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Marin City Community-Based Transportation Plan

March 2015



Marin City Community-Based Transportation Plan Update

Prepared for:
Marin City Community Services District
County of Marin
Transportation Authority of Marin



March 2015

FEHR & PEERS

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Table of Contents

ACKNOWLEDGEMENTS 1

EXECUTIVE SUMMARY AND INTRODUCTION 8

 Recommended Solutions 9

COMMUNITY PROFILE 11

 1.1 The Study Area 11

 1.2 Socio-Economic Characteristics 14

 1.2.1 Population and Age 14

 1.2.2 Ethnicity 15

 1.2.3 Language 16

 1.2.4 Place of Birth and Residence 17

 1.2.5 Households 18

 1.2.6 Income and Poverty Level 19

 1.2.7 Household Tenure and Costs 20

 1.2.8 Employment 22

 1.2.9 Disability Profile 23

2 EXISTING TRANSPORTATION 25

 2.1 Travel to Work 25

 2.2 Roadway Network 27

 2.2.1 Singular Entry/Exit Point 28

 2.3 Transit 28

 2.3.1 Fixed Route Bus 28

 2.3.2 Mobility Management Programs 34

 2.3.3 Marin City Transit Hub 35

 2.4 Pedestrian and Bicycle Facilities 36

 2.5 Access to Schools 38

3 RELEVANT STUDIES, REPORTS, AND PLANS 39

 3.1 Local Studies 39



3.1.1 Marin City Community-Based Transportation Plan (2009).....	39
3.1.2 Marin City Communities of Excellence in Nutrition, Physical Activity, and Obesity Prevention (CX3).....	41
3.2 Marin County Studies	42
3.2.1 Marin County Congestion Management Program Update (October 2013)	42
3.2.2 Marin County Transit Market Assessment (June 2013).....	42
3.2.3 Marin County Human Development Report (2012)	43
3.2.4 Marin County Senior Mobility Action and Implementation Plan (2010).....	44
3.2.5 Marin County Unincorporated Area Bicycle and Pedestrian Master Plan (2008)	45
3.2.6 Marin Countywide Plan – Adopted November 2007	45
3.2.7 Marin County Bicycle and Pedestrian Master Plan	46
3.3 Regional Studies	46
3.3.1 Regional Transportation Improvement Program (May 2012)	46
3.3.2 Golden Gate Bridge, Highway and Transportation District Title VI Civil Rights Submission (May 2013).....	47
3.3.3 Golden Gate Bridge District Short Range Transit Plan (SRTP) FY2008-2017 (December 2007).....	47
3.3.4 Golden Gate Bridge District 2012-2013 Annual Report (2013).....	47
3.4 Planned Programs and Projects.....	48
4 COMMUNITY OUTREACH	51
4.1 Outreach Mechanisms.....	51
4.1.1 Survey & Tabling.....	52
4.1.2 Flyering and Email Communications	52
4.1.3 Door-to-Door Outreach	53
4.1.4 Focus Groups and Phone Interviews	53
4.1.5 Open House.....	54
4.2 Outreach Results.....	55
4.2.1 Existing Transportation Use and High-Level Mobility Needs.....	55
4.2.2 Transportation Needs and Gaps	65
5 TRANSPORTATION STRATEGIES.....	71
5.1 Strategies.....	73
5.1.1 Roadway Improvements.....	73



5.1.2 Transit Service Expansion.....	79
5.1.3 Transit Information and Vehicle Technology.....	80
5.1.4 Paratransit and Catch-a-Ride	82
5.1.5 Pedestrian and Bicycle Facilities	84
5.2 Prioritization	86
5.2.1 Effectiveness.....	87
5.2.2 Feasibility	88
5.2.3 Results.....	88
6 IMPLEMENTATION.....	94
6.1 Funding.....	94
6.1.1 Federal	94
6.1.2 State.....	96
6.1.3 Regional/Local.....	97
6.1.4 Non-Traditional.....	100
6.2 Next Steps	102
6.2.1 Future Grant Opportunities.....	102



Appendices

Appendix: Community Outreach



List of Figures

Figure 1: Marin City Study Area	12
Figure 2: Existing Transit Service	29
Figure 3: Existing and Proposed Bicycle Facilities.....	37
Figure 4: Ethnicities of Survey Respondents.....	57
Figure 5: Ages of Survey Respondents	58
Figure 6: Frequency of Usage of Specific Methods of Transportation.....	59
Figure 7: Frequency of Travel for Specific Reasons.....	60
Figure 8: High-level Mobility Needs	61
Figure 9: Primary and Potential Secondary Roadway Access Points	77
Figure 10: Streetscape Improvements Near Marin City Community Center	78

List of Tables

Table 1: Population and Age.....	14
Table 2: Population by Race.....	15
Table 3: Latino Population	16
Table 4: Language Spoken at Home.....	17
Table 5: Place of Birth	18
Table 6: Place of Residence in 2011.....	18
Table 7: Households by Type.....	19
Table 8: Income by Household / Poverty Status by Household	20
Table 9: Tenure by Year Householder Moved into Owner-or Renter Occupied Unit	21
Table 10: Gross Rent as a Percentage of Household Income	21
Table 11: Employment Status	22
Table 12: Occupations	23
Table 13: Disability Status of the Civilian Non-Institutional Population.....	24
Table 14: Place of Work	25
Table 15: Travel Mode to Work	26
Table 16: Vehicle Availability of Households.....	26
Table 17: Travel Time to Work	27
Table 18: Weekday Marin City Transit Bus Schedules	32
Table 19: Weekend/Holiday Marin City Transit Bus Schedules.....	33
Table 20: Marin City Bus Stop Inventory	34
Table 21: Marin CBTP 2009 Project Status	40
Table 22: Planned Programs and Projects.....	48
Table 23: Focus Groups.....	54
Table 24: Focus Group Key Issues.....	63
Table 25: Prioritization Survey Results	64
Table 26: Transportation Needs and Gaps.....	65
Table 27: Project Prioritization	89
Table 28: Project Prioritization Detailed Results	90

EXECUTIVE SUMMARY AND INTRODUCTION

The Marin City Community-Based Transportation Plan Update 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. This Plan serves as an update to the 2009 edition.

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 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's objectives 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

This Plan is the result of a collaborative effort of the Marin City Community Services District (CSD), Marin County, the Transportation Authority of Marin (TAM), Golden Gate Transit, Marin Transit, and other partner agencies and organizations.

This Plan documents the efforts and results of the community-based transportation planning process for Marin City. Chapters 1 and 2 describe the demographics and travel characteristics of the community, respectively. Transportation issues for Marin City as identified in previous studies and reports are summarized in Chapter 3. In Chapter 4, the techniques used to reach out to the community are described. Solutions to address the transportation gaps identified in the previous chapter are presented and prioritized in Chapter 5. Finally, considerations for implementation, potential funding sources and next steps are discussed in Chapter 6.

RECOMMENDED SOLUTIONS

A set of 19 transportation solutions are recommended for Marin City 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 solutions are presented below, in order of priority, based on multiple criteria. As funding programs become available, it is anticipated that Marin County, CSD, and partner agency staff will select the highest ranked project that is most competitive based on the focused purpose and criteria for each individual program.

1. Study and Improve Drainage on Donahue Street at US 101 Underpass
2. Establish a Dedicated, Demand-Responsive Service Tailored to Marin City
3. Study Secondary Access Point for Marin City
4. Improve Pedestrian Path Quality and Lighting
5. Establish Standing Annual Transportation Discussion Item on CSD Board Agenda
6. Improve Lighting and Aesthetics at the US 101 Underpass
7. Provide Streetscape Improvements to the New Community Center
8. Increase School Participation in Safe Routes to School Program
9. Establish a Car Sharing Service
10. Increase In-Person Marketing of Transportation Services
11. Expand Community Emergency Response Training (CERT) for Community Members
12. Establish Transportation Information Storefront at Transit Hub
13. Convert Marin Transit Route 36 to All-Day Service
14. Implement a "Walking School Bus" for Children
15. Extend Marin Transit Service on Weekends
16. Increase Number of Trips Allowed on Catch-a-Ride
17. Study Transit Service Extending Beyond the Transit Hub
18. Study Traffic Calming Measures on Cole Drive
19. Study New Dial-A-Ride Services

The top eight strategies are summarized in **Table ES1** below:

TABLE ES1: SUMMARY OF HIGHEST-RANKING STRATEGIES

Strategy	Lead Agencies	Estimated Cost	Potential Funding Source(s) ¹	Timeframe
Study and Improve Drainage on Donahue Street	Flood Control District; Caltrans	Up to \$250k for study; >\$1M for construction	CA DWR; LTP; Caltrans Sustainable Communities	Short-term (study) to Long-term (construction)
Establish Demand-Responsive Service	Marin Transit	\$100k per vehicle, \$100k-200k annual operating cost	LTP; Measures A & B	Short-term
Study Secondary Access Point	County of Marin	\$100-150k for study, >10M for construction	Caltrans Sustainable Communities; STP funds; LTP	Medium-term (study) to Long-term (construction)
Improve Pedestrian Path Quality and Lighting	Marin City CSD	\$50k-200k	Safe pathways; TLC program; SR2S programs; ATP; LTP	Medium-term to Long-term
Increase School Participation in Safe Routes to School Program	TAM	\$50,000	Measures A & B; SR2S Program	Short-term
Establish Transportation Discussion item on CSD Board Agenda	Marin City CSD; Transit agencies	No cost	N/A	Short-term
Improve Lighting and Aesthetics at the US 101 Underpass	Marin County; Caltrans	\$100-250k	TLC program; SR2S programs; ATP; LTP	Short-term
Provide Streetscape Improvements to New Community Center	Marin City CSD; School District	Up to \$3.5M	Measure A Funds, TLC Funds; LTP	Medium-Term

Notes: 1. CA DWR – California Department of Water Resources
STP – Surface Transportation Program
TLC – Transportation for Livable Communities
SR2S – Safe Routes to School
ATP – Active Transportation Program
LTP – Lifeline Transportation Program

COMMUNITY PROFILE

1.1 THE STUDY AREA

As shown in **Figure 1**, Marin City is located in southern Marin County adjacent to the U.S. Highway 101 corridor and just south of the State Route 1 interchange. Marin City is part of unincorporated Marin County and consequently falls under the jurisdiction of the County of Marin with some local services provided by the Marin City Community Services District. Marin City is in an area just under a square mile in size and is physically located in a self-contained watershed that drains into Richardson Bay. It contains two distinct areas: 1) the ridglands and 2) the flat bowl area. This watershed is nestled between Richardson Bay and the wildlands of the Golden Gate National Recreation Area (GGNRA) affording views of San Francisco Bay. Although there is no direct motor vehicle access from Marin City to the GGNRA, the parklands are accessible from the trailhead located at the end of Donahue Street.

Marin City is predominantly residential with a high proportion of public and assisted housing. Other single and multi-family housing is located throughout Marin City. The most recent housing development is located in the northwestern corner of Marin City along Headlands Court. The Gateway Shopping Center, located adjacent to Highway 101 and at the entry to the community, houses numerous retail establishments serving Marin City and surrounding communities including restaurants, clothing stores, a drug store and other limited services. The Marin City public library also is located at the Gateway Shopping Center.

Highway 101 provides the primary access to the community with a connection via Donahue Street. It is not possible to drive north of Marin City without using the freeway. Bridgeway connects to nearby Sausalito to the south. Weekday peak hour buses provide bi-directional service to San Francisco from several locations on Donahue Street. At other times, bus connections can be made to other locations in Marin County and to San Francisco and Sonoma Counties at the Marin City Transit Hub on Donahue Street adjacent to the Gateway Shopping Center.



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 Marin City Study Area



Figure 1
Study Area
Marin City

Most community services in Marin City are centered on the offices of the Marin City Community Services District located on Drake Avenue near the intersection with Phillip Drive. These include:

- Martin Luther King, Jr. Academy (pre-K to 8th grade);
- Employment in Training Programs;
- Drug and Alcohol Services;
- Preschools (2);
- The Fatherhood Program;
- Manzanita Recreation Center;
- Marin City Health and Wellness Center (opened in August 2006); and
- Marguerita C. Johnson Senior Center.

1.2 SOCIO-ECONOMIC CHARACTERISTICS

Marin City is contained within Census Tract 1290 in the County of Marin. As such, it is possible to provide a socio-economic picture of the population based upon 2012 American Community Survey 5-year estimate data. This analysis includes description of age, ethnic, economic, employment and travel characteristics of the community with comparison of Marin City demographics to those of Marin County as a whole.

1.2.1 POPULATION AND AGE

As shown below in **Table 1**, Marin City represents only a small part of the Marin County total population (1.1 percent). There are slightly more females than males in Marin City; similar to the County's female to male population ratio. In addition, the population of Marin City is slightly younger than that of the County with higher percentages of the population 5 to 24 years old than in Marin County as a whole.

TABLE 1: POPULATION AND AGE

	Marin City		Marin County	
	Total	%	Total	%
Population				
Male	1,386	50%	124,430	49%
Female	1,399	50%	128,329	51%
<i>Total</i>	<i>2,785</i>	<i>100%</i>	<i>252,759</i>	<i>100%</i>
Age				
Under 5 years	164	6%	13,849	5%
5 to 14 years	514	19%	28,641	12%
15 to 24 years	347	12%	23,335	9%
25 to 64 years	1,449	52%	143,160	57%
65 years and over	311	11%	42,774	17%

Source: DP05, ACS Demographic and Housing Estimates 2008-2012 5-year Estimates

1.2.2 ETHNICITY

Table 2 and **Table 3** describe the racial and ethnic character of the Marin City population showing a much greater Black or African American population than that found in the county as a whole. The Hispanic population percentage (**Table 3**) in Marin City is slightly higher than the countywide percentage.

TABLE 2: POPULATION BY RACE

	Marin City		Marin County	
	Total	%	Total	%
Total population	2,785	100%	252,759	100%
One race	2,565	92%	243,813	97%
White alone	1,143	41%	201,272	80%
Black or African American alone	938	34%	7,284	3%
American Indian and Alaska Native alone	16	1%	667	<1%
Asian alone	256	9%	14,407	6%
Native Hawaiian and Other Pacific Islander	14	<1%	515	<1%
Two or more races	220	8%	8,946	4%

Source: DP05, ACS Demographic and Housing Estimates 2008-2012 5-year Estimates

TABLE 3: LATINO POPULATION

	Marin City		Marin County	
	Total	%	Total	%
Total population	2,785	100%	252,759	100%
Hispanic or Latino (of any race)	442	16%	38,605	15%
Not Hispanic or Latino	2,343	84%	214,154	85%

Source: DP05, ACS Demographic and Housing Estimates 2008-2012 5-year Estimates

1.2.3 LANGUAGE

The rate of “English Only” spoken at home and the ability to speak English “very well” is comparable between Marin City and Marin County as a whole as presented in **Table 4**. However, there are greater percentages of the population in Marin City, when compared to the county, which speak other Indo-European and Asian and Pacific Island languages at home. In addition, the population which speaks Other Indo-European languages has a higher percentage of its population which does not speak English as well as those in the County as a whole. The population that speaks Spanish and Asian and Pacific Island languages at home in Marin City generally have a better command of English than those in the county as a whole.

TABLE 4: LANGUAGE SPOKEN AT HOME

	Marin City		Marin County	
	Total	%	Total	%
Population 5 years and older	2,621	100%	238,910	100%
English only	1,829	70%	183,112	77%
Language other than English	792	30%	55,789	23% ⁽¹⁾
Speak English less than "very well"	274	11%	22,789	10% ⁽²⁾
Spanish	197	8% ⁽¹⁾	30,728	13% ⁽¹⁾
Speak English less than "very well"	63	32% ⁽²⁾	15,925	52% ⁽²⁾
Other Indo-European languages	453	17% ⁽¹⁾	16,426	7% ⁽¹⁾
Speak English less than "very well"	180	40% ⁽²⁾	3,503	21% ⁽²⁾
Asian and Pacific Island languages	119	5% ⁽¹⁾	7,604	3% ⁽¹⁾
Speak English less than "very well"	15	13% ⁽²⁾	3,079	41% ⁽²⁾

(1). Percentage of total population

(2). Percentage of those that speak that language at home.

Source: Table DP02, Selected Social Characteristics 2008-2012 5-year Estimates.

1.2.4 PLACE OF BIRTH AND RESIDENCE

Table 5 below shows that the percentage of Marin City residents born in the United States is slightly lower than the county as a whole, with a slightly higher percentage of Marin City residents being born in California. **Table 6** shows that compared to Marin County, Marin City residents are less likely to live in a different house at the time of the census than they did in 1995.

TABLE 5: PLACE OF BIRTH

	Marin City		Marin County	
	Total	%	Total	%
Total population	2,785	100%	252,759	100%
Native born	2,112	76%	204,384	81%
Born in state of residence	1,471	53%	123,224	49%
Foreign born	673	24%	48,375	19%

Source: Table DP02, Selected Social Characteristics 2008-2012 5-year Estimates.

TABLE 6: PLACE OF RESIDENCE IN 2011

	Marin City		Marin County	
	Total	%	Total	%
Population 5 years and over	2,776	100%	250,151	100%
Same house in 2011 as 1995	2,127	77%	213,887	86%
Different house in the United States in 2011 than in 1995	639	23%	34,604	14%
Lived Outside United States in 2011	10	<1%	1,660	1%

Source: Table DP02, Selected Social Characteristics 2008-2012 5-year Estimates

1.2.5 HOUSEHOLDS

As shown below in **Table 7**, Marin City's average family size is similar to that found in the rest of the county, while the average household size is slightly smaller. However, Marin City has a lower percentage of family households and married-couple families. A family is defined as a group of two people or more related by birth, marriage, or adoption and residing together. On the other hand, Marin City has a significantly higher percentage of female householders with and without children under 18 years of age. Marin City has a higher rate of non-family households.

TABLE 7: HOUSEHOLDS BY TYPE

	Marin City		Marin County	
	Total	%	Total	%
Total households	1,300	100%	103,152	100%
Family households	658	51%	63,720	62%
With children under 18 years	292	23%	29,837	29%
Married-couple family	235	18%	51,222	50%
With children under 18 years	83	6%	22,492	22%
Female householder, no husband present	294	23%	8,696	8%
With children under 18 years	168	13%	5,165	5%
Male householder, no wife present	129	10%	3,802	4%
With children under 18 years	41	3%	2,180	2%
Non-family households	642	49%	39,432	38%
Average household size	2.14	---	2.36	---
Average family size	2.95	---	2.95	---

Source: Table DP02, Selected Social Characteristics 2008-2012 5-year Estimates.

1.2.6 INCOME AND POVERTY LEVEL

As shown below in **Table 8**, Marin City residents have lower reported household incomes and a much higher percentage of households with incomes below poverty levels than in Marin County. The median income for Marin City is \$37,857 compared to \$90,962 for the county. Of households in Marin City, 31 percent have incomes below poverty level with the county as a whole at 4 percent.

TABLE 8: INCOME BY HOUSEHOLD / POVERTY STATUS BY HOUSEHOLD

	Marin City		Marin County	
	Total	%	Total	%
Total Households	1,300	100%	103,152	100%
Less than \$10,000	280	22%	3,610	4%
\$10,000 to \$19,999	91	7%	7,427	7%
\$20,000 to \$34,999	234	18%	10,006	10%
\$35,000 to \$49,999	181	14%	9,696	9%
\$50,000 to \$74,999	101	8%	13,513	13%
\$75,000 to \$99,999	70	5%	11,553	11%
\$100,000 to \$149,999	200	15%	18,671	18%
\$150,000 or more	143	11%	29,089	28%
Median income (dollars)	\$37,857		\$90,962	
Households in 2012 below poverty level	407	31%	4,539	4%

Source: Table S2503, Financial Characteristics 2008-2012 5-year Estimates (Housing Summary), and Table DP03, Selected Economic Characteristics 2008-2013 5-year Estimates

1.2.7 HOUSEHOLD TENURE AND COSTS

Table 9 below shows that just over three-quarters of the occupied housing units in Marin City are rental units compared to slightly more than one-third for Marin County as a whole. Marin City residents have not lived in their residences as long as households in Marin County as a whole. Only 20 percent of Marin City units were moved into by the current residents prior to 2000 compared to 30 percent for the county.

TABLE 9: TENURE BY YEAR HOUSEHOLDER MOVED INTO OWNER-OR RENTER OCCUPIED UNIT

	Marin City		Marin County	
	Total	%	Total	%
Total Occupied Housing Units	1,300	100%	103,152	100%
Owner occupied	413	32%	64,588	63%
Renter occupied	887	68%	38,564	37%
Moved in 2010 or later	250	19%	10,165	10%
Moved in 2000 to 2009	628	49%	47,501	46%
Moved in 1980 to 1999	265	20%	31,077	30%
Moved in 1979 or earlier	157	12%	14,409	14%

Source: Table DP04, Selected Housing Characteristics 2008-2012 5-year Estimates

Another indication of household income is the ability to afford housing. Households that pay less than 30 percent of their monthly income for housing are considered to have 'affordable' housing; households that pay 30 percent or more for housing are 'overpaying' for housing. The household income of Marin City residents is significantly lower than in Marin County overall and Marin City residents pay a higher percentage of their annual income to rent than for the county as a whole.

TABLE 10: GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME

	Marin City		Marin County		Nine Bay Area Counties	
	Total	%	Total	%	Total	%
Total Occupied Rental Units	876	100%	37,046	100%	1,076,131	100
Households with gross rent at 30 percent or more of 1999 household income	617	70%	20,449	55%	542,233	50%
35 percent or more	533	61%	17,036	45%	444,740	41

Source: Table DP04, Selected Housing Characteristics 2008-2012 5-year Estimates

1.2.8 EMPLOYMENT

In the 2008-2012 American Community Survey, a higher percentage of Marin City's residents aged 16 and above were counted as part of the labor force, than for Marin County (**Table 11**). Of the population within the labor force, Marin City has a much higher rate of reported unemployment than that found in the County.

TABLE 11: EMPLOYMENT STATUS

	Marin City		Marin County	
	Total	%	Total	%
Population 16 years and over	2,086	100%	206,566	100%
Not in labor force	561	27%	71,678	35%
In labor force	1,525	73%	134,888	65%
Employed (including Armed Forces)	1,304	86%	125,592	61%
Unemployed	221	14%	9,295	5%

Source: Table DP03, Selected Economic Characteristics 2008-2012 5-year Estimates.

Table 12 shows that the principal occupations of Marin City residents are similar to those of Marin County although Marin City has a lower percentage of residents in management and professional, construction, extraction, and maintenance, and production, transportation, and material moving occupations and a higher percentage in service occupations and in the production, transportation and material moving occupations than the county.

TABLE 12: OCCUPATIONS

	Marin City		Marin County	
	Total	%	Total	%
<i>Employed civilian population 16 years and over</i>	1,304	100%	125,414	100%
Management, professional, and related occupations	596	46%	64,112	51%
Service occupations	227	17%	20,034	16%
Sales and office occupations	438	34%	28,148	22%
Construction, extraction, and maintenance occupations	25	2%	7,688	6%
Production, transportation, and material moving occupations	18	1%	5,432	4%

Source: Table DP03, Selected Economic Characteristics 2008-2012 5-year Estimates.

1.2.9 DISABILITY PROFILE

Table 13 presents a profile of the disability status¹ of the population of Marin City opposite similar statistics for the whole of Marin County. The percentage of the Marin City population (aged 5+) that are people with disabilities is higher than in the County as a whole. This effect is pronounced for all age groups.

¹ Disability is defined as having one or more of the following conditions: hearing difficulty (deaf or serious difficulty hearing, vision difficulty, (blindness, serious difficulty seeing even when wearing glasses), cognitive difficulty, (having difficulty remembering, concentrating or making decisions), ambulatory difficulty, (serious difficulty walking or climbing stairs), self-care difficulty, (difficulty bathing or dressing), or independent living difficulty, (because of a physical, mental or emotional problem, difficulty doing errands alone such as shopping or visiting a doctor).

