an initial evaluation of a drawbridge, floating bridge, rotating bridge, “sleeve” bridge, and tunnel) as specified in the San Rafael *Bicycle and Pedestrian Master Plan* and San Rafael *General Plan 2020*;
- A wider sidewalk along the existing Grand Avenue Bridge;
- A new bicycle/pedestrian bridge adjacent to the existing Grand Avenue Bridge;

- Pedestrian/bicycle improvements to Francisco Blvd. East as specified in the San Rafael *Bicycle and Pedestrian Master Plan*;
- A neighborhood shuttle; and
- A water taxi.

The study would identify and compare a potential bridge, tunnel or ferry anchorage location, potential pedestrian and bicycle improvements along Francisco Blvd. East, and recommendations for a neighborhood shuttle. In addition, the conceptual plan would identify potential environmental impacts, preliminary engineering considerations, and estimated costs for construction and/or operation. The outcome of this study would be a comparison of alternatives and selection of a preferred alternative. Potential funding sources and cost estimates for Step 2 would also be identified.

Step 2 - Engineering and Design would include the necessary environmental, design and/or engineering study to take the selected alternative from conceptual phase to project implementation. Work scope and costs for Step 2 would be determined at the completion of Step 1. The final products of Step 2 would include construction drawings, implementation plan and cost estimates for construction and operation as appropriate to the selected project. Potential funding sources for Step 3 would be identified.

Step 3 - Construction of the Canal crossing. The timeframe and cost of construction will be dependent upon the type of crossing selected. Construction impacts on the community and an implementation schedule would be considered in the implementation plan.

4. Safe Routes to School (SR2S) Improvements

Estimated Cost:	\$150,000 for design and construction (for Bahia Vista SR2S Improvements)
Lead Agency:	Transportation Authority of Marin, City of San Rafael, San Rafael City School District
Potential Funding:	Caltrans Safe Routes to School Program, City of San Rafael, TAM Measure A Sales Tax Funds, Local Lifeline Transportation Program, Transportation for Livable Communities (TLC), Bicycle Transportation Account, and Non-motorized Transportation Pilot Program
Timeframe:	Immediate (Bahia Vista completion expected Fall 2006) to Long-term for other schools

Project Purpose and Description

Providing safe routes for children to walk to school is a concern of parents throughout the United States. Parents of students in the Canal Neighborhood are no different. Bahia Vista Elementary School is the first neighborhood school to participate in the Safe Routes to School program. Several improvements are proposed to maximize children's safety walking or biking to Bahia Vista School. First, 6-foot curb extensions and a raised crosswalk will be provided at the school entrance on Bahia Way. In addition, curb ramps and 6-foot curb extensions are proposed for the Canal St/Bahia Way intersection. These improvements will improve ADA access, reduce the crossing distance for pedestrians and improve visibility of pedestrians in the crosswalks.

In the future, the Safe Routes to School Program is beginning a citywide partnership between San Rafael Public Works Department, San Rafael City School District and Dixie School District to continue to provide safe bicycling and walking access to local schools. In 2007, schools serving Canal students (primarily Bahia Vista and San Pedro Elementary Schools, Davidson Middle School, and San Rafael High School) will prepare SR2S plans. Most of the students attending San Pedro Elementary and a large percentage of students attending Davidson Middle and San Rafael High Schools are from the Canal Neighborhood. Capital improvements and education programs are needed to further encourage safe bicycling and walking to school and safety for students riding the bus to school. Inclusion of the Safe Routes to School Program within the Canal Neighborhood Community-Based Transportation Plan is indicative of parent and community concerns for the safety of children traveling to school.

Funding sources for future SR2S projects include Caltrans Safe Routes to School Program, City of San Rafael, TAM Measure A Sales Tax Funds, Local Lifeline Transportation Program, Transportation for Livable Communities (TLC), Bicycle Transportation Account, and Non-motorized Transportation Pilot Program. Estimated costs and implementation timeframes for future improvements will be developed in the SR2S plans.

5. Bus Shelters

Estimated Cost:	Installation and maintenance cost are the responsibility of CBS Outdoors who currently contracts this service with the City; revenue from advertising is shared between the City and CBS Outdoors
Lead Agency:	City of San Rafael
Potential Funding:	Advertising agency, Local Lifetime Transportation Program
Timeframe:	Short-term

Project Purpose

Based upon input from the community, there is a need for additional bus shelters along the Canal bus routes. In some locations, there are no shelters at all; at others, the shelters are inadequate to protect the large number of patrons waiting for the bus.

Project Description

The location of needed bus shelters would be determined by the City and should be prioritized based upon demand at the stop and feasibility of installation based upon installation requirements. The expanded bus stop may include and/or require ROW acquisition, utility relocation and/or connections, and ADA accessibility improvements. All bus stops would benefit from improvements to signage (including bilingual), Next Bus technology, additional seating, and trash receptacles. The City would be responsible for making the improvements to comply with installation requirements.

6. Safety and Streetscape Improvement Project

Estimated Cost:	\$0.5 - \$4 million for study and capital improvements
Lead Agency:	City of San Rafael
Potential Funding:	Transportation Enhancements (TE), Congestion Management and Air Quality Program (CMAQ), Nonmotorized Transportation Pilot Program, Safe Routes to School, Local Lifeline Transportation Program, Measure A Sales Tax Funds, Transportation for Livable Communities (TLC), Hazard Elimination Safety Program (HES), California Office of Traffic Safety (OTS), RM2 Safe Routes to Transit, The Mello-Roos Community Facilities Act of 1982, California Conservation Corps (CCC)
Timeframe:	Short to Medium-term

Project Purpose

Leading concerns of residents in the Canal Neighborhood centered on the ability to safely and conveniently travel around the neighborhood and to areas outside the neighborhood by walking and bicycling. (Refer to Appendices D and F for specific comments on bicycling and walking.) This neighborhood is relatively compact and many of the destinations within and outside the neighborhood are within a reasonable walking distance. In addition, much of the population is transit-dependent and has no car available for these trips. Consequently, walking and bicycling are important modes for running errands, visiting recreational facilities, commuting to school and work, and connecting to transit for more distant locations.

The specific concerns expressed by the community involving pedestrian and bicycle access were:

- Poor pedestrian and bicycle access on the main arteries (Bellam Blvd. and Francisco Blvd. East) leading to the neighborhood. Currently, Bellam Blvd. and Francisco Blvd. East are the primary connections available to areas outside the neighborhood and consequently are heavily used by motor vehicles, pedestrians and bicyclists. Until the Canal and Highway Crossing projects are implemented, these routes provide the only link for bicyclists and pedestrians to Downtown, San Rafael Transit Center, North/South Greenway, local schools, shopping and other needed services;
- Difficulty crossing major streets (particularly along Bellam Blvd. and Canal Street, and the Canal/Medway intersection);
- Speed of vehicular traffic;
- Safety of walking at night;
- Circulation impacts of school and transit buses;
- Narrow sidewalks and barriers to ADA access; and
- Lack of bicycle parking.

Some improvements, such as crosswalks, do not require significant capital investment to implement and would not be expected to have a significant impact on traffic and circulation in the neighborhood. These improvements can be implemented with minimal analysis. However, other strategies, such as speed humps, bulbouts, school bus re-routing, traffic signals or sidewalk widening, would require additional study.

Project Description

This project would address safety for pedestrian and bicycle travel around the neighborhood and to locations outside the neighborhood. The project would focus on improvements for ADA access (addition of curb ramps and removal of other barriers), bicycling (with addition of bike lanes or paths especially on major arteries to the neighborhood such as Francisco Blvd. East and Bellam Blvd. and bicycle parking facilities), and walking (wider sidewalks, enhanced lighting, additional traffic controls and crosswalks, and reduced traffic speeds). Improvements could also be coordinated with San Rafael's PICASO program (increasing pedestrian safety through enforcement). In addition, PG&E's utility pole replacement program should ensure that poles that are currently obstructing sidewalk width are relocated to a more appropriate location, whenever feasible.

This project would be accomplished in two steps.

Step 1 would include a Canal neighborhood safety audit of traffic and transportation conditions including review of collisions, bike/pedestrian/traffic counts, speed surveys, existing traffic controls, bike facilities, pedestrian facilities, sight lines, school and transit bus circulation, lighting, etc. The plan would present recommendations for improving the travel environment in the Canal for bikes, pedestrians, autos and transit including what type and where improvements should be located. This study would focus on capital improvements such as traffic controls, lighting, sidewalk improvements, crosswalks, bulbouts, traffic calming techniques, streetscape improvements, school bus and bus stop location improvements, etc.

Step 2 would include implementation of the recommendations for neighborhood improvements defined in Step 1.

7. Highway Crossing

Estimated Cost:	\$5,000,000 - \$25,000,000
Lead Agency:	City of San Rafael
Potential Funding:	Transportation Enhancements (TE), Congestion Management and Air Quality Program (CMAQ), Nonmotorized Transportation Pilot Program, Local Lifeline Transportation Program, Transportation for Livable Communities (TLC), Community Development Block Grants (CDBG), Hazard Elimination Safety Program (HES), Safe Routes to School Program (SR2S), Caltrans Transportation Planning Grants, Regional Bicycle and Pedestrian Program, Bicycle Transportation Account (BTA), Transportation Development Act Article 3, Transportation Fund for Clean Air (TFCA), Bikes Belong Coalition
Timeframe:	Project may begin in the Medium-term with conceptual planning but may not reach completion until the Long-term.

Project Purpose

The Canal community expressed concern over the ability to safely walk and bicycle to locations west of the neighborhood using Bellam Blvd. and Andersen Drive. Many workshop participants stated that it was difficult to get to the Borders/Toy-R-Us shopping center and Marin Square. Because of the limited access to the Canal Neighborhood, this route is heavily congested and requires crossing under both Interstate 580 and Highway 101. Road right-of-way is constrained by these underpasses and traffic is greatly impacted by freeway on/off ramps.

Project Description

This three-phase project would address the potential for a bicycle/pedestrian connection between the Canal Neighborhood and locations to the west of Highway 101. During Phase 1 (Conceptual Study), the various options would be reviewed including an under crossing of the freeway, over crossing of the freeway, improvements to existing roadways, neighborhood shuttle, etc. Each option would be examined for potential constraints that may make them difficult or cost-prohibitive to implement such as required right-of-way, requirements for accessible access, geotechnical limitations due to water table, and/or other environmental concerns. The end of Harbor Street is currently identified in the San Rafael *General Plan 2020* as the suggested location for the crossing. Analysis during Phase 1 will evaluate this and other potential locations for this crossing, and identify the most appropriate and desirable location. Current and near-term projects and studies in the area, such as Highway 101 widening, the new Highway 101/Interstate 580 connector, and Bellam intersection improvements would be evaluated for potential to include a pedestrian crossing. A list of preliminary engineering, cost and environmental impacts and opportunities would be prepared for comparison of the alternatives and selection of the preferred alternative for implementation. The outcome of Phase 1 would be to select the most promising option for further environmental and engineering study in Phase 2 as well as cost estimates for completion of Phase 2.

In Phase 2 (Engineering and Design), the preferred alternative would be studied further including environmental clearance, engineering requirements and design to take the project from concept to implementation. The final products of Phase 2 would include construction documents, implementation plan and cost estimates for construction.

Phase 3 (Implementation) would involve construction of the crossing itself. The cost and time required for implementation would be dependant upon the type of crossing selected.

8. 'Street Smarts' Program

Estimated Cost:	Capital Costs: \$0 - \$10,000 for printed materials/year Operating Costs: \$26,000/year for staff time dependant upon scope of project but assume 0.25 FTE (Full-Time Employee at \$75,000/year) for first year and 0.075 FTE for maintenance of program. Additional staff time would be required for expansion of the program. Other costs would be incurred by redesign, printing and distribution of materials. Costs may vary by extent of program.
Lead Agency:	City of San Rafael, County of Marin Health and Human Services, Transportation Authority of Marin
Potential Funding:	Safe Routes to School, TAM Measure A Sales Tax, California Office of Traffic Safety (OTS), Zellerbach Family Foundation, Bikes Belong Coalition
Timeframe:	Short-term

Project Purpose

The purpose of the 'Street Smarts' Program as developed by the City of San Jose and instituted in San Ramon Valley (Town of Danville and City of San Ramon) and Contra Costa County is to raise awareness of traffic safety within communities to reduce traffic accidents and injuries.

Project Description

The 'Street Smarts' Program is an educational tool targeting the behaviors of drivers, pedestrians and bicyclists with advertising and focused community outreach to neighborhoods, schools and businesses. The program recommends using community events, neighborhood initiatives, corporate sponsorships, school presentations, banners, and neighborhood signs to get the message out. Specific behaviors addressed by the campaign include speeding, red light running, stop sign violations, bicycling on the sidewalk, school zone compliance, and crosswalk safety and compliance. For the Canal Neighborhood, the program should also address the need for bi-lingual roadway signage specifically related to parking control (tow-away) signage. The materials developed for San Jose, which include banners, flyers, posters and presentations, have been purchased by the Transportation Authority of Marin (TAM) for use by Marin County communities and will be implemented in the near future.

'Street Smarts' stresses the need for partnerships both to finance and implement the campaign and to augment the messages being broadcast. Where the 'Street Smarts' Program has been used, it has been a cooperative effort between cities, counties, school districts, transit agencies, corporations and community organizations. Each of these groups have contributed time, money, and support. But education isn't enough; the 'Street Smarts' campaign must be used in conjunction with engineering and enforcement. 'Street Smarts' is modular and can be customized and expanded to meet the needs of the Canal community and could be coordinated with the efforts of PICASO (San Rafael's program for pedestrian crosswalk enforcement) as that program is funded.. Some of the materials developed include posters for house and business windows, banners for billboards, posters for bus shelters, neighborhood signs, materials for inclusion in newsletters and for distribution at events.

9. Rides to School for Parents Program

Estimated Cost:	\$2,000/year for event shuttles; \$15,000-30,000/year for taxi vouchers
Lead Agency:	San Rafael City School District, Marin County Health and Human Services
Potential Funding:	Local Lifeline Transportation Program, Access to Jobs and Reverse Commute Program (JARC), Marin Community Foundation, Zellerbach Family Foundation
Timeframe:	Medium-term

Project Purpose

The difficulty for Canal Neighborhood parents getting to neighboring schools was mentioned frequently at the public workshop and other meetings. Although school buses are available for Canal students, parents do not have the same options to visit schools for special school events, parent/teacher conferences, field trips, to volunteer their time or pick up children in case of illness, family emergency or for medical/dental appointments. Some of the schools, particularly San Pedro Elementary School, are not easily accessible by transit. The individual schools have responded to this need by providing special shuttles and even taxi service when necessary. These special services were paid for by school district funds or through funding by the PTA or private foundations but unfortunately are not available for each event or occasion.

Project Description

Rides to School for Parents Program would provide a transportation alternative for parents traveling from the Canal to surrounding schools. By utilizing shuttles for special events and shuttles/taxi vouchers for personal trips this program would make it possible for parents to attend school functions, meet with teachers and volunteer time to support and contribute to school programs. It is recommended that initially the program be limited to the San Pedro Elementary School which currently is not transit accessible and is fully attended by Canal students. In the future, it would be possible to extend this program to other schools.

There are many options of how to accomplish the Rides to School for Parents Program. For school events which are held at specific times and are attended by larger groups of people, a shuttle from the Canal neighborhood would be most appropriate. Preferably this shuttle would utilize equipment that is ADA accessible such as the vans operated by Whistlestop Wheels or County Connection and/or buses from the Golden Gate Transit fleet. A nominal fee could be charged to defray the operating costs. Events served by this shuttle could include parent night at the opening of the school year, end of year open house, school performances and holiday celebrations.

Transportation for other activities, such as parent-teacher conferences, school field trips and parent volunteer assignments is more difficult to provide given the random hours of demand. A regularly scheduled shuttle through the day and early evening hours could meet this need although the cost for operating such a shuttle may be prohibitive for the single destination service. Service from the Canal to San Pedro Elementary School could, perhaps, be included within routing for other Local Initiative Service being considered by MCTD to replace the current County Connection or future service to the Peacock Gap and Santa Venetia communities. Local Initiative Service is a new service which has been proposed by MCTD to provide transit service to areas that, according to MCTD's productivity standards, do not merit traditional transit service. MCTD would work with local communities to design the service and share the costs. Another option would be to provide subsidized taxi vouchers for Canal parents to attend important school meetings such as parent-teacher conferences.

10. Neighborhood Transportation Information Kiosk

Estimated Cost:	Capital Costs: \$2,000 - \$12,000 for kiosk depending on lighting and size requirements. \$0 - \$1,000 for maps and other materials Maintenance Costs: \$0 - \$2,000/year for staff time and materials
Lead Agency:	City of San Rafael
Potential Funding:	Local Lifeline Transportation Program, Access to Jobs and Reverse Commute Program (JARC), Transportation Fund for Clean Air (TFCA)
Timeframe:	Short-term

Project Purpose and Description

The travel kiosk would provide information about transit, driving, bicycling and walking for residents of the Canal Neighborhood. This could include information about CommuterChecks and other transit subsidies, transit routes (including future service changes and community shuttles), the 511 Regional Rideshare Program, Marin Employment Connection's Basic Car Maintenance Workshop, County Connection shuttle, bicycle routes, Trips for Kids' after-school and earn-a-bike program, school buses, paratransit eligibility and services, West Marin Stagecoach, carpools and vanpools, bicycle and pedestrian recreation opportunities, etc. The Travel Information Kiosk should be placed in a central neighborhood location such as the Pickleweed Community Center.

11. Canalfront Paseo

Estimated Cost:	\$1,000,000 - \$4,000,000
Lead Agency:	City of San Rafael
Potential Funding:	City of San Rafael, ABAG Bay Trail Grants, Measure A Sales Tax Funds, Transportation Enhancements (TE), Congestion Management and Air Quality Program (CMAQ), Recreational Trails Program (RTP), Nonmotorized Transportation Pilot Program, Caltrans Transportation Planning Grants, Transportation Development Act Article 3, California Conservation Corps (CCC), Marin Community Foundation, Surdna Foundation, Bikes Belong Coalition, Kodak American Greenways Awards Program
Timeframe:	Project is expected to begin in the Short-term with conceptual planning but, because of funding limitations, may not reach completion until the Long-term.

Project Purpose

As previously discussed in the Canal Crossing project, one of the most often requested improvements by the community over the years is a safer and more direct pedestrian/bicycle connection between the Canal Neighborhood and locations to the north of the Canal. The Canalfront Paseo would focus on providing pedestrian and bicycle access along the Canal waterway; this would provide a much needed bicycle and pedestrian transportation link, in conjunction with the Canal Crossing project, from the Canal Neighborhood to Downtown, Montecito Shopping Center, San Rafael High School and other locations to the north. In addition, the Paseo and Canal Crossing would close an existing gap in the Bay Trail between Pickleweed Park and Pt. San Pedro Road.

Project Description

The Canalfront Paseo Pathway would be implemented in three steps.

In **Step 1 (Conceptual Design)** the options for a Bay Trail alignment through the Canal Neighborhood would be evaluated. The City would work closely with the community to determine the preferred connections to the Canal waterfront, the most appropriate improvements for crossing the Canal, the safest routes to travel through an auto-dominated area, and guidance to maximize waterfront amenities through redevelopment opportunities. Finally, with a Conceptual Design Plan, the City can pursue environmental clearances and funding for construction of the Bay Trail. Further environmental review, design and engineering of the pathway would be prepared in **Step 2 (Design and Engineering)**. Cost estimates, implementation schedule and potential funding sources would be developed. Finally, the pathway would be constructed in **Step 3 (Implementation)**. The cost and schedule for implementation would be dependent upon available funding, right-of-way acquisition, and relevant projects in the study area such as the Canal Crossing.

12. Modified Transit Fare to Downtown

Estimated Cost:	Approximately \$600,000 annually for \$1.00 subsidy on one-way trips or \$2.00 subsidy on round trips for existing Route 35/36 riders
Lead Agency:	Marin County Transit District/Marin County Health and Human Services
Potential Funding:	Local Lifeline Transportation Program, Marin Community Foundation, Measure A Sales Tax Funds
Timeframe:	Medium-Term

Project Purpose and Description

During the public open house and Stakeholder Committee meetings, it was noted that the cost of riding transit from the Canal Neighborhood to Downtown San Rafael and/or Montecito Shopping Center was expensive (\$4.00 round trip) for this relatively short (about one mile) trip. Many residents would instead choose to walk or bicycle this short distance. However, as discussed in the Canal Crossing project, the existing conditions for walking and bicycling along Francisco Blvd. East and the Grand Avenue Bridge are not conducive to these modes. As a measure to reduce the cost of transit for these short trips, it was suggested that a reduced fare from the Canal Neighborhood to the Transit Center be implemented.

13. Car Share Program

Estimated Cost:	Capital Costs: Handled by car share provider Operating Costs: Approximately \$1 million for 3 year program
Lead Agency:	Non-profit community organization
Potential Funding:	Local Lifeline Transportation Program, RM2 Safe Routes to Transit, Access to Jobs and Reverse Commute Program (JARC), Marin Community Foundation
Timeframe:	Medium-term

Project Purpose

Residents in the Canal Neighborhood have expressed the difficulty in making trips to locations that are not easily accessible by walking or transit. Driving is perhaps the most convenient transportation for these trips but many residents do not have access to a car. According to the 2000 census, 15% of households in the Canal do not have access to a car while almost 1/2 of households share one car. A car sharing program would provide flexible, convenient transportation to the community without the cost of owning and maintaining a private vehicle.

Project Description

Car share programs offer the use of an automobile to members on an hourly basis. Unlike standard car rental agencies, car share programs are located in the community; consequently, cars can usually be accessed by walking without the need to travel to the airport or other distant car rental location. In addition, car share is open 24 hours a day/7 days a week. There are several car share programs currently available in the Bay Area (City CarShare, Flexcar, and ZipCar); their requirements for membership vary. In general, to qualify for car share membership, the driver must be at least 21 years of age and have 2-5 years of driving experience. Participants must have no more than 2 incidents or violations on their driving record; drivers with an egregious violation such as DUI do not qualify.

Once the driver is registered with the car share program, they are able to reserve a car for use either through the internet or phone reservation service. Cars are then picked up and returned to the same location. The cost of rental is approximately \$9/hr with unlimited mileage⁵. The rental fee includes insurance and gasoline.

Car share programs within low income communities include subsidies to reduce the rental costs and make it a more attractive option for residents. Flexcar currently operates a program in Seattle funded with JARC (Job Access and Reverse Commute) funds that offers qualified individuals a \$2/hr rate for trips related to job seeking and \$5/hr for all other trips.

At Prioritization Station in Workshop #2, the Car Share Program had the least interest of all the other projects presented. Residents were asked to complete a brief Car Share survey to assess the percentage of residents interested in or qualified for the program. The results from the survey were inconclusive.

⁵ FlexCar

PRIORITIZATION OF SOLUTIONS

The 13 projects recommended in the CBTP would all improve access and mobility for the Canal Neighborhood. However, there are limited funds and City and County agency staff time to implement these projects. Consequently, it is necessary to prioritize solutions to determine which will give the community the most ‘bang for the buck’.

Four criteria were selected to be used in the prioritization. These criteria reflect the relative effectiveness of the project and the project’s potential for implementation. Each solution was evaluated by these criteria with a ranking of High (H), Medium (M) or Low (L) with High reflecting the best scoring for that criteria. The solution evaluation matrix showing the detailed ranking of each solution is included in Table 1. For the purposes of quantifying the results, High was given a value of 3 points, Medium a value of 2 points, and Low a value of 1 point. The evaluation was based upon input from the community, discussions with City and County agency staff, goals of the community-based planning process, and existing City and County planning documents. The criteria used for prioritization are:

Community

- **Has community support** – The success of any project requires that it has the support of the community not only for calculation of potential usage but also to support agency staff or community leaders in their efforts to make the project a reality. Does the solution have the support necessary for success? Project support was assessed from results of the prioritization exercise at Community Workshop #2, input from the Stakeholder Committee and findings of previous transportation studies in the neighborhood.
- **Impacts population with the greatest need** – Does this solution target the population with the greatest barriers to mobility?
- **Benefits a large portion of the community** – Does this solution benefits a large portion of the community rather than a select few?

Funding and Cost

- **Cost effective** – Is the cost reasonable as compared to the number of people who would benefit?
- **Funding secured** – Has funding been dedicated for implementation?
- **Low-cost or no-cost** – Can the project be implemented for less than \$50,000?

Implementation

- **Ease of Implementation** – Does this project involve the cooperation of many jurisdictions and agencies? Does implementation require resolution of numerous constraints, such as environmental, engineering, maintenance or operations?
- **Potential for champion** – Is there a group or individual in either the public or private sector that might champion this project? Can a champion be identified?
- **Compatible with existing plans** – Is this solution directly identified in an agency planning document or is it supportive of existing plans?

Transportation

- **Solves multiple transportation gaps** – Does this solution address many transportation gaps?
- **Benefit extends beyond the community** – Do the benefits of this solution extend beyond the Canal Neighborhood and also benefit other residents of the City of San Rafael or Marin County?
- **Easy to use** – Will potential patrons of this solution find it understandable and accessible?

Canal Neighborhood Community-Based Transportation Plan

Table I: Solution Evaluation Matrix													
	Adjustments to Bus Transit Service	Crosswalk and Lighting Imps.	Canal Crossing	SR2S Improvements	Bus Shelters	Safety and Streetscape Project	Highway Crossing	'Street Smarts' Program	Rides to School for Parents	Information Kiosk	Canalfront Paseo	Modified Transit Fare	Car Share Program
Solution #	1	2	3	4	5	6	7	8	9	10	11	12	13
Community													
Has community support	H	H	H	H	L	H	H	L	M	M	H	M	L
Impacts population with the greatest need	H	H	H	H	H	H	H	M	H	M	L	H	L
Benefits a large portion of the community	M	H	H	L	H	H	M	H	L	M	M	L	L
Funding and Cost													
Cost effective	H	H	H	H	H	H	M	H	H	H	L	L	L
Funding identified	H	M	-	H	H	-	-	M	M	-	-	-	-
Low-cost or no-cost	M	H	L	M	H	L	L	H	H	H	L	M	M
Implementation													
Ease of Implementation	H	M	L	H	M	M	L	H	M	H	L	M	L
Potential for project champion	H	H	H	H	M	H	M	H	H	M	M	L	L
Compatible with existing Plans	H	H	H	H	H	H	H	L	L	L	H	L	L
Transportation													
Solves multiple transportation gaps	H	M	H	L	L	H	H	L	M	M	L	L	H
Benefits extend beyond the community	H	L	H	L	L	L	H	M	L	L	M	L	M
Easy to use	M	H	H	H	H	H	H	M	M	M	H	L	L
TOTAL POINTS	33	31	29	29	28	28	26	26	25	23	20	16	15
H (3 points) = Solution was best for this criteria; M (2 points) = Solution was average for this criteria; L (1 point) = Solution scored poorly for this criteria													

PRIORITY PROJECTS

From the results of the prioritization evaluation, the projects were ranked as follows. The high priority projects represent those that are being implemented in the immediate future or those that will be easiest for implementation and provide the most ‘bang for the buck’ for the community. Medium priority projects have less support from the community and/or would benefit fewer people. The low priority projects will take the greatest commitment in time and money to implement, have the least support from the community or would benefit only a small portion of the community. The projects are prioritized as follows:

High Priority Projects

1. Adjustments to Bus Transit Service
2. Crosswalk and Lighting Improvements
3. Canal Crossing
4. Safe Routes to School (SR2S) Improvements
5. Bus Shelters
6. Canal Neighborhood Safety and Streetscape Improvement Project

Medium Priority Projects

7. Highway Crossing
8. ‘Street Smarts’ Program
9. Rides to School for Parents Program
10. Neighborhood Transportation Information Kiosk
11. Canalfront Paseo

Low Priority Projects

12. Modified Transit Fare to Downtown
13. Car Share Program

CHAPTER 6: IMPLEMENTATION

Once a potential project has been identified and given the approval of the community and City/County agencies, it is still far from a 'done deal'. This final chapter of the Canal Neighborhood CBTP discusses many of the stumbling blocks that may be encountered during the implementation process. In addition, a listing of potential funding sources is included followed by a discussion of Next Steps to be taken for implementation of the Canal Neighborhood CBTP.

CONSIDERATIONS FOR IMPLEMENTATION

There were many issues to consider when evaluating the various proposed solutions, not the least being the potential for implementation. Regardless of how beneficial a project might be for improving access for a community, it is necessary to include in that evaluation what stumbling blocks will be faced during the implementation process. These deterrents can take the form of environmental or engineering constraints, lack of funding resources and/or community or political opposition to the project. The potential for implementation was included as part of the prioritization evaluation in Chapter 5; however, it is important to highlight some of the potential challenges that might be encountered during the implementation process.

1. Adjustments to Bus Transit Service

Adjustments to local MCTD bus transit service began operation on September 10, 2006. Before these service changes were implemented, it was necessary to complete certain tasks including resigning bus stop locations for new or rerouted service (such as Route 29 through the Canal), developing and distributing informational materials, finalizing schedules, training drivers and moving bus signs and shelters. MCTD hosted open houses and Q&A tables throughout the County in late August and early September to help bus riders learn about the new routes and schedules. Printed and on-line schedules and maps for the new service were available in mid-August. Effectiveness of the new service will be monitored in the future.

2. Crosswalk and Lighting Improvements

The installation of a crosswalk does not guarantee a safe crossing. Pedestrians and motorists must both take care to watch and proceed with caution when crossing the street or driving through crosswalks or unmarked intersections. Because of the irregular layout of the streets in the Canal, crosswalks may not be feasible or may require relocation of bus stops or loss of street parking. It will be necessary that each potential location for a crosswalk be evaluated by the City of San Rafael Public Works Department and the City's Traffic Coordinating Committee. Lighting improvements may require only the replacement of broken fixtures or the clearing of vegetation that is blocking the light or may necessitate additional lighting fixtures that would entail more investment for engineering and construction.

3. Canal Crossing

Based upon the desires of the community, a new pedestrian/bicycle bridge located near the residential area of the neighborhood is the favored solution for connecting the Canal Neighborhood to destinations to the north. However, there are many issues to consider, with costs for construction and operation not the least important. Because of boating activity in the canal waterway, it is essential that any crossing would allow boats to pass. Other factors to consider will be the ensuing environmental impacts from a bridge, tunnel or ferry, ADA compliance, safety and geotechnical constraints, capital, maintenance and operation costs, visual impacts and availability of sites for bridge anchorage, water taxi loading docks or tunnel approaches.

4. Safe Routes to School (SR2S) Improvements

The plans for Bahia Vista School have been completed and the project has been funded for construction. Bahia Vista School will continue to participate in the SR2S program, with the question being what else can be done to increase safe walking and biking to school. The School Districts and the City are partnering to bring the Safe Routes to School program to the other schools serving Canal youth.

5. Bus Shelters

Because of the narrow sidewalk rights-of-way along many of the streets in the Canal, the addition of bus shelters may not be feasible or may require purchase of additional right-of-way, loss of street parking and/or reconfiguration of the street cross-section. ADA guidelines require that three feet of unobstructed sidewalk be available beyond the shelter for ADA compliance. Other improvements might include additional seating, trash receptacles, signage (bilingual) and Next Bus technology. In addition, a shelter must be located near an electrical source for lighting, on city-owned property and preferably in an appropriately visible location to attract advertisers. Where a shelter is not feasible, a bench or benches may be considered as an alternative.

6. Canal Neighborhood Safety and Streetscape Improvement Project

Traffic calming has become popular for cities and neighborhoods when addressing pedestrian and bicycle safety. There are many techniques currently being used in the Bay Area to slow traffic down, reduce traffic volumes and make the streets more attractive for non-motorized modes. Some of these techniques may be appropriate for use in the Canal. However, there are many factors that must be considered before constructing stop signs, bulbouts, speed humps, or sidewalk widening. For example, speed humps may successfully slow traffic but may also delay transit and increase response time for emergency vehicles. Or bulbouts can effectively reduce the crossing distance for pedestrians thereby minimizing their exposure to moving vehicles but may also result in the loss of street parking. A community-wide evaluation will be necessary to identify the improvements that will balance street safety for all users. In addition, many of the typical traffic calming features, such as bulbouts, traffic circles or sidewalk widening can be very costly to implement and very disruptive to the community during construction.

7. Highway Crossing

Based upon the desires of the community, a new pedestrian crossing in the vicinity of Harbor Street is the preferred alternative to provide access from the Canal Neighborhood to Francisco Blvd. West and Andersen Dr. However, there are many issues to consider with the costs for construction, visual impacts and ADA access not the least important. One option is for TAM and City staff to pursue the issue of pedestrian and bicycle access during the design of ongoing Highway 101/Interstate 580 interchange studies.

8. 'Street Smarts' Program

The program currently targets primarily driver behaviors. For the Canal Neighborhood, additional materials would be beneficial to address unsafe pedestrian and bicyclist behaviors such as jaywalking, riding against traffic or crossing streets without looking. The program would require a commitment from either a public agency or community group to implement and maintain the program. In the experience of communities who have instituted the 'Street Smarts' program, it takes approximately 3 years to affect the targeted behavioral changes.

9. Rides to School for Parents Program

Currently, no staff or funding is available from the San Rafael City School District to design and implement the Rides to School for Parents Program. Although the School District recognizes that the need exists for this service and has, in the past through the school's PTA and/or site funding, provided shuttle transportation for various school events, the funds for an ongoing program have not been identified or secured. One potential alternative would be to encourage MCTD to provide Local Initiative Service which is being considered for locations where expected patronage does not warrant traditional transit service. Recently, MCTD implemented their *Short Range Transit Plan* which included the restructuring of many bus routes and schedules. Many of these changes benefited the Canal Neighborhood but do not provide access to those schools identified by the community, particularly San Pedro Elementary School. The opportunities for expanding future Local Initiative Service may not be considered until current new services are established.

The provision of subsidized taxi vouchers poses other problems. If funded by public monies, the taxi service must be ADA accessible. This requirement can be met with the use of private funds for the subsidies or by contracting with a paratransit service, such as Whistlestop Wheels, to provide ADA accessible transportation when needed. The program for distribution of vouchers and regulations for use would need to be developed to insure that the vouchers are not misused and could require significant staff time.

10. Neighborhood Transportation Information Kiosk

The initial consideration will be to identify a location(s) that would be the most effective. A location within a public facility, such as the Pickleweed Community Center, would help prevent vandalism of the kiosk and would possibly provide a responsible party for kiosk's upkeep. However, a location indoors would also limit when the kiosk would be available for viewing. Information provided on the kiosk must be kept updated and distributed items, such as route schedules or informational flyers, must be kept stocked.

11. Canalfront Paseo

The Canalfront Paseo would provide access along the waterfront, connection to the Canal Crossing project and closure of an existing gap in the Bay Trail between Pickleweed Park, Downtown and Pt. San Pedro Road. In addition, the Paseo has the potential to revitalize a decaying vintage World War II industrial area for the enjoyment of both residents and visitors. However, there may be significant environmental and engineering constraints associated with construction of the Paseo. Because it may be considered more a recreational facility than a pathway specifically for commuting, the Paseo might not be eligible for many of the funding sources which can be used for the development of transportation bicycle facilities. The Paseo should be closely coordinated with the Canal Crossing project.

12. Modified Transit Fare to Downtown

Currently transit riders from the Canal Neighborhood pay a cash fare of \$2.00 to board Route 35/36 buses to travel about one mile to the San Rafael Transit Center, Downtown San Rafael and locations between these destinations (Montecito Shopping Center or San Rafael High School). Many riders will make a transfer at the Transit Center to travel to further destinations. A Modified Transit Fare to Downtown Program would provide a reduced transit fare for riders traveling only between the Canal Neighborhood and Downtown and would not affect the fare for riders making connections at the Transit Center. To implement such a program, it would be necessary to (1) establish what subsidy would be provided, (2) determine who would be eligible for the subsidy and (3) determine how that subsidy would be distributed.

MCTD is implemented their *Short Range Transit Plan* which included several service improvements for the Canal (See Project #1). Consequently, they are not able to fully evaluate and consider a Modified Transit Fare Program. However, staff realizes that a \$4.00 round trip fare is a burden to many riders between the Neighborhood and the Transit Center. In addition, MCTD does not currently administer transit subsidy programs in the County. However, MCTD could partner with an agency which provides social services, such as Marin County Health and Human Services, to develop eligibility requirements and administer the program. Other issues to consider would be the potential for increased usage of the routes serving the Canal Neighborhood resulting in overcrowding on buses at certain points or times of the day.

Obviously, a Modified Transit Fare would result in loss of revenue to MCTD. Although Routes 35 and 36 are among the most productive in the county, more than half of these riders do not transfer to another route in the system; with a reduction in transit fare, significant farebox revenue would no longer be collected. Alternatively, a Modified Transit Fare could actually increase revenue by generating enough additional ridership to compensate for the fare reduction.

Other concerns are who would be eligible for this subsidy and how the subsidy would be distributed. There are considerations of equity between residents of Marin County. For example, if a subsidy program was instituted in the Canal, shouldn't a similar program be instituted for residents of other low income, transit-dependent communities in Marin? And how can the modified fare program be implemented without the potential for misuse?

One option used in many communities, college campuses or by employers is to provide a subsidy for transit distributed in the form of a monthly pass. In that way, the distribution of the subsidy becomes the responsibility of one agency and makes it possible to effectively administer the program. MCTD will review their fare structure in the near future including the possibility of a monthly pass. At that time, a Modified Transit Fare Program may be considered in conjunction with County Health and Human Services Agency or other social services provider. In addition, to fully assess the feasibility and effectiveness of the Modified Transit Fare Program, it may be prudent to develop a 'Pilot Program' in the Canal Neighborhood before offering the program elsewhere in Marin County.

13. Car Share Program

Before a car share program can be implemented in the Canal Neighborhood, it would be necessary to gauge the level of interest and potential participation by the community. The requirements for participation, as discussed above, may limit many residents from joining. Without a strong and interested population, car share programs cannot be successful. Simply, the high cost of the program must be reflected in the number of people it can benefit. In addition, the reservation process either via the internet or by phone is currently available in English only; the language barrier and access to the internet may preclude participation by many Canal residents. A car share survey was conducted at the Community Workshop #2 to assess the level of interest and qualification for the program. The results of the survey were inconclusive. Consequently, it would be necessary to conduct a more comprehensive survey of the community to estimate how many residents would qualify to participate or how many would have an interest in the program. If it was determined that a Canal location might not be feasible, the car share program could be located in Downtown near the San Rafael Transit Center with access to a potentially larger market.

FUNDING

The following funding sources were identified as potential resources for implementation of the proposed solutions of the CBTP. The competition for these funds is fierce; to compete, a project must be well-defined, be included in local plans for the jurisdiction and have the support of the community and public agencies. In addition, funding sources will change over time; while some grant programs may end, other new programs and sources of funding will be instituted. The following list provides current funding sources that may be utilized. Following the list, the funding sources appropriate to each solution are summarized in Table 2.

Federal

Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU)

Signed into law in August 2005, SAFETEA-LU authorizes more than \$250 billion in funding for federal surface transportation programs over the next five years. Replacing TEA-21, SAFETEA-LU maintains many of the same programs including Transportation Enhancements, Congestion Management and Air Quality and Recreational Trails while introducing several new programs described below.

Transportation Enhancements (TE) - Transportation Enhancement funds are to be used for transportation-related capital improvement projects that enhance quality-of-life in or around transportation facilities. Projects must be over and above required mitigation and normal transportation projects, and the project must be directly related to the transportation system. The projects should have a quality-of-life benefit while providing the greatest benefit to the greatest number of people. Projects include facilities for pedestrians and bicycles, safety and educational activities for pedestrians and bicyclists, acquisition of scenic easements and scenic or historic sites, and landscaping and other scenic beautification. A 20% local match is required in most instances.

Congestion Management and Air Quality Program (CMAQ) - This program will fund the construction of bicycle and pedestrian facilities as well as bicycle safety programs such as brochures, maps and public service announcements. The projects must be mainly for transportation rather than recreation and included in Transportation Improvement Projects (TIP). It requires a 20% local or state match.

Recreational Trails Program (RTP) - This program provides funds to develop and maintain recreational trails for motorized and non-motorized recreational trails users. Funds are distributed through California State Parks. Uses can include maintenance, new trail development, purchase of right-of-way and education programs. A local match of 12% is required for these funds.

Safe Routes to School - The goal of this new program is to enable and encourage primary and middle school children to walk and bicycle to school by making it a safer and more appealing alternative and also to facilitate planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. Eligible projects include those related to infrastructure (planning, design, and construction) and non-infrastructure (such as public awareness campaigns).

Nonmotorized Transportation Pilot Program - SAFETEA-LU established a new program, authorizing a total of \$100 million through 2009, to fund pilot projects to construct a network of nonmotorized transportation infrastructure facilities in 4 designated communities including Marin County. The purpose is to demonstrate the extent to which walking and bicycling can represent a major portion of the transportation solution in certain communities to improve the environment, decrease traffic congestion and benefit public health.

Access to Jobs and Reverse Commute Program (JARC)

JARC funds are primarily distributed through MTC's Lifeline Program although certain grants may be available directly from the Program. The federal Access to Jobs and Reverse Commute Program (JARC) is a discretionary funding source that funds projects and services designed to transport low-income persons to work, training and child care and supports development of transportation services between urban centers and suburban employment opportunities. Funds can be used for capital improvements or operating expenses requiring a 20% local match for capital projects and 50% local match for operating expenses. Eligible projects include:

- New or expanded transportation projects or services that provide access to transportation;
- Promoting public transportation by low-income workers, including the use of public transportation by workers with nontraditional work schedules;
- Promoting the use of transit vouchers for welfare recipients and eligible low-income individuals;
- Promoting the use of employer-provided transportation, including the transit pass benefit program under section 132 of the Internal Revenue Code of 1986;
- Subsidizing the costs associated with adding reverse commute bus, train, carpool, van routes, or service from urbanized areas and other than urbanized areas to suburban workplaces;
- Subsidizing the purchase or lease by a nonprofit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace; or
- Facilitating public transportation services to suburban employment opportunities.

Community Development Block Grants (CDBG)

The Community Development Block Grants (CDBG) program is a federal program of grants to larger cities and urban counties, administered by the U.S. Department of Housing and Urban Development (HUD). CDBG funds allocate annual grants to develop viable communities by providing decent housing, a suitable living environment, and opportunities to expand economic opportunities, principally for low- and moderate-income persons. CDBG funds may be used for:

- acquisition of real property;
- relocation and demolition;
- rehabilitation of residential and non-residential structures;
- construction of public facilities and improvements, such as water and sewer facilities, streets, neighborhood centers, and the conversion of school buildings for eligible purposes;
- public services, within certain limits;
- activities relating to energy conservation and renewable energy resources; and
- provision of assistance to profit-motivated businesses to carry out economic development and job creation/retention activities.

FTA Section 5303 Technical Assistance

Federal Transit Administration (FTA) Section 5303 funds are used to support planning activities in metropolitan areas. These funds are distributed by MTC and are available to all transit operators within the Bay Area. Eligible projects include the development of short range transit plans, route restructuring studies, technical assistance for implementing technology upgrades and similar projects. Section 5303 Grants require a 20% local match.

FTA Section 5307 Capital Grants

Federal Transit Administration (FTA) Section 5303 funds are used to support planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. Section 5307 Grants require a 20% local match.

Hazard Elimination Safety Program (HES)

The Hazard Elimination Safety Program (HES) is a federal safety program monitored by Caltrans that provides funds for safety improvements on any public road, any public surface transportation facility, any publicly-owned bicycle or pedestrian pathway or trail, and for any traffic calming measure. These funds serve to eliminate or reduce the number and severity of traffic accidents at locations selected for improvement. Activities that are eligible include preliminary engineering, right-of-way costs and construction expenses. Any local agency may apply for these safety funds for up to 90% of project costs requiring a local match of 10%.

State

Safe Routes to School Program

The Safe Routes to School (SR2S) program, originally designated for five years, was recently extended for three more years until January 1, 2008. This program is administered by Caltrans using funds from the Hazard Elimination Safety program. Projects must be on a route to school and must improve bicycle and pedestrian travel. Eligible projects are rehabilitation, new bikeways and sidewalks, and traffic calming. Grants are allocated competitively. A 10% match for most projects is required. Applications are typically due in May or June of each year.

Caltrans Transportation Planning Grants

The Caltrans Transportation Planning grant program is primarily used to seed planning activities that encourage livable communities. These grants assist local agencies to better integrate land use and transportation planning, to develop alternatives for addressing growth and to assess efficient infrastructure investments that meet community needs. These planning activities are expected to help leverage projects that foster sustainable economies, increase available affordable housing, improve housing/jobs balance, encourage transit oriented and mixed use development, expand transportation choices, reflect community values, and include non-traditional participation in transportation decision making. Transportation planning grants are awarded by Caltrans and require a 20% local match.

Bicycle Transportation Account (BTA)

The Bicycle Transportation Account (BTA) is a competitive grant program run by the Caltrans Bicycle Facilities Unit. The projects funded by this program are those that promote or otherwise benefit bicycling for commuting purposes. The fund has grown dramatically in recent years from \$360,000 per year to the current \$7 million dollars. Local agencies must provide a 10% match of the project cost from sources other than the BTA. To be eligible for BTA funds, the jurisdiction must have an adopted Bicycle Transportation Plan (BTP) that meets the requirements of Section 891.2 of the Streets and Highways Code, complies with the regional transportation plan and has been adopted no earlier than four years prior to July 1 of the fiscal year in which BTA funds are granted. A minimum local match of 10% of total project cost is required.

California Office of Traffic Safety (OTS)

California Office of Traffic Safety distributes funds to mitigate traffic safety program deficiencies, expand ongoing activities or develop new programs. Traffic safety priority areas include projects related to police traffic services, alcohol and other drugs, emergency medical services, traffic records/roadway safety, occupant safety and pedestrian and bicycle safety. Included within these definitions are projects related to safety programs, education, enforcement, traffic safety and bicycle rodeos, and bicycle helmet distribution. OTS funds are one of the few sources that will support programs, such as bicycle rodeos and education, in addition to capital projects. Eligible applicants are governmental agencies, state universities and colleges, school districts, fire departments and public emergency service providers.

Regional / Local

Local Lifeline Transportation Program

MTC's Transportation 2030 Plan seeks \$216 million over the next 25 years to address mobility needs for residents of low income communities. In response to this need, MTC has instituted the Lifeline Transportation Program to distribute this program including JARC and STA funds. It is anticipated that these funds will be available starting in the Fiscal Year 2008, In the interim, MTC has launched the Lifeline Program with an additional \$18 million for the region through a combination of CMAQ, JARC and STA funds. It is estimated that Marin County will receive \$492,290 for the 3-year period of FY 2005 - 2008. The Lifeline Program replaces the Low Income Flexible Transportation Program (LIFT) grants previously distributed by MTC. Lifeline monies can be used for capital or operating purposes for projects which are developed through a collaborative process between public agencies, transit operators, community-based organizations and other community stakeholders including outreach to unrepresented stakeholders. Lifeline funds are earmarked for projects that address transportation gaps and/or barriers identified through a Community-Based Transportation Plan (CBTP), countywide or regional Welfare-to-Work Transportation Plan or are otherwise documented as a need within the community and that improve a range of transportation choices by adding new or expanded services. Eligible operating projects include enhanced fixed route transit services, shuttles, children's programs, taxi voucher programs, improved access to autos, and capital improvement projects. Capital projects that do not require ongoing funding are encouraged and may include the purchase of vehicles, the provision of bus shelters, benches, lighting, sidewalk improvements or other enhancements to improve transportation access for residents of low-income communities. Strategies specific to meeting the transportation needs of elderly or disabled residents of low-income communities may also be considered for Lifeline funds. Lifeline funding requires a 20% local match.

Measure A Sales Tax Funds

Transportation Sales Tax Expenditure Plan (Measure A) defines how a 1/2 cent sales tax increase approved by voters on November 2, 2004 will be spent. The purpose of the plan is to improve transportation in Marin by expanding bus service, completing the Highway 101 carpool lane through San Rafael, and providing roadway improvements and safer access to schools. The four key strategies include:

- A seamless local bus system that serves community needs, including special services for seniors and those with disabilities
- Fully fund and accelerate completion of the Highway 101 Carpool Lane Gap Closure Project through San Rafael
- Improve, maintain, and manage Marin's local transportation infrastructure, including roads, bikeways, pathways, and sidewalks
- Reduce school-related congestion and improve safe access to schools.

Transportation Development Act, Article 3, Pedestrian/Bicycle Projects

Transportation Development Act (TDA) Article 3 funds are return-to-source funds generated from the sales tax on gasoline. They are returned to the source county for local transportation projects; two percent of these funds are set-aside for bicycle and pedestrian projects. These funds can be used for engineering, right-of-way acquisition, construction, retrofitting to comply with American Disabilities Act (ADA), route improvements, and purchase and installation of facilities such as parking, benches, rest rooms, changing areas, showers which are adjacent to bicycle trails, bicycle traffic generators and are accessible to the general public. Each county decides its own formula for allocating the funds to the local jurisdictions within that county. These funds can be used directly for bicycle and pedestrian projects or as the local match for competitive State and Federal sources. Projects must be approved by a local Bicycle Advisory Committee and be included in the bicycle plan, transportation element or other adopted plan.

Transportation for Livable Communities (TLC)

The purpose of this funding source is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors. TLC provides funding for projects that are developed through an inclusive community planning effort, provide for a range of transportation choices, and support connectivity between transportation investments and land uses. Three TLC funds are available. Regional TLC funds are regionally competitive and can be used for planning or capital improvements. Local TLC and Local HIP funds are available for projects within Marin County and can only be used for capital improvements.

The capital program will fund transportation infrastructure improvements to pedestrian, bicycle and transit facilities. The key objectives of this program are to encourage pedestrian, bicycle and transit trips; support a community's larger infill development or revitalization effort; and provide for a wider range of transportation choices, improved internal mobility, and stronger sense of place. Project activities eligible for funding include bicycle and pedestrian paths and bridges; on-street bike lanes; pedestrian plazas; pedestrian street crossings; streetscaping such as median landscaping, street trees, lighting, furniture; traffic calming design features such as pedestrian bulb-outs or transit bulbs; transit stop amenities; way-finding signage; and gateway features. Funds can be used for preliminary engineering (design and environmental), right-of-way acquisition, and/or construction. TLC capital grants allocate federal Surface Transportation Program (STP) or Congestion Mitigation and Air Quality (CMAQ) Improvements Program Funds with grants ranging from \$500,000 to \$3 million per projects. A local match of 11.5 percent of the total project is required. The most recent call for projects were due on June 23, 2006.

Projects in the early or conceptual stage of their development are eligible for Transportation for Livable Communities (TLC) planning grants of up to \$75,000, which are awarded to help sponsors refine and elaborate promising project ideas.

Regional Measure 2 (RM2) Safe Routes to Transit

The \$22.5 million Safe Routes to Transit (SR2T) Program received Bay Area voter approval in March 2004 through Regional Measure 2, the \$1 bridge toll to implement the Regional Traffic Relief Plan. Of the SR2T funds, \$2.5 million are allocated directly to City CarShare projects (with \$750,000 already encumbered) and the remaining \$20 million will be allocated on a competitive grant basis. To be eligible, projects must have a "bridge nexus," that is, reduce congestion on one or more state toll bridges by facilitating walking or bicycling to transit services or City CarShare pods. Specific projects can be funded under SR2T for:

- Secure bicycle storage at transit stations/stops/pods;
- Safety enhancements for ped/bike station access to transit stations/stops/pods;
- Removal of ped/bike barriers near transit stations; and
- System wide transit enhancements to accommodate bicyclists or pedestrians.

Regional Bicycle and Pedestrian Program

In December 2003, as part of the development of the long-range Transportation 2030 Plan, the Metropolitan Transportation Commission (MTC) created the Regional Bicycle and Pedestrian Program to fund construction of the Regional Bicycle Network, regionally significant pedestrian projects as well as bicycle/pedestrian projects serving schools or transit. Furthermore, the Commission committed \$200 million in the Transportation 2030 Plan to support the regional program over a 25-year period with yearly allocations of \$8 million. These funds are distributed through the county's Congestion Management Agency and can be used to provide bicycle and/or pedestrian access to regional activity centers, major transit stations, schools and facilities on the regional bicycle network.

Transportation Fund for Clean Air (TFCA)

The Transportation Fund for Clean Air (TFCA) is a grant program funded by a \$4 surcharge on motor vehicles registered in the Bay Area. This generates approximately \$22 million per year in revenue. TFCA's goal is to implement the most cost-effective projects in the Bay Area that will decrease motor vehicle emissions, and therefore improve air quality. Projects must be consistent with the 1988 California Clean Air Act and the Bay Area Ozone Strategy. TFCA funds covers a wide range of project types, including purchase or lease of clean fuel buses; purchase of clean air vehicles; shuttle and feeder bus service to train stations; ridesharing programs to encourage carpool and transit use; bicycle facility improvements such as bike lanes, bicycle racks, and lockers; arterial management improvements to speed traffic flow on major arterials; smart growth; and transit information projects to enhance the availability of transit information. Applications are submitted through the Bay Area Air Quality Management District or through the County Congestion Management Agency.

ABAG Bay Trail Grants

Funds are available for development of the San Francisco Bay Trail through the Association of Bay Area Governments (ABAG) Bay Trail Grant Program. These funds can be used for acquisition, planning, design, and construction. The current funding cycle is complete; the program will resume in the future.

Non-Traditional

In addition to the sources listed above, there are several non-traditional funding sources that are available for the implementation of project and program recommendations. The following paragraphs briefly describe several of the innovative ways that communities have funded similar projects.

The Mello-Roos Community Facilities Act of 1982

In 1978 Californians enacted Proposition 13, which limited the ability of local public agencies to increase property taxes based on a property's assessed value. In 1982, the Mello-Roos Community Facilities Act of 1982 (Government Code §53311-53368.3) was created to provide an alternate method of financing needed improvements and services. The Act allows any county, city, special district, school district or joint powers authority to establish a Mello-Roos Community Facilities District (a "CFD") which allows for financing of public improvements and services. The services and improvements that Mello-Roos CFDs can finance include streets, sewer systems and other basic infrastructure, police protection, fire protection, ambulance services, schools, parks, libraries, museums and other cultural facilities. By law, the CFD is also entitled to recover expenses needed to form the CFD and administer the annual special taxes and bonded debt.

California Conservation Corps (CCC)

The program provides emergency assistance and public service conservation work for city, county, state, federal and non-profit organizations. Both urban and rural projects are eligible and are selected on the basis of environmental and natural resource benefits and public use and on-the-job training opportunities. Use of the CCC would be effective at reducing project costs.

Grant and Foundation Opportunities

Private foundations provide excellent opportunities for funding specific capital projects or single event programs. Generally to qualify for these types of funds, a Bicycle Advisory Committee or established non-profit group acting in its behalf must exist. In general, private foundations are initially established for specific purposes, e.g. children and youth need, promotion of certain professional objectives, educational opportunities, the arts, and community development. An excellent source of information about foundations and their funding potential can be found in the Foundation Directory, available at many public libraries or on-line at www.fconline.fdncenter.org/. Several foundations to consider are:

Marin Community Foundation (MCF) - The MCF was established in 1986 with the assets of a trust created by Leonard and Beryl H. Buck, long-time residents of Marin County. Since that time, over 300 additional funds have been created at the Foundation. Grants made from these funds support a wide range of issues within Marin County, the United States and around the world. The mission of the Marin Community Foundation is to encourage and apply philanthropic contributions to help improve the human condition, embrace diversity, promote a humane and democratic society, and enhance the community's quality of life, now and for future generations. The Foundation's Discretionary Grants program supports efforts that are conducted in Marin County or that benefit the residents of the County. Support is given for general operating support, special projects and initiatives, and ongoing programs—depending on the focus and goals within each of the Foundation's program areas which include the Arts, Community Development, Education and Training, Environment, Human Needs, and Religion, Ethics and Conscience.

Surdna Foundation - The Community Revitalization program of the Surdna Foundation seeks to transform environments and enhance the quality of life in urban places, increase their ability to attract and retain a diversity of residents and employers, and insure that urban policies and development promote social equity.

Zellerbach Family Foundation - The Mission of the Zellerbach Family Foundation is to be a catalyst for constructive social change by initiating and investing in efforts that strengthen families and communities. The areas focusing on improving human service systems and strengthening communities would support local community improvement efforts.

