

RESOLUTION 4970

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAUSALITO ADOPTING THE CITY OF SAUSALITO BICYCLE MASTER PLAN 2008 UPDATE

WHEREAS, the California Bicycle Transportation Act and the Federal Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) require communities seeking grant funds to have adopted Bicycle Master Plans not more than 5 years old, and

WHEREAS, the Sausalito Bicycle Master Plan was last adopted in 1999, and

WHEREAS, the Transportation Authority of Marin, desiring to have coordinated Bicycle Master Plans in Marin County hired Alta Planning to prepare a 2008 update to the Sausalito Bicycle Master Plan on behalf of the City of Sausalito, and

WHEREAS, under the guidance of the Sausalito Pedestrian and Bicycle Task Force the Bicycle Master Plan was updated and approved on June 26, 2008, and

WHEREAS, the Sausalito Bicycle and Pedestrian Task Force recommends that the City Council adopt the Sausalito Bicycle Master Plan, 2008 Update.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Sausalito approves and adopts the Sausalito Bicycle Master Plan, 2008 Update.

PASSED AND ADOPTED at a regular meeting of the City of Sausalito City Council held on the 2nd day of September, 2008 by the following vote:

AYES:	Councilmembers:	Albritton, Kelly, Leone, Weiner, Mayor Belser
NOES:	None	
ABSENT:	None	
ABSTAIN:	None	

Mayor, City of Sausalito

ATTEST:

Deputy City Clerk

SUMMARY OF SAUSALITO BICYCLE MASTER PLAN 2008

The 2008 plan updates the Sausalito Bicycle Master Plan of 1999. The project was paid for by the Transportation Authority of Marin (TAM) and done by Eric Anderson of Alta Planning. Eric recently resigned from Alta to take a position of the Bicycle Coordinator for the City of Berkeley. The plan was approved by the Sausalito Bicycle and Pedestrian Task Force on June 26, 2008. The Draft Plan was discussed with members of the Sausalito Chamber of Commerce on August 12, 2008. Comments are being sought now by the Transportation Committee. The following is a numbered summary of significant changes in the Plan. Highlighted items are issues that City staff has heard at previous meetings of the Transportation Committee and Predecessor Committees.

1. Updated the Community Participation discussion to reflect the new Task Force Members and acknowledge activities done between 1999 and now.
2. **Recommendation to build more Class II (on-street) bikepaths on Bridgeway where gaps exist. Emphasis on three areas – (Easterby to Napa SB, Johnson to Litho NB, Princess to City Limit (Both directions)).**
3. **Creation of Alternate route from Ferry Landing to the City Limit (to the Path that begins at Gate 6 Road) for pedestrians and less experienced cyclists. Preferably Class III waterfront type route.**
4. Creation of focal points (plazas, lookouts, bathrooms).
5. Creation of a new bike route into the Marin Headlands Trail System.
6. Partner with Schools to include Bicycle Safety information through the Safe Routes to School Program.
7. Participate with Marin County Bicycle Coalition's "Share the Road" program.
8. Construct bicycle facilities in conformance to State (Caltrans) and Federal standards and best practices.
9. **Enforce special setback area along Alexander/South/Second/Richardson to create width for facilities as lots redevelop.**
10. Review and perform routine maintenance on facilities (sweeping, striping and sign maintenance, weed control) as needed.
11. Create bicycle detour plans when developing new bicycle projects or rehab of existing projects.
12. Ensure that construction projects don't downgrade bicycle facility.
13. Identifies new initiatives (Imagine Sausalito, Non-Motorized Transportation Pilot Program, Marin Transit Short Range Transit Plan, County and local bicycle plan updates, County-wide Bicycle Route Guide Sign Project).
14. Identifies Old initiatives not previously recognized (North-South Bikeway Feasibility Study, Marin County Bicycle Plan).
15. References to Regional Plans (MTC Regional Bicycle Plan, Bay Trail Plan).
16. Includes information about Relevant State and Federal Legislation and Policies affecting bicyclists.
17. Includes California Bicycle Transportation Act (BTA) compliance checklist.
18. Acknowledges completion of Bicycle Improvements in 2003 along Bridgeway.

19. Recommendation to improve bicycle parking at the Ferry Terminal and Downtown areas.

20. Updates discussion of multi-modal connections.
21. Add section describing Education and Enforcement Programs (Sausalito Police Dept., MCBC Share the Road Campaign, Safe Routes to School efforts).
- 22. Updates a needs analysis. Identifies special needs at Bridgeway/Princess intersection, downtown bicycle parking shortages).**
23. Adds a land use discussion.
24. Adds a commute Patterns Discussion.
25. Adds a Future Air Quality Improvement Discussion.
26. Updates Alexander Avenue/South Street/Richardson/Bridgeway (Richardson to Princess) facility proposing updated striping, stenciling, signage.
27. Adds a project to connect Class I Paths in Libertship Area and Dunphy Park along a dirt segment within Mono Street Right-of-Way.
28. Proposes creation of a Class III (Bike Route) along Harbor Drive and Gate 5 Road.
29. Proposes rehabilitation of Class 1 Facility along Bridgeway from Harbor Drive to Gate 6 Road.
30. Proposes creating routes to the Marin Headlands Open Space area.
31. ADA accessibility for Bicycle Parking facilities.
32. Describes "Share the Road" Program.
33. Describes "Safe Route to School" Program.
34. Suggests promotion of Bike-to-work, Bike-to-school programs, Bicycle sporting events (races, tours).
- 35. Updates Shoreline Pathway project concept.**
- 36. Adds detailed concept description for N-S Recreational Bikeway from Ferry Landing to Gate 6 Road.**
37. Adds cost estimate for Proposed facilities.
38. Adds and Updates several graphics and photos.

Efforts were made to include pedestrian specific policies. Included policies, program and project recommendations are limited. This is due to the focus of the original document (A BICYCLE Master Plan), the primary goal of the update (BTA Compliance), and the funding constraints (Costs paid by TAM). Where new programs and projects could address bicycle and pedestrian issues together, they were included.