TABLE 13: DISABILITY STATUS OF THE CIVILIAN NON-INSTITUTIONAL POPULATION

	Marin City		Marin County	
	Total	%	Total	%
Total Population	2,785	100%	246,163	100%
With a disability	330	12% ⁽²⁾	21,216	9% ⁽²⁾
Population Under 18 years	713	26% ⁽¹⁾	52,016	21% ⁽¹⁾
With a disability	39	6% ⁽²⁾	1,107	2% ⁽²⁾
Population 18 to 64 years	1,761	63% ⁽¹⁾	152,337	62% ⁽¹⁾
With a disability	228	13% ⁽²⁾	9,157	6% ⁽²⁾
Population 65 years and over	311	11% ⁽¹⁾	41,810	17% ⁽¹⁾
With a disability	63	20% ⁽²⁾	10,952	26% ⁽²⁾

Source: Table DP02, Selected Social Characteristics 2008-2012 5-year Estimates.

(1). Percentage of total population

(2). Percentage of those that speak that are disabled within the population group

2 EXISTING TRANSPORTATION

2.1 TRAVEL TO WORK

Table 14 and **Table 15** describe where Marin City residents work and how they travel to work. More than two-thirds of Marin City workers work within Marin County, which is around the same as the county as a whole. When calculating an employee’s method of travel to work, the ACS Community Survey 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 majority of Marin City workers drove alone (53 percent), this percentage is much lower than the 67 percent occurring among Marin County workers as a whole. The percentage of workers using public transit in Marin City is almost double the Marin County workers’ percentage and is almost exclusively by bus. In part, the popularity of transit for the commute to work for Marin City residents can be correlated to household vehicle availability. As shown in **Table 16**, the percentage of households in Marin City with no car or one car is significantly higher than in Marin County as a whole. A much higher proportion of people walk to work in Marin City compared to the county as a whole (8 percent versus 3 percent). However, bicycling was not reported as a commute mode by anyone in Marin City – 1.3 percent reported it as such in the county as a whole. This may be in part a result of the hilly terrain of large parts of Marin City, and also of the sample size of the rolling five-year survey.

TABLE 14: PLACE OF WORK

	Marin City		Marin County	
	Total	%	Total	%
Total workers (16 years and older)	1,263	100%	122,388	100%
Worked in Marin County	877	69%	80,531	66%
Worked outside Marin County	386	31%	41,122	33%
Worked outside California	0	0%	734	1%

Source: Table S0801, Commuting Characteristics by Sex 2008-2012 5-year Estimates

TABLE 15: TRAVEL MODE TO WORK

	Marin City		Marin County	
	Total	%	Total	%
Workers 16 years and over	1,263	100%	122,388	100%
Car, truck, or van -- drove alone	662	53%	81,510	67%
Car, truck, or van -- carpooled	78	6%	11,137	9%
Public transportation	219	17%	10,525	9%
Walked	106	8%	4,039	3%
Bicycle	0	0%	1,713	1%
Taxi, Motorcycle, or Other means	8	1%	1,224	1%
Worked at home	190	15%	11,994	10%

Source: Table S0801, Commuting Characteristics by Sex 2008-2012 5-year Estimates

TABLE 16: VEHICLE AVAILABILITY OF HOUSEHOLDS

	Marin City		Marin County	
	Total	%	Total	%
Workers 16 years and over in households	1,263	100%	121,645	100%
No car available	40	3%	2,555	2%
1 car available	504	40%	26,032	21%
2 cars available	589	47%	59,363	49%
3 or more cars available	130	10%	33,817	28%

Source: Table S0801, Commuting Characteristics by Sex 2008-2012 5-year Estimates

Travel time to work refers to the total number of minutes that it usually takes 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. Travel time is another indicator of the mode used (transit) and the distance traveled (working outside Marin County). As shown in **Table 17**, almost half the workers living in Marin City commute between 10 and 29 minutes with few residents having a commute of less than 10 minutes or more than 60 minutes.

TABLE 17: TRAVEL TIME TO WORK

	Marin City		Marin County	
	Total	%	Total	%
Workers 16 years and over who did not work at home	1,072	100%	110,333	100%
Less than 10 minutes	187	17%	14,233	13%
10 to 29 minutes	512	47%	47,223	43%
30 to 59 minutes	262	24%	36,631	33%
60 or more minutes	111	10%	12,357	11%

Source: Table S0801, Commuting Characteristics by Sex 2008-2012 5-year Estimates

2.2 ROADWAY NETWORK

Regional access to Marin City is provided via Highway 101 which serves as the primary north-south vehicle route within the San Francisco-Marín-Sonoma corridor. Local access from this mainline is available at the interchange with Donahue Street and Bridgeway. This interchange provides access to the neighborhood from both Highway 101 and a connection to Bridgeway in Sausalito.

Primary circulation within Marin City is provided by Donahue Street and Drake Avenue (collector streets) which feed to the various residential cul-de-sacs and loop roadways of the neighborhood. The local roadway system is circular following the contours of the topography. Phillips Drive is a private roadway part-owned by the Sausalito Marin City School District and part-owned by Marin City Community Services District (MCCSD). Aside from Phillips Drive, roadways are publicly owned by Marin County.

2.2.1 SINGULAR ENTRY/EXIT POINT

Marin City is unique in that there is a singular point of vehicular access between it and the rest of Marin County, namely the Donahue Street underpass and ramps. There are no redundancies in the system and in the event of an emergency there are no alternative access points that could be used if this location is blocked.

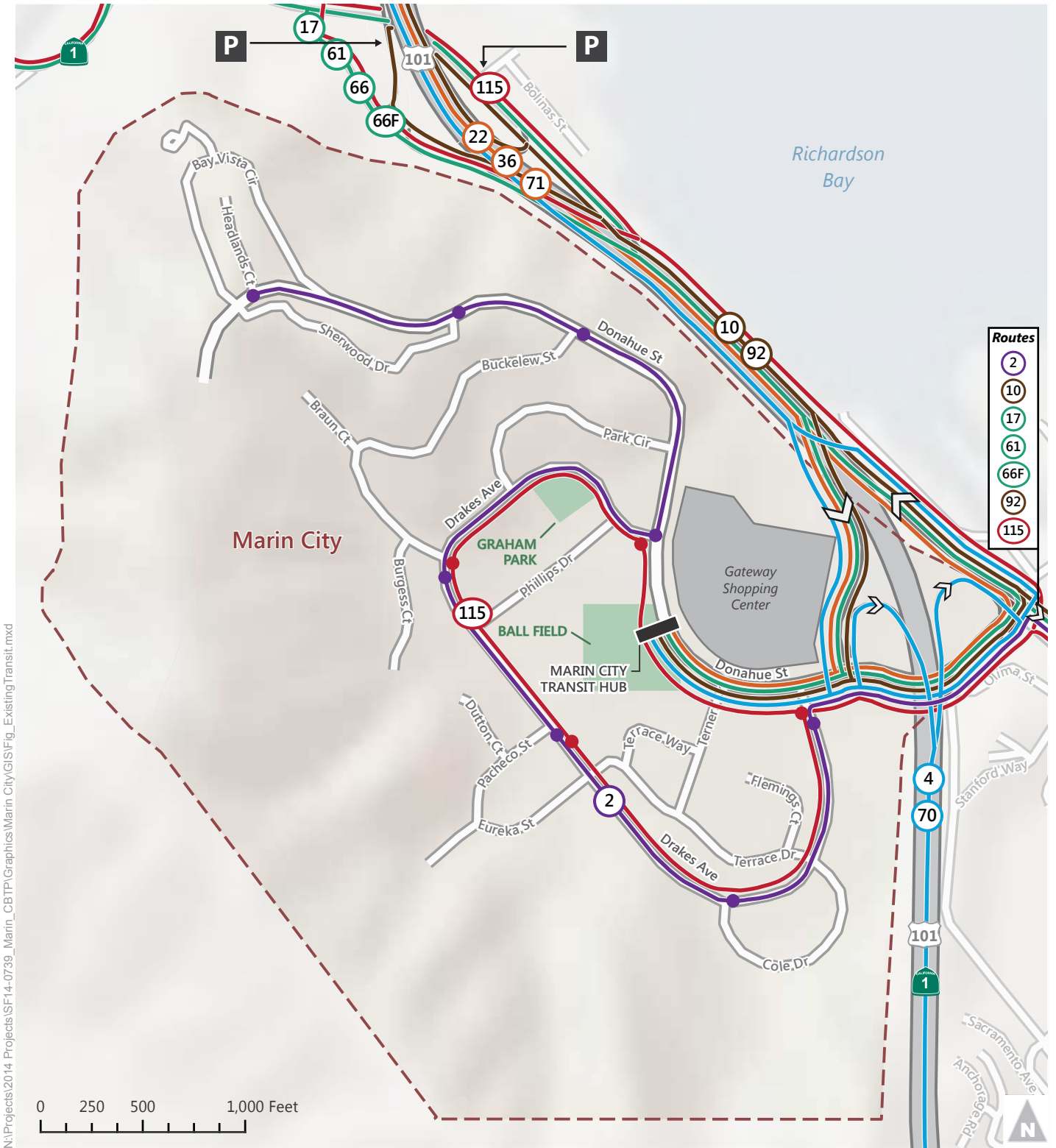
2.3 TRANSIT

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 service includes all public transit routes that begin and end within Marin County and is the responsibility of the Marin County Transit District (Marin Transit). Marin Transit provides local public transit through contracts with other providers, including Golden Gate Transit and Whistlestop Wheels.

2.3.1 FIXED ROUTE BUS

In total, 12 bus routes provide service to Marin City (**Figure 2**). Most of these routes make only one stop in Marin City (at the Transit Hub) with the exception of Routes 2 and 115, which make additional stops in the neighborhood along Drake Avenue. Fixed-route service is classified as either basic, commuter, local, rural, or recreational service as shown in **Figure 2**. Basic regional routes provide daily service between Marin, San Francisco, Sonoma, and Contra Costa Counties. Commuter routes operate a weekday only schedule and tend to have AM trips in the southbound direction and PM trips in the northbound direction. The Marin local routes provide daily service to the communities within Marin County.

- Marin Transit
 - Local Routes 17, 22, 36, 71, and 115
 - West Marin Stagecoach Route 61
 - Recreational Route 66F
- Golden Gate Transit
 - Commuter Routes 2, 4 and 92
 - Basic Routes 10 and 70



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Golden Gate Transit

- Route 2
- Route 10/92
- Route 4*/70
**One Route 4 trip serves Marin City in the morning*



Marin Transit

- Route 17/61*/66F**
**Route 61: West Marin Stagecoach
**Route 66F: Muir Woods Shuttle*
- Route 22/36/71
- Route 115*
**School days only*



Marin City Study Area



Bus Stop



Park & Ride



Figure 2
Existing Transit Service
Marin City

Operating under contract to Marin Transit, MV Transportation provides the West Marin Stagecoach rural transit service connecting the rural communities of West Marin to the more urbanized parts of the county. The Stagecoach provides Route 61 service from the Marin City Transit Hub, along the Panoramic Highway to State Highway 1. This service was established in 2002 to provide medical, educational, civic, shopping, and workplace trips to those residents in rural Marin County. The service has expanded to include weekend service to provide increased transit access to the many recreational opportunities in West Marin. The South Route 61 runs four eastbound and four westbound trips, seven days a week, connecting Marin City to destinations such as Manzanita Park-n-Ride, Tam Junction, Tamalpais High School, Mt. Tam State Park, Stinson Beach and Bolinas. Between March and November on weekends, four additional trips are provided in both directions.

While a significant number of fixed-route services stop in Marin City, only Route 2 provides service beyond the Marin City Transit Hub and into the residential neighborhoods. The majority of residents in community live within a quarter mile walking distance (and almost 100 percent of the community lives within a half mile distance) of the Transit Hub. However, the topography and curvilinear street patterns may require a longer, hilly walk for some residents.

Golden Gate's "basic" routes (10 and 70) create the backbone of service along the Highway 101 corridor. Basic Route 10 runs 60 minute service from Strawberry to Downtown San Francisco (with limited service to Tam Valley), with service to the Marin City Transit Hub along the way. This service is offered from 6:40 AM to 7:50 PM on weekdays and 6:15 AM to 7:10 PM on weekends. On weekends the route operates between Marin City and Downtown San Francisco only. Basic Route 70 runs 30 minute service from Novato to Downtown San Francisco, with service to the Marin City Transit Hub along the way. This service is offered from 4:00 AM to 1:55 AM on weekdays and 4:00 AM to 2:10 AM on weekends. Commuter Route 4, with service from Mill Valley to San Francisco, only makes one southbound stop at Marin City once at 5:15 AM on weekdays. Commuter Route 2, with service from Marin City to San Francisco, only runs seven AM peak trips and four PM peak trips. Weekday and weekend frequencies are shown below in **Table 18** and **Table 19**.

Marin Transit local routes link Marin City with the neighboring Sausalito, Mill Valley, San Rafael and Tiburon. Route 22 runs 30 minute peak (60 minute off peak) service from Marin City to the San Rafael Transit Center, with service to the College of Marin. This service is offered from 6:55 AM to 11:55 PM on weekdays and from 7:00 AM to 9:55 PM on weekends. Route 17 connects Marin City and San Rafael but services Tamalpais Valley and Mill Valley along the way. Service runs every 60 minutes from 5:30 AM to 11:25 PM on weekdays and 6:30 AM to 11:25 PM on weekends. Route 36 connects Marin City and San Rafael, serving the San Rafael Transit Center and the Canal District via Highway 101. Service is offered at 30 minute frequencies on weekdays during the peak periods only. The final route, Route 71, connects

Marin City with the City of Novato, serving the San Rafael Transit Center along the way. Service is offered at 30 minutes during peak periods and 60 minutes during off peak periods on weekdays and limited service on the weekends with frequencies of over an hour. Route 115 is a supplemental school service route that makes two northbound trips and one southbound trip in the morning and two southbound trips in the afternoon on school days only, with service from Sausalito, Marin City, Mill Valley, and Strawberry to Tamalpais High School, Willow Creek Academy, and St. Hilary School. Service spans and frequencies for the various route types are generally established to reflect the demand for these services.

Marin Transit Recreational routes provide weekend, seasonal shuttle service to the Muir Woods National Monument. Route 66F runs 60 minute service from 11:00 AM to 6:35 PM between the Sausalito Ferry terminal and Muir Woods, with service to the Marin City Transit Hub along the way.

The bus stops are located in Marin City as shown in **Table 20** below. Due to the limited service within the neighborhood, the vast majority of the transit activity in Marin City occurs at the Transit Hub adjacent to the Gateway Shopping Center.

TABLE 18: WEEKDAY MARIN CITY TRANSIT BUS SCHEDULES

Route	Direction	Origin	Destination	First Bus (Marin City)	Frequencies (min)				Last Bus (Marin City)
					AM Peak	Midday	PM Peak	Evening	
					until 10 AM	10 AM - 3 PM	3 PM - 7 PM	7 PM on	
2	SB	Marin City	SF	6:05 AM	30				9:00 AM
2	NB	SF	Marin City	5:28 PM			30		7:01 PM
4	SB	Mill Valley	San Francisco	5:17 AM	Only one daily departure at 5:17 AM				5:17 AM
10	SB	Tam Valley	SF	6:52 AM	60	60	60		6:49 PM
10	NB	SF	Strawberry	7:38 AM	30-60	60	60		7:36 PM
17	SB	San Rafael	Sausalito	6:10 AM	60	60	60	60	10:12 PM
17	NB	Sausalito	San Rafael	6:35 AM	60	60	60	60	10:36 PM
22	SB	San Rafael	Marin City	8:22 AM	30	60	30	60	9:20 PM
22	NB	Marin City	San Rafael	6:55 AM	30	30	30	60	11:08 PM
36	SB	San Rafael	Marin City	7:30 AM	30		30		5:30 PM
36	NB	Marin City	San Rafael	7:52 AM	30		30		5:12 PM
70	SB	Novato	SF	4:12 AM	30 – 60	60	60	30	11:47 PM
70	NB	SF	Novato	5:37 AM	30	30	30	30	1:38 AM
115	SB	St. Hilary School	Sausalito / Willow Creek	7:49 AM	1 AM trip (7:49 AM) and 2 PM trips (2:43 and 3:58 PM)				3:47 PM
115	NB	Sausalito	St. Hilary School	7:06 AM	2 AM trips (7:06 and 7:26 AM)				7:30 AM
61	WB	Marin City	Bolinas	8:20 AM	Four daily departures: 8:20, 11:45, 4:05, and 6:45				6:45 PM
61	EB	Bolinas	Marin City	8:05 AM	Four daily arrivals: 8:05, 10:55, 3:55, and 6:35				6:35 PM

TABLE 19: WEEKEND/HOLIDAY MARIN CITY TRANSIT BUS SCHEDULES

Route	Direction	Origin	Destination	First Bus (Marin City)	Frequencies (min)				Last Bus (Marin City)
					AM Peak	Midday	PM Peak	Evening	
					until 10 AM	10 AM - 3 PM	3 PM - 7 PM	7 PM on	
10	SB	Marin City	SF	6:17 AM	60	60	60		6:17 PM
10	NB	SF	Marin City	9:02 AM	60	60	60	60	7:02 PM
17	SB	San Rafael	Sausalito	7:14 AM	60	60	60	60	8:14 PM
17	NB	Sausalito	San Rafael	7:35 AM	60	60	60	60	10:36 PM (9:36 PM on Sundays)
22	SB	San Rafael	Marin City	7:47 AM	60	60	60	60	9:47 PM
22	NB	Marin City	San Rafael	6:58 AM	60	60	60	60	8:58 PM
66F	WB	Sausalito Ferry Terminal	Muir Woods	11:15 AM		60	60		3:15 PM
66F	EB	Muir Woods	Sausalito Ferry Terminal	1:25 PM		60	60		6:25 PM
70	SB	Novato	SF	4:13 AM	30	30	30	30-60	12:16 AM
70	NB	SF	Novato	6:06 AM	30	30	30	30-60	1:53 AM
61	WB	Marin City	Bolinas	8:20 AM	Four daily departures: 8:20, 11:32, 3:26, and 6:36				6:36 PM
61	EB	Bolinas	Marin City	10:54 AM	Four daily arrivals: 10:54, 2:50, 6:00, and 9:10				9:10 PM

TABLE 20: MARIN CITY BUS STOP INVENTORY

#	Stop Location	Direction of Transit	Routes Serving Stop	Shelter	Bench	Other Amenities ¹
1	Donohue St & Terners Dr (Marin City Transfer Facility)	NB / SB	4, 10, 17, 22, 36, 66F, 70, 71, 92, 61, 115	X	X	Trash, Tele, News, Bike, Light
2	Donohue St & Bay Vista Circle	SB	2			News
3	Donohue St & Sherwood Dr	SB	2			Mail
3	Donohue St & Sherwood Dr	NB	2			
4	Donohue St & Buckelew St	SB	2			
4	Donohue St & Buckelew St	NB	2			
5	Drake Ave & Cole Dr	SB	2	X	X	
5	Drake Ave & Cole Dr	NB	2			
6	Drake Ave & Donahue St	SB	2, 115			Mail
6	Drake Ave & Donahue St	NB	2			
7	Drake Ave & Buckelew St	SB	2, 115	X	X	
7	Drake Ave & Buckelew St	NB	2			
8	Drake Ave & Pacheco St	SB	2, 115			
8	Drake Ave & Pacheco St	NB	2			

1. Other Amenities include: Trash receptacles, Telephone (Tele), Newspaper (News), Mailbox (Mail), Bike Rack (Bike), Lighting – aside from street lighting (light)

2.3.2 MOBILITY MANAGEMENT PROGRAMS

2.3.2.1 Paratransit

Paratransit services are available through Whistlestop Wheels to those who are unable to use fixed route services due to disability. Whistlestop Wheels Americans with Disabilities Act (ADA) paratransit provides door-to-door service to destinations within a ¾ mile of existing fixed route services, including those destinations outside Marin County. Users of the service must be ADA certified and book their trips at least one day in advance.

Paratransit activity relating to Marin City was analyzed using a July 2006 sample data set obtained from Whistlestop Wheels. The data revealed locations within Marin City where paratransit trips originated and locations outside the community where they ended. Trips originate at a number of different locations throughout the community, but almost half were located near the Cole Drive / Drake Avenue loop. Destination locations for these trips were dispersed primarily throughout Marin County and with a few trips going into San Francisco. While the trips were dispersed, three locations accounted for 70 percent of the total trips for the month. These destinations included:

- Marin County Civic Center
- Marin General Hospital (specifically the dialysis clinics located along Sir Francis Drake)
- Residential areas along Redwood Highway (just east of 101 at the Manuel Freitas Parkway exit)

2.3.2.2 Marin Catch-A-Ride

Marin Catch-A-Ride is a program that provides discounted taxi rides for senior and disabled persons in Marin County. The program is available to seniors age 80 and older, seniors between 60 and 80 years old who no longer drive, and paratransit-eligible riders. The program does not require users of the service to book their trips in advance.

2.3.2.3 Volunteer Driver Program

In Eastern Marin County, the Safe Transport and Reimbursement program (STAR) provides a reimbursement for volunteer drivers who transport older adults and people with disabilities. The program is available to those who have been qualified for Marin Access Paratransit, and adults over the age of 60 with a disability or frailty. Those who are eligible identify members in their community who are willing to drive for them, and the program provides a mileage-based reimbursement for the driver.

2.3.3 MARIN CITY TRANSIT HUB

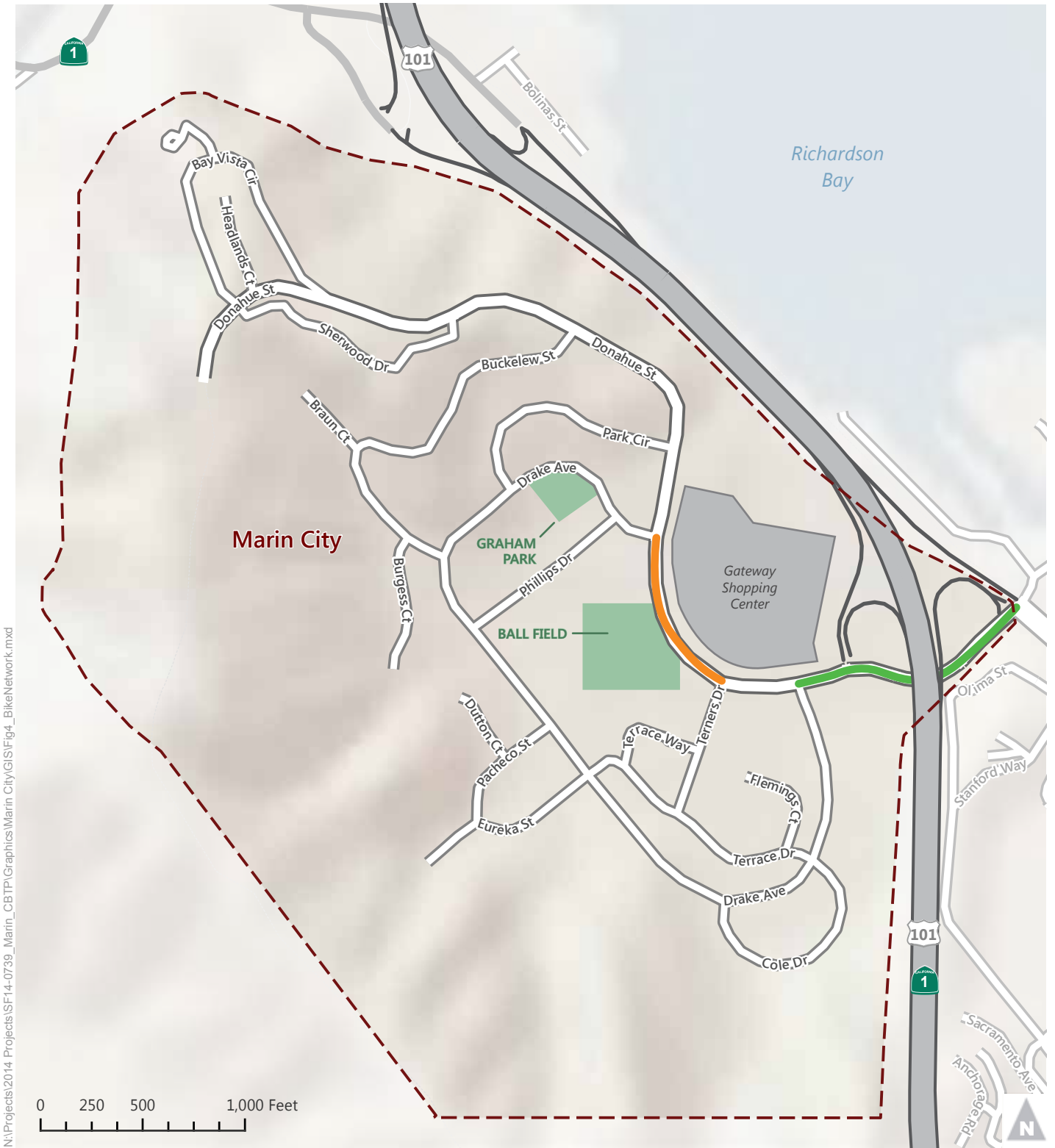
The Marin City Transit Hub, located along Donahue Street near Terners Drive and adjacent to the Gateway Shopping Center, is the second busiest bus transfer location in Marin County, serving more than 3,000 daily boardings and alightings. This facility provides coordinated/timed bus connections to local bus routes within Marin County, regional bus service to San Francisco and Sonoma Counties. The high volume of activity has resulted in a significant need to upgrade the facility. After a November 2007 Marin Transit presentation to the Stakeholder Committee on the conceptual plans for this project, the Stakeholder Committee confirmed that these improvements are a high priority for the community. These improvements to the Marin Transit Hub were completed by January 2012 and included a concrete pad to reinforce the bus loading zone, new asphalt along the adjacent roadway, a real-time bus arrival sign,

enhanced pedestrian facilities at the shelter locations, new shelters, new sidewalks, new landscaping, new drainage, bicycle parking, and a kiosk with bus schedule information.