Bikes Belong Coalition - Bikes Belong is the national coalition of bicycle suppliers and retailers working together to put more people on bicycles more often. Through national leadership, grassroots support, and promotion, we work to make bicycling safe, convenient, and fun. Bikes Belong Coalition will support non-profit organizations and public agencies with development of facilities, education programs and advocacy efforts.

Kodak American Greenways Awards Program - Through the support of Eastman Kodak, The Conservation Fund, and the National Geographic Society, small grants are available to stimulate the planning and design of greenways in communities throughout the United States. Community organizations are given priority in awarding of these grants although public agencies may apply. Grant applications are selected according to the importance of the project to local greenway development efforts, community support for the project and likelihood of tangible results. Funds can be used for the planning and technical assistance needed to complete a greenway project.

Adopt-A-Trail/Path Programs - Modeled upon the Southern California program of highway maintenance contributions, this program would post signs to indicate which individual or group has contributed to the development, installation or maintenance of a particular bike facility. Trail construction can also be considered by school or civic groups as a year-long project.

Memorial Funds - These programs are advertised as potential donor projects to be funded via ongoing charitable contributions or funds left to a particular project through a will. Most memorial projects include the location of a memorial plaque at a location specific to the improvement or at a scenic vista point.

Revenue-Producing Operations - As part of the development of a trail or bike path, plans can specifically include the location of a revenue-producing operation adjacent to the proposed improvement. For example, bicycle rental facilities, food and drink establishments, bike storage facilities and equipment centers, and/or equestrian centers would be appropriate uses. The on-going lease revenues from these operations could then be used for trail/path maintenance.

Canal Neighborhood Community-Based Transportation Plan

Table 2: Potential Funding Sources	
1. Adjustments to Golden Gate Transit Service	Transportation Development Act Funds (TDA), State Transit Assistance Funds (STA), Measure A Sales Tax Funds, Fares, Local Lifeline Transportation Program, Property Taxes (used primarily for paratransit)
2. Crosswalk and Lighting Improvements	City of San Rafael, Local Lifeline Transportation Program, Transportation for Livable Communities (TLC), Hazard Elimination Safety Program (HES), Measure A Sales Tax Funds
3. Canal Crossing	City of San Rafael, ABAG Bay Trail Grants, Measure A Sales Tax Funds, Local Lifeline Transportation Program, Transportation Enhancements (TE), Recreational Trails Program (RTP), Congestion Management and Air Quality Program (CMAQ), Nonmotorized Transportation Pilot Program, Local Lifeline Transportation Program, Transportation for Livable Communities (TLC), Community Development Block Grants (CDBG), Hazard Elimination Safety Program (HES), Caltrans Transportation Planning Grants, Bicycle Transportation Account (BTA), Transportation Development Act Article 3, Regional Bicycle and Pedestrian Program, RM2 Safe Routes to Transit, Transportation Fund for Clean Air (TFCA), ABAG Bay Trail Grants, California Conservation Corps (CCC), Marin Community Foundation, Surdna Foundation, Bikes Belong Coalition, Kodak American Greenways Awards Program
4. Safe Routes to School (SR2S) Improvements	Caltrans Safe Routes to School Program, City of San Rafael, TAM Measure A Sales Tax Funds, Local Lifeline Transportation Program, Transportation for Livable Communities (TLC), Bicycle Transportation Account, and Non-motorized Transportation Pilot Program
5. Bus Shelters	Advertising agency, Local Lifeline Transportation Program
6. Canal Neighborhood Safety and Streetscape Improvement Project	Transportation Enhancements (TE), Congestion Management and Air Quality Program (CMAQ), Safe Routes to School, Local Lifeline Transportation Program, Measure A Sales Tax Funds, Transportation for Livable Communities (TLC), Hazard Elimination Safety Program (HES), California Office of Traffic Safety (OTS), RM2 Safe Routes to Transit, The Mello-Roos Community Facilities Act of 1982, California Conservation Corps (CCC)
7. Highway Crossing	Transportation Enhancements (TE), Congestion Management and Air Quality Program (CMAQ), Nonmotorized Transportation Pilot Program, Local Lifeline Transportation Program, Transportation for Livable Communities (TLC), Community Development Block Grants (CDBG), Hazard Elimination Safety Program (HES), Safe Routes to School Program (SR2S), Caltrans Transportation Planning Grants, Regional Bicycle and Pedestrian Program, Bicycle Transportation Account (BTA), Transportation Development Act Article 3, Transportation Fund for Clean Air (TFCA), Bikes Belong Coalition

Canal Neighborhood Community-Based Transportation Plan

8. Street Smarts	Safe Routes to School, TAM Measure A Sales Tax, California Office of Traffic Safety (OTS), Zellerbach Family Foundation, Bikes Belong Coalition
9. Rides to School for Parents Program	Local Lifeline Transportation Program, Access to Jobs and Reverse Commute Program (JARC), Marin Community Foundation, Zellerbach Family Foundation
10. Neighborhood Travel Information Kiosk	Local Lifeline Transportation Program, Access to Jobs and Reverse Commute Program (JARC), Transportation Fund for Clean Air (TFCA)
11. Canalfront Paseo	City of San Rafael, ABAG Bay Trail Grants, Measure A Sales Tax Funds, Transportation Enhancements (TE), Congestion Management and Air Quality Program (CMAQ), Recreational Trails Program (RTP), Nonmotorized Transportation Pilot Program, Caltrans Transportation Planning Grants, Transportation Development Act Article 3, California Conservation Corps (CCC), Marin Community Foundation, Surdna Foundation, Bikes Belong Coalition, Kodak American Greenways Awards Program
12. Modified Transit Fare to Downtown	Local Lifeline Transportation Program, Access to Jobs and Reverse Commute Program (JARC), Caltrans Transportation Planning Grants, Marin Community Foundation
13. Car Sharing Program	Local Lifeline Transportation Program, RM2 Safe Routes to Transit, Access to Jobs and Reverse Commute Program (JARC), Marin Community Foundation

NEXT STEPS

The effectiveness of this CBTP will be measured by the success in moving forward to implement the recommended solutions to close transportation gaps. The responsibility for implementation of the CBTP will primarily fall on the shoulders of MTC, TAM and City of San Rafael. Their commitment will determine whether this plan sits on the shelf or becomes an active and effective planning tool. The community will also share some of this responsibility; they will be charged with reminding public officials of the importance of these projects and making the commitment to work closely with the lead agencies.

Now that the CBTP is completed, what are the next steps to be taken to insure implementation of the plan? Tasks would need to be refined by staff and additional steps may be necessary depending on the funding source(s) or how the various lead agencies choose to implement the recommendations in the report. The length of time it may take to fully implement the recommendations for each solution may vary depending on capital acquisitions, staffing, participation from local jurisdictions, and funding. The following four steps will assist in directing a plan of action.

1. Continue community involvement

The planning process for the CBTP was designed to ensure participation by members of the community and appropriate public agencies. Although the bulk of the implementation process will be the responsibility of public agencies, the public should continue to be involved to monitor progress and lobby for results.

2. Find a champion

The project will have the greatest possibility of success if a project champion can be found. This can be a person, public agency, community group or public official. Their task will be to keep the project alive and to remind the responsible party of the importance of the project when interest or progress starts to fade.

3. Define work plan and timeline

Starting with the high priority projects, it will be necessary to develop a work plan and timeline for each solution. A clear understanding of the steps needed for implementation will make it easier to focus on each task and know what needs to be accomplished and who is the best person to lead the task. Major milestones should be set to gauge the effectiveness of the effort.

4. Secure funding

The most significant barrier to implementing any of the recommended solutions is, of course, the lack of available funds. Although grants are difficult to get without a well-defined project, it is in everyone's best interest to identify and secure funding (even partial funding) as soon as possible.

APPENDIX A

Memorandum #1

Existing Conditions Summary

Final Draft

EXISTING CONDITIONS SUMMARY REPORT

for the

**Canal Neighborhood Community-Based
Transportation Plan**

prepared for:

CANAL TRANSPORTATION PLAN STAKEHOLDER COMMITTEE

**Transportation Authority of Marin
City of San Rafael**

December 1, 2005

ACKNOWLEDGEMENTS

Canal Transportation Plan Stakeholder Committee

Dr. Laura Alvarenga
Eric Andersen
Rocky Birdsey
Ruth Donohugh
Carmen Escobar
Rocio Cruz Hernandez
Richard M. Lockman
Enedina Mendieta

Jessuina Perez-Terán
Man Minh Phan
Fernando Quezada
Maria A. Rodriguez
Rob Simon
Tom Wilson
Beverly Yates

Canal Transportation Plan Technical Advisory Committee

Bob Brown, City of San Rafael
Dave Donery, Pickleweed Community Center
Mary Donovan, Marin County Health and Human Services
David Escobar, Marin County Board of Supervisors – District 4
Maureen Gaffney, Association of Bay Area Governments

Linda Jackson, City of San Rafael
Harvey Katz, Golden Gate Transit
Therese Knudsen, Metropolitan Transportation Commission
Carey Lando, Transportation Authority of Marin
Amy Van Doren, Marin County Transit District
Tina Warren, Marin County Department of Health

Transportation Authority of Marin

Dianne Steinhauser, Executive Director
Carey Lando, Senior Transportation Planner

City of San Rafael

Bob Brown, Community Development Director
Linda M. Jackson, Principal Planner
Meherdad Namiranian, Associate Engineer

Consultants

Carol Levine and Peter Martin, Wilbur Smith Associates
John Young and Ericka Erickson, Marin County Grassroots Leadership Network

Funding provided by a \$60,000 grant from the Metropolitan Transportation Commission, the Transportation Authority of Marin, and the City of San Rafael.

The Draft Existing Conditions Report was written for the Canal Stakeholder Committee, which is preparing a Community-Based Transportation Plan. Copies of this report are available at www.tam.ca.gov or call 415-499-6528.

TABLE OF CONTENTS

Section	Page
EXECUTIVE SUMMARY	ES-1
INTRODUCTION	1
Key Findings	3
COMMUNITY PROFILE	
Land Use	5
Destinations	5
Socio-Economic Characteristics	7
TRANSPORTATION	
Travel to Work	16
Roadway Network	18
Transit	23
Pedestrian Facilities	25
Bicycle Facilities	29
Access to Schools	29
RELEVANT STUDIES, REPORTS AND PLANS	
Neighborhood Studies	31
City of San Rafael Plans	34
Marin County Studies	38
Regional Studies	42

List of Tables

Table	Page
Table 1: Population	7
Table 2: Population by Race.....	7
Table 3: Hispanic Population	9
Table 4: Language Spoken at Home	9
Table 5: Place of Birth and Residence in 1995	9
Table 6: Place of Residence in 1995	10
Table 7: Canal Residents Place of Residence in 1985	10
Table 8: Age Distribution	11
Table 9: Disability Status of the Civilian Non-institutional Population	11
Table 10: Households by Type	12
Table 11: Households by Number of Subfamilies, 2000	12
Table 12: Employment Status	13
Table 13: Occupations, 2000	13
Table 14: 1999 Income by Household	14
Table 15: Households below Poverty Level	14
Table 16: Tenure by Year Resident Moved into Owner-Occupied or Rental Unit	15
Table 17: Gross Rent as a Percentage of Household Income	15
Table 18: Monthly Owner Costs as a Percentage of Household Income in 1999	15
Table 19: Place of Work	16
Table 20: Travel Mode to Work	16
Table 21: Vehicle Availability of Households	17
Table 22: Travel Time to Work	17
Table 23: San Rafael Traffic Count Data at Canal Neighborhood Locations	19
Table 24: Unsignalized Intersection Delay and Level of Service, Existing and Baseline Conditions	20
Table 25: Intersections, Baseline, 2020 without Improvements, and 2020 with Improvements	21
Table 26: Bicycle and Pedestrian Counts, San Rafael (1998-2000)	23
Table 27: Distribution of Destinations/Services within the Canal District	43
Table 28: Number of Jobs Accessible by Auto & Transit from Canal District	43
Table 29: Peak Period Commute Accessibility to Low Income Jobs from Canal District	43
Table 30: Accessibility to Essential Destination Establishments from Canal District	44

List of Figures

Figure	Page
Figure 1: Study Area	2
Figure 2: Land Use in the Canal Neighborhood	4
Figure 3: Destinations	6
Figure 4: Population Density in the Canal Neighborhood	8
Figure 5: Golden Gate Transit Bus Routes and Stop Locations	22
Figure 6: Paratransit Trip Origins	26
Figure 7: Non-ADA Paratransit Trip Origins	27
Figure 8: Existing Pedestrian Facility Needs	28
Figure 9: Existing Bikeways	30

EXECUTIVE SUMMARY

The San Rafael Canal Neighborhood Community-Based Transportation Plan is part of an on-going endeavor by the Metropolitan Transportation Commission (MTC) to identify barriers to mobility and work to overcome them. Using a grassroots approach, the Community-Based Transportation Plan effort has created a collaborative planning process that involves residents in minority and low-income Bay Area communities, community and faith-based organizations that serve them, transit operators, county congestion management agencies and MTC. This Existing Conditions report describes the character of the Canal Neighborhood in terms of socio-economic and demographic factors. In addition, the report provides an overview of the existing transportation network of the neighborhood and describes how the population travels for work, school and other activities. A summary of relevant planning studies at the neighborhood, city, county and regional level is also included.

The socio-economic analysis of the community, based upon Census 2000, shows that the Canal contains a significant portion of the City of San Rafael's total population (21%) and employment (15%). The Canal Neighborhood has a significant Hispanic population (70%) and almost 80% of the population spoke a language other than English at home in 2000. Spanish is the most prevalent language other than English with over 65% of the population speaking Spanish at home. The Canal Neighborhood has a largely immigrant population with over 60% of Canal residents were born in another country. Compared with San Rafael and Marin County, Canal residents are younger, household and family sizes are larger, and household incomes are smaller. Canal residents own fewer cars and ride transit more frequently. Typically, the Canal resident is transit dependent and is more likely to walk or bicycle within the neighborhood or to close-in destinations.

The general overview of transportation in the Canal Neighborhood provides a detailed description of roadways and facilities as well as traffic volume and level of service data for selected locations. The Canal Neighborhood is physically isolated from the rest of San Rafael by the Canal waterway, and Highways 101 and 580. Vehicle and pedestrian access to/from the community is available at only three locations. The availability of shopping, education and other services within the Canal Neighborhood is limited and travel to other locations in San Rafael is constrained by poor bicycle, pedestrian and, to some extent, motor vehicle connections. Bicycle and pedestrian travel between the neighborhood and other locations in San Rafael is poor primarily due to narrow sidewalks, high traffic speeds and volumes, and congested conditions on roadways providing a through connection.

Transit factors heavily in the travel patterns of the Canal residents. Fixed-route transit service in the neighborhood is provided by Golden Gate Transit on Routes 35 and 36, among the most heavily used routes in the County. Both routes connect the neighborhood to the San Rafael Transit Center; Route 36 also continues further south to Marin City. Travel by Canal residents to other locations in the County requires a transfer at the Transit Center.

Transportation in the Canal Neighborhood has been the topic of study at the neighborhood, city, county and regional level. Community outreach in the Canal in 1996 (Canal Voice) provided members of the neighborhood the opportunity to express their concerns about the future of the area and to develop strategies to improve the community. Public transit, walking and bicycling were topics of discussion including the need for better bus connections to other parts of San Rafael and safer conditions for walking and bicycling. More recent efforts have included the study of a pedestrian crossing of the San Rafael Canal and street improvements of Medway Road, the 'main street' of the neighborhood. Studies by the City of San Rafael have identified projects to improve bicycle, pedestrian and vehicular circulation to/from and within the Canal Neighborhood. Countywide studies have identified needed improvements to transit service for the Canal Neighborhood and programs to improve mobility for low-income families and

students. At the regional level, Golden Gate Transit Route 35 is identified as a Lifeline Transportation Network Route by providing critical transit service for low-income individuals and families most in need of these services. The Canal Neighborhood is identified as one of 44 'communities of concern' in the *Equity Analysis Report of the MTC Transportation 2030 Plan* which measures both the benefits and burdens associated with the transportation investments proposed in the 2030 Plan to make sure that minority and low-income communities share equitably in the benefits without bearing a disproportionate share of the burdens.

Public outreach and participation is a critical aspect of the community-based transportation planning process. The Outreach Plan for the Canal Neighborhood (included as a separate document) outlines the proposed approach to involve the community in identifying transportation needs and developing feasible and effective solutions. Outreach efforts include a Stakeholder Committee and Community Workshops. The Stakeholder Committee is composed of 16 members and includes neighborhood residents and business owners, school officials and representatives from community-based organizations. The Committee will meet approximately five times during the planning process to oversee the preparation of the community-based transportation plan.

Two community workshops will be held as part of the outreach effort. The first workshop will be held early in the schedule (tentative date of January 26, 2006). At this workshop, Stakeholder Committee members and other community members will identify transportation gaps and potential solutions as a group. Following the group discussion, workshop participants will break out into smaller workgroups to focus discussion on specific transportation gaps that the community feels exist in the Canal Neighborhood and potential solutions to those gaps. At the second workshop, tentatively scheduled in June 2006, the draft Community-Based Transportation Plan will be presented. The Plan will include recommendations for transportation improvements and land use modifications that have been developed in response to those concerns and needs highlighted during the first workshop and during other outreach venues. Discussion and comment by the workshop participants on these recommendations will be the focus of the second meeting.

Specific topics of discussion for the outreach will need to be developed through input from the Stakeholder Committee. In meeting the goals of the community-based transportation planning effort, it will be important to focus the discussion on factors related to improving mobility for residents of the Canal Neighborhood.

INTRODUCTION

The San Rafael Canal Neighborhood Community-Based Transportation Plan is part of an effort by the Metropolitan Transportation Commission (MTC) to identify barriers to mobility and work to overcome them. Using a grassroots approach, the Community-Based Transportation Plan effort has created a collaborative planning process that involves residents in minority and low-income Bay Area communities, community and faith-based organizations that serve them, transit operators, county congestion management agencies and MTC.

Launched in 2002, the Community-Based Transportation Planning Program evolved out of two reports completed in 2001 — the Lifeline Transportation Network Report and the Environmental Justice Report. The Lifeline Report identified travel needs in low-income Bay Area communities and recommended community-based transportation planning as a way for communities to set priorities and evaluate options for filling transportation gaps. Likewise, the Environmental Justice Report identified the need for MTC to support local planning efforts in low-income communities throughout the region.

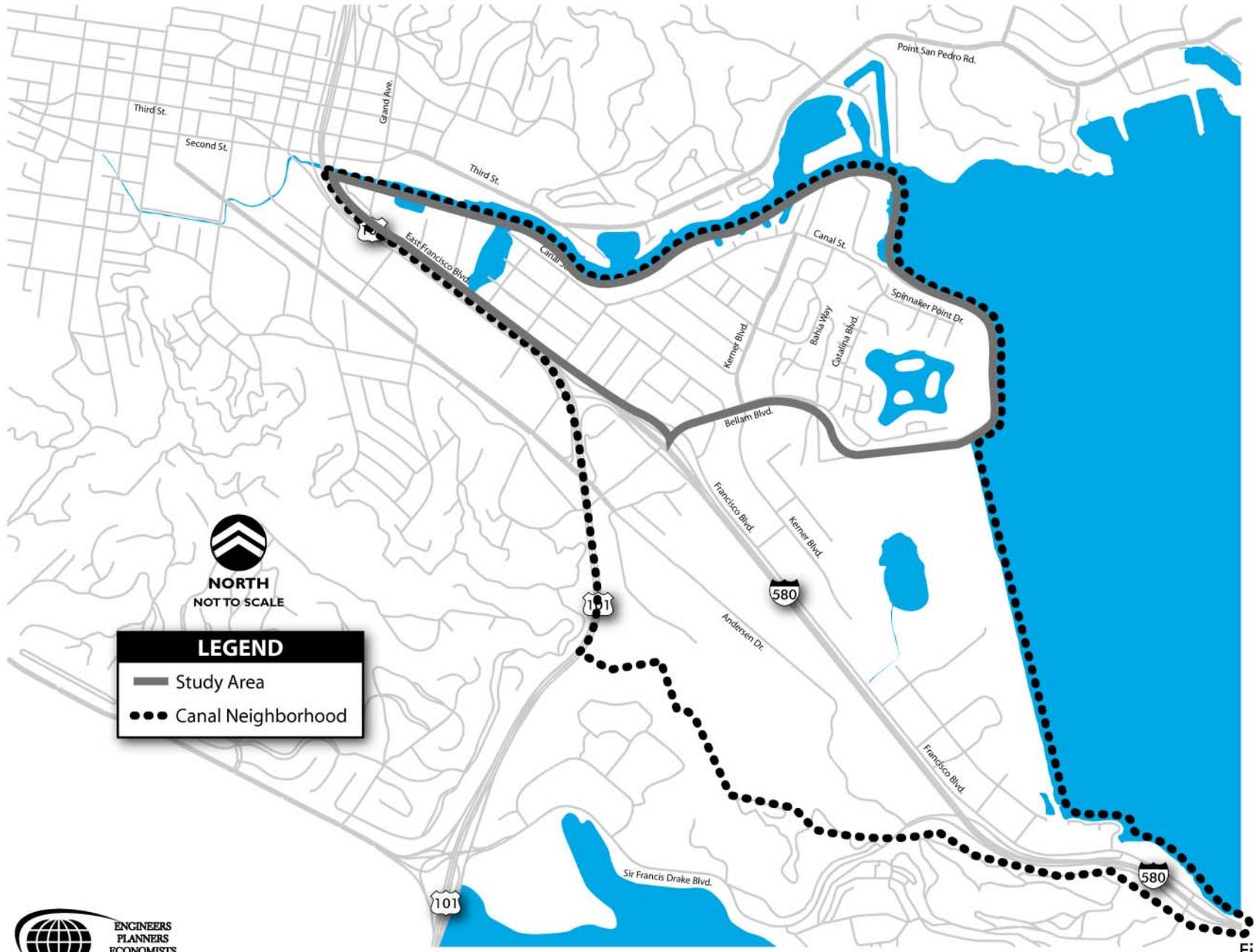
The outcome of each MTC-sponsored planning process is a community-based transportation plan that includes locally-identified transportation needs, as well as solutions to address them. Each plan reflects the objectives of the program, which are to:

- Emphasize community participation in prioritizing transportation needs and identifying potential solutions;
- Foster collaboration between local residents, community-based organizations, transit operators, CMAs and MTC;
- Build community capacity by involving community-based organizations in the planning process

Following the success of the Community-Based Transportation Plan Program pilot projects in 2004, the Program was expanded to a total of twenty-five low-income Bay Area neighborhoods including the Canal Neighborhood of San Rafael. San Rafael General Plan 2020, as shown in Figure 1, identifies the Canal Neighborhood as the area south of the San Rafael Canal and east of Highway 101 including both residential land uses and nonresidential development which accounts for 15% of the City's jobs. In addition, the Neighborhood houses more people than any other part of San Rafael. The residential area is bounded by San Rafael Canal to the north, Bellam Blvd. to the south, Highway 101, and I-580 to the east. This portion of the Canal Neighborhood will be the focus, or study area, of this planning effort.

This Existing Conditions report describes the character of the Canal Neighborhood in terms of socio-economic and demographic factors. In addition, the report provides an overview of the existing transportation network of the neighborhood and describes how the population travels to work, school and other places. A summary of relevant planning studies is also included.

CANAL NEIGHBORHOOD COMMUNITY - BASED TRANSPORTATION PLAN



LEGEND

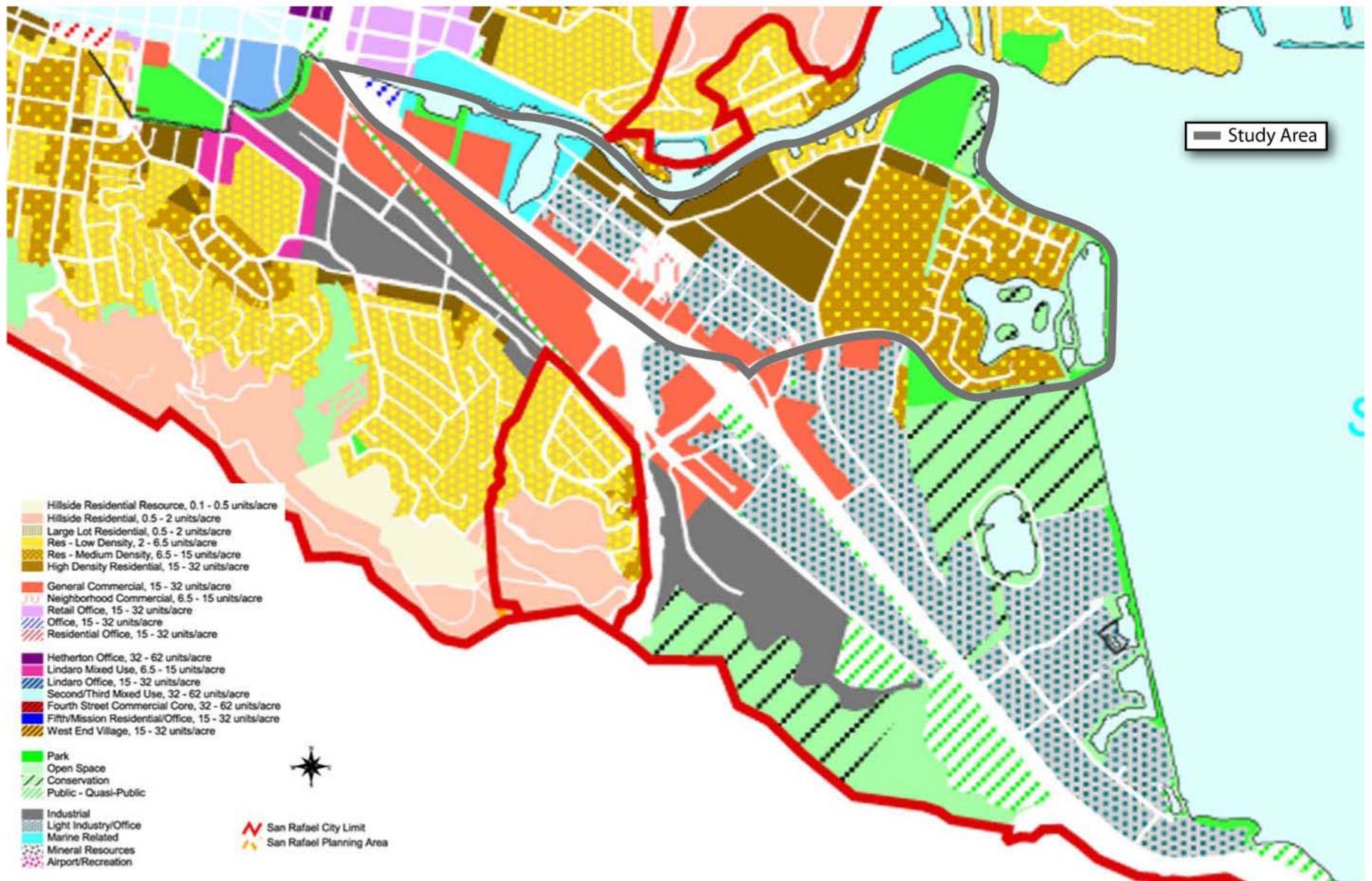
- Study Area
- Canal Neighborhood



Key Findings

Through the existing conditions analysis, it was possible to paint a picture of what it is like to live, work and travel in the Canal Neighborhood. The following key findings were compiled from review of general community characteristics, socio-economic demographics, and previous plans and studies.

- The Canal Neighborhood is physically isolated by the Canal waterway, and highways 101 and 580 from other parts of San Rafael.
- Shopping, education and services available within the Canal Neighborhood are limited and travel to other locations in San Rafael is constrained by poor bicycle, pedestrian and, to some extent, motor vehicle connections.
- Canal residents make up 20 percent of San Rafael's population, are predominately immigrants, and typically speak a home language other than English.
- Compared with San Rafael and Marin County, Canal residents are younger, the household sizes are larger, and the household incomes are smaller.
- Housing units in the Canal are largely renter-occupied and the population is more transient than in other parts of San Rafael and Marin County.
- Canal residents own fewer cars and ride transit more frequently than other residents in San Rafael and Marin County.
- Bus routes 35 and 36 are the most heavily used routes in Marin County.
- In previous outreach efforts, the community said that better connections are needed to other parts of San Rafael, that the bus service should be improved, and that it should be safer to walk and ride a bike in the neighborhood.
- In addition to the Canal Neighborhood Community-Based Transportation Plan, the Transportation Authority of Marin is planning for bus service improvements in the neighborhood to be implemented in 2006, and the City of San Rafael will begin construction on major streetscape improvements on Medway between Francisco Blvd. East and Canal Street.



Source: City of San Rafael General Plan 2020

Figure 2
LAND USE IN THE CANAL NEIGHBORHOOD

534230/BASE - 10/06/05

COMMUNITY PROFILE

Land Use

The plan's study area is predominately residential. Residential uses in the Canal Neighborhood are located primarily in the northern portion of the neighborhood and are comprised of large apartment buildings, condominium complexes, townhomes, and duplexes as well as single-family home development. The Canal Neighborhood houses more people than any other neighborhood in San Rafael, and is one of the City's most densely populated communities. Industrial and light-industrial/office land uses are located in the southern portion of the Neighborhood south of Bellam Blvd. General commercial can be found along Highway 101 and I-580. The neighborhood provides approximately 15% of the City's jobs and is a major location for auto-related, manufacturing, and building services land uses within the City. A map of land use in the Canal Neighborhood is included in Figure 2.

The neighborhood has outstanding natural features including the San Rafael Canal, for which the neighborhood is named. The Canal waterway reaches from San Rafael Bay to Downtown San Rafael and forms the northern edge of the neighborhood. Other natural features are the two-mile long Jean and John Starkweather Shoreline Park along the bayfront featuring a segment of the Bay Trail, regionally important wetlands, and the San Quentin Ridge hillside. Parks and schools include Pickleweed Park and Bahia Vista Elementary School. The Pickleweed Park Community Center is currently being expanded and renovated. When completed, it will include a library and learning center, gymnasium, computer lab, art room, teen room, additional classrooms, café, lounge and outdoor plazas. The Bahia Vista Elementary School is also under reconstruction and is due for completion in 2006. Currently, these students attend other schools.

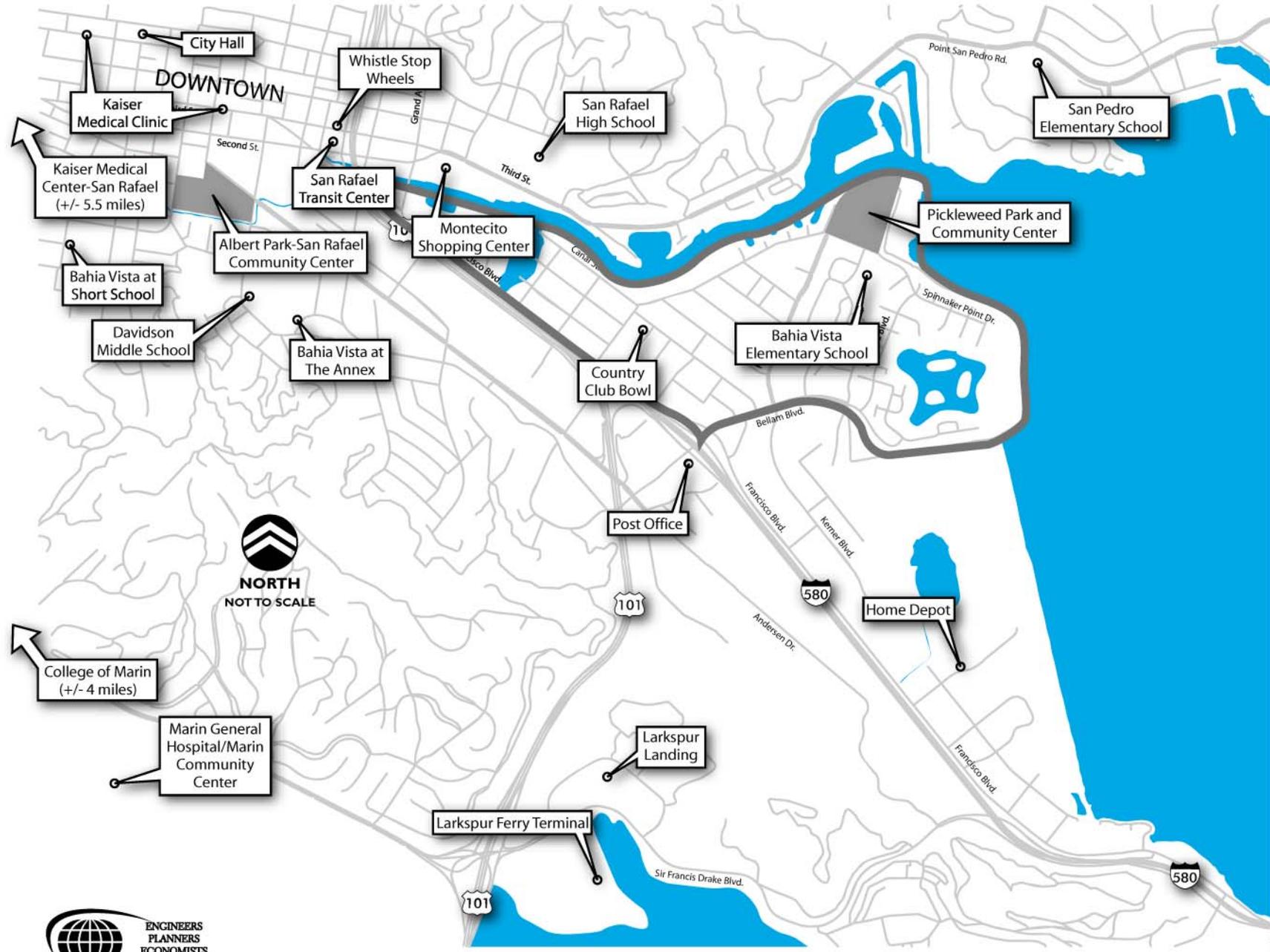
There are very few vacant sites in the Canal Neighborhood, and most new investment in the community is through remodeling or redevelopment. Upcoming projects in the neighborhood include:

- Leasing of light industrial/office space at the former ILM buildings: ongoing.
- Pickleweed Community Center expansion: under construction.
- Extended Stay Hotel, 1775 Francisco Blvd. East: construction to begin 2006.
- New Marin Dodge facility, Francisco Blvd. East: demolition completed, construction to begin 2006.
- Faskin offices, Morphew: construction pending.
- Toyota Marin remodel, Francisco Blvd: application under review.
- Marin Square, mixed-use housing/retail building to replace office building: application under review.
- Marin Community Clinic, relocation to Canal Neighborhood: pending, possibly in 2006.

Destinations

Currently, Canal Neighborhood residents frequently travel to destinations within and surrounding the Canal as shown on Figure 3. These include the schools attended by Canal students, recreation facilities, shopping areas, medical facilities and government offices and services in Downtown San Rafael and County Center.

CANAL NEIGHBORHOOD COMMUNITY - BASED TRANSPORTATION PLAN



DESTINATIONS WITHIN AND SURROUNDING THE CANAL NEIGHBORHOOD

Figure 3

534230/BASE - 10/06/05

Socio-Economic Characteristics

The Canal Neighborhood is contained entirely within Census Tract 1122 in the City of San Rafael. As such, it is possible to provide a socio-economic picture of the population based upon Census 2000 data. This analysis includes description of age, ethnic, economic, employment and travel characteristics of the community with comparison of the Canal Neighborhood demographics to those of both the City of San Rafael and Marin County.

Population

As shown below in Table 1, the Canal Neighborhood contains a significant portion of the population of San Rafael, which is the largest city in Marin County. This population is primarily located within the study area of the Neighborhood located north of Bellam Blvd. as illustrated in Figure 4. As expected, population distribution is closely correlated to the land use patterns described in Figure 2. Of the total population, there are a higher percentage of males in the Canal Neighborhood than found in San Rafael and Marin County.

Ethnicity and Language

Tables 2 and 3 describe the racial and ethnic character of population in the Canal Neighborhood in comparison to San Rafael and Marin County populations as a whole. As demonstrated in Table 2 below, the Canal Neighborhood has a significant Hispanic population (70%) in comparison to the population of San Rafael and Marin County.

For the languages spoken at home (Table 4), Spanish is the most prevalent (67%) while more than half of the population speaks English less than “very well.”

Table 1: Population

	Canal Neighborhood	San Rafael	Marin County
Total Population	11,679	56,063	247,289
Percent of San Rafael	21%		
Percent of Marin County	5%	23%	
Percent Male	56%	49%	49%

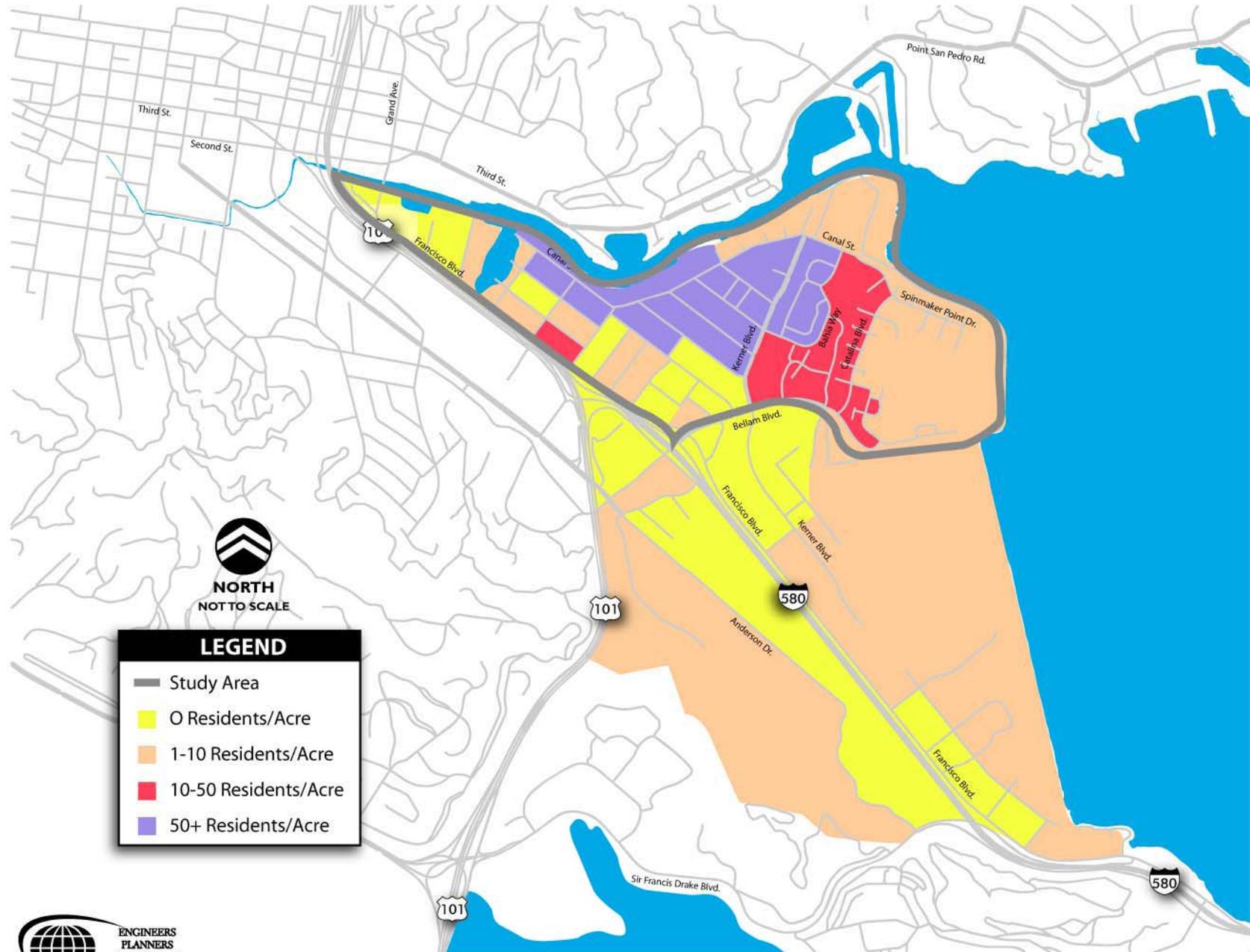
Source: U.S. Census Bureau, Census 2000 Summary File 1

Table 2: Population by Race

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Total population	11,679	100%	56,063	100%	247,289	100%
One race	10,829	92%	53,525	96%	238,710	96%
White	5,077	44%	42,472	76%	207,800	84%
Black or African American	393	3%	1,257	2%	7,142	3%
American Indian and Alaska Native	144	1%	312	1%	1,061	<1%
Asian	977	8%	3,133	6%	11,203	5%
Vietnamese	605	5%	766	1%	1,257	1%
Other Asian	228	2%	304	1%	956	<1%
Native Hawaiian and Other Pacific Islander	11	<1%	95	<1%	388	<1%
Some other race	4,227	36%	6,256	11%	11,116	5%
Two or more races	850	7%	2,538	5%	8,579	4%

Source: U.S. Census Bureau, Census 2000 Summary File 1

CANAL NEIGHBORHOOD COMMUNITY - BASED TRANSPORTATION PLAN



LEGEND	
	Study Area
	0 Residents/Acre
	1-10 Residents/Acre
	10-50 Residents/Acre
	50+ Residents/Acre

Figure 4
POPULATION DENSITY IN THE CANAL NEIGHBORHOOD
534230/BASE - 10/06/05

Table 3: Hispanic Population

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Total population	11,679	100%	56,063	100%	247,289	100%
Hispanic or Latino (of any race)	8,192	70%	13,070	23%	27,351	11%
Not Hispanic or Latino	3,487	30%	42,993	77%	219,938	89%

Source: U.S. Census Bureau, Census 2000 Summary File 1

Table 4: Language Spoken at Home

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Population 5 years and over	10,548	100%	52,799	100%	234,008	100%
English only	2,324	22%	35,417	67%	188,413	81%
Language other than English	8,224	78%	17,382	33%	45,595	19%
Speak English less than "very well"	6,624	63%	10,273	19%	19,835	8%
Spanish	7,105	67%	11,176	21%	22,287	10%
Speak English less than "very well"	5,940	56%	7,993	15%	12,920	6%
Other Indo-European languages	271	3%	3,617	7%	15,281	7%
Speak English less than "very well"	188	2%	1,143	2%	3,665	2%
Asian and Pacific Island languages	767	7%	2,229	4%	6,754	3%
Speak English less than "very well"	473	4%	1,080	2%	2,997	1%

Source: U.S. Census Bureau, Census 2000 Summary File 1

Place of Birth and Residence

Table 5 below shows a higher rate of transiency for Canal residents compared with residents in the rest of the County. Over 60% of Canal residents were born in another country, with nearly 22% immigrating to the United States since 1995. The neighborhood is an entry point for people coming to Marin County, and serves as home while they find work and another place to live.

Table 5: Place of Birth and Residence in 1995

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Total population	11,679	100%	56,132	100%	247,289	100%
Native born	4,227	36%	40,386	72%	206,129	83%
Born in state of residence	3,085	26%	23,341	42%	119,098	48%
Foreign born	7,452	64%	15,746	28%	41,160	17%

Source: U.S. Census Bureau, Census 2000 Summary File 3.

CANAL NEIGHBORHOOD COMMUNITY-BASED TRANSPORTATION PLAN - Existing Conditions Summary

The following table (Table 6) shows that most (78%) Canal residents have been in California for at least five years. However, as the next table demonstrates, Canal residents move more often than other people in San Rafael or Marin County. This reflects, in part, the difficulty of finding and keeping an affordable and desirable place to live in the Canal, and the ability of residents to move on to better jobs and/or housing. The transiency also marks an added cost for households, as each move can be expensive and stressful. It should be noted that, compared with the 1990 census, the percentage of Canal residents who stayed in the same home in the previous five years increased from 27% in 1985, up to 39% in 1995, reflecting an increased percentage of residents staying in the neighborhood as shown in Table 7.

Table 6: Place of Residence in 1995

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Population 5 years and over	10,548	100%	52,799	100%	234,008	100%
Same house in 1995	4,072	39%	26,772	51%	128,347	55%
Different house in the United States in 1995	4,177	40%	21,854	41%	96,089	41%
Same county	3,061	29%	12,913	25%	51,146	22%
Different county in California	958	9%	6,515	12%	31,408	13%
Different state	158	2%	2,426	5%	13,535	6%
Lived Outside United States in 1995	2,299	22%	4,173	8%	9,572	4%

Source: U.S. Census Bureau, Census 2000 Summary File 3.

Table 7: Canal Residents Place of Residence in 1985

	Canal Neighborhood	
	Total	%
Population 5 years and over	7,222	100%
Same house in 1985	1,916	27%
Same county	2,051	29%
Different county in California	862	12%
Different state	642	9%
Lived Outside United States in 1985	1,751	24%

Source: U.S. Census Bureau, Census 1990 Summary File 3.

Age

The Canal Neighborhood has a higher percentage of children, youth and young adults than either the City or County, with almost twice the percentage of the population between 15 to 24 years. Conversely, the percentage of seniors in the Canal is approximately one-third of that found in the rest of Marin County.

Table 8: Age Distribution

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Total population	11,679	100%	56,063	100%	247,289	100%
Under 5 years	1,092	9%	3,271	6%	13,396	5%
5 to 14 years	1,622	14%	5,961	11%	28,694	12%
15 to 24 years	2,346	20%	6,227	11%	21,710	9%
25 to 64 years	6,207	53%	32,549	58%	150,057	61%
65 years and over	412	4%	8,055	14%	33,432	14%
21 years and over	7,744	66%	43,285	77%	191,291	77%
62 years and over	533	5%	9,297	17%	39,586	16%

Source: U.S. Census Bureau, Census 2000 Summary File 1

Disability Profile

Table 9 presents the profile of the disability status of the population of the Canal Neighborhood in relationship to San Rafael and Marin County. The percentage of disabled population 5 years and over in the Canal Neighborhood is more than twice that found in the County as a whole. This higher percentage of disabled population is primarily found within the 16 to 64 year age group. However, those with a disability in the Canal Neighborhood are more likely to travel outside the home than a disabled person living in other portions of the County but are less likely to be employed.

Table 9: Disability Status of the Civilian Non-Institutional Population

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Population 5 years and over	10,548	100%	51,682	100%	225,316	100%
With a disability	3,544	34%	10,364	20%	34,758	15%
Population 5 to 15 years	1,746	100%	6,407	100%	31,315	100%
With a disability	91	5%	309	5%	1,213	4%
Population 16 to 64 years	8,404	100%	38,141	100%	162,318	100%
With a disability	3,268	39%	7,522	20%	23,637	15%
Going outside the home	2,270	27%	3,407	9%	7,960	5%
Employment disability	2,473	29%	5,549	15%	16,516	10%
Population 65 years and over	398	100%	7,134	100%	31,683	100%
With a disability	185	46%	2,533	36%	9,908	31%
Going outside the home	86	22%	1,252	18%	4,618	15%
Population 21 to 64 years with a disability	2,832	100%	6,857	100%	22,162	100%
Employed	1,121	40%	3,764	55%	14,206	64%
Population 21 to 64 years no disability	4,590	100%	28,438	100%	129,327	100%
Employed	2,942	64%	22,722	80%	103,850	80%

Source: U.S. Census Bureau, Census 2000 Summary File 4.

Households

As shown below in Table 10, the Canal Neighborhood has a significant larger average household size (more than 50% larger) than that found in the rest of San Rafael and the County. In addition, family sizes are larger with almost 4 people per family compared to the 3-person families typical for Marin County. Households in the Canal are also much more likely to be family households with children.

Table 10: Households by Type

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Total households	2,997	100%	22,371	100%	100,650	100%
Family households	2,103	70%	12,776	57%	60,679	60%
With own children under 18 years	1,368	46%	5,780	26%	27,662	28%
Married-couple family	1,384	46%	9,901	44%	48,709	48%
With own children under 18 years	932	31%	4,261	19%	21,038	21%
Female householder, no husband present	466	16%	2,011	9%	8,580	9%
With own children under 18 years	322	11%	1,156	5%	4,922	5%
Nonfamily households	894	30%	9,595	43%	39,971	40%
Householder living alone	597	20%	7,187	32%	30,041	30%
Households with individuals under 18 years	1,542	52%	6,242	28%	29,130	29%
Households with individuals 65 years and over	339	11%	5,453	24%	23,614	24%
Average household size	3.85	---	2.42	---	2.34	---
Average family size	3.93	---	2.99	---	2.9	---

Source: U.S. Census Bureau, Census 2000 Summary File 1

The US Census defines “subfamily” as a married couple (with or without children) or a single parent with one or more never-married children under the age of 18, residing with and related to the householder, but not including the householder or the householder's spouse. The Canal neighborhood has a higher percentage of households where ‘subfamilies’ live together, reflecting both a culture supportive of extended households and the high cost of housing.

Table 11: Households by Number of Subfamilies, 2000

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Total households	2,978	100%	22,378	100%	100,736	100%
No subfamilies	2,782	93%	22,020	98%	99,600	99%
1 subfamily	181	6%	326	2%	1,074	1%
2 subfamilies	15	1%	32	0%	62	0%

Source: Census 2000. Summary File 3. PCT6 Households by Number of Subfamilies

Employment

In the census 2000, within the population 16 years and older, a lower percentage of Canal Neighborhood residents was counted as part of the labor force, compared with the rest of Marin County. Of population contained within the labor force, the Canal Neighborhood has a slightly higher rate of reported unemployment than that found in the City or County.

The US Census defines ‘employed’ as: All civilians 16 years old and over who were either (1) "at work" – those who did any work at all during the reference week (the full calendar week, Sunday through Saturday, prior to completing the census questionnaire) as paid employees, worked in their own business or profession, or worked 15 hours or more as unpaid workers on a family farm or in a family business; or (2) were "with a job but not at work" – those who did not work during the reference week, but who had jobs or businesses from which they were temporarily absent because of illness, bad weather, industrial dispute, vacation, or other personal reasons. The US Census notes that people who had irregular, casual, or unstructured jobs during the reference week may have reported themselves as not working, and that the data on the work understate the number of jobs.

Table 12: Employment Status

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Population 16 years and over	8,802	100%	46,392	100%	202,668	100%
In labor force	5,166	59%	30,190	65%	133,052	66%
Employed	4,702	53%	29,076	63%	128,855	64%
Unemployed	464	5%	1,114	2%	3,950	2%
Not in labor force	3,636	41%	16,202	35%	69,616	34%

Source: Census 2000 Summary File 3

The following table (Table 13) shows that the principal occupations of Canal residents are in the food service, landscaping and building maintenance, and construction trades meeting the County’s employment demand by restaurants, cleaning services, and construction companies. For example, Canal residents provide a substantial percentage (23%) of all Marin County’s “building and grounds cleaning and maintenance occupations.”

Table 13: Occupations, 2000

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Employed civilian population 16 years and over	4,702	100%	29,076	100%	128,855	100%
Management, professional, and related occupations	843	18%	13,102	45%	67,674	53%
Service occupations	1,845	39%	4,842	17%	15,446	12%
Food preparation and serving related occupations	654	14%	1,601	6%	4,434	3%
Building and grounds cleaning and maintenance occupations	898	19%	1,682	6%	3,896	3%
Sales and office occupations	745	16%	7,319	25%	31,867	25%
Construction, extraction, and maintenance occupations	737	16%	2,068	7%	7,706	6%
Production, transportation, and material moving occupations	532	11%	1,730	6%	5,788	5%

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrix P50.

Income and Poverty Level

As shown below in Tables 14 and 15, Canal residents have lower reported household incomes and higher poverty levels than either San Rafael or Marin County. The median income for the Canal Neighborhood is \$40,685 compared to \$60,994 and \$71,306 for San Rafael and the County, respectively. Of households in the Canal Neighborhood, 21% are below poverty level; the City of San Rafael has a poverty level of households at 10% while the County's poverty level is 7% of households.

Table 14: 1999 Income by Household

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Total Households	2,978	100%	22,378	100%	100,736	100%
Less than \$10,000	261	9%	1,491	7%	4,884	5%
\$10,000 to \$19,999	387	13%	1,586	7%	6,296	6%
\$20,000 to \$29,999	421	14%	2,207	10%	7,219	7%
\$30,000 to \$39,999	397	13%	1,883	8%	7,989	8%
\$40,000 to \$49,999	286	10%	2,020	9%	7,827	8%
\$50,000 to \$74,999	607	20%	4,005	18%	18,240	18%
\$75,000 to \$99,999	279	9%	2,949	13%	12,947	13%
\$100,000 to \$149,999	205	7%	3,157	14%	16,128	16%
\$150,000 to \$199,999	37	1%	1,350	6%	7,049	7%
\$200,000 or more	98	3%	1,730	8%	12,157	12%
Median income (dollars)	\$40,685		\$60,994		\$71,306	

Source: U.S. Census Bureau, Census 2000 Summary File 3

Table 15: Households below Poverty Level

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Total Households:	2,978	100%	22,378	100%	100,736	100%
Income in 1999 below poverty level	440	15%	1,736	8%	5,554	6%

Source: U.S. Census Bureau, Census 2000 Summary File 3

Household Tenure and Costs

Table 16 below shows that nearly three-quarters of the units in the Canal are rental compared to the one-half and one-third for San Rafael and Marin, respectively. Rental units tend to have a high turnover as residents move on to better jobs or housing, or purchase a home. An overwhelming 86% of Canal units were moved into between 1990 and 2000. In contrast, residents in San Rafael and Marin County as a whole have lived in their homes for longer periods with 10% of these residents having moved into their current homes in 1969 or earlier.

Table 16: Tenure by Year Resident Moved into Owner-Occupied or Rental Unit

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Total Housing Units	2,997	100%	22,401	100%	100,650	100%
Owner occupied:	793	27%	12,009	54%	64,018	64%
Moved in 1990 to March 2000	606	20%	5,995	27%	29,851	30%
Moved in 1970 to 1989	187	6%	4,049	18%	24,576	24%
Moved in 1969 or earlier	0	0%	1,965	9%	9,591	10%
Renter occupied:	2,204	74%	10,392	46%	36,632	36%
Moved in 1990 to March 2000	1,978	66%	9,266	41%	32,062	32%
Moved in 1970 to 1989	226	8%	1,074	5%	4,239	4%
Moved in 1969 or earlier	0	0%	52	0%	331	0%

Source: U.S. Census Bureau, Census 2000, Summary File 3.

Another indication of household income is the ability to afford housing. Households that pay less than 30% of their monthly income for housing are considered to have 'affordable' housing; households that pay 30% or more for housing are 'overpaying' for housing. The data below in Table 17, shows that a higher percentage of Canal households pay 30% or more of their monthly income for housing as compared to residents in the rest of San Rafael and Marin County. In fact, over a quarter of rental households in the Canal pay over 50 percent of their monthly income for an apartment. The situation is even more difficult for residents buying a home.

Table 17: Gross Rent as a Percentage of Household Income in 1999

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Specified renter-occupied housing units	2,204	100%	10,348	100%	36,221	100%
30 percent or more	1164	53%	4802	46%	15754	43%
50 percent or more	586	27%	2,263	22%	7,212	20%

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrices H69, H70, and H73.

As noted above, only one-quarter of the housing in the Canal is owner-occupied. But the high cost of housing is the same for home-owners as well as renters, as nearly half are overpaying for their housing, compared with much smaller percentages in San Rafael and Marin County.

Table 18: Monthly Owner Costs as a Percentage of Household Income in 1999

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Specified owner-occupied housing units	555	100%	10,348	100%	36,221	100%
30 percent or more	256	46%	2,905	30%	17,927	33%

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrix H97.

TRANSPORTATION

Travel to Work

Tables 19 and 20 describe where Canal residents work and how they travel to work. Almost 40% of Canal residents work within San Rafael; twice that number commute within Marin County. The US Census asked that people who used different means of transportation on different days of the week specify the one they used most often, that is, the greatest number of days. People who used more than one means of transportation to get to work each day were asked to report the one used for the longest distance during the work trip. Thus, the following information does not include workers who have commutes involving more than one method, such as walking or bicycling to meet a carpool or catch a bus.

Although a high percentage (44%) of Canal workers drove alone, this percentage is much lower than the 64% and 65% occurring in San Rafael and Marin County, respectively. In the Canal Neighborhood, the use of public transit and walking is almost twice that of the same modes in San Rafael and Marin County. In part, the popularity of carpooling, transit, walking and bicycling in the Canal Neighborhood can be correlated to the vehicle availability of households. As shown in Table 21, the percentage of households with no car or one car available is significantly higher than households in San Rafael or Marin County.

Table 19: Place of Work

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Total workers	4,613	100%	28,460	100%	126,646	100%
Worked in San Rafael	1,813	39%	10,576	37%		
Worked in Marin County	3,562	77%	18,893	66%	78,681	62%

Source: U.S. Census Bureau, Census 2000 Summary File 3

Table 20: Travel Mode to Work

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Workers 16 years and over	4,613	100%	28,460	100%	126,646	100%
Car, truck, or van -- drove alone	2,011	44%	18,166	64%	82,898	65%
Car, truck, or van -- carpooled	911	20%	3,353	12%	13,597	11%
Public transportation (including taxi)	1,048	23%	3,519	12%	12,797	10%
Walked	331	7%	904	3%	3,835	3%
Bicycle	90	2%	330	3%	1,223	2%
Other means	126	3%	664	2%	2,392	2%
Worked at home	77	2%	1,854	7%	11,127	9%

Source: U.S. Census Bureau, Census 2000 Summary File 3, Summary File 4.

Table 21: Vehicle Availability of Households

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Households	2,978	100%	22,378	100%	100,736	100%
No car available	447	15%	1,649	7%	5,094	5%
1 car available	1,400	47%	8,779	39%	35,175	35%
2 cars available	820	28%	8,790	39%	42,530	42%
3 or more cars available	330	11%	3,183	14%	17,851	18%

Source: U.S. Census Bureau, Summary File 1 and Summary File 3.

Travel time to work refers to the total number of minutes that it usually took the person to get from home to work each day during the reference week, including time spent waiting for public transportation, picking up passengers in carpools, and time spent in other activities related to getting to work. More than a third of workers in the Canal commute between 30 and 60 minutes an hour, and few residents have a commute of less than 20 minutes.

Table 22: Travel Time to Work

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Workers 16 years and over who did not work at home	4,536	100%	26,606	100%	115,519	100%
Less than 10 minutes	301	7%	3,124	12%	13,765	12%
10 to 29 minutes	1,865	20%	11,489	43%	43,772	38%
30 to 59 minutes	1,606	41%	7,833	29%	39,317	34%
60 or more minutes	764	17%	4,160	16%	18,665	16%

Source: U.S. Census Bureau, Census 2000 Summary File 3, P31.

Roadway Network

Regional access to the Canal Neighborhood is available via Highway 101 and Interstate 580 freeways. Highway 101 is the primary transportation facility for the San Francisco, Marin and Sonoma County corridor. Interstate 580 provides an east-west connection over the San Rafael-Richmond Bridge to the East Bay. Freeway access is available from Bellam Blvd. in the Canal Neighborhood and from Irwin and Hetherton Streets in Downtown San Rafael.

Local street access to the Canal Neighborhood from the rest of the City is limited by the constraints of San Rafael Canal waterway, Highway 101 and Interstate 580. Vehicle access is available at three locations: East Francisco Blvd./Grand Avenue to the north, Bellam Blvd./Andersen Drive to the west and Francisco Blvd. East (San Quentin Village road, not in City) to the south. Major arterials in the neighborhood include Bellam Blvd., Andersen Blvd., Francisco Blvd. East and Kerner Blvd.

Intersection Level-of-Service and Traffic Volumes

Information about roadway operations in the Canal Neighborhood is available from various sources in the City including the Department of Public Works and Background Reports for the City of San Rafael General Plan 2020 and General Plan 2020 Draft Environmental Impact Report (EIR). This data, presented in Tables 23-25, includes description of traffic conditions by average daily traffic (ADT) volume, level-of-service (LOS), delay for existing, baseline and Year 2020 General Plan buildout conditions. Average daily traffic (ADT) volumes are the count of vehicles using a roadway during a 24-hour period. Level-of-service (LOS) is a standard method of describing operating conditions based on a comparison of street or intersection volumes to the theoretical capacity of the facility. The six Levels-of-Service, 'A' through 'F', describe conditions from best to worst, respectively and is calculated for AM and PM peak travel periods. Another measure of roadway operation used in the following tables is delay. Delay is the average vehicular delay for all vehicles entering the intersection during the peak hour period. LOS and delay are also described for different operating scenarios. Existing conditions includes the count of actual traffic on the roadway or in the intersection when the counts were conducted. Baseline conditions is based upon existing conditions plus approved but not yet constructed development and/or roadway improvement projects. 2020 conditions include projected traffic conditions with full implementation of Year 2020 General Plan buildout. 2020 may also include LOS and delay descriptions for locations with or without proposed roadway improvements.

Table 23: San Rafael Traffic Count Data at Canal Neighborhood Locations

Location	Month	Year	ADT
Andersen N/O Sir Francis Drake	September	2002	6,883
Andersen S/O Simms St.	April	1999	10,122
Bahia Way N/O Playa Del Rey	February	2002	1,119
Bahia Way S.O Canal	February	2002	1,055
Baypoint Drive N/O Dowitcher	April	2002	99
Bellam E/O Andersen	April	1999	24,314
Bellam E/O Francisco E.	April	1999	28,456
Bellam E/O Kerner	December	2004	8,736
Bellam W/O Kerner	November	2003	23,032
Canal between Larkspur & Novato	September	2004	8,261
Canal N/O Hoag	March	2002	2,602
Canal N/O Hoag	March	2002	2,734
Canal W/O Novato	September	2004	3,902
Castro E/O Francisco E	April	1999	1,287
Catalina N/O Gloucester	March	2002	1,200
Catalina N/O Tern Ct.	October	2000	1,348
Catalina S/O Tern Ct.	March	2002	1,416
Fairfax S/O Canal	April	1999	1,670
Francisco E. between Bay & Harbor	October	2003	20,725
Francisco E. N/O WB 580 on Ramp	April	2005	7,989
Francisco E. S/O Irene	July	2003	10,344
Francisco E S/O Medway	October	2003	16,185
Irene E/O Francisco E	April	1999	7,582
Kerner N/O Bellam	September	2004	11,581
Larkspur S/O Canal	May	1999	2,332
Medway E/O Francisco E.	June	1999	8,414
Medway E/O Front	April	1999	5,859
Novato S/O Canal	May	1999	2,018
Shoreline E/O Francisco E.	April	1999	4,187
Sonoma S/O Canal	April	1999	967

Source: San Rafael Department of Public Works, July 2005.

Table 24: Unsignalized Intersection Delay and Level of Service, Existing and Baseline Conditions

Intersection	Peak	Existing		Baseline	
		Delay	LOS	Delay	LOS
Castro & Francisco E.	AM	1.8	A*	2.9	A*
Castro & Francisco E.	PM	2.9	A*	3.7	A*
Shoreline & Kerner	AM	1.6	A*	1.9	A*
Shoreline & Kerner	PM	3.1	A*	5.1	A*
Bellam & 580 EB	AM	28.2	C	30.9	C
Bellam & 580 EB	PM	39.3	D	48.3	D
Bellam & 580 WB	AM	22.5	C	28.6	C
Bellam & 580 WB	PM	21.8	C	23.1	C
Bellam & Andersen	AM	21.9	C	23.9	C
Bellam & Andersen	PM	22.9	C	26.1	C
Bellam & Francisco E.	AM	18.1	B	19.9	B
Bellam & Francisco E.	PM	22.7	C	25.2	C
Bellam & Kerner	AM	19.3	B	25.7	C
Bellam & Kerner	PM	26.5	C	34.5	C
Irene & Francisco East	AM	7.8	A	7.8	A
Irene & Francisco East	PM	4.7	A	5.5	A
Irene & Kerner	AM	6.1	A	7.1	A
Irene & Kerner	PM	8.3	A	12.6	B
Medway & Francisco East	AM	11.6	B	12	B
Medway & Francisco East	PM	18.6	B	19.8	B
Shoreline & Francisco East	AM	12.3	B	15.2	B
Shoreline & Francisco East	PM	12.9	B	13.2	B

Delay is in seconds per vehicle. LOS is Level of Service.

* Two-Way Stop controlled intersection. The intersection delay and LOS was calculated based on City's methodology.

Source: San Rafael Department of Public Works, San Rafael General Plan 2020 Draft Environmental Impact Report Background Report, January 2004.

Table 25: Intersections, Baseline, 2020 without Improvements, and 2020 with Improvements

Intersections	Peak	Baseline Status	Baseline Improvements (1)	Base Line		2020 without roadway improvements		2020 with roadway improvements		General Plan 2020 Roadway Improvements (2)
				Delay	LOS	Delay	LOS	Delay	LOS	
101 SB Off & Andersen	AM	Sig.		11.1	B	11.2	B	-	-	Ramp Closed
101 SB Off & Andersen	PM	Sig.		8	A	11.1	B	-	-	Ramp Closed
Bellam & 580 EB	AM	Sig.	Bellam Phase III	30.9	C	43.5	D	20.8	C	Signal Operation Improvement
Bellam & 580 EB	PM	Sig.	Bellam Phase III	48.3	D	63.1	E	24.2	C	Signal Operation Improvement
Bellam & 580 WB	AM	Sig.	Bellam Phase III	28.6	C	38.6	D	11.8	B	Signal Operation Improvement
Bellam & 580 WB	PM	Sig.	Bellam Phase III	23.1	C	26.7	C	16.7	B	Signal Operation Improvement
Bellam & Andersen	AM	Sig.		23.9	C	36.1	D	22.2	C	Signal Operation Improvement (eastbound left and westbound left protect phasing)
Bellam & Andersen	PM	Sig.		26.1	C	34.1	C	29.3	C	Signal Operation Improvement (eastbound left and westbound left protect phasing)
Bellam & Francisco E.	AM	Sig.		19.9	B	22.1	C	21.9	C	Signal Operation Improvement
Bellam & Francisco E.	PM	Sig.		25.2	C	31.8	C	19.5	B	Signal Operation Improvement
Bellam & Kerner	AM	Sig.		25.7	C	31	C	18.6	B	Signal Operation Improvement
Bellam & Kerner	PM	Sig.		34.5	C	50.2	D	29.4	C	Signal Operation Improvement
Castro & Francisco E.	AM	UnSig.		2.9	A*	3.8	A*	3.3	A*	None
Castro & Francisco E.	PM	UnSig.		3.7	A*	6.4	A*	5.3	A*	None
Irene & Francisco E.	Am	Sig.		7.8	A	8	A	10.2	B	Signal Operation Improvement
Irene & Francisco E.	PM	Sig.		5.5	A	7.2	A	3.6	A	Signal Operation Improvement
Irene & Kerner	AM	Sig.		7.1	A	9.5	A	7	A	Signal Operation Improvement
Irene & Kerner	PM	Sig.		12.6	B	24.3	C	14.3	B	Signal Operation Improvement
Medway & Francisco E.	AM	Sig.		12	B	12.4	B	12.2	B	Signal Operation Improvement
Medway & Francisco E.	PM	Sig.		19.8	B	21.6	C	27.4	C	Signal Operation Improvement
Shoreline & Francisco E.	AM	Sig.		15.2	B	17	B	33.1	C	Add Shoreline Under Crossing
Shoreline & Francisco E.	PM	Sig.		13.2	B	18.8	B	43.3	D	Add Shoreline Under Crossing
Shoreline & Kerner	AM	UnSig.		1.9	A*	2.2	A*	6	A	Signalization
Shoreline & Kerner	PM	UnSig.		5.1	A*	10.2	B*	9.2	A	Signalization
Shoreline Under & Andersen	AM	Sig.		-	-	-	-	14	B	New Signal (with Shoreline under crossing)
Shoreline Under & Andersen	PM	Sig.		-	-	-	-	40.9	D	New Signal (with Shoreline under crossing)

(1). Roadway improvements currently programmed and funded.

(2) General Plan 2020 improvements are described in Exhibit IV.2-14, page IV.2-27.

*Two-Way Stop controlled intersection. The intersection delay and Level of Service was calculated based on city's methodology.

Source: San Rafael General Plan 2020 Draft Environmental Impact Report, February 2004.

CANAL NEIGHBORHOOD COMMUNITY - BASED TRANSPORTATION PLAN

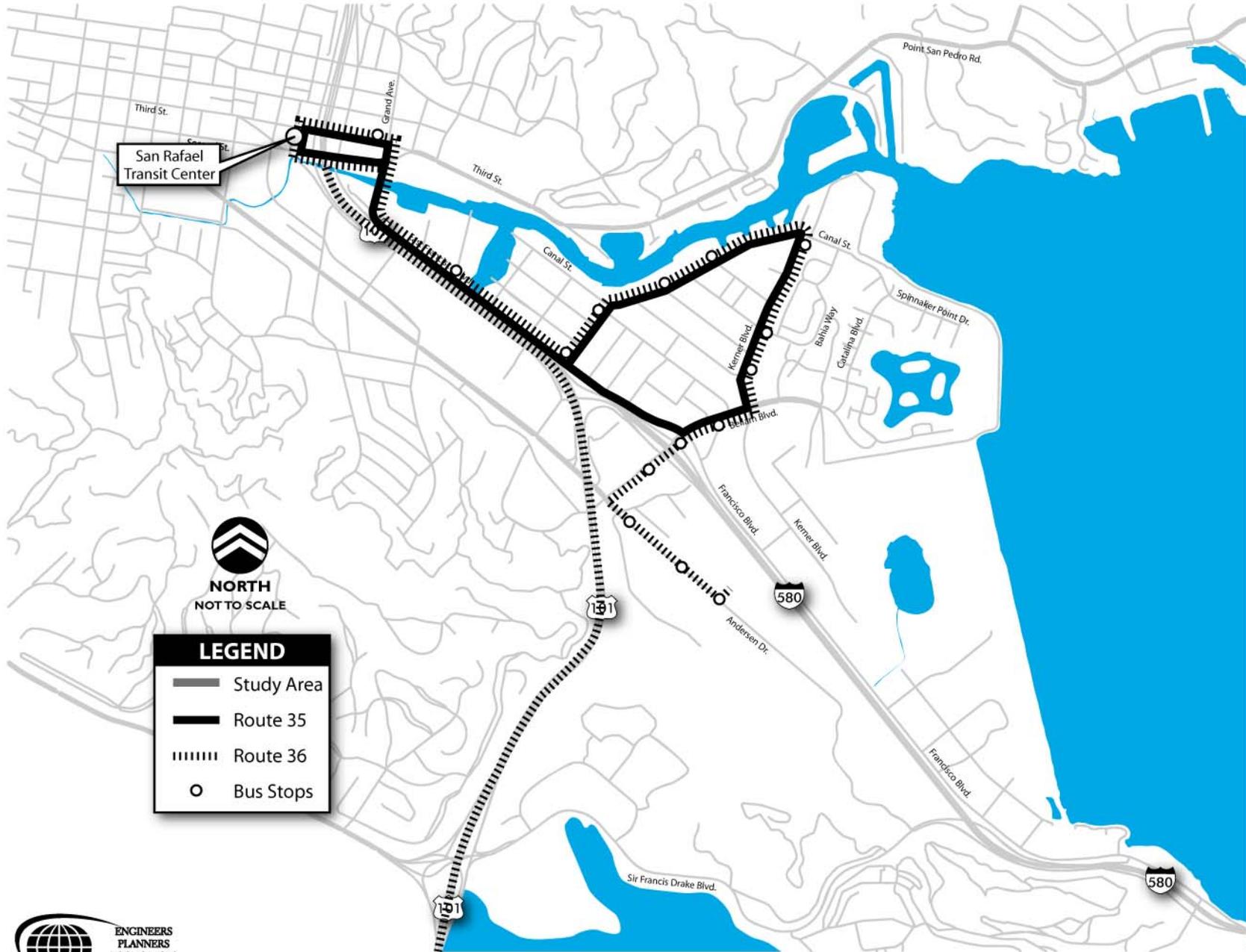


Figure 5
GOLDEN GATE TRANSIT BUS ROUTES AND STOP LOCATIONS

Traffic Calming

Traffic calming is a neighborhood traffic management technique to improve traffic safety and the quality of life in residential areas. In 1999, the City of San Rafael instituted two traffic calming techniques that have been implemented in various parts of the city. The first technique is “all-way stop control,” or stop signs installed at an intersection that warrants the all-way stop in order to provide adequate right-of-way information. The second technique is the “speed hump,” or a raised area in the pavement that reduces vehicle speed and discourages cut-through traffic. In the Canal neighborhood, three speed humps have been installed along Catalina Blvd.

Bicycle and Pedestrian Volumes

Bicycle and pedestrian volume counts were conducted at the following locations.

Table 26: Bicycle and Pedestrian Counts, San Rafael (1998-2000)

Intersection	AM		PM	
	Bike	Pedestrian	Bike	Pedestrian
Bellam & Francisco Blvd. East.	18	61	49	97
Bellam & Kerner	14	27	40	48
Canal & Medway	NA	42	NA	106
Medway & Francisco	17	11	28	19

Source: City of San Rafael *General Plan 2020, Background Report*, April 2001.

Transit

Transit service in Marin County is available for both regional and local trips. Regional service, which includes connections to Sonoma, San Francisco and Contra Costa Counties, is operated by Golden Gate Transit. Local transit service or those trips that begin and end within Marin County is the responsibility of the Marin County Transit District (MCTD). MCTD owns 24 vehicles, of which 21 vehicles are used for paratransit and 3 are used for the West Marin Stagecoach service. These vehicles are maintained and operated by the contractor, Whistlestop Wheels. MCTD contracts with other providers, including Golden Gate Transit and Whistlestop Wheels for local bus and paratransit services.

Fixed-route transit service is provided to and from the Canal Neighborhood by Golden Gate Transit (GGT) on Routes 35 and 36. These two routes are basically identical providing connection between the San Rafael Bettini Transportation Center (San Rafael Transit Center) and the neighborhood; GGT Route 36, however, continues further south to Marin City. The Canal Neighborhood factors heavily in the population served by transit in Marin County. In fact, the “typical” existing transit user uses GGT services five days a week, is employed, is between 30-45 years old, does not own an auto, lives in the Canal area, and needs to transfer at least once to get to his or her destination.¹ GGT Routes 35 and 36 are shown in Figure 5 including the location of bus stops.

The San Rafael Transit Center is a transit hub, providing coordinated/timed bus connections to local bus routes within Marin County, regional bus service to San Francisco, Sonoma and Contra Costa Counties including commuter service, airporter service to both San Francisco and Oakland Airports, taxi service, Marin County Health and Human Services County Shuttle Connection and limited bicycle parking.

Paratransit service is available from Whistlestop Wheels.

Route 35

¹ Marin County Congestion Management Agency, *Marin Bus Transit Futures: Improving Local Transit Choices*, February 2001.

GGT Route 35 provides an important link between the Canal Neighborhood and the San Rafael Transit Center where transfers can be made to other local and/or regional routes within the Golden Gate Transit Service Area. Route 35 provides service 7 days a week at approximately 30-minute headways. Service hours and bus frequencies are essentially the same for both weekdays and weekends with service from approximately 5 AM to 11 PM. Route 35 is designated as one of the transit routes that comprise the Lifeline Transportation Network by the Metropolitan Transportation Commission (MTC). The Lifeline Transportation Network² was defined as part of the 2001 update of the Regional Transportation Plan to identify which public transit services are most vital to disadvantaged neighborhoods. Route 35 was selected because it serves a cluster of households participating in the CalWORKs Program for moving people from welfare to work. In addition, Route 35 serves as trunkline route operating along a major corridor carrying a large number of passengers and running at frequent headways.

Background surveys for the Marin County Transit District Short-Range Transit Plan³ provide significant detail about route operation and rider demographics. The analysis shows that for GGT Route 35:

- GGT Route 35 is the most heavily used route in Marin County;
- Riders come from all segments of the population but are less likely to be students than working age adults;
- Riders have the lowest incomes in the system;
- Most riders use the system very frequently;
- Respondents used the Spanish language survey more than any other route;
- Riders have the lowest proportion of auto ownership compared to riders on other routes;
- Boardings/alightings are distributed throughout the Canal loop;
- Scheduling problems are more the result of early operation rather than delays in service;
- There is little difference between weekday and weekend demand; and
- Route 35 is heavily reliant on transfers at the San Rafael Transit Center.

Route 36

GGT Route 36 operates primarily during peak hours extending the coverage of Route 35 to include Marin City. Route 36 is intended to supplement Route 35 service by providing extra frequency during peak times between the Canal Neighborhood and San Rafael Transit Center. During operation, it provides Canal residents with a faster routing to destinations to the south. When Route 36 is not operating, these same trips can be made using Route 35 with a transfer in San Rafael. Route 36 operates during approximately the same service hours and frequency on the weekends as it does during weekdays. Findings of the *MCTD Short-Range Transit Plan* concerning route operation and rider demographics for GGT Route 36 include:

- GGT Route 36 is among the most productive lines in the system with 36 boardings per hour;
- Ridership is dominated by working age adults employed full to part-time;
- Riders have among the lowest incomes in the system;
- Most riders use the system very frequently;
- Riders were more likely than average to use the Spanish language survey; and

² Metropolitan Transportation Commission, *Lifeline Transportation Network Report*, December 2001.

³ Marin County Transit District, *Short Range Transit Plan – Line by Line Analysis*, May 2005.

- More than half of riders live in a zero-car household and the majority indicated they did not have a car available for this particular trip.

Paratransit

Paratransit service in the Canal Neighborhood is provided by Whistlestop Wheels which offers door-to-door service to individuals in Marin County who meet the eligibility requirements for service under the American's With Disabilities Act (ADA). Whistlestop Wheels service exceeds the mandated ADA requirements in respect to service area and hours, fare, reservations and providing assistance between the vehicle and front door of the origin/destination. Paratransit trip origins within the Canal Neighborhood are shown on Figure 6; non-ADA paratransit trip origins (trips not mandated by ADA but still provided by Whistlestop Wheels) are included on Figure 7.

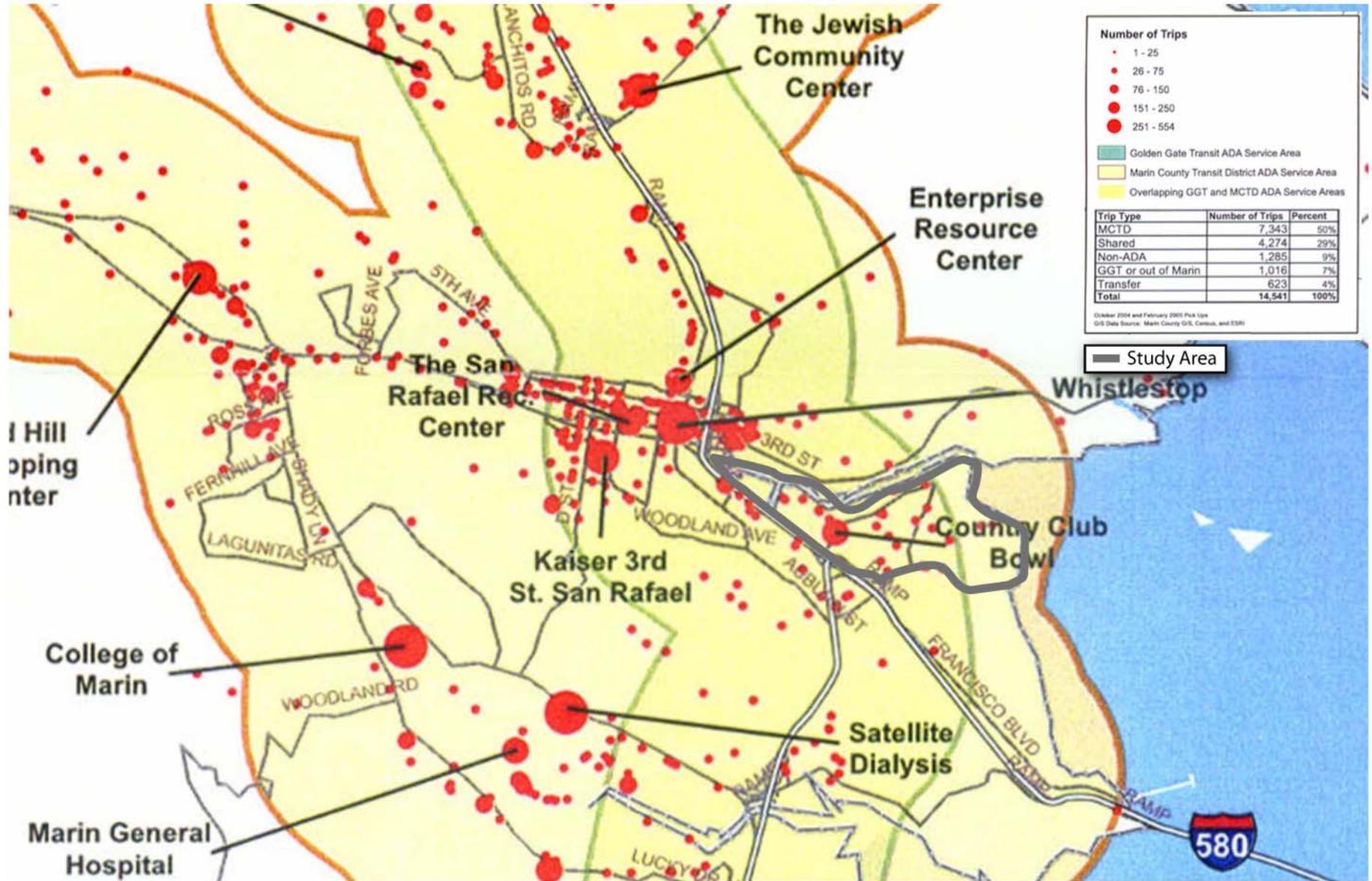
Pedestrian Facilities

In the Canal Neighborhood, there are some locations where sidewalks abruptly end, sidewalks are available on only one side of the street, effective sidewalk width is constrained by poles, street furniture or other obstructions and sidewalks/ramps do not meet ADA requirements. Locations needing pedestrian improvements within the Canal study area were identified in the San Rafael Bicycle and Pedestrian Master Plan and are shown on Figure 8. These locations include:

1. East Francisco Blvd. - Narrow, incomplete, broken and heavily used sidewalks situated next to a busy street with no parking.
2. US 101 at Medway Road – The freeway is a barrier to pedestrians who sometimes run across 6 lanes of traffic to cross the freeway.
3. Canal Waterway – the canal separates bikes and pedestrians from San Rafael High School, Montecito Shopping Center and Downtown, and forces them to use busy Francisco Blvd. East.
4. Larkspur Street from Kerner to Canal – There are many pedestrians; uncut bushes obstruct the sidewalk; and only a few cross walk exist.
5. Medway and Canal from Francisco Blvd. East to Novato Street – Narrow street, fast traffic, parked cars, no crosswalks.
6. Belvedere at Alto/Tiburon streets intersection – No crosswalk. This is an oddly-shaped intersection with lots of cars, bikes, and pedestrians.
7. Bellam and Andersen Drive Intersection – Very busy intersection.
8. Francisco Blvd. from Grange Way to Highway 580 (at approximately 2165 E. Francisco Blvd.) – There is a bus stop sign, but no shelter or bus pad here. There is a small business center here and this stop is a link to the Richmond Bridge and Sir Francis Drake Blvd. Sidewalk ends at Bay Park.
9. East Francisco from Pelican Way to the end – No sidewalk.

Future pedestrian improvement projects in the study area are included in the discussion of the Bicycle and Pedestrian Plan below.

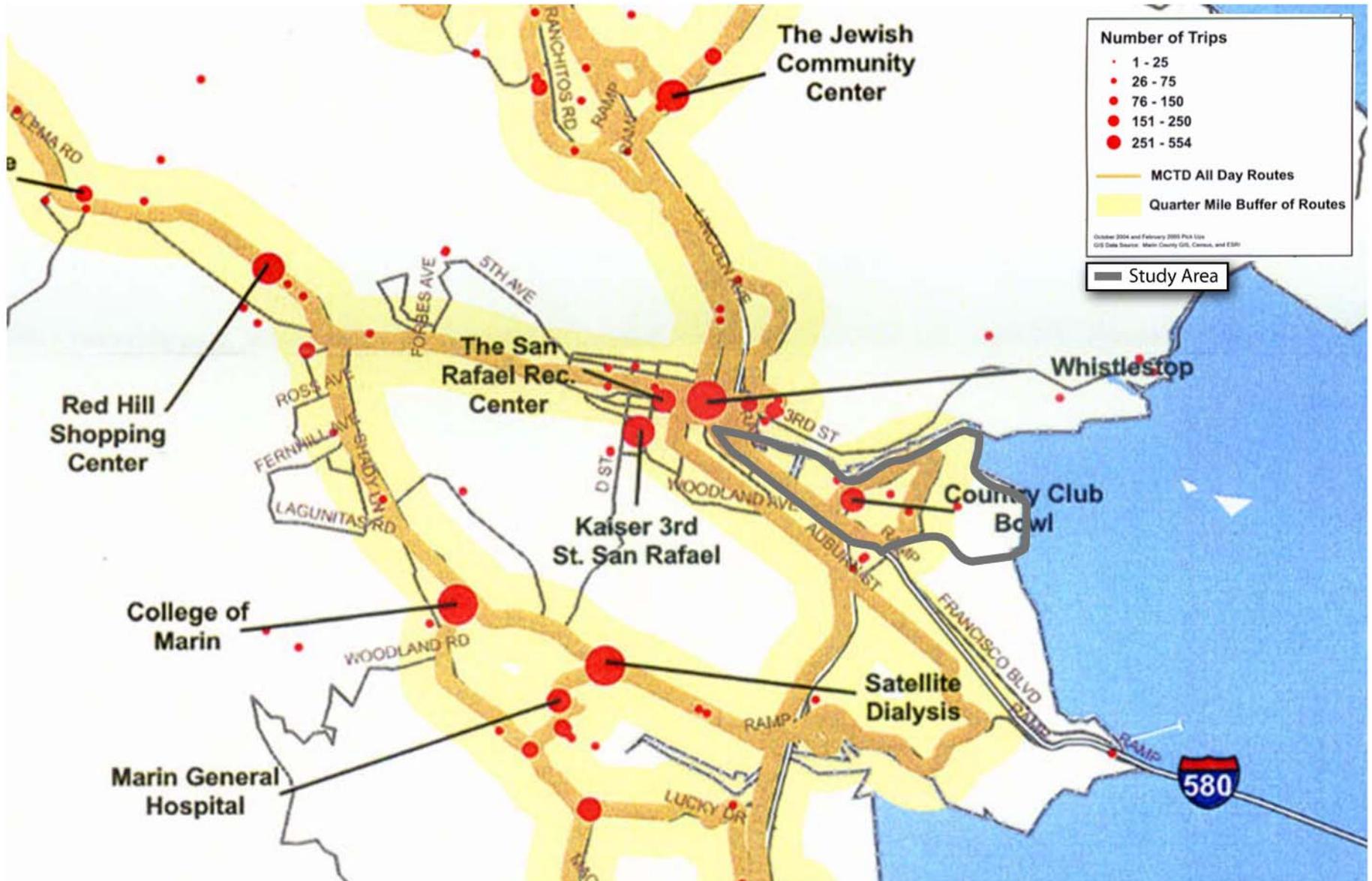
CANAL NEIGHBORHOOD COMMUNITY - BASED TRANSPORTATION PLAN



Source: Marin County Transit District
Short-Range Transit Plan-System
Level Analysis, May 2005

Figure 6
PARATRANSIT TRIP ORIGINS
534230/BASE - 10/06/05

CANAL NEIGHBORHOOD COMMUNITY - BASED TRANSPORTATION PLAN

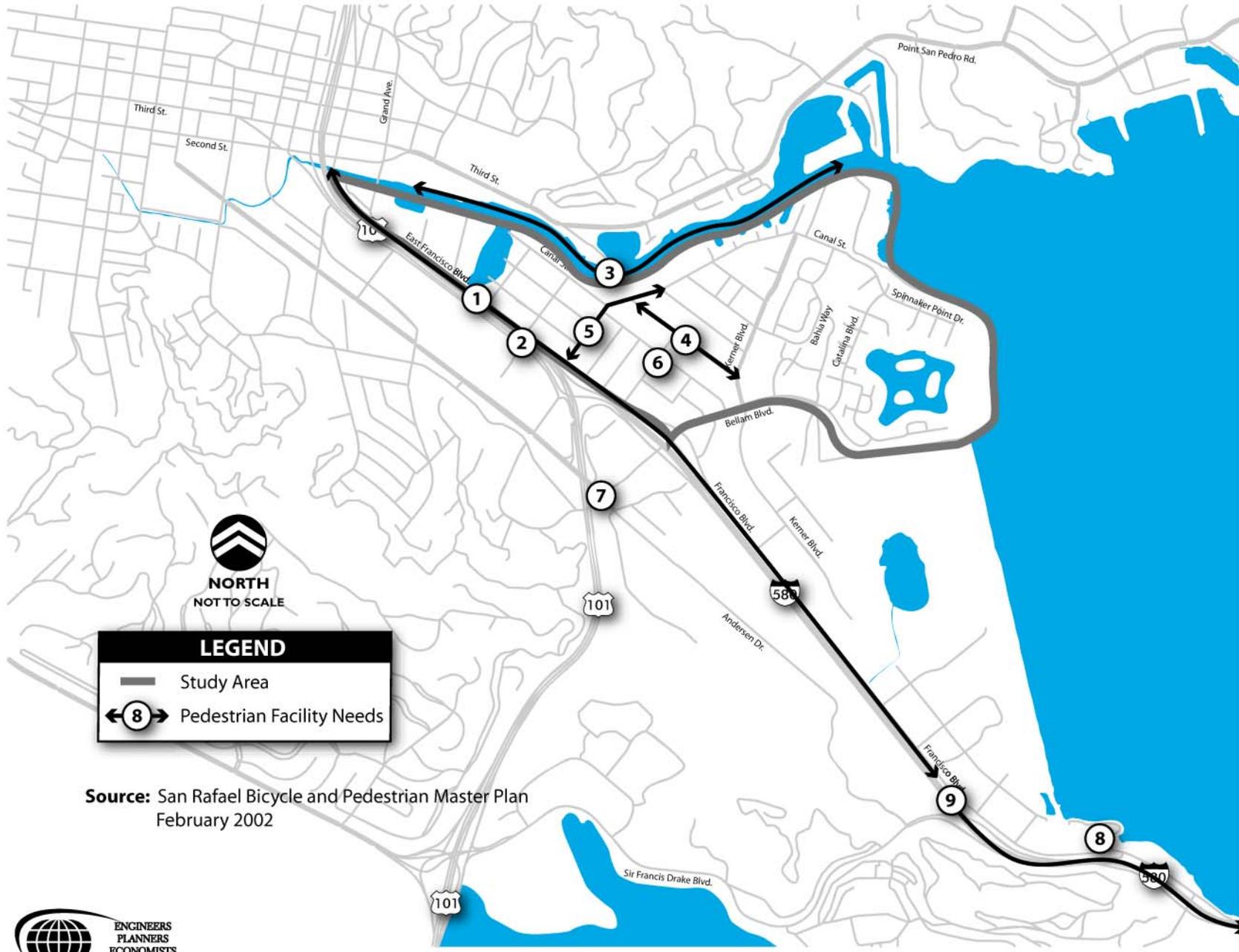


Source: Marin County Transit District
 Short-Range Transit Plan-System
 Level Analysis, May 2005

Figure 7
NON-ADA PARATRANSIT TRIP ORIGINS

534230/BASE - 10/06/05

CANAL NEIGHBORHOOD COMMUNITY - BASED TRANSPORTATION PLAN



Source: San Rafael Bicycle and Pedestrian Master Plan
February 2002

Figure 8
EXISTING PEDESTRIAN FACILITY NEEDS
534230/BASE - 10/06/05

Bicycle Facilities

The City of San Rafael has approximately 6.6 miles of bikeway facilities including 2.7 miles of Class 1 bike paths (off-street) and 3.9 miles of Class 2 bike lanes (striped on-street)⁴. There are currently no Class 3 bike routes (signed on-street) in the City. Existing bicycle facilities in the Canal study area are shown in Figure 9, and include:

- Baypoint Pathway: Class 1 bike path from Bellam Blvd./Playa Del Rey intersection to Spinnaker Point Drive – 0.4 miles.
- Shoreline Park Path and Bay Trail: Class 1 bike path from Pickleweed Park south to Francisco Blvd. near Grange Way – 1.0 mile paved; 0.9 miles unimproved.
- Andersen Drive: Class 2 bike lanes on Andersen Drive from Lindaro Street to Sir Francis Drake Blvd. – 2 miles.
- Bellam Blvd.: Class 2 bike lanes on Bellam Blvd. from 24 Bellam Blvd. to Andersen Drive – 0.1 miles.
- Bellam/Playa Del Rey: Class 2 bike lanes on Baypoint Village Drive from Playa Del Rey to Baypoint Drive – 0.1 miles.

Future bikeway improvement projects for the study area are included in the discussion of the San Rafael Bicycle and Pedestrian Plan discussed below.

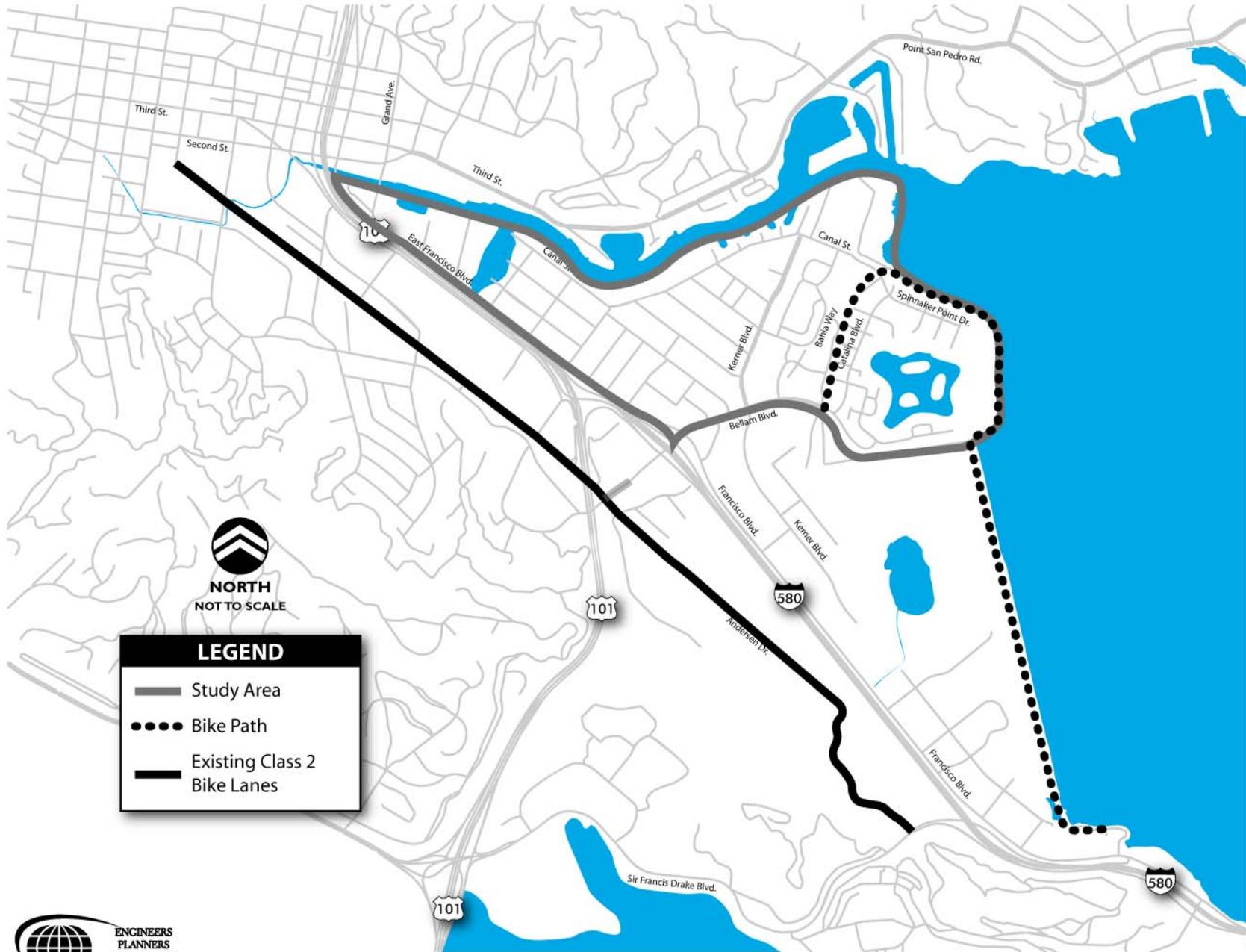
Access to Schools

Currently all students in the Canal Neighborhood attend schools outside the neighborhood. As previously mentioned the Bahia Vista Elementary School (grades K-5) is under construction and is due for completion in 2006. Until that time, Bahia Vista students are bussed to either the Short School (grades K-1) in Gerstle Park or the Annex (grades 2-5) at Davidson Middle School. Other Canal students attend San Pedro Elementary School (grades K-5) in the Loch Lomond Neighborhood, Davidson Middle School (grades 6-8) and San Rafael High School (grades 9-12). School bus service is provided from the Canal Neighborhood for students attending San Pedro Elementary School and Davidson Middle School. High school students take GGT route 35/36 to travel to San Rafael High School. Location of schools serving Canal students can be found on Figure 3.

Throughout Marin County, the Safe Routes to School program promotes walking and biking to school in order to decrease traffic and pollution and increase the health of children and the community. Bahia Vista is a participating school in Safe Routes to School program. Earlier this year, the City received grant money to implement traffic calming and pedestrian safety devices, such as high visibility crosswalks, high technology warning devices at Bahia Vista and one other elementary school elsewhere in San Rafael. Consultants, selected early November 2005, will evaluate and recommend appropriate Safe Routes to School improvements at Bahia Vista. It is expected that the improvements will be installed during summer 2006 when school is closed for the summer.

⁴ City of San Rafael *Bicycle and Pedestrian Master Plan*, February 2002.

CANAL NEIGHBORHOOD COMMUNITY - BASED TRANSPORTATION PLAN



RELEVANT STUDIES, REPORTS AND PLANS

Neighborhood Studies

Canal Voice, 1996

Canal Voice was an effort to provide a way to for members of the Canal Neighborhood to express their concerns about the future of the area and to develop strategies to improve the community. This project made an effort to include and accommodate all members of the community by utilizing small group discussions. A summary of the concerns expressed and strategies recommended were organized by the relevant issue ranging from communication and crime to the need for public services and improved transportation options. Comments about transportation issues included:

Comments about Public Transit

Topic	Comment
Appreciate	Free bus to the ferry (but not many ride it)
Appreciate	Golden Gate Transit does well in Canal
Appreciate	Good public transportation
Appreciate	Transportation
Dislike	GGBD doesn't notify users at bus stops about temporary rerouting of bus routes.
Dislike	Golden Gate Transit costs too much
Dislike	Need better area bus transportation to San Pedro School (big problem to get to school events and counselors during the day)
Dislike	Some of the bus drivers discriminate against the people in this neighborhood.
Dislike	There are some irresponsible bus drivers (one time he let people on, closed the door and then made them wait while he took his break)
Dislike	Transit is costly (\$1.25)
Ideas	Increase the number of buses in the Canal. #20 buses are full in the morning. Canal routes pay for themselves and subsidize other routes.
Ideas	Low cost jitney service to connect Canal to Montecito and Downtown
Ideas	More bus service, improve hours
Ideas	More bus service, tours
Ideas	See what the need is for transportation and increase bus service.
Ideas	Would like a shuttle bus to the ferry like in Corte Madera

Comments about Bicycles

Topic	Comment
Appreciate	Bike ride with friends to Burger King
Appreciate	Bike riding
Dislike	Won't be able to get to the bike paths on Andersen Drive very easily.
Ideas	Bike lanes
Ideas	Develop more bike paths and walkways so can get to Peacock Gap and around better, more pleasantly, not just along Francisco
Ideas	Need sidewalks, bike path (on Bellam)

Comments about Pedestrians

Topic	Comment
Appreciate	Good sidewalks
Appreciate	Pedestrian-oriented neighborhood. People out walking get to know each other. Empty streets are not friendly.
Appreciate	Seeing people I know while I'm walking to work.
Dislike	Blocks are too long. Used to be easier to get through. Too many fences now.
Dislike	Getting to schools outside this area is hard.
Dislike	It's not easy to get out of this area
Dislike	Limited and unsafe pedestrian access
Dislike	Main way to get around neighborhood is walking or riding a bicycle. But it's very dangerous and unpleasant to walk or ride a bike out of the Canal.
Dislike	Not easy to walk over to Marin Square
Dislike	Not enough lighting at Bahia Vista school (especially) and streets
Dislike	Poor pedestrian access along Francisco Blvd. East. Dangerous and ugly
Dislike	Schools are too far from home (30-45 minute walk)
Dislike	The streets are dark.
Dislike	Unfriendly to walk to places like Marin Square, Borders
Dislike	We asked for a bridge in 1985, but nothing happened
Ideas	Arching or draw bridge over the Canal (end of Canal to Montecito. Close it to car traffic, but have it open to emergency vehicles.)
Ideas	Better way to cross 101
Ideas	Bridge over the Canal (SRHS)
Ideas	Make some breaks in the blocks.
Ideas	More street lights
Ideas	Need more lights in the Canal (it is dark)
Ideas	Pedestrian/bike along RR ROW to Downtown
Ideas	Pedestrian bridge or walkway to Montecito
Ideas	Walkway along the canal connecting both sides of the canal
Ideas	We need more lights.
Ideas	Would like a pleasant connection to Downtown

Comments about Cars

Topic	Comment
Appreciate	Close to the highway
Appreciate	Easy commute
Appreciate	Transportation
Dislike	Bellam Blvd. looks like a used car lot, and has too many trucks parked on it
Dislike	Big trucks parking on Bellam Blvd.
Dislike	Busy street near Post Office and Marin Square
Dislike	Can only get to Montecito by car.
Dislike	Car crashes
Dislike	Commercial truck parking on residential streets
Dislike	Francisco Blvd. West/Bellam intersection -- light timing (but left turn light is good)
Dislike	Have been through the process three times requesting red curbs on Portofino but have not had success in finding any solutions
Dislike	Intersection at Bellam and Francisco is a nightmare. People are running the red lights.
Dislike	Lack of parking
Dislike	Limited access roads present a problem with so many people here. Can't get in or out in a disaster.
Dislike	Need stop signs in some places, such as the entrance to Alto and Larkspur
Dislike	Not enough parking
Dislike	People have to use a car to get in and out of the area
Dislike	Poor access to the neighborhood would be a problem if there were a quake on the Hayward Fault.
Dislike	Poor access to the post office
Dislike	Right hand turn off of 580 onto Bellam a problem (visibility poor, lane changes difficult)
Dislike	Second/Grand left turn and one-way circulation -- difficult to get to Kinko's

CANAL NEIGHBORHOOD COMMUNITY-BASED TRANSPORTATION PLAN - Existing Conditions Summary

Dislike	So close to Downtown but hard to get there
Dislike	Traffic lights at Bellam/Francisco a problem
Dislike	When the freeway is tied up, Francisco is tied up, and we can't get in or out of the neighborhood.
Ideas	An additional road in and out
Ideas	Don't let cars park on the sidewalks.
Ideas	Drive slowly in the parking lot.
Ideas	Enforce parking regulations about red zones and driveways
Ideas	Have a meter maid, 6:30 - midnight
Ideas	Kerner extension would be a help.
Ideas	Prohibit right turn from 580 onto Bellam
Ideas	Residential parking permit program

Concept Study for San Rafael Canal Pedestrian Crossing, 1999

This study was prepared for the City of San Rafael Department of Public Works to evaluate alternative methods of providing pedestrian access across the San Rafael Canal connecting the Canal Neighborhood to the shopping and school area north of the Canal along Third Street. The primary goals included:

- Providing safe 24-hour pedestrian access across the Canal;
- Providing pedestrian access that will meet ADA requirements; and
- Provide an 80-foot clear navigable passage for boats through the canal.

Three alternatives were evaluated: a floating pedestrian bridge, a fixed bascule bridge (drawbridge) and a rotating cable stayed bridge. Preliminary cost estimates for construction and operation were presented and are included below.

Bridge Type	Construction Cost	Operating Cost	Total
Floating Bridge	\$1,383,750	\$504,550	\$1,888,300
Fixed Bascule Bridge (drawbridge)	\$1,133,750	\$474,550	1,608,300
Rotating Cable Stayed Bridge	\$975,000	\$468,200	1,443,200

All costs are in 1999 dollars, and assume 24-hour tender at \$45/hour.

Medway/Canal Enhancement Project, (2002 - 2008)

The City of San Rafael has made considerable progress in obtaining funding for a capital improvement project to enhance the 'main street' of the Canal Neighborhood. The \$2.3 million project along Medway Road between Francisco Blvd. East and Canal Street will include undergrounding of the utility lines, new sidewalks, landscaping, new street lights, traffic calming, pedestrian amenities, improved signage, and entryway treatments. The project is funded in part by a \$900,000 grant from MTC's Transportation for Livable Communities program, \$250,000 from the San Rafael Redevelopment Agency, \$400,000 in Federal Transportation Enhancement Funds, and PG&E monies. The Medway enhancement project was conceived by the neighborhood during the Canal Voice project (see above). In 2002, a neighborhood committee led an outreach and design process to complete the project's scope and plans. Construction on the undergrounding project is expected to begin Spring 2006, and will be completed within a year. The streetscape improvement project should begin Spring 2008, and is expected to be completed the same year.

City of San Rafael Plans

Bicycle and Pedestrian Master Plan, February 2002

The Bicycle and Pedestrian Master Plan, adopted by the City Council in 2002, was prepared to address needed improvements to the physical infrastructure and education/enforcement programs to enhance and promote bicycle and pedestrian travel in the City of San Rafael and provide connections to surrounding communities in Marin County. The Plan includes goals, objectives and policies to facilitate the implementation of identified improvements including a focus on the development of bikeways and walkways, facility maintenance, coordination with transit, education, design standards and bicycle parking.

The Bicycle and Pedestrian Master Plan includes recommendations for specific pedestrian projects which involve both physical improvements and programmatic components such as participation in the Safe Routes to School program. Many of the projects will improve conditions for pedestrians including improved or additional roadway crossings, traffic calming, enforcement, street lighting and elimination of travel barriers. Pedestrian improvements for the Canal Neighborhood are:

Priority A Projects

- East Francisco Blvd. – Improve/construct (widen sidewalks)
- Belvedere at Alto/Tiburon streets intersection – Add crosswalks.
- Bellam and Andersen Drive Intersection – Add pedestrian signals with push buttons. Add curb cuts on all four corners.

Priority B Projects

- US 101 at Medway Road – Construct a pedestrian & bicycle overcrossing across the freeway at the location of East Francisco and Medway Street/Louise Street connecting to West Francisco Blvd (and/or to Andersen Dr.).
- Canal Waterway – Construct a bridge over, or a connection under, the canal for easier pedestrian/bicycle movement.
- Larkspur Street from Kerner to Canal – install traffic calming devices (roundabout & speed bumps) along Larkspur at Larkspur & Canal. Cut brush obstructing the sidewalk. Add a few cross walks.
- Medway and Canal from Francisco Blvd. East to Novato Street – Add crosswalks and more stop signs along Canal and Medway.

Priority C Projects

- Francisco Blvd. from Grange Way to Highway 580 (at approximately 2165 E. Francisco Blvd.) – Complete sidewalk on the east side of the street. Improve the bus stop at 2165 E. Francisco Blvd.
- East Francisco from Pelican Way to the end – Add a sidewalk on the east (non-freeway) side of East Francisco.

CANAL NEIGHBORHOOD COMMUNITY-BASED TRANSPORTATION PLAN - Existing Conditions Summary

The Bicycle and Pedestrian Master Plan includes the following recommendations for specific bicycle projects in the Canal Neighborhood:

Short Term Bicycle Improvements (1-5 years)

Priority	Segment
A	Class 3, Route 32-01, Harbor Drive along Canal St. to the Bay Trail
B	Bellam Blvd. from Playa Del Rey to Kerner Blvd., Class 2-3, Route 13-05
B	Bellam Blvd. from Kerner to Highway 580 interchange, Class 2-3, Route 13-07
B	Bellam Blvd. from Highway 580 interchange to Andersen Dr., Class 2-3, Route 13-09

Medium Term Bicycle Improvements (1 – 10 years)

Priority	Segment
A	Canal from the Bridge to Harbor Drive, Class 2-3, Route 27-03
A	Harbor Drive from Canal St. to Front St., Class 2-3, Route 27-05
A	Front St. and Harbor Drive to Medway and Front St., Class 2-3, Route 27-07
A	Mill St. and harbor Dr. to Medway Rd., Class 2-3, Route 27-09
B	Kerner Blvd. from Bellam to the start of the Kerner Blvd. gap, Class 2-3, Route 15-01
B	Kerner Blvd. gap to close the gap north of Shoreline, Class 2-3, Route 15-03
B	Kerner Blvd. from Shoreline Pkwy to Grange Way, Class 2-3, Route 15-05
B	Grange Way from Kerner Blvd. from Francisco, Class 2-3, Route 15-07
C	Francisco Blvd. East from Grand Ave. to Medway, Class 2-3, Route 09-07
C	Francisco Blvd. East from Medway to Richmond Bridge, Class 2-3, Route 09-09

Long Term Bicycle Improvements (1 – 20 years)

Priority	Segment
A	NWP Right-of-Way from the Transit Center to the San Rafael southern city limits, Class 1, Route 07-05
A	NWP Right-of-Way from San Rafael southern city limits through the Larkspur Tunnel, Class 1, Route 07-07
A	Bridge over the San Rafael Canal from Third St. to Canal St., Class 1, Route 27-01
A	Freeway overcrossing from Francisco Blvd. East to Francisco Blvd. West, Class 1, Route 27-13
A	Medway Rd. To Francisco Blvd. East, Class 2-3, Route 27-11
C	Bay Trail from Kerner Blvd. to Shoreline Park near Grange Way, Class 1, Route 11-01
C	Grange Way from Bay Trail to Francisco Blvd., Class 2-3, Route 11-02

The Bicycle and Pedestrian Plan also includes a list of several countywide ‘gap closure’ and safety projects in Marin Countywide plan. The ones that specific to the Canal Neighborhood are:

#4 Bellam-Francisco Bicycle/Pedestrian Project (Safety Projects)

The plan notes that these two corridors have a high number of people who are dependent on walking or bicycling as a primary mode of transportation. Surveys indicated specific problems with school children reaching Davidson Middle School because of the traffic on Bellam at the I-580 ramps. Issues for people traveling along Francisco Blvd. East to Montecito are heavy traffic volumes, numerous driveways, and a constrained roadway.

#7 San Rafael – Larkspur Gap Closure Project

The plan notes the steep routes and heavy traffic for pedestrians and bicyclists traveling from the Canal to Larkspur. Options include a safer route along Andersen Drive to Sir Francis Drake, and a Class 1 path through the rail tunnel between San Rafael and Larkspur with a connection from Andersen Drive.

#9 Regional Connection Project: North-South Bikeway

The plan describes the North-South Bikeway project that will run parallel to the Sonoma Marin Area Rail Transit line through San Rafael. The southern segment of the proposed Class 1 path will connect Larkspur to San Rafael through the rail tunnel.

San Rafael General Plan 2020, November 2004

The City of San Rafael General Plan serves as the planning guidelines for the future of the City containing goals, policies and programs related to the community’s vision for economic vitality, livable neighborhoods and environmental protection. Of particular interest are the sections discussing neighborhoods and circulation including the following goals:

- Goal 5 (Neighborhoods): This goal addresses the desire for neighborhoods of integrity and distinctive hometown character. Neighborhood circulation is an important aspect of neighborhood quality including streets that are safe, pleasant and attractive to walk, cycle and drive.
- Goal 13 (Circulation): Goal 13 addresses mobility for all users with the goal for San Rafael to have a diversified, cost-effective and resource-efficient transportation network that provides mobility for all users. It covers a range of trends that demand improvements in the future transportation system stressing the importance of alternatives to the Single-Occupant-Vehicle (SOV). Policies and programs to encourage a mode shift from the SOV to for travel by walking, bicycling, transit, carpooling, and low-impact alternative vehicles are included. In addition, transportation demand management programs targeted at public and private employers and schools are discussed.