2.4 PEDESTRIAN AND BICYCLE FACILITIES

Most streets in Marin City have 3-4 foot wide sidewalks adjacent to the roadway. As reported by local residents, many of the sidewalks, particularly those adjacent to mature tree plantings, have lifted and buckled from tree roots creating barriers for those in wheelchairs and using walkers. Some of the newer larger residential developments also have internal pedestrian pathways. A separated pedestrian pathway is also provided at the undercrossing of Highway 101 on the south side of Donahue Street. A trail connection to the GGNRA is available from the trailhead at the western terminus of Donahue.

As shown on **Figure 3**, the only bicycle facilities within Marin City are Class II bicycle lanes along Donahue Street between Terners Drive and the northern intersection with Drake Avenue and a de facto Class I bicycle path (shared with pedestrians) alongside Donahue Street between Bridgeway in Sausalito and the southern intersection of Drake Avenue with Donahue Street. Additional facilities outside of Marin City include bicycle lanes that run along Bridgeway in Sausalito and the Mill Valley-Sausalito bike path, which provides access across the marshlands from the northern end of Bridgeway to Lomita Drive in Mill Valley. There are no proposed bicycle facilities contained within the upcoming Bicycle Master Plan Update, according to the County of Marin.



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Bicycle Facilities

Existing

- Class I bike lanes
- Class II bike lanes

 Marin City Study Area



Figure 3
Existing and Proposed Bicycle Network
Marin City



2.5 ACCESS TO SCHOOLS

Marin City is served by the Sausalito Marin City School District for primary grades (K-8) and the Tamalpais Union High School District for secondary grades. Students in grades K-8 attend either Bayside Martin Luther King, Jr. Academy in Marin City or Willow Creek Academy (a public charter school) in Sausalito. Bayside Martin Luther King, Jr. Academy also provides Pre-K instruction. Grades 9-12 attend Tamalpais High School in Mill Valley or Redwood High School In Larkspur. Students take a variety of modes to travel to schools in Marin City and Sausalito, including car, transit bus, bicycle, and walking.

3 RELEVANT STUDIES, REPORTS, AND PLANS

This section summarizes the findings of relevant local, county, and regional studies that relate to transportation for the Marin City community and its residents. Some of these documents are quite dated; since their publication, the needs identified in these documents may have been mitigated. During the next phase of the Marin City Community-Based Transportation Plan, it will be determined which of these needs still require improvement and can be addressed within the scope of this Plan.

3.1 LOCAL STUDIES

3.1.1 MARIN CITY COMMUNITY-BASED TRANSPORTATION PLAN (2009)

The Marin City Community-Based Transportation Plan (CBTP) that was published in 2009 identified twelve transportation projects for the community to implement. **Table 21** below lists the status each project as of September 2014.

TABLE 21: MARIN CBTP 2009 PROJECT STATUS

Project	Description	Status
Community Loop Shuttle	Connect Marin City community with Senior Center, Public Library and Marin City Transit Hub	Service provided by Marin Transit Route 222 starting August, 2011. Route monitored for 18 months and service adjusted. Route consistently missed performance targets and was cancelled in October of 2013. Morning school route added in 2013 to Willow Creek Academy in Sausalito.
Shuttle to Marin General Hospital and Medical Offices	Shuttle to provide service from Marin City Transit Hub directly to medical facilities	Marin Transit implemented Route 222 in August of 2011. Route cancelled in October of 2013 due to poor performance.
Volunteer Driver Program	Neighbors helping neighbors to provide transportation as needed	Funded by Marin Transit Mobility Program and administered by Whistlestop program.
Improvements to Highway 101 Undercrossing	Brighten, Clean, and improve pedestrian access under structure	New lighting installed. County added redundant system and changed to all day operation of the system. Future phase to improve pedestrian access (unfunded).
Shuttle to Marin County Health and Wellness Center	Shuttle to provide service from Marin City Transit Hub directly to medical and support facilities	Fixed Route 36 provides service during weekday peak hours. Marin Transit considering expansion of service levels and hours of operation on this route.
Marin City Travel Center	"one stop shop" administration of Volunteer Driver and Taxi Voucher Programs as well as other programs as they develop	Service provided by Travel Navigators through Marin Access.
Pedestrian/Bicycle Improvements	Sidewalk repairs and installation of curb ramps and bicycle facilities	Recently completed Transit Hub provided sidewalk facilities and associated curb ramps. Bicycle improvements are unfunded.

Taxi Voucher Program	Taxi voucher for those requiring transportation when transit is not operating	Marin Transit implemented Catch-A-Ride Taxi program in 2012. Program is available for qualifying seniors and ADA.
Car Share Program	Rent a car when you need it from a neighborhood location	Marin Transit and TAM evaluating options for car share.
Subsidy for Transit/Paratransit Service	Reduced cost transit for those that qualify	Special fares provided for youths and seniors. Homeward Bound offers complimentary passes for participants Countywide. Paratransit has a Low Income Fare Assistance Program that provides free trips for qualifying individuals (started in 2012). Catch-A-Ride offers a higher subsidy level for qualifying low-income individuals.
Assistance with Purchase, operation and Maintenance of a Personal Automobile	Provide assistance to those wishing to own an automobile	Project development has not been pursued
Alternative Vehicle Access to/from Marin City	Provide alternate vehicle and pedestrian access to the community	Project development has not been pursued

3.1.2 MARIN CITY COMMUNITIES OF EXCELLENCE IN NUTRITION, PHYSICAL ACTIVITY, AND OBESITY PREVENTION (CX3)

This report was prepared by Champions for Change, the Marin City Community Services District, and Marin County Health and Human Services (referred to as the “CX3 Team”). The goal of the report was to measure the nutrition environment in Marin City and identify opportunities for improvement.

From July to September of 2013, the CX3 Team collected and analyzed local data related to the nutrition environment in Marin City, which included available food stores, fast food outlets, walkability and safety, parks, schools, health foods, and emergency food outlets. This data was primarily collected through field surveys of neighborhood food sources and analyzed in a Geographic Information System and with a standardized scoring system developed by CX3. The team found that Marin City is a food desert, containing no grocery store, farmer’s market, public community garden, or public parks. The neighborhood has no access to affordable, healthy food and is instead dominated by stores with packaged, unhealthy foods. In turn, several key opportunities identified by the team include:

- Create a Healthy Food Access Coalition
- Establish a healthy, affordable grocery store
- Work with the Marin City Community Services District, Marin County, the Sheriff's Department, and the Transportation Authority of Marin to improve overall safety in the community

3.2 MARIN COUNTY STUDIES

3.2.1 MARIN COUNTY CONGESTION MANAGEMENT PROGRAM UPDATE (OCTOBER 2013)

The Transportation Authority of Marin released an update to the countywide Congestion Management Program (CMP) in 2013. Key results relevant to Marin City are listed below:

- All CMP roadway segments near Marin City have **levels of service** that meet the CMP standards, and so the report recommends that no action is required to mitigate congestion.
- Marin County Measure A, the 1/2-cent transportation sales tax measure passed in 2004, expanded **travel demand management** programs in Marin County. These programs are successfully operating today. School programs include *Safe Routes to Schools* and *School Pool* programs. TAM also promotes compact development strategies by providing the *Pedestrian and Transit-Oriented Design Toolkit* (2007) and encouraging SMART Station Area Planning efforts in San Rafael and Larkspur. With recent adoption of Plan Bay Area, which include the region's Sustainable Communities Strategy (SCS) mandated by SB 375, future travel demand management programs in Marin County will continue to be refined to offer alternative approaches to living with traffic congestion. In addition to funding travel demand management programs, Measure A designates 55 percent of funds collected towards improving bus transit for communities, which includes paratransit for seniors and the disabled.
- Marin County Measure B, the \$10 vehicle registration fee increase passed in 2010, provides additional funding for **bicycle and pedestrian** maintenance for municipalities that have adopted a Complete Streets policy. Similar to Measure A, Measure B designates 35 percent of funds collected towards improved transit for seniors and the disabled.

3.2.2 MARIN COUNTY TRANSIT MARKET ASSESSMENT (JUNE 2013)

This study identified subareas within the county where strong markets for transit appear to exist based on demographic characteristics of residents, locations of jobs, and travel patterns of current Marin Transit riders. Future projections to 2020 and 2040 were also assessed. A summary of key findings is listed below:

- **Marin City** is a “medium-high” market in terms of transit propensity. This is primarily due to its relatively high percentages of low-income and zero-vehicle households.
- Marin City was identified as a “Moderate Intensity” **Priority Development Area** (PDA) by the Metropolitan Transportation Commission. PDAs are defined as “areas where new development will support the day-to-day needs of residents and workers in a pedestrian-friendly environment served by transit”.
- The strongest overall markets for transit within Marin County should remain central San Rafael (including Downtown and the Canal District), central and southern Novato, **and the Marin City area**.

3.2.3 MARIN COUNTY HUMAN DEVELOPMENT REPORT (2012)

The Marin County Human Development Report, a project of the American Human Development Project of the Social Science Research Council, uses human-based as well as economic-based factors to measure the general well-being of Marin County residents. In general, it measures disparities between people who are succeeding and people who are struggling, and benchmarks different parts of Marin County with each other, and with other parts of the state, country, and world.

Beyond Marin County’s exemplary overall score in the Human Development Index, the report highlights considerable internal disparity, as explained below:

- The American Human Development Index for Marin City, which is 50 percent African American, ranks number 43 out of a total of 48 tracts studied.
- Marin is characterized by very high levels of **residential segregation** by race and ethnicity.
- Marin City has one of the shortest **life expectancies** (77 years) in Marin County. Life spans of this length are typical of the Gulf states, West Virginia, and Arkansas, parts of the country that disproportionately register poor health indicators.
- **Food deserts** are low-income neighborhoods without ready access to healthy and affordable food. Typically, convenience stores, fast-food outlets, and liquor stores predominate. Three of the county’s census tracts have been deemed “food deserts” by the United States Department of Agriculture. Marin City, one of the lowest-ranked census tracts in the health index, is one of those USDA-defined food deserts. With a surfeit of junk calories and a dearth of healthy options, food desert neighborhoods are home to a disproportionate number of people who are overweight or obese and who suffer from diabetes.
- Marin’s planners have targeted employment in areas such as biotechnology and software as a way to stimulate the recovery and the county’s long-term growth. Yet most job growth that has occurred over the last two decades in Marin is overwhelmingly at the other end of the scale: **low-wage service employment**. This includes the fast-growing personal services sector (which includes such things as laundry and dry cleaning, hair and beauty salons, gardening, parking

services, pet care, etc.). According to the study, earnings in the comparatively low-paid personal services sector, particularly for single-headed households, present severe constraints to the ability of families to seize opportunities and live to their full potential.

- There is tremendous opportunity to improve air quality and reduce time spent in traffic through **better public transport and carpool options**. More focus is needed on improving conditions for low-income communities in particular. Marin Transit 2012-2021 Short Range Transit Plan (September 2012)

Marin Transit prepared a Short Range Transit Plan in 2012 that sets goals and performance targets and lays out a service plan, capital plan, and financial plan for the forthcoming decade. Some key points related to service in Marin City are listed below:

- The plan identifies the need to **maintain and expand local bus service** from Sausalito to Marin City by providing transit service every 30 minutes.
- Marin City has one of the **highest concentrations of local weekday ridership activity** (in terms of riders per capita) in the county. In turn, Marin City has one of the highest propensities to use transit.
- Marin City is one of the few markets within the county that has conditions **which make transit competitive to other modes of travel** for trips both within the county and to San Francisco. The transit mode split as predicted by the MTC's Transit Competitiveness Index tool to San Francisco from Marin City is 19 percent, third highest in the county.
- Connections in Marin City between local and regional routes were identified as an **unfunded need**. In addition, the continuation of Route 222 beyond a two-year federal lifeline grant (which expired in 2013) was identified as an **unfunded service need**. This route provided service between Marin City and Marin County Hospital.
- **Paratransit** trip origins within Marin City are dispersed evenly around the community, with some origins concentrated on the eastern side of the study area along Donahue Drive and Drake Avenue.

3.2.4 MARIN COUNTY SENIOR MOBILITY ACTION AND IMPLEMENTATION PLAN (2010)

In partnership with Marin Transit and other community agencies, the Marin County Health and Human Services Department, Division of Aging and Adult Services sponsored the Marin Senior Mobility Action and Implementation Plan to identify measures that can be taken by Marin County and transportation agencies to support the mobility of the growing older population beyond their driving years. This report included a study of existing conditions for senior travel in the county, in addition to an action plan and implementation plan.

Ten key strategies were developed and recommended. These are listed below:

1. **Community Bus for Seniors** (Local fixed-route shuttles to serve short trips within communities. Open to all with emphasis on seniors.)
2. **Flexible Transit Services** (Fixed-route services that will deviate on request.)
3. **Walkable Communities for Seniors** (Identify priority pedestrian improvements in neighborhoods with high concentrations of seniors and walkable destinations.)
4. **Subsidized Taxicabs** (Build on results of current subsidized taxi pilot program.) – *This recommendation has been implemented by Marin Transit as Marin “Catch-A-Ride”.*
5. **Community-Based Volunteer Driver Program** (Continue efforts to establish non-profit, community transportation network with public and private funding.) – *This recommendation has been implemented as Safe Transport And Reimbursement (STAR) Program.*
6. **Encouraging Use of Transit** (Communicate to seniors that transit is safe, modern, senior-friendly, and provides independence.) This recommendation has been implemented through Marin Transit’s Travel Training Program.
7. **Safe Driving** (Driver training, driving retirement, adapting cars for older drivers.)
8. **Information & Assistance** (As part of Mobility Management function, multimodal telephone information, web site, literature distribution, seminar hosting for agency staff that work with older people.) – *This recommendation has been implemented by Marin Transit as the Marin Access “Travel Navigators” and “Travel Training”.*
9. **Walking Groups for Seniors** (Coordinated groups, possibly organized around senior center or culturally based organizations, include accessibility audits of path-of-travel.)
10. **Planning Policies for Senior Housing** (Planning reviews for senior housing and other senior-related facilities should require close-in locations and a transportation element.)

3.2.5 MARIN COUNTY UNINCORPORATED AREA BICYCLE AND PEDESTRIAN MASTER PLAN (2008)

This plan, developed jointly by the Transportation Authority of Marin, the Marin County Public Works Department, the Marin County Bicycle Advisory Group, and Marin citizens, made specific recommendations for bicycle and pedestrian improvement projects for the unincorporated areas of Marin County, which includes Marin City. The plan proposed to build a 0.2 mile-long Class II bicycle facility on Donahue Street that would extend from Bridgeway to Drake Avenue, passing underneath the US 101 freeway. This project was estimated to cost \$3,500, but was not funded at the time of the report.

3.2.6 MARIN COUNTYWIDE PLAN – ADOPTED NOVEMBER 2007

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 access;
- 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.

3.2.7 MARIN COUNTY BICYCLE AND PEDESTRIAN MASTER PLAN

The process of updating the bicycle and pedestrian master plan for unincorporated Marin County is currently underway. The Transportation Authority of Marin is facilitating a coordinated update of this plan, which commenced in 2014.

3.3 REGIONAL STUDIES

3.3.1 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (MAY 2012)

Ongoing and future transportation projects of regional importance are described within the Regional Transportation Improvement Program (RTIP), updated by the Metropolitan Transportation Commission (MTC) in May 2012. Additional capital transportation investments are made from time to time that involve funding from local sources (such as development fees or development agreements) or from specialized funding made available but not incorporated into multi-year funding documents. The program did not identify any projects within Marin City.

3.3.2 GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT TITLE VI CIVIL RIGHTS SUBMISSION (MAY 2013)

This report, by the Golden Gate Bridge, Highway and Transportation District (GGBHTD) summarizes its obligations with regards to equitable transit service under Title VI. The following is a summary of the findings:

- The GGBHTD meets its **Title VI obligations**, which includes providing equitable transit service to minority and low-income persons within its service area.
- Service in **minority and low-income tracts** is of comparable quality to the service provided in other tracts, and service standards are applied consistently throughout the District's service area.
- The District provides a high level of GGT bus service where warranted by ridership indications, particularly in areas identified as both low-income and minority tracts, with appropriately sized vehicles that provide a **high level of amenities**. Amenities such as real-time information signs for the U.S. Highway 101 bus pads are planned and implemented to benefit all customers, with particular emphasis on providing access to minority and low-income populations and customers.
- **Public outreach** occurs not only for fare changes and major service changes, but for all service changes that will impact local communities. The District has a Language Implementation Plan (LIP) to facilitate communications with members of the public with Limited English Proficiency, and it has an established Title VI complaint procedure in place.

3.3.3 GOLDEN GATE BRIDGE DISTRICT SHORT RANGE TRANSIT PLAN (SRTP) FY2008-2017 (DECEMBER 2007)

Golden Gate's SRTP is a review of the existing transit services and the financial conditions of the agency for the 2008-2017 planning period. The transit services included in the plan include the bus and ferry service operated by GGT and the contracted demand-response services. The plan serves as a management and policy document for GGT and allows the Federal Transit Administration (FTA) and MTC to make informed funding decisions to meet the short-term needs of the agency. While SRTP mentions that the MTC proposed to conduct a CBTP effort in Marin City, which GGBHTD participated in, there were no specific recommendations proposed for service to Marin City.

3.3.4 GOLDEN GATE BRIDGE DISTRICT 2012-2013 ANNUAL REPORT (2013)

The Annual Report focuses on significant events for the agency during the fiscal year. The 2012-2013 report focused on the continued seismic retrofit of the Golden Gate Bridge, the conversion to fully electronic tolling on the bridge, customer enhancements for transit services, maintenance of the bridge and ferries, and a spotlight on employee achievements. The significant customer enhancements to the

transit system included the installation of new bike racks at the Larkspur Ferry Terminal and the San Rafael Transit Center. No specific recommendations or changes to Marin City were proposed.

The annual report also included a financial audit of operations of the District. Results showed increasing ridership on the bus and ferry systems. Transit accounted for 29 percent (18.8 percent bus, 10.2 percent ferry) of the district’s annual revenues and 60.2 percent (45.0 percent bus, 15.2 percent ferry) of the annual expenses. Currently, bus and ferry operations contribute 19 and 51 percent, respectively, to the funding of their operations, the remainder is funded by Golden Gate Transit Bridge tolls and toll reserves (38 and 46 percent, respectively) and State and local funds received from Marin and Sonoma counties for the provision of transit services (10 and 18 percent, respectively). The plan also makes mention the District Board’s plan to increase transit fares by 5 percent annually through June 2016.

3.4 PLANNED PROGRAMS AND PROJECTS

Specific programs and projects that have either been recently completed, are in planning, or are under construction are shown in **Table 22**, below.

TABLE 22: PLANNED PROGRAMS AND PROJECTS

Study/ Project Title	Lead Agency	Year	Overview	Status of Projects
Marin County Congestion Management Program Update	TAM	2013	TAM is responsible for the Congestion Management Program, which addresses the impact of local growth on the regional transportation system	<i>Planned projects:</i> <ul style="list-style-type: none"> Replace culverts and upgrade drainage system on SR 1 from Ross Drive to Tennessee Avenue
Short Range Transit Plan 2012-2021	Marin Transit	2012	Sets goals and performance targets and lays out a service plan, capital plan, and financial plan for the forthcoming decade	<i>Recommended projects:</i> <ul style="list-style-type: none"> Pursue funding source for reinstating Route 222 to Marin General Hospital Provide transit service every 30 minutes between Sausalito and Marin City



Regional Transportation Improvement Program	MTC	2012	Description of ongoing and future transportation projects of regional importance	<i>Recommended projects:</i>
Marin County Senior Mobility Action and Implementation Plan	Marin Health & Human Services	2010	Identifies measures that can be taken by the county and transportation agencies to support the mobility of the growing older population beyond their driving years	<i>Recently completed:</i> <ul style="list-style-type: none"> • Subsidized Taxicab program: "Marin Catch-a-Ride" • Community-Based Volunteer Driver Program, operated by Whistlestop • Information & Assistance program: "Travel Navigators" • Encouraging Use of Transit <i>Recommended projects:</i> <ul style="list-style-type: none"> • Community Bus for Seniors • Flexible Transit Services • Safe Driving, including active travel training presentations • Walking Groups for Seniors • Planning Policies for Senior Housing



<p>Marin City Community-Based Transportation Plan</p>	<p>TAM</p>	<p>2009</p>	<p>Identifies barriers to mobility and provides a prioritized list of projects to overcome them through a community-focused approach</p>	<p><i>Recommended projects:</i></p> <ul style="list-style-type: none"> • Community Loop Shuttle • Shuttle to Marin General Hospital and Medical Offices • Volunteer Driver Program • Improvements to US 101 Underpass • Shuttle to Marin County Health and Wellness Center in San Rafael • Marin City Travel Center • Pedestrian/Bicycle Improvements • Taxi Voucher Program • Car Share Program • Subsidy for Transit/Paratransit Service • Assistance with Purchase, Operation, and Maintenance of Personal Automobile • Alternative Vehicle Access Route to/from Marin City <p><i>Completed projects:</i></p> <ul style="list-style-type: none"> • Marin Transit Route 222 was established to provide a community loop shuttle that also served Marin General Hospital • New lighting installed at US 101 underpass • Upgraded Marin City Transit Hub transit and pedestrian facilities • Implemented Marin Catch-A-Ride Taxi program in 2012, which is available for qualifying seniors and ADA <p><i>Planned projects:</i></p> <ul style="list-style-type: none"> • Route 222 was cancelled in October 2013, so pursue additional funding • Improve pedestrian access at US 101 underpass (currently unfunded) • Marin Transit considering expanding Route 36 service to Marin County Health and Wellness Center • Marin Transit and TAM evaluating options for car share
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<p>Marin County Unincorporated Area Bicycle and Pedestrian Master Plan</p>	<p>TAM</p>	<p>2008</p>	<p>Makes specific recommendations for bicycle and pedestrian improvement projects for the unincorporated areas of Marin County</p>	<p><i>Recommended project:</i></p> <ul style="list-style-type: none"> • Class II bike lanes on Donahue Street between Drake Avenue
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4 COMMUNITY OUTREACH

Public outreach was critical to the success of developing a meaningful Plan Update that is truly reflective of the values and priorities of the community. The outreach mechanisms described here were designed to involve a broad cross section of the Marin City community—including residents, workers, businesses, public agencies, disabled people, seniors, and youth—in the discussion of transportation needs, gaps, and potential solutions for the Marin City transportation network.

A key aspect of the outreach approach was to make public participation in the development of the Program as simple and easily accessible as possible. The Transportation Authority of Marin (TAM), the Technical Advisory Committee, the Stakeholder Committee, and the Consultant Team therefore actively sought opportunities to engage community members in their homes and existing forums, or at venues that they already frequented (“going to where the people are”).

The Marin City Community Services District (MCCSD) and TAM engaged a local non-profit organization, Marin City Community Development Corporation (MCCDC), to assist with outreach. The mission of MCCDC is to empower and improve the quality of life of Marin City residents by implementing comprehensive income and asset development programs, fostering community development, and preserving its diverse culture. The organization has more than 30 years of expertise providing workforce, housing, and asset building services.