Specific Canal Neighborhood transportation improvements in General Plan 2020 include:

Proposed Roadway Improvements	Projected Cost	Projected Project Timing
Upgrade traffic signal system (citywide)	\$3,000,000	7 years
Install traffic monitoring sensors and camera system	\$1,000,000	7 years
Francisco Blvd. East (Bellam to Grand Avenue Bridge)		
Four lanes required. One southbound, one two-way left turn and two northbound lanes. Major right of way required.	\$10,000,000	Depends On Development Timing
Signalize Francisco Blvd. East/Harbor.	\$200,000	5-7 years
Kerner Blvd or Francisco Blvd. East. To Andersen Drive Undercrossing [Shoreline undercrossing]		
Provide a minimum 3-lane connector near Shoreline Parkway. Signalize at both ends.	\$8,000,000	Depends On Development Timing

Proposed Roadway Improvements	Projected Cost	Projected Project Timing
Implement Bicycle and Pedestrian Master Plan	\$5,300,000 (portion)	7-20 years
Pedestrian bridge to connect Canal to Andersen Drive/Downtown.	\$4,500,000	10-20 years
Pedestrian bridge to connect Canal to Montecito Shopping Center.	\$4,000,000	10-20 years

San Rafael General Plan 2020: Community Design Charrette, January 2002

As part of the General Plan Update process, the City of San Rafael held a Community Design Charrette to obtain information and ideas from community members regarding visions for future development and change in San Rafael. Six focus areas were identified as study sites for the Charrette as places where substantial benefits to the neighborhoods as well as the San Rafael community could be realized through new investment, improvement or redevelopment. Three of the six focus areas involve the Canal Neighborhood: Canalfront, Marin Square, and Medway/Vivian. The Charrette was held on two Saturdays in January 2002 and involved a site visit, group design exercise and group reports and open discussion. Each focus area group included discussion of overall character for the future, land use, design objectives, circulation, implementation ideas and other major issues.

For the Canalfront, the following circulation suggestions were made:

- This community should be easily accessed by boat as well as by car and foot. It should have a more comfortable, convenient and unbroken pedestrian way for the overall community and for the neighborhood itself from Harbor Center to the Grand Avenue Bridge, and should include an Esplanade behind the car dealerships by the Canal. A pedestrian bridge or a city water taxi would be a good idea if it could be made to work.
- Provide safe pedestrian access from Canal residential areas to the Canalfront area (the area is a primary shopping area for the Canal neighborhood).
- Expand/widen Grand Ave. bridge with cantilevered sidewalks and include view points to the Canal.
- Add landscaping along entire pedestrian loop.

For Marin Square, the following circulation suggestions were made:

- Provide access to Marin Square off Bellam Blvd; with access to Gary Place off Francisco Blvd.
- An on-site grid circulation pattern is desirable.
- Parking could be provided in underground parking garages. Entrance and exit on Bellam with circular two-way loop around the perimeter.
- Bellam Blvd. should have a greater pedestrian orientation, with retail facing the street.
- Should have parking around the perimeter loop of the site, and underground.
- The train tracks that run through the area have potential for future mass transit.

For Medway/Vivian, the following circulation suggestions were made:

- Focus on pedestrians, with wider sidewalks on Medway and Vivian.
- One-way streets discouraged.
- Improvements to public parking, and parking layouts.
- Widen the sidewalks, install benches in cutouts on sidewalk to create small gathering places, plant more street trees to create pedestrian effect, add more street lighting below tree canopies, and place parking underground or in back of structures.

Marin County Studies

Draft Marin Countywide Plan, August 2005

The Marin Countywide Plan's framework is based on "Planning Sustainable Communities." The Transportation Section of this plan focuses on the importance of an integrated, multi-modal system that relies on travel by bus, rail, ferry, bicycle and foot to supplement and supplant automobile use. Goals presented in this plan include:

- Safe and efficient movement of people and goods;
- Increased bicycle and pedestrian network;
- Adequate and affordable public transportation; and
- Protection of environmental resources.

The Socioeconomic Element deals with issues of public safety and public health to insure that all persons regardless of economic status, race or age are able to live in a safe and healthy environment including:

- Safe neighborhoods;
- Opportunities for physical activity;
- Improved access to health care services; and
- Access to jobs, day care and education.

The Natural Systems and Agriculture Element supports the preservation and expansion of trail routes for all user groups.

Marin County Congestion Management Agency Marin Bus Transit Futures, February 2001

Marin Bus Transit Futures is a comprehensive long-range plan to provide a vision and practical implementation strategies for improving the range of public transportation choices for local Marin County trips. The goal of this effort is to enhance local mobility and create more livable communities by increasing the opportunities for County residents and workers to use transportation modes other than the single occupant vehicle. In evaluating transit needs, the Marin Bus Transit Futures made extensive use of public outreach. It was found that transit is important to many of the existing riders with over two-thirds of existing riders being transit dependent including residents of the Canal Neighborhood. In fact, according to this study, the "typical existing transit user uses GGT services five days a week, is employed, is between 30-45 years old, does not own an auto, lives in the Canal area, and needs to transfer at least once to get to his or her destination.

Various scenarios are identified that would provide significant connections between the Canal Neighborhood and major destinations throughout central Marin including Marin Civic Center, Montecito Shopping Center, College of Marin, Marin General Hospital, Larkspur Ferry and Corte Madera Town Center.

Moving Forward: A 25 Year Transportation Vision for Marin County, February 2003

Moving Forward focuses on how Marin County can have a sustainable transportation system that promotes mobility and maintains the quality of life enjoyed by Marin residents. The increase in congestion can be attributed to residents making more trips, more trips being made inside the County, peak period trips being made for more than the work commute, growth in employment in Marin County, attraction of the County for recreational trips and few options other than driving. The vision for a better future includes opportunities for getting the congestion under control including:

- Increasing travel choices to manage congestion and improve mobility;
- Linking modes together in a seamless, comprehensive transportation network;
- Serving local trips by a variety of new and expanded options, improving mobility for all Marin County residents;
- Serving regional and interregional trips with completion of HOV system on Highway 101, implementation of a new commuter rail line, increased express bus service and increased ferry service.

Several transportation improvements are suggested for the Canal Neighborhood including new bus transit routes, Safe Routes to Schools and school bus/shuttle service to middle and high schools, employer shuttles and bicycle/pedestrian improvements. Specific recommendations include:

- New bus transit routes operating all day every 30 minutes connecting San Rafael to the Canal via a two-way loop through San Anselmo, Ross, Kentfield, Greenbrae and Larkspur; Canal, San Rafael, to Santa Venetia route; and Canal, Northgate to Kaiser Hospital route;
- Pedestrian and bicycle improvements with gap closure between San Rafael and Larkspur ferry terminal and improved bicycle and pedestrian safety in the Bellam and Francisco corridors; and
- School Tripper buses and shuttles to middle and high schools.

Marin County Transit District Strategic Plan - Existing Systems Report, October 2004

Due to a change in the relationship with Golden Gate Transit and extra funding that is available for transit in Marin County, an evaluation of the transit system is needed to analyze the productivity and performance of the existing system. The Existing Systems Analysis evaluates all transit services in the county on a variety of levels including cost effectiveness, level of congestion relief, provides service to youth, seniors and low-income households, fills a gap in the transit network and meets productivity standards. GGT routes 35 and 36 which serve the Canal were among the highest ranked all-day routes in the Marin County Transit District system including all statistical criteria used. Although these routes are among the most productive, require the lowest subsidy per trip than the system average and carry more than 1,000 people per day, the fact that these routes are operating so well may be an indication that they are under serving their market and should be reviewed carefully for service changes and additions.

Marin County Transit District Short-Range Transit Plan - System Level Analysis, May 2005

The Marin County Transit District (MCTD) Short-Range Transit Plan is the first transit plan that is entirely focused on local transit within Marin County. Regional service, which includes connections to Sonoma, San Francisco and Contra Costa Counties, is operated by Golden Gate Transit. Local transit service or those trips that begin and end within Marin County is the responsibility of the Marin County Transit District (MCTD). Although MCTD has responsibility for local services, it does not own buses or facilities for fixed-route service and does not employ its own drivers. Instead, MCTD contracts with other providers, including Golden Gate Transit and Whistlestop Wheels for local bus and paratransit services.

The Plan includes a complete assessment of the current system and its riders, as well as a thorough identification of transit needs in Marin County and alternative techniques for meeting those needs. The goal of the plan is the development of a financially sustainable transit system for Marin County riders that maximizes productivity and mobility for everyone who travels within the County. The first part of this Plan, the System Level Analysis, was completed Spring 2005, and includes a route-level analysis of each of the routes and services that are currently offered by Marin County Transit District. Much of the document is dedicated to analyzing the performance of transit routes and services. Much of this analysis is based upon an extensive on-board passenger survey that was conducted in April 2005.

The results of the survey provided detailed demographic and socio-economic profiles of riders by each existing route. They include information on who rides, what mobility choices are available to transit riders, where is the ridership occurring, and evaluation of performance

The Draft Short-Range Transit Plan including recommendations for transit improvements in Marin County is due for public review in Fall 2005.

Marin County Transit District Short Range Transit Plan, January 2006

Marin County Transit District (MCTD) is preparing to release a draft of its first Short Range Transit Plan (SRTP) in January 2006. The draft plan will incorporate extensive public input from rider surveys and community meetings throughout Marin. After releasing the draft plan, MCTD will hold community meetings to introduce the plan, discuss the results of the public input, and receive comments on the draft plan. The MCTD website, www.marintransit.org, will provide additional details, meeting dates and locations.

The SRTP will be the first transit plan that is entirely focused on local transit within Marin County. The plan will include a complete assessment of the current system and its riders, as well as identification of transit needs in Marin County and alternative ways to meet those needs. The goal of the plan is to develop a financially sustainable transit system for Marin County riders that maximize productivity and mobility for everyone who travels within the County.

Marin County Transit District Ride and Roll Evaluation Report, May 2004

The Ride and Roll Program began as a pilot, free bus pass program for middle school and high school students. It provided free rides on all Marin County Golden Gate Transit bus routes Monday through Friday from 6 am to 7 pm. A modified version of this program will be funded with monies provided by passage of Measure A (see below). The Ride and Roll Program was evaluated for success by participation, benefits and costs. 84% of eligible schools participated in the program as well as 20% of enrolled students. Ninth grade students had the highest rate of participation with participation by high school students greater than students at the middle schools. GGT routes 1, 10, 20, 23, 35, and 50 had the greatest number of student riders with route 35 ranking 5th overall.

Previous to using transit through the Ride and Roll program, the majority of students reported that they had traveled to school by car. Program benefits included a significant mode shift from car to bus resulting in a reduction of automobile trips and expanded transportation options for students and their families. The majority of the program cost is for the free bus tickets. Cost effectiveness of the program is based upon the estimated number of automobile trips removed from Marin County roadways. Fuel and maintenance cost savings would also be accrued by those parents and students participating in the program as well as providing participating parents and students with expanded transportation options.

The program described above was discontinued as of June 2005. In its place, Marin County Transit District has instituted a fifty-percent discount for youth riders 18 years of age and younger and a low-

income student ticket program for middle and high school students only whose families qualify for free or reduced price lunches.

Marin Transit Future On-Board Survey Results: Working Paper. Crain & Associates. March 2000.

In November and December 1999, bus riders on Golden Gate Transit routes 1, 10, 21, 23, 35, 37, 50 51 and 80 were surveyed to determine ridership information (origin and destinations locations, transfer activity, etc.) and to conduct a ridecheck about boarding and alighting activity. In addition, riders' comments and suggestions were solicited. Route 35 is described as "probably the shortest route in the entire Golden Gate Transit system, but it is probably the most heavily-used on a passenger per hour basis." (page 2-7) Pertinent facts about Route 35 in 2000 are:

- A majority of riders (54.4%) indicated work as a trip purpose.
- Over 75 percent (78.5%) have annual household incomes below \$20,000, 46.4% have annual household incomes below \$10,000.
- Most (71.8%) transfer to another route to complete their trip.
- Close to 90% use GGT at least three times weekly.
- The Canal neighborhood had between 276 and 600 daily boardings (people getting on the bus). Only Downtown had over 600 daily boardings, and for the rest of the county, most areas had boardings of less than 125 a day.
- The Canal neighborhood had between 401 and 1,200 daily alightings (people getting off the bus). Again, only Downtown had more than 1,200 alightings, and most of Marin had alightings of less than 225 a day.

The survey also reviewed San Rafael City School bus service. The School District contracts for bus service to the elementary schools and the middle school, but not to San Rafael High School. Ninety percent of the students ride free or with a reduced fare; students must live at least a mile from school to be eligible to ride the school bus. All schools were reported to have severe traffic problems, with Bahia Vista Elementary School being the worst. A District priority would be to provide home to school bus service for San Rafael High School. Factors limiting bus ridership include students having to walk too far to catch a bus, or to wait too long for the bus. The School District also reported the need for better bus service to after school activities and after school child care.

Metropolitan Transportation Commission Marin County Welfare to Work Transportation Plan, June 2002

This study was prepared to address the deficiencies in Marin County's existing transportation network and propose potential strategies for improving the overall mobility of CalWORKs clients. The CalWORKs Program requires that each county establish a countywide program for moving people from welfare to work. A significant cluster of CalWORKs households is concentrated in the Canal Neighborhood; additional clusters were found in Marin City and Novato. High concentrations of employment sites were also found in and adjacent to the Canal Neighborhood along Highways 101 and 580.

A variety of programs were recommended as a result of this project involving expanded administrative and informational programs, routing and service improvements, subsidized transit passes, additional paratransit/shuttle services and car ownership/maintenance subsidies. Specific to the Canal are recommended improvements to Route 35 including additional service frequencies and routing changes to provide service goals outlined in the Metropolitan Transportation Commission Lifeline Transportation Network Report discussed below. These goals include:

- 30-minute headways on weekdays and Saturdays for all times of day and evening;
- 60-minute headways are set for all times of day on Sundays.
- Operating hours of 6 AM – 10 PM on weekdays and 8 AM – 10 PM on weekends.

These service frequency and routing changes for Route 35 (a local route) are proposed in combination with changes to service on Route 20 (regional route). However, service on Route 20 has been eliminated since publication of this report. Although Route 35 continues to provide Canal residents with connections to downtown San Rafael and the connecting transit at the San Rafael Transit Center, the neighborhood could benefit from more direct service to destinations such as the Marin Civic Center, Marin General Hospital and other destinations.

Regional Studies

Lifeline Transportation Network Report: 2001 Regional Transportation Plan for the San Francisco Bay Area, December 2001

The purpose of this report is to identify transit services that serve those low-income individuals and families who are in critical need of these services. This report also makes recommendations to communities where there may be transportation gaps. The Lifeline Transportation Network Report identifies San Rafael as having the lowest income population in Marin County, particularly in the Canal area. San Rafael is also identified as having a large concentration of essential destinations for surrounding areas. The Lifeline Transportation Network Report identifies routes that are critical to low-income areas because they provide:

- Direct Service to a neighborhood with a high concentration of households participating in the CalWORKs program for moving people from welfare to work;
- Service directly to areas with high concentrations of essential destinations;
- Core line trunkline route operating along a major corridor carrying a large number of passengers and running at frequent headways as identified by the transit operator; or
- A key regional link to destinations outside of San Rafael.

The study concluded that low-income residents need greater access to public transit services later during the day, more frequently during the day and more extensively on weekends. The MTC-adopted service objectives for proposed Lifeline Transit Routes for a transit operators such as Golden Gate Transit include the following service goals:

- 30-minute headways on weekdays and Saturdays for all times of day and evening;
- 60-minute headways are set for all times of day on Sundays.
- Operating hours of 6 AM – 10 PM on weekdays and 8 AM – 10 PM on weekends.

Route 35 which serves the Canal Neighborhood is identified as a Lifeline Transportation Network Route. Route 35 meets all of the MTC goals except for sufficient service during the evening hours.

Metropolitan Transportation Commission: Transportation 2030 Plan - Equity Analysis

As the metropolitan planning organization in the San Francisco Bay Area, MTC is responsible for adopting the Bay Area’s regional transportation plan. The current plan, known as *Transportation 2030*, specifies investments and strategies needed to maintain, manage and improve transportation in the Bay Area over the next 25 years. In conjunction with the long-range plan, MTC published the *Equity Analysis Report*, which addresses environmental justice⁵ issues. The purpose of the report is to measure both the benefits and burdens associated with the transportation investments proposed in the *Transportation 2030 Plan*, and to make sure that minority and low-income communities share equitably in the benefits without bearing a disproportionate share of the burdens. The Canal Neighborhood in San Rafael is one of forty-four (44) communities of concern (neighborhoods with 30% or more of the households having an income below 200% of the poverty level or with 70% or more of the persons of African-American, Asian-American, Hispanic or Multiracial descent) identified in the *Equity Analysis Report*. The comments below about transportation from the Canal Neighborhood are excerpted from the report’s appendices.

Table 27: Distribution of Destinations/Services within the Canal District

Destination/Services	Number w/in Canal District	Employees	Population ¹	# of Stores/Services per 1,000 Residents	Employees per 1,000 Residents
Food Stores (Table B13)	8	56	11,973	0.7	4.7
Health Services (Table B14)	14	183	11,973	1.2	15.3
Social Services (Table B15)	18	180	11,973	1.5	15
Elementary/Middle Schools (Table B16)	2	48	11,973	0.17	4.01
High Schools (Table B17)	0	0	11,973	0	0
Colleges & Universities (Table B18)	0	0	11,973	0	0
Post Offices (Table B19)	1	30	11,973	0.08	2.51
Banks & Credit Unions (Table B20)	8	53	11,973	0.67	4.43

1 - Year 2005 population based on ABAG Projections 2003, *Tables B13-B20*
 Source: *InfoUSA, 2004*

Table 28: Number of Jobs Accessible by Auto & Transit from Canal District

	2000 Base	
	Auto	Transit
Within 15 minutes	38,870	0
Within 30 minutes	162,291	11,045
Within 45 minutes	478,742	30,995

From Tables C2-C7

Table 29: Peak Period Commute Accessibility to Low Income Jobs (<150% of Poverty Level) from Canal District Within 30 Minutes Travel

	2000 Base	
	By Auto	By Transit
Within 30 Minutes Travel	14,458	1,133

From Tables C10, C11

⁵ The intent of environmental justice is to 1) avoid, minimize, or mitigate disproportionately high and adverse effects on minority and low-income populations, and 2) ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

Table 30: Accessibility to Essential Destination Establishments from Canal District within 30 Minutes by Auto and Transit

Number of:	2000 Base	
	By Auto	By Transit
Elementary & Middle Schools	115	3
High Schools	19	2
Colleges & Universities	10	1
Food Stores	172	12
Health Services	1,378	47
Social Services	784	36
Post Offices	24	1
Banks & Credit Unions	122	10

From Tables D13-D28

Metropolitan Transportation Commission - Transportation 2030 Plan, Appendix V, Summary Report: Phase One Outreach and Involvement Program

On November 1, 2003, the Metropolitan Transportation Commission held a community workshop in the Canal Neighborhood for input on the draft Transportation 2030 Plan. Approximately 60 people attended the workshop and provided the following comments:

Transportation Issues

- Eliminate many stop signs on local streets used as alternate routes to U.S. 101
- Difficult to see sign; not well maintained; safety issues
- Parking at transit stops: need it so you can leave the car and get on the bus or rail
- Improvements to U.S. 101 and Hwy 37 between Vallejo and Larkspur
- Evening congestion on U.S. 101 between San Rafael and Sausalito
- Bridge tolls are too high – those most impacted are students
- Run buses every 30 minutes
- Stoplight at Medway and Canal (safety issue)
- Stoplight on Point San Pedro (at the school)
- Speeding cars
- Those who can walk, do
- Should be more buses to public places
- Sometimes buses only carry a few people; crowded in the mornings
- Cost is going up, but it must be tolerated as a fact of life. Cost is not a problem
- Petroleum dependence and reliance on Big Oil. Public transit seen as a solution (repeated concern)
- Need a marked pedestrian crossing near bus stop between 330 and 260 Canal Street
- Would be more convenient to have more buses
- More bicycle and pedestrian facilities to encourage non-auto travel

- Transit access for disabled
- Increased commercial development means increased congestion
- Rising congestion and flood threat makes it more important to improve egress from Canal District (repeated concern)
- Borrow ideas from East Bay to encourage transit use
- Must go by bus or walk to shopping
- Price of Gas
- Older drivers should limit their use of cars
- Commuter buses need to run on time
- People living in Marin County work in SF or Oakland
- Transit costs too much. Wants monthly FastPass on GGT
- More bus transportation surveys to determine where service is needed
- Bus drivers don't wait for passengers
- Pedestrian safety (repeated concern) – not all roads have stop signs
- Shortcut for bike/pedestrian to Montecito shopping area from Canal District
- Better commute options needed from Marin to the East Bay
- Transportation for parents of school children from Canal to San Pedro School (repeated concern)
- Older people don't drive
- Dedicated bus lanes that segregate buses from the rest of traffic as an incentive to spur bus ridership
- Capital investment priorities that emphasize auto travel on highways discourage transit use (esp. long distance travel) but do not relieve bottlenecks
- School bus is not enough
- Bus is insufficient

Prior Commitments/New Commitments

- Effective use of funds – don't waste money with inadequate planning
- SMART light rail service between San Rafael and Santa Rosa (repeated concern)
- Participants ranked their priorities for new investments in the following order: System Management/Livable Communities, Operations and Maintenance, and Expansion
- Direct money to the project; only 10% to admin.
- Amtrak – should come to Marin County of Marin
- Need a rail line connecting Marin to Oakland and SF – Rail would help with congestion
- Rail transit option in Marin County (repeated concern)

Land Use and Transportation

- Takes cooperation: build offices in Santa Rosa, work out of home; have a reverse commute
- Transit oriented development
- Rural <-> Dense infill; more support

- Encourage communication of employers with employees. Incentives and info regarding commutes; offer discounts
- MTC's investments should encourage TDM and Transit-Oriented Development; bottlenecks are actually good

Sonoma Marin Area Rail Transit (SMART) Project

The planned SMART commuter train would provide passenger train service to Sonoma and Marin County residents along the Northwestern Pacific (NWP) rail corridor that lies next to Highway 101, from Cloverdale to a Ferry Terminal that connects to San Francisco. The rail service plans to include the following:

- Service from Cloverdale to the existing Larkspur ferry terminal, approximately 85 miles,
- Up to 14 stations, including 5 in Marin County
- Service is expected to start in 2009
- Service frequency will be 30 minutes in peak periods, with approximately 12-16 trains per day
- When the service begins, it is projected that 5,100 people will ride the train each day

A bicycle corridor plans to use, where feasible, the SMART right of way. Bus schedules are planned to be coordinated with the train schedule to facilitate transfers from one mode to another.

In October 2003, the SMART Board of Directors approved the evaluation of seven alternatives for the analysis phase of the SMART Corridor Environmental Impact Report (EIR). The alternatives included four rail alternatives, two bus alternatives and a no build alternative. The Draft EIR is currently projected to be completed Fall 2005.

North/South Greenway

The County of Marin, Transportation Authority of Marin and Sonoma Marin Area Rail Transit are currently in the final design phase for a project that will provide a new multi-use pathway beginning at the intersection of Andersen Drive and Francisco Blvd. West in San Rafael and continues south along the railroad right-of-way through the rehabilitated Cal Park Tunnel connecting to Larkspur Landing Circle. This pedestrian and bicycle "GAP" closure project will connect two major transit facilities in central Marin County: the Bettini Transportation Center in downtown San Rafael and the Ferry Terminal in Larkspur.

To continue the north-south "greenway" concept, TAM is sponsoring a project that will create a Class 1 bicycle and pedestrian facility that will continue from the end point of the Cal Park Tunnel Project in Larkspur, across Sir Francis Drake Boulevard with either a grade crossing or a new overhead crossing, create a new crossing over Corte Madera Creek and continue south along the railroad Right-of-Way to connect to Redwood Highway at Wornum Drive.

APPENDIX B

**Memorandum #2
Outreach Plan**

Final Draft

OUTREACH PLAN

for the

Canal Neighborhood
Community-Based Transportation Plan

prepared for:

CANAL TRANSPORTATION PLAN STAKEHOLDER COMMITTEE

Transportation Authority of Marin
City of San Rafael

December 1, 2005

ACKNOWLEDGEMENTS

Canal Transportation Plan Stakeholder Committee

Dr. Laura Alvarenga
Eric Andersen
Rocky Birdsey
Ruth Donohugh
Carmen Escobar
Rocio Cruz Hernandez
Richard M. Lockman
Enedina Mendieta

Jessuina Perez-Terán
Man Minh Phan
Fernando Quezada
Maria A. Rodriguez
Rob Simon
Tom Wilson
Beverly Yates

Canal Transportation Plan Technical Advisory Committee

Bob Brown, City of San Rafael
Dave Donery, Pickleweed Community Center
Mary Donovan, Marin County Health and Human Services
David Escobar, Marin County Board of Supervisors - District 4
Maureen Gaffney, Association of Bay Area Governments

Linda Jackson, City of San Rafael
Harvey Katz, Golden Gate Transit
Therese Knudsen, Metropolitan Transportation Commission
Carey Lando, Transportation Authority of Marin
Amy Van Doren, Marin County Transit District
Tina Warren, Marin County Department of Health

Transportation Authority of Marin

Dianne Steinhauser, Executive Director
Carey Lando, Senior Transportation Planner

City of San Rafael

Bob Brown, Community Development Director
Linda M. Jackson, Principal Planner
Meherdad Namirianian, Associate Engineer

Consultants

Carol Levine and Peter Martin, Wilbur Smith Associates
John Young and Ericka Erickson, Marin County Grassroots Leadership Network

Funding provided by a \$60,000 grant from the Metropolitan Transportation Commission, the Transportation Authority of Marin, and the City of San Rafael.

The Draft Existing Conditions Report was written for the Canal Stakeholder Committee, which is preparing a Community-Based Transportation Plan. Copies of this report are available at www.tam.ca.gov or call 415-499-6528.

TABLE OF CONTENTS

Section	Page
INTRODUCTION	1
Stakeholder Committee	1
Community Workshops	1
OUTREACH METHODOLOGY - COMMUNITY WORKSHOP #1	2
COMMUNITY WORKSHOP #1 PROPOSED FORMAT	3
OUTREACH METHODOLOGY - COMMUNITY WORKSHOP #2	4

This page intentionally left blank

INTRODUCTION

This Outreach Plan includes a proposed outline for conducting the public outreach effort of the Canal Neighborhood Community-Based Transportation Plan. Input from the community is a vital aspect of the community-based planning process. It is important that all groups within the neighborhood are given the opportunity to discuss transportation needs, deficiencies and potential improvements. Outreach efforts will include a Stakeholder Committee and Community Workshops.

Stakeholder Committee

The Stakeholder Committee is composed of neighborhood residents and business owners, school officials and representatives from community-based organizations. The Committee will meet approximately five times during the planning process to oversee the preparation of the community-based transportation plan.

Community Workshops

Two community workshops will be held in the Canal Neighborhood. The first workshop will be held early in the schedule (early 2006). At this workshop, Stakeholder Committee members and other community members will identify transportation gaps and potential solutions as a group. Following the group discussion, workshop participants will break out into smaller groups to focus on specific transportation gaps that the community feels exist in the Canal Neighborhood and potential solutions to those gaps. At the second workshop, tentatively scheduled in June 2006, the draft Community-Based Transportation Plan will be presented. The Plan will include recommendations for transportation improvements modifications that have been developed in response to those concerns and needs highlighted during the first workshop and during other outreach venues. Discussion and comment by the workshop participants on these recommendations will be the focus of the second workshop.

Specific topics of discussion for the outreach will need to be developed through input from the Technical Advisory Committee (TAC) and Stakeholder Committee. In meeting the goals of the community-based transportation planning effort, it will be important to focus the discussion on factors related to improving mobility for residents of the Canal Neighborhood. Some items of discussion may include:

- How do you and your family currently travel to work, school, errands and recreation?
- What events or activities would you take part in but are not able to because of the lack of adequate transportation?
- What services and facilities do you and your family require that are not currently available in or in close proximity to the neighborhood?
- Of all the transportation options available to you and your family, what is the most commonly used?

The following pages include a methodology to inform the community about the upcoming planning process, educate them on the goals and objectives of the process, and invite them to participate in the upcoming public meetings. A tentative format for the first community workshop is also included. The format for the second workshop will be developed with feedback from the first meeting.

OUTREACH METHODOLOGY - COMMUNITY WORKSHOP #1

Outreach to members of the Canal Neighborhood is crucial to the success of this process. The following methodology is based upon experience with similar efforts in this community and others. As previously mentioned, this methodology will be reviewed and finalized by the Stakeholders Committee for this project.

Activities	Timeline
1. Begin developing outreach plan	Week of October 17
2. Put together a calendar of community meetings of local CBO's & churches that will occur during the two months before the Workshop. Make presentations of CBTP process, invite members to workshop with informational flyer and distribute surveys at these meetings. Recruit Stakeholder Committee members to attend local CBO and church meetings and make presentations	Week of October 31 st through January 2006
3. On-going communication to all stakeholders (<i>by e-mail, mail, phone, and in person</i>).	November - January 2006
4. Prepare publicity materials in three languages (English, Spanish, and Vietnamese) to be used to contact and inform the organizations and its members about the Workshop	November - January 2006
5. Send Save-the-Date card about the workshop by mail and/or e-mail to attendees of previous transportation-related meetings organized by the CBOs involved in this process	Week of November 28 th
6. Conduct outreach to businesses in the Canal Neighborhood and solicit their participation in the process. First step with contact letter by City.	Week of November 28 th
7. Create RSVP control list	December
8. Develop a Press Kit about the Workshop and the CBTP for local media	December
9. Send weekly press release to local media about upcoming workshop	December - January 2006
10. Send invitation for the event by mail and/or e-mail to attendees of previous transportation meetings and mailing list of CBOs involved in this process	January 2006
11. Contact all RSVP list by phone one day before the workshop	January 2006

COMMUNITY WORKSHOP #1 PROPOSED FORMAT

This community workshop format is proposed as an effective method for soliciting participation and input from members of a multi-lingual community such as the Canal Neighborhood.

Tentative Date: Thursday, February 2, 2006
Tentative Time: 6:30 to 9:30 pm

The following is a format suggestion:

AGENDA #1

Sign in

Welcome and Overview of the Workshop

Plan Overview

This discussion will include identification of transportation gaps and potential solutions by the full group of participants including

Questions and Answers

Breakout Sessions for Discussion of Transportation-Related Issues

The focused discussions will be in the participant's preferred language: English, Spanish, or Vietnamese, and will be about the various modes of transportation in the neighborhood.

Breakout Group Summaries

Summary of breakout group discussions will be presented to the full group.

Questions, Answers and Comments

Closing & Next Steps

The meeting will be simultaneously translated to Spanish and Vietnamese.

OUTREACH METHODOLOGY - COMMUNITY WORKSHOP #2

The outreach effort conducted for Community Workshop #1 will be reviewed and assessed as to its effectiveness in attracting participation by the Canal Neighborhood residents. The most effective activities will be incorporated into the outreach methodology for Community Workshop #2 including but not limited to:

Activities	Timeline
1. Participate in meetings with the Stakeholder Committee to discuss the Community Workshop #2 implementation steps	Feb - March 2006
2. Put together a calendar of community meetings of local CBO's & churches that will occur during the two months before the Workshop. Make presentations of CBTP process, invite members to workshop with informational flyer and distribute surveys at these meetings. Recruit Stakeholder Committee members to attend local CBO and church meetings and make presentations	March - June 2006
3. On-going communication to all stakeholders (<i>by e-mail, mail, phone, and in person</i>).	March - June 2006
4. Prepare publicity materials in three languages (English, Spanish, and Vietnamese) to be used to contact and inform the organizations and its members about the Workshop	March 2006
5. Send Save-the-Date card about the workshop by mail and/or e-mail to attendees of previous transportation-related meetings organized by the CBOs involved in this process	March 2006
6. Conduct outreach to businesses in the Canal Neighborhood and solicit their participation in the process. First step with contact letter by City	May 2006
7. Create RSVP control list	April 2006
8. Develop a Press Kit about the Workshop and the CBTP for local media	April 2006
9. Send weekly press release to local media about upcoming workshop	May - June 2006
10. Send invitation for the event by mail and/or e-mail to attendees of previous transportation meetings and mailing list of CBOs involved in this process	May - June 2006
11. Contact all RSVP list by phone one day before the workshop	June 2006

APPENDIX C

Memorandum #3

**Summary of Outreach Efforts for
Community Workshop #1**

Draft Memorandum #3

Summary of Outreach Efforts for Community Workshop #1

for the

Canal Neighborhood Community-Based Transportation Plan

prepared by:

CANAL TRANSPORTATION PLAN STAKEHOLDER COMMITTEE

Transportation Authority of Marin
City of San Rafael

August 3, 2006

ACKNOWLEDGEMENTS

Canal Transportation Plan Stakeholder Committee

Dr. Laura Alvarenga
Eric Andersen
Rocky Birdsey
Ruth Donohugh
Rocio Cruz Hernandez
Richard M. Lockman
Enedina Mendieta

Jessuina Perez-Terán
Man Minh Phan
Blanca Portillo
Fernando Quezada
Maria A. Rodriguez
Tom Wilson
Beverly Yates

Canal Transportation Plan Technical Advisory Committee

Bob Brown, City of San Rafael
Dave Donery, Pickleweed Community Center
Mary Donovan, Marin County Health and Human Services
David Escobar, Marin County Board of Supervisors - District 4
Maureen Gaffney, Association of Bay Area Governments

Linda M. Jackson, City of San Rafael
Harvey Katz, Golden Gate Transit
Therese Knudsen, Metropolitan Transportation Commission
Carey Lando, Transportation Authority of Marin
Amy Van Doren, Marin County Transit District
Tina Warren, Marin County Department of Health

Transportation Authority of Marin

Dianne Steinhauer, Executive Director
Carey Lando, Senior Transportation Planner

City of San Rafael

Bob Brown, Community Development Director
Linda M. Jackson, Principal Planner
Andy Preston, Public Works Director

Consultants

Carol Levine, Elizabeth Cruz and Peter Martin, Wilbur Smith Associates
John Young, Ericka Erickson and Olivia Beltran, Marin County Grassroots Leadership Network

Funding provided by a \$60,000 grant from the Metropolitan Transportation Commission, the Transportation Authority of Marin, and the City of San Rafael.

The Draft Memorandum #3 was written for the Canal Stakeholder Committee, which is preparing a Community-Based Transportation Plan. Copies of this report are available at www.tam.ca.gov or call 415-499-6528.

INTRODUCTION

Outreach to members of the Canal community is crucial to the success of the community-based transportation planning process. This technical memorandum summarizes the outreach effort made to involve the Canal neighborhood in the first of two Community Workshops held for this project. It was intended that the purpose of Workshop #1 would be to educate Canal residents and other stakeholders on the community-based transportation planning process, identify the difficulties they currently experience when traveling within or outside the neighborhood, collect input on their recommended improvements, and identify which difficulties and improvements most affect their travel experience.

The activities designed to comprise a successful outreach effort are outlined below in Table 1. This outreach effort was developed and conducted largely by Marin Grassroots Leadership Network (MGLN), a community-based organization located in and invested in the Canal community. The MGLN was selected because of their familiarity with the community and community organizations and knowledge of available outreach opportunities. This outreach plan was presented to TAM and City staff, TAC members and the Stakeholder Committee for their review and approval.

Table 1: Proposed Outreach for Community Workshop #1	
Proposed Activities	Proposed Timeline
1. Begin developing outreach plan	Week of October 17
2. Put together a calendar of community meetings of local CBO's & churches that will occur during the two months before the Workshop. Make presentations of CBTP process, invite members to workshop with informational flyer and distribute surveys at these meetings. Recruit Stakeholder Committee members to attend local CBO and church meetings and make presentations	Week of October 31 st through January 2006
3. On-going communication to all stakeholders (<i>by e-mail, mail, phone, and in person</i>).	November - January 2006
4. Prepare publicity materials in three languages (English, Spanish, and Vietnamese) to be used to contact and inform the organizations and its members about the Workshop	November - January 2006
5. Send Save-the-Date card about the workshop by mail and/or e-mail to attendees of previous transportation-related meetings organized by the CBOs involved in this process	Week of November 28 th
6. Conduct outreach to businesses in the Canal Neighborhood and solicit their participation in the process. First step with contact letter by City.	Week of November 28 th
7. Create RSVP control list	December
8. Develop a Press Kit about the Workshop and the CBTP for local media	December
9. Send weekly press release to local media about upcoming workshop	Dec - Jan 2006
10. Send invitation for the event by mail and/or e-mail to attendees of previous transportation meetings and mailing list of CBOs involved in this process	January 2006
11. Contact all RSVP list by phone one day before the workshop	January 2006

IMPLEMENTATION OF OUTREACH

In this section, details of the outreach process leading up to Community Workshop #1 are described including the format of the workshop, organizations contacted and materials developed.

1. Developing Outreach Plan

The proposed Outreach Plan was developed in early fall 2005 and presented to TAM and City of San Rafael staff, TAC members and the Stakeholder Committee. The process would include two community workshops: the first in early 2006 and the second in June 2006. Initially, the format of Community Workshop #1 was to include a presentation of the plan overview to the full group followed by breakout sessions with the focused discussions to be held in the participant's preferred language: English, Spanish, or Vietnamese. A summary of the breakout group discussions would then be presented to the full group. Through further thought and discussion a revised format was developed using an open house technique. The preferred open house format was designed to better accommodate the needs of the community and to encourage greater meeting attendance by:

- Providing a central Canal neighborhood meeting location. In early 2006, no facility adequate to accommodate the group meeting format was available.
- Allowing participants flexibility in when and how long to attend the meeting. With work, school and family obligations, many residents prefer the convenience of an open house format.
- Encouraging participation by children. The open house format made it easier for parents to bring their children to the workshop and provided workshop staff the opportunity to learn about the travel issues of both children and adults.

The Open House consisted of five stations. In addition, several displays were available to inform attendees on the status of the Cal Park Hill Tunnel Rehabilitation and Multi-Use Path Construction project, Highway 101 Carpool Lane Gap Closure project and Sonoma-Marín Area Rail Transit project. The materials presented at the five stations included:

- **Station 1** - At the first station, participants were welcomed to the workshop, asked to sign-in and given a fact sheet explaining the community-based transportation planning process and the goals of the workshop. A slideshow was running in the background with pictures of the Canal neighborhood and examples of transportation improvements made in other similar communities.
- **Station 2** - At Station 2, findings from previous related studies were presented on large wall hangings. Participants were given several dots and asked to place these on issues most important to them in traveling in and out of the neighborhood. The issues were divided by mode (i.e. pedestrian, bicycle, transit and motorist). These issues are included in Memorandum 4 with the corresponding ranking of importance identified at the workshop.
- **Station 3** - Participants were asked to identify the 'hot spots' or problems encountered while traveling within the Canal neighborhood. Four wall maps were provided, one for each mode to allow participants to place dots at locations where they experience difficulties in walking, bicycling, driving and/or taking transit. Bilingual workshop facilitators were on hand to solicit specific details about the traveling problems and record comments. The resulting maps and comments are included in Memorandum 4.

- **Station 4** – Station 4 was used to record specifics about traveling outside the Canal. Attendees were asked to place dots at locations where it is difficult for them to travel to. Further descriptions of each difficulty were recorded by bilingual facilitators. Comments are included in Memorandum 4.
- **Station 5** – At Station 5, participants were thanked for attending and provided materials on other transportation-related projects and programs, and upcoming meetings such as the Marin County Transit District’s public meetings on the draft *Short Range Transit Plan*.

In addition, Stakeholder Committee members were at Stations 2, 3 and 4 to talk with their neighbors about transportation issues and hear their concerns. More than 60 residents and interested parties attended the first workshop.

2. Calendar of Community Meetings

A calendar of meetings of local community-based organizations (CBOs) and churches that would occur during the two months before the workshop was developed. It was intended the project staff and members of the Stakeholder Committee would make presentations at these meetings to describe the CBTP process, invite members to the workshop and to distribute surveys. The list of groups to be contacted is included in Appendix A. Presentations were made at meetings of the Pickleweed Park Advisory Board, Grupo de Papas of Canal Alliance and Chan Kahal.

Because the workshop date and place were decided less than two months before the meeting and many organizations do not meet during the months of December and January, it was not possible to personally attend additional meetings. Additional outreach to CBOs and community service providers was done through invitation to an informational lunchtime event. In all, 118 representatives from 85 organizations were invited. The list of organizations is included in Appendix B. The flyer sent to these representatives is included in Appendix C. Representatives from Canal Welcome Center, Canal Healthy Neighborhood, Novato Human Needs Center, Catholic Charities CYO, Golden Gate Transit and Asian Advocacy Project attended. The lunch was held on January 11, 2006 and was attended by 9 representatives of 7 organizations.

3. Communication to Stakeholder Committee

On-going communication with members of the Stakeholder Committee was conducted through attendance at Stakeholder Committee meetings and through direct contact via letters, emails and phone calls. A sample letter sent to members is included in Appendix D.

4. Publicity Materials

Publicity materials were prepared to contact and inform CBOs, residents and other interested parties about the community-based planning process and the first workshop in February. Because many Canal residents speak English as a second language, publicity materials were prepared in Spanish and Vietnamese as well as English. The workshop flyer is included in Appendix E. The Fact Sheet explaining the planning process is included in Appendix F.

5. Distribution of Flyers/Save-the-Date Reminders

The workshop flyer, included in Appendix E, was used to advertise the community workshop. In total, approximately 6,000 flyers were distributed through schools (Bahia Vista Elementary, Gallinas Elementary, San Pedro Elementary, Davidson Middle, San Rafael High, and Terra Linda High), Community Based Organizations and attendee lists from previous transportation-related meetings. The week before the workshop, Save the Date Reminders were sent to CBOs and attendees from previous transportation-related meetings. The email reminder is included in Appendix J.

6. Outreach to Businesses

The first step of outreach to businesses in the neighborhood was to be a contact letter from the City of San Rafael. Unfortunately, this first step was not possible due to schedule and staffing limitations. The San Rafael Chamber of Commerce was contacted but it was too late to include an announcement of the workshop in their newsletter. However, several individual businesses in the Canal were contacted as part of the overall outreach effort.

7. RSVP Control List

Stakeholder Committee members and representatives of interested organizations were asked to supply a list of potential workshop participants. This RSVP list was used as an additional mailing and contact list for later contact and reminders on the workshop. The RSVP control form is included in Appendix G.

8. Media

A comprehensive list of Bay Area radio and television stations, daily and weekly publications and special interest newsletters were sent the CBTP press release in late January 2006. The press release is included in Appendix H. The list of media contacts is included in Appendix I.

Comment from residents sought on transportation

Community members are encouraged to comment about Canal area transportation at Thursday's open house at the Canal Welcome Center.

The open house runs from 5:30

to 8:30 p.m. at the center at 141 Alto St.

For more information, call 499-5078.

Article published in Marin Independent Journal, January 29, 2006

10. Phone Reminders

Several days before the workshop, approximately 100 people, including those on the RSVP control lists were contacted by phone to remind them of the upcoming workshop.

APPENDIX A

List of Regular Community Meetings in the Canal Neighborhood

Pickleweed Park Advisory Board

Where: 50 Canal St.

When: Every 1st Wednesday of each month. Time: 7- 8:30pm.

For info call (415) 485-3077

Bahia Vista School PTA

Where: Bahia Vista School – 125 Bahia Way / Davidson Middle School - 280 Woodland Avenue

When: Every 1st Thursday of the month. Time: 5:30 pm.

For info call (415) 485-2415

Canal Alliance

Where: 91 Larkspur St.

PLATICAS INFORMATIVAS - When: Every 3rd Thursday of the month. Time: 6:40 pm.

GRUPO DE PAPAS - When: Wednesday December 14. Time: 6 pm

For info call (415) 454-2640

First 5 - Grupo Comunitario Meeting

Where: 1101 5th Ave. Suite 215. San Rafael

When: Every 2nd Wednesday of the month. Time: 5:30 pm.

For info call (415) 257-8559

Canal Welcome Center Committee Meetings

When: Every 3rd Tuesday of the month. Time: 6 pm.

For info call (415) 526-2486

List of Regular ESL Classes in the Canal Neighborhood

Canal Alliance

Where: 91 Larkspur St.

When: Different classes

For info call (415) 454-2640

College of Marin

Where: Marin Conservation Corps – 27 Larkspur St.

When: Mondays through Thursdays Time: 6:30 pm

For info call (415) 485-9642

Canal Welcome Center

Where: 141 Alto St.

When: Mondays and Wednesdays. Time: 6 -8 pm.

For info call (415) 526-2486

San Rafael City Schools

Where: Bahia Vista School – 125 Bahia Way / Davidson Middle School - 280 Woodland Avenue

When: Mondays through Thursdays Time: 8 – 10 am

When: Mondays and Wednesdays Time: 7 – 9 pm

For info call (415) 492-3236

APPENDIX B

List of Organizations Invited to Informational Meeting

Adopt-A-Family	Latino Council of Marin
American Cancer Society	Latino Students Union - College of Marin
Americorps - Marin Conservation Corps	Listos Para la Escuela /First 5 Marin Marin Tenants Union
Asian Advocacy Project	Media-Golden Gate Distirct
Bahia Vista Elementary School	Marin Center for Independent Living
Bahia Vista Family Center	Marin Child Care Council
Bahia Vista School - PTA	Marin Childcare Council - Parent Voices
Bay Area Community Resources (BACR)	Marin Community Clinic
Bay Area Legal Aid	Marin Conservation Corps
Canal Academy	Marin County
Canal Alliance	Marin County Dept. of Child Support
Canal Healthy Neighborhood	Marin County Drinking Driver Program
Canal Welcome Center	Marin County Transit District
Canal Youth and Family Council	Marin Family Action
Catholic Charities CYO	Marin Housing Authority
Centerforce	Next Generation
CHIRLA	Novato Human Needs Center
CVNL	Novato Youth Center
Draw Bridge	Orgullo Yucateco
Environmental Education Council of Marin (EECOM)	Our Future
Fair Housing of Marin	Parents Services Project
Golden Gate Transit	Pickleweed Park Advisory Board Member
Green Party of Marin & Students for Social Responsibility	Pickleweed Park Community Center
County of Marin Health and Human Services	Ritter House
Homeward Bound	St. Vincent de Paul Society
Housing Authority of the County of Marin	St. Vincent's FFA
Huckleberry Teen Health Program	The Marin Institute
Huckleberry YP Male Involvement	United Way of the Bay Area
Image for Success	Vietnamese-American Fellowship Group
Joy of Learning center	Women's Support Group
	Youth Leadership Institute

APPENDIX C

Invitation for Informational Meeting

LUNCH MEETING ON TRANSPORTATION, AND YOU!

**Date: Wednesday,
January 11, 2006**

**Time:
12noon - 2pm**

**Location:
Marin Grassroots Lead-
ership Network's Office
2915-A Kerner Blvd.
San Rafael, CA 94901
www.mcgl.n.org**

Join us to get on track with what is going on with transportation in the Canal Area and how this affects your constituents!

TRANSPORTATION LUNCH:

Anyone who is working with people who live and work in the Canal Area . The group will discuss how to insure the participation of those who are affected by transportation in the Canal neighborhood.

WHAT IS THE NEIGHBORHOOD COMMUNITY-BASED TRANSPORTATION PLAN

Learn about the goals of the San Rafael Canal Community Based Transportation Plan for Transportation Projects and Services that will better serve the San Rafael Canal minority and low income community.



Please RSVP:

Phone: 415.451.4350

Fax: 415.451.4357 Ext. 302

Email: obeltran@mcgl.n.org

**Your participation
is extremely
important!**

APPENDIX D

Letter to Stakeholder Committee Members



January 24, 2006

To: Canal Neighborhood CBTP Stakeholder Committee Members
From: Ericka Omena Erickson, Marin Grassroots Leadership Network
Re: Canal Neighborhood Community Based Transportation Plan (CBTP)

Hi, Stakeholder Committee Members!

After more than a month of preparations, everything is in place for the first Canal public workshop, which will be held on February 2nd, 2006, from 5:30 to 8:30 pm. at the Canal Welcome Center, 141 Alto Street (where you met for the first Stakeholder Committee meeting). The Transportation Authority of Marin (TAM) and the City of San Rafael are jointly hosting this event. Please find the flyer attached.

As we discussed at the first Stakeholders Committee Meeting, the format will be an Open House, with stations where participants can share transportation issues and concerns in English, Spanish and Vietnamese. Linda Jackson, from the City of San Rafael, will be checking in with you for your help at the Open House.

As we agreed in the same meeting, each member of the Stakeholders Committee is asked to bring 10 people to the Open House. Please find attached the flyer about the event and a list to be used with information about your guests. Please send the information requested back to us by Monday, January 30th so that we can follow up.

Please also note on your calendar that the next Stakeholder Committee meeting will be on Thursday, March 9, 6:30 - 9:30, also at the Canal Welcome Center, 141 Alto Street. You will be reviewing a summary from the Open House and will be confirming critical issues and potential solutions for staff research.

We are looking forward to seeing you on February 2nd!

Sincerely,

Ericka Omena Erickson
Marin Grassroots Leadership Network

APPENDIX E

Community Workshop Flyer

TRANSPORTATION OPEN HOUSE

Children are welcome!



**THURSDAY
FEBRUARY 2, 2006**
Drop in anytime between 5:30-8:30pm

Welcome Center
141 Alto Street
San Rafael, CA 94901



- Learn about the Canal Transportation Plan!
- Share the problems and challenges you have in getting around the Canal, and in traveling to other neighborhoods
- Help make it easier and safer to walk, bike and use a bus in the neighborhood

Thứ Năm, Ngày 2 Tháng 2, 2006

Xin mời tham dự bất cứ lúc nào trong khoảng thời gian từ **5:30-8:30 pm**

**Tại Trung Tâm: 141 Alto Street
San Rafael, CA 94901**

- Học hỏi về Chương Trình Giao Thông Vùng Canal!
- Chia sẻ những kinh nghiệm và thử thách khó khăn để bạn có thể đi lại trong vùng Canal và các vùng lân cận.
- Đề nghị ý kiến xây dựng để đồng bào lưu thông bằng đường bộ, xe đạp và dùng xe buýt dễ dàng và an toàn hơn trong vùng.

Thế giới được hướng dẫn bởi những người tham dự!!

Muốn biết thêm chi tiết:
Anh Vinh Q. Luu Xin gọi: (415) 259-0178
hay e-mail: vluu_aap@sbcglobal.net



FOR MORE INFORMATION CALL:
(415) 451-4350 x 302
or e-mail:
obeltran@mcgln.org

TRANSPORTACION "CASA ABIERTA"



JUEVES

2 de FEBRERO de 2006

Venga a cualquier hora entre

5:30-8:30 pm

**Welcome Center/
Centro de Bienvenida
141 Calle Alto
San Rafael, CA 94901**

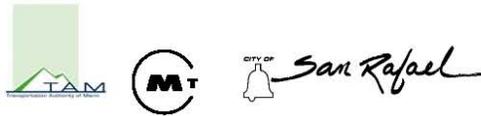


- **¡Aprenda acerca del Plan de Transportación de Canal!**
- **Comparta los problemas y retos que tiene yendo de un lado a otro en el Canal y viajando a las comunidades vecinas**
- **Ayude a hacer mas fácil y seguro el caminar, andar en bicicleta y usar el autobús en la comunidad.**

**PARA MAS
INFORMACION LLAME:
(415) 451-4350 x 302
obeltran@mcgln.org**

APPENDIX F

Canal Neighborhood Community-Based Transportation Plan Fact Sheet



Canal Neighborhood Community-Based Transportation Plan FACT SHEET

What is the Canal Neighborhood Community-Based Transportation Plan?

The Canal Neighborhood Community-Based Transportation Plan is a grass-roots approach to identifying barriers to mobility in the Canal Neighborhood, and solutions to overcome them. The collaborative process involves residents, local businesses, community and faith-based organizations, and public agencies.

The Canal Neighborhood Community-Based Transportation Plan is part of the regional Community-Based Transportation Planning Program created by the Metropolitan Transportation Commission (MTC) to allow minority and low-income Bay Area communities to set their priorities and evaluate their options for filling transportation gaps.

Who are the participants in the Canal Neighborhood Community-Based Transportation Plan?

- **You, friends and neighbors** – Join your friends and neighbors at the Community Workshops to share your ideas about transportation issues and possible solutions.
- **Stakeholder Committee** - To guide the planning project, the San Rafael City Council appointed the Canal Neighborhood Community-Based Transportation Plan Stakeholder Committee, which includes Canal residents, Canal property and business owners and people who work in the Canal. Stakeholder Committee members will work with their neighbors and other interested people to learn about transportation issues, identify and evaluate possible solutions, and recommend a list of improvements that will make it safer and more comfortable for people to walk, bike, drive, and use a bus in the Canal neighborhood. Stakeholder Committee members include:

Dr. Laura Alvarenga
Eric Andersen
Rocky Birdsey
Ruth Donohugh
Rocio Cruz Hernandez
Richard M. Lockman
Enedina Mendieta
Man Minh Phan
Jessuina Perez-Terán
Blanca Portillo
Fernando Quezada
Maria A Rodriguez
Rob Simon
Tom Wilson
Dr. Beverly Yates

- **Transportation Authority of Marin (TAM) and City of San Rafael** – In partnership as co-sponsors of this project, TAM and the City of San Rafael will provide staff support and other needed assistance.
- **Consultants** - Wilbur Smith Associates (WSA) will assist TAM and the City of San Rafael in developing the Plan and formulating transportation improvement options. The Marin County Grassroots Leadership Network (MCGLN) will provide support for community participation through strategic outreach, language assistance and meeting facilitation.
- **Metropolitan Transportation Commission (MTC)** – MTC has provided the grant funding for this project and will oversee the preparation of the Plan.

How can you be involved in the Canal Neighborhood Community-Based Transportation Plan?

The first community workshop will be an Open House the evening of Thursday, February 2, 2006. The workshop is an opportunity for you and your neighbors to comment on your difficulties traveling within and to/from the Canal neighborhood.

- Where do you feel unsafe walking or riding a bicycle in the Canal?
- Where would you like to have bus stops?
- Do you have any challenges traveling to work, school, the store or the doctor?

At the second workshop in June 2006, you and your neighbors are invited to review and comment on potential transportation improvements that were developed in response to the needs highlighted during the Open House in February 2006.

Community Workshop Information

Community Workshop #1

Thursday, February 2, 2006; 5:30 to 8:30 p.m. (open house – drop in!)
Canal Welcome Center, 141 Alto Street, San Rafael

Workshop #2

June 2006 (Date and location to be determined)

For more information look for workshop announcements on the following websites:

Transportation Authority of Marin: www.tam.ca.gov

City of San Rafael: www.ci.san-rafael.ca.us

How can you get on the mailing list to be informed of future workshops in the neighborhood?

Write to: Ericka Erickson, Marin County Grassroots Leadership Network
2915-A Kerner Blvd
San Rafael, CA 94903

Phone: (415) 451-4350 or Email: grassroots@mcgln.org

APPENDIX G

RSVP Control Form

**CANAL NEIGHBORHOOD
COMMUNITY BASED TRANSPORTATION PLAN
VECINDARIO DE CANAL - PLAN COMUNITARIO DEL TRANSPORTE**

**STAKEHOLDER COMMITTEE MEMBER NAME:
NOMBRE DEL MIEMBRO DE STAKEHOLDER COMMITTEE:**

GUEST LIST - LISTA DE INVITADOS

	NAME <i>NOMBRE</i>	MAIL ADDRESS <i>DIRECCION</i>	TELEPHONE <i>TELEFONO</i>	E-MAIL
1.				
2.				
3.				
4.				
5.				
6.				

Please fax or mail this list to us by Monday, January 30th. *Por favor fax o envía por correo esta lista a nosotros por el lunes, 30 de Enero.*
Marin County Grassroots Leadership Network
2915-A Kerner Blvd. San Rafael, CA 94901. P: (415) 451-4350 F: (415) 451-4357 E: grassroots@mcgln.org W: www.mcgln.org

APPENDIX H

Media Press Release

P R E S S R E L E A S E

For Immediate Release

Date: January 24, 2006

Contacts:

Carey Lando
Transportation Authority of Marin
P.O. Box 4186
San Rafael, CA 94913
415-499-5078

Linda Jackson
City of San Rafael
1400 Fifth Avenue
San Rafael, CA 94901
415-485-3067

CANAL NEIGHBORHOOD COMMUNITY BASED TRANSPORTATION PLAN

Public Event: Open House

A Transportation Open House for the Canal Neighborhood will be held on Thursday, February 2nd, 2006, to receive input from community members about transportation in the area. The event will be held at the Canal Welcome Center – 141 Alto St. San Rafael in an “Open House” format, where participants can come anytime between 5:30 p.m. and 8:30 p.m. to share transportation issues, concerns, and improvements needed in English, Spanish, and Vietnamese. The Transportation Authority of Marin (TAM) and the City of San Rafael are jointly hosting this Open House.