MCCDC in turn used its extensive knowledge of the community, its challenges and opportunities, to select and engage three outreach specialists to facilitate successful door-to-door outreach. Additional information on the notes taken during this process can be found in **Appendix A**.

4.1 OUTREACH MECHANISMS

During **Phase I** of community input, members of the Consultant Team, MCCDC, and MCCDC’s outreach specialists surveyed community members to determine their mobility needs within Marin City (see Section 4.1.1 below) and promote the community Open House, which was the cornerstone activity in **Phase II** of outreach.

Outreach mechanisms included surveys, tabling, flyering and email communications, door-to-door promotion, and a series of focus groups. The survey was administered in paper and online formats, both with the same content. From the results of this first phase of outreach, the Consultant Team prepared

draft recommendations that were presented to the public during the Open House. Members of the public then had an opportunity to prioritize the draft recommendations and provide further input.

4.1.1 SURVEY & TABLING

For the first phase of input, the Consultant Team and TAM, in coordination with the Stakeholder Committee, developed a simple printed survey asking community members about the modes of transportation they use to reach their destinations (bus, bicycle, walking, etc.), their mobility needs in Marin City, the specific locations of mobility gaps, and any additional issues or recommendations they might have. This survey was translated into Spanish, and the bilingual survey was uploaded onto Survey Monkey for online access.

Copies of the survey were retained at MCCDC and MCCSD offices. MCCDC further coordinated targeted community outreach and physical distribution of the paper survey at multiple locations during the month of December, including:

- Marin City Senior Center
- Food pantries
- Gateway Shopping Center
- Marin City Transit Hub
- 300, 200, and 100 lots
- Churches

In some locations, MCCDC assisted community members with the survey, walking them through the questions or helping them to identify locations of mobility needs.

The Consultant Team compiled all printed survey results into the Survey Monkey database for efficient analysis, including any surveys returned by focus group participants (see Section 4.1.4). In total, 142 survey responses were returned and analyzed.

4.1.2 FLYERING AND EMAIL COMMUNICATIONS

The Consultant Team also developed a bilingual invitational flyer for the January 2015 Open House that included a link to the online survey. The flyer was distributed by TAM, MCCSD, MCCDC, the outreach specialists, and members of the Stakeholder Committee. By tapping into their extensive neighborhood email contact database, and by distributing paper flyers, MCCDC publicized the Open House to a range of groups, individuals, and locations, including:

- ISOJI
- Supervisor email list
- Community e-newsletter
- Volunteer driver cars and Catch-a-Ride taxicabs
- Property managers and residents of public housing
- Bus stops and other popular public facilities
- “Seed drop” with schoolchildren, to be given to parents

Promotional outreach for the Open House continued through December 2014 and into early January 2015.

4.1.3 DOOR-TO-DOOR OUTREACH

During December 2014 and into early January 2015, the outreach specialists, with direction from MCCDC, performed door-to-door outreach in the community, specifically targeting multi-unit residences and high-traffic areas within and around these residences.

The primary goal of the door-to-door outreach was to encourage residents to attend the January 2015 Open House, though in some of these locations MCCDC also assisted residents with the survey. In addition to recording resident contact information wherever residents were comfortable giving it (for later follow-up and confirmation of attendance), the outreach specialists also answered any resident questions.

Special attention was paid to distinguishing and contextualizing the current round of outreach and planning efforts from previous local transportation planning efforts, i.e., the 2009 Marin City Community Based Transportation Plan, and particularly the establishment of the Route 222 shuttle service. The outreach specialists also elaborated on available funding and constraints around how funds would be awarded. These efforts were intended to set expectations appropriately around the potential outcomes of the current planning effort.

4.1.4 FOCUS GROUPS AND PHONE INTERVIEWS

In contrast to surveys, which aim to obtain a quick “snapshot” of mobility and transportation issues from a relatively large number of respondents, focus groups are designed to solicit in-depth input from and facilitate discussions among a small group of participants.

During October and November 2014, the Consultant Team, TAM, and members of the Stakeholder Committee facilitated discussions about transportation needs and solutions with community members at select trusted venues. These focus groups were timed for community members' convenience (i.e., scheduled for a time during which they would be at the Senior Center or other location for services) to make community participation as accessible as possible.

Table 23 below outlines the **three focus groups** that were held and their particular target audiences.

TABLE 23: FOCUS GROUPS

Focus group	Host/Location	Date	Facilitators
Youth: Grades 5-8	Marin City Senior Center	October 14 18 attendees	Lisa Newman (TAM), Andy Kosinski & Matthew Crane (Fehr & Peers)
Seniors	Marin City Senior Center	November 5 16 attendees	Lisa Newman (TAM), Andy Kosinski (Fehr & Peers)
MLK Coalition: Advocacy/environmental justice task force	Marin City Senior Center	November 13 20 attendees	Derek McGill (TAM), Andy Kosinski (Fehr & Peers)

The Consultant Team developed a suggested format and facilitator guidelines for the focus groups. Items of discussion included:

- How do you and your family currently travel to work, school, errands, and recreation in Marin City?
- What are your top destinations in Marin City and in the region?
- What challenges do you have in getting places?
- How would you improve mobility and transportation in Marin City?

Some focus group participants also filled out the survey; these survey results were later added to the Survey Monkey database.

4.1.5 OPEN HOUSE

The **Marin City Community-Based Transportation Plan Update Open House** was a key part of the **Phase II** outreach. The Open House was held on Tuesday, January 6, 2015, from 6:00 – 8:00 p.m. at the Marin City Senior Center.

The purpose of the Open House was to offer recommendations for transportation improvements in Marin City based on the input received during Phase I of outreach and to solicit feedback from the general public on how to prioritize these recommendations.

During the Open House, members of TAM, the Stakeholder Committee, and the Consultant Team presented a summary of the key findings of community outreach as of December 2014 and the Plan's corresponding proposed recommendations for transportation and mobility improvements in Marin City. The recommendations fell into five categories:

1. Roadway Improvements
2. Transit Service Expansion
3. Transit Information & Vehicle Technology
4. Pedestrian & Bicycle Facilities
5. Paratransit/Catch-a-Ride

Several members of the public, including one member of the CSD Board and one Spanish-speaking attendee, were present at the Community Workshop and engaged in a lively discussion of current transportation needs and priorities.

4.2 OUTREACH RESULTS

The two phases of community input yielded valuable feedback on both existing transportation use by residents, as well as mobility needs and gaps. Below is a high-level analysis of residents' existing transportation use and mobility needs, as reported via the three focus groups and extensive survey studies. This analysis is intended to provide a snapshot of current transportation patterns. A more thorough examination of key transportation issues and barriers to mobility, informed by results from all outreach mechanisms as well as Open House feedback, follows this high-level analysis.

4.2.1 EXISTING TRANSPORTATION USE AND HIGH-LEVEL MOBILITY NEEDS

4.2.1.1 Survey

This section contains the results of the surveys that were conducted to learn more about the accessibility and mobility needs of community members in Marin City, and also to gather demographic data to validate the results.

4.2.1.1.1 General Demographics

One hundred forty-two surveys were collected at the Focus Groups, MCCDC and MCCSD offices, and distributed via the targeted community outreach and tabling work performed by MCCDC. The charts below illustrate the demographic breakdown of survey respondents. Although all participants were encouraged to respond to the survey as completely as possible, total response counts may differ between questions.

Some focus group members and survey respondents were reluctant to provide their demographic information or even hostile to the request (particularly the requests for income and race/ethnicity), choosing to write in “not applicable” or “none of your business.” While there are many reasons that survey respondents might have felt this way, these demographic questions may have been interpreted as an invasion of privacy or as unrelated to the overall purpose of the survey to determine transportation needs.

Demographic questions were included in the survey in order to ensure that the responses collected via outreach efforts appropriately reflected the target population of the survey: economically disadvantaged persons needing transportation assistance in Marin City, including seniors, persons with disabilities, persons attempting to overcome language and/or cultural barriers, and persons with other health conditions. In future studies or surveys, better messaging and phrasing of the demographic questions, in order to inform survey respondents of this intention, may reduce reluctance or hostility to provide these data.

About half of the respondents chose not to provide household income information, making it difficult to confirm whether the survey respondent population reflects the target population of economically disadvantaged persons. However, response levels were higher for race/ethnicity information (with 83 percent of participants responding) and age information (82 percent).

When compared to the general population of Marin City (according to recent Census data), the survey under-represents the population that identifies as White (by 24 percent), slightly under-represents the population that identifies as Hispanic or Latino (by six percent), under-represents the population that identifies as Asian or Pacific Islander (by eight percent), and over-represents the population that identifies as Black or African American (by 37 percent). Three percent of survey respondents indicated that they were “Other” race, with responses such as “mixed Black and Hispanic” and “American born from Pakistan.”

The race/ethnicity breakdown is shown in **Figure 4**. While the makeup of survey respondents is not closely representative of the general population, it demonstrates that outreach to the Black and African American community in Marin City was largely successful.

Q10 What is your ethnicity?

Answered: 118 Skipped: 24

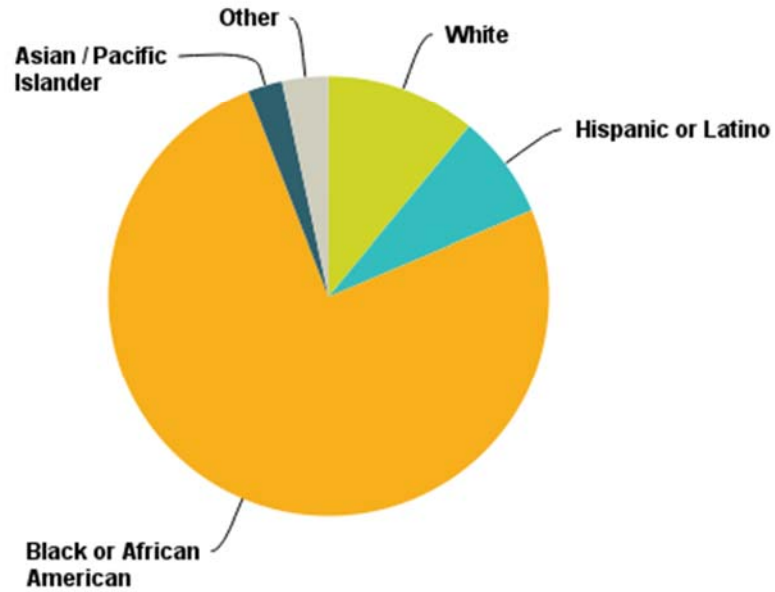


Figure 4: Ethnicities of Survey Respondents

Around nine percent of the population of Marin City are seniors. However, only three percent of the respondents to this survey were seniors, suggesting that the survey did not adequately reach seniors within Marin City. Around 25 percent of the population of Marin City are youth under 18. Twenty-four percent of survey respondents were under 18, suggesting that the results well represent youth in Marin City. The age breakdown is shown in **Figure 5**.

Q11 What is your age?

Answered: 117 Skipped: 25

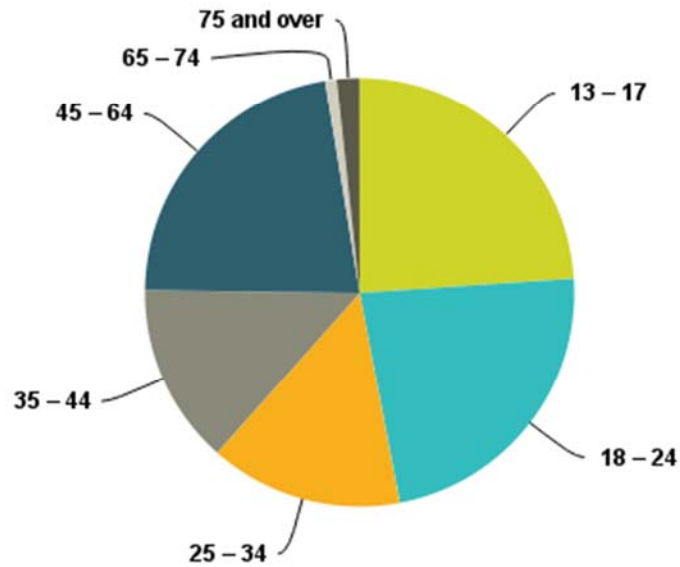


Figure 5: Ages of Survey Respondents

Of 87 respondents who answered whether they were Marin City residents, 97 percent indicated yes. Less than one percent of survey respondents answered whether they worked in Marin City. Those who indicated that they did not work in Marin City wrote in that they worked in Terra Linda, San Rafael, Novato, Sausalito, and Corte Madera.

4.2.1.1.2 Primary Methods of Transportation and Frequency

Survey respondents' most frequently used methods of transportation are (as shown in **Figure 6**):

- **Walking:** 94 percent of respondents walk at least once per week; 67 percent of respondents indicated they walk every day
- **Public transit bus:** 83 percent of respondents take the bus at least once per week; 55 percent indicated they take the bus every day
- **Driving alone:** 77 percent of respondents drive alone at least once per week; 37 percent of respondents indicated they drive alone every day

Q1 How often do you use the below methods to get around Marin City?

Answered: 140 Skipped: 2

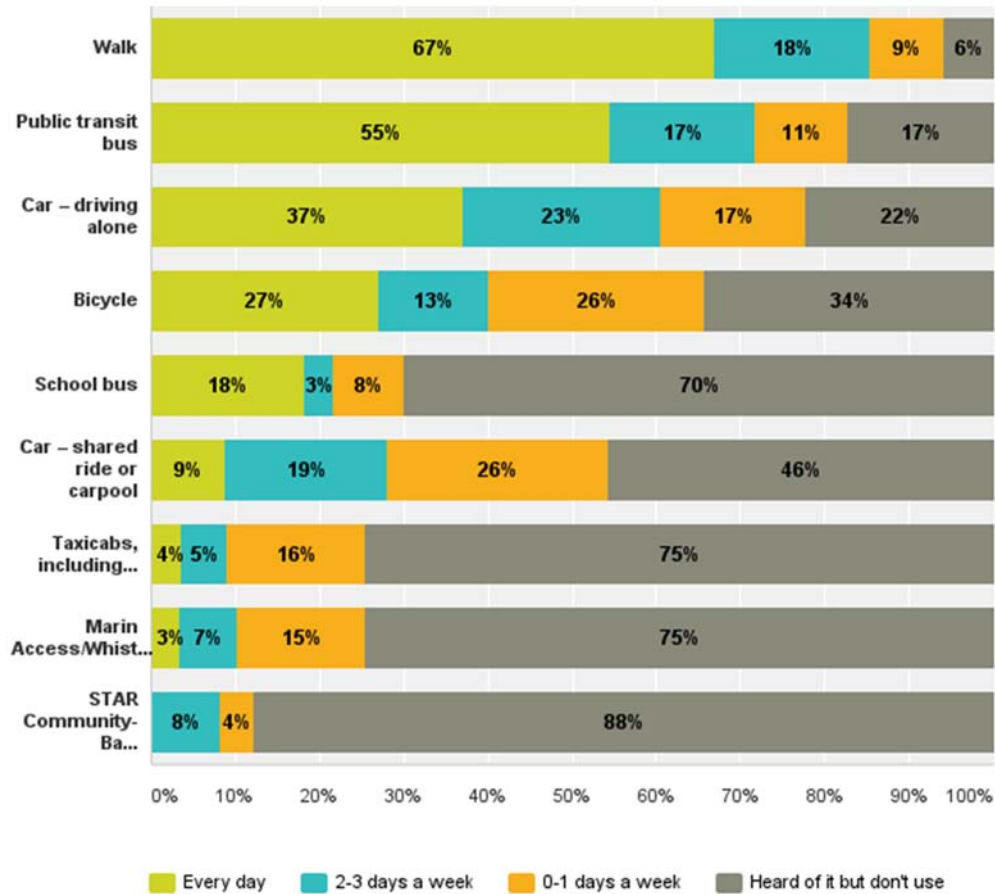


Figure 6: Frequency of Usage of Specific Methods of Transportation

Their least frequently used methods of transportation are:

- STAR Community-Based Volunteer Program:** 88 percent of respondents do not use this method
The Safe Transport And Reimbursement (STAR) Program empowers older adults and people with disabilities to remain independent by providing a mileage reimbursement for their friends, neighbors, and other community members who provide them with rides.
- Marin Access/Whistlestop:** 75 percent of respondents do not use this method
Whistlestop Wheels provides ADA paratransit services on the behalf of the Marin Transit and the

Golden Gate Bridge, Highway and Transportation District. ADA paratransit is transportation for persons who, because of a physical or mental condition, are unable to ride public fixed-route transportation such as the local and regional public bus system.

- **Taxicabs, including Catch-A-Ride:** 75 percent of respondents do not use this method
Marin Catch-A-Ride is a discounted ride program that provides another transportation option for seniors in Marin through discounted taxi rides to Marin locations.

Additional write-in answers included "Home Health Aide (Every Day)".

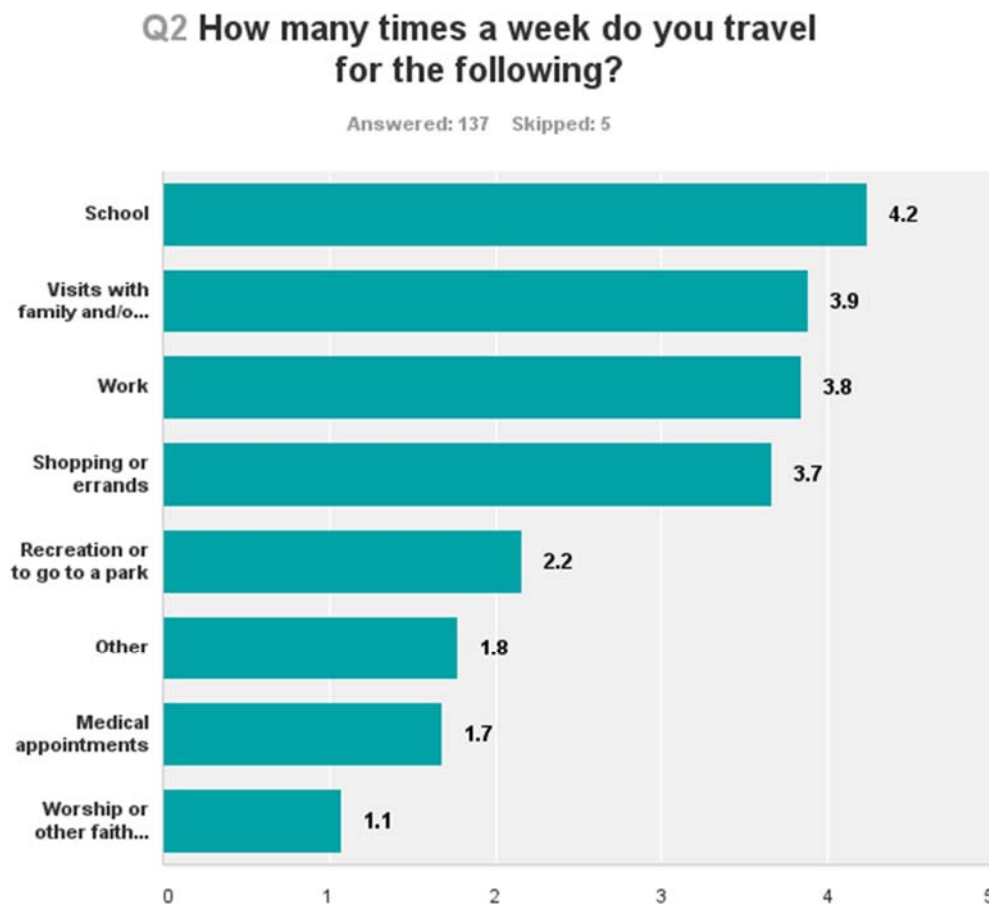


Figure 7: Frequency of Travel for Specific Reasons

Survey respondents indicated that they traveled most frequently for **school**, **visits with family/friends**, and **work**. Likely this is related to the large number of youth and (presumably) students who responded to the survey. Additionally, respondents had significant variance in the number of times that they travelled

for work (ranging from zero to ten trips per week). People who traveled for other reasons wrote in reasons such as sports activities or “none.”

Q5 Please tell us how much you or any mobility-challenged members of your family (including older adults or children in school) would agree with the following statements.

Answered: 109 Skipped: 19

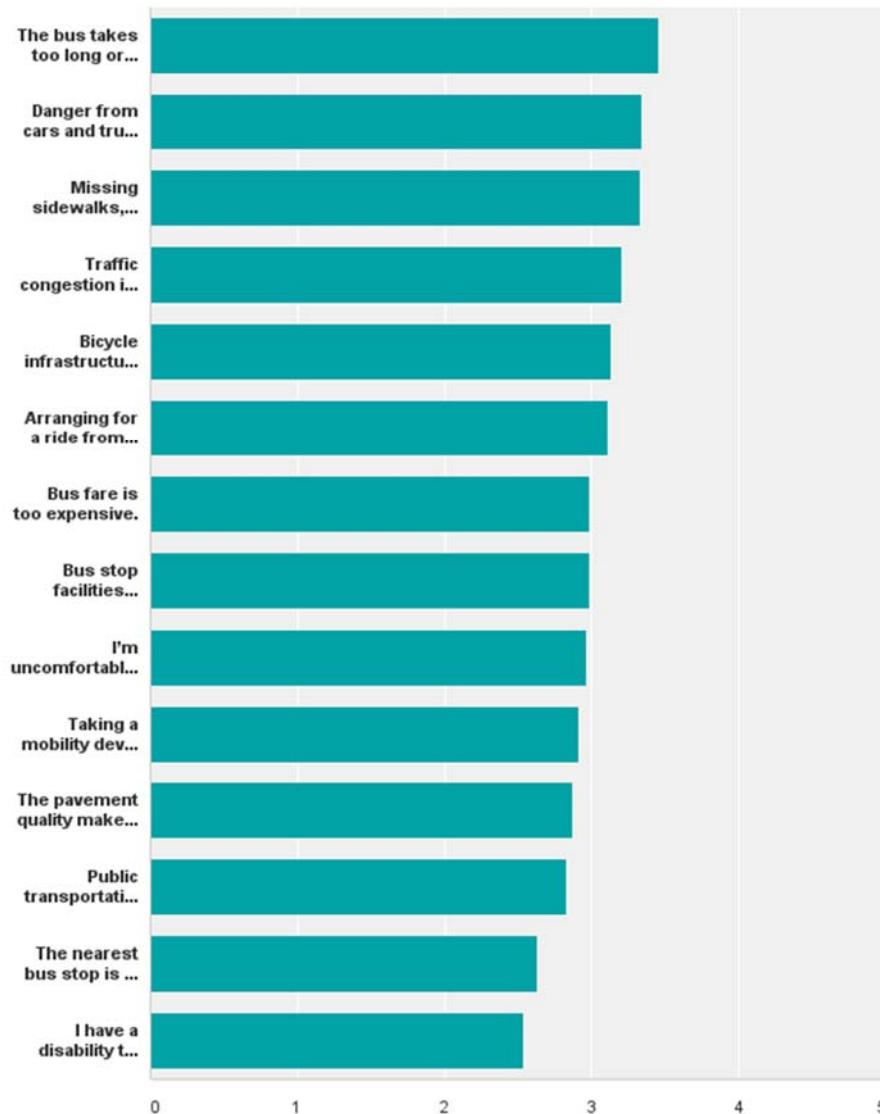


Figure 8: High-level Mobility Needs

When asked to indicate how much they agreed with a variety of high-level statements summarizing mobility gaps, survey respondents most frequently agreed with the following:

- **Traffic congestion is a problem:** 62 percent of respondents agreed or strongly agreed
- **Danger from cars and trucks is an issue while bicycling:** 56 percent of respondents agreed or strongly agreed
- **Arranging for a ride from public or private services (because of complicated processes, communication issues, etc.) is difficult:** 50 percent of respondents agreed or strongly agreed

4.2.1.2 Focus Group Results

Table 24 below summarizes the primary forms of transportation, typical destinations within and outside of Marin City, and, briefly, the key issues mentioned at each focus group. The detailed analysis of transportation needs and gaps provided in Section 4.2.2 of this report explores these key issues further.