Information collected at this Open House will be used to develop the Canal Neighborhood Community Based Transportation Plan that is a grassroots community effort to facilitate community participation in prioritizing transportation needs and identifying potential solutions. The Community Based Transportation Plan is a collaborative effort involving: Canal neighborhood residents, business owners, and employees; Community Based Organizations; local transit operators; the City of San Rafael; the Transportation Authority of Marin (TAM); and the Metropolitan Transportation Commission (MTC).

A second community meeting confirming findings of this Open House and presenting the draft Canal Neighborhood Community Based Transportation Plan will be held in June 2006.

More information on the Canal Transportation Plan Open House or the Canal Neighborhood Community Based Transportation Plan can be found on TAM’s website at www.tam.ca.gov or by contacting Carey Lando, TAM, at 499-5078 or Linda Jackson, City of San Rafael, at 485-3085.

###

Appendix I

Media Contact List

Action 36 Cable 6 (KICU-TV)	KPIX 95.7 FM & 1550 AM
American Free Press	KPIX -TV (Ch. 5)KQED - FM 88.5 FM
Artists Opportunities	KQED -TV (Ch. 9)
Asian Week	KRON Television (Ch. 4)
Bay Area Reporter	KSFO Talk Radio AM 560
California Tomorrow	KSOL/KSOL-FM
Clear Channel	KSTS-TV 48/Telemundo
CNN	KTEH-TV
Coastal Post	KTST TV 26
Comcast Cable	KTVU -TV (Ch. 2)
CommonGround	KXJO-FM
Commuter Times	Live 105/KITS/KLLC
El Mensajero	Los Angeles Times
Fast Forward	Marin Independent Journal
Grassroots Fundraising Journal	Marin Scope Community Newspaper
Impulso	Media-Golden Gate District
K101 101.3 FM	Mill Valley Herald
KABL Radio 960 AM	News Pointer
KALW	Newsweek
KAZA	North Bay Business Journal
KBAY-FM	Novato Advance
KBBF - 89.1 FM	Open Exchange Magazine
KBHK-TV, Channel 44	Opportunity Knocks
KBLX 102.9 FM	Pacific Sun
KBLX Radio	Parent's Press
KBRG/KLOK	People's Weekly World
KCBS Radio 74 AM	Point Reyes Light
KCSM	San Francisco Bay Guardian
KDTV 14/Univision	San Francisco Bay Times
KDTV (CH.14) (Spanish)	San Francisco Chronicle
KEAR-FM	San Francisco Examiner
KEZR-FM	San Francisco Independent
KFTL-TV, Channel 64	San Jose Mercury News
KFTY-TV 50	Santa Rosa Press Democrat
KGO News Talk AM 810	SF Weekly
KGO Television (Ch. 7)	Sierra Club Yodeler
KGO-ABC 7	The Ark / KNEW
KGO-AM 810 -	The Bohemian
KICU -TV (Ch. 36)	The Habit
KITS 105.3	The New York Times
KMEL 106.1 FM	The News Marin
KMKY Radio	The Oakland Tribune
KNBR/KFOG/KSAN/KTCT	Wall Street Journal
KOHL Radio	Z95.7 Radio
KOIT	

APPENDIX J

Email Workshop Reminder

CANAL NEIGHBORHOOD TRANSPORTATION OPEN HOUSE

Location: Canal Welcome Center
141 Alto St., San Rafael, CA

When: Thursday, February 2, 5:30pm to 8:30pm

Phone: (415) 499-5078 - Carey Lando, TAM
(415) 485-3085 - Linda Jackson, City of San Rafael



Canal community members are invited to learn and give input about transportation in the Canal neighborhood at this **Open House** event.

Please come anytime between 5:30 p.m. and 8:30 p.m. to

- **Learn about the Canal Transportation Plan;**
- **Share the problems and challenges you have in getting around the Canal, and in traveling to other neighborhoods;**
- **Help make it easier and safer to walk, bike and use a bus in the neighborhood.**

Spanish and Vietnamese interpreters will be available.

If you cannot attend this event, but would like to give your input, please [click here to download a survey](#) and return it with your comments by Friday, February 3rd, 2006.

Transportation Authority of Marin (TAM) and the City of San Rafael are jointly hosting this Open House.

For more information visit www.tam.ca.gov or contact Carey Lando, TAM, at 499-5078 or Linda Jackson, City of San Rafael, at 485-3085.

ABOUT THIS EVENT

Information collected at this Open House will be used to develop the Canal Neighborhood Community Based Transportation Plan that is a grassroots community effort to facilitate community participation in prioritizing transportation needs and identifying potential solutions. The Community Based Transportation Plan is a collaborative effort involving: Canal neighborhood residents, business owners, and employees; Community Based Organizations; local transit operators; the City of San Rafael; the Transportation Authority of Marin (TAM); and the Metropolitan Transportation Commission (MTC).

A second community meeting confirming findings of this Open House and presenting the draft Canal Neighborhood Community Based Transportation Plan will be held in June 2006.

For more information please visit:
www.tam.ca.gov
www.maringrassroots.org

APPENDIX D

Memorandum #4

**Summary of Transportation Gaps
and Potential Solutions**

Draft

**FEBRUARY 2, 2006 OPEN HOUSE:
Summary of Transportation Gaps and
Potential Solutions
MEMORANDUM #4**

for the

**Canal Neighborhood
Community-Based Transportation Plan**

prepared for:

CANAL TRANSPORTATION PLAN STAKEHOLDER COMMITTEE

**Transportation Authority of Marin
City of San Rafael**

March 9, 2006

ACKNOWLEDGEMENTS

Canal Transportation Plan Stakeholder Committee

Dr. Laura Alvarenga
Eric Andersen
Rocky Birdsey
Ruth Donohugh
Carmen Escobar
Rocio Cruz Hernandez
Richard M. Lockman
Enedina Mendieta

Jessuina Perez-Terán
Man Minh Phan
Fernando Quezada
Maria A. Rodriguez
Rob Simon
Tom Wilson
Beverly Yates

Canal Transportation Plan Technical Advisory Committee

Bob Brown, City of San Rafael
Dave Donery, Pickleweed Community Center
Mary Donovan, Marin County Health and Human Services
David Escobar, Marin County Board of Supervisors - District 4
Maureen Gaffney, Association of Bay Area Governments

Linda M. Jackson, City of San Rafael
Harvey Katz, Golden Gate Transit
Therese Knudsen, Metropolitan Transportation Commission
Carey Lando, Transportation Authority of Marin
Amy Van Doren, Marin County Transit District
Tina Warren, Marin County Department of Health

Transportation Authority of Marin

Dianne Steinhauer, Executive Director
Carey Lando, Senior Transportation Planner

City of San Rafael

Bob Brown, Community Development Director
Linda M. Jackson, Principal Planner
Meherdad Namirianian, Associate Engineer

Consultants

Carol Levine and Peter Martin, Wilbur Smith Associates
John Young and Ericka Erickson, Marin County Grassroots Leadership Network

Funding provided by a \$60,000 grant from the Metropolitan Transportation Commission, the Transportation Authority of Marin, and the City of San Rafael.

This document was written for the Canal Stakeholder Committee, which is preparing a Community-Based Transportation Plan. Copies of this report are available at www.tam.ca.gov or call 415-499-6528.

INTRODUCTION

This report presents a summary of transportation-related issues identified at the Canal Transportation Plan Open House. These findings represent the problems, referred to here as “transportation gaps”, experienced by residents when traveling within the neighborhood or to other locations in San Rafael, Marin County or the Bay Area. Concerns of pedestrians, bicyclists, motorists and transit riders were all considered. In addition to presenting the transportation gaps, this report identifies potential solutions recommended by both workshop participants and the project’s transportation consultant, Wilbur Smith Associates. Initial relative cost estimates of implementation and estimated timeframes are also included for review by TAC and Stakeholder Committee members.

The Canal Transportation Plan Open House was held on February 2, 2006 at the Canal Welcome Center centrally located in the neighborhood. The workshop was held from 5:30 to 8:30 PM and participants were encouraged to stay as long as they wanted, and children were invited to join their parents and share their travel experiences. Materials were available in English, Spanish and Vietnamese and translators were present to assist with recording the comments of participants. More than 60 residents and interested parties attended. A more detailed listing of outreach efforts to advertise and invite Canal stakeholders to this meeting is presented in Summary of Outreach Efforts for the February 2, 2006 Open House (Memorandum #3).

The Open House consisted of five stations. In addition, several displays were available to inform attendees on the status of the Cal Park Hill Tunnel Rehabilitation and Multi-Use Path Construction project, Highway 101 Carpool Lane Gap Closure project and Sonoma-Marin Rail project. The materials presented at the five stations included:

- **Station 1** - At the first station, participants were welcomed to the workshop, asked to sign-in and given a fact sheet explaining the community-based transportation planning process and the goals of the workshop. A slideshow was running in the background with pictures of the Canal neighborhood and examples of transportation improvements made in other communities.
- **Station 2** - At Station 2, findings from previous neighborhood and transportation studies were presented on large wall displays. Participants were given dots and asked to place these on issues most important to them in traveling in and out of the neighborhood. The issues were divided by mode, for pedestrian, bicycle, transit and motorist. These issues are included in Appendix A with the corresponding ranking of importance identified at the workshop.
- **Station 3** - Participants were asked to identify the ‘hot spots’ or problems encountered while traveling within the Canal neighborhood. Four wall maps were provided, one for each mode to allow participants to place dots at locations where they experience difficulties in walking, bicycling, driving and/or taking transit. Bilingual workshop monitors were on hand to solicit specific details about the traveling problems and record comments. The resulting maps are included in Appendix B. Comments are included in Appendix C.
- **Station 4** - Station 4 was used to record specifics about traveling outside the Canal neighborhood. Attendees were asked to place dots at locations where it is difficult for them to travel to. Further descriptions of each difficulty were recorded by workshop monitors. These comments are included in Appendix C.
- **Station 5** - At Station 5, participants were thanked for attending and were provided with materials on other transportation-related projects and program information, and upcoming meetings such as the upcoming Marin County Transit District’s Short Range Transit Plan public meetings.

SUMMARY OF FINDINGS

Many of the transportation issues brought up in previous studies continue to be of concern for Canal residents. Although many specific details were provided at the workshop, barriers to mobility for Canal residents can be summarized as:

- Lack of access points between Canal and other areas of San Rafael. As a result, travel to locations outside the Canal can be circuitous and heavily congested. The barriers formed by the canal and highways limit available travel options. Available routes over the Grand Avenue bridge and along Bellam Boulevard were considered challenging particularly for pedestrians and bicyclists. Montecito Shopping Center and Marin Square were most often noted as difficult to travel to by foot and by bicycle.
- Transit continues to be a barrier to Canal residents. Although Golden Gate Transit routes 35 and 36 serving the Canal have the highest ridership of all routes in the local transit system, residents feel that service is not frequent enough, does not offer adequate service in the early morning and late evening hours, and does not provide convenient service to essential destinations. The most frequently mentioned underserved locations included San Pedro Elementary School (for parents) and College of Marin. In addition, residents feel that bus service is very costly especially for the short trip to downtown San Rafael.
- Walking in the neighborhood was a concern for many open house participants. Narrow sidewalks, obstructions on sidewalks, lack of curb ramps, and challenging intersection crossings were all cited as difficulties. Safer crossings of Canal Street and Kerner Blvd with additional crosswalks and stop signs were recommended. The need for access along the canal and a more direct route to nearby locations across the canal to Montecito Shopping Center, San Rafael High School and San Pedro Elementary School were also mentioned.
- Francisco Blvd. East was frequently mentioned as a problem for Canal residents. The heavy traffic, fast travel speeds, narrow sidewalks, narrow travel lanes and infrequent bus stops make it unattractive and difficult for travel by pedestrians, bicyclists, transit riders and motorists alike.
- Finally, there was general concern about the speed with which drivers travel on neighborhood streets, the lack of attention by drivers to stop signs, failure of motorists to yield to pedestrians, and the lack of street lighting at night for pedestrians, bicyclists, children exiting school buses and others waiting at bus stops.

A detailed list of transportation gaps, potential solutions, relative cost and timeframe is included in Table 1 below. The transportation gaps were identified by participants at the Canal Transportation Plan Open House. Potential solutions were recommended by both workshop participants and the project's transportation consultant, Wilbur Smith Associates. Cost, listed as low, medium and high, is the preliminary relative cost for implementation including estimates for both additional studies and capital improvements. Note that these cost estimates are preliminary and conceptual only. For the purposes of this analysis, low cost is defined as less than \$25,000, medium as \$25,000 - \$250,000 and high cost is more than \$250,000. Timeframes are also preliminary and include consideration of time needed to prepare further studies and identify and secure funding for the project. It is estimated that short-term projects could be started in 1-3 years, medium-term in 3-8 years, and long-term in more than 8 years.

**Table 1: Transportation Gaps Identified at the Canal Transportation Plan Open House
Potential Solutions, Cost, and Timeframe to Begin
DRAFT WORKING DOCUMENT**

Mode	Transportation Gap	Potential Solutions - DRAFT	Cost (1)	Timeframe (2)
Ped	Poor pedestrian access to locations north of the Canal via Francisco Blvd East and Grand Ave Bridge (ie Montecito Shopping Center, Downtown, San Rafael High School, etc)	Francisco Blvd East - Widen sidewalk and add buffering between travel lanes and sidewalk. Include street tree plantings	Very High	Long
		Francisco Blvd East - Improve street lighting.	Med-High	Med-Long
		Francisco Blvd East - Improvements and/or enforcement of the roadway to reduce travel speeds.	High-Very	Med-Long
		Grand Ave Bridge - Widen sidewalk.	Very High	Long
		Grand Ave Bridge - Construct ped/bike bridge adjacent to existing bridge.	Very High	Long
		Provide ped/bike pathway along canal for all or part of distance to Grand Ave Bridge.	Very High	Long
		Construct new ped/bike bridge over canal	Very High	Long
		Construct ped/bike tunnel under canal.	Very High	Long
		Provide ferry service across canal.	Very High	Long
Ped	Poor pedestrian access to locations east of the Canal via Bellam Blvd. (ie. Marin Square, Davidson Middle School)	Improve existing pedestrian pathways under freeway overcrossings with pedestrian signals, pedestrian countdown signals, pedestrian refuges, raised crosswalks and street lighting	Very High	Med-Long
		Add additional ped/bike bridge or underpass to cross freeways	Very High	Long
		Widen sidewalks along Bellam Blvd.	Very High	Long
Ped	No pedestrian access to or along canal	Provide ped/bike pathway along canal extending north from existing pathway at Pickleweed Park.	Very High	Long
Ped	Difficult pedestrian crossings at intersections including: Kerner @ Novato Kerner @ Bellam Kerner @ Larkspur Canal @ Novato Canal @ Medway Canal @ Fairfax Canal @ Larkspur	Install standard crosswalks	Low-Med	Short-Med
		Install longitudinal crosswalk markings (ladder style) for greater visibility	Low-Med	Short-Med
		Install stop sign controls	Low	Short-Med
		Install traffic signal controls with pedestrian phase	Med-High	Medium-Long
		Install in-roadway warning lights	Med-High	Med-Long
		Install speed tables or raised intersections to reduce speeds and improve pedestrian visibility	High-Very High	Long
Ped	Pedestrians don't know how much crossing time they have at signalized intersections	Add pedestrian signal phase and/or pedestrian countdown signals at signalized intersections	Med-High	Med-Long

**Table 1: Transportation Gaps Identified at the Canal Transportation Plan Open House
Potential Solutions, Cost, and Timeframe to Begin
DRAFT WORKING DOCUMENT**

Mode	Transportation Gap	Potential Solutions - DRAFT	Cost (1)	Timeframe (2)
Ped	On Medway and Canal from E Francisco Blvd. to Novato St.- fast traffic and no crosswalks	Traffic calm the roadway to reduce travel speeds	Low-High	Short-Long
		Install crossing improvements at some intersections	Low-Med	Short-Med
Ped	Many intersections are missing curb ramps	Install curb ramps at intersections where they are needed	Med-Very High	Short-Long
Ped	Drivers do not yield to pedestrians at uncontrolled intersections (those without crosswalks/stop signs or signals)	Implement traffic education programs and enforcement (See traffic safety section)	Low-high	Short-Med
Ped	Larkspur St from Kerner to Canal has heavy pedestrian traffic; narrow sidewalks are obstructed and crosswalks are limited	Clear obstructions from sidewalks	Low-Med	Ongoing
		Install crossing improvements at some intersections	Low-High	Short-Long
		Traffic calm roadway to reduce speeds	Low-High	Short-Long
Ped	Intersection of Belvedere at Alto/Tiburon has heavy car and pedestrian volumes. The offset at the intersection makes it difficult to navigate safely	Traffic calm roadway to reduce speeds	Low-High	Short-Long
		Install crossing improvements such as stop signs, crosswalks, speed tables	Low-Med	Short-Long
		Reconfigure intersection to eliminate the offset	High-Very High	Long
		Install traffic channeling to direct traffic flows	Med-High	Med-Long
Ped	Sidewalks are too narrow on Medway and Vivian Streets	Widen sidewalks	Very High	Long
		Clear sidewalk obstructions	Low-Med	Ongoing
Bicycles	Bicycling is difficult along Francisco Blvd. East-not enough room on the road to share lanes. Roadway needs paving improvements	Traffic calm street to reduce traffic speeds	Low-High	Short-Long
		Widen roadway to add bike lanes	Very High	Long
		Add share-the-road signage or "sharrows" to alert drivers to presence of bicyclists	Low	Short-Med
		Provide alternate route to Francisco Blvd. East with canal pathway, canal crossing or freeway crossing	Very High	Long
		Repave roadway	Very High	Long
Bicycles	Bellam is congested and challenging for bicyclists on roadway, especially under the freeway, making it difficult to	Add bike lanes	Med-Very High	Short-Long
		Widen sidewalk to accommodate both pedestrians and bicyclists	Very High	Long
		Provide ped/bike alternative to using Bellam	High	Long

**Table 1: Transportation Gaps Identified at the Canal Transportation Plan Open House
Potential Solutions, Cost, and Timeframe to Begin
DRAFT WORKING DOCUMENT**

Mode	Transportation Gap	Potential Solutions - DRAFT	Cost (1)	Timeframe (2)
	get from Canal to Andersen Dr bike lanes	Add share-the-road signage or "sharrows" to alert drivers to presence of bicyclists	Low	Short-Med
Bicycles	Need more bicycle parking	Install bicycle racks and/or lockers at locations needing bicycle parking	Low	Short-Med
Bicycles	Bicycle racks on buses are often full or not available	Increase bus service to Canal	Med-High	Short-Med
		Provide long-term secure bicycle parking to reduce demand of bicycles on buses	Low-Med	Short
		Develop policy to carry bikes on buses when capacity is available	Low	Short
		Replace existing bus/bike racks with higher capacity racks	Med	Short-Med
		Make sure that all buses in Canal have bike racks	Low-Med	Short
		Improve bicycling access to Canal to reduce bus/bike demand	Low-High	Short-Long
Bicycles	Bicyclists use crosswalks at high speeds	Implement traffic safety and education program (See traffic safety)	Low-High	Short-Med
Transit	Bus drivers are not courteous to passengers	Work with Golden Gate Transit to address the issue	Low-Med	Short
Transit	Transit is costly for those using it on a daily basis	Provide transit subsidies for low income residents	Med-High	Med-Long
		Institute a reduced fare or free zone from Canal to Downtown (San Rafael Transit Center)	Low-High	Short-Long
Transit	Canal buses (Routes 35 & 36) are very crowded	Run buses more frequently	Med-High	Short-Med
		Use bigger buses	High	Med-Long
Transit	Transit service is not frequent enough	Run buses more frequently	Med	Short-Med
Transit	Transit service is not adequate during early morning and evening hours	Expand bus service in early morning and late evening hours	Med-High	Short-Med
Transit	Buses do not run on time	Conduct a schedule adherence study for Canal neighborhood and adjust schedule accordingly	Low	Short
Transit	Regular transit service is needed to San Pedro Elementary School	Provide shuttle from Canal to San Pedro Elementary School for parents, etc.	High	Med
		Provide regular bus service to San Pedro Elementary from Canal or Transit Center	High	Med
		Provide taxi subsidy for parents needing to go to San Pedro Elementary School from Canal	Med-High	Short-Med

**Table 1: Transportation Gaps Identified at the Canal Transportation Plan Open House
Potential Solutions, Cost, and Timeframe to Begin
DRAFT WORKING DOCUMENT**

Mode	Transportation Gap	Potential Solutions - DRAFT	Cost (1)	Timeframe (2)
Transit	School bus stops are located on busy streets which is inconvenient for drivers and difficult for students	Re-examine school bus routing and improve bus stop convenience and safety as needed	Low-High	Short
		Provide crossing guards to assist children in safely loading and unloading of school buses	Med-High	Short-Med
Transit	San Rafael High School students using public buses are often unable to get off at the appropriate location because buses are too crowded and drivers do not give students enough time	Train drivers to allow students adequate time to unload	Low	Short
		Teach students to prepare to unload before bus reaches their destination	Low	Short
		Increase bus service to reduce bus crowding	Med-High	Short-Med
Transit	There are few bus stops on Francisco Blvd.	Add additional bus stops along Francisco Blvd.	Low-Med	Short-Med
Transit	Transit is not available south and east of Kerner Blvd	Expand transit service in the area south and east of Kerner Blvd.	Med-High	Short-Med
Transit	Better transit service needed from Canal to: College of Marin Northgate Mall (weekends) Dominican University (later hours) Kaiser Terra Linda DMV (Novato or Corte Madera) Sausalito Mill Valley/Stinson Beach (weekends) Sleepy Hollow (7:30-3 weekdays) Marin General Hospital	Work with MCTD/Golden Gate Transit to improve service to these locations with direct service, expanded service hours and/or more frequent service	Low-High	Short-Med
		Institute a ride-sharing program in the Canal to promote carpooling as an alternative to transit	Low-Med	Short-Med
Cars	There isn't enough parking in the neighborhood	Provide off-street parking at locations in the neighborhood	High	Long
		Limit vehicles per family with residential parking permits	Med	Med
Cars	Drivers speed on residential streets	Traffic calming improvements on certain streets to reduce speeds	Very High	Short-Long
		Implement traffic safety and education programs (see General Traffic Safety below)	Low-High	Short-Med

**Table 1: Transportation Gaps Identified at the Canal Transportation Plan Open House
Potential Solutions, Cost, and Timeframe to Begin
DRAFT WORKING DOCUMENT**

Mode	Transportation Gap	Potential Solutions - DRAFT	Cost (1)	Timeframe (2)
		Enforce traffic speed limits on residential streets	Low-Med	Short
Cars	It is difficult to drive into and out of the post office on Bellam Blvd.	Reconfigure entry/exit to post office	High-Very High	Med-Long
Cars	People can't understand street sweeping/tow away signs	Add multi-lingual placards to street sweeping/tow away signs	Med	Short-Med
Cars	Medway/Francisco Blvd. intersection is difficult to navigate	Install/reconfigure traffic controls	Med-High	Med-Long
Cars	Difficult to make turns onto Bellam Blvd. from Belvedere St.	Install traffic controls at the intersection	Med-Very High	Med-Long
		Remove obstructions to line of sight at intersection	Low-Med	Short-Med
		Improvements/enforcements on Bellam Blvd. to reduce travel speeds	Low-Very High	Short-Long
Cars	Double parking makes it difficult to drive and walk and increases congestion	Enforce double-parking restrictions	Low	Short
		Post "No Double Parking" signs in locations where this activity often occurs (Francisco Blvd. in Bahia area and on Belvedere)	Low-Med	Short-Med
Cars	Difficult to make left turns onto Canal Street	Install traffic controls at some intersection	Med-High	Short-Long
		Remove obstructions to line of sight at intersection	Low-Med	Short
		Traffic calming improvements/enforcement on Canal St. to reduce travel speeds	Low-Very High	Short-Long
Cars	Traffic from Canal via Grand Ave bridge is very congested, especially during A.M. peak	Reduce auto travel demand by improving transit, bicycle and pedestrian access	Low-Very High	Short-Long
		Improve/adjust signal timing in this area	Med-High	Med-Long

**Table 1: Transportation Gaps Identified at the Canal Transportation Plan Open House
Potential Solutions, Cost, and Timeframe to Begin
DRAFT WORKING DOCUMENT**

Mode	Transportation Gap	Potential Solutions - DRAFT	Cost (1)	Timeframe (2)
Traffic safety	Pedestrians jaywalk	Implement a street safety program in the Canal making use of existing traffic safety programs and co-sponsored by City police, school district, neighborhood organizations, etc. Sample existing programs include: <ul style="list-style-type: none"> - Safe routes to school - Safe routes to transit - Enforcement - Traffic school for adult and juvenile offenders - 'Street Smarts' public education campaign that targets drivers, pedestrians and bicyclists-previously used in San Jose - Traffic calming program targeted at lowering speeds in residential communities with measure from enforcement, radar speed trailers to speed humps and road closures. - Bicycle education programs from League of American Bicyclists 	Low-Very High	Short-Long
	Drivers do not yield to pedestrians at uncontrolled intersections (those without crosswalks/stop signs or signals)			
	Drivers do not yield to flashing red lights on school buses			
	Drivers do not make complete stops at stop signs on Medway			
Traffic safety	Difficult to see people walking and bicycling through intersections	Improve line of sight at intersections by removing visual obstructions	Med	Med-Long
		Improve street lighting especially at intersections	Low-High	Med-Long
		Provide crosswalks, stop signs or traffic signals at some intersections	Low-Very High	Short-Long
		Traffic calm streets to reduce traffic speeds	Low-Very High	Short-Long
		Educate pedestrians and bicyclists on traffic safety	Low-Med	Short-Med
All	There are few access points into neighborhood from other areas of the city	Increase pedestrian and bicycle access with additional canal and freeway crossings	High-Very High	Long
		Provide a pedestrian bridge over Highway 101 from Francisco Blvd West to Canal neighborhood	Very High	Long
		Provide a Kerner/Andersen connection south of neighborhood	Very High	Long
All	Some Canal neighborhood streets are dark	Install additional street lighting on Canal streets, especially at bus stops and intersections	Low-Very High	Med-Long
		Use lighting that is more pedestrian scale	High-Very High	Med-Long
(1) Cost - Short = Below \$25,000; Medium = \$25,000-\$250,000; High = \$250,000 - \$500,000; Very High = More than \$500,000. (2) Timeframe - Short-Term = 1-3 years; Medium-Term = 3-8 years; Long-Term = More than 8 years. NOTE: Cost and Timeframe are only draft ideas and additional study is necessary				

**APPENDIX A – Prioritization Issues Previously Identified
Canal Neighborhood Community-Based Transportation Plan**

Participants were asked to note which issues that we've heard about in the past are a priority issue today.

Bus/Transito

Issue	# Respondents
Transit is costly for those who use it on a daily basis. <i>El sistema de transito es caro para aquellos que lo usan diariamente.</i>	20
Some bus drivers are not courteous to riders. <i>Algunos chóferes de autobús no son cordiales con los pasajeros.</i>	34
There are not enough transit buses in the Canal. <i>No hay suficientes autobuses en el Área de Canal.</i>	12
The buses don't run frequently enough (i.e., at least every 30 minutes). <i>Los autobuses no pasan con suficiente frecuencia (por ejemplo, al menos cada 30 minutos.)</i>	10
There are not enough early morning and late buses from the Canal to places of work. <i>No hay suficiente cantidad de autobuses temprano en la mañana y ya en la tarde del Área de Canal a los lugares de trabajo.</i>	13
The buses don't run on time. <i>Los autobuses no pasan a la hora que deben.</i>	12
Routes 35 and 36 are very crowded. <i>Las rutas 35 y 36 están muy apretadas.</i>	13
School bus stops are inconvenient for drivers. <i>Las paradas del autobús están en áreas inconvenientes para los chóferes.</i>	2
There is no bus transportation to San Pedro Elementary School. <i>No hay transportación de autobús para la Escuela Primaria de San Pedro.</i>	16

Bikes / Bicicletas

Issue	# Respondents
<p>There are not enough places to park bicycles. <i>No hay suficientes lugares para estacionar las bicicletas.</i></p>	2
<p>There isn't enough room to bike safely along Francisco Blvd. East. <i>No hay suficiente lugar en la carretera para andar en bicicleta en la calle Francisco Blvd. East.</i></p>	16
<p>Car congestion along Bellam Blvd. under the 580 overcrossing means that bicyclists have to walk their bike on the sidewalk. <i>El congestionamiento a lo largo de Bellam Blvd. debajo del Puente del 580 hace que los ciclistas tengan que caminar sus bicicletas en la acera.</i></p>	7
<p>It is difficult to get from the Canal neighborhood to the Andersen Drive bike lanes. <i>Es difícil llegar del vecindario de Canal a las líneas de bicicletas que están en la calle Andersen Drive.</i></p>	7
<p>The buses do not have enough places to carry bikes. <i>Los autobuses no tienen suficientes lugares para llevar las bicicletas.</i></p>	5

Pedestrians / Los Peatones

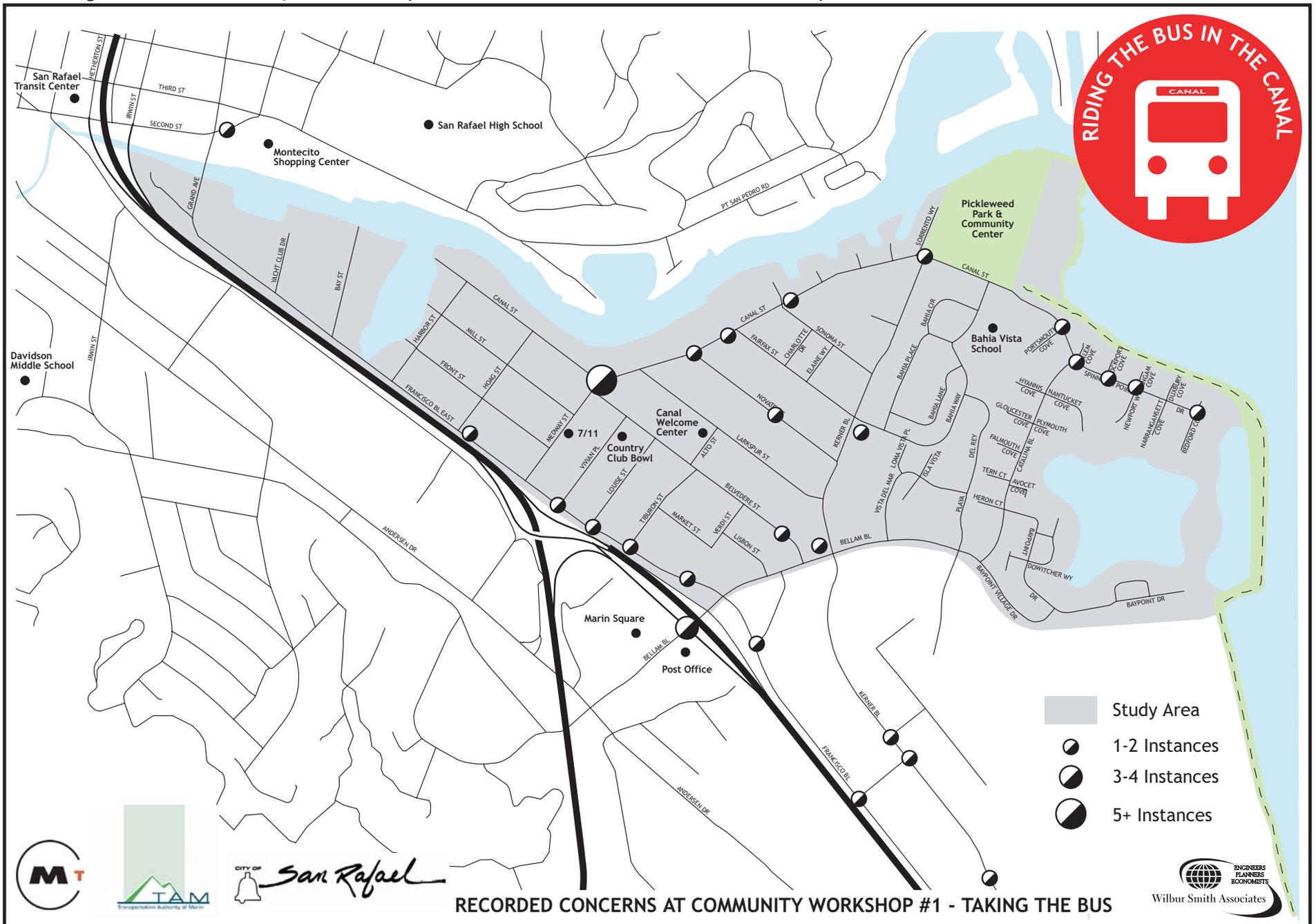
Issue	# Respondents
There aren't any street trees along the neighborhood streets. <i>No hay árboles a lo largo de las calles en la comunidad.</i>	2
There should be more wheelchair ramps on the sidewalks. <i>Debería haber mas rampas para sillas de ruedas en las banquetas.</i>	5
There aren't enough crosswalks on neighborhood streets. <i>No hay suficientes áreas para cruzar las calles en la comunidad.</i>	4
I don't know how much time I have to cross a street where there is a signal. <i>Yo no se cuanto tiempo para cruzar una calle donde hay semáforos o señales de trafico.</i>	6
The sidewalks are too narrow on Medway and Vivian streets. <i>Las aceras están muy angostas en las calles Medway y Vivian.</i>	1
There is not enough lighting along Francisco Blvd. East. <i>No hay suficiente luz a lo largo de la calle Francisco Blvd. East</i>	3
Francisco Blvd. East is a dangerous and ugly street to walk along. <i>La calle Francisco Blvd. East es peligrosa y fea para caminar por ahí.</i>	6
There isn't good access to walk to or along the Canal waterway. <i>No hay suficiente acceso para caminar a lo largo del canal (de agua) en Canal.</i>	8
The sidewalk on the Grand Avenue bridge is narrow for number of people who use it. <i>La acera del puentecito de la Avenida Grand esta muy angosta para la cantidad de gente que la usa.</i>	4
It is a long walk from the Canal to Downtown and Montecito Shopping Center. <i>Es una caminata muy larga de Canal al Centro de San Rafael o al Centro Comercial Montecito.</i>	8
It's not easy to walk to Marin Square. <i>No es fácil caminar hacia Marin Square.</i>	0
It's not easy to walk to Borders Books and Toys R Us. <i>No es fácil caminar al centro comercial donde están la tienda de libros "Borders Books" y tienda de juguetes Toys R Us.</i>	11
It's hard to walk to Davidson Middle School and San Rafael High School. <i>Es difícil caminar a las escuelas: Davidson Middle School y San Rafael High School.</i>	10

Cars / Automóviles

Issue	# Respondents
<p>There aren't enough parking spaces in the neighborhood. <i>No hay suficiente estacionamiento en la comunidad.</i></p>	25
<p>There are very few access points into the neighborhood from other areas of the city. <i>Hay muy pocas entradas a la comunidad de otras áreas de la ciudad.</i></p>	5
<p>It's hard to drive in to and out of the Post Office on Bellam. <i>Es difícil manejar para adentro y para afuera de la oficina de correos que esta en la calle Bellam.</i></p>	9
<p>People drive too fast on neighborhood streets. <i>La gente maneja muy rápido en las calles de la comunidad.</i></p>	24
<p>There is not enough notice for cars to be towed on street sweeping days. <i>No hay suficiente advertencia notificando que la grúa se llevara los carros el día que se barren las calles.</i></p>	5
<p>I don't understand the street signs in the neighborhood. <i>No entiendo las señales de trafico en la comunidad.</i></p>	0
<p>At the intersections, it's difficult to see people walking or bicycling through. <i>En el crucero, es dificultoso ver a la gente que pasa caminando o que va en bicicleta.</i></p>	9

APPENDIX B

Canal Neighborhood Community - Based Transportation Plan - WORKSHOP #1 - Plan de Transportación del Vecindario de Canal con Base-Comunitaria



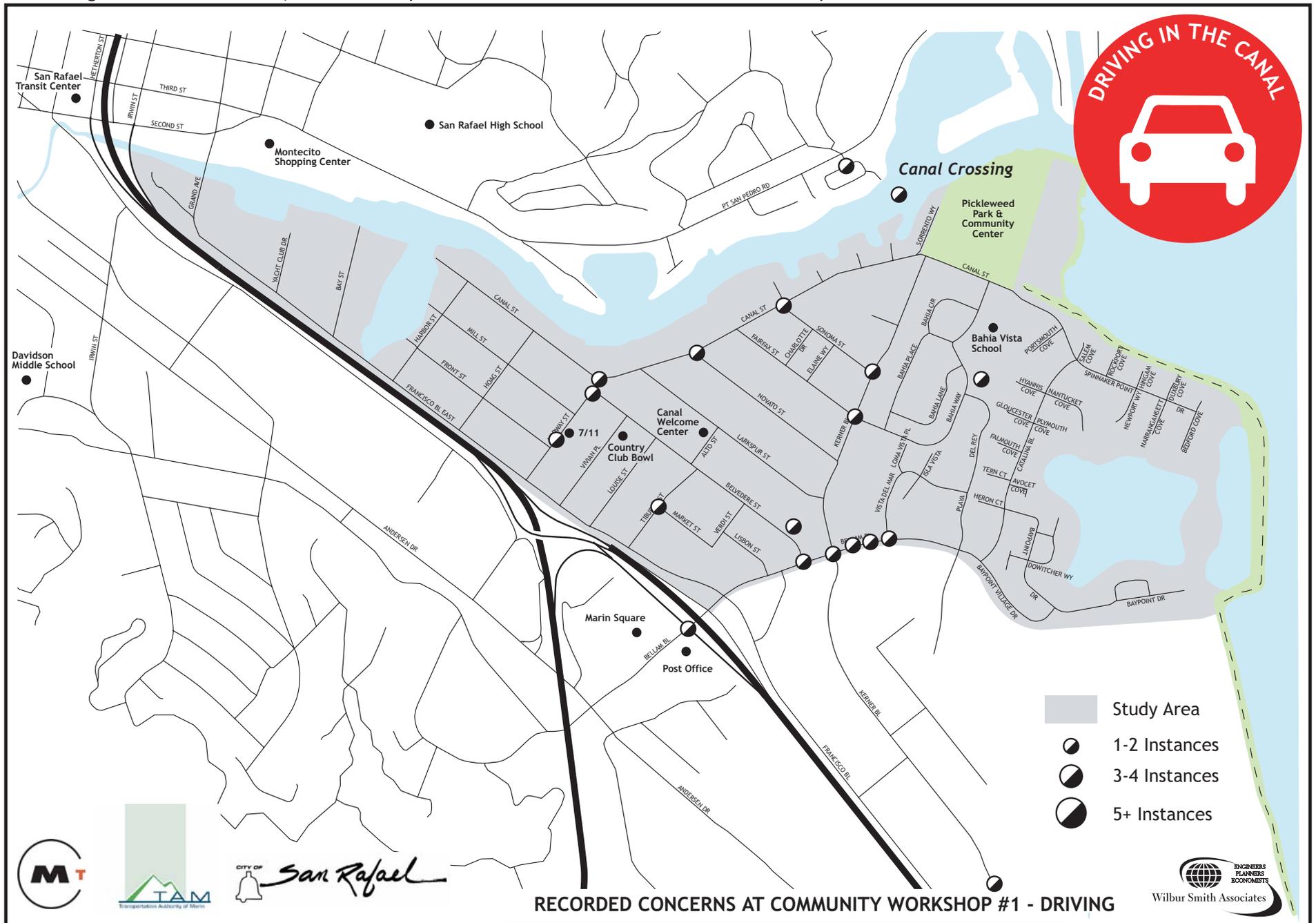
- Study Area
- 1-2 Instances
- 3-4 Instances
- 5+ Instances



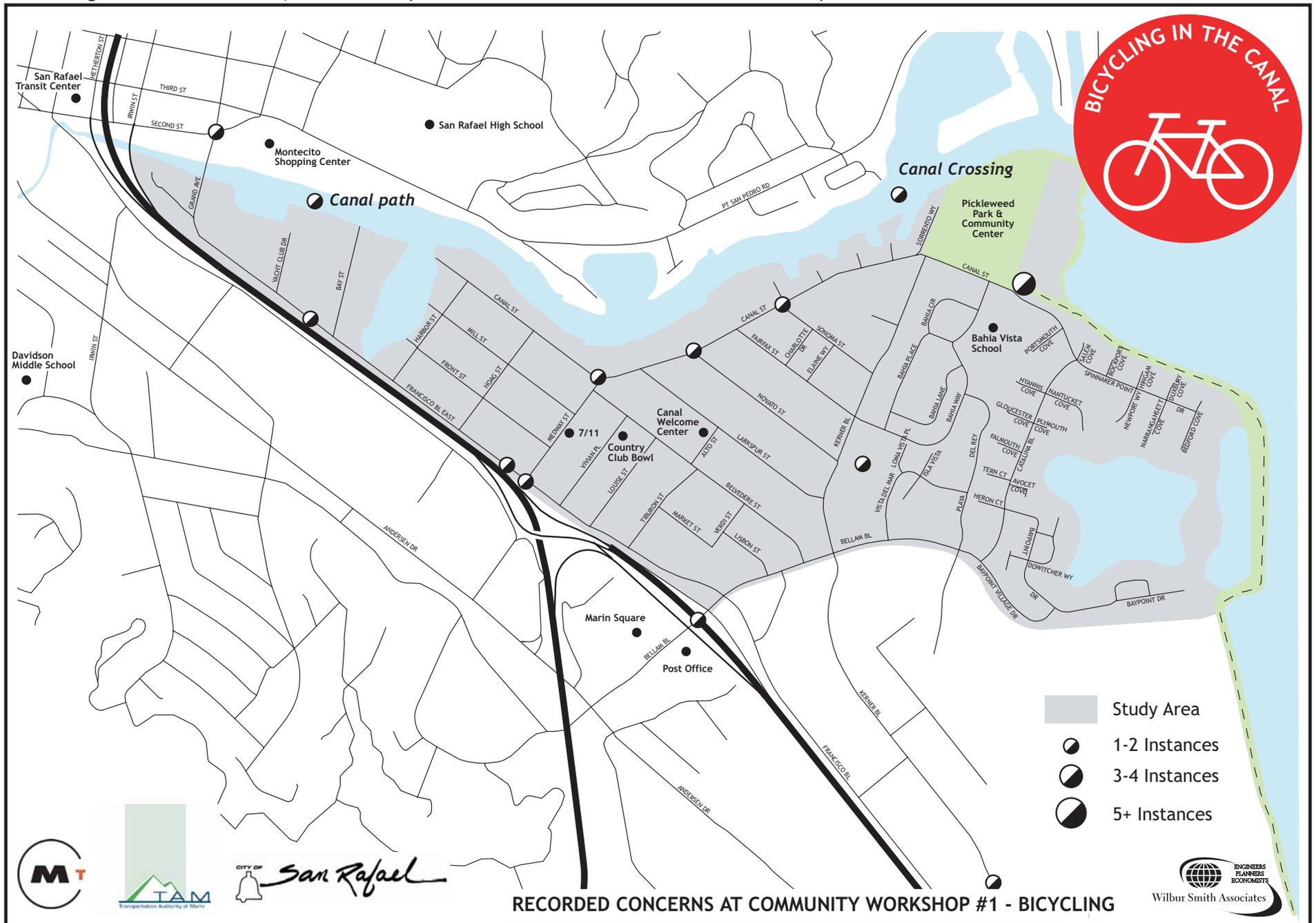
RECORDED CONCERNS AT COMMUNITY WORKSHOP #1 - TAKING THE BUS



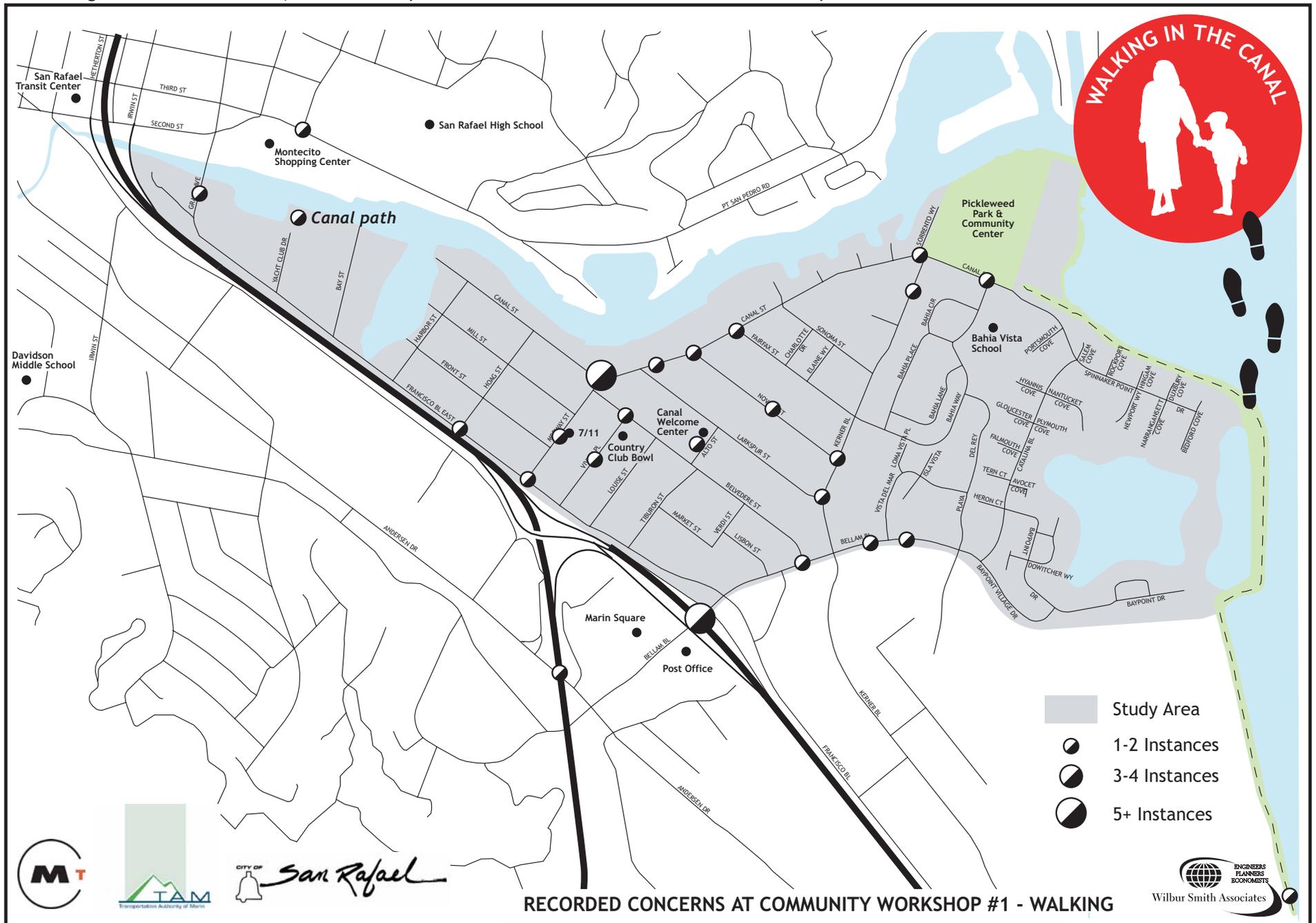
Canal Neighborhood Community - Based Transportation Plan - WORKSHOP #1 - Plan de Transportación del Vecindario de Canal con Base-Comunitaria



Canal Neighborhood Community - Based Transportation Plan - WORKSHOP #1 - Plan de Transportación del Vecindario de Canal con Base-Comunitaria



Canal Neighborhood Community - Based Transportation Plan - WORKSHOP #1 - Plan de Transportación del Vecindario de Canal con Base-Comunitaria



**Appendix C - Comments from Public Workshop – February 2, 2006
Station 3 – Traveling within the Neighborhood**

Ped	Cars do not stop to yield to pedestrians	Carros no paran cuando las personas cruzan la calle
Ped	No crosswalk @ Kerner and Novato	No hay cruzaos entre la calle Kerner y Novato
Ped	Bellam, Kerner and all streets are difficult, no ramps	Bellam, Kerner y todos las calles son dificiles, no hay escarpas
Ped	Feel unsafe when crossing from apartments to the bowling alley	Se siente inseguro cruzar desde los apartamentos hasta el boliche alley
Ped	Pedestrians jay walk. Especially at night! Bahia area	La gente no utilizan los cruzaos especialmente en la noche. Area de Bahia.
Ped	Not enough signage! Bahia area	No hay suficiente senales! Area de la bahia
Ped	Pedestrian walkway along E. Francisco Blvd. – a need for pedestrian friendly walkways along Bellam Blvd. to Marin Square (for both pedestrians and bikes)	La gente necesitan mejores caminos a lo largo de Bellam Blvd. hasta Marin Square (para los que andan y bicliclan)
Ped	Pedestrian crosswalks should be added to the intersection of Kerner/Bellam	Necesitan poner cruzaos para los que estan caminando entre la interseccion de Kerner y Bellam.
Ped	More trees in industrial areas on either side of Francisco Blvd.	Necesitan mas arboles en áreas industriales en los dos lados de Francisco Blvd.
Ped	Larkspur/ Kerner needs to be stop controlled because pedestrians do not feel safe crossing here, especially at night time	Larkspur/Kerner, La gente que caminan no se sientes seguro cruzando esta interseccion
Ped	Novato/ Canal needs a crosswalk, pedestrians find it hard to cross this intersection	Novato/Canal necesitan un cruzero, es dificile para la gente que cruzar esta interseccion
Ped	Canal/ Medway cars fail to yield to pedestrians despite the presence of a crosswalk. Need stop sign and enforcements.	Canal/Medway, carros no se parran a la cruzero para dejar la genta caminando cruzar. Necesitan un stop sign y reglamientos.
Ped	Ferry service across the Canal could help people access San Rafael High school and the Montecito shopping center. Very low key, cheap	Servicio de ferry que cruce el Canal puede ayudar a la gente accesar SR High School y el Centro Commercial deMontecito. Algo simple y barato.
Ped	Fairfax/Canal intersection needs a crosswalk to allow pedestrians to cross safely	Fairfax/Canal interseccion necesitan un cruzero para dejar la gente caminan con seguridad

Ped	Cars do not yield to blinking red lights on school buses, leads to near pedestrian/auto collisions	Carros no paran cuando las luces rojas estan parpadiando en los autobuses escolares, hacen pacer colisiones de la gente que cami na y de autos.
Ped	Medway, Belvedere and Canal; no crosswalks	No hay crueros suficientes en Medway, Belvedere y Canal
Ped	Medway St.: drivers don't make complete stops	Manejadores no paran completamente en los paraderos en Medway St.
Ped	Canal Street; Canal walk	Un cruzero
Ped/ Bike	Create a tunnel from Kerner to Pt. San Pedro	Crear tunnel desde Kerner hasta S. San Pedro
Ped/ Bike	Underpass for 101, north side of Andersen Blvd – it is extremely difficult to walk or ride a bike because there isn't a sidewalk despite heavy pedestrian and bicycle activity.	La calle que pasa de bajo de 101 a lado norte de Andersen Blvd., es extremamente dificil caminar o manejar bicicleta porque no hay una banqueta pero la gente sigue passando caminando y en bicicletas en fuerte actividad
Ped/ Bike	Francisco Blvd.	Francisco Blvd.
Ped/ Bike	Bellam underpass	Bellam underpass
Ped/ Bike	Francisco Blvd; sidewalk needs to be wider	Necesita ser agrandada Francisco Blvd.
Bike	Bike Lanes are needed along to Francisco St. Note: Cyclists ride on the sidewalk or very close to the curb	Lineas para bicicletas se necesitan a todo la calle Francisco. Nota: Cyclistas manejan en la escarpa o muy cerca de la curba
Bike	Accessibility across the canal is impaired by the lack of a bicycle network.	Aceso a otro lado del Canal es dificil sin un red para las biciletas.
Bike	Underpass under the railroad and 101/Bellam: the road is too narrow for cars and bicycles.	La calle que pasa de bajo de la rieles de tren y 101/Bellam: la calle es muy angosto para los carros y bicicletas.
Bike	Francisco Blvd. needs bike lanes and road repairs to accommodate the heavy bike usage.	Francisco necesitan lineas para cyclistas
Bike	Bellam Blvd. at 580 – need to install continuous bike lanes to allow cyclists access to the rest of the Canal without having to cross the freeway.	Bellam Blvd a las 580 necesitan instalar un camino desde todo el canal para que la cyclistas no necesitan passer el autopista

Bike	Bike route along Pickleweed park and community center should have easy access routes	Camino a lo largo de Pickleweed y el centro de comunidad necesitan mas facil acceso
Bike	Bikes use pedestrian cross walks at high speeds, do not signal. Safety training needed and enforcement.	Bicicletas usan los cruzaeros pero muy rapido, no hacen senales. Necesitan entranamiento de seguridad
Bus	Shuttle service from Canal area to San Pedro elementary school should be offered	Se necesita un servicio mobile desde el area de el canal hasta la escuela elementaria de San Pedro
Bus	Regular bus should be offered from the Canal to San Pedro Elementary school. Parents find it really difficult to pick up children and may wait 3 hours to arrive at school. Asked by PTA to offer some type of transit service that is accessible and affordable. Taxi service has been used and costs around \$20 from Canal area to San Pedro.	Se necesitan ofrecer un autobus desde el Canal hasta San Pedro. Es muy dificil para los padres recoger los ninos y algunos veces esperan 3 horas para llegar a la escuela. Se pide de la PTA por servicio de transito que es accesible y de bajo costa. Servicio de taxis sean estado usando y cuesta a rededor de \$20 desde el area de el Canal hasta San Pedro.
Bus	Institute a 'local fare' zone from the Canal to the Downtown where fare is reduced by 50% for trips.	Instituto de tarifa local a la zona desde el Canal hasta a centro donde la tarifa a reducido 50% por viajes
Bus	Buses running on Novato are full to capacity, we want more frequent service	Autobuses estan llenos, queremos mas servicio frecuente
Bus	Kerner Blvd congestion	Kerner Blvd trafico
Bus	Canal street, no crosswalks	No hay cruzeros
Bus	Bus schedule, time issues, takes too long	Toma mucho tiempo, tarda mucho
Bus	School bus/Canal St; needs new stop areas that are not on such busy streets	Autobuses escolares/Canal st. Calle esta muy ocupada, necesitan otras lugares para las paradas
Bus	Bus should be free from Canal to Hub, canal people would be more likely to shop in central San Rafael, \$2.00 to get downtown	Autobus necesita ser gratis de canal al centro de SR. Es \$2.00 para llegar al centro
Bus	Need smaller buses	Necesitamos autobuses mas pequenos
Bus	No bus to San Pedro School from Canal	No hay autobus de Canal a la escuela San Pedro
Bus	Canal St. Bus to SR High or downtown to too full.	El autobus esta siempre lleno
Bus	Non courteous drivers, kids miss their stops.	Conductores no son cortesiosos. Los ninos pierden su lugar de parada
Bus	Area east, south of Kerner is far from the bus stop	La area este, y sur de Kerner es lejos de una parade de bus

Bus	Few bus stops on Francisco Blvd.	Poco paradas de autobuses en Francisco Blvd
Car	There isn't enough parking for drivers (Medway, Belvedere)	No hay suficiente estacionamiento en Medway, Belvedere.
Car	Not enough street sweeping	No hay suficiente calles barridas
Car	Cars don't stop at Francisco/Medway	Carros faltan hacer los altos en Francisco/Medway
Car	Francisco Blvd: Cars double park and take up lanes on existing roadway (autos) Bahia Area	Francisco Blvd.: Carros parquean doble y toma lineas donde la gente esta manejando (autos) Area de la bahia
Car	Motorists do not follow speed limits (25mph) they exceed the limit by 20 mph+.	Manejadores no siguen los limites de velocidad, exceden 20 millas mas de los 25.
Car	Kerner Blvd very congested between (4-5pm) as it operates as a one way street and is the only way to access the freeway (auto)	Kerner Blvd hay mucho congestion entre las 4 y 5pm y funciona solamente una linea para salir y acceder al autopista
Car	Parking availability is low along Kerner Blvd from Sonoma and Larkspur and along Canal St.	No hay mucho parqueo en Kerner, desde Sonoma y Larkspur y en Canal St.
Car	Coming from Belvedere to Bellam, it is impossible to make a right or a left	Viniendo desde Belvedere hasta Bellam, es imposible ir a la derecha o la izquierda
Car	Belvedere and Canal St, left turns are difficult	Doblar a la izquierda es dificil en Belvedere y Canal
Car	Belvedere St.: double parked cars, dangerous to walk and drive	Carros mal parquiados, peligroso caminar y manejar en Belvedere St.
All	Open Kerner to allow access to Richmond/San Rafael bridge. Could add new stores like Home Depot.	Abrir acceso de la calle Kerner hasta el Puente Richmond/SR. Puedo tener nuevas empresas como Home Depot.
All	Open Kerner to Andersen under/over 580	Abrir Kerner hasta Andersen de abajo y arriba de el autopista 580
All	Bellam Blvd. By post office, dangerous	Bellam Blvd. Peligrosa Interseccion
All	All canal streets need more lighting for pedestrians, cyclists and people waiting for the bus	Todo las calles de el canal necesitan mas luces para los que caminan, los ciclistas y la gente que espera el autobus

**Comments from Public Workshop – February 2, 2006
Station 4 – Traveling outside the Neighborhood**

SR	Access to Montecito shopping center too limited, constant back up into area	Acceso a Montecito es muy limitado, y siempre hay mucho congestion
SR	Not enough parking spaces @ Whole Foods y Montecito	No hay suficientes espacios de parqueo en Whole Foods y Montecito
SR	East Francisco Blvd. along 101 needs higher and more solid wall/barrier. It's dangerous when weather is rainy because of traffic on other side and the reflection of lights.	East Francisco a lo largo de 101 necesitan levantar la barda/parete. Es peligrorso cuando esta llueviendo porque el trafico se refleja la luz de otro lado de la calle
SR	Better access to Montecito from the Canal- pedestrian and bikes especially.	Mejor acceso desde Montecito hasta el canal para los que caminan y cyclists
SR	Bike lane needed on E. Francisco	Necesitan lineas para cyclists en la calle E. Francisco
SR	Last bus is at 5pm from Dominican University. Need longer hours there. Need Grand Ave. bus stop	El ultimo autobuses esta a las 5pm desde Dominican University. Necesitan mas horas y una parada de bus en Grand Ave.
SR	Access from 3 rd Street to Canal/East Francisco Blvd. is unsafe, need to get off E Francisco - bridge across Canal	Acceso desde la calle tercera al Canal/Este Francisco Blvd. es inseguro, necesito quitarse de E Francisco Puente que cruza el Canal
SR	Access to Northgate- need more buses on Saturday and Sunday	Acceso al Northgate, necesita mas servicio de autobuses en Sabados y domingos
SR	Central San Rafael by Citibank. Problem starts at Montecito: congestion and traffic lights are bad, not synchronized 7 – 8 am. Terrible	Centro SR cerca de Citibank. Problema empieza en Montecit: congestionamiento y las luzes de trafico no son sincronizados, 7-8am, es terrible!
SR	Wider sidewalks for bike usage along East Francisco Blvd.	Caminos mas ancho para cyclists a lo largo de East Francisco Blvd.
SR	Create a pedestrian bike walk along the Canal, or a bridge.	Crear un paseo los que andan y las bicicletas a lo largo del Canal, o un puente
SR	Free buses from Canal to Hub and back again	Autobuses gratis desde el Canal hasta el hub y regreso
SR	Free transportation from Canal to Hetherton	Gratis transportacion del Canal a Hetherton
SR	Kaiser Terra Linda	Llegar a Kaiser Terra Linda

SR	Northgate Mall	Llegar al mall
SR	Coming from Andersen bike lane to Mahon class 1 pathway: have problem accessing path. Check accessible ramp/curb ramps on Andersen.	Viniendo desde Andersen, en la linea de bicicletas hasta Mahonm tiene problemas accedando el pasillo. Chequear la accesibilidad de las curbas y rampas en Andersen.
SR	Pedestrian bridge for overcrossing to Borders and Toys R Us.	Un Puente para Borders y Toys r us.
SR	Bridge to Downtown SR	Un Puente para el Downtown SR
SR	East Francisco sidewalks are too narrow and not accessible	Las banquetas de E Francisco son muy angosto y no son accesibles
SR, Marin	More scheduled buses from the Canal to Sausalito and Terra Linda	Mas horarios de autobuses desde el Canal hasta Sausalito y Terra Linda
Marin	Mill Valley to Stinson Beach, especially Sunday and Holiday	Mill Valley hasta la playa Stinson, especialmente los Domingos y días festivos
Marin	Canal to College of Marin	Canal hasta el Colegio de Marin
Marin	To DMV in Novato/Corte Madera	Hasta el DMV in Novato/Corte Madera
Marin	Hamilton – Bus. Not enough stops inside the development. Drops off outside	Hamilton, autobuses no hay suficientes paradas a dentro de la comunidad, te dejan a fuera
Marin	Need service to Sleepy Hollow, 7:30am-3pm for workers	Necesitan servicio in Sleepy Hollow, 7:30-3pm para los trabajadores
Marin	Marin General	Llegar al hospital general
Marin	There isn't good transportation from College of Marin to the Canal	No hay buena transportacion a la Colegio de Marin del Canal
Marin	Not enough buses to get to the College of Marin	No hay autobuses suficientes para llegar al Colegio de Marin
Marin	There aren't buses that go to the College of Marin	No hay autobuses que viajan a la Colegio de Marin
Marin	Need more buses that go to the College of Marin	Necesitan mas autobuses que viajan a la Colegio de Marin
Marin	No bicycle racks on buses, except 45" buses on Transbay buses.	No hay racas para bicicletas en los autobuses excepto #45 que pasa en el otro lado de la bahia

Marin	More bicycle racks on GG buses	Mas racas para bicicletas en los autobuses GG
Marin	Aggressive bus drivers from the Canal to Hetherton and Mill Valley	Conductores agresivos desde el Canal hasta Hetherton y Mill Valley
Region	Richmond/San Rafael Bridge	Puente de Richmond/San Rafael
Region	Ditto Richmond, San Rafael Bridge. I have to drive over the bridge and park my car so I can bike to work in Berkeley.	Necesito manejar en el Puente y parquiar mi carro y asi poder manejar mi bicicleta a mi trabajo
Region	Transportation problems to get to Richmond	Problemas de transportacion a Richmond
Region	Buses leave too early from SF to Marin	Autobuses se van muy temprano desde SF hasta Marin

APPENDIX E

Memorandum #5

**Prioritized List of Transportation Gaps
and Potential Solutions**

Draft

DRAFT Prioritized List of Transportation Gaps and Potential Solutions

MEMORANDUM #5

for the

Canal Neighborhood Community-Based Transportation Plan

prepared by:

CANAL TRANSPORTATION PLAN STAKEHOLDER COMMITTEE

**Transportation Authority of Marin
City of San Rafael**

April 20, 2006

ACKNOWLEDGEMENTS

Canal Transportation Plan Stakeholder Committee

Dr. Laura Alvarenga
Eric Andersen
Rocky Birdsey
Ruth Donohugh
Carmen Escobar
Rocio Cruz Hernandez
Richard M. Lockman
Enedina Mendieta

Jessuina Perez-Terán
Man Minh Phan
Fernando Quezada
Maria A. Rodriguez
Tom Wilson
Beverly Yates

Canal Transportation Plan Technical Advisory Committee

Bob Brown, City of San Rafael
Dave Donery, Pickleweed Community Center
Mary Donovan, Marin County Health and Human Services
David Escobar, Marin County Board of Supervisors – District 4
Maureen Gaffney, Association of Bay Area Governments

Linda M. Jackson, City of San Rafael
Harvey Katz, Golden Gate Transit
Therese Knudsen, Metropolitan Transportation Commission
Carey Lando, Transportation Authority of Marin
Amy Van Doren, Marin County Transit District
Tina Warren, Marin County Department of Health

Transportation Authority of Marin

Dianne Steinhauer, Executive Director
Carey Lando, Senior Transportation Planner

City of San Rafael

Bob Brown, Community Development Director
Linda M. Jackson, Principal Planner

Andy Preston, Public Works Director

Consultants

Carol Levine and Peter Martin, Wilbur Smith Associates
John Young and Ericka Erickson, Marin County Grassroots Leadership Network

Funding provided by a \$60,000 grant from the Metropolitan Transportation Commission, the Transportation Authority of Marin, and the City of San Rafael.