TABLE 24: FOCUS GROUP KEY ISSUES

Focus group	Primary form of transportation	Typical destinations within Marin City	Typical destinations outside of Marin City	Key issues/problems
Youth	Combination of bus/walking/car (single-occupant vehicle)/carpool	School, grocery, shopping (Gateway Shopping Center), park/recreation	Northgate Mall, Santa Rosa, Mill Valley, Stockton, Sausalito, movie theaters	[Bus] Regional accessibility; schedules and information [Bicycle/Walking] General safety
Seniors	Combination of bus/paratransit	Grocery, shopping, medical centers, Senior Center	Mill Valley/Larkspur grocery, Terra Linda and Corte Madera shopping centers, Marin General, Kaiser (Terra Linda & San Rafael)	[Bus] Regional accessibility and fleet equipment; extended hours; reliability and efficiency of service; schedules and information [Paratransit] Reliability and availability of service
MLK Coalition	Combination of walking/paratransit/bus	Village Oduduwa, Tamalpais & Redwood High Schools, Bridge the Gap tutoring	(none mentioned)	[Bus] Regional accessibility and fleet equipment; extended hours; reliability and efficiency of service; schedules and information [Walking] Ease of navigation [Paratransit] Reliability and availability of service

4.2.1.3 Open House Feedback and Prioritization Survey Results

Key issues and transportation problems from verbal and written Open House feedback are noted below. The detailed analysis of transportation needs and gaps provided in Section 4.2.2 of this report explores these key issues further.

- **Bus**
 - Regional accessibility and fleet equipment
 - Reliability and efficiency of service
- **Walking/Wheelchair**

- Interactions with motorists
- Personal safety
- **Paratransit**
 - Reliability and availability of service
- **Infrastructure & Parking**
 - Resilient infrastructure
 - Resident parking

Attendees completed a short prioritization survey in order to rank the several strategies proposed by the Consultant Team under the five categories of Roadway Improvements, Transit Service Expansion, Transit Info & Vehicle Tech, Pedestrian & Bicycle Facilities, and Paratransit/Catch-a-Ride. The improvements that attendees identified as most beneficial are listed below in **Table 25**, with the number of attendees who selected each strategy in parentheses.

TABLE 25: PRIORITIZATION SURVEY RESULTS

Roadway Improvements	Transit Service Expansion	Transit Info & Vehicle Tech	Pedestrian & Bicycle Facilities	Paratransit/Catch-a-Ride
		New transportation storefront near transit hub for improved information (1)		
	More service to the community beyond the transit hub (3)		Improve lighting under 101 underpass (1)	
Expand Emergency Response (CERT) training (1)	Shuttle to out-of-town shopping centers and markets (2)	Improved outreach of transit options through flyers/visitation of Senior Lunch and food pantry (1)	Improve pedestrian lighting and path quality (1)	Shuttle for shared trips on particular days/times, for seniors and/or youth (2)
Improved drainage on Donahue Street (1)	Extend Marin Transit service on weekends (1)	Standing quarterly transportation discussion item on CSD board agenda (1)	Implement an informal "walking school bus" to help children walking to school (MLK and Willow Creek) (1)	Expansion of catch-a-ride beyond 8 trips per month (1)
		More in-person marketing of service throughout community (1)		

Attendees also commented that the survey should be forwarded to them via email, and that outreach surveys should be distributed via postal mail. An attendee commented that community members should be invited to participate in any relevant project committees.

4.2.2 TRANSPORTATION NEEDS AND GAPS

Table 26 below summarizes key issues in transportation needs and gaps as captured by all outreach mechanisms (focus groups, survey, and Open House written and verbal feedback). Where applicable, the table includes specific locations of problem areas, relevant quotes from survey or focus group participants, and suggested improvements from participants. Multiple mentions of certain barriers or specific locations have been collated. Issues have been organized first by transportation mode, then by frequency of mention.

TABLE 26: TRANSPORTATION NEEDS AND GAPS

Key issue	Barriers	Locations and details	Suggestions
Public Transit Bus			
Regional Accessibility & Fleet Equipment	<ul style="list-style-type: none"> • The bus does not serve the desired destination or pickup. (6) • The bus vehicle type restricts access to certain streets and grades. (3) • The bus serves too few stops across the city. (3) • Bus steps are difficult to navigate for persons with disabilities. (1) 	<ul style="list-style-type: none"> • Neighborhoods on the hills (steep inclines and narrow streets), e.g. Village Oduduwa. • "Route 222 did not serve the community" • Park Circle • Drake Avenue • High-rises on Cole Drive • Shopping Centers in Terra Linda and Corte Madera • Trader Joe's parking lot/area of shelter • Senior Center • Safeway 	<ul style="list-style-type: none"> • Loop service around Marin City, similar to Emery Go Round • Announcement of stops the bus will serve next • Research new vehicle types that can serve the hilly neighborhoods – e.g., small buses in Honolulu as best practice • "Revisit 222 – needs to go into side streets" • Shuttle to shopping centers and markets, grocery (incl. Safeway) • Dedicated buses for seniors or disabled and/or students (possibly dedicated buses for high school trips that are used for seniors later in the day) • Low floor loading on buses (no steps)

TABLE 26: TRANSPORTATION NEEDS AND GAPS

Key issue	Barriers	Locations and details	Suggestions
<p>Reliable, Efficient Service</p>	<ul style="list-style-type: none"> • Buses don't come frequently enough. (4) • Buses do not adhere to schedule; unreliable timetables are problematic. (2) • Vehicular and transit access during emergency events (e.g. flooding) is inadequate. (2) • Service is duplicated between Marin Transit and Golden Gate Transit. (2) • Service [of Route 222] was discontinued before users could adjust to it. (1) • Fare payment is difficult for persons with disabilities who enter at the back of the bus. (1) 	<ul style="list-style-type: none"> • "Reliability, i.e. schedule adherence, was a big issue [with Route 222] and people lost faith in the service over time" • "Students of Tam High or Redwood High have to wait an hour if they miss their bus" • Route 70 bus arrives and departs early • "Can't get down aisle [of bus] with walker" 	<ul style="list-style-type: none"> • Additional transit service for Tam High/Redwood High students from Marin City • Reduce duplication/overlaps of service; new transit services should fill in GGT's gaps • Raise roadway or improve drainage at flooding locations • Construct a second vehicular access point to the community • "Would prefer to have a transit pass instead of needing to pay cash" • Install fareboxes on the rear entrances of buses to assist passengers with disabilities (GG Transit) • "People spend 1 to 2 hours at the store [2-3 hours at doctor, 2 hours at shopping or appointments] and transit service needs to recognize this by making sure they have enough time to do shopping between drop-off and pick-up options"

TABLE 26: TRANSPORTATION NEEDS AND GAPS

Key issue	Barriers	Locations and details	Suggestions
Schedules and Information	<ul style="list-style-type: none"> Schedules are not well-publicized. (7) Current bus schedule resources do not have accurate or real-time information. (4) 	<ul style="list-style-type: none"> Recently, it's hard to transfer between routes at the Transit Hub as different routes are not coordinated "Please use GPS on buses for tracking and get on NextBus" "With infrequent service (less than every 15 minutes), need bus tracking to know early or late" 	<ul style="list-style-type: none"> More in-person marketing of services throughout community Community transportation advisory board Improve coordination to facilitate convenient transfers Flyering and visitation to Senior Center lunch on Wednesdays and food pantry School participation in Safe Routes to School program New transportation storefront near the transit hub for improved information (including real-time) for users Ongoing quarterly discussion item on CSD board agenda
Extended Hours	<ul style="list-style-type: none"> After-hours service is inadequate. (5) Service on weekends is poor. (2) 	<ul style="list-style-type: none"> "Seniors require more weekend service" "Service outside of commute hours for Golden Gate Transit Route 2" "Fairfax, Tiburon. MV is better but buses stop running before 11 p.m. Not good for people who work in those communities" "The bus should run on the hill later" 	<ul style="list-style-type: none"> Extended service on weekends Convert Route 36 (Marin City to Corte Madera and San Rafael) to all-day service Bigger buses during peak hours before/after school for Marin City students (similar services as to San Marin)
Bicycle/Scooter			
General Safety	<ul style="list-style-type: none"> Cycling is unsafe in certain areas. (3) 	<ul style="list-style-type: none"> High traffic volume and poor lighting under US-101 bridge 	<ul style="list-style-type: none"> Encourage cyclists to wear lights/reflectors at night Improve lighting and overall infrastructure under US-101 bridge
Walking/Wheelchair			
Ease of Navigation	<ul style="list-style-type: none"> Sidewalks are unsafe or poorly maintained. (4) 	<ul style="list-style-type: none"> Pedestrian path under US-101 overpass needs better lighting Drake Ave "Implement an informal 'walking school bus' to help children walking to school" 	<ul style="list-style-type: none"> Community Center infrastructure – e.g. disabled parking access, better transit drop-off locations, or improved streetscape Improve pedestrian path lighting and path quality

TABLE 26: TRANSPORTATION NEEDS AND GAPS

Key issue	Barriers	Locations and details	Suggestions
Interactions with Motorists	<ul style="list-style-type: none"> • Pedestrians have dangerous interactions with motorists. (2) 	<ul style="list-style-type: none"> • Cars will run stop signs, especially during commute hours • Cole Drive • Donahue • Dollar Store 4-way – everyone goes before pedestrians • Long signal delay for pedestrians 	<ul style="list-style-type: none"> • Stop sign enforcement² • Speed bumps on Cole Drive or other traffic calming • “Change lights at 99¢ store to let pedestrians go first”
Personal Safety	<ul style="list-style-type: none"> • Pedestrians feel unsafe while walking or waiting for the bus. (2) 	<ul style="list-style-type: none"> • “Only food delivery is Dario’s Pizza because city considered ‘unsafe’ for most delivery restaurants” • Transit stop on Cole 	<ul style="list-style-type: none"> • “Lighting or a closer bus stop could help, or an alternative option like a taxi”
<i>Demand Response Service (Paratransit, Dial-A-Ride, Taxi)</i>			
Fleet Equipment	<ul style="list-style-type: none"> • Whistlestop service suffers due to equipment quality. (1) 	<ul style="list-style-type: none"> • Whistlestop buses are old – poor springs 	<ul style="list-style-type: none"> • Update equipment

² This proposed strategy is outside of the scope of the Community-Based Transportation Plan Update.

TABLE 26: TRANSPORTATION NEEDS AND GAPS

Key issue	Barriers	Locations and details	Suggestions
<p>Reliability & Availability of Service</p>	<ul style="list-style-type: none"> • Paratransit service is inconsistent and not always available. (5) 	<ul style="list-style-type: none"> • Whistlestop drivers do not walk the patron to the door of the destination, deterring those who need door-to-door service from riding • One senior reported using Catch-a-Ride to go to church in Mill Valley, but was disappointed that she only gets 8 rides per month on the service • Catch-a-Ride often does not subsidize the full round trip, which means that people sometimes use it in one direction and have to arrange other transportation for the return leg (e.g. friend/family pick-up) • “Very late to be picked up - Sausalito is the last stop, and it takes a long time to get to Sausalito due to many stops all over the county” • “Cannot even get a taxi from CVS up the hill” 	<ul style="list-style-type: none"> • Expansion of catch-a-ride beyond 8 trips per month • Raise Subsidy limit of catch-a-ride as it sometimes is not enough to subsidize a round-trip • Modify Whistlestop service to allow for drivers to walk riders to their front door from the vehicle to ensure true door-to-door service³ • Shuttle for shared trips on particular days and times, for seniors and/or youth travel
<p>Eligibility</p>	<ul style="list-style-type: none"> • Paratransit service is hard to qualify for. (1) 	<ul style="list-style-type: none"> • Qualification for the Whistlestop service is prohibitive and even then there is a waiting list for it. Many seniors do not qualify 	<ul style="list-style-type: none"> • Relax the qualification restrictions for Whistlestop service⁴

³ Transit agencies express that having drivers assist with door-to-door service creates liability issues that make this proposed strategy infeasible.

⁴ As paratransit qualification is dictated by ADA law, this proposed strategy is infeasible.

TABLE 26: TRANSPORTATION NEEDS AND GAPS

Key issue	Barriers	Locations and details	Suggestions
Infrastructure & Parking			
Resilient Infrastructure	<ul style="list-style-type: none"> • Marin City does not have an earthquake or tsunami plan. (1) • Flood risk maps are incorrect and unreliable. (1) 		<ul style="list-style-type: none"> • Develop earthquake/tsunami plan for Marin City⁵ • Ensure flood risk maps are up to date⁵
Resident Parking	<ul style="list-style-type: none"> • Residents do not have designated parking places. (1) 		<ul style="list-style-type: none"> • Accelerate reserved resident parking program implementation⁶

^{5, 5} These proposed strategies are outside of the scope of the Community-Based Transportation Plan Update.

⁶ This proposed strategy is outside of the scope of the Community-Based Transportation Plan Update.

5 TRANSPORTATION STRATEGIES

The following transportation strategies would help address the transportation needs and gaps identified by the Marin City community. The strategies were reviewed and prioritized based upon project support, potential for implementation, effectiveness in mitigating transportation needs and gaps, and other criteria. The purpose of the prioritization process is to provide a list of projects rated against a series of criteria that are frequently used for grant programs, which the Marin City Community Services District can use to pursue federal, state, regional, and local grant programs as they arise. A description of the methodology used to prioritize these strategies and the results of the analysis are presented at the end of this chapter.

To be realized, some of these strategies will require a significant commitment by community members, community organizations, and County and regional agencies. Estimated cost, potential lead agency, funding sources, and timeframe for implementation are described for each strategy.

Many of the strategies are physical improvements located within unincorporated Marin County. Therefore these strategies would be under the joint jurisdiction of the County of Marin and the Marin City Community Services District.

Five transit strategies and one catch-a-ride strategy were identified earlier on in the process that were subsequently determined to be already underway as part of ongoing transportation programs and investment cycles. Rather than include them as recommended strategies in this report, updates on the status of these programs are provided below:

Provide Student Transit Passes

The community expressed a desire to provide transit passes to students. Marin Transit currently provides Marin County students aged 18 and under with a six-month or annual youth pass that is distributed through school districts. With the Youth Pass, students can ride local routes in Marin (including local routes operated by Golden Gate Transit on behalf of Marin Transit), but excluding Golden Gate Transit regional routes such as the 2, 4, 10, 70, and 92 lines) without paying any additional fare. The Youth Pass costs \$175 per six-month period or \$325 for a year offering considerable cost savings as well as convenience for frequent youth riders. Students from income-qualified household may be eligible for free Youth Passes.

Provide In-Vehicle Announcements of Next Bus Stop

This strategy intended to implement automated in-vehicle announcements of stops that the bus will serve next in order to enhance passenger awareness of the bus's location along the route. Golden Gate Transit and Marin Transit are partway through implementing this technology on their fleet in the first half of 2015.

Install Fareboxes at Wheelchair Lift on Buses for Disabled Patrons

Current regulations prohibit bus drivers handling fares. Because many vehicles in the transit fleet have a wheelchair lift located at the rear of the bus, persons with disabilities sometimes must travel along the aisle to the front of the bus upon boarding to pay the fare before returning to the rear of the bus. This maneuver can be difficult and protracted for persons with disabilities. This strategy would have installed fareboxes by the wheelchair lift on buses where the wheelchair lift entrance is located at the rear in order to allow for patrons with disabilities to pay without needing to travel to the front of the bus to pay. All Marin Transit and Golden Gate Transit buses serving Marin City have Clipper card readers adjacent to the rear door (except the Muir Woods Shuttle and Marin Transit Route 115), and the challenging maneuver could be averted by the customer switching to Clipper card as method of payment. Also, as the fleet is gradually replaced with low-floor buses where wheelchairs board via a ramp deployed at the front door, this maneuver will eventually be eliminated.

Increased Use of Low-Floor Buses in Bus Fleet

Seniors and people with disabilities requested that more of the transit fleet becomes equipped with low-floor boarding/alighting. Low-floor buses make it easier for people with disabilities to board and alight transit vehicles. They are standard for newly-manufactured transit vehicles and Golden Gate Transit expects to gradually procure them as replacements to their existing fleet. They anticipate purchasing more than 67 new buses starting in 2016 to replace current vehicles that date back to 2000. Marin Transit transitioned to low-floor buses starting in 2007. They currently have 17 in service on local routes operated by Golden Gate Transit, and all new/replacement vehicles (except shuttles) will be low-floor.

Reduce Duplicative and Overlapping Transit Service

This strategy was intended to study options for reducing unnecessary duplication or overlaps in transit service provided by Golden Gate Transit and Marin Transit to allow for additional or extended transit services to be provided to Marin City. There is some duplication of service between Marin City and Sausalito, as both Marin Transit Route 17 and Golden Gate Transit Routes

10 and 92 serve this connection. There is also some duplication of service between Marin Transit Route 22 and Golden Gate Transit Route 10 between Marin City and Strawberry during the midday period. Golden Gate Transit has been partnering with Marin Transit to address these issues and will continue to do so.

Raise Subsidy Limit of Catch-a-Ride

This strategy was intended to pursue grant funding to raise the subsidy limit of the Marin Catch-a-Ride, since residents expressed concern that the subsidy was not sufficient for certain trips within Marin County. While the regular Catch-a-Ride subsidy limit is \$14 per one-way trip, low-income patrons are eligible for an \$18 subsidy, which is sufficient to cover many trips within Marin County.

5.1 STRATEGIES

5.1.1 ROADWAY IMPROVEMENTS

Marin City's unique geography has fundamentally shaped its transportation network. Marin City is self-contained on the slopes and floor of a bowl-like hillside which drains into the San Francisco Bay. Heavy rainfall periodically overwhelms the drainage system at the interchange of US 101 and Donahue Street, leading to surface street flooding. This was most recently demonstrated in December 2014 when flooding on Donahue Street, nearby freeway ramps, and across several lanes of the freeway resulted in a closure of the interchange, cutting the community off from the rest of the transportation network. Periods of heavy rainfall combined with high tides are often all it takes to disconnect Marin City from the outside world. Because there is no secondary access point, Marin City is highly vulnerable in the event of an emergency (such as a flood, wildfire, or earthquake) that could cut off all access to residents. Residents cited the limited medical and emergency services located within Marin City as well as the lack of basic services such as a grocery store to meet local needs during an emergency. The recommendations in this section primarily focus on reducing Marin City's vulnerability during emergency events, which is of major concern to members of the community.

5.1.1.1 Study and Improve Drainage on Donahue Street at US 101 Underpass

Marin City employs a gravity-based storm drainage system. The County of Marin suspects that there are two primary contributing factors to the flooding that periodically occurs at the foot of the Marin City community. Firstly, some of the drainage pipes may not be functioning as designed, possibly due to either differential settlement damage or inadequate maintenance. Secondly, the areas around Donahue Street

and the US 101 interchange are unable to drain at high tide as the tidewater backs up through the storm drainage pipes.

The County considers fixing the damaged storm drainage to be a shorter-term solution. Many of the pipes that are suspected to be damaged are located on private property without public easement. Some of these drain from county right-of-way on Donahue Street across the shopping center into the drainage pond. Marin County Flood Control and Water Conservation District and Caltrans are jointly working to gain access to the pipes for a video study that will allow them to identify any damage and define possible solutions to the drainage problem.

A solution to fully alleviate tidal flooding will take longer to develop and implement given the anticipated high costs and environmental clearance requirements for such improvements. A pump station may be required and this would be far more expensive than a storm-drain repair. A pump station would require funding for ongoing maintenance in addition to the initial capital improvement. It may also require right-of-way acquisition from private property owners. The community could apply for a Caltrans Sustainable Communities grant (anticipated September 2, 2015 call for projects and October 31, 2015 application deadline) to study long-term solutions for both a second access point to the community and needed long-term flooding solutions that mitigate the impacts of climate change and sea level rise. This study could include both a detailed drainage assessment and a feasibility study of a second community access point. The maximum amount per grant cannot exceed \$500,000. Grant funding for these improvements may be available through California Department of Water Resources (DWR) programs, especially if the project has multiple demonstrable benefits (i.e. water supply, flood control, and environmental enhancements). Supplemental funds may also be available as part of Caltrans' State Highway Operation and Protection Program (SHOPP).

Estimated Cost	Up to approximately \$250,000 for drainage study; >\$1M for construction, plus annual maintenance
Lead Agencies	Flood Control District (Marin County Department of Public Works), Caltrans
Potential Funding Sources	California Department of Water Resources (DWR) programs, Caltrans Sustainable Communities grant (planning), Lifeline Transportation Program (LTP), Caltrans State Highway Operation and Protection Program (SHOPP)
Timeframe	Short-term (study) to Long-term (construction)

5.1.1.2 Study Secondary Access Point for Marin City

This strategy would involve pursuing grant funding to study a second roadway access point into Marin City in order to provide an alternative route in the event that Donahue Street is unpassable. The second access point could be used by either emergency vehicles only, pedestrians/bicycles only, or all modes, and

both a permanent and a temporary interim solution could be studied. A second access point could also improve emergency response times on a daily basis and serve to better integrate the community into the Tamalpais Valley. Ensuring the structural stability of the existing Donahue Street US 101 overpass in the event of an emergency could be a component of this study. **Figure 9** shows several potential secondary access routes that could be studied. These include the following:

- Upgrading the trail that extends from the northwest terminus of Donahue Street to accommodate vehicular traffic connecting to Tennessee Valley Road. However, the 1992 Tamalpais Area Community Plan has specific policies against providing this connection (Transportation Objective T.5⁷ and Policy T5.1⁸),
- Constructing a new road to accommodate vehicular traffic alongside the west side of US 101 between the Manzanita Park-n-Ride lot and Donahue Street, though flooding issues in this area could present similar challenges to Donahue Street.
- Constructing a new road to accommodate vehicular traffic that is elevated to cross above US 101 between Pohono Street on the east side and Donahue Street on the west side
- Upgrading Alta Avenue (currently a trail along the ridgeline) to accommodate vehicular traffic to connect to the Rodeo trailhead at the Rodeo interchange (Exit 444) of US 101. This would require an agreement with the Golden Gate National Recreation Area (GGNRA), who has jurisdiction over the land to the west and south of Marin City. This could connect to the Marin City circulation network either:
 - along Pacheco Fire Road at Pacheco Street, or
 - along Orchard Fire Road at Cole Drive

Estimated Cost	\$100,000 to \$150,000 for studies, >\$10 million for roadway construction
Lead Agencies	County of Marin
Potential Funding Sources	Caltrans Sustainable Communities grant (planning), Surface Transportation Program (STP) funds, Lifeline Transportation Program (LTP)
Timeframe	Medium-term (study) to Long-term (construction)

⁷ 1992 Tamalpais Area Community Plan, Transportation Objective T.5 (page IV-42)

“To oppose any second access from Marin City to Tennessee Valley Road. Present and projected traffic capacities of both Tennessee Valley Road and Shoreline Highway/State Route 1 are insufficient to accommodate this connection. Poor soils and steep slopes make construction of a road in this location difficult and costly.”

⁸ 1992 Tamalpais Area Community Plan, Policy T5.1 (page IV-42)

“The County shall seek to maintain Tennessee Valley Road’s character and approach. Connection to Marin City or the ridge shall not be permitted.”