This document was written for the Canal Stakeholder Committee, which is preparing a Community-Based Transportation Plan. Copies of this report are available at www.tam.ca.gov or call 415-499-6528.

INTRODUCTION

This report presents the draft prioritized list of transportation gaps and potential solutions for the Canal Neighborhood. These findings represent the problems, referred to here as “transportation gaps”, experienced by residents when traveling within the neighborhood or to other locations in San Rafael, Marin County or the Bay Area. The gaps were identified and discussed at the Canal Community Transportation Plan Open House on February 2, 2006. Concerns of pedestrians, bicyclists, motorists and transit riders were all considered.

A ‘master list’ of transportation gaps and potential solutions was developed in Memorandum #4 resulting from input by stakeholders, the public at the Canal Transportation Plan Open House on February 2, 2006, previous planning studies for the neighborhood, City of San Rafael, Transportation Authority of Marin (TAM), and the project’s transportation consultant, Wilbur Smith Associates. At the third Stakeholder Committee meeting, held on April 20, 2006, the Stakeholder Committee reviewed the draft master list and recommended additional gaps and solutions and prioritized the projects of most importance to the neighborhood. The prioritized list of projects will be further reviewed by the public, the Technical Advisory Committee, City of San Rafael, TAM, and Marin County Transit District before inclusion in the draft Canal Community-Based Transportation Plan.

TRANSPORTATION PRIORITIES

At the April 20, 2006 meeting, Stakeholder Committee members were asked to prioritize various issues related to travel within and outside the Canal Neighborhood. The findings are summarized below; detailed results of this survey are included in the Appendix.

Based upon trip purpose, the majority of respondents selected commute trips to jobs and school as the highest priority for transportation improvement. It was believed that the travel mode most in need of improvements was transit, with facilities for pedestrians and bicyclists a close second. The committee was presented with a list of destinations that were difficult for Canal residents to travel to. Based upon this list and other destinations added at the Stakeholder meeting, difficulties traveling to Montecito Shopping Center, San Rafael High School, Transit Center/Downtown, San Pedro Elementary School and the East Bay were considered to impact the greatest number of Canal residents.

Stakeholder Committee members were also surveyed about travel by transit, bicycle and walking. The cost of transit and infrequency of bus service in the Canal were considered to most negatively affect Canal residents traveling by transit. The difficulty in crossing streets, high speed traffic and feeling unsafe when walking at night were most limiting in residents traveling by walking. Overwhelmingly, committee members felt that fear of bicycling in traffic was the most significant factor in discouraging bicycle use. Some also considered that most trips were too far to make by bicycle.

When asked to prioritize between potential transportation improvements, the committee members selected the following projects as the highest priority:

- A more direct and safer walking and bicycling route to Montecito Shopping Center, Downtown, San Rafael High School and San Pedro Elementary School;
- Safer pedestrian crossings along Kerner Blvd. and Canal Street; and
- Free or reduced transit fare for trips to San Rafael Transit Center/Downtown.

PRIORITIZED TRANSPORTATION GAPS AND SOLUTIONS

Three transportation gaps were identified as the highest priority to the Canal Neighborhood by community and stakeholders alike. They are:

- Transit access from Canal Neighborhood to other locations in San Rafael, Marin County and the Bay Area
- Access to locations immediately surrounding the Canal Neighborhood
- Difficulties for pedestrian and bicycle travel within the Canal Neighborhood

These gaps are described in more detail below and accompanied by potential solutions as recommended by the community and other participants in the planning process. Cost, listed as low, medium and high, is the preliminary relative cost for implementation including estimates for both additional studies and capital improvements. Note that these cost estimates are preliminary and conceptual only. For the purposes of this memorandum, low cost is defined as less than \$25,000, medium as \$25,000 - \$250,000 and high cost is more than \$250,000. Potential project sponsors are also identified. Note that project sponsors would be responsible for managing the project, finding and securing funding, etc.

Gap: Transit access From Canal Neighborhood to other locations in San Rafael, Marin County and Bay Area

The transit routes (Routes 35 and 36) serving the Canal Neighborhood have the highest ridership of any in the system. This service provides connection to the San Rafael Transit Center where patrons are required to transfer to access other locations in the City, County and Bay Area. Demand is high not only during peak commute times but also during the weekday midday and weekends. The population in the Canal Neighborhood is very transit-dependent compared to other populations in the City and County. Although high-occupancy articulated buses are used during most of the service period, buses in the Canal are crowded. Regarding transit service, the neighborhood has expressed concern over the infrequency of transit service, the cost of the trip to Downtown, poor connections to other locations in the City and County, crowding of buses, and discourteous treatment by bus drivers. The following solutions are intended to address many of these concerns.

Solution: Subsidized Transit Program between Canal Neighborhood and SRTC

This program would provide free or low-cost transit for trips between the Canal and Downtown. The means for selection of eligible participants and distribution of subsidies would need to be determined. Transit passengers transferring to other routes at the Transit Center would be required to pay full fare.

Estimated Cost: Low-Medium

Potential Project Sponsors: MCTD, community organization(s), County Health and Human Services Department, City of San Rafael

Solution: Bus Shelters

Based upon input from the community, there is a need for additional bus shelters along the Canal bus routes. In some cases there are no shelters at all; in others, the shelters are inadequate to protect the large number of patrons waiting for the bus. The location of needed bus shelters would be determined by the City in conjunction with the community, Golden Gate Transit and MCTD and should be prioritized based upon demand at the stop and feasibility of installation based on available right-of-way. Because of the narrow right-of-way along many of the streets in the Canal, the addition of a bus shelter may not be feasible or may require purchase of right-of-way, loss of street parking and/or reconfiguration of the street cross-section. These costs would be the responsibility of the City; costs for installation/maintenance of the actual shelter would be primarily the responsibility of the advertising agency.

Estimated Cost: Low

Potential Project Sponsors: City of San Rafael, advertising agency, community organization(s), MCTD, GGT

Note: The following projects are recommended in the Draft MCTD Short Range Transit Plan currently under review. These projects would be sponsored by the MCTD. Estimated costs will be provided in the Final MCTD Short-Range Transit Plan.

Solution: Increased frequency and capacity of transit service in Canal

Expanded duration of 15-minute frequency between the Canal and San Rafael and reserved hours for supplemental trips to ease overcrowding as it occurs, especially during morning peaks.

Solution: Direct service from Canal to destinations on Lower Sir Francis Drake Blvd

Rerouting of Line 29 through the Canal on Francisco Blvd. with direct service to destinations on Lower Sir Francis Drake Blvd (College of Marin, Marin General Hospital, Larkspur Landing and San Anselmo)

Solution: Direct service from Canal to Mill Valley

Addition of direct service San Rafael-Mill Valley so that Mill Valley can be reached from the Canal via a single timed connection at San Rafael

Solution: More convenient service to Fairfax

Service to Fairfax via Line 23 can be reached all-day through a single timed connection at San Rafael

Solution: Direct service to destinations in northern San Rafael

By through-routing every other Route 35 bus with the proposed Route 45, the Canal will gain a direct route to Civic Center, Northgate and Kaiser in northern San Rafael

Gap: Access to locations immediately surrounding the Canal Neighborhood

The Canal Neighborhood is physically isolated by the Canal waterway, and highways 101 and 580 from other parts of San Rafael and the county. Vehicle, pedestrian and bicycle access to/from the community is available at only two locations: Francisco Blvd East/Grand Ave Bridge and Bellam Blvd. Consequently, these connections operate under congested conditions with high traffic speeds and volumes. Bicycle and pedestrian travel outside the Canal Neighborhood is constrained by these conditions as well as the narrow sidewalks found on most connecting roadways. The community has expressed concern over the poor pedestrian and bicycle access to locations surrounding the neighborhood, particularly to the locations north of the Canal waterway: Montecito Shopping Center, Downtown, San Rafael High School, and San Pedro Elementary School. Because the availability of shopping, education and other services within the Canal Neighborhood is limited, travel outside the neighborhood is necessary to meet the needs of daily life.

Solution: Cross Canal Linkage

One of the most often requested improvements was a safer and more direct pedestrian/bicycle connection between the Canal Neighborhood and locations to the north of the Canal. Currently the only way to access the Montecito Shopping Center, Downtown, San Rafael High School and San Pedro Elementary School by foot or by bicycle is via Francisco Blvd East. Unfortunately, this roadway carries heavy high-speed volumes of traffic; most bicyclists are not comfortable in sharing this roadway. Sidewalks are narrow with many signs, fire hydrants and poles further limiting the sidewalk width; furthermore, the sidewalks are located directly adjacent to the roadway with little buffering provided by parked cars or landscaping.

Different options for a cross canal linkage, specifically a bridge, have been evaluated in the past but these studies have not included an evaluation and comparison of the different options available to make these trips

easier for Canal residents. The following three-phase Cross Canal Linkage Study would provide an evaluation of alternatives, design of the preferred alternative and implementation of the crossing.

Phase 1 (Feasibility) would provide a review and feasibility analysis of various options for a needed bicycle/pedestrian connection between the Canal Neighborhood and destinations north of the Canal waterway. The Canal crossing options to be studied would include:

- a new crossing (type to be determined after an initial evaluation of a drawbridge, a floating bridge, and a “sleeve” bridge)
- a wider sidewalk along the existing Grand Avenue Bridge,
- a new bicycle/pedestrian bridge adjacent to existing Grand Avenue bridge,
- pedestrian/bicycle improvements to Francisco Blvd E,
- a neighborhood shuttle,
- a water taxi, and
- a tunnel.

The study would identify potential bridge, tunnel or ferry anchorage locations. In addition, the conceptual plan would identify potential environmental impacts, preliminary engineering considerations, and estimated costs for construction and/or operation. The outcome of this study would be the selection of a preferred alternative for the Canal crossing and identification of potential funding sources. Cost estimates for Phase 2 would be included.

Phase 2 (Engineering and Design) would include the necessary environmental, design and/or engineering study to take the selected alternative from conceptual phase to project implementation. Work scope and costs for Phase 2 would be determined at the completion of Phase 1. The final products of Phase 2 would include construction drawings, implementation plan and construction cost estimates as appropriate to the selected project.

Phase 3 (Implementation)

The last phase would include implementation of the Cross Canal Linkage. Depending upon the selected crossing, this could involve construction of a new bridge or tunnel, improvements to existing facilities or implementation of new shuttle or water taxi service.

Estimated cost (Phase 1): Medium

Potential Project Sponsors: City of San Rafael

Solution: Taxi Scrip/Vouchers for School Parents

The difficulty of parents of getting to San Pedro Elementary School, Laurel Dell Elementary School, Davidson Middle School and San Rafael High School was mentioned frequently at the public workshop and other meetings. Although school buses are available for Canal students, parents are not easily able to get to the schools to attend parent/teacher meetings, school events and pick up children in case of illness, family emergency or medical needs. Participation in this program could be limited by income or CalWorks participation, or be made available to all Canal families with children in these schools with a partial or full payment or subsidy. It would also be possible to extend this program to other destinations.

Estimated Cost: Low-Medium

Potential Project Sponsors: Community group(s), County Health and Human Services, San Rafael School District, Taxi JPA, City of San Rafael

Solution: Neighborhood Travel Information

This program would provide information about transit, driving, bicycling and walking. This could include info about CommuterChecks and other transit subsidies, the 511 Regional Rideshare Program, low-cost auto maintenance programs, County Shuttle, transit routes and schedules, bicycle routes, Trips for Kids, Earn a bike program, bicycle and pedestrian recreation opportunities, etc. This information could be provided on an information kiosk located in a central neighborhood location such as the Pickleweed Community Center.

Estimated Cost: Low

Potential Project Sponsors: Community group(s), City of San Rafael (Pickleweed Community Center), TAM, 511 Regional Rideshare Program

Solution: Car Sharing Program

The car sharing program would provide occasional car transportation available from the neighborhood based upon the CityCarshare or Zipcar models. Subsidies to reduce the cost to community members and/or CalWorks participants would be beneficial to the success of the program.

Estimated Cost: Low

Potential Project Sponsors: Community group(s), Local Businesses, City of San Rafael, County Health and Human Services

Solution: Cross Highway 101 Linkage Feasibility Study

This two-phase study would address the potential for a bicycle/pedestrian connection between the Canal Neighborhood and locations to the west of Highway 101. During Phase 1, the various options would be reviewed including an under crossing of the freeway, over crossing of the freeway, improvements to existing roadways, neighborhood shuttle, etc. Each option will be examined for potential constraints that may make them difficult or cost-prohibitive to implement such as required right-of-way, requirements for accessible access, geotechnical limitations due to water table, and/or other environmental concerns. Current and near-term projects and studies on Hwy 101 HOV, Hwy 101/580 connector, and Bellam Interchange improvements would be considered. A list of preliminary engineering, cost and environmental impacts and opportunities would be included. The outcome of Phase 1 would be to select the most promising option(s) for further environmental and engineering study in Phase 2. In Phase 2, the preferred alternative will be studied including environmental clearance, engineering and design. Cost estimates for preparation of construction documents and implementation will be prepared.

Estimated Cost (Phase 1): Medium

Potential Project Sponsors: City of San Rafael, Caltrans

Solution: Canalfront Paseo Conceptual Plan

The conceptual plan would be a feasibility study for a canalfront walkway (“paseo”) and an evaluation of options to connect the walkway with the Mahon Creek Path and to include the paseo as part of the Bay Trail. In addition, the conceptual plan would identify connections to the cross canal linkage, potential environmental impacts, preliminary engineering considerations, and estimated costs for construction. The outcome of this study would be a conceptual plan for the Canalfront paseo for further environmental and engineering study.

Estimated cost: Medium

Potential Project Sponsors: City of San Rafael

Gap: Difficulties for pedestrian and bicycle travel within the Canal Neighborhood

The Canal community has expressed concern over the safety of walking and bicycling within the Canal Neighborhood. The majority of the streets are narrow and there is significant competition for use of this limited road space between cars, transit buses, school buses, bicyclists and pedestrians. Pedestrians often have difficulty crossing some streets, particularly Kerner Blvd and Canal St due to heavy traffic volumes,

limited visibility from parked cars, overhanging vegetation and low lighting levels. Sidewalks are narrow and signs, posts, and fire hydrants further limit the sidewalk width and make it difficult for passing pedestrians especially for those in wheelchairs or pushing baby carriages. Bicyclists often use the sidewalks, also, because of the heavy traffic volumes on the street.

Solution: Canal Neighborhood Crossing Improvements

Several locations within the neighborhood were identified by the community to be in need of crossing or safety improvements including Kerner Blvd particularly at Novato St, Bellam Blvd, and Larkspur St and Canal St at Novato St, Medway St, Fairfax St and Larkspur St. These locations would be reviewed by the City of San Rafael Traffic Coordinating Committee to determine if they are suitable for the installation of crosswalks. Where feasible, crosswalks would be installed. In addition, street lighting levels at these and other key locations (bus stops) in the neighborhood would be assessed to insure that lighting is operating at expected levels and determine if additional lighting or maintenance such as replacement of fixtures or clearing of vegetation is needed.

Estimated Cost: Low

Potential Project Sponsors: City of San Rafael

Solution: Canal Neighborhood Safety and Streetscape Improvement Project

This project would be accomplished in three phases. Phase 1 would include a Canal neighborhood study of traffic and transportation conditions including review of collisions, bike/pedestrian/traffic counts, speed surveys, existing traffic controls, bike facilities, pedestrian facilities, sight lines, school and GGT bus circulation, lighting, etc. The plan would present recommendations for improving the travel environment in the Canal for bikes, pedestrians, autos and transit including what type and where improvements should be located. This plan would focus on capital improvements such as traffic controls, lighting, sidewalk improvements, crosswalks, bulbouts, traffic calming techniques, streetscape improvements, school bus and GGT bus stop location improvements, etc. Cost estimates for Phase 2 and a timeline for implementation would be prepared.

Phase 2 would provide the design documents and specifications required for implementation. Costs for construction or implementation would be estimated.

In Phase 3, the recommended projects would be implemented following the implementation schedule developed in Phase 1 and the design documents prepared in Phase 2.

Estimated Cost: Medium - High

Potential Project Sponsors: City of San Rafael

Solution: 'Street Smarts' Public Education Campaign

Purpose of the 'Street Smarts' program as instituted in City of San Jose, San Ramon Valley (Town of Danville and City of San Ramon) and West Contra Costa County is to raise the discussion of traffic safety, change attitudes, improve behaviors and reduce accidents and injuries. This program targets behaviors of drivers, pedestrians and bicyclists and uses both advertising and focused community relations effort to bring the messages about the need for behavior change to neighborhoods, schools and businesses. The program also makes use of community events, neighborhood initiatives, corporate sponsorships, school presentations, banners, neighborhood signs to get the message out. Specific behaviors addressed by the campaign include speeding, red light running, stop sign violations, school zone compliance, and crosswalk safety and compliance. The materials developed for San Jose are available to public agencies at minimal cost. TAM has contracted for purchase of these materials.

Estimated Cost: Low-Medium

Potential Project Sponsors: Community group(s), City of San Rafael, County Health and Human Services, San Rafael School District

APPENDIX

**Canal Neighborhood
Community Based Transportation Plan**

Stakeholder Committee

Thursday, April 20, 2006; 6:30 p.m.
Jueves, 20 de Abril, 2005; 6:30 p.m.

Pickleweed Community Center, 50 Canal Street, San Rafael, CA

Stakeholder Committee: CAREY – DO YOU REMEMBER?!

Eric Anderson	Man Minh Phan
Rocky Birdsey	Blanca Portillo
Richard Lockman	Fernando Quezada, co-chair
Enedina Mendieta	Maria Rodriguez
Jessuina Perez-Teran	Beverly Yates, co-chair
Absent: Laura Alvarenga, Ruth Donohugh, Rocio Cruz Hernandez, Tom Wilson	

Staff:

Bob Brown, City of San Rafael
Linda Jackson, City of San Rafael
Carey Lando, Transportation Authority of Marin
Lauren Bernheim, Marin County Transit District??
Ericka Erickson, Marin Grassroots Leadership Network
Larry Salvisberg, City of San Rafael
Dee Velasquez, City of San Rafael

Observer:

Ted Posthuma
Bay Trails staff
GGT staff (2)

Meeting Summary

1. Welcome / Bienvenidos

Outcomes /Metas de la Reunion

- | | |
|--|---|
| • Adopt ground rules for the Committee | • Adoptar reglas del mantenimiento del comité |
| • Debrief the February 2 nd Open House | • Repaso del Reunión con la Comunidad en el 2 nd del Febrero |
| • Discuss Possible Transportation Solutions and Priorities | • Hablar juntos sobre mejoramientos de transportación posibles, y los prioridades |

2. Public Comment / Comentario del Publico

San Anselmo resident and Canal resident years ago Ted Posthuma encouraged the committee to raise the levees, connect the two parts of Kerner Blvd., connect Irene Street to Andersen Drive with an overcrossing, build affordable housing, and build a bridge over the Canal.

Ted Póstuma, residente de San Anselmo, y hace muchos años residente del Canal, aprobó al comité que se mejora los riberos, conecta los dos partes de Kerner Blvd, conecta Irene Street a Andersen Drive con un puente sobre 101, construye viviendas de costa baja, y construye un puente sobre el Canal.

Linda Jackson reported that member Rob Simon has resigned from the committee, that member Tom Wilson called to express his regrets for missing the meeting, and that three members had called to say they would be late.

Linda Jackson dijo que el miembro Rob Simon ha resignado del comité, que miembro Tom Wilson ha llamada a decir que no va a estar en la reunión, y que tres miembros han dicho que van a estar tarde.

3. Ground Rules / Reglas del Mantenimiento

The Committee members reviewed and adopted the ground rules for the committee.

Los miembros del comité repasaron y adoptaron las reglas del mantenimiento del comité.

4. February 2nd Open House / La Reunión con la Comunidad en el 2nd del Febrero

The Committee members discussed the February 2nd Open House that was designed to find out what the transportation issues are in the Canal Neighborhood.

Los miembros del comité discutieron la reunión con la comunidad el 2nd de febrero, que tuvo la meta de descubrir las preocupaciones de transportación en el vecindario del Canal.

Comments about Public Workshop	Comentarios
Poor Transit services, MCTD is aware of community needs	Servicio de tránsito malos, MCTD sabe las necesidades de la comunidad
There were more comments about driver's behaviors than about the number of buses on time	Hubo más comentarios acerca de los comportamientos de los conductores que el número de los autobuses a tiempo
High cost of bus service	Servicio de autobús es muy caro
Difficulty to access bus shelter, need to have crosswalk at some locations	Dificultad de acceso a las estaciones de autobuses. Necesita tener cruces en algunos lugares
Capacity (lack of buses)	Capacidad (no hay muchos autobuses)
Bus shelters should be installed at all bus stops on Kerner and Canal St.	Estaciones de autobuses con casillas deben estar instalados en todas las paradas en las calles Kerner y Canal
Buses don't have enough bike racks	Los autobuses no tienen suficientes racks para las bicicletas
Lack of transportation for parents that participate in evening school meetings	No hay suficiente transportación para los padres que participan en las juntas nocturnas de las escuelas
The traffic stops a long time when school buses pick up/drop off kids	El tráfico se para por mucho tiempo cuando los autobuses de escuela recogen y dejan los niños
People concerned w/ E. Francisco Blvd. are twice as much as concerned w/ I-580	La gente que están preocupados con E. Francisco son 2 veces más preocupados con 580
Placements of the hydrants and signs, bikers tend to use the street instead of the sidewalk. A possible solution: make sidewalks wider	Buses: los lugares de las señales, los ciclistas usan la calle en vez de la banqueta, la solución posible: hacer más ancho la banqueta
Lack of wheelchair ramps on the sidewalks, i.e. 3 rd at Irwin	No hay suficientes rampas para los que están en silla de ruedas en las banquetas

Pedestrians: They need “as much” accommodation as cars, a lot of pedestrian-related improvements are needed	Peatones: necesitan acomodacion igualmente como los carros, necesitan mejoramientos para los peatones
Better access to Toys R Us and Borders is needed	Necesidad de mejor acceso a Toys R Us y Borders
Pedestrian crosswalk countdowns are needed	Relojes para los peatones
Pedestrians think that the sign “Keep clear” on Bellam is a crosswalk, potential solution: translate signs	Peatones piensan que la señaie “Mantenga libre” en Bellam es un cruceo, solución es de traducir las señaies
Cars: Drivers are too fast	Carros: Conductores son demasiado rapidos
Problems with E. Francisco Blvd. were not mentioned	Los problemas con E. Francisco no son mencionados
Lack of light at night on E. Francisco Blvd. is a problem	No hay suficiente luz de noche en la calle E. Francisco
E. Francisco Blvd. and The Loop is not well signed. A lot of drivers get lost.	E. Francisco y el lazo no hay suficientes senales. Mucho conductores se pierden.
Car dealers park trucks in intersections and stop traffic	Auto dealers dejen los camiones en cruces y paren el trafico

5. **Possible Transportation Solutions and Priorities / Mejoramientos de transportacion posibles, y los prioridades**

Carol Levine gave an overview of the potential solutions to the transportation issues identified in Open House, as described in the *Summary of Transportation Gaps and Potential Solutions* report. Committee comments on possible solutions were recorded as noted below.

Carol Levine presento un repaso de los soluciones posibles a los problemas de transporte identificado en la reunion con la comunidad. Las descripciones de los soluciones posibles estasn en el reporte *Summary of Transportation Gaps and Potencial Solutions*. Los comentarios sobre soluciones posibles del comité estan notado abajo:

Gaps and Solutions	Espacios y soluciones
G: Drivers are too fast on Francisco Blvd.	G: Conductores manejan muy rápido
S: More stop signs and traffic lights	S: Mas señaies de parar y semáforos
S: “Round- Abouts” (R-A) Most intersections are “T” ones- limit the use of R-A	?
G: Canal St. and Bellam become a speedway on Saturday nights	G: La calle Bellam y Canal bien enciendo autopistas los sábados en la noche
S: Speed bumps could be a solution, why not Canal?	S: Topes en las carreteras pueden ser soluciones, porque no en el canal?
G: Car dealers test the cars by Picante restaurant	G: Los dealers prueben los carros cerca de picante
G: Incomplete sidewalks (streets that have curbs and no sidewalks)	G: Banquetas incompletes, calles que tienen curbas no tienen banquetas
S: Pedestrian Bridge over the Canal (are we going to see it?)	S: Puente para peatones encima de el canal (vamos a verlo?)
It could be a market as a safe way to access transit (I DON’T UNDERSTAND THIS COMMENT...)	Podría ser un mercado como una manera segura de conseguir acceso a tránsito
Rather than a bridge, we could have a tunnel that goes to San Pedro Road from the Canal	En vez de tener un Puente podemos tener un túnel que puede ir hasta Pt. San Pedro Rd. desde el canal
The bridge has been mentioned for a long time, is it an illusion?	El Puente ha sido mencionado por mucho tiempo, ilusiones?
We could have a “feasible” bridge, there are many options out there	Podríamos tener un “posible” puente, hay

and more transportation grants to fund it	muchas opciones fuera allí y más becas del transporte para financiarlo
S: Multi-use crossing over 101	S: Un multi-uso paseo que cruza 101
S: More crosswalks on Canal Street and Novato Blvd. are needed	Mas cruceros en las calles Canal y Novato Blvd.
School buses & buses stop in front of 260 Canal St. at the same time on both sides	Autobuses de escuela & buses paran delante de 260 Canal St. al mismo tiempo en ambos lados
S: Pedestrian crossing over 101	Peatones cruzando sobre el 101
S: Improve pedestrian accessibility on Bellam	Mejorar la accesibilidad por peatones en Bellam
S: Kerner could be extended to the Richmond Bridge	Kerner ser extendido al Puente de Richmond
Bellam's and E. Francisco Blvd.'s pedestrian and bike under-crossing accessibility could be improved with low- cost solutions	El camino de peatones en Bellam y accesibilidad de bajo cruzando de bicicleta se podrían mejorar con bajo- las soluciones del bajo costo
We could use a landscape buffer on E. Francisco Blvd.	Podríamos utilizar un búfer del paisaje en E. Francisco
S: Freestanding planters in parking areas	Los plantadores autoestables en estacionamiento áreas
S: Lighted crosswalks	Cruceros alumbradas

Following this discussion, committee members made an initial prioritization of potential improvements. The results are shown below.

Segun este discurso, los miembros de la comite hicieron una prioritizacion preliminar de los mejoramientos posibles. Los resultados son abajo.

Priorities (by trip purpose):

1st Jobs-8
Schools- 6
Health Services- 3
Shopping (errands)- 4
Recreation-0

Priorities (by mode):

Transit- 4
Pedestrian- 2
Car Travel- 1
Bicycle- 2

Priorities (by destination)

Montecito Shopping Center- 6
San Rafael High School- 4
Transit Center/ Downtown- 4
San Pedro Elementary School- 3
East Bay- 3
Northgate Mall- 2
Kaiser Terra Linda- 2
Mill Valley- 2
Marin Square/ Toys R Us/ Borders- 1
College of Marin- 1
Marin General Hospital-1

Prioridades (motivo de viaje):

Primero Trabajos-8
Escuelas-6
Servicios de salud-3
Compras-4
Recreación-0

Prioridades (medio):

Transito-4
Peatones-2
Bicicletas-2
Viaje de coche-1

Prioridades (destinacion):

Centro Commercial de Montecito-6
Preparatoria de San Rafael-4
Centro de transito-4
Escuela Primaria de San Pedro-3
East Bay- 3
Northgate Mall- 2
Kaiser Terra Linda- 2
Mill Valley- 2
Marin Square/ Toys R Us/ Borders- 1
El Colegio de Marin-1
Marin General Hospital-1

6. **What's Next? Qué Viene?**

Lando confirmed with the Committee members the date of the next Open House on July 20th, and for the final Committee meeting on Thursday, August 24. The Committee agreed to start the next meeting at 7 pm.

Levine confirmo con los miembros del Comité la fecha para la próxima reunión con la comunidad el 20 de Julio, y la ultima reunión del Comité el jueves, 24 de agosto. El comité decidió de empezar la próxima reunión a las 7 p.m.

7. **Closing / Aplazamiento**

The meeting concluded at 8:30 p.m.

La reunion concluyó a 8:30 p.m.

Survey of Transportation Improvement Priorities
Encuesta de prioridades sobre mejoramientos al transporte

Name/Nombre: _____

Based upon your knowledge of the Canal community, familiarity with residents and issues important to them, please answer the following questions from the viewpoint of a Canal resident.

Basado en su conocimiento de la comunidad del Canal, familiaridad con los residentes, y los temas mas importantes que les afectan, favor de responder a las siguientes preguntas de un punto de vista de un residente del Canal.

- 1. What factors do you think most negatively affect the opportunity for Canal residents to travel by transit? (Please prioritize these in order of importance with 1 being the most important – feel free to add additional factors)**

Que factores mas afectan negativamente la oportunidad para los residents del Canal de viajar por autobus? (Favor de calificar sus respuestas en orden de prioridad, 1=mayor importancia, agregue factores que Usted piense ser pertinente a esta discusión.

_____ Cost of transit service / *Tarifa de viaje por autobús*

_____ Buses do not run frequently enough / *La frecuencia con la cual circulan los autobúses no es suficiente*

_____ Buses are too crowded / *Los autobúses estan demaciado llenos*

_____ Bus service does not start early enough in the morning / *El servicio de autobús no comienza lo suficientemente temprano por la mañana*

_____ Bus service does not run late enough at night / *El servicio de autobús no circula lo suficientemente tarde por la noche*

_____ Drivers are rude to passengers / *Los conductors son descortés con los pasajeros*

_____ Service is not convenient or available to needed destinations / *El servicio es inconveniente e indisponible para llegar a destinos deseados o de necesidad*

_____ Additional Factors / Factores adicionales: _____

2. What factors do you think most limit Canal residents in traveling by walking? (Please prioritize these in order of importance with 1 being the most important – feel free to add additional factors)

De los siguientes factores, cual de ellos es mas limitante para las personas que decean caminar a sus destinos en el Canal? Favor de calificar en orden de prioridad, 1= mayor importantancia

- _____ Narrow sidewalks/ *Las aceras estan muy estrechas*
- _____ Difficult to cross streets/ *La dificultad en cruzar las calles*
- _____ Do not feel safe walking at night/ *No sentirse seguro caminando por la noche*
- _____ High speed traffic/ *La alta velocidad del trafico*
- _____ Need to carry things like groceries, etc/ *La necesidad de cargar con el mandado, etcétera*
- _____ Travel distances too far/ *La distancia entre origen y destino es muy grande*
- _____ Other/ *Otro motivo* _____

3. What factors do you think most limit Canal residents in making trips by bicycle? (Please prioritize these in order of importance with 1 being the most important – feel free to add additional factors)

De los siguientes factores, cual de ellos es mas limitante para las personas que decean andar en bicicleta en el Canal? Favor de calificar en orden de prioridad, 1= mayor importancia

- _____ Do not own a bicycle/ *No tener su propia bicicelta*
- _____ Afraid to bicycle in traffic/ *Temor del trafico al andar en bicicleta*
- _____ Need to carry things like groceries, etc/ *La necesidad de cargar con el mandado, etcétera*
- _____ Travel distances too far/ *La distancia entre origen y destino es muy grande*
- _____ Other/ *Otro motivo* _____

4. Of the following dozen possible transportation improvements, please select 4 as higher priority (H), 4 as medium priority (M), and 4 as lower priority (L)

De los siguientes mejoramientos al servicio de transporte, favor de elegir 4 de alta prioridad (A), 4 de media prioridad (M), y 4 de baja prioridad (B)

	<p>More direct walking and bicycling route to Montecito Shopping Center, Downtown, San Rafael High School, San Pedro Elementary School. <i>[Circle which destination you feel is most important of these three.]</i></p> <p><i>Mas líneas directas hacia el centro comercial de Montecito, al centro de la ciudad, la escuela secundaria San Rafael, o a la escuela primaria San Pedro. [Circule el destino mas importante].</i></p>
	<p>Safer walking and bicycling route to Montecito Shopping Center, Downtown, San Rafael High School, San Pedro Elementary School. <i>[Circle which destination you feel is most important]</i></p> <p><i>Rutas mas seguras para peatones y ciclistas viajando al centro commercial de Montecito, al centro de la ciudad, a la escuela secundaria San Rafael, o a la escuela primaria San Pedro. [Circule el destino mas importante].</i></p>
	<p>Safer pedestrian crossings of Kerner Blvd and Canal Street <i>[Circle which street you feel is most difficult to cross by foot]</i></p> <p><i>Pasos mas seguros para peatones al cruzar las calles Kerner Boulevard y Canal Street. [Circule la calle que es mas dificil de cruzar?]</i></p>
	<p>Better walking and bicycling route to Marin Square, Toys R Us and locations west of Canal</p> <p><i>Mejores rutas para caminar y andar en bicicleta para llegar a Marin Square, Toys R Us y otros destinos oeste del Canal.</i></p>
	<p>More frequent transit service during the same service hours</p> <p><i>Servicio mas frecuente durante las mismas horas de operacion</i></p>
	<p>Longer hours for transit service / <i>Extendiendo las horas de servicio</i></p>
	<p>More considerate driving by motorists (not speeding, yielding to pedestrians)</p> <p><i>Mas consideración por parte de los conductors de autos. Por ejemplo, no manejar a alta velocidad o ceder el paso a los peatones</i></p>
	<p>Free or reduced transit fare for trips to San Rafael Transit Center (Downtown) only.</p> <p><i>Billetes gratis o de precio reducido para viajes al centro (Centro de Transito de San Rafael) solamente</i></p>
	<p>Wider sidewalks on main Canal streets (Kerner, Bellam or Francisco East) <i>[Circle which street is most in need of wider sidewalks]</i></p> <p><i>Ensanche de las aceras en las calles principales; Kerner, Bellam, o Francisco East. [Circule la calle que tenga mayor necesidad de ensanchamiento]</i></p>
	<p>More parking in the Canal / <i>Mas estacionamiento en el Canal</i></p>
	<p>Less traffic congestion on Kerner/Bellam Blvd</p> <p><i>Menos atasco/embolletamiento en el cruce de las calles Kerner y Bellam Blvd</i></p>
	<p>More street lighting in the neighborhood. / <i>Mas <u>iluminación</u> en las calles del vecindario</i></p>

APPENDIX F

**Memorandum #6
Summary of Community
Workshop #2**

Draft Memorandum #6

**JULY 20, 2006 OPEN HOUSE:
Presentation of Transportation
Solutions and Prioritization**

for the

**Canal Neighborhood
Community-Based Transportation Plan**

prepared by:

CANAL TRANSPORTATION PLAN STAKEHOLDER COMMITTEE

**Transportation Authority of Marin
City of San Rafael**

August 2, 2006

ACKNOWLEDGEMENTS

Canal Transportation Plan Stakeholder Committee

Dr. Laura Alvarenga
Eric Andersen
Rocky Birdsey
Ruth Donohugh
Rocio Cruz Hernandez
Richard M. Lockman
Enedina Mendieta

Jessuina Perez-Terán
Man Minh Phan
Blanca Portillo
Fernando Quezada
Maria A. Rodriguez
Tom Wilson
Beverly Yates

Canal Transportation Plan Technical Advisory Committee

Bob Brown, City of San Rafael
Dave Donery, Pickleweed Community Center
Mary Donovan, Marin County Health and Human Services
David Escobar, Marin County Board of Supervisors - District 4
Maureen Gaffney, Association of Bay Area Governments

Linda M. Jackson, City of San Rafael
Harvey Katz, Golden Gate Transit
Therese Knudsen, Metropolitan Transportation Commission
Carey Lando, Transportation Authority of Marin
Amy Van Doren, Marin County Transit District
Tina Warren, Marin County Department of Health

Transportation Authority of Marin

Dianne Steinhauer, Executive Director
Carey Lando, Senior Transportation Planner

City of San Rafael

Bob Brown, Community Development Director
Linda M. Jackson, Principal Planner
Andy Preston, Public Works Director

Consultants

Carol Levine, Elizabeth Cruz and Peter Martin, Wilbur Smith Associates
John Young, Ericka Erickson and Olivia Beltran, Marin County Grassroots Leadership Network

Funding provided by a \$60,000 grant from the Metropolitan Transportation Commission, and by the Transportation Authority of Marin, and the City of San Rafael.

This document was written for the Canal Stakeholder Committee, which is preparing a Community-Based Transportation Plan. Copies of this report are available at www.tam.ca.gov or call 415-499-6528.

INTRODUCTION

Memorandum #6 presents a summary of the second Open House for the Canal Community-Based Transportation Plan. This community meeting was held to present the draft solutions developed to address the existing “transportation gaps” identified during the first Canal Transportation Open House (February 2006), through review of previous studies, and through input from the stakeholder committee. This report discusses the outreach conducted to advertise the second Open House, the format of the meeting and materials presented, and the community’s input on the presented solutions as well as their prioritization of the individual projects.

The second Canal Transportation Plan Open House was held on July 20, 2006 from 6:00 – 8:00 PM at the recently-reopened Pickleweed Community Center, a facility within the core of the neighborhood. The open house format was selected to allow participants flexibility in when and how long to attend the event. Attendees were encouraged to take their time in reviewing the presented transportation solutions. Children were invited to join their parents and share their input, and to participate in a special transportation-related arts & crafts project. Display boards of the 13 solutions were presented in English and Spanish. Staff from the Transportation Authority of Marin, City of San Rafael and Wilbur Smith Associates as well as members of the Stakeholder Committee were present to answer questions, facilitate discussion, record comments and provide translation assistance, as needed, in Spanish and Vietnamese. More than 100 residents and interested parties attended the Open House. Copies of the presented materials are included as [Appendix A](#) of this memorandum. The solutions presented included:

1. Bahia Vista Safe Routes to School/*Rutas Seguras a la Escuela Bahía Vista*;
2. Crosswalk and Lighting Improvements/*Cruces Peatonales y Farolas*;
3. Safety and Streetscape Improvements/*Mejoramientos de Seguro y Estética de las calles*;
4. ‘Street Smarts’ Program/*Programa de ‘Street Smarts’*;
5. Canalfront Paseo;
6. Canal Crossing/*Cruce del Canal*;
7. Rides to School for Parents/*Programa Rides to School para Padres*;
8. Informational Kiosk/*Kiosko Informativo*;
9. Highway Crossing/*Cruce de Autopista*;
10. Car Sharing Program/*Programa de Car Share*;
11. Enhanced Transit Service/*Aumento al Servicio de Tránsito*;
12. More and Bigger Bus Shelters/*Adicionales y mas grandes marquesinas*; and
13. Modified Transit Fare/*Tarifas de Autobús Reducidas*.

OUTREACH

A community workshop can be a very effective tool to share information but only if attendance reflects a representative cross-section of the community. To ensure a good turnout, it was important to advertise the workshop extensively. A workshop flyer including project fact sheet was the primary instrument used for outreach. These materials were prepared in English, Spanish and Vietnamese. These materials and listing of outreach efforts are included in [Appendix B](#). Many strategies were used to inform the community of the community transportation plan and solicit attendance at the workshop including:

- Presentations to community organizations - More than ten presentations were made at meetings of community organizations about the purpose of the Plan and upcoming workshops.
- Flyers to community groups - Flyers were given to over 80 community groups for distribution to their members.
- Flyers at community events - To reach community members that do not usually attend meetings or join organizations, flyers were distributed at community events such as 4th Street Farmers Market, Opening of the Pickleweed Community Center and Marin County Fair.
- Flyers posted at community locations - Flyers were posted at community meeting places, ESL classes, stores and businesses in the Canal Neighborhood and locations outside the Canal which are frequented by residents of the Canal.
- Previous meeting attendees - Flyers were mailed/emailed to attendees of first CBTP workshop and other previous transportation-related public meetings.
- Stakeholder Committee - Flyers were given to members of the Stakeholder Committee for distribution to friends and neighbors.
- Businesses - Flyers were mailed to 675 businesses in the Canal Neighborhood.
- Phone call/email reminders - The last week before the workshops, phone call and email reminders were made to the Stakeholder Committee, previous meeting attendees and various members of the community.
- Media - Press packets were sent to various media contacts including the *Marin Independent Journal*, *Pacific Sun*, *San Francisco Chronicle*, *El Vocero* and *Newspaper Impulso*. Articles about the CBTP appeared in the *Marin Independent Journal*, *Newspaper Impulso* and the *San Rafael Business*. In addition, the second workshop was announced on the *Nuestros Niños* Radio Program

OPEN HOUSE FORMAT

The Open House was organized into five primary stations. In addition, several current transportation and neighborhood projects and programs were displayed including the City's Medway Streetscape Improvements, Cal Park Hill Tunnel Rehabilitation, Highway 101 Carpool Lane Gap Closure project, Sonoma-Marín Area Rail Transit project, and Golden Gate Transit Rider's Guides. An arts & crafts activity table for children was hosted by the Marin County Bicycle Coalition. The five stations included:

Welcome Station - As they entered the meeting room, participants were welcomed to the workshop, asked to register and handed a 'fact sheet' that included a brief overview of the community-based planning process and listing of the 13 draft solutions being presented at the Open House. A video was also running in the background welcoming visitors in English, Spanish, and Vietnamese to the Open House; the video

was narrated by members of the Stakeholder's Committee and produced by the Marin County Grassroots Leadership Network.

Station 1 - The first set of proposed solutions focused on issues related to traveling within the Canal Neighborhood and addressed the difficulties experienced when walking and bicycling in the neighborhood. The solutions included capital improvements and education programs to improve safety and access. They are:

1. Bahia Vista Safe Routes to School/*Rutas Seguras a la Escuela Bahía Vista*
2. Crosswalk and Lighting Improvements/*Cruces Peatonales y Farolas*
3. Safety and Streetscape Improvements/*Mejoramientos de Seguro y Estética de las calles*
4. 'Street Smarts' Program/*Programa de 'Street Smarts'*
5. Canalfront Paseo

Station 2 - The focus of Station 2 was to address the barriers faced by residents in their attempt to travel beyond the Canal neighborhood. The potential solutions presented to overcome these barriers included bridging physical gaps that impede travel, providing supplemental transportation for areas not served by transit and providing transportation information.

6. Canal Crossing/*Cruce del Canal*
7. Rides to School for Parents/*Programa Rides to School para Padres*
8. Informational Kiosk/*Kiosko Informativo*
9. Highway Crossing/*Cruce de Autopista*
10. Car Share Program/*Programa de Car Share*

Station 3 - At Station 3, draft solutions to address the quality of transit service affecting Canal residents were presented. The identified solutions centered on increasing the convenience and affordability of transit use and providing more reliable transit service to Canal residents, who rely on transit as their primary means of transportation. In addition, comments were solicited about GGT service. The draft solutions included:

11. Enhanced Transit Service/*Aumento al Servicio de Tránsito*
12. More and Bigger Bus Shelters/*Adicionales y mas grandes marquesinas*
13. Modified Transit Fare/*Tarifas de Autobús Reducidas*

Prioritization Station - Attendees were thanked for their participation in the Open House and were given dots (three green dots for the projects thought to be of the highest priority and three red dots for projects thought to be of the lowest priority). Participants were asked to place these dots on the solutions they most wanted or least wanted to see realized in the neighborhood. The results of this voting exercise are included in the following section.

SUMMARY OF FINDINGS

Attendees expressed that they were pleased to recognize that their input from the previous workshop was addressed with the proposed solutions presented at this second Open House. Participants were able to comment further on how these solutions addressed their needs and those of family and friends in the Canal Neighborhood. In addition, participants were also asked to fill out a survey to determine the feasibility of introducing a Car Share Program to the neighborhood. Comments on the solutions, results of the Car Share Survey, as well as the priority placed on individual solutions are presented below.

COMMENTS

Canal residents provided the most input on traveling within the Canal neighborhood specifically pertaining to Solution 3: Safety and Streetscape Improvements/*Mejoramientos de Seguro y Estética de las calles*.

- Widen sidewalks and address power poles or other physical barriers that restrict access for wheelchairs and baby strollers.
- Residents also noted being concerned about their safety as they walked across the intersection of Bahía Street and Canal Street, and would like to see some sort of speed reducing device (e.g. speed bump) installed at this location.
- Install a traffic signal at the intersection of Harbor and East Francisco
- Add a two-way crosswalk at the intersection of Kerner Street and Bellam Street.
- Implement a “zero tolerance” policy for gang activity
- Police protection for children traveling to schools
- Increased enforcement of speeding laws
- Implementation of bike safety improvements outlined in the City Bike Plan.

In response to solutions addressing travel outside of the Canal neighborhood, attendees expressed interest in

- A pedestrian crossing for the Montecito Shopping Area
- Concerns over the traffic conditions on East Francisco Street
- Concern over impact of 1-way streets

With respect to transit, participants agreed with:

- Lowering fare prices for trips between the Canal and the Transit Center
- Pleased to know that their concerns about the affordability of fares was acknowledged

CAR SHARE SURVEY

After participants viewed the display for Solution 10, Car Share Program, they were asked to complete a “Car Share” Survey to determine the possibility of introducing such a program into the community. The concept of “car share” was not familiar to many and this gave Open House staff the opportunity to provide additional explanation. However, only 16 surveys were finally completed; this low percentage of response may not provide an accurate reading of the potential for car share in the Canal Neighborhood. The survey is included in [Appendix C](#). The results of the survey revealed:

- Overall, 88 percent of those surveyed would be interested in a “Car Share” program for the Canal neighborhood.
- Survey results showed that 100 percent of respondents met the minimum age requirement necessary to obtain a Car Share membership but only approximately 81 percent had a U.S driver’s license.
- Approximately 81 percent of respondents had driving experience of at least 5 years, and knew English well enough to use a website or phone service required to reserve a “Car Share” automobile.
- The majority, 63 percent, of respondents answered they would most use “Car Share” to run errands or go shopping. Around 56 percent said they would use “Car Share” to make doctor’s visits and half of those surveyed would use the service to transport their children to activities.
- Survey results indicate approximately 81 percent of respondents are both interested and eligible to participate in a Car Share program, and would benefit from the service to run errands, shop, or visit the doctor.

PRIORITIES

As a final exercise of the Open House, participants were asked to select their most and least favorite transportation solutions based on the information they had been provided that evening. Participants each received three green dots with which to designate their most favorite solution and three red dots to designate their least favorite solution. To tabulate the results of the voting, each Green dot the project was given a value of one (1) point and each Red dot was given a value of minus one (-1) point. The results of the voting are presented in Table 1 below.

Based on the voting results, Solution 2: Crosswalk and Lighting Improvements/*Cruces Peatonales y Farolas*; was the most preferred receiving a total of 50 votes. The second and third most favorite solutions were noted as Solution 6: Canal Crossing/*Cruce del Canal* receiving 42 votes and Solution 3: Safety and Streetscape Improvements/*Mejoramientos de Seguro y Estética de las calles* with 38 votes. From the input obtained during the Open House along with the prioritization results, residents of the Canal appear to be most concerned with safety of pedestrian travel and quality of transit service.

The solutions which were considered of least importance were Solution 10: Car Sharing program/*Programa de Car Share* which received a score of -25 votes, followed by Solution 9: Highway Crossing/*Cruce de Autopista* (-23 votes), and Solution 12: More and Bigger Bus Shelters/*Adicionales y mas grandes marquesinas* (-23 votes). The results of the least important solutions seem to indicate that residents are less concerned about traveling to the south of the neighborhood than they are to the north, residents are more concerned about transit service than bus shelters and are not fully supportive of ‘car sharing’. The ranking of Solution 10: Car Share program/*Programa de Car Share* was interesting given the conversations held with participants that seemed to indicate a good degree of interest in the potential for Car Share, however interest in the program did not coincide with its prioritization.