5.1.1.3 Expand Community Emergency Response Training (CERT) for Community Members

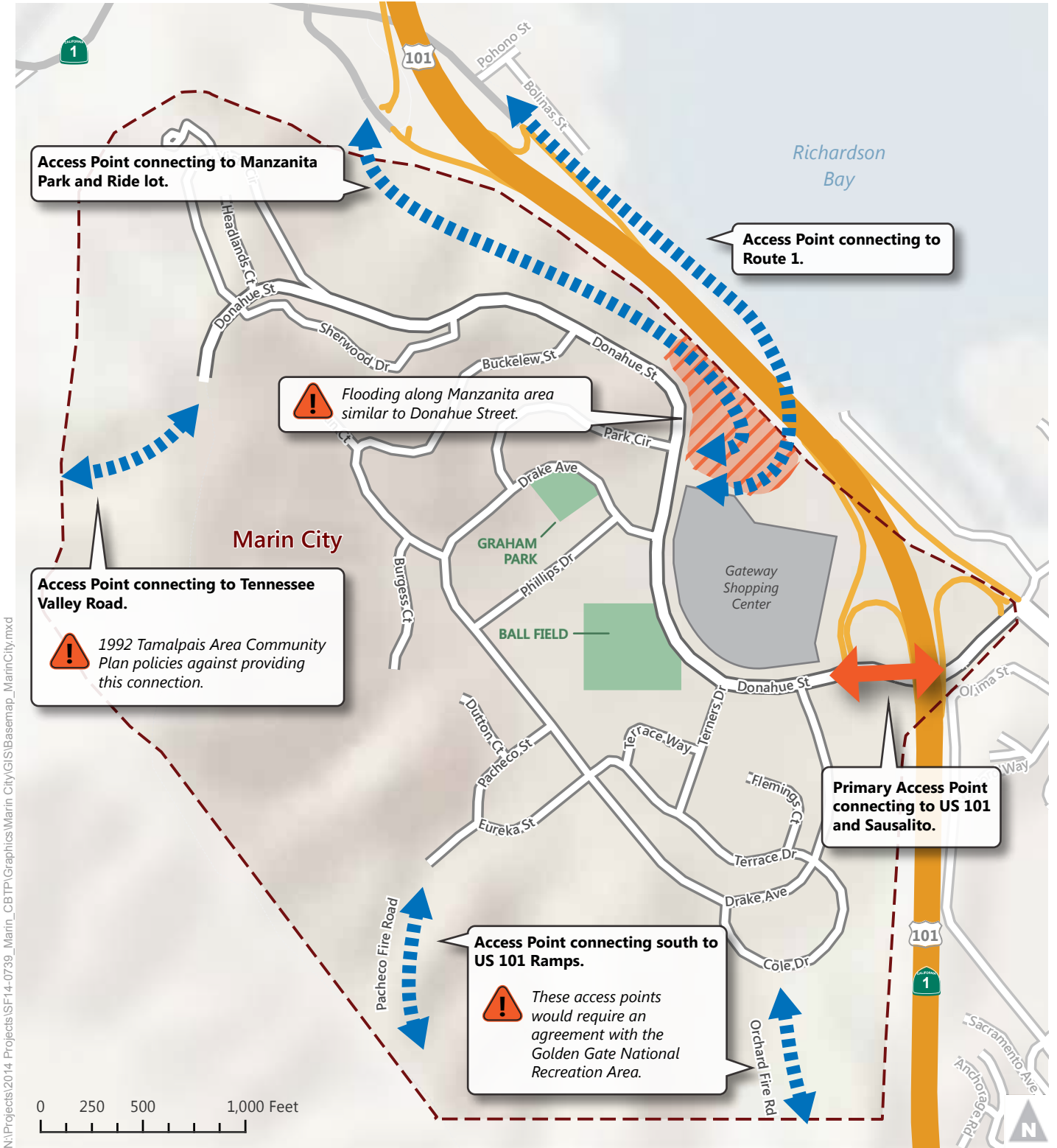
This strategy would seek to enhance the emergency preparedness of the community through increased CERT training so that the community can properly respond in the case of a natural disaster, such as flooding, a wildfire, or an earthquake. This would include marketing the training classes to the entire community and offering the training either at low or no cost to Marin City residents. Marin County Fire Department currently assists with CERT training throughout the county and could provide classes to community volunteers in Marin City in the coming year.

Estimated Cost	Less than \$10,000
Lead Agency	Marin County Fire Department
Potential Funding Sources	County of Marin (Office of Emergency Services), American Red Cross
Timeframe	Short-term

5.1.1.4 Provide Streetscape Improvements to the New Community Center

The Marin City Community Services District is currently planning for a New Community Center to be located along Phillips Drive. The Master Plan was adopted by the Board on December 4, 2014. This strategy would involve pursuing grant funding to provide for some or all of the cost of streetscape improvements near the new Community Center (shown in **Figure 10**), which would focus primarily along Phillips Drive (a private roadway part-owned by the school district and part-owned by MCCSD) and Drake Avenue, but also include crosswalks from Village Oduduwa to Rocky Graham Park and Buckelew Street to the Senior Center, as well as other nearby sidewalk improvements.

Estimated Cost	Up to \$3.5 million
Lead Agencies	Marin City Community Services District (MCCSD), Sausalito Marin City School District
Potential Funding Sources	Lifeline Transportation Program (LTP), Measure A Sales Tax Funds (Safe Pathways program), Transportation for Livable Communities (TLC), Potential future County Unified School District Bond Measure, Surface Transportation Program (STP) funds, Active Transportation Program (ATP)
Timeframe	Medium-term



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Marin City Study Area

Primary Access Point

Potential Secondary Access Point



Figure 9
 Potential Secondary Roadway Access Points



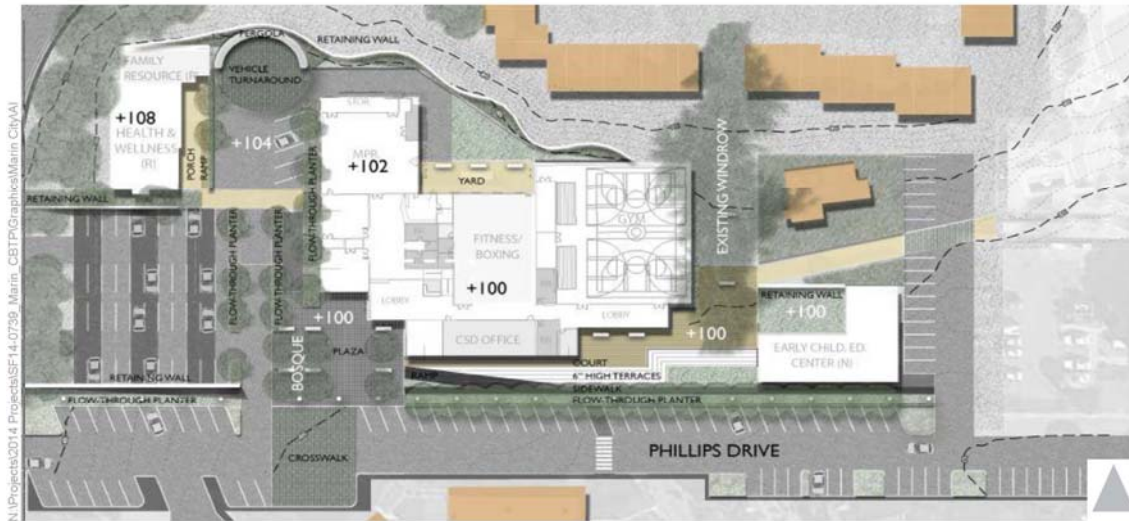
Figure 10: Streetscape Improvements Near Marin City Community Center

View From Drake Avenue Looking East



Source: Marin City Community Center, Hood Design 12/4/14

Streetscape Plan View



Source: Mack 5, 1900 Powell Street, Suit 470 Emeryville CA., 11/17/14



Figure 10
Streetscape Improvements for Marin City Community Center

5.1.2 TRANSIT SERVICE EXPANSION

Many Marin City residents rely on transit services provided by Marin Transit and Golden Gate Transit. A recurring theme in community feedback was the need for transit service to better meet the needs of the community. While in general, commute trips appear to be well-matched to community needs, there was a desire for transit to better accommodate the desired travel patterns of youth, seniors, and people with disabilities. These recommendations are intended to bridge the gap between transit service provision and service needs within the community in a cost-effective manner.

5.1.2.1 Study Transit Service Extending Beyond the Transit Hub

This strategy would seek to study additional transit service within Marin City that extends beyond the transit hub located on Donahue Street by the Gateway Shopping Center. An example of this type of service could be a high frequency community loop shuttle that circulates through Marin City, providing a first mile/last mile connection for those who are unable to reach the Transit Hub through other means. A second example would be the extension of current transit routes beyond the transit hub and into the community. Since most of the neighborhoods in Marin City are located on hilly terrain, this strategy may also include research into vehicle types that would be best suited for operating on local Marin City streets.

Estimated Cost	\$100,000 to \$250,000 or more annually
Lead Agency	Marin Transit
Potential Funding Sources	MTC Lifeline Program, Transportation Development Act (TDA) funds which include Local Transportation Funds (LTF) and State Transit Assistance (STA) funds, Measure A Sales Tax Funds, Fares
Timeframe	Medium-term

5.1.2.2 Convert Marin Transit Route 36 to All-Day Service

This strategy would extend the hours of operation for Marin Transit Route 36 from peak period only service to all-day service. Route 36 provides access from Marin City to Strawberry, Corte Madera, and Downtown San Rafael. Marin Transit is currently evaluating this potential service augmentation as part of their current Short Range Transit Plan (SRTP) Update process.

Estimated Cost	\$400,000 annually
Lead Agency	Marin Transit
Potential Funding Sources	MTC Lifeline Program, Transportation Development Act (TDA) funds which include Local Transportation Funds (LTF) and State Transit Assistance (STA) funds, Measure A Sales Tax Funds, Fares
Timeframe	Medium-term

5.1.2.3 Extend Marin Transit Service on Weekends

Marin Transit Route 36 operated on Saturdays in Marin City until several years ago. Two years ago, Marin Transit extended weekend service on Routes 22 and 17 before 8:00 PM. This strategy would identify existing routes which may be good candidates for providing additional weekend service to Marin City, which could include Route 36.

Estimated Cost	\$100,000 to \$200,000 or more annually
Lead Agency	Marin Transit
Potential Funding Sources	Transportation Development Act (TDA) funds which include Local Transportation Funds (LTF) and State Transit Assistance (STA) funds, Measure A Sales Tax Funds, Fares, MTC Lifeline Program
Timeframe	Medium-term

5.1.3 TRANSIT INFORMATION AND VEHICLE TECHNOLOGY

Many members of the community expressed a desire for increased agency communication about available transportation options. Some community-members also requested increased trip information during transit travel and vehicular improvements that could serve to improve their trip experiences. Strategies that address these identified issues are presented in this section. Marin Transit and Golden Gate Transit are in the process of installing real time bus arrival signs at selected locations throughout their networks.

The funding for this list of transit information and bus technology improvement strategies would most likely come through a series of specific transit grant programs and more general active transportation grant programs. These improvements can be implemented in a phased manner as funding becomes available.

5.1.3.1 Establish Transportation Information Storefront at Transit Hub

This strategy would provide a transportation information storefront located near the community's transit hub. This storefront would provide information on all types of transportation services and programs available to community members, as well as real-time bus arrival information for the transit hub. The storefront could take one of the following forms: an unstaffed information terminal, a staffed semi-permanent kiosk, or a staffed storefront where people could visit to speak to transportation outreach professionals. Two examples of unstaffed information terminals are Downtown Berkeley and Fruitvale (at the main BART station entrances).

Estimated Cost	Less than \$100,000
Lead Agency	Marin Transit and Golden Gate Transit
Potential Funding Sources	MTC Lifeline Program, Active Transportation Program (ATP), Measure B, Transportation Demand Management funds, Safe Routes to Transit Program
Timeframe	Medium-term

5.1.3.2 Establish Transportation Discussion Item on CSD Board Agenda

This strategy would establish an ongoing transportation discussion item on the agenda for the Marin City CSD Board, perhaps on a quarterly basis. This discussion item could be used for Board members to discuss transportation issues within the community, hear presentations with updates on service from transit agencies, the Transportation Authority of Marin, and the Flood Control District, listen to concerns from community members, or discuss pursuing grant funding to implement projects.

Estimated Cost	No cost
Lead Agencies	Marin City Community Services District, Marin County Department of Public Works, Marin Transit, Golden Gate Transit, Transportation Authority of Marin
Potential Funding Sources	N/A
Timeframe	Short-term

5.1.3.3 Increase In-Person Marketing of Transportation Services

This strategy would seek to increase the amount of in-person marketing of the transportation services to members of the community in order to enhance awareness and utilization of the services that are available. This strategy would be primarily focused upon seniors as a wider array of specialized transportation options are available for them. Appropriate strategies would include flyering and visitation to senior lunches which take place on Wednesdays at the Senior Center. Marin Transit is currently

producing a Countywide Transportation Guide that is planned for release in the first half of 2015. This strategy could incorporate that document as a tool to help market various services. Marin Transit has recently conducted Spanish language training and an extension of this service could be provided as part of the strategy.

Estimated Cost	Less than \$100,000
Lead Agency	Marin Transit
Potential Funding Sources	Marin Transit
Timeframe	Short-term

5.1.4 PARATRANSIT AND CATCH-A-RIDE

Paratransit is a mandated service for persons with disabilities who are unable to use the regular fixed route public transit service because of their disability. Paratransit service is designed to meet the Americans with Disabilities Act (ADA) service criteria established by the federal government. Service is provided only to individuals found eligible and is operated under the following guidelines:

- Service is only provided in areas where fixed route buses operate. ADA Paratransit vehicles can only make pick-ups at places that are within three-quarters of a mile of a bus route (which covers the entirety of Marin City),
- Service is provided only during the hours and days when fixed route service in that area operates,
- Rides must be reserved in advance,
- ADA Paratransit fares are \$2-4 for a one-way local trip, and
- Service is provided for all types of trips.

The scope of Paratransit service, as defined by the federal government and summarized above, cannot be expanded. However, expansion of the catch-a-ride program is one way that can help to ameliorate some of the limitations of paratransit service.

5.1.4.1 Establish a Dedicated, Demand-Responsive Service Tailored to Marin City

Work with Marin Transit to establish a specialized demand-responsive service that provides a specific trip (or series of trips) that are frequently desired by members of the community during particular times

and/or days of the week. Examples of these kinds of trips include those to the transit hub to connect to regional service, for local grocery shopping trips, to regional shopping centers, to medical appointments for seniors with 2-3 hour stays, and for youth to sports practice and events outside of Marin City. This strategy would include purchase of an appropriate vehicle (such as a 15-seat van) that is accessible by youth, seniors, and people with disabilities. The CSD may be able to provide a driver for this service. This is the highest priority strategy for Golden Gate Transit and Marin Transit as it has the fewest barriers to implementation and they also consider it well-positioned to successfully meet the needs of the community.

Estimated Cost	\$100,000 per vehicle purchase; \$100,000 to \$200,000 annual operating cost
Lead Agency	Marin Transit
Potential Funding Sources	Lifeline Transportation Program (LTP), Measure A Sales Tax Funds, Measure B
Timeframe	Short-term

5.1.4.2 Increase Number of Trips Allowed on Catch-a-Ride

This strategy would pursue grant funding to expand the number of trips allowed via the Marin Catch-a-Ride service to be greater than the current maximum of eight one-way trips per month.

Estimated Cost	Less than \$50,000 per month
Lead Agency	Marin Transit
Potential Funding Sources	Marin County Measure B Funds
Timeframe	Short-term

5.1.4.3 Study New Dial-a-Ride Services

This strategy would pursue grant funding to study new dial-a-ride services that could be implemented for those who do not qualify for regular paratransit services.

Estimated Cost	Approximately \$200,000 for study
Lead Agency	Marin Transit
Potential Funding Sources	Marin County Measure B Funds
Timeframe	Short-term

5.1.4.4 Establish a Car Sharing Service

This strategy would establish a car sharing service within Marin City by partnering with local car-sharing companies (such as Zipcar and City Car Share). Car sharing services are located within the community meaning that cars can be accessed by walking without the need to travel to remote car rental locations. The Marin City Community Services District would work with these companies to provide a certain number of parking spaces (either on-street or off-street) for carsharing vehicles to meet the demands of the community. These spaces could be located next to the transit hub to leverage its rich transit connectivity.

Estimated Cost	\$50,000 to \$200,000
Lead Agency	Transportation Authority of Marin
Potential Funding Sources	MTC Climate Initiatives grant, Marin County Measure B Funds
Timeframe	Medium-term to long-term

5.1.5 PEDESTRIAN AND BICYCLE FACILITIES

The following strategies are intended to make it easier and more pleasant to travel on bicycle or foot around Marin City. Some of these improvements should be implemented in conjunction with bus stop improvement projects as part of a system designed to improve the path of travel between transit stops and nearby residential and employment uses.

The list of pedestrian and bicycle strategies identified would require funding to implement the improvements. The funding would most likely come through a series of specific safety grant programs and more general active transportation grant programs. The Marin Community Services District can implement the improvements in a phased manner as funding becomes available.

5.1.5.1 Improve Lighting and Aesthetics at the US 101 Underpass

While lighting upgrades were identified in the 2009 CBTP and since implemented, the community (including some Junior High students) stated safety concerns and repeated their desire to further improve the walking experience underneath the US 101 underpass on Donahue Street. This strategy would involve pursuing funding to improve lighting and aesthetics for the pedestrian path that connects Marin City to Sausalito. The CSD is currently investigating the possibility of installing public artwork along the underpass to create a more welcoming community gateway. Marin County is considering changing streetlight bulb types to LED as the current bulbs are known to have a higher power requirement than the

solar panels are able to provide. The new LED bulbs have lower power requirements, and would result in a more well-lit underpass.

Estimated Cost	\$100,000 to \$250,000
Lead Agencies	County of Marin, Caltrans
Potential Funding Sources	Lifeline Transportation Program (LTP), Transportation for Livable Communities (TLC), Safe Routes to School Program (Federal, State, or Local), Active Transportation Program (ATP), Caltrans Office of Traffic Safety (OTS)
Timeframe	Short-term

5.1.5.2 Improve Pedestrian Path Quality and Lighting

This strategy would seek to improve pedestrian paths and lighting throughout Marin City, which could include constructing new sidewalks, repairing existing sidewalks, installing striped crosswalks, and installing or repairing street lights. Drake Avenue and Cole Drive were identified as streets that could be improved.

Estimated Cost	\$50,000 to \$200,000 depending on improvement
Lead Agency	Marin City Community Services District (MCCSD)
Potential Funding Sources	Measure A Sales Tax Funds (Safe Pathways program), Lifeline Transportation Program (LTP), Transportation for Livable Communities (TLC), Safe Routes to School Program (Federal, State, or MTC), Active Transportation Program (ATP)
Timeframe	Long-term

5.1.5.3 Increase School Participation in Safe Routes to School Program

This strategy would seek to increase the participation of students in the Bayside Martin Luther King Jr. Academy and Willow Creek Academy in the Safe Routes to School Program. This program could include improving pedestrian and bicycle paths to and from the schools and providing outreach materials to encourage children to walk or bike to school. TAM currently has a funding program dedicated to Safe Routes to School programs and improvements.

Estimated Cost	\$50,000
Lead Agency	Transportation Authority of Marin
Potential Funding Sources	Measure A Sales Tax Funds, Measure B Sales Tax Funds, Safe Routes to School Program (Federal, State, or MTC)
Timeframe	Short-term

5.1.5.4 Implement a “Walking School Bus” for Children

This strategy would implement a “walking school bus” to enhance safety for children who walk to Bayside Martin Luther King Jr. Academy and Willow Creek Academy. A walking school bus is a group of children walking to school with one or more adults. Providing adult supervision may help to reduce safety worries for families who live within walking or bicycling distance to school. The walking school bus could be a pilot program implemented as part of the Safe Routes to School program.

Estimated Cost	N/A
Lead Agency	Transportation Authority of Marin
Timeframe	Short-term

5.1.5.5 Study Traffic Calming Measures on Cole Drive

Cole Drive was also identified by the community as a location where automobile speeds are regularly perceived to be high. Marin Housing Authority and Marin County Department of Public Works have both identified this as a street where better access and visibility could be provided for pedestrians crossing Cole Drive. This strategy would conduct a study along Cole Drive to investigate what types of traffic calming measures could be used to reduce vehicle speeds.

Estimated Cost	\$50,000 to \$150,000
Lead Agency	County of Marin (Department of Public Works)
Potential Funding Sources	Transportation for Livable Communities (TLC), Active Transportation Program (ATP), Caltrans Office of Traffic Safety (OTS)
Timeframe	Medium-term

5.2 PRIORITIZATION

The transportation strategies described above were prioritized based on a series of criteria to provide Marin City with a tool for future transportation programming efforts and determination of grant solicitation priorities.

The criteria used to prioritize the strategies were categorized by “Effectiveness” and “Feasibility” to identify projects that would most benefit the community as well as identify projects that would be the easiest to implement. By this approach, projects that would have the most benefit to the community but may be

difficult to implement would not lose their high importance. Respectively, projects that may not be as important to the community but would be easy to implement would not be overlooked.

Within the “Effectiveness” and “Feasibility” categories, four criteria groups (two for each category) were used to further describe the relative effectiveness and feasibility of each project. Each potential project was evaluated by these criteria with a score of 1 (Low) to 3 (High), with High reflecting that the project best fit the criteria. The scoring was based on input from the Community Services District board, Technical Advisory Committee, Marin City community (through the Community Open House, surveys, and other outreach efforts), discussions with public agency staff, the overarching goals of the community-based transportation process, and relevant planning documents. The criteria used for this prioritization are described below:

5.2.1 EFFECTIVENESS

5.2.1.1 Community

Has stakeholder support – The success of any strategy requires that it has the support of key stakeholders within the community not only for determining its potential usage but also to support agency staff or community leaders in their efforts to make the strategy a reality. Does the strategy have the support necessary for success?

Helps population with the greatest need (low-income) – Does this strategy target the population with greatest barriers to mobility, specifically low-income groups?

Benefits a large portion of the community – Does this strategy improve transportation options for a wide-ranging segment of the population?

Addresses the needs of elderly and/or disabled – Does this strategy help overcome mobility barriers for elderly or disabled populations?

5.2.1.2 Transportation

Solves multiple transportation needs/gaps – Does this strategy address multiple transportation needs or gaps as identified by the community?

Improves connectivity beyond the community – Does the strategy extend transportation services to connect the Marin City community to neighboring communities and/or the remainder of Marin County?

Improves Safety – Does this strategy help to improve the safety of the transportation system and its users?

5.2.2 FEASIBILITY

5.2.2.1 Funding and Cost

Cost effective – Is the cost of the strategy reasonable as compared to the number of people who would benefit? Can the project sustain itself in the long term in a cost-effective manner?

Funding Identified – Has a potential funding source for the strategy been identified and/or committed?

Low-cost or no-cost – Can the strategy be implemented for a relatively low cost (or no cost) compared to other options? In addition, is it phaseable?

5.2.2.2 Implementation

Ease of implementation – Does this strategy involve the cooperation of many jurisdictions and agencies? Does this strategy trigger compliance requirements that would result in adherence to local, state, and/or federal regulations? In addition, is there a group or individual that might champion this strategy or could such a champion or sponsor be identified? Can the strategy be completed within a short timeframe?

Compatible with Local Plans – Is this strategy directly identified by a local agency planning document or is it supportive of existing local plans? Can the project leverage other support adequate for being able to be compatible?

5.2.3 RESULTS

The proposed project prioritization is shown in rank order in **Table 27**. More detailed results of the project prioritization are shown in **Table 28**.

TABLE 27: PROJECT PRIORITIZATION

Strategy	Effectiveness Score¹	Feasibility Score¹	Total Score	Overall Rank
Study and Improve Drainage on Donahue Street at US 101 Underpass	20	7	27	1
Establish a Dedicated, Demand-Responsive Service Tailored to Marin City	17	10	27	1
Study Secondary Access Point for Marin City	19	7	26	3
Improve Pedestrian Path Quality and Lighting	15	11	26	3
Establish Transportation Discussion Item on CSD Board Agenda	15	11	26	3
Improve Lighting and Aesthetics at the US 101 Underpass	14	12	26	3
Provide Streetscape Improvements to the New Community Center	14	12	26	3
Increase School Participation in Safe Routes to School Program	13	13	26	3
Establish a Car Sharing Service	13	12	25	9
Increase In-Person Marketing of Transportation Services	13	12	25	9
Expand Community Emergency Response Training (CERT) for Community Members	11	14	25	9
Establish Transportation Information Storefront at Transit Hub	15	10	25	9
Convert Marin Transit Route 36 to All-Day Service	14	10	24	13
Implement a "Walking School Bus" for Children	12	12	24	13
Extend Marin Transit Service on Weekends	15	8	23	15
Increase Number of Trips Allowed on Catch-a-Ride	14	9	23	15
Study Transit Service Extending Beyond the Transit Hub	16	6	22	17
Study Traffic Calming Measures on Cole Drive	13	9	22	17
Study New Dial-A-Ride Services	13	9	22	17

Notes:

1. The Effectiveness and Feasibility Scores are the sum of several criteria scores (which are scored 1-3 individually). The Effectiveness Score is on a scale of 21 points (maximum), while the Feasibility Score is on a scale of 15 points (maximum).

TABLE 28: PROJECT PRIORITIZATION DETAILED RESULTS

Strategy	Effectiveness						Feasibility						Total Points	Overall Ranking
	Community			Transportation			Funding and Cost			Implementation				
	Has stakeholder support	Helps population with the greatest need (low-income)	Benefits a large portion of the community	Addresses needs of elderly and/or disabled	Solves multiple transportation needs/gaps	Improves connectivity beyond the community	Improves Safety	Cost Effective	Funding Identified	Low-cost or no-cost	Ease of Implementation	Compatible with Local Plans		

Scoring: 3 points (High) = Project was best for this criteria; 2 points (Medium) = Project was average for this criteria; 1 point (Low) = Project was poor for this criteria

Study and Improve Drainage on Donahue Street at US 101 Underpass	3	3	3	3	3	2	3	2	1	1	2	1	27	1
Establish a Dedicated, Demand-Responsive Service Tailored to Marin City	3	3	2	3	2	2	2	3	2	1	2	2	27	1
Study Secondary Access Point for Marin City	3	3	3	2	3	2	3	2	1	1	1	2	26	3
Improve Pedestrian Path Quality and Lighting	2	2	2	3	2	1	3	2	2	3	2	2	26	3

TABLE 28: PROJECT PRIORITIZATION DETAILED RESULTS

Strategy	Effectiveness							Feasibility					Total Points	Overall Ranking
	Community				Transportation			Funding and Cost			Implementation			
	Has stakeholder support	Helps population with the greatest need (low-income)	Benefits a large portion of the community	Addresses needs of elderly and/or disabled	Solves multiple transportation needs/gaps	Improves connectivity beyond the community	Improves Safety	Cost Effective	Funding Identified	Low-cost or no-cost	Ease of Implementation	Compatible with Local Plans		
Establish Transportation Discussion Item on CSD Board Agenda	2	3	3	3	1	1	2	3	1	3	3	1	26	3
Improve Lighting and Aesthetics at the US 101 Underpass	2	2	3	2	1	1	3	2	2	3	3	2	26	3
Provide Streetscape Improvements to the New Community Center	2	2	3	2	2	1	2	2	2	3	2	3	26	3
Increase School Participation in Safe Routes to School Program	2	2	2	1	1	2	3	2	3	3	3	2	26	3
Establish a Car Sharing Service	2	2	3	1	2	2	1	3	2	2	3	2	25	9

TABLE 28: PROJECT PRIORITIZATION DETAILED RESULTS

Strategy	Effectiveness							Feasibility					Total Points	Overall Ranking
	Community				Transportation			Funding and Cost			Implementation			
	Has stakeholder support	Helps population with the greatest need (low-income)	Benefits a large portion of the community	Addresses needs of elderly and/or disabled	Solves multiple transportation needs/gaps	Improves connectivity beyond the community	Improves Safety	Cost Effective	Funding Identified	Low-cost or no-cost	Ease of Implementation	Compatible with Local Plans		
Increase In-Person Marketing of Transportation Services	2	3	2	3	1	1	1	2	3	3	3	1	25	9
Expand Community Emergency Response Training (CERT) for Community Members	2	1	2	1	1	1	3	2	3	2	3	3	25	9
Establish Transportation Information Storefront at Transit Hub	2	3	3	2	2	2	1	3	1	2	2	2	25	9
Convert Marin Transit Route 36 to All-Day Service	2	3	2	2	1	3	1	1	2	1	3	3	24	13
Implement a "Walking School Bus" for Children	2	2	1	1	1	2	3	3	1	3	3	2	24	13

TABLE 28: PROJECT PRIORITIZATION DETAILED RESULTS

Strategy	Effectiveness							Feasibility					Total Points	Overall Ranking
	Community				Transportation			Funding and Cost			Implementation			
	Has stakeholder support	Helps population with the greatest need (low-income)	Benefits a large portion of the community	Addresses needs of elderly and/or disabled	Solves multiple transportation needs/gaps	Improves connectivity beyond the community	Improves Safety	Cost Effective	Funding Identified	Low-cost or no-cost	Ease of Implementation	Compatible with Local Plans		
Extend Marin Transit Service on Weekends	2	3	2	2	2	3	1	2	1	1	3	1	23	15
Increase Number of Trips Allowed on Catch-a-Ride	2	2	2	3	1	3	1	2	1	1	3	2	23	15
Study Transit Service Extending Beyond the Transit Hub	3	2	2	3	2	2	2	1	1	1	2	1	22	17
Study Traffic Calming Measures on Cole Drive	2	2	2	1	2	1	3	2	1	2	2	2	22	17
Study New Dial-A-Ride Services	2	2	1	3	1	2	2	2	1	1	3	2	22	17

6 IMPLEMENTATION

There are a number of different opportunities for implementing the strategies recommended in Chapter 5. Potential avenues for implementation include pursuing grant funding, working with partner transit agencies, and working with non-profit groups.

6.1 FUNDING

The following funding sources were identified as potential resources for implementation of the proposed initiatives of the CBTP.

6.1.1 FEDERAL

6.1.1.1 Moving Ahead for Progress in the 21st Century Act (MAP-21)

Signed into law in July 2012, MAP-21 authorizes over \$105 billion in funding for federal surface transportation funding for FY 2013 and FY 2014. Replacing SAFETEA-LU, MAP-21 consolidated many formula-based and discretionary funding programs supported under the prior authorization, including the National Highway System Program, Interstate Maintenance Program, Highway Bridge Program, and Appalachian Development Highway System Program.

6.1.1.1.1 Transportation Alternatives

Transportation Alternatives funds are to be used to provide for alternative transportation projects that were previously eligible under several separately funded programs. Projects include recreational trails programs, planning, designing, or constructing roadways within former Interstate routes or divided highways, and Safe Routes to Schools programs.

The goal of the Safe Routes to Schools program is to enable and encourage primary and middle school children to walk and bike to school by making it a safer and more appealing alternative. It also seeks 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 (public awareness).

6.1.1.1.2 Congestion Management and Air Quality Program (CMAQ)

This program will fund the construction of bicycle and pedestrian facilities as well as bicycle safety programs, which include brochures, maps, and public service announcements. The projects must be primarily for transportation rather than recreation and included in Transportation Improvement Projects (TIP). It requires a 20 percent local or state match.

6.1.1.2 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 percent local match for capital projects and 50 percent 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 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

6.1.1.3 Community Development Block Grants (CDBG)

The 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.

6.1.1.4 Hazard Elimination Safety Program (HES)

The HES is a federal safety program monitored by Caltrans that provides funds for safety improvements on any public road, public surface transportation facility, publicly-owned bicycle or pedestrian pathway or trail, or 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 percent of project costs, requiring a local match of 10 percent.

6.1.2 STATE

6.1.2.1 Safe Routes to School Program

The Safe Routes to School (SR2S) program, originally designed to last five years, has been extended indefinitely under AB 57. This program is administered by Caltrans. 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 percent local match is required for all projects. Applications are typically due in May or June of each year.

6.1.2.2 Active Transportation Program (ATP)

In September 2013, the Governor signed Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 254, Statutes 2013) into law, creating the Active Transportation Program (ATP). The ATP consolidated a number of other funding sources intended to promote active transportation, such as the Bicycle Transportation Account and Transportation Alternatives Program, into one program. The ATP is administered by Caltrans' Division of Local Assistance, Office of Active Transportation and Special Programs. Selected projects must achieve at least one of the following goals:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

6.1.3 REGIONAL/LOCAL

6.1.3.1 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 using JARC and STA funds. The fourth cycle of funding was recently announced by the MTC and funds are expected to be available by Spring 2015. It is estimated that Marin County will receive \$1,030,406 for the three-year period of FY 2014 – 2016. 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 under-represented 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 choice 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 disable residents of low-income communities may also be considered for Lifeline funds. Lifeline funding requires a 20 percent local match.

6.1.3.2 Measure A Sales Tax Funds

Transportation Sales Tax Expenditure Plan (Measure A) defines how a ½ 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

6.1.3.3 Measure B

The Marin County Vehicle Registration Fee (VRF) Expenditure Plan, approved by voters as Measure B in November 2010, dedicates an estimated \$2 million annually in VRF revenues to the transportation projects and programs needs in Marin. The primary goal of Measure B is to support transportation investments in a way that sustains Marin County's transportation network and reduces traffic congestion and vehicle-related pollution. To achieve this goal three elements are identified, with sub strategies identified below:

- *Element 1: Maintain Local Streets and Pathways*
 - 1.1. Maintain Local Streets
 - 1.2. Maintain Class I Bike/Ped Pathways
- *Element 2: Improve Transit for Seniors and Persons with Disabilities*
 - 2.1. Paratransit Plus
 - 2.2. Volunteer Driver Program Support
 - 2.3. Low Income Rider Scholarships
 - 2.4. Gap-Grant Program
 - 2.5. Mobility Management Staffing
- *Element 3: Reduce Congestion and Pollution*
 - 3.1. School Safety and Congestion Reduction
 - 3.2. Local Marin County Commute Alternatives
 - 3.3. Alternative Fuels Infrastructure and Promotion

6.1.3.4 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 the American Disabilities Act (ADA), route improvements, and purchase and installation of facilities such as parking, benches, restrooms, 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 included in the bicycle plan, transportation element, or other adopted plan.

6.1.3.5 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 types of 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. An update to the program in 2010 only allows for projects to be located within Priority Development Areas (PDAs) as identified by the Association of Bay Area Governments (ABAG). In addition, the program can now also support non-transportation infrastructure improvements (such as sewer upgrades), Transportation Demand Management projects, and Density Incentives (direct funding for transit-oriented development land banking or site assembly).

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, street scapes such as median landscaping, street trees, lighting, and 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, 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 project. A local match

of 11.5 percent of the total project cost is required. Projects in the early or conceptual stage of their development are eligible for TLC planning grants of up to \$75,000, which are awarded to help sponsors refine and elaborate promising project ideas.

6.1.3.6 Transportation Fund for Clean Air (TFCA)

The 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.

6.1.4 NON-TRADITIONAL

6.1.4.1 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 S53311-53368.3) 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 (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.

6.1.4.2 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.

6.1.4.3 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 online at www.fconline.fdncenter.org. Several foundations to consider are listed below.

6.1.4.3.1 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 MCF 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.

6.1.4.3.2 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 ensure that urban policies and development promote social equity.

6.1.4.3.3 Zellerbach Family Foundation

The Mission of the Zellerbach Family Foundation is to be a catalyst for constructive social change by initiation 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

6.1.4.3.4 Bike Belong Coalition

Bike 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, they work to make bicycling safe, convenient, and fun. Bike Belong Coalition will support non-profit organizations and public agencies with development of facilities, education programs, and advocacy efforts.

6.2 NEXT STEPS

This Community-Based Transportation Plan provides a list of improvement strategies and projects to support efforts by TAM and the Marin City CSD to pursue federal, state, regional, and local funds to implement the recommended projects and programs.

6.2.1 FUTURE GRANT OPPORTUNITIES

A prioritization matrix was developed in conjunction with this Plan (**Table 27** and **Table 28**). The purpose of the matrix is to provide a database of projects and programs, rated against a series of criteria that are both important to the community and those that are frequently used for grant programs. This will allow agency staff to select projects for future grant applications that are targeted based on each grant program's specific criteria. The Plan also provides preliminary cost estimates for each project or program.

The first known opportunity for grant funding is a regional funding program administered by the Metropolitan Transportation Commission (MTC). MTC's Lifeline Transportation Program supports projects that address mobility and accessibility needs in low-income communities throughout the region. It is funded by a combination of federal and state operating and capital funding sources, including the Federal Transit Administration's Section 5307/Job Access and Reverse Commute Program, and state Proposition 1B Transit Capital and State Transit Assistance program. In the first three funding cycles, approximately \$190 million in Lifeline funding was programmed to 224 projects throughout the nine-county region. Projects include a variety of solutions tailored to local priorities, including fixed-route transit, transit stop improvements, pedestrian and bicycle access improvements, senior and children's transportation, community shuttles, auto loan programs, and mobility management activities. Marin County agencies received a total of \$2.5 million in Lifeline funding in the Third Cycle (FY 2011-2013). GGBHTD also received \$726,000 in funding during the Third Cycle for an Advanced Communication and Information System that includes real-time passenger information signs.

APPENDIX: COMMUNITY OUTREACH



APPENDIX – COMMUNITY OUTREACH

FOCUS GROUP NOTES

Copied below are the focus group notes from individual sessions.

YOUTH

Name: __Matthew Crane__
Venue: __Marin City Senior Center__
Attendee Type: __Teens__
Date: __10/14/14__
Time: __3:30-4:30 p.m.__
Number of Attendees: __18 (Grades 5 -8)__

Introductory Questions

1. How do you (and your family) get around Marin City?

- a. First Group
 - i. Bike – 0
 - ii. Walk - 3
 - iii. Dropped off – 4
 - iv. Other – 2
 - v. Bus to go get groceries
 - vi. Walks to school and the Gateway shopping center. Car for groceries, etc.
 - vii. Bus to school. Car to go shopping.
- b. Second Group
 - i. #1: Mom has 1 car for transportation, but walks to school
 - ii. #2: No car, walks to school, takes bus to go shopping
 - iii. #3: Walk to school, bus to go shopping
 - iv. #4: Car to school and for shopping, bike to park
 - v. #5: Bus to school, carpool in another family's car to go shopping
 - vi. #6: Walk to the school and the mall (Gateway Shopping Center?), car for longer-distance shopping, but also takes the bus to go shopping, movies, and football practice
 - vii. #7: Bus to school, car for shopping, bike for recreation
 - viii. #8: Bus to school, car for shopping and doctor appointments, bike for recreation but doesn't use often, bus to mall, MV (Mountain View?), and Santa Rosa

2. Where do you go in (and outside of) Marin City?

- a. First Group
 - i. Stockton via car
 - ii. Northgate Mall via bus (Route 70)
 - iii. Into Sausalito
 - b. Second Group
 - i. #1: San Jose Flea Market
 - ii. #2: Shopping (did not identify specific location)
 - iii. #3: Shopping (did not identify specific location)
 - iv. #4: Shopping and the park (no specific locations identified)
 - v. #5: Shopping (did not identify specific location)
-

- vi. #6: Malls, Movie Theaters, and Football practice (Tamalpais?)
- vii. #7: Shopping (did not identify specific location)
- viii. #8: Shopping, MV (Mountain View?), Santa Rosa

3. What challenges do you have in getting places?

- a. First Group
 - i. Route 70 bus out of schedule (arrives and departs early)
 - ii. Most seem to be comfortable riding bike on the street, except when passing under the US-101 bridge (high traffic volume and poor lighting)
- b. Second Group
 - i. #1: Walk to school, but could bike if bike was fixed and had a lock for it
 - ii. #2: Has bike, but it is broken
 - iii. #3: No bike
 - iv. #4: No difficulties
 - v. #5: Car is broken, so need to carpool to go shopping
 - vi. #6: No response
 - vii. #7: No response
 - viii. #8: Has bike, but doesn't ride often (didn't specify why)
 - ix. Would prefer to have a transit pass instead of needing to pay cash on bus every time.

4. How might we improve transportation in Marin City to be more accommodating to everyone, including seniors/students/etc?

- a. First Group
 - i. Shuttle that goes in a loop around Marin City, instead of only one main stop at the hub.
 - ii. Better lighting on ped path at underpass to US-101.
- b. Second Group
 - i. #1: No response
 - ii. #2: No response
 - iii. #3: No response
 - iv. #4: No response
 - v. #5: No response
 - vi. #6: No response
 - vii. #7: No response
 - viii. #8: No response

Category	General Issue	Specific Location(s)
<i>ADA/Paratransit/Ride sharing</i>	None identified	
<i>Bicycles</i>	<ul style="list-style-type: none"> • Felt unsafe riding on the street under US 101 bridge due to high traffic volume and poor lighting • Bike is broken, so unable to ride 	US 101 underpass
<i>Bus Stops</i>	<ul style="list-style-type: none"> • Would prefer more bus stops throughout the community, instead of just one location. 	
<i>Dial-A-Ride Program</i>	<ul style="list-style-type: none"> • No issues identified 	
<i>Pedestrian Facilities</i>	<ul style="list-style-type: none"> • Poor lighting 	US 101 underpass pedestrian path
<i>Outreach</i>	<ul style="list-style-type: none"> • No issues identified 	
<i>Taxi System Program</i>	<ul style="list-style-type: none"> • No issues identified 	
<i>Transit Fares/Passes</i>	<ul style="list-style-type: none"> • Would like to have transit passes instead of needing to pay cash fare every time 	
<i>Transit Service</i>	<ul style="list-style-type: none"> • Buses running out of sync with published schedule, resulting in missed trip 	Route 70
<i>Transit Travel Experience</i>	<ul style="list-style-type: none"> • No issues identified 	

SENIORS

Marin City Focus Group Notes - Seniors
November 5th, 2014 11:15am
Andy Kosinski (Fehr & Peers) & Lisa Newman (TAM)
*Total of 16 people in attendance

General Needs

- It was remarked that seniors needs are generally not well served by transportation in Marin City.

Top Destinations

- Grocery stores
 - Safeway in Mill Valley,
 - Lucky's in Larkspur,
 - Big G/Molly's (although it's seen as being too expensive)
- Shopping centers
 - Currently poor access to shopping centers in Terra Linda and Corte Madera
- Medical destinations:
 - Marin General,
 - Kaiser (Terra Linda),
 - Downtown San Rafael Kaiser

Transit Service

- Areas with many seniors identified to be lacking in local transit service:
 - Park Circle
 - Drake Avenue
 - The high-rises on Cole Drive
- Discontinued Marin Transit Route 222 was discussed:
 - Residents were disappointed that the service was discontinued after only 18 months and that it didn't give people enough time to adapt to it and change their habits.
 - Route 222 was not able to get to areas to access seniors where it needed to.
 - A senior noted that during a blues festival the route served the whole city and not just a few streets, and that broader reach was important.
 - Reliability, i.e. schedule adherence, was a big issue and people lost faith in the service over time.
 - Route 222 went to Strawberry Safeway parking lot (good) but didn't enter the lot or area of shelter for Trader Joe's. That would need to be rectified.
- Extended hours for transit:
 - One senior requested service outside of commute hours for Golden Gate Transit Route 2.
- People spend 1 to 2 hours at the store and transit service needs to recognize this by making sure they have enough time to do shopping between drop-off and pick-up options.
 - 2-3 hours is also a typical window for medical services.
 - 2 hours is a typical window for people to shop and have appointments.
- Buses are getting better at announcing the stops they are serving next.
- Extended service at weekends was requested for bus service.

Catch-a-Ride

- One senior reported using catch-a-ride to go to church in Mill Valley, but was disappointed that she only gets 8 rides per month on the service.

Outreach

- Flyers (especially in mailboxes) and posters (including at bus stops) are the best way to reach out to the community.
 - Sometimes flyers posted by transportation agencies are below eye level and are difficult to see.
- If another shuttle were instituted, outreach to the community through flyers and suchlike would be crucial. If was felt that advertising was conducted poorly for Route 222.

- Seniors come for lunch at the Senior Center on Wednesdays, which would be a good occasion for publicity.
- Food pantries would also be a good venue for publicity.
- When introducing new services, agencies need to do better at publicizing schedules.

YOUTH

Marin City Focus Group Notes – MLK Coalition

November 13th, 2014 12pm

Andy Kosinski (Fehr & Peers) & Derek McGill (TAM)

*Total of 20 people in attendance

Surveys were handed out and Johnathan Logan was tasked to collect surveys at the conclusion of the meeting

Introduction

- Derek introduced the plan process and funding sources available for recommendations from this plan.
- Andy spoke about the recommendations from the 2009 plan and gave status updates on each of the 12 recommendations.
- Derek noted the distinctions between the Lifeline Transportation funds and the PDA-related state grant moneys and that this plan would not be a precursor to grant funding for PDA-related grants.
 - **(Action Item)** The coalition requested that Derek provide documentation of past projects funded under the PDA statewide funding cycle

Pedestrian

- Liz Darby of CDC has a list of spot locations in Marin City for sidewalk improvements that she would provide upon request
 - **(Action Item)** Andy to request list of sidewalk improvements candidate locations from Liz Darby.
 - Drake Avenue was noted as a street with deficient sidewalks in many places along it.

Paratransit

- Catch-a-ride only sponsors enough for a one-way trip and often does not subsidize the full round trip, which means that people sometimes use it in one direction and have to arrange other transportation for the return leg (e.g. friend/family pick-up). Suggest that the subsidy limit be raised.
- Qualification for the Whistlestop service is prohibitive and even then there is a waiting list for it. Many seniors do not qualify.
- Whistlestop drivers are not hands-on in that they do not walk the patron to the door of the destination, which deters some from riding as they cannot travel between where the vehicle drops them off and the front door of their destination.

Outreach

- Route 222 did not appear to have sufficient outreach or advertising.
- There needs to be more in-person marketing of services throughout the community.
- A community transportation advisory board could be set up to give feedback to the community on progress of transportation projects.

Transit

- There is a lot of duplication of service between Marin Transit and Golden Gate Transit.
- New transit service must fill in the gaps that GGT does not cater.
- Route 222:
 - The bus used was too big to serve Village Oduduwa.
 - Because vehicle type restricted access to certain streets and grades, a new vehicle type should be researched which can serve these hilly areas and narrow streets.
- Students of Tam High or Redwood High have to wait an hour if they miss their bus. There should be an additional transit service for these students.
 - **(Action Item)** Denny and Allen are the two contacts for high school students – the CBTP team

should contact them to help coordinate high school focus group. Bridgegap college prep takes place four times a week and would be another good venue for a focus group.

- Seniors require more weekend service.
- There needs to be transit service connecting the downtown hub to the neighborhoods on the hillsides – seniors and others find it very difficult to traverse these distances on foot.
- A dedicated bus serving seniors could be provided that serves the senior center (640 Drake Avenue) and senior needs. The senior center could possibly coordinate the service. The location of the senior center is one of high need.
- There was a concern that since a recent schedule change, some people find it more difficult to transfer between routes at the transit hub as different routes are not as coordinated.

OPEN HOUSE FEEDBACK

PUBLIC COMMENT NOTES (ANDY KOSINSKI)

- Cannot even get taxi from CVS up the hill. Dearth of transportation options!
- Stop sign enforcement, especially during commute hours.
- Low floor loading on buses for disabled (no steps)
- Money/fare box at back of bus as driver cannot take money.
- Speed bumps on Cole Drive, or other traffic calming
- Separate buses for students. Or a bus dedicated to school and seniors.
- Dollar Store 4-way – everyone goes before pedestrian. Enforcement?
- Shuttle to Safeway!
- Separate buses for students – separate from regular people.
- No quake plan/tsunami plan for Marin City!
- Honolulu – small bus vehicles, as a best practice
- Terri:
 - “Low ridership,” Route 222.
 - The bus didn’t serve the community!
 - Route didn’t go to Village Oduduwa, for example
 - Need to revisit. Clarify 2F. Currently vague and no accountability.
- Only food delivery is Dario’s Pizza because “unsafe.”
- Forward survey to emails collected.
- Flood risk maps are incorrect. Unreliable.
- Designated parking places have not been provided from a process that began in June.

PUBLIC COMMENT NOTES (BOB GRANDY)

- M.T.
 - Can there be dedicated buses for high school trips that could later in day be used for seniors?
- Mary Davis / 79 Cole
 - Small shuttle for seniors... long walk up hill from transit center.
 - Disabled – need \$ at back of bus, where enter, can’t get down aisle with walker.
 - Donahue/Cole – people don’t stop at 4 way stop. People crossing to transit (???)
 - Need traffic calming on Cole
 - Signal... long delay for pedestrians.
 - No earthquake plan for Marin City
 - Honolulu – little buses to get up hills

- Terry
 - Need to revisit 222 – need to go into side streets.