Table 1: Results of Project Prioritization

Total Points	Solution	Most	Least
50	2. Crosswalk and Lighting Improvements/ <i>Cruces Peatonales y Farolas</i>	52	-2
42	6. Canal Crossing/ <i>Cruce del Canal</i>	53	-11
38	3. Safety and Streetscape Improvements/ <i>Mejoramientos de Seguro y Estética de las calles</i>	39	-1
21	11. Enhanced Transit Service/ <i>Aumento al Servicio de Tránsito</i>	23	-2
16	1. Bahía Vista Safe Routes to School/ <i>Rutas Seguras a la Escuela Bahía Vista</i>	18	-2
4	7. Rides to School for Parents/ <i>Programa Rides to School para Padres</i>	10	-6
-1	5. Canalfront Paseo	5	-6
-6	13. Modified Transit Fare/ <i>Tarifas de Autobús Reducidas</i>	14	-20
-7	8. Informational Kiosk/ <i>Kiosko Informativo</i>	4	-11
-15	4. 'Street Smarts' Program/ <i>Programa de 'Street Smarts'</i>	4	-19
-23	9. Highway Crossing/ <i>Cruce de Autopista</i>	9	-32
-23	12. More and Bigger Bus Shelters/ <i>Adicionales y mas grandes marquesinas</i>	2	-25
-25	10. Car Share Program/ <i>Programa de Car Share</i>	5	-30

APPENDIX A

Problem: It isn't safe for my child to walk to school
(No es seguro para mi niño(a) caminar a la escuela)

1

SOLUTION: Bahia Vista Safe Routes to School **(Seguras Rutas a la Escuela Bahia Vista)**

Lead Agency: Transportation Authority of Marin, City of San Rafael, San Rafael City School District (Agencia Principal: Autoridad de Transporte de Marin, Ciudad de San Rafael, El Distrito Escolar de la Ciudad de San Rafael)

Cost: \$150,000 for design and construction (Costo: \$150,000 para el diseño y construcción)

Timing: Immediate, expected in Fall 2006 (Espacio de Tiempo: Inmediato, en Otoño del 2006)

Parents are concerned for their child's safety when they walk to school. The Safe Routes to School (SR2S) Program addresses these concerns with safety improvements along the routes that children take to school. The following improvements are proposed for Bahia Vista School:

- Raised Crosswalk at the school entrance on Bahia Way.
- 6 foot Curb Extensions to slow cars down and reduce the crossing distance for pedestrians at Canal Street/Bahia Way intersection and Bahia Way entrance.
- Curb Ramps for better disabled access at Canal St/Bahia Wy intersection and at Bahia Wy entrance.

In the future, the Safe Routes to School Program will continue at other schools not located in the Canal but attended by Canal students.

Los padres se preocupan por la seguridad de sus niños al caminar a la escuela. El programa de "Safe Routes to School (SR2S)" se dirige a estas preocupaciones por medio de mejoramientos a largo de las rutas que los niños toman para llegar a la escuela. Los siguientes mejoramientos son propuestos para la escuela Bahía Vista:

- Cruce Peatonal Elevado en la entrada de la escuela al lado de Bahia Way.
- Ensanche de aceras de 6 pies para reducir la velocidad de los automoviles y disminuir la distancia entre el cruce de las calles Canal y Bahia y la entrada de Bahía Way para peatones.
- Rampas de Acera para mejorar el acceso de los deshabilitados en el cruce de las calles Canal y Bahía y la entrada de Bahía Way.

En el futuro, el programa "Safe Routes to School (SR2S)" continuara con planes para extenderse a escuelas atendidas por estudiantes del Canal pero ubicadas fuera del vecindario.

Funding: Caltrans Safe Routes to School Program, City of San Rafael



Safe Routes to School
Plans for Bahia Vista
School

*Planes de "Safe Routes
to School" para la
escuela Bahía Vista*



Problem: It is difficult to cross some streets and is dark on the streets at night (*Es difícil cruzar en algunas calles y en otras no hay suficiente luz por la noche*)

2

SOLUTION: Crosswalks & Street Lighting **(Cruces peatonales y Farolas)**

Lead Agency: City of San Rafael (*Agencia Principal: La Ciudad de San Rafael*)

Cost: Crosswalks - \$0-\$5,000 depending upon number. Lighting: \$0-\$10,000
(Costo: Cruces peatonales - \$0-\$5,000 dependiendo del numero que sean instaladas. Farolas: \$0-\$10,000)

Timing: Immediate (*Espacio de Tiempo: Inmediatamente*)

The Canal community identified several locations within the neighborhood where it is difficult to cross the street. Kerner Blvd. (at Novato Street, Bellam Blvd., and Larkspur Street) and Canal Street (at Novato, Medway, Fairfax and Larkspur Streets) were most often mentioned. It was also noted that many sections of the street were dark at night, particularly at bus stops. The following measures would be taken to remedy these problems.

- **Crosswalks** - Review the locations noted above. If appropriate, install crosswalks or other improvements to make it easier to cross streets safely.
- **Lighting** - Evaluate lighting conditions and clear vegetation, replace or repair existing fixtures or install new fixtures as needed.

La Comunidad del Canal ha identificado varios lugares dentro del vecindario donde es difícil cruzar la calle. Las cruces del Boulevard Kerner (con las calles Novato, Bellam, y Larkspur) y la calle Canal (con las calles Novato, Medway, Fairfax, y Larkspur) fueron los lugares mas mencionados. Aun mas, fue notado que la mayor parte de las calles en el Canal están demasiado oscuras durante la noche, especialmente en las paradas de autobús. Las siguientes medidas serian tomadas para remediar estos problemas:

- **Cruces Peatonales** – Examinar los lugares indicados previamente. Si se encuentra que es apropiado, cruces peatonales o otros mejoramientos seran instalados para facilitar el cruce seguro de personas por las calles.
- **Farolas** – Evaluar las condiciones de luz y retirar la vegetación que estorbe, remplazar o reparar las luces que esten dañadas como sea necesario.

Funding: City of San Rafael, Lifeline Transportation Program, Transportation for Livable Communities (TLC), Hazard Elimination Safety Program (HES), Measure A Sales Tax Funds



High visibility crosswalk in Canal
Cruce de alta visibilidad en el Canal



Crosswalk in Menlo Park
Cruce peatonal en la ciudad de Menlo Park



Crosswalk in El Cerrito
Cruce peatonal en la ciudad de El Cerrito

Problem: It is unsafe to walk and bicycle on many Canal streets
(No es seguro caminar o andar en bicicleta por varias de las calles del Canal)

3

SOLUTION: Safety & Streetscape Improvements **(Mejoramientos de Seguro y Estética de las calles)**

Lead Agency: City of San Rafael (Agencia Principal: Ciudad de San Rafael)

Cost: \$0.5 - \$4 million for study and capital improvements
(Costo: \$0.5 - \$4 million para el estudio y mejoramientos capitales)

Timing: 3 – 8 years (Espacio de Tiempo: 3 – 8 años)

Safety is a concern of the Canal community particularly when walking and bicycling especially crossing streets (Canal, Kerner and Bellam), high speed traffic, and the general feeling of safety when walking at night. For a community that is heavily dependent on walking and transit, it is important that safe walking routes are available not only for access within the neighborhood but also to get to bus stops. This project would focus on finding and making the improvements necessary and would include the following steps.

- Review collision locations, bike/pedestrian/traffic counts, existing traffic controls, pedestrian facilities, sight lines, and school and GGT bus circulation.
- Identify hazardous locations and design safety improvements.
- Focus on capital improvements, specifically, traffic controls, lighting, sidewalk improvements, crosswalks, bulbouts, traffic calming techniques, and bus stop location improvements.
- Find the funding for implementation and make the improvements.

La seguridad es una preocupación clave para la Comunidad del Canal cuando caminando o usando su bicicleta. Hay preocupación específicamente sobre: la dificultad de cruzar en calles principales (Canal, Kerner, y Bellam), la alta velocidad de tráfico, y el sentido general de la seguridad en la calle por la noche. En una comunidad donde andar a pie y el uso de tránsito es bastante alto, tener rutas seguras para caminar que ofrezcan acceso a la vecindad igual que a las paradas de autobús es importante. Este proyecto se enfocaría en realizar los mejoramientos necesarios y incluiría lo siguiente:

- *Un reviso de las localidades de choques, cuentas de bicicletas/peatones/tráfico, controles de tráfico existentes, infraestructura peatonal, líneas de vista, y servicio de autobuses Golden Gate Transit. y escolares.*
- *Identificación de localidades peligrosas y medidas de seguridad*
- *Enfoque en inversiones en mejoras de control del tránsito, iluminación, diseño de aceras, instalaciones de cruces, infraestructura de reducir el tránsito, y paradas de autobús.*
- *Asegurar financiamiento para la implementación de las mejoras y llevarlas a cabo.*

Funding: Transportation Enhancements (TE), Congestion Management and Air Quality Program (CMAQ), Safe Routes to School, Lifeline Transportation Program, Measure A Sales Tax Funds, Transportation for Livable Communities (TLC), Hazard Elimination Safety Program (HES), California Office of Traffic Safety (OTS), RM2 Safe Routes to Transit, The Mello-Roos Community Facilities Act of 1982, California Conservation Corps (CCC)



Example of Raised Crosswalk
Ejemplo de un cruce peatonal elevado



Bulbouts in Venice, CA
Bulbouts en Venice, CA



Crosswalk in El Cerrito, CA
Cruce peatonal en El Cerrito, CA

Problem: People drive too fast and are not courteous to pedestrians
(*Los automovilistas conducen a altas velocidades y son descortes con los peatones*)

4

SOLUTION: ‘Street Smarts’ Program (*Programa de ‘Street Smarts’*)

Lead Agency: City of San Rafael, Marin Health and Human Services, community organizations
(*Agencia Principal: Ciudad de San Rafael, Servicios de Salud del Condado de Marin, y organizaciones comunitarias*)

Cost: Yearly cost of \$26,000 for staff time and \$0 - \$10,000 for printed materials
(*Costo: \$26,000 al año por el equipo de personal, \$0-\$10,000 para materiales*)

Timing: 1 – 3 years (Espacio de Tiempo: 1 - 3 años)

Traffic safety education is a key tool for changing the behaviors of drivers, pedestrians, bicyclists and promoting responsible use of the roadways. The Street Smarts Program uses extensive community outreach with:

- Education through Community Events – Presentations about the dangers and consequences of speeding, red light running, stop sign violations, school zone compliance, and crosswalk safety.
- Cooperation and Partnerships – Effective because it is a cooperative effort between governments, schools, transit agencies and community groups.
- Engineering and Enforcement – Works best in conjunction with improvements through engineering and enforcement to supplement the message to ‘Be Responsible and Share the Road’.

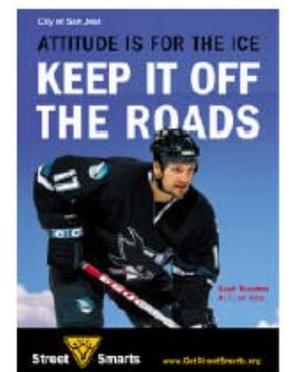
Educación sobre el seguro del tráfico es la clave para cambiar las costumbres de los automovilistas, peatones, ciclistas, y promover el uso responsable de las carreteras por estos usuarios. El programa “Street Smarts” tiene un fuerte elemento de alcance comunitario que promueve cambio através de:

- Educación via Eventos Comunitarios – Se harán presentaciones sobre los peligros y las consecuencias de conducir a altas velocidades, corriendo luces rojas, no haciendo el pare en los señales de stop, no conformando con las reglas de las áreas escolares, y la seguridad de los cruces de peatones.
- Cooperación y Asociaciones – Entre el gobierno local, las escuelas, agencias de tránsito, y grupos comunitarios ayudaran a proveer el apoyo institucional y motivaría la participación de residentes
- Ingeniería y Imponer la reglas – Estas dos facetas del programa ayudaran a hacer los mejoramientos físicos a las carreras y reafirmar el mensaje de “ser responsable y compartir las carreteras”.

Funding: Safe Routes to School, California Office of Traffic Safety (OTS), Zellerbach Family Foundation, Bikes Belong Coalition



Example of Materials for ‘Street Smarts’ Program
Ejemplos de materiales del programa “Streets Smarts”



Problem: The Canal waterway is a barrier instead of a resource
(*El Canal es mas impedimento que recurso*)

5

SOLUTION: Canalfront Paseo

Lead Agency: City of San Rafael (*Agencia Principal: Ciudad de San Rafael*)

Cost (Costo): \$1 - \$4 million (*Costo: \$1 - \$4 million*)

Timing: Conceptual planning in 1-3 years with completion in 8 or more years
(*Espacio de Tiempo: Planeacion conceptual en 1-3 años con termino en 8 años o mas*)

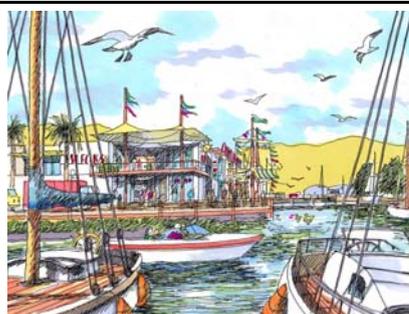
The San Francisco Bay Trail is a valuable recreation and ecological resource for many communities. In the Canal Neighborhood, the Bay Trail ends at Pickleweed Park. The Canalfront Paseo would provide a important link to Downtown and Pt San Pedro Road as well as open up the waterfront to more recreational opportunities, restore the ecological vitality of the Canal, and, with the Canal Crossing Project, provide a safer pedestrian and bicycle connection across the canal. The pathway would be developed through:

- Conceptual Design – Identify preliminary alignments for the Bay Trail alignment and possible uses of the waterfront through a cooperative effort of the City and community.
- Design and Engineering – Environmental review of the project followed by design and engineering including cost estimates for construction.
- Implementation – Secure funding and construct the pathway.

El Camino de la Bahía de San Francisco es un recurso recreacional y ecologico para varias comunidades. En el Barrio del Canal, el Camino tiene termino en el Parque Pickleweed. El Paseo Canalfront proveeria un coherencia con el Centro y la carretera San Pedro al igual de abrir el la zona ribereña para mas oportunidades recreacionales, y restorar la vitalidad ecologica del Canal. Aun mas, en conjunto con el proyecto del Cruce del Canal, el Camino creara una conexion mas segura para peatones y ciclistas atraves del Canal. El Camino de rutas peatonales y ciclovías seria desarrollado en tres etapas:

- Diseño Conceputal – Identificar alineamientos preliminares para el Camino de la Bahía y los posibles usos de la zona ribereña via un ezfuerzo coperativo entre la Ciudad y la Comunidad.
- Ingeniería y Diseño – Desarrollar los requisitos ambientales del proyecto, seguidos por el diseño y ingeniería incluyendo el presupuesto de costo para la construcción.
- Implementación – Asegurar financiamiento para la contrucción del Camino.

Funding: City of San Rafael, ABAG Bay Trail Grants, Measure A Sales Tax Funds, Transportation Enhancements (TE), Congestion Management and Air Quality Program (CMAQ), Recreational Trails Program (RTP), Nonmotorized Transportation Pilot Program, Community Based Transportation Planning (CBTP) Grants, Transportation Development Act Article 3, California Conservation Corps (CCC), Marin Community Foundation, Surdna Foundation, Bikes Belong Coalition, Kodak American Greenways Awards Program



Possible Canalfront Harbor Center
Centro del puerto Canalfront



Bay Trail to Pickleweed Park
Camino de la Bahía hacia el parque Pickleweed



Bay Trail Logo
Logo del Camino de la Bahía

Problem: Can't get across the Canal to Downtown, etc.
(No se puede cruzar el Canal para llegar al Centro)

6

SOLUTION: Canal Crossing (Cruce del Canal)

Lead Agency: City of San Rafael (*Agencia Principal: La Ciudad de San Rafael*)

Cost: \$1 - \$5 million (design & construction); operating costs would vary depending upon type of crossing (*Costo: \$1 - \$5 millón (diseño y construcción); costos de operacion serian variables dependiendo del tipo de Cruce*)

Timing: The Feasibility Study could begin within a year but construction of the Crossing may take up to 10 years (*Espacio de Tiempo: El estudio de factibilidad podria comenzar entre un año, pero la construcción del Cruce podría tomar hasta 10 años*)

A better pedestrian/bicycle crossing of the canal waterway has been a longtime desire of the Canal Neighborhood. The Canal Crossing would provide a connection with a pedestrian/bicycle bridge or tunnel, water taxi, shuttle or improvements to the existing roads and bridge. The process to be used:

- Feasibility Study - Analyze options for the connection. Select the preferred alternative based upon environmental impacts, engineering, cost and community support.
- Engineering and Design - Prepare design and engineering documents of the selected alternative.
- Construction of the Canal Crossing – Timing for construction will depend upon the ability to secure funding for the project.

Una forma mejor de cruzar el Canal por pie y bicicleta ha sido un gran deseo del Barrio del Canal por largo tiempo. El Cruce del Canal proveería una conexión por medio de un puente para peatones/bicicletas o un túnel, taxi de agua, lanza o mejoramientos al las carreteras y el puente existente. El proceso para realizar el proyecto sería el siguiente:

- Estudio de factibilidad – Diferentes alternativas serán analizadas para el Cruce del Canal. La alternativa preferida será definida basada en sus impactos al medio ambiente, ingeniería, costo, y apoyo comunitario.
- Ingeniería y Diseño – Los documentos de diseño e ingeniería de la alternativa seleccionada serán preparados
- Construcción del Cruce del Canal – El periodo de construcción será basado en la habilidad de asegurar financiamiento para el proyecto.

Funding: ABAG Bay Trail Grants, Measure A Sales Tax, Lifeline Transportation Prog. Trans. Enhancements (TE), Recreational Trails Prog. (RTP), Congestion Management & Air Quality Prog. (CMAQ), Nonmotorized Transportation Pilot Program, Transportation for Livable Communities (TLC), Comm. Development Block Grants (CDBG), Hazard Elimination Safety (HES), Caltrans Community Based Trans. Planning (CBTP) Grants, Bicycle Transportation Acct. (BTA), Trans. Dev. Act Article 3, Regional Bicycle & Pedestrian Planning Program, RM2 Safe Routes to Transit, etc.



Water Taxi in Vancouver, Canada
Taxi de Agua en Vancouver, Canada



Pedestrian Bridge in Madison, WI
Puente Peatonal en Madison, WI



Canal Waterway
El Canal

Problem: We can't get to our child's school
(No podemos llegar a la escuela de nuestros niños)

7

SOLUTION: Rides to School for Parents Program (Programa Rides to School para padres)

Lead Agency: San Rafael City School District
(Agencia Principal: Distrito escolar de la Ciudad de San Rafael)

Cost: \$2,000/year for event shuttles - \$15,000-30,000/year for taxi vouchers
(Costo): \$2,000 al año por servicio de ómnibus para eventos \$15,000-30,000 al año para cupones de Taxi)

Timing: 1 – 3 years (Espacio de Tiempo: 1 -3 años)

Many parents of the Canal Neighborhood cannot get to their child's school to attend school events, parent-teacher conferences, field-trips, to volunteer their time or in case of illness or family emergency. The Rides to School for Parents programs would provide transportation for parents traveling from the Canal to surrounding schools. The pilot program is anticipated to serve the San Pedro Elementary School which currently is not transit accessible and is fully attended by Canal students. In the future, it would be possible to extend this program to other schools. The program may operate in a number of ways building upon existing programs provided by San Pedro School.

- Special Event Shuttle Service from the Canal Neighborhood for evening school events.
- Subsidized Taxi Service for Canal parents to attend parent-teacher conferences or in case of emergency.
- More costly programs such as All Day Shuttle Service may be considered in the future perhaps as part of Local Initiative Service by MCTD.

La mayoría de padres en el Barrio del Canal no tienen acceso a la escuela de sus niños para atender eventos escolares, conferencias con maestros, viajes de campo, o en caso de enfermedad o emergencia familiar. El programa "Rides to School for Parents" proveería un modo de transporte para los padres viajando del Canal a las escuelas en el área. El programa se estrenará en la escuela San Pedro Elementary la cual no es accesible por falta de servicio de tránsito, pero si es bien atendida por estudiantes viviendo en el Canal. En el futuro, será posible extender este programa a otras escuelas. El programa podría funcionar de varias maneras en conjunto con los programas existentes de la escuela de San Pedro.

- Servicio de Ómnibus durante la noche sería disponible desde el Canal para eventos escolares.
- Servicio de Taxi Subsidizado para padres del Canal quienes necesitan asistir a conferencias con maestros o por causas de emergencia.
- Otros programas (de alto-costos) que podrían ser considerados en el futuro incluyen servicio de ómnibus durante todo el día como parte del servicio iniciativa local por medio de MCTD.

Funding: Lifeline Transportation Program, Access to Jobs and Reverse Commute Program, Marin Community Foundation, Zellerbach Family Foundation

Problem: We don't know about transit & other travel options
(*No conocemos las opciones de transito o alternativas para viajar*)

8

SOLUTION: Information Kiosk *(Kiosko Informativo)*

Lead Agency: City of San Rafael (*Agencia Principal: Ciudad de San Rafael*)

Cost (Costo): \$2,000-\$13,000 per kiosk (*2,000-\$13,000 por kiosko*)
\$0 - \$2,000/year for maintenance (*\$0 - \$2,000/ al año por mantenimiento*)

Timing: 1-3 Years (*Espacio de Tiempo: 1-3 Años*)

It is important to keep the community informed about the transportation options available to them. An Information Kiosk, placed in a central and accessible location in the neighborhood, would provide this service. The Kiosk would include information on:

(Es importante mantener a la comunidad informada sobre las opciones de transporte disponibles. Un kiosko informativo localizado en un lugar central y accesible del vecindario proveería este servicio. El kiosko incluiría información sobre:)

- Transit Routes (*Líneas de Tránsito*)
- Transit Subsidies (*Subsidios de Tránsito*)
- Paratransit Services (*Servicios de paratránsito*)
- Rideshare/Carpool/Vanpool
- Transportation Projects (*Proyectos de Transportacion*)
- Shuttle Services (*Servicio de Ómnibus*)
- School Bus (*Autobús Escolar*)
- Bicycle Routes (*Rutas de bicicleta*)
- County Car Maintenance Program (*Programa de mantenimiento de auto del Condado*)
- Earn-a-bike Program (*Programa Earn-a-bike*)
- Safe Routes to School activities (*Actividades sobre las rutas seguras a la escuela*)

Funding:
Lifeline
Transportation
Program, Access
to Jobs and
Reverse
Commute
Program
(JARC),
Transportation
Fund for Clean
Air (TFCA)



Transit Information at San Rafael Transit Center
Caja expositor en el Centro de Tránsito de San Rafael



Information at San Francisco Cable Car
Información sobre el Funicular de San Francisco



St. Louis, Missouri Information
Mostrador de información, St. Louis, Missouri

Problem: We can't get across the freeways
(No podemos cruzar los autopistas)

9

SOLUTION: Highway Crossing (Cruce de Autopista)

Lead Agency: City of San Rafael (Agencia Principal: Ciudad de San Rafael)

Cost: \$5 - \$25 million (Costo): \$5 - \$25 million

Timing: Conceptual planning in 1-3 years with completion in 8 or more years
(Espacio de Tiempo: Planeacion conceptual en 1-3 años con termino en 8 or mas años)

Access to destinations west of the Canal Neighborhood is limited by high speed, congested roadways. A pedestrian/bicycle highway crossing would provide a better route. The project would be approached in three phases:

- Conceptual Study – Review options for type of crossing (bridge or tunnel) and potential locations. Develop preliminary engineering, cost estimates, and environmental review. Select a preferred alternative for further study.
- Engineering and Design – Analyze the environmental and engineering requirements for the preferred alternative. Develop construction documents including cost estimates and potential funding sources.
- Implementation – Construction phase of the crossing would begin as soon as funding is secured.

El acceso a destinos al oeste del Canal es limitado por la alta velocidad y la congestión de los autopistas. Un cruce de peatones/ciclistas proveería una mejor ruta. El proyecto sería manejado en tres etapas:

- Estudio Conceptual – Reviso de las alternativas para los tipos de cruces (puente or túnel) y sus posibles localidades. Desarrollar planes preliminares de ingeniería, presupuestos de costo, y regulaciones ambientales. Seleccionar la preferida alternativa para estudio adicional.
- Ingeniería y Diseño – Análisis de las regulaciones ambientales e ingenieras para la alternativa preferida. Desarrollar documentos de construcción, incluyendo presupuestos de costo y posibles fuentes de financiamiento.
- Implementación – La etapa de construcción iniciaría tan pronto los fondos de financiamiento sean asegurados

Funding: Transportation Enhancements, Congestion Management & Air Quality Prog., Nonmotorized Transportation Pilot Prog., Lifeline Transportation Prog., Transportation for Livable Communities, Community Development Block Grants, Hazard Elimination Safety Prog., Safe Routes to School Prog., Caltrans Community Based Transportation Planning Grants, Regional Bicycle and Pedestrian Program, Bicycle Transportation Account, etc.



Pedestrian Bridge over I-80 in Berkeley
Puente peatonal sobre I-80 en Berkeley



Caltrain Tunnel in Mountain View
Túnel de Caltrain en Mountain View



Approach to Berkeley Pedestrian Bridge
Puente Peatonal en Berkeley

Problem: Sometimes we need a car but can't afford to own one
(En ocasiones necesitamos un automovil pero no podemos comprar uno)

10

SOLUTION: 'Car Share' Program (Programa de 'Car Share')

Lead Agency: Non-profit Community Organization

(Agencia Principal: Organización sin fines de lucro)

Cost: \$1 million for a 3 year program

(Costo: \$1 million por un programa de 3 años)

Timing: 3-8 years

(Espacio de Tiempo: 3-8 años)

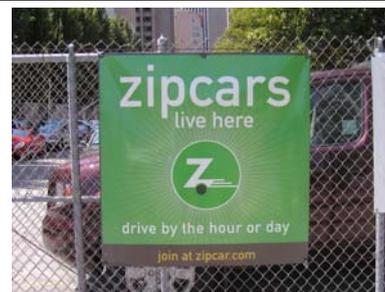
Driving is the most convenient way to make some trips but many residents in the Canal do not have access to a car. A car sharing program would provide flexible, convenient transportation to the community without the cost of owning and maintaining a private vehicle and typically requires that drivers be at least 21 years of age, driving experience, a good driving record, and a credit card or ATM. Car sharing programs offer the following amenities:

- Convenience – Car share 'pods' are located in the community within an easy walk of most members. Cars can be reserved days or minutes before use.
- Cost Effective – The cost of rental is approximately \$9/hr or \$2-5/hr with subsidies and includes unlimited mileage, gas and insurance.
- Availability – Automobiles are available on an hourly basis and is open 24 hours a day/7 days a week.
- Subsidies – Car sharing programs are often subsidized to reduce the rental cost to \$2-5/hr.

Conduciendo en automovil es la manera mas conveniente de hacer algunos viajes, pero muchos residentes en el Canal no tienen acceso a un auto. Un programa de "Car-Sharing" proveeria a la comunidad una forma de transporte que es conveniente y flexible sin el costo de ser dueño de un auto o mantenerlo. El programa de "Car Share" requiere que sus miembros tengan: 21 años de edad, experiencia conduciendo un auto, un record de conducir limpio, y que posean una tarjeta de credito o tarjeta ATM. El programa the "Car-Sharing" ofrece varios beneficios:

- Conveniencia –Estaciones de "Car Share" estan ubicadas en la comunidad al alcance de la mayoría de personas a una corta distancia en pie. Autos pueden ser apartados minutos o dias por adelantado.
- Economico – El costo de rentar un auto es aproximadamente \$9 la hora o \$2-\$5 con subsidios incluyendo, largometraje sin limite, gas, y aseguranza.
- Disponible – Todos los autos son disponibles en periodos de una hora, 24 horas al dial 7 dias a la semana.
- Subsidios- Los programas de "Car-Sharing" ofrecen subsidios que reducen el precio de renta a \$2-\$5 la hora la mayoría del tiempo.

Funding: Lifeline Transportation Program, RM2 Safe Routes to Transit, Access to Jobs and Reverse Commute Program (JARC), Marin Community Foundation



Various Carshare Vendors – Flexcar, Zipcar, CityCarShare (Varios vendedores de Carshare – Flexcar, Zipcar, CityCarShare)

Problem: The buses are crowded and aren't convenient for many places we go (*Los autobuses estan demaciado llenos y no son convenientes para llegar a los sitios donde vamos*)

11

SOLUTION: Enhanced Transit Service **(Aumento al Servicio de Tránsito)**

Lead Agency (Agencia Principal): Marin County Transit District (MCTD)

Cost: \$550,000 per year (*Costo: \$550,000 al año*)

Timing: Immediate, expected to begin in Fall 2006

(Espacio de Tiempo: Inmediatamente, anticipado de comenzar en Otoño del 2006)

Transit service is important to Canal residents who depend on public transit as their sole source of transportation. Adjustments to Golden Gate Transit would improve resident's access to locations outside the Canal and increase mobility in and around the Bay Area. Planned changes include:

- **Enhanced Frequency & Capacity** – Expanded duration of 15-minute frequency and supplemental trips for Route 35 to ease overcrowding during peak periods.
- **Direct Service** between Canal and destinations along Sir Francis Drake Boulevard (College of Marin, General Hospital, San Anselmo), northern San Rafael (Civic Center, Northgate, Kaiser), and Mill Valley.
- **Increased Convenience** – Residents will be able to make all-day single-transfer timed connections between Canal and Fairfax.



El servicio de tránsito es sumamente importante para los residents del Canal quienes dependen unicamente del transporte público. Ajustes al servicio de Golden Gate Transit podrian mejorar el acceso que los residents tienen a sitios fuera del Canal y aumentar la movilidad dentro del Área de la Bahía.

- **Aumentos de Frecuencia y Capacidad** – Aumentos al horario de servicio con 15 minutos de frecuencia y viajes adicionales en la Ruta 35 para reducir el sobre lleno de personas usando el autobús durante los períodos de mayor demanda.
- **Servicio Directo** entre el Canal y destinos a lo largo de Sir Francis Drake Boulevard (Collegio de Marin, Hospital General, San Anselmo), el Norte de San Rafael (Centro Civil, Northgate, Kaiser), y Mill Valley.
- **Mejor Conveniencia** – Residents podran hacer conexiones unicas de transbordo entre el Canal y Fairfax durante todo el dia.

Funding: Transportation Development Act Funds (TDA), State Transit Assistance Funds (STA), Measure A Sales Tax Funds, Fares, Lifeline Transportation Program, Property Taxes (used primarily for paratransit)

Problem: There are no bus shelter or shelters are too small
(No hay marquesinas o las que existen son muy pequeñas)

12

SOLUTION: More & Bigger Bus Shelters **(Adicionales y mas grandes marquesinas)**

Lead Agency: City of San Rafael

(Agencia Principal): (Ciudad de San Rafael)

Cost: No cost to the City

(Costo: Ningun costo a la Ciudad)

Timing: 1 – 3 years

(Espacio de Tiempo: 1-3 años)

Based upon comments from the Canal community, many bus stops are not outfitted with bus shelters or the existing shelters are not spacious enough to protect the large groups often waiting at the stops. To address these issues, the City will:

- **Identify** potential locations for bus shelters based on an analysis of transit route use.
- **Prioritize** the need for bus shelter at specific locations based on demand.
- Determine the **feasibility** of installing bus shelters.
- **Install** bus shelters at appropriate locations.
- Consider **benches** for locations not feasible for bus shelters.

Basado en los comentarios de la Comunidad del Canal, varias de las paradas de autobús no estan equipadas con marquesinas. Además, las pocas paradas donde si hay marquesinas son muy pequeñas para acomodar grandes grupos de personas. La Ciudad se hara cargo de este tema en la siguiente forma:

- **Identificación** de posibles localidades para instalar marquesinas a base de un análisis del uso de las rutas de tránsito.
- **Priorización** de la necesidad de marquesinas en localidades a base de alta demanda.
- **Determinación de la factibilidad** de instalar las marquesinas.
- **Instalación** de marquesinas en localidades apropiadas.
- **Consideración de bancos** para localidades donde las marquesinas no sean factible.

Funding: None required. The responsibility for funding lies on the advertising agency (CBS Outdoors).



Bus stop in Canal
Parada de bus en el Canal



Bus stop in Canal
Parada de bus en el Canal



Bus stop in Canal
Parada de bus en el Canal

Problem: Transit fare to Downtown is too expensive
(*El costo de la tarifa de autobús es demasiado caro*)

13

SOLUTION: Modified Transit Fare *(Tarifas de autobus reducidas)*

Lead Agency: Marin County Transit District (MCTD)/Marin County Health & Human Services
(*Agencia Principal: Distrito de Tránsito del Condado de Marin/ Servicios de Salud del Condado de Marin*)

Cost: \$600,000 per year for \$2.00 subsidy per roundtrip
(*Costo: \$600,00 por año por un subsidio de \$2.00 por viaje de ida y vuelta*)

Timing: 3 – 8 years (*Espacio de Tiempo: 3 – 8 años*)

The cost for the short trip from the Canal to Downtown, Montecito Shopping Center, San Rafael High School is more than many residents can afford (\$4/roundtrip) although many residents depend upon the bus to make this short trip. A reduction in fare for riders making the trip ONLY between the Canal Neighborhood and Transit Center would help alleviate the financial burden placed these transit patrons. The process of implementing a reduced price fare would take the following steps:

- Establish Subsidy Rate for these trips
- Determine Eligibility for the subsidy
- Determine Distribution Process for the subsidy
- Identify and Secure Funding for the subsidy

El costo de un viaje corto del Canal hasta el Centro de la Ciudad, el Centro Comercial Montecito, o la Secundaria San Rafael, es mas que la mayor parte de los residents pueden pagar (\$4/ida y vuelta). Aun así, una gran parte de los residents dependen del autobús para hacer este viaje. Una reduccion en el precio de la tarifa para usuarios haciendo el viaje exclusivamente entre el Canal y el Centro de Tránsito ayudaria a alliviar el peso financiero que cargan estos patrones de transito. El proceso para implementer una tarifa a precio reducido seria el siguiente:

- Establezer un indice de subsidio para estos viajes
- Determinar el Proceso de Distribucion para los subsidios
- Determinar Egebilidad para los subsidios
- Identificar y Asegurar Financiamient para los subsidios

Funding: Transportation Development Act Funds (TDA), State Transit Assistance Funds (STA), Measure A Sales Tax Funds, Fares, Lifeline Transportation Program, Property Taxes (used primarily for paratransit)



San Rafael Transit Center
Centro de Tránsito de San Rafael



Bus Loading in the Canal
Zona de abordar en el Canal



Bus Stop in the Canal
Parada de bus en el Canal

APPENDIX B

CANAL TRANSPORTATION PLAN OPEN HOUSE #2



Come learn about the draft recommended projects to address Canal Neighborhood transportation issues you've told us about.

Tell us what you think!

**THURSDAY
JULY 20th, 2006**
Drop in anytime between
6:00-8:00 pm

Refreshment will be served

**Pickleweed Park Community Center
50 Canal Street,
San Rafael, CA 94901**

This event is part of the Canal Transportation Plan, a collaborative effort by: Canal Stakeholder Committee, City of San Rafael, Metropolitan Transportation Commission, Transportation Authority of Marin, and other Canal residents.

Safe Routes to
Schools will provide
an educational
children's activity



For more information contact
Olivia Beltran, Program
Management Assistant
at
Marin Grassroots
Leadership Network



(415) 451-4350
Ext.301
or
e-mail:

grassroots@mcgln.org



San Rafael



KẾ HOẠCH CHUYỂN VẬN KHU CANAL KỶ 2 RỘNG CỬA ĐÓN CHÀO

Xin đến để biết về họa đồ kế hoạch được đề nghị, đồng thời góp tiếng nói cho vấn đề vận chuyển trong khu phố Canal mà quý vị đã từng nêu ra trước đây.

Xin Quý Vị Cho Ý Kiến!

THỨ NĂM

NGÀY 20 THÁNG 7, 2006

Xin đến bất cứ lúc nào trong thời gian

Từ 6:00 -- 8:00 giờ chiều

Tại : Trung Tâm Cộng Đồng Pickleweed Park

50 Đường Canal

San Rafael, CA 94901

Sự kiện này là một phần Kế Hoạch Vận Chuyển của Khu Canal, một nỗ lực phối hợp bởi : Ban Đảm Trách Tài Vụ Khu Canal, Thành Phố San Rafael, Ban Quy Hoạch Đường Xá Đô Thị, Sở Giao Thông Quận Marin, và những cư dân Vùng Canal.

Muốn biết thêm chi tiết
Xin gọi anh **Vinh Lưu**,
Giám đốc Chương trình
Khởi xướng & Giúp đỡ?
Người A' Châu.
Số' (415) 259-0178

Đường xá an toàn
tôi trồng sẽ tạo những
sinh hoạt giáo dục tốt
cho trẻ thơ

PLAN DE TRANSPORTACION DE CANAL "CASA ABIERTA" #2



Venga y aprenda sobre los proyectos del esquema recomendado, que usted nos dio, para abordar los asuntos de transportación de la comunidad de Canal ¡Díganos que piensa!

JUEVES

20 de Julio de 2006

Pase a cualquier hora entre las
6:00 y 8:00 pm

Habrà refrigerio

Pickleweed Park Community Center
50 Canal Street,
San Rafael, CA 94901

Safe Routes to
Schools proveerá una
actividad educativa
para los niños

Para mas información llame
Olivia Beltrán, Asistente de
Manejo de Programa
de
Marin Grassroots
Leadership Network



(415) 451-4350
Ext.301

Correo electrónico:
grassroots@mcgln.org

Este evento es parte del Plan de Transportación de Canal, un esfuerzo de colaboración por: Canal Stakeholder Committee, City of San Rafael, Metropolitan Transportation Commission, Transportation Authority of Marin, y otros residents de Canal.



San Rafael





Canal Neighborhood Community-Based Transportation Plan FACT SHEET

What is the Canal Neighborhood Community-Based Transportation Plan?

The Canal Neighborhood Community-Based Transportation Plan is a grass-roots approach to identifying barriers to mobility in the Canal Neighborhood, and solutions to overcome them. The collaborative process involves residents, local businesses, community and faith-based organizations, and public agencies.

The Canal Neighborhood Community-Based Transportation Plan is part of the regional Community-Based Transportation Planning Program created by the Metropolitan Transportation Commission (MTC) to allow minority and low-income Bay Area communities to set their priorities and evaluate their options for filling transportation gaps.

Who are the participants in the Canal Neighborhood Community-Based Transportation Plan?

- **Community members** are encouraged and welcome to attend the 2nd Community Workshop to learn about the draft projects developed from your comments.
- **Stakeholder Committee** is guiding the project. The Committee was appointed by the San Rafael City Council and includes Canal residents, Canal property and business owners and people who work in the Canal. Stakeholder Committee members are working with their neighbors and other interested people to learn about transportation issues, identify and evaluate possible solutions, and recommend projects that will make it easier to walk, bike, drive, and use a bus in the Canal neighborhood. Stakeholder Committee members include:

Dr. Laura Alvarenga	Richard M. Lockman	Fernando Quezada
Eric Andersen	Enedina Mendieta	Maria A Rodriguez
Rocky Birdsey	Man Minh Phan	Tom Wilson
Ruth Donohugh	Jessuina Perez-Terán	Dr. Beverly Yates
Rocio Cruz Hernandez	Blanca Portillo	

- **Transportation Authority of Marin (TAM) and City of San Rafael** as co-sponsors of the project.
- **Consultants** - Wilbur Smith Associates (WSA) providing technical assistance for plan development; The Marin County Grassroots Leadership Network (MCGLN) supporting for community outreach
- **Metropolitan Transportation Commission (MTC)** – Funding and project oversight.

How can you be involved in the Canal Neighborhood Community-Based Transportation Plan?

Attend the 2nd Open House on July 20th 2006, to review and comment on the 13 projects developed in response to the needs highlighted during the first Open House in February 2006. Please join us; your input is important!

Canal Transportation – Open House #2 - Thursday, July 20th 2006

Drop in anytime between 6:00 – 8:00pm

Pickleweed Park Community Center, 50 Canal Street, San Rafael, CA 94901

For more information visit the following websites:

Transportation Authority of Marin: www.tam.ca.gov; City of San Rafael: www.ci.san-rafael.ca.us;

Marin County Grassroots Leadership Network: www.mcgl.n.org

How can you get on the mailing list to be informed of future workshops in the neighborhood?

Write to: Marin County Grassroots Leadership Network
2915-A Kerner Blvd, San Rafael, CA 94903

Phone: (415) 451-4350

Or Email: grassroots@mcgl.n.org

Projects to be presented at the Open House

1. **Bahia Vista Safe Routes to School Improvements** – raised crosswalks, bulbouts and ramps.
2. **Crosswalk and Lighting Improvements** at key intersections and bus stops.
3. **Neighborhood Safety and Streetscape Project** includes improvements for safer walking, biking and driving in the neighborhood.
4. **'Street Smarts' Safety Education Program** targets behaviors of pedestrians, bicyclists and motorists and encourages safe sharing of the road.
5. **Canalfront Paseo** would provide a pathway along the canal for recreation and transportation.
6. **Canal Crossing** with a bridge, tunnel, water taxi, improvements to E. Francisco, shuttle, etc.
7. **Rides to School for Parents Program** at San Pedro School with shuttles for school events and taxi vouchers for school conferences and family emergencies.
8. **Neighborhood Travel Kiosk** with information about transit, bicycling, school buses, rideshare, paratransit, etc in a central neighborhood location.
9. **Highway 101/580 Crossing** includes a pedestrian and bicycle route from the Canal to Francisco Blvd West.
10. **Car Sharing Program** provides convenient car transportation without the cost of owning a car.
11. **Enhanced Golden Gate Transit Service** - more frequent service in the Canal and better connections to Mill Valley and Sir Francis Drake Blvd. Due in September 2006.
12. **Bus Shelters** – more and larger shelters in the neighborhood.
13. **Modified Transit Fares to Downtown** includes subsidized transit fares from Canal to Downtown.

Come give us your opinions



Plan de Transportación del Vecindario de Canal con Base-Comunitaria HOJA INFORMATIVA

¿Que es el Plan de Transportación del vecindario de Canal con Base-Comunitaria?

El Plan de Transportación del Vecindario de Canal con Base-Comunitaria tiene un enfoque popular para identificar barreras de movilidad en el Vecindario de la Comunidad de Canal, y las soluciones para vencerlas. En el proceso de colaboración se involucran a residentes, negocios locales, la comunidad y a organizaciones con base de fe, y agencias públicas.

El Plan de Transportación del Vecindario de Canal con Base-Comunitaria forma parte del Programa de Planeación de Transportación de Base-Comunitaria regional creado por la Comisión de Transportación Metropolitana / Metropolitan Transportation Commission (MTC) para permitir la participación de las comunidades minoritarias y de bajos ingresos, del Área de la Bahía, en la creación de prioridades y para que evalúen las opciones en como mejorar la transportación

¿Quiénes participan en el Plan de Transportación del vecindario de Canal con Base-Comunitaria?

- **Asociados Comunitarios** – Se anima y se da la bienvenida a todas las personas que asistan al 2º Taller Comunitario para aprender sobre las sugerencias, al proyecto, desarrolladas de comentarios de la comunidad.
- **Comité de Representantes** – Es el que guía el proyecto de planeación. El Concilio de la Ciudad de San Rafael designó el Comité de Representantes para el Plan de Transportación del Vecindario de Canal con Base-Comunitaria, el cual incluye a residentes de Canal, dueños de propiedad y negocios en Canal y gente que trabaja en Canal. Los miembros del Comité de Representantes trabajaran con sus vecinos y otras personas interesadas en aprender acerca de los temas de transportación para identificar y evaluar probables soluciones, y recomendar una lista de mejoramientos que hagan el área más segura y más cómoda para que la gente pueda caminar, andar en bicicleta, manejar y usar el autobús en el vecindario de Canal. Los miembros del Comité de Representantes son:

Dr. Laura Alvarenga
Eric Andersen
Rocky Birdsey
Ruth Donohugh
Rocio Cruz Hernández

Richard M. Lockman
Enedina Mendieta
Man Minh Phan
Jessuina Pérez-Terán
Blanca Portillo

Fernando Quezada
Maria A Rodríguez
Tom Wilson
Dr. Beverly Yates

- **Autoridad de Transportación de Marin / Transportation Authority of Marin (TAM) y la Ciudad de San Rafael** – En Asociación, como copatrocinadores, del proyecto están TAM y la Ciudad de San Rafael que proveerán el apoyo de empleados y otra asistencia necesaria.
- **Consultores** – Asociados de la compañía Wilbur Smith (WSA) proveerán asistencia técnica en el desarrollo del Plan; La Conexión de Liderazgo Popular de Marin / Marin County Grassroots Leadership Network (MCGLN) proveerá apoyo para la participación comunitaria.
- **La Comisión Metropolitana de Transportación / Metropolitan Transportation Commission (MTC)** – MTC provee la beca y supervisión del proyecto

De vuelta →

¿Cómo puede Usted involucrarse en el Plan de Transportación del vecindario de Canal con Base-Comunitaria?

Venga al segundo taller comunitario el 20 de Julio de 2006 para revisar y comentar sobre los 13 proyectos que fueron desarrollados para responder a las necesidades que fueron notadas en la primera “Casa Abierta” en febrero de 2006. Por favor acompañenos su opinión es muy importante.

Transportación de Canal – Casa Abierta #2 –Thursday, July 20th, 2006-06-29

Llegue a Cualquier hora entre las 6pm y 8pm

Pickleweed Park Community Center, 50 Canal Street, San Rafael, CA 94901

Para mas información visite las siguientes direcciones cibernéticas:

Autoridad de Transportación de Marin / Transportation Authority of Marin: www.tam.ca.gov

Ciudad de San Rafael: www.ci.san-rafael.ca.us

Conexión de Liderazgo Popular de Marin / Marin County Grassroots Leadership Network: www.mcgl.n.org

¿Cómo puedes integrar tu información a la fuente de datos para continuar siendo informado (a) de los futuros talleres en el vecindario?

Escribiendo a: Olivia Beltran, Program Management Assistant
Marin County Grassroots Leadership Network
2915-A Kerner Blvd
San Rafael, CA 94903
Numero Telefónico: (415) 451-4350 Ext. 301
Correo Electronico: grassroots@mcgl.n.org

Proyectos que se presentaran en la Casa Abierta

1. **Mejoramientos de seguridad a la Ruta de la Escuela Bahía Vista** – levantamiento de las aceras, extensión de las aceras en las esquinas de intersecciones y rampas.
2. **Mejoramientos de Cruceros e iluminación** en intersecciones principales y paradas de autobuses.
3. **Proyecto de Seguridad en la comunidad y de la Apariencia de las Calles** incluye mejoramientos para la seguridad de peatones, ciclistas y motoristas en la comunidad.
4. **‘Listo en las Calles’ Programa Educativo de Seguridad** Se concentra en la conducta de los peatones, ciclistas y automovilistas e incita a compartir las calles con seguridad.
5. **Un Paseo en el frente de Canal** un camino público a lo largo del canal para recreación y transportación.
6. **Cruce del Canal** por un puente, túnel, taxi acuático, mejoramiento para viajar en el área de la calle E. Francisco, un vehiculo que pasen a menudo de ida y vuelta regularmente, etc.
7. **Programa de Viajes a la Escuela para los Padres** a la Escuela San Pedro con un vehiculo que pase a menudo de ida y vuelta para los eventos escolares y vales para taxi para ir a conferencias escolares y emergencias familiares.
8. **Kiosco del Recorrido de la Comunidad** con información sobre transito, ciclistas, autobuses escolares, “rideshare” compartiendo para viajar, el sistema de transito publico en un lugar central para la comunidad.
9. **Cruzando la Autopista 101/580** incluye una ruta para peatones y ciclistas del Área de Canal a la parte Oeste de la calle Francisco Blvd.
10. **Programa para Compartir Carro** provee transportación conveniente de carro sin el costo de propiedad.
11. **Aumento de Servicio de Golden Gate Transit** - servicio mas frecuente para Canal y mejoramiento de las conexiones a Mill Valley y Sir Francis Drake Blvd. En efecto Septiembre de 2006.
12. **Casitas de Paradas de Autobús** – poner mas casitas y mas grandes en la comunidad.
13. **Modificar las cuotas de Transito al Centro** incluir subsidio de cuotas de transito para viajes de Canal al Centro.

Venga y Dénos Sus Opiniones



Kế Hoạch Giao Thông Với Nền Tảng Cộng Đồng Khu Canal GIẤY GHI CHÍNH THỰC

Kế Hoạch Giao Thông Với Nền Tảng Cộng Đồng Khu Canal là gì?

Kế Hoạch Giao Thông Với Nền Tảng Cộng Đồng Khu Canal là một nỗ lực từ căn nguyên để nêu rõ chương ngại hầu đưa ra biện pháp giải quyết và khắc phục. Đây là một bước tiến phối hợp bởi cư dân, thương nghiệp địa phương, cộng đồng, đoàn thể tín ngưỡng, và cơ quan công quyền.

Kế Hoạch Giao Thông Với Nền Tảng Cộng Đồng Khu Canal là một phần của Công Trình Giao Thông Lấy Cộng Đồng Làm Nền Tảng trong khu vực do Ban Quy Hoạch Đường Xá Đô Thị (MTC) phát họa để giúp cộng đồng thiểu số và khiêm tốn trong Vùng Vịnh đặt và đánh giá ý kiến nhằm đưa ra giải pháp ưu tiên để bồi đắp thêm cho vấn đề giao thông còn thiếu sót.

Ai là người tham dự trong Kế Hoạch Giao Thông Với Nền Tảng Cộng Đồng Khu Canal?

- Thành viên cộng đồng được khuyến khích đến tham gia Cuộc Bàn Thảo Cộng Đồng Kỳ 2 để biết những đề án họa đồ được làm theo ý kiến của quý vị.
- Ban Đảm Trách Tài Vụ hướng dẫn công trình. Ban được Hội Đồng Thành Phố San Rafael ủy nhiệm gồm có cư dân vùng Canal, chủ nhân bất động sản và thương nghiệp, và dân làm việc trong vùng. Thành viên Ban Đảm Trách Tài Vụ làm việc với láng giềng và dân có lợi ích chung để tìm hiểu vấn đề giao thông, đánh giá và nêu rõ giải pháp, giúp ý kiến cho công trình để làm cho người đi bộ, cưỡi xe đạp, lái xe, và đi xe buýt trong khu Canal được dễ dàng hơn. Thành Viên của Ban Đảm Trách Tài Vụ gồm có:

Ts. Laura Alvarenga

Eric Andersen

Rocky Birdsey

Ruth Donohugh

Rocio Cruz Hernandez

Richard M. Lockman

Eneidian Mendieta

Mấn Minh Phan

Jessuina Perez-Teran

Blanca Portillo

Fernando Quezada

Maria A Rodriguez

Tom Wilson

Ts. Beverly Yates

- Sở Giao Thông Quận Marin (TAM) và Thành Phố San Rafael tài trợ cho công trình.
- Tham Vấn - Hội Wilbur Smith (WSA) cung cấp về kỹ thuật để phát triển công trình; Mạng Lưới Lãnh Đạo Grassroots Quận Marin (MCGLN) giúp về mặt tuyên truyền trong cộng đồng
- Ban Quy Hoạch Đường Xá Đô Thị (MTC) - Cấp ngân khoản và giám đốc công trình.

Làm cách nào bạn có thể tham dự Kế Hoạch Giao Thông Với Nền Tảng Cộng Đồng Khu Canal? Hãy tham dự Cuộc Bàn Thảo Rộng Cửa Kỳ 2 vào ngày 20 tháng 7, 2006 để ôn lại và cho ý kiến về 13 công trình đã hoàn tất đồng thời đáp ứng nhu cầu được nhấn mạnh trong cuộc họp kỳ 1 hồi tháng 2, 2006. Xin tham dự và góp sáng kiến quan trọng.

Vấn đề giao thông khu Canal - Rộng Cửa Kỳ 2 - Thứ Năm, Ngày 20 Tháng 7, 2006

Xin đến bất cứ lúc nào trong thời gian từ 6:00 -- 8:00 giờ chiều

Tại : Trung Tâm Cộng Đồng Pickleweed Park, 50 Đường Canal, San Rafael, CA 94901

Muốn biết thêm chi tiết xin xem trang mạng:

Sở Giao Thông Quận Marin: www.tam.ca.gov; Thành Phố San Rafael: www.ci.san-rafael.ca.us;

Mạng Lưới Lãnh Đạo Grassroots Quận Marin: www.mcgl.n.org

Bằng cách nào trong cuộc họp về khu phố trong tương lai bạn có trên danh sách được thông tri?

Thư đến: Marin County Grassroots Leadership Network

2915-A Kerner Blvd, San Rafael, CA 94903

Phone: (415) 451-4350

Hoặc điện thư: grassroots@mcgl.n.org

Những công trình được trình bày trong cuộc bàn thảo rộng cửa

1. Cải tiến về mặt an toàn trên đường lộ tới trường Bahia Vista - gia tăng lằn ngang băng qua lộ an toàn, đường đi bộ, đường tắc.
2. Cải tiến lằn ngang qua lộ và ánh sáng tại những ngã tư chánh và trạm xe buýt.
3. An toàn khu phố và công trình đường phố cải tiến về lối đi, đường đi xe đạp, và xe hơi trong khu phố an toàn ơn.
4. Chương Trình Giáo Dục An Toàn về "Sáng Suốt Trên Đường" nhắm vào hành vi của người đi bộ, người đi xe đạp, và người cưỡi xe gắn máy, đồng thời khuyến khích việc san sẻ đường một cách an toàn.
5. Lối đi dọc bờ sông tạo đường dọc con sông cho việc tiêu khiển và vận chuyển.
6. Băng ngang sông Canal cải thiện cầu, đường hầm, tắc xi nước, xe đưa đón tới Đường E. Francisco, v.v.
7. Chương trình đưa đón phụ huynh học sinh tại Trường San Pedro có xe đưa đón và tắc xi phụ trội dành cho phụ huynh học sinh đến tham gia việc hội họp hay gia đình học sinh có vấn đề khẩn cấp.
8. Trạm chuyển vận trong khu phố cho tin tức về xe buýt hành khách, việc đi xe đạp, xe buýt trường, xe san sẻ, và xe di chuyển đa dạng tại trung tâm khu phố.
9. Ngang qua dưới cầu Xa Lộ 101/ 580 có đường dành cho người đi bộ và đi xe đạp để từ Canal tới Đại Lộ Francisco West.
10. Chương Trình San Sẻ Xe tiện cho việc di chuyển mà khỏi lo về chi phí sở hữu một chiếc xe
11. Gia tăng sự phục vụ về những chuyến xe buýt trong Tháng 9, 2006 sẽ có nhiều chuyến phục vụ tại khu Canal và tuyến đường liên kết tới Mill Valley và Đại lộ Sir Francis Drake tốt hơn.
12. Trạm xe buýt có hiên che - sẽ có nhiều và trạm lớn hơn trong khu.
13. Giá phải chăng tới vùng Downtown có phụ trợ về giá xe buýt từ Canal tới vùng Downtown.

Hãy tới để đóng góp ý kiến

**Canal Outreach for the Canal Transportation Plan – Open House #2
JUNE REPORT 2006**

Date	Group	Time/Place/Notes	Stakeholder/Staff	Results
Thursday, June 22, 2006	Community Meeting-Health Campus	6:30pm Welcome Center	Olivia	Invited 30 community members including organizations
Thursday, June 22, 2006	Jovenes y Familias de Canal (Paz Rodríguez & Mario Lopez)	7pm Pickleweed Park Community Center	Olivia	Meeting CANCELLED
Thursday, June 22, 2006	Marin Council Boy Scouts of America – Ronald Berliner	7:15pm Pickleweed Park	Olivia	Invited 7 families and gave out 50 flyers
Friday, June 23, 2006	Mentores – PSP	12 noon 2 nd portable @ Pickleweed Park Community Center	Olivia	Invited 5 community
Saturday, June 24, 2006	Grassroots Leadership Academy	12:30 noon Novato School District	Olivia	Invited 30 community members & Dario D'Arrigo committed to promote the Open House through his television program "Encuentro Latino" for the Novato Region by Comcast
Monday, June 26, 2006	Marin Community Clinic	3:40pm 250 Bon Air Road Greenbrae	Olivia	Gave 15 flyers to receptionist to get approval to post.
Monday, June 26, 2006	Community Mental Clinic	3:50pm 250 Bon Air Road Greenbrae	Olivia	Gave 10 flyers to receptionist to get approval to post.
Monday, June 26, 2006	MGLN Database	Media	Olivia	e-mailed the press release, factsheet & press releases to 53 media

**Canal Outreach for the Canal Transportation Plan – Open House #2
JUNE REPORT 2006**

Date	Group	Time/Place/Notes	Stakeholder/Staff	Results
Tuesday, June 27, 2006	Laundromats	9am in San Anselmo, and Fairfax	Olivia	Posted
Tuesday, June 27, 2006	Marin Housing Authority	10am 4020 Civic Center Drive, San Rafael	Olivia	30 flyers in waiting area
Tuesday, June 27, 2006	Buckelew	1:30pm 1000 Sir Francis Drake Blvd. San Anselmo	Olivia	Posted flyer in reception area
Wednesday, June 28,2006	Follow up e-mailed to media sources	Marin IJ Pacific Sun & Chronicle	Olivia	Called reporters in charge of Transportation to ask for coverage “Open House 2”
Wednesday, June 28,2006	Saul Godinez, Canal Alliance	Saul will pass to ESL, Computer	Olivia	Delivered 100+ flyers
Wednesday, June 28,2006	Canal Alliance	Waiting room and window posting	Olivia	50 flyers
Wednesday, June 28,2006	Canal Welcome Center	Waiting room	Olivia	30 flyers
Wednesday, June 28,2006	Canal Alliance	Community meeting sponsored by Stuart foundation	Douglas	20 flyers
Thursday, June 29 th , 2006	Newspaper Impulso	Francisco	Olivia	Sent press releases & factsheet
Friday, June 30 th , 2006	Marin County Fair	distributed	Olivia	15 flyers

Please note that there are places that are not within the Canal Area; however, community members do travel outside the Canal Area and are served by county-wide organizations.