WRITE-IN COMMENTS FROM PRIORITIZATION SURVEY

- Re: 2E, Discounted student fare passes – “Isn’t this already happening?”
- Re: 2G, Shuttle to out-of-town shopping centers and markets – “Grocery store”
- “Maria doesn’t feel safe at the transit stop near her house. Lighting or a closer bus stop could help or an alternative option like a taxi. Cole Dr. Marin.”
- “Need a shuttle for seniors for groceries/etc. Dedicated one for M. City.”
- “Make it easier for disabled to get on and off a GGB Transit Bus – have money place in back of bus.”
- “Put speed bumps on Cole Dr. before someone is killed!”
- “Change lights at 4 way cross at 99¢ store to let pedestrian go first not last!”
- “Need earthquake plan here in Marin City!!”
- “Why wasn’t survey sent in mail?”
- “Community members need to be involved on ALL committees”

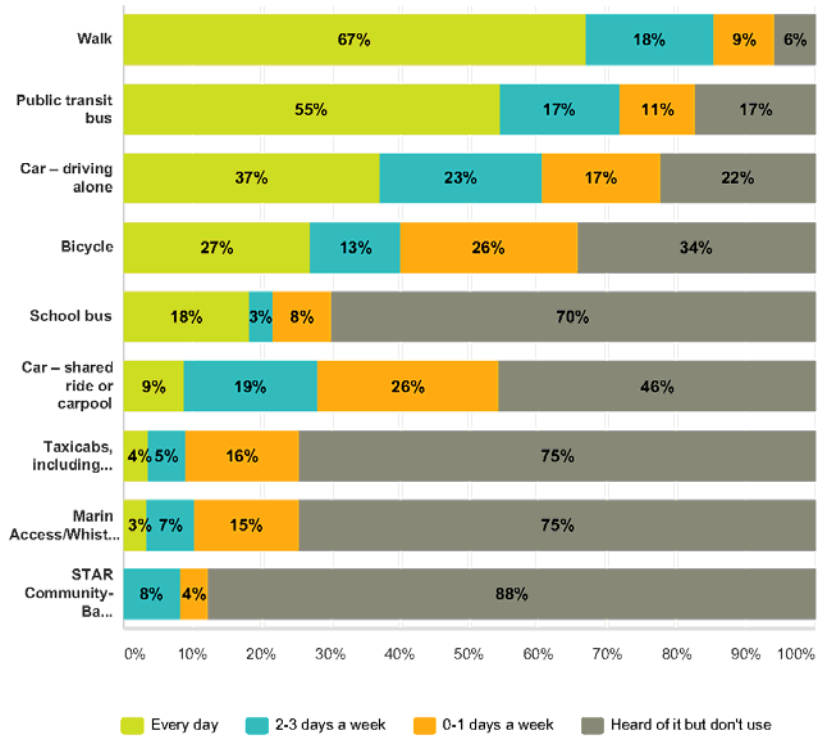
SURVEY RESPONSES

Copied below is the full summary of survey response data.

Marin City Community-Based Transportation Plan Survey

Q1 How often do you use the below methods to get around Marin City?

Answered: 140 Skipped: 2



	Every day	2-3 days a week	0-1 days a week	Heard of it but don't use	Total
Walk	67% 69	18% 19	9% 9	6% 6	103
Public transit bus	55% 60	17% 19	11% 12	17% 19	110
Car - driving alone	37% 30	23% 19	17% 14	22% 18	81
Bicycle	27% 19	13% 9	26% 18	34% 24	70
School bus	18% 11	3% 2	8% 5	70% 42	60
Car - shared ride or carpool	9% 5	19% 11	26% 15	46% 26	57
Taxicabs, including Catch-A-Ride	4% 2	5% 3	16% 9	75% 41	55

Marin City Community-Based Transportation Plan Survey

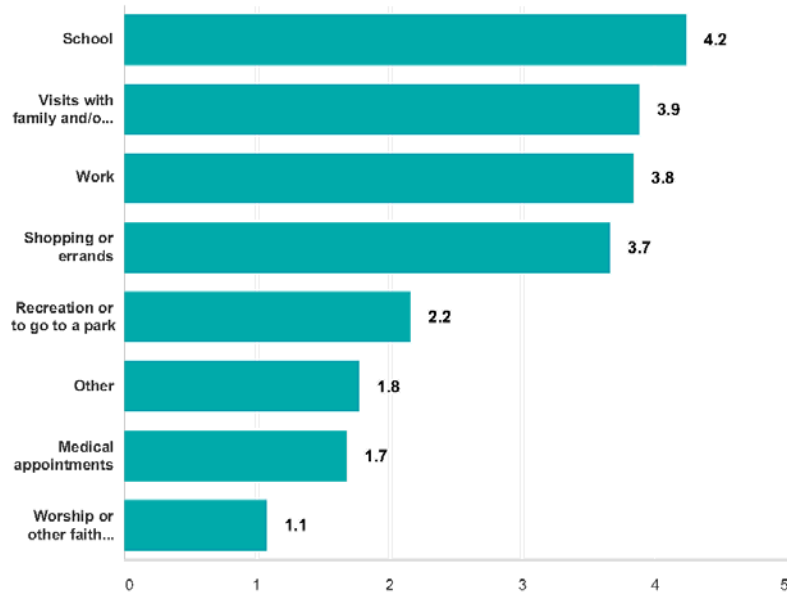
Marin Access/Whistlestop	3% 2	7% 4	15% 9	75% 44	59
STAR Community-Based Volunteer Program	0% 0	8% 4	4% 2	88% 43	49

#	Other (please specify what service and how often) / Otro (Especifique método y con qué frecuencia)	Date
1	Marin Catch-a-Ride (0-1 times per week)	12/23/2014 9:42 AM
2	Home Health Aide (Every Day)	12/22/2014 5:25 PM
3	Weekend Service	11/14/2014 4:27 PM

Marin City Community-Based Transportation Plan Survey

Q2 How many times a week do you travel for the following?

Answered: 137 Skipped: 5



Answer Choices	Average Number	Total Number	Responses
School	4	322	76
Visits with family and/or friends	4	342	88
Work	4	353	92
Shopping or errands	4	297	81
Recreation or to go to a park	2	80	37
Other	2	16	9
Medical appointments	2	106	63
Worship or other faith activities	1	55	51
Total Respondents: 137			

Marin City Community-Based Transportation Plan Survey

Q3 If "Other," please specify where you travel: / Si otras, especifique dónde viaje:

Answered: 4 Skipped: 138

#	Responses	Date
1	Intel (7 times a week)	12/8/2014 12:06 PM
2	None	11/14/2014 4:27 PM
3	Home / grama	10/17/2014 9:33 AM
4	basketball	10/17/2014 9:30 AM

Marin City Community-Based Transportation Plan Survey

Q4 Do you need door-to-door transportation?

Answered: 1 Skipped: 141

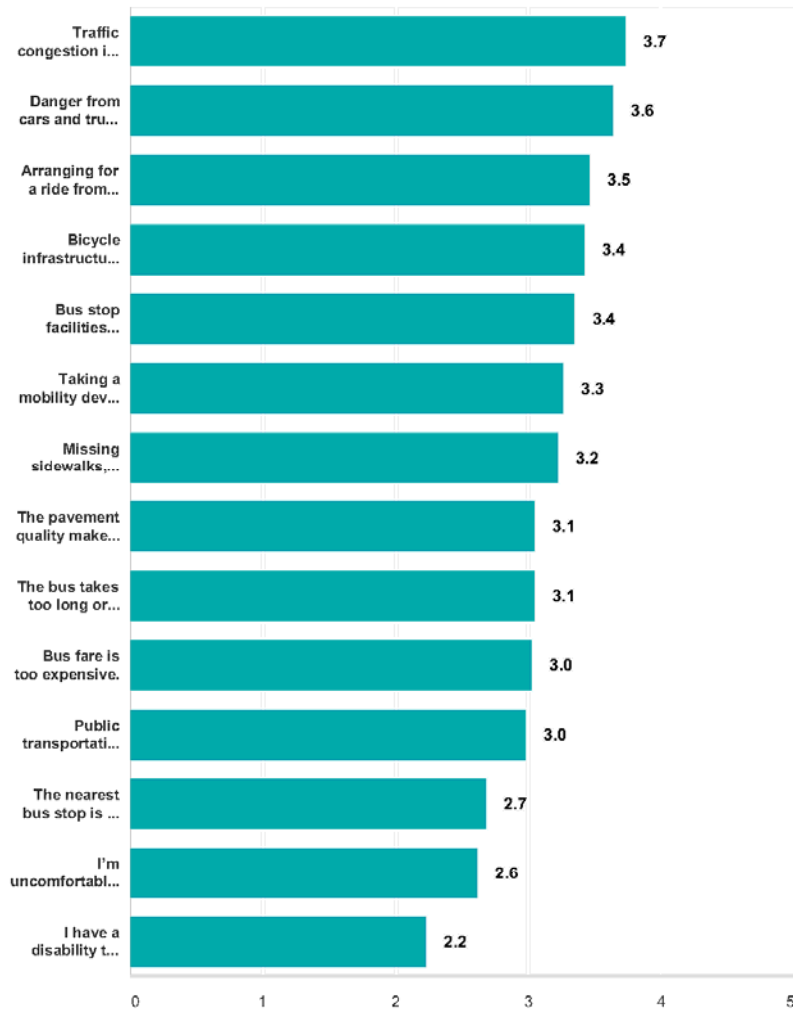


Answer Choices	Responses
Yes, I need door-to-door transportation	100% 1
Total Respondents: 1	

Marin City Community-Based Transportation Plan Survey

Q5 Please tell us how much you or any mobility-challenged members of your family (including older adults or children in school) would agree with the following statements.

Answered: 130 Skipped: 12



Strongly disagree	Disagree	Neither disagree nor agree	Agree	Strongly agree	Total	Weighted Average
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Marin City Community-Based Transportation Plan Survey

Traffic congestion is a problem.	14% 14.0	10% 10.0	14% 14.0	11% 11.0	51% 50.0	99	3.74
Danger from cars and trucks is an issue while bicycling.	14% 13.0	13% 12.0	18% 17.0	9% 9.0	47% 45.0	96	3.64
Arranging for a ride from public or private services (because of complicated processes, communication issues, etc.) is difficult.	16% 15.0	14% 13.0	20% 19.0	7% 7.0	43% 40.0	94	3.47
Bicycle infrastructure (bike lanes, bike parking) is inadequate.	16% 15.0	18% 17.0	14% 13.0	9% 8.0	42% 39.0	92	3.42
Bus stop facilities (benches, shelters, lighting) are inadequate.	20% 23.0	12% 14.0	17% 20.0	16% 19.0	35% 41.0	117	3.35
Taking a mobility device or stroller on the bus is difficult.	24% 24.0	14% 14.0	12% 12.0	13% 13.0	38% 38.0	101	3.27
Missing sidewalks, broken sidewalks, or missing crosswalks make it hard to walk places.	25% 29.0	11% 13.0	17% 20.0	12% 14.0	36% 42.0	118	3.23
The pavement quality makes it unsafe to bike.	22% 22.0	19% 19.0	19% 19.0	10% 10.0	29% 29.0	99	3.05
The bus takes too long or doesn't come often enough.	18% 22.0	22% 26.0	22% 26.0	12% 14.0	26% 31.0	119	3.05
Bus fare is too expensive.	30% 34.0	16% 18.0	12% 14.0	7% 8.0	36% 41.0	115	3.03
Public transportation directions are hard to follow, or signage is difficult to read or understand.	23% 26.0	22% 24.0	16% 18.0	10% 11.0	29% 32.0	111	2.99
The nearest bus stop is too far to walk or bike to.	36% 44.0	19% 23.0	11% 13.0	8% 10.0	26% 31.0	121	2.68
I'm uncomfortable walking up hills or for long distances.	41% 50.0	12% 15.0	15% 18.0	7% 9.0	25% 30.0	122	2.62
I have a disability that makes it hard to walk.	59% 71.0	8% 9.0	8% 9.0	3% 4.0	23% 27.0	120	2.23

#	What is your closest bus stop? / Especifique su parada de autobús más cercana:	Date
1	Shopping Center	12/8/2014 11:55 AM
2	Sausalito, Nevada St. Marin City	12/8/2014 10:06 AM
3	San Rafael Transit Station	12/8/2014 9:54 AM
4	drake	11/6/2014 2:38 PM
5	drake	11/6/2014 2:38 PM

Marin City Community-Based Transportation Plan Survey

Q6 If you marked "Agree" or "Strongly Agree" for any of the above issues, please provide additional details, and include the specific areas where you experience difficulty. / Si usted marcó el "En acuerdo" o el "Muy en acuerdo" para cualquiera de las cuestiones anteriores, por favor agregue detalles adicionales, e incluya las áreas específicas donde usted tiene dificultad.

Answered: 2 Skipped: 140

#	Responses	Date
1	Drake Ave at Eureka St, Drake Ave south of Phillips Dr	11/18/2014 11:09 AM
2	They should put a light under the bridge tho, real talk!	10/17/2014 9:49 AM

Note that the following areas were also indicated as areas of difficulty on maps that accompanied the printed surveys:

- Village Oduduwa
 - Park & Drake – difficulty walking
 - Park & Donahue – difficulty bicycling, getting to/from bus, getting around in general
- Terrace Drive @ Terrace Way
- Village Oduduwa
- Cole Dr
- Flemings Ct @ Terrace Dr
- Cole Dr @ Drake Ave
- Cole Dr
- Terrace Dr @ Terners Dr

Marin City Community-Based Transportation Plan Survey

Q7 If you have an issue not captured in the previous question, please explain below. / Si usted tiene un problema que no se refleja en la pregunta anterior, por favor explique abajo.

Answered: 6 Skipped: 136

#	Responses	Date
1	Why don't the bus run on the hill later?	12/23/2014 1:49 PM
2	Bus don't run late enough.	12/23/2014 9:02 AM
3	Whistlestop buses are old, poor springs. Very late to be picked, Sausalito is the last stop.	12/22/2014 5:25 PM
4	Why don't they have a bus that runs through the buildings for seniors or disables?	12/16/2014 3:03 PM
5	Please use GPS on buses for tracking and get on NextBus.	12/8/2014 11:59 AM
6	Fairfax Tiburon. MU is better but buses stop running before 11 p.m. Not good for people work in those communities.	12/8/2014 10:06 AM

Marin City Community-Based Transportation Plan Survey

Q8 Do you have any other comments or suggestions on your community's transportation needs? / ¿Tiene algún otro comentario o sugerencia sobre las necesidades de transporte de su comunidad?

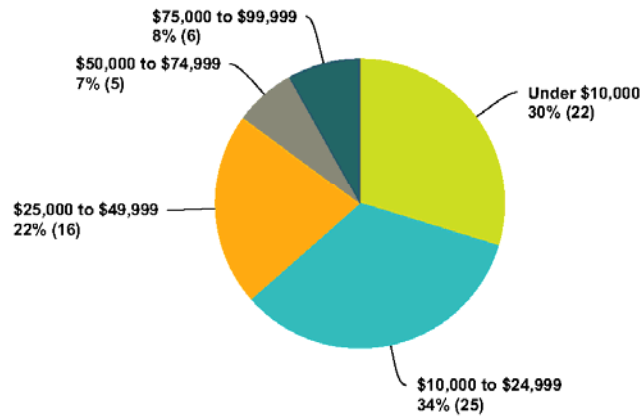
Answered: 10 Skipped: 132

#	Responses	Date
1	The bus should run on the hill later.	12/23/2014 1:49 PM
2	Shuttle to shopping center and market.	12/23/2014 9:42 AM
3	Run later	12/23/2014 9:24 AM
4	And it takes hours to get to Sausalito due to many stops all over the county.	12/22/2014 5:25 PM
5	More buses for seniors and disables.	12/16/2014 3:03 PM
6	Keep Them	12/8/2014 12:06 PM
7	With infrequent service (less than every 15 minutes); need bus tracking to know early or late.	12/8/2014 11:59 AM
8	More buses should be around.	12/8/2014 10:46 AM
9	I am not a good candidate for this project because I am a retired person after traveling on the bus 5 days a week for 35 years.	11/14/2014 4:43 PM
10	I drive but many here need the bus to do their traveling.	11/14/2014 4:22 PM

Marin City Community-Based Transportation Plan Survey

Q9 What is your yearly household income?

Answered: 74 Skipped: 68

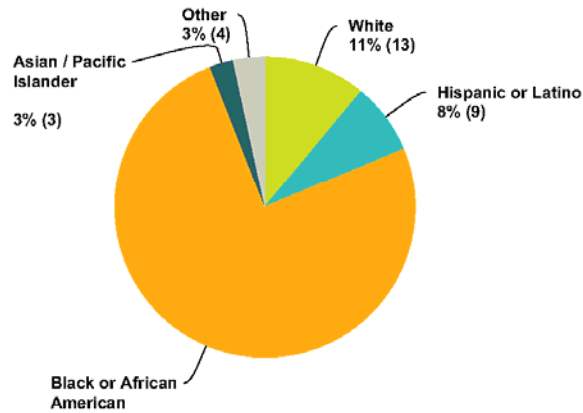


Answer Choices	Responses	
Under \$10,000	30%	22
\$10,000 to \$24,999	34%	25
\$25,000 to \$49,999	22%	16
\$50,000 to \$74,999	7%	5
\$75,000 to \$99,999	8%	6
\$100,000 to \$199,999	0%	0
\$200,000 and over	0%	0
Total		74

Marin City Community-Based Transportation Plan Survey

Q10 What is your ethnicity?

Answered: 118 Skipped: 24



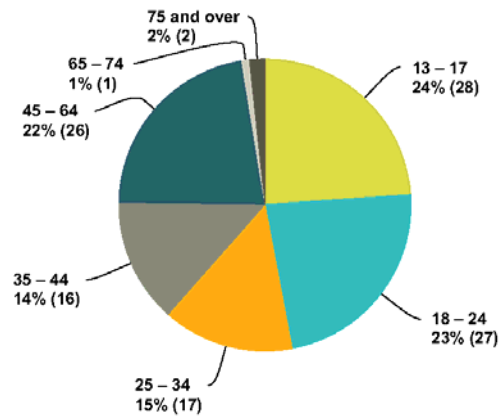
Answer Choices	Responses
White	11% 13
Hispanic or Latino	8% 9
Black or African American	75% 89
Native American	0% 0
Asian / Pacific Islander	3% 3
Other	3% 4
Total	118

#	Other (please specify below) / Otra (especificque)	Date
1	All of the above.	11/14/2014 4:22 PM
2	mixed black and hispanic	11/6/2014 2:38 PM
3	mixed black and hispanic	11/6/2014 2:38 PM
4	American born from Pakistan	10/17/2014 8:51 AM

Marin City Community-Based Transportation Plan Survey

Q11 What is your age?

Answered: 117 Skipped: 25

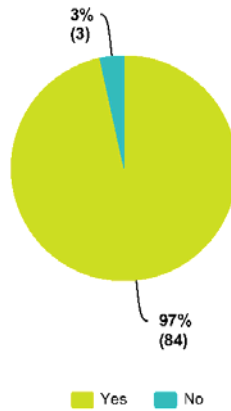


Answer Choices	Responses	
13 - 17	24%	28
18 - 24	23%	27
25 - 34	15%	17
35 - 44	14%	16
45 - 64	22%	26
65 - 74	1%	1
75 and over	2%	2
Total		117

Marin City Community-Based Transportation Plan Survey

Q12 Are you a Marin City resident?

Answered: 87 Skipped: 55



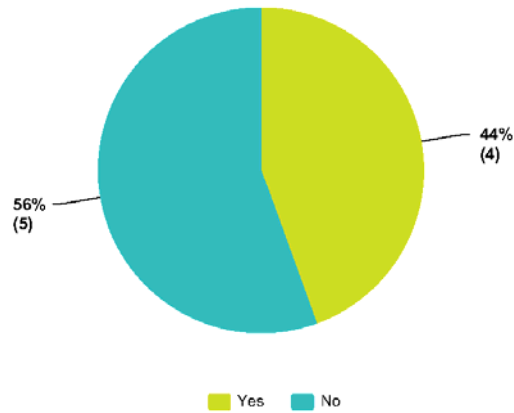
Answer Choices	Responses	
Yes	97%	84
No	3%	3
Total		87

#	If yes, please specify your neighborhood. If not, what city do you reside in? / Si es sí, por favor especifique su barrio. Si no, ¿en qué ciudad vive usted?	Date
1	Sausalito/ Nevada St.	12/8/2014 10:06 AM
2	Novato	12/8/2014 9:57 AM
3	San Rafael	12/8/2014 9:54 AM

Marin City Community-Based Transportation Plan Survey

Q13 Do you work in Marin City?

Answered: 9 Skipped: 133



Answer Choices	Responses	
Yes	44%	4
No	56%	5
Total		9

#	If yes, please specify the neighborhood you work in. If not, what city do you work in? / Si es si, por favor especifique el barrio donde trabaja usted. Si no, ¿en qué ciudad trabaja usted?	Date
1	Terra Linda	12/23/2014 9:55 AM
2	Terra Linda	12/23/2014 9:46 AM
3	2400 Bridgeway, 94965	12/22/2014 5:20 PM
4	San Rafael	12/8/2014 12:02 PM
5	Novato	12/8/2014 9:54 AM
6	Corte Madera CA	12/8/2014 9:45 AM
7	Drake Ave & Eureka St	11/18/2014 11:09 AM

Marin City Community-Based Transportation Plan Survey

Q14 OPTIONAL: If you are interested in learning more about the Marin City Community-Based Transportation Plan, please provide your contact information. / OPCIONAL: Para obtener más información sobre el Plan de Transporte Basado en la Comunidad de Ciudad de Marin, por favor proporcione su información de contacto.

Answered: 11 Skipped: 131

Answer Choices	Responses
Name / Nombre	91% 10
Company	0% 0
Address	0% 0
Address 2	0% 0
City/Town	0% 0
State/Province	0% 0
ZIP/Postal Code	0% 0
Country	0% 0
Email Address / Correo Electrónico	27% 3
Phone Number / Número Telefónico	64% 7

#	Name / Nombre	Date
1	Eric Payne	12/23/2014 9:24 AM
2	Gorgia Payne	12/23/2014 9:20 AM
3	D. Austin	12/23/2014 9:12 AM
4	Norida Monstalvo	12/22/2014 5:25 PM
5	Dave	12/22/2014 5:20 PM
6	Lindsay Wood	12/22/2014 5:16 PM
7	James Hudson	12/16/2014 4:15 PM
8	Shelia Robison	12/16/2014 3:03 PM
9	Tim Yawill	12/8/2014 12:06 PM
10	Andrew Ramirez	12/8/2014 9:45 AM
#	Company	Date
	There are no responses.	
#	Address	Date
	There are no responses.	

Marin City Community-Based Transportation Plan Survey

#	Address 2	Date
	There are no responses.	
#	City/Town	Date
	There are no responses.	
#	State/Province	Date
	There are no responses.	
#	ZIP/Postal Code	Date
	There are no responses.	
#	Country	Date
	There are no responses.	
#	Email Address / Correo Electrónico	Date
1	4153399111	12/22/2014 5:25 PM
2	JamesHudsonJr@yahoo.com	12/16/2014 4:15 PM
3	aramirez4151@gmail.com	12/8/2014 9:45 AM
#	Phone Number / Número Telefónico	Date
1	510-467-6004	12/23/2014 9:59 AM
2	415-272-2685	12/23/2014 9:24 AM
3	415-577-1258	12/23/2014 9:12 AM
4	4155159202	12/22/2014 5:20 PM
5	4153788398	12/22/2014 5:16 PM
6	415-272-0815	12/8/2014 12:06 PM
7	415-729-9641	12/8/2014 9:45 AM

Marin City Community-Based Transportation Plan Survey

**Q15 How did you hear about this survey? /
 ¿Cómo se enteró de esta encuesta?**

Answered: 20 Skipped: 122

#	Responses	Date
1	MLK Coalition Focus Group	11/18/2014 11:09 AM
2	(Senior 2 survey record keeping entry)	11/14/2014 4:24 PM
3	csd	11/6/2014 2:38 PM
4	csd	11/6/2014 2:38 PM
5	Junior High survey	10/17/2014 9:49 AM
6	Junior High survey	10/17/2014 9:47 AM
7	Junior High survey	10/17/2014 9:43 AM
8	Junior High survey	10/17/2014 9:39 AM
9	Junior High survey	10/17/2014 9:37 AM
10	Junior High survey	10/17/2014 9:35 AM
11	Junior High survey	10/17/2014 9:34 AM
12	Junior High survey	10/17/2014 9:33 AM
13	Junior High survey	10/17/2014 9:30 AM
14	Junior High survey	10/17/2014 9:28 AM
15	Junior High survey	10/17/2014 8:59 AM
16	Junior High survey	10/17/2014 8:57 AM
17	Junior High survey	10/17/2014 8:56 AM
18	Junior High survey	10/17/2014 8:54 AM
19	Junior High survey	10/17/2014 8:51 AM
20	Junior High survey	10/17/2014 8:46 AM