**Canal Outreach for the Canal Transportation Plan – Open House #2
JULY REPORT 2006**

Date	Group	Time/Place/Notes	Stakeholder/Staff	Results
Early July	Businesses in Canal Neighborhood	675 flyers mailed	City	
Thursday, July 6 th , 2006	Canal Welcome Center “Colors of my Town”	6-8pm Canal Welcome Center	Olivia	Explained, invited 36 people to Open House
Friday, July 7 th , 2006	Canal Stakeholder Committee members	Sent press releases, factsheet & 20 flyers	Olivia	20 packages sent
Friday, July 7, 2006	ISOJI	6:30pm Welcome Center	Olivia	Distributed 10 flyers
Monday, July 10 th , 2006	Media: Marin IJ, Pacific Sun, SF Chronicle & El Vocero	Press releases to: Mark Prado, Peter Fimrite & Pepe	Olivia	Sent trilingual flyer, press releases and factsheet
Tuesday July 11 th , 2006	MGLN Database	113 local organizations and individuals interested in transportation issues.	Olivia	Wrote, edited and mailed letter with factsheet and 2 flyers.
Wednesday, July 12 th , 2006	MGLN Database	50 who attended the 1 st Open House	Olivia	Wrote, edited and mailed letter with factsheet and 2 flyers.
Thursday, July 13, 2006	Stores: Azteca Market & Goodwill	Lincoln Avenue	Olivia	Posted flyers
Thursday, July 13, 2006	Public	6pm 4 th Street Farmers’ Market	Olivia	Explained CBTP and distributed 50 flyers and 50 factsheets
Saturday, July 15 th , 2006	Public	11am Pickleweed Park Inauguration of	Olivia	Distributed 200 flyers and 200 factsheets.
Sunday, July 16 th , 2006	Nuestros Niños Radio Program http://www.nuestrosninos.com/programasprevios.html	“Open House” announced	Olivia	Dr. Marisol Muñoz-Kiehne
Monday, July 17 th , 2006	Newspaper – Across Marin	Marin Independent Journal	Olivia	Sent Press release

**Canal Outreach for the Canal Transportation Plan – Open House #2
JULY REPORT 2006**

Date	Group	Time/Place/Notes	Stakeholder/Staff	Results
Monday, July 17 th , 2006	Man Minh Phan's group	Canal Vietnamese Community	Olivia	Mailed 21 factsheets in Vietnamese
Monday, July 17 th , 2006	Canal Alliance		Olivia	100 flyers given for community food bags
Tuesday, July 18 th , 2006	All the stores in Lee's Market area & Laundromat	Belvedere Street	Olivia	Posted flyers in the stores and gave flyers to people
Tuesday, July 18 th , 2006	MGLN Database	Canal Community Residents	Alice	Called 60 people & reminded them about the "Open House 2"
Tuesday, July 20 th , 2006	MGLN Database	Sent an e-mail card to remind them about "Open House 2"	Olivia	e-mail to 977 people in Marin County
Tuesday, July 19 th , 2006	MGLN Database	People who attended the "Open House 1" & Academy Alumni	Alice	Called 30 people & reminded them about the "Open House 2"
Tuesday, July 19 th , 2006	MGLN Database	Stakeholder Committee Members	Olivia	Called 11 members to remind them of the "Open House 2"
Wednesday, July 20 th , 2006	MGLN Database	People who attended the "Open House 1"	Olivia	Called 25 people to remind them about the "Open House 2"

Please note that there are places that are not within the Canal Area; however, community members do travel outside the Canal Area and are served by county-wide organizations.

APPENDIX C

“Car Share” Survey

Please help us to find out if “Car Share” can be offered in the Canal Neighborhood by filling out this confidential survey.

“Car Share” is a membership program that provides cars for use by the hour and offers its members the flexibility and convenience of owning a car without the costs of buying, maintaining, insuring or fueling. Cars are parked in the neighborhood so it is only a few minutes walk to get to the “Car Share” truck, van or sedan. A member makes a reservation for a car by phone or internet. Reservations can be made anytime before a trip. Payment is automatically charged to the member’s credit or ATM/debit card. Hourly rates are from \$2-\$5/hour and include the cost of gas, mileage and premium insurance. In addition to hourly rates, “Car Share” members may pay a yearly membership fee (about \$50). Actual costs for membership and hourly rates will vary, depending on program funding.

To help us determine if “Car Share” might be right for you and your Canal neighbors, please fill out the questions below. **Your answers are important!**

I. Check all the boxes that describe you:

- I am 21 or older.
- I have been driving for at least five years.
- I have a U.S. driver’s license.
- I have no more than two driving violations or accidents in the past five years
- I have not received a ticket for driving under the influence or recklessly in the past seven years.
- I have a credit card or an ATM/debit card.
- I have access to a computer and know how to use the internet.
- I speak and read English well enough to use websites or phone services in English.

2. I might use “Car Share” for these kinds of trips

- Going to work
 - Going to school
 - To visit friends
 - To run errands
 - Take my children places
 - Visit the doctor
 - To go shopping
- Yes**, I would be interested in a “Car Share” program in the Canal neighborhood!
- No**, I would NOT be interested in a “Car Share” program, because:
- It is too expensive.
 - Transit is more convenient.
 - I would rather have my own car.

THANK YOU!

Please return the survey to the Survey Box.

Encuesta de “Car Share”

Favor de llenar el siguiente cuestionario para identificar si el servicio de “Car Share” puede ser ofrecido en el barrio del Canal. Sus respuestas seran confidenciales.

El programa de “Car Share” es basado en una membresia que ofrece la flexibilidad y conveniencia de tener acceso a un automovil para uso personal sin tener que batallar con los costos de comprar, mantener, asegurar, y impulsar un vehículo. Los vehículos (camionetas, vans, y sedan) de “Car Share” se encuentran hubicados en localidades centrals del barrio que son accesibles por pie a cortas distancias. Miembros pueden reservar un vehículo atraves del telefono o internet a cualquier hora antes de su viaje y su pago es automaticamente caragado a una tarjeta de credito o debito. La renta del vehiculo tiene una escala de \$2-\$5 la hora y incluye el costo de gas, largometrage, y aseguranza. El programa “Car Share” tambien ofrece membresias anuales con un costo de \$50.00. El costo de membresias y escalas de precios por hora dependeran sobre el financiamiento del programa.

Para ayudarnos a determiner si el programa de “Car Share” seria apropiado para usted y sus vecinos del Canal, favor de llenar el cuestionario . **Sus respuestas son importantes!**

I. Llene los cuadros que lo describan a Usted :

- Tengo 21 años(o mas) de edad
- Tengo mas de 5 años de experiencia conduciendo
- Tengo licencia estadounidense para conducir
- No tengo mas de dos ofensas o accidents en mi record de conducir.
- No he recibido una multa por conducir bajo la influencia del alcohol o ser un conductor imprudente en los pasados siete años.
- Tengo una tarjeta de credito o debito.
- Tengo acceso a un ordenador/computadora y se usar el Internet.
- Puedo hablar y leer Inglés suficientemente para usar paginas web o servicio telefonico en Inglés.

2. Podria usar “Car Share” para los siguientes tipos de viajes:

- Ir al trabajo
 - Llevar a mis niños a ciertos lugares
 - Ir a la escuela
 - Visitar al doctor
 - Visitar a los amigos
 - Ir de compras
 - Correr mandados
- Si estoy interesado en el programa de “Car Share” para el barrio del Canal!
- No estoy interesado en el programa de “Car Share” porque:
- Es demaciado caro.
 - El servicio de transíto es mas conveniente.
 - Preferiría tener mi propio vehículo.

GRACÍAS!

Favor de devolver este cuestionario a la caja indicada.

APPENDIX D



Transportation **A**lternatives for **M**arin

July 20, 2006

Canal Community Based Transportation Committee
Transportation Authority of Marin
City of San Rafael

Dear Interested Stakeholders:

Transportation Alternatives for Marin ("TAM") is a 501(c)(3) non-profit corporation whose mission is to promote pedestrian and bicycle transportation, in the United States and globally, by making Marin County, California the national model for pedestrian and bicycle transportation. TAM also works to demonstrate that investment in integrated bicycle and pedestrian infrastructure, combined with education, is the optimal transportation solution and an integral part of an effective multi-modal transportation system.

The Canal is the most highly-dense populated region in Marin County. Traffic congestion is increasingly worsening which has caused unsafe and undesirable pedestrian and bikeable conditions. Additionally, the unsafe conditions have "islandized" the Canal, making it difficult for individuals without personal vehicles to commute and endangering those without autos from moving about the community by automobiles. It is crucial that the Canal Neighborhood Community Based Transportation Plan incorporate concepts that will connect The Canal to surrounding communities, transit, and the North-South Greenway, as well as all people to get around the neighborhood safely. Transportation Alternatives for Marin recommends seven infrastructure improvements which will improve the ability for Canal residents to move about their community and commute by non-motorized means in a safe and efficient manner:

1. Medway/101 Underpass
 - a. Currently, pedestrians and bicyclists must confront unsafe traffic conditions from Bellam to Andersen and on East Fransico.
 - b. The underpass from Medway and East Francisco, underneath Highway 101, and connecting to the North-South Greenway, will provide a direct link from Bellam



to Andersen, and will connect The Canal into the North-South Greenway, which will eventually run the length of the County.

2. Canal Street Bridge

The bridge should extend across San Rafael Creek and connect San Pedro to Canal Street. The bridge will allow pedestrians and bicyclists on the south side of the canal to connect directly to San Rafael High School, Manzanita Shopping Center, the San Rafael Transit Center, and neighborhoods on the south side of the creek. The bridge could retract horizontally, allowing for boat access.

3. From the Canal Street Bridge, and continuing west on 3rd St, separate bike paths on each side of 3rd St. next to sidewalks, would connect pedestrians and cyclists to the San Rafael Transit Center.

4. A separate two-way bike path next to the sidewalk on the north east side of East Francisco from 3rd St. to Bellam would allow safe passage on the west side of The Canal for pedestrians and cyclists.

5. "Canal Loop"

A loop path, a bike track for cyclists and sidewalk for pedestrians would start at Bellam and Andersen, and run along Bellam, on each side of the street, under 101 to Baytrail at Egret View. This would be the "jewel" loop in The Canal; a complete safe passage for humans without cars. The separate path on each side of Bellam merges into the existing Baytrail around Pickleweed Park. The path goes around Pickleweed Park and at Sorrento, it turns into a separate bike path again on each side of Sorrento to Canal and Medway. From Canal and Medway the separate bike path next to a sidewalk continues along Canal all the way to The Canal, crossing the Canal to Point San Pedro Road.

6. Community Gathering Area:

Develop a roundabout and a community gathering location at Canal and Medway. This would entail blocking off Belvedere, removing on-street parking, and creating a community gathering area in the heart of the Canal.

7. Construct separate bike paths next to the sidewalks along Medway to East Francisco. Eliminate ALL on-street parking on Medway. This would create a promenade into the Canal, and provide safe access to the Medway to Andersen underpass.

These improvements to the Canal transportation infrastructure not only make it safer for Canal residents to commute by foot or bicycle, but create a more environmentally and



Transportation **A**lternatives for **M**arin

socially responsible community. In their totality, these suggestions describe a system of safe neighborhood travel. A community less reliant on cars is a healthier and more sustainable community.

If you have any questions, please contact Transportation Alternatives for Marin. We look forward to working with you to make these concepts a reality.

Very truly yours,

Patrick M. Seidler
President

Cc: Marin County Bicycle Coalition
Bay Trails
Supervisor Steve Kinsey

APPENDIX E

Canal Neighborhood Survey

Surveys were conducted in 2004-2006 with 60 percent completed in late 2005. They were conducted due to requests for improvement in the area. The Marin Center for Independent Living conducted the Survey of the Canal neighborhood. The purpose was to identify pedestrian accessibility and encroachment issues along with infrastructure improvements identify Pedestrian Gap closure projects with the goal of improving pedestrian safety and accessibility for all pedestrians including the disabled.

In many parts of the canal neighborhood we found cars parked on the sidewalk blocking the pedestrian right-of-way.

- 1) 126 Front St
Across from 126 Front St south side of front Street encroachment of sidewalk with structure.
- 2) Front Street and Hoag Street
On Front Street south side curb in gutter installed.
Sidewalks are unimproved dirt and gravel approximate 500 feet.
- 3) 14 Front St
On Front Street north side PG&E utility pole and guide wire blocking pedestrian accessibility. (Recently replaced)
- 4) Hoag Street and Front Street
On Hoag Street, west side across from number 44 Hoag St. Curb and gutter installed.
Sidewalks are unimproved dirt and gravel approximate 300 feet.
- 5) 44 Hoag Street
Parking aisles are encroaching on the pedestrian right-of-way. East side of Hoag Street.
- 6) Hoag St
Across from 54 Hoag Street on the west side, fire hydrant blocking pedestrian right-of-way 22 inches of clearance on sidewalk.
- 7) Medway Street and East Francisco Boulevard
On Medway Street adjacent to Scotland Yard auto sales PG&E utility pole 35 inches of clearance
- 8) Medway Street
Adjacent to Golden Gate Transit bus stop and next to Scotland Yard. PG&E utility pole 28 inches of clearance south side of driveway.
- 9) 191-193 Mill St

Adjacent to Tera Linda Towing on Mill Street south side. Curb and gutter installed. Sidewalks are unimproved dirt and gravel approximately 300 feet

10) 191 Mill St

PG&E utility pole replaced with no asphalt vegetation and dirt 10 inches of clearance for pedestrians (across the street north side of Mill Street)

11) 124 Belvedere Street

PG&E utility pole 30 inches of clearance. On North side of Belvedere Street

12) Tiburon Street and Belvedere Street

On Tiburon Street West side. Curb and gutter in place sidewalk unimproved dirt and gravel approximately 300 feet

13) Novato Street and Kerner Boulevard

Adjacent to 3525 Kerner Blvd on Novato Street north side of Novato Street three obstructions.

Fire hydrant 25 inches of clearance adjacent to corner of intersection.

PG&E guide wire 29 inches of clearance.

PG&E utility pole 28 inches of clearance

14) 30 Novato St

Sommer Hill Town Homes

Starting at 30 Novato St N. side heading west are numerous encroachments. Here are some examples this is not a complete list.

PG&E utility pole 27 inches of clearance

PG&E guide wire 30 inches of clearance

Second utility pole heading west

PG&E utility pole 25 inches of clearance

Fire Hydrant 24 inches of clearance

PG&E utility pole 31 inches of clearance

There are also encroachments of the pedestrian right-of-way on the south side of Novato Street. This area has high pedestrian usage.

APPENDIX G
Canal Neighborhood
Community-Based Transportation Plan
Community Survey Results

CANAL NEIGHBORHOOD COMMUNITY-BASED TRANSPORTATION PLAN

COMMUNITY SURVEY RESULTS

This survey was conducted in February 2006 for the Canal Transportation Plan.

- 1) What difficulties have you experienced traveling around the Canal neighborhood?
Que dificultades ha pasado yendo a lugares en la comunidad de Canal?

English Survey Response	Spanish translation
Some drivers don't obey the traffic rules.	Algunos conductores no obedecen las reglas de tráfico.
Experienced a lot of traffic with cars and people in community`	Tengo experiencia con mucho trafico, carros y peatones en la comunidad
Difficult to drive around the community where there aren't many traffic lights	Difícil manejar alrededor de la comunidad donde no hay muchas luces de tráfico.
Hard to get in and out from 2:30-5:30pm, Lots of congestion on E Francisco, Medway St, Bellam and Kerner Blvd into and out of neighborhood	Es difícil entrar y salir desde 2:30 a las 5:30 p.m. Hay mucho congestionamiento en E. Francisco, Medway, Bellam y Kerner hacia a dentro y a fuera de la comunidad.
Hours around 7:45-8:20am are really tough due to all school buses, UPS and FedEx trucks. It can be a long delay, 20mins or more before my family can get from our home on Portofino Rd. to Hwy 101 entrance.	Las horas alrededor de las 7:45 a las 8:20 a.m. son muy pesadas por las autobuses escolares, y las camionetas de UPS y FedEx. Puede ser un gran retraso, 20 minutos o más antes de que mi familia pueda llegar de nuestra casa en Portofina a la entrada del Highway 101.
Not enough points of entry or exit, very congested	No hay suficientes puntos de entrada y salida, muy congestionado
Main problem of canal parents is to transport themselves from Canal to the Davidson School Annex on 150 Lovell Ave in San Rafael	El problema principal para los padres que viven en el canal es de trasportar ellos mismos hasta la escuela Davidson en 150 Lowell en San Rafael.
Crossing under 580 at Bellam on foot or bike riding on sidewalk on E. Francisco to get to Montecito shopping center	Cruzando debajo del 580 en Bellam caminando, o manejando bicicleta en la banqueta en East Francisco hasta el centro comercial de Montecito
Long signals, lots of left turns, consider getting rid of loop and allowing two way traffic. Loop requires traveling through the E. Francisco/Bellam intersection and around adding congestion to Kerner/Bellam corner. Many people would not be at the corner unless forced to by the loop	Largas señales, muchos dobles izquierdas, quitar el lazo para dejar dos sentidos. El loop requiere que continuar manejando de el intersección E. Francisco y Bellam entonces hay mas congestionamiento. Mucha gente no estaría en la esquina si no estaría el Loop.
The immediate neighborhood is ok but many of the services the families need are not, like medical, dental care and a good larger grocery store	El vecindario esta bien, pero los servicios que necesitan las familias no, como medico, cuidado dental, y una tienda mejor y grande
Narrow streets, non pedestrian friendly sidewalks. Too many cars on the road from non canal residents	Las calles son muy angostas, las banquetas no son cómodas por los peatones. Demasiado carros de personas que no viven en el Canal.
Terrible drivers in cars, very dangerous for bicycles and pedestrians	Hay malos conductores terribles, muy peligroso para las ciclistas y peatones
It is very hard to get to and from parts around Marin, but particularly outside of commute hours. It's very hard to get from Terra Linda to downtown San Rafael, for example to catch an Airporter bus.	Es muy difícil llegar muchas partes alrededor de Marin, particularmente fuera de las horas de conmutar. Es muy difícil llegar Terra Linda al centro de San Rafael, por ejemplo para agarrar el autobús Airporter.
The sidewalks on Francisco Blvd East are too narrow for passage and the curb lane is too dangerous to ride in. Suggest we widen the sidewalk using the recent supreme court ruling to claim the needed land for a widened sidewalk. If not that, then build a "canal walk" along the canal so people have room to ride bikes, push baby strollers and walk to town so we can spend our money.	Las banquetas son muy angostas en la calle E. Francisco y la línea a llegada a la banqueta es muy peligrosa para viajar en ella. Sugería que amplia la banquete usando la ley reciente de la corte suprema que exige el terreno necesario para ampliar las banquetas. Si no eso, entonces, construye a lo largo el Canal para que la gente tenga espacio para andar en bicicleta, en empujar sus carillas y caminar a centro para gastar nuestro dinero.

CANAL NEIGHBORHOOD COMMUNITY-BASED TRANSPORTATION PLAN

COMMUNITY SURVEY RESULTS

This survey was conducted in February 2006 for the Canal Transportation Plan.

- 1) What difficulties have you experienced traveling around the Canal neighborhood?
 Que dificultades ha pasado yendo a lugares en la comunidad de Canal?

English Survey Response	Spanish translation
On weekdays, just getting to work. Continual backup on the Canal and Kerner from school bus and GG transit loading and unloading. Not enough crosswalks for pedestrian crossing. There needs to be a stoplight at the corner of Canal and Medway, continual backup. Too many speedsters on residential streets – need traffic bumps to control speed.	En los días de la semana, solamente para llegar a trabajar. Congestionamiento en las calles Canal y Kerner por los autobuses escolares y transportación publico que recoge y sube la gente. No hay suficientes cruceros para los peatones. Necesita una semáforo en la esquina de Canal y Medway – congestionamiento continual. Hay muchos conductores manejan muy rápido en las calles residenciales, necesitan topes para controlar la velocidad.
Very dangerous riding a bicycle at anytime, no room for a bicycle lane. More education of bicyclists and their responsibilities while driving a bicycle, use pedestrian crosswalks without getting off bike. There is a need for a bicycle lane on Francisco Blvd, sidewalk is used. Education, Education of this country's traffic laws, pedestrian rights, bicycle protocol.	Es muy peligroso manejar una bicicleta a cualquier hora, no hay espacio para un carril de bicicletas. Más educación para los ciclistas sobre las responsabilidades cuando están manejando una bicicleta y usan los cruceros de peatones sin bajarse de la bicicleta. Necesitan un carril para bicicletas en la calle E. Francisco Blvd. Educación, educación sobre las leyes de tráfico de este país, los derechos de los peatones, los protocolos de los biclistas.
Backup off of 101 into Canal neighborhood is horrendous between 5-6 pm.	El congestionamiento del 101 hacia la comunidad del Canal es horrendo entre las 5 – 6 p.m.
From the neighborhood to Third Street, tiny narrow sidewalk with plants that make it even narrower (don't take out the plants though) plus people on bikes, walking and babies in strollers. It's chaotic! Also crossing at the big crosswalk by the highway on/off ramps if you need to cross from Francisco over to the shopping plaza is a little scary for kids. If you do want to safely bike in and out of the canal you have to get over to Andersen Dr which means crossing under the highway on your bike. Again, you end up with lots of bikes on the sidewalk when should be on the road in marked bike lanes. I used to bike around the neighborhood a lot with kids and it was always scary because there aren't any designated bike lanes from where they live to Pickleweed Park. Again, the bikes end up on the sidewalks, which are already crowded. The intersection of Alto and Bellam street can be scary for all, maybe stop signs or a crosswalk?	Del vecindario hasta Third Street, las banquetas son muy angostos y las plantas que hacen aun mas angostas (pero no quiten las plantas) también la gente en bicicletas, caminando y los bebes en las cochecitos. También, cruzando el crucero de Francisco Blvd. hasta el centro comercial les da miedo a los niños. Si quieres manejar tu bicicleta con seguridad adentro y afuera del Canal se necesita manejar bicicletas hasta Andersen Dr. Hay muchas bicicletas en las banquetas cuando ellos deben estar en el carril de bicicletas. Bicicletas siempre andan en las banquetas que son muy llenos. El intersección de las calles Alto y Bellam le dan miedo a todos, tal vez poner un paradero o un cruce peatonal.
There is not a hub in the canal as there is in San Anselmo	No hay un centro de transito en el Canal, como hay en San Anselmo.

English Translation	Spanish Survey Response
Hard to communicate with the driver	Falta de comunicación con el conductor
On weekends, buses only come every hour	Los fines de semana, los autobuses pasa al hora
The buses are late	El tiempo que tarda los autobuses
Traffic, the cost of gasoline	El trafico, el costa de la gasolina
When I get to the Transit Center, most of the buses have already left.	Cuando llego al centro de transito en SR los demás buses ya se fueran
A lot of traffic (2)	Mucho trafico
Don't know what's available, and lack of safety	Falta de educación y falta de seguridad
A lot of racism from the drivers	Mucho racismo de los conductores
There are too many passengers riding the buses in the mornings.	Muchos pasajeros en el autobús por las mañanas

Note: Translation provided by volunteers, and is intended to provide an understanding of the original statement. However, in some cases, the translation is not a precise word for word rendition of the original.

CANAL NEIGHBORHOOD COMMUNITY-BASED TRANSPORTATION PLAN

COMMUNITY SURVEY RESULTS

This survey was conducted in February 2006 for the Canal Transportation Plan.

- 1) What difficulties have you experienced traveling around the Canal neighborhood?
Que dificultades ha pasado yendo a lugares en la comunidad de Canal?

English Translation	Spanish Survey Response
The buses are late in getting to the bus stops.	Los buses demoran en llegar a la parada
There aren't any bikeways in the Canal.	No hay carril para bicicletas en Canal
The buses are full in the mornings, and there aren't enough seats.	Buses llenos en las mañanas, no hay suficiente sientos
On weekends, the bus is over an hour late	Los fines de semana el autobús demora por los menos 1 hora
There isn't communication with the bus driver.	Falta de comunicación con el chofer
Sometimes the buses have too full.	Los autobuses a veces van demasiado llenos
The bus drivers treat people badly (racist)	Mal trato de los conductores (rasismo)
The buses are full in the mornings.	Los buses van llenos en las mañanas
The buses are too full.	Que van demasiado llenos
Sometimes the back doors on the bus don't open	A veces en el autobús las puertas traseras no abren
I think there needs to be better communication with the drivers, and better signage of the bus routes	Pienso que falta mayor comunicación con el conductor, señalización de rutas
Traffic congestion	El congestionamiento del trafico
To have to wait for the bus for a half hour or an hour	El tener que esperar el bus cada media hora o una hora
Not enough buses	Falta de buses
Too much traffic in the mornings	Mucho trafico en los mañanas
The bad conduct of the drivers, drunk drivers that drive too fast	La conducta de los chóferes del autobús, chóferes ebrios alta velocidad
Should have more buses around the community	Que sigan mas buses al rededor de la comunidad
Don't respect the stop signs in the streets	No respetar el alto en los calles
Problems with the back doors of the bus, can't see the back of the bus	Problemas con las puertas traseros del bus falta de visibilidad del frente para atrás
Most bikes are ridden on the sidewalk which make it inconvenient for pedestrians	La mayoría de las bicicletas se meten en el banquete es incomodo para los peatones
Taking the bus, sometimes they are late and off schedule	Viajando en autobús a veces los buses no pasan a la hora
Can't walk around at night, there are too many delinquents	No se puede caminar mucho de noche porque hay mucha delincuencia
When people don't have correct change bus drivers won't let passengers get on bus	Que cuando no traigo de un dólar, no dejan subió al bus
Always raising the ticket prices	En que suben muy seguido el pasaje
Doesn't know bus schedule because never been on a bus	No se el horario del bus porque nunca he estado en un bus
Bus takes too long, there isn't enough sufficient transportation	El bus tarda mucho, no hay suficiente transporte
Waiting for buses because they take too long, there aren't enough buses running	Esperando el autobús se tarda mucho, no hay suficiente autobuses
Too expensive, treat people badly, drivers don't stop where one wants to be dropped off. The drivers stop far from the stops.	Cobran muy caro, mal trato y no paran donde uno les dice - siempre paran muy lejos de las paradas.
Waiting for the bus for too long and for that I had a problem at my job	Esperando mucho tiempo y por eso tuve problema en mi trabajo
One day, I took the bus and I couldn't ask for a ticket in English which made the driver mad	Un día, tome el bus y no pude pedirle en ingles por el boleto y el chofer se enoja
First difficulty I have had is not being able to speak English	Primera dificultad que tuve es no puedo hablar en ingles
Main problem is the bus schedule, people work far away and buses don't come as scheduled	Principal problema es el horario, para muchos que trabajamos lejos no pasa a la hora
Lack of buses and attention that we deserve	Falta de mas autobuses y atención que merecemos
Not having transportation and not knowing locations well	No tener transporte y no conocer bien los lugares
Bus goes too full, and takes too long	El bus va muy lleno y se tarda mucho tiempo

Note: Translation provided by volunteers, and is intended to provide an understanding of the original statement. However, in some cases, the translation is not a precise word for word rendition of the original.

CANAL NEIGHBORHOOD COMMUNITY-BASED TRANSPORTATION PLAN

COMMUNITY SURVEY RESULTS

This survey was conducted in February 2006 for the Canal Transportation Plan.

- 1) What difficulties have you experienced traveling around the Canal neighborhood?
 Que dificultades ha pasado yendo a lugares en la comunidad de Canal?

English Translation	Spanish Survey Response
One occasion, I was waiting for the bus more than one hour	En una ocasión estuve esperando el bus mas de una hora
That the bus arrives late which makes us a little late arriving at work	El camión llega un poco tarde y llegamos un poco tarde al trabajo
There isn't enough transportation, always late	Que no hay transporte, muy tardado
Wait a long time for the bus, never comes on time and there aren't many buses	Esperar mas tiempo porque a veces nos deajo el bus no llego a tiempo, no hay muchos
The difficulty that I have is that Sunday the buses come really late	La dificultad que yo he pasado es que el autobús pasa muy tarde las días domingo
Not knowing where to wait for the bus to go back and not enough safety	No conocer las calles donde esperar el autobús para regresar y mucho inseguridad
How to ask how much a ticket costs?	Como preguntar cuanto se paga por el boleto?
For how long does a ticket last?	Cuando tiempo vale el boleto?
How to read the hours on the schedule?	Como leer la hora en un boleto de viaje?
Sometimes the bus doesn't arrive when it's supposed to	Que a veces no pasa el bus a tiempo
There aren't enough buses	Que no hay suficientes buses
Time wait for the bus is too long and it's difficult to get where you want to go	El tiempo que espero es mayor y se me dificulta para llegar a un lado
Sometimes, we are waiting for the bus for 30 minutes or one hour and that's a problem	A veces estamos esperando el bus por 30 minutos o una hora y eso es un problema
It takes a long time to get to work, the clinic, sometimes there are no seats to sit with children	Es mucho tiempo cuando va al trabajo o la clínica, veces no hay lugar sentarse con los niños
The travel time takes too long	El tiempo viajando tarde
Sometimes the bus doesn't come by at all	Que algunos veces el bus no pasa
There isn't a place to park my car and my window got smashed	No hay lugar para estacionar el carro y me rompieron el vidrio de mi carro
Last time, while was waiting for the bus, had to endure the cold because forgot my sweater	Otra vez esperando el bus tuve aguantar mucho frió, por la razón no tenia el sweter
Its hard to communicate with bus driver, want to go somewhere but they don't understand	Es difícil la comunicación con el conductor a veces uno quiere ir algún sito pero el no comprende
Difficulty is not being able to express myself in English	Dificultades son que no puedo expresarme en ingles por no saberlo
Cars brake too fast and it scares me as a pedestrian	Frena muy rápido, y me da miedo como pasajero
I had problems catching the #44 bus, it doesn't come at the time it states	Yo tuve problemas, cuando tomaba #44, no paso a la hora indicado
I've traveled on bus, bike, car, and on foot. There are many problems because don't speak English.	He viajado en bus, bicicleta, carro y a pie. Hay muchos problemas porque no se el ingles.
Some drivers don't wait for people that running to catch the bus	Algunos conductores no esperan cuando las personas van corriendo a tomar el bus.

English Translation of Vietnamese Survey Response
Please provide more bus schedules in the Canal Neighborhood
Please widen the sidewalks for pedestrians
We have to wait too long for a bus
Traffic is very congested in the AM & PM peak periods
Pedestrians walk in the streets
Too many teenagers get together and play cards

Note: Translation provided by volunteers, and is intended to provide an understanding of the original statement. However, in some cases, the translation is not a precise word for word rendition of the original.

CANAL NEIGHBORHOOD COMMUNITY-BASED TRANSPORTATION PLAN

COMMUNITY SURVEY RESULTS

This survey was conducted in February 2006 for the Canal Transportation Plan.

- 1) What difficulties have you experienced traveling around the Canal neighborhood?
Que dificultades ha pasado yendo a lugares en la comunidad de Canal?

Too many pedestrians walk in the street
Double parking; too many children are skate boarding, running and biking in the streets
Bicycle is convenient for short trips
Not enough bike lanes in the Canal
Pedestrians and bicyclists use the streets
Bicycle riders use the streets which interferes with traffic
We have to wait too long for a bus

CANAL NEIGHBORHOOD COMMUNITY-BASED TRANSPORTATION PLAN

COMMUNITY SURVEY RESULTS

This survey was conducted in February 2006 for the Canal Transportation Plan.

- 2) What difficulties have you experienced getting to places outside the Canal neighborhood?
 Que dificultades ha pasado yendo a lugares fuera de la comunidad de Canal?

English Survey Response	Spanish translation
Buses taking too long or too full or bus drivers being rude	Los autobuses toman demasiado tiempo o están demasiado llenos de gente, o los chóferes son descortés.
Without transportation it is difficult to reach destination because of the length of time	Sin transportación, es difícil llegar al destinacion, por largo tiempo
Walking or bicycling along East Francisco Blvd. is rough. Crossing at Second and Grand is difficult; cars just don't respect pedestrians and bicyclists. Crossing the street at Bellam and East Francisco is better than it was, more improvement needed in all directions of that intersection and down by the fire station on Kerner too. I have seen many near pedestrian/car accidents just past the gas stations and before the fire station area. Please help us before someone is killed or injured.	Caminando o manejando la bicicleta en East Francisco Blvd. es difícil. Cruzando las calles Second y Grand es difícil; los carros no respetan a los peatones y by ciclistas. Cruzando la calle en Bellam y E. Francisco es mejor que antes, mas mejoramiento es necesario en todas las direcciones de esta intersección y cerca de la estación de bomberos en Kerner también. He visto muchas casi-accidentes con peatones y carros cerca de las gasolineras y la estación de bomberos. Ayúdanos antes de que alguien se muera o sea herido.
Parents express that buses take too long	Los padres dicen que los autobuses toman demasiado tiempo.
It is very difficult to get to San Pedro school, especially during the middle of the day	Es difícil viajar a San Pedro, especialmente durante la mitad del día.
Parking, especially at Montecito Plaza, flow of traffic on Third accessing any of the shopping area around Third and Grand needs to be addressed. Fourth Street parking nonexistent. Proximity of Highway 101 to Canal area adds to congestion when Highway 101 is backed up, Francisco Blvd., first choice by many drivers to get across town. Build a more solid and higher wall barrier between Francisco Blvd. and Hwy 101.	Parque de estacionamiento en Montecito Plaza, mucho trafico en Third Street, visitando cualquier área comercial alrededor de Third y Grand necesitan discutirlo. Porque el Canal esta cerca de 101, hay congestionamiento cuando hay trafico en 101. No existe estacionamiento en Fourth St. Construir una pared más sólida y alta en medio de Francisco y 101.
Very bad intersection at Andersen & Bellam, particularly during morning rush. E. Francisco is too narrow for the level of traffic that goes down this street, again highway 101 is backed up, Francisco Blvd, first choice by many drivers to get across	La intersección en Andersen y Bellam esta muy mala, particularmente durante las mañanas. E Francisco es tan angosto para el nivel del tráfico que va en esta calle. Otra vez, 101 esta muy lleno, y Francisco Blvd. es el primer opción que escoge la gente para cruzar.
I don't have any problems – I only go between the Canal and Terra Linda high school.	No tengo problemas, voy solamente entre el Canal y Terra Linda High School
The buses to some areas require at least one transfer if they exist at all. Parents have a difficult time getting to San Pedro school by public transportation in day & night	Los autobuses hasta algunos lugares se necesitan un transfer (o más). Es difícil para los padres en viajar por transportación público a San Pedro School los días y noches.
Too much traffic	Demasiado traffic
Going anywhere on bike is scary! The bus stop for the #42 bus is in front of Mancini's Sleep World doesn't have a bench or a rain cover	Yendo en cualquier lado en bicicleta le da miedo! La parada del autobús de # 42 que esta en frente de Mancini's no tiene banca o algo que se cubra de la lluvia
I don't live in the Canal area, although I used to work there. I remember clearly the lack of buses and meeting spaces there	No vivo en el área del Canal, aunque yo trabaje antes allí. Recuerdo la escasez de los autobuses y de los lugares para tener reuniones.
I have had to wait a long time for buses. It is hard to find buses that come often enough	Tenía que esperar mucho tiempo para los autobuses. Es difícil de encontrar los autobuses que lleguen con fequencia.
Irregular bus schedule, hard to connect with BART and other transit hubs, bring BART and the SMART train to Marin, get people out of their cars.	Horario irregular de los autobuses, difícil de conectar con BART y otra transportación publico, traer BART y el SMART tren a Marin para que menos personas manejan.
Unless you drive, it is at least 2 buses to get anywhere	Si no maneja, es por lo menos 2 autobuses para llegar en alguna destinación.

Note: Translation provided by volunteers, and is intended to provide an understanding of the original statement. However, in some cases, the translation is not a precise word for word rendition of the original.

CANAL NEIGHBORHOOD COMMUNITY-BASED TRANSPORTATION PLAN

COMMUNITY SURVEY RESULTS

This survey was conducted in February 2006 for the Canal Transportation Plan.

- 2) What difficulties have you experienced getting to places outside the Canal neighborhood?
Que dificultades ha pasado yendo a lugares fuera de la comunidad de Canal?

English Translation	Spanish Survey Response
The buses are late to the bus stops.	Tardan en llegar al paradero
There are bus routes where the buses are very late in getting to their destination.	Hay rutas de buses que demoran mucho en llegar al destino
There isn't much information about bus schedules.	Que no hay mucha información de los horarios
Traffic, and the cost of gasoline	El trafico, el costo de la gasolina
It's a little difficult to get to Novato from San Rafael because the buses all leave early	De Novato a SR es poco difícil en bus porque salen todos juntos temprano
It's difficult to go from Novato (to San Rafael) after 9:30 pm.	Venir de Novato a San Rafael después de los 9:30 p.m. es difícil
Not enough buses much of the time.	Falta de bus por mucho tiempo.
Lack of bilingual bus drivers.	Falta de choferes bilingües
Some buses don't go on the routes where one wants to go.	Algunos buses no van a rutas que uno quiere ir
The buses are full.	Los buses están llenos
Sometimes the buses are late.	A veces hay retraso los buses
Lack of communication	Falta de comunicación
The buses run late often.	Los autobuses suelen retrasarse mucho
The drivers treat the passengers badly	Mal trato de los conductores
When the bus is missed, and there aren't any bus schedules	Les deja el bus y falta de información de horarios
Buses take too long	Se demoran mucho
I think there's a lack of communication with the bus driver, and of bus route signs	Pienso que falta mayor comunicación con el conductor, señalización de rutas
There aren't many buses to use transfer ticket with, too far apart	Pocos buses para transfer muy distanciados
One has to walk to take a taxi because there are no buses to get outside	El tener que caminar o tomar taxi, porque no hay autobús que llegue allí
Buses come too far apart	Los buses vienen muy separado
Don't know places and streets	La falta de conocimiento de lugares y calles
Should have more buses that bring people around the Canal	Que pongan mas buses para que nos traigan al rededor del Canal
Too much traffic in the streets	Mucho tráfico en las calles
The difficulty that I have had is not being on time for my work	La dificultad que yo tenía es no poder llegar puntual a mi trabajo
Lack of transportation	Falta de transporte
There aren't too many bus routes outside the Canal	No hay implemento de rutas fuera de Canal
Buses are too slow	Los buses son muy lentos
There isn't a sufficient amount of transportation	Que no hay suficiente transporte
The buses take too long to arrive at the bus stops	Tardan mucho en pasar los autobuses
Haven't been able to go comfortably on bus	Que no he podido ir muy bien cómodo en bus
We need more buses that are on time and go to direct locations	Necesitamos buses suficientes al tiempo y directos
Don't use city transportation	No utilizo el transporte urbano
There isn't sufficient transportation to transport from one place to another	No hay suficiente transporte para transportar de un lugar a otro
Depending on the time, there is so much traffic, bus goes slow and arrives late	Depende la hora, hay mucho congestaionamento y es muy lento, y no llego a tiempo indicado

Note: Translation provided by volunteers, and is intended to provide an understanding of the original statement. However, in some cases, the translation is not a precise word for word rendition of the original.

CANAL NEIGHBORHOOD COMMUNITY-BASED TRANSPORTATION PLAN

COMMUNITY SURVEY RESULTS

This survey was conducted in February 2006 for the Canal Transportation Plan.

- 2) What difficulties have you experienced getting to places outside the Canal neighborhood?
 Que dificultades ha pasado yendo a lugares fuera de la comunidad de Canal?

English Translation	Spanish Survey Response
The problem is not being able to speak to the bus driver since I don't speak English	El problema es no poder hablar con el conductor porque no se ingles
Treating people badly, always have paid \$2 and this last time made me pay \$2.25	Mal trato, siempre había pagado \$2 y esta vez me dijeron que eran \$2.25
The bus driver doesn't wait for me when I want to get off the bus	El conductor no me espera cuando quiero bajar del autobús
Difficulties for me are not knowing places and not being able to read what is written	Lo que me a pasado es que no conozco lugares y no saber leer las cosas que esta escrita
Waiting too long for the buses, sometimes an hour	Esperar mucho tiempo por el bus, a veces una ora
Not knowing the streets very well	No saber bien las calles
It's impossible to arrive fast to your destination	Es imposible llegar rápido al destino
For the moment, no difficulties	Por el momento, no e pasado ninguna
The bus drivers don't care about the passengers, they aren't on time at the bus stops	El chofer no se preocupa por los pasajeros, y no las paradas llego a tiempo
Sometimes, I have to walk because there aren't sufficient means of transportation	Que a veces me he ido caminando porque no hay suficiente transporte
That the buses do not come on their scheduled times	Que los buses no pasan en tiempo
Not knowing how to speak English and not knowing the streets where I am walking	No saber hablar ingles y no conocer mucho las calles que estoy caminando
Problem reading the names of commercial buildings	Problema con leer el nombre de edificios comerciales
I arrive very late because the bus doesn't take me to my destination and I have to walk	Que llego muy tarde porque el bus no pasa hasta a donde voy, tengo que caminar
They don't have a specific arrival time	Que no tienen una hora especifica
Would like buses to come every 15 minutes and that there are more buses.	Queremos que los buses pasen cada 15 minutos y que pasen muchos buses
Arrive late to where I need to be because there aren't sufficient buses. We need more!!	Llego tarde donde tengo presentarme por el problema no hay suficientes bus. Le necesitamos!!
There aren't many buses, always arrive late and people are late to their work.	Que hay pocos buses, siempre pasan tarde y la gente llega tarde al trabajo.
Need to wait a very long time, sometimes there aren't buses and we have to walk	Tenemos que esperar mucho tiempo, a veces no hay buses y tenemos que caminar.
Sometimes they are too full	Que algunos veces están muy llenos
Outside the canal there is more safety	Fuera de Canal hay mas seguridad
The bus schedule is a little complicated to read	El transporte los horarios son un poco complicado
When I came from SF to SR on bus I had to wait 2 hrs at dawn and 2 guys attacked me	Cuando viaje de SF a SR tuve que esperar 2 horas en la madrugada, me atacaron 2 hombres
Lack of signs of bus routes	Falta de señalización de las rutas de los autobuses
Not knowing place and not being able to read the signs. Not able to ask Americans to help	No conocer los lugares y leer los señalamientos y preguntar alas otras personas americanas
Arriving very late to my destination or my workplace on bus	Llegando muy tarde en mi destino o en mi trabajo
Hard to catch transfer buses	Dificultad en hacer las conexiones con los otros buses
Many problems because I don't speak English, it's necessary for me to learn.	Muchos problemas, porque no se el ingles, para mi es muy necesario de aprender el ingles.
After the bus stop in Montecito, is a lot of traffic and the bus takes a long time to reach the transit center	Después de la parada en Montecito hay mucho trafico y el bus se demoran mucho llegar a Transit

Note: Translation provided by volunteers, and is intended to provide an understanding of the original statement. However, in some cases, the translation is not a precise word for word rendition of the original.

CANAL NEIGHBORHOOD COMMUNITY-BASED TRANSPORTATION PLAN

COMMUNITY SURVEY RESULTS

This survey was conducted in February 2006 for the Canal Transportation Plan.

- 2) What difficulties have you experienced getting to places outside the Canal neighborhood?
Que dificultades ha pasado yendo a lugares fuera de la comunidad de Canal?

English Translation of Vietnamese Survey Response
I only use the bus
Traffic congestion
Not enough parking places
Signalized intersections are out of order too often
Traffic congestion
Bike racks are not always available when I go to the store, Safeway or United
Not enough bike racks at the shopping centers or stores
Traffic congestion
Traffic is so congested when school buses are in the area
In the PM peak hour, Francisco East between Canal area to central San Rafael is so congested

CANAL NEIGHBORHOOD COMMUNITY-BASED TRANSPORTATION PLAN

COMMUNITY SURVEY RESULTS

This survey was conducted in February 2006 for the Canal Transportation Plan.

3) What is one thing that you would like to see changed in the transportation infrastructure in the Canal neighborhood?

Escriba una cosa que le gustaría cambiar en la transportación en la comunidad de Canal?

English Survey Response	Spanish translation
Traffic more organized, buses run more often, and drivers nicer	Trafico mas organizado, los autobuses serán mas frecuentes y conductores amables
Would like to see better transportation for people in the community	Me gustaría ver mejor transportación de los autobuses para la gente en la comunidad
Create Bahia Way into one way street	Crear el camino de la Bahia en un solo dirección
More direct routes; not making transfers	Mas rutas directas y sin la necesidad de hacer cambios de los autobuses
Better parental access to school that Canal Children attend	Mejor acceso para los padres a las escuelas que van los niños del Canal
Greater interconnectedness throughout county	Mas interconexiones en todo el condado
Less automobiles and more public oriented transportation, bicycles not massive buses	Menos automóviles, más transportación público. Ciclistas – no autobuses grandes
More accurate time schedule	Los tiempos más exactos
Some sort of bus that accommodates for young children, strollers or built in car seats, that would take the families to San Pedro School, medical, dental clinics and other support services	Una transportación del autobús para los niños, donde pueden poner carriolas o con sillas instaladas en el autobús, que pueden llevar las familias a la escuela San Pedro, al medico, clínicas dentales, y otro servicios
More local transportation and friendly bus drivers	Mas transportación local y conductores amables
More traffic enforcement for terrible drivers	Mas reglamento de los conductores terribles
Traffic signs	Las senales de trafico
More buses to destinations: Civic Center, Downtown, public offices and shopping areas	Mas destinos en los autobuses: Civic Center, Downtown, oficinas publicas y centros comerciales
I would like to see more buses on a regular bus schedule	Me gustaría ver mas autobuses en horario regular
Make the sidewalks as wide in the Canal as they are in other neighborhoods. We are a walking community yet we have the worst sidewalks often interrupted with distractions.	Hacer las banquetas mas anchas en el Canal como en otras áreas. Estamos una comunidad donde mucha gente caminan pero tenemos las peores banquetas interrumpidas por mucho cosas
Would like to see better transportation for the neighborhood. Very limited and little flexibility	Quisiera ver mejor transportación por el vecindario. Muy limitado y un poco flexible
A small hub like San Anselmo	Un pequeño estación como en San Anselmo
Speed slowing devices for cars installed along Canal St, like speed bumps. Someone was killed by a hit and run on a Saturday night during the holiday season. This could have been prevented by these safety measures.	Instalar los topes a lo largo del Canal St. para reducir la velocidad de los carros. Alguien se murió por un accidente de choque un sábado en la noche durante la sesión festiva. Esto se pudiera haber prevenido por estas medidas de seguridad
Taking away land from car dealerships and making a wide multi modal and landscaped route on Francisco Blvd. connecting the canal to the rest of downtown San Rafael. This includes widening the bridge over the canal itself and making it easy to bike/walk from the intersection of Third and Francisco to other places. Many people use this route and how crowded, dangerous. The people who walk and bike the most because they don't have cars, who deal with the poorest accommodations for pedestrians and cyclists.	Llevando la tierra de las empresas de ventas de coches y haciendo una ancha multi modal y ajardinada ruta por Francisco Blvd. conectando el Canal al resto del centro de San Rafael. Esto incluye ensanchando el puente sobre el Canal para hacer lo mas fácil para la gente caminando y los bicicletas desde la interseccion de Third y Francisco a otras lugares. Mucha gente utiliza esta ruta y esta bien lleno y peligroso. La gente que camina y maneja las bicicletas porque no tienen carros, ellos tienen que tratar con las acomodaciones más pobres para peatones y ciclistas.

Note: Translation provided by volunteers, and is intended to provide an understanding of the original statement. However, in some cases, the translation is not a precise word for word rendition of the original.

CANAL NEIGHBORHOOD COMMUNITY-BASED TRANSPORTATION PLAN

COMMUNITY SURVEY RESULTS

This survey was conducted in February 2006 for the Canal Transportation Plan.

3) What is one thing that you would like to see changed in the transportation infrastructure in the Canal neighborhood?

Escriba una cosa que le gustaría cambiar en la transportación en la comunidad de Canal?

English Translation	Spanish Survey Response
More scheduled buses	Incremento de buses
That the buses should be on time to the bus stops	Que los buses sean puntuales en la llegada a terminales
More continuous buses	Mas continuidad de autobuses
More safety	Mas seguridad
Safety	La seguridad
The bus schedule and safety	El horario del transporte y la seguridad
Bus driver should treat the passengers better	Mejor trato del conductor
The driver should be more cordial to the passengers	Mayor cordialidad para los pasajeros por el conductor
More buses	Mayor numero de buses
Better area coverage for buses to go	Mayor cobertura de rutas
Should put in bicycle lanes	Coloquen carriles para bicicletas
Should add more buses on schedule in the mornings	Que aumenten los buses para las mañanas
Reduce bus fare prices	Que reduzcan el precio de los pasajes
That the buses don't take too long to get to the bus stops on the weekends	Que no demoran los buses en llegar al bus stop los fines de semana
Hire more Latino bus drivers	Pongan mas chóferes latinos
More buses should be added to schedule	Que aumenten mas buses
Should hire more Latino bus drivers for the Canal neighborhood	Coloquen conductores latinos para Canal
Reduce bus fares	A reduzcan los pasajes
Buses should come more regularly, every 15 minutes	Que los buses pasaran mas seguido 15 minutos
Buses don't go too full	Que no vayan muy llenos
Should have bus inspections	Inspección de los autobuses
Should hire drivers that speak both English and Spanish for better understanding	Podrían colocar conductores que hablan español y ingles para mejor orientación
More bus lines that are running continuously	Mas líneas de buses y mas seguido
Bus schedule, rude bus drivers	El horario de los buses, los chóferes rudos
More buses to common destinations, such as the civic center,	Mas buses
Should have more transportation	Que hubiera mas transporte
Should have more transportation because sometimes people don't have cars and run late	Que hubiera mas transporte porque hay veces en que no tiene carro y el vas tarda un poco
Conduct of the bus drivers	La conducta de los chóferes
That the bus drivers should be nicer and not racist.	Que los que manejan la transportación sean mas amables y no racistas
Should add more transportation that could transport more people	Que pongan mas transportación para que traigan la gente
Transport and clean out garbage containers in bus faster	Transportar lo basura mas rápido de la basurero en el autobús
Would like for the price of the ticket to be lowered	Me gustaría que lo bajaran al boleto de transportación
More respect for the community	Mas respeto por la comunidad
Should put bike lanes for the bicyclists	Pongan carriles para las bicicletas
That buses should come faster and stick to the bus schedule	Que la transportación por bus sea mas rápida, que respeten el horario
More safety in the streets	Mayor seguridad en las calles
The bus drivers should speak Spanish	Que hablaran español los chóferes
Should put transportation for San Pedro school	Poner transporte para la escuela San Pedro
Should have more buses so we can go to the place we want to go.	Que hubiera mas autobuses para irnos luego al lugar donde vamos
Learn English, have a job and make good money	Aprender el ingles, tener trabajo, ganar bien
Need more buses	Mas autobuses

Note: Translation provided by volunteers, and is intended to provide an understanding of the original statement. However, in some cases, the translation is not a precise word for word rendition of the original.

CANAL NEIGHBORHOOD COMMUNITY-BASED TRANSPORTATION PLAN

COMMUNITY SURVEY RESULTS

This survey was conducted in February 2006 for the Canal Transportation Plan.

3) What is one thing that you would like to see changed in the transportation infrastructure in the Canal neighborhood?

Escriba una cosa que le gustaría cambiar en la transportación en la comunidad de Canal?

English Translation	Spanish Survey Response
Should make the bus service and the buses better, as they are in a bad state	Mejoren el servicio y los autobuses, ya están en muy mal estado
Lower the ticket price	Que le baje de precio el boleto
Should give a transfer ticket without having to ask for one (I'm uncomfortable asking for one)	Que den transfer sin pedirlo (para mi es incomodo estar pidiendo)
Make the bus transportation service better, add more buses	Mejorar el transporte del autos, mas autobuses
Would like the bus drivers to speak Spanish so I can ask about where to get off.	Lo que me gustaría es que hablaran en español, para preguntar donde bajar
Should be more economical	Que sea un poco mas económico
Make the bus schedule better	Mejorar el horario
More safety, more buses that come every hour and that the bus drivers speak Spanish	Que hayan mas seguridad y que hayan mas buses a cada hora y que hablen español
More buses circulating	Que circulen mas buses
That drivers should be more responsible	Que los chóferes sean mas responsables
That they have more buses because there are people who don't drive	Mas autobuses porque hay personas que no conducen
There should be more buses	Que haya mas buses
Buses should come quicker so they won't be late to destinations and they that don't come full of people	El autobús pasar mas rápido porque luego se tardan bastante y que no vinieran llenos de gente
Reading and speaking English for every problem that I encounter	Leer y hablar en ingles para cualquier problema que afrenta
That there are more buses please	Que haya mas buses por favor
That more buses come by	Que pasen mas buses
There should be more buses to better our community; we depend on the service, please!	Que haya más buses por el bien de nuestra comunidad, que dependemos del servicio. Por Favor!
That buses run every 15 minutes	Que los buses pasen cada 15 minutos
Would like to have more transportation	Me gustaría que ponga mas transportación
That there were more buses	Que hubiera mas buses
Have more buses for people who don't drive	Haga mas buses para la gente que no maneja
Bus schedule and need more transportation to get to work and to appointments	El horario y tener mas transporte por trabajo y las citas
The bus driver should be bilingual and should have better bus route signs	Que los conductores sean bilingües y mayor señalización de rutas
Would like that the buses on Saturday and Sunday run every hour like on the weekdays	Me gustaría que los días Sábado y Domingo, los buses corren como en la semana
I don't live in the canal and I miss taking bus #20 because I could go to Corte Madera	No vivo en el canal, extraño la ruta #20 porque iba por Corte Madera
Need to learn more English so I can work with any problems	Necesito aprender mucho mas el ingles para poder trabajar sin ninguna problema
There should be more buses from 7-8 a.m., the bus driver should be nicer and have more consideration	Haya mas buses en los hora 7-8 a.m., los conductores sean mas amables y que tengan mas consideración
Buses should be faster because some of the buses are so slow	Que sea mas rápido porque hay algunos buses que son muy lentos
That there be more buses and bus drivers who aren't racist	Que hay más buses y que los chóferes no sean racistas.

Note: Translation provided by volunteers, and is intended to provide an understanding of the original statement. However, in some cases, the translation is not a precise word for word rendition of the original.

CANAL NEIGHBORHOOD COMMUNITY-BASED TRANSPORTATION PLAN

COMMUNITY SURVEY RESULTS

This survey was conducted in February 2006 for the Canal Transportation Plan.

- 3) What is one thing that you would like to see changed in the transportation infrastructure in the Canal neighborhood?

Escriba una cosa que le gustaría cambiar en la transportación en la comunidad de Canal?

English Translation of Vietnamese Survey Responses
Please provide more buses in the area
We would like to have more buses
We need more street lights
Playing cards should not be allowed in Pickleweed Park
No jay walkers are allowed. Provide more crosswalks for pedestrians
Children should play in the parks not in the street
Too many potholes and not enough street lights
Too many potholes and dangerous to ride a bike
Please provide more bike lanes
More bike paths
More crosswalks at the intersections, more signalized intersections where there are many pedestrians and bike riders