HISTORY OF THE NORTH – SOUTH GREENWAY IN SAUSALITO PLANS, 1984–2021

TABLE OF CONTENTS

April 22, 2022

1. RICHARDSON BAY SPECIAL AREA PLAN (1984)

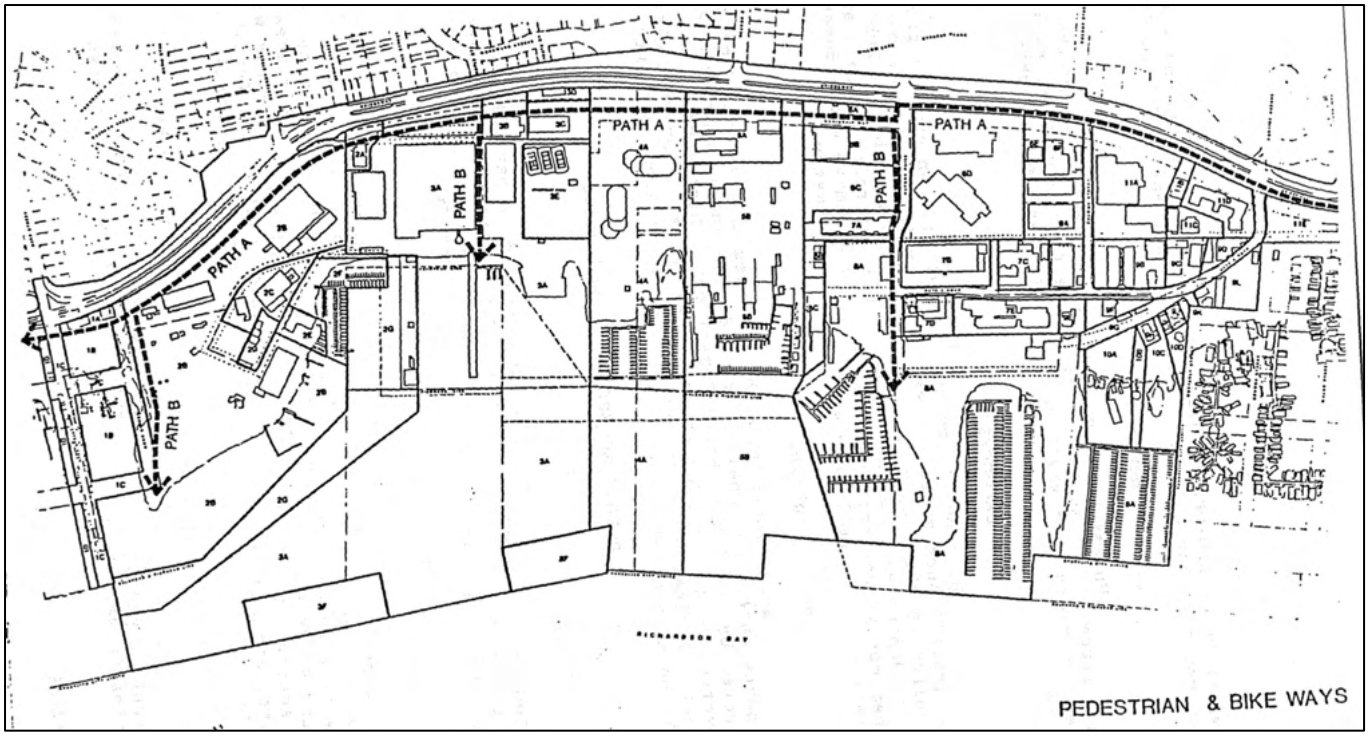
3. Although access to and along the shoreline has increased greatly over the last few years, there is still potential for development of new access, as sites are developed or redeveloped. Local governments and the Strawberry Recreation District have contributed to improved Bay access by providing a number of parks along the waterfront and acquiring the Northwestern Pacific Railroad right-of-way along much of the western shore of Richardson Bay and constructing the Marin County bike path on it. In addition, the local governments have proposed development of additional access and recreation facilities along the waterfront. However, other demands for limited public funds will reduce funds available for the provision of shoreline access by these agencies. Additional public access to Richardson Bay is needed and this can be provided in part by the private sector as part of shoreline development and through grants, gifts, and donations from a variety of public and private sources.

Richardson's Bay Special Area Plan Page 29

5. Pedestrian and bicycle paths should be separated wherever possible. Access paths for pedestrian use only should be a minimum of six feet in width, and paths designed for bicycle use only should be a minimum of ten feet in width wherever such widths are feasible. Paths designed for joint pedestrian and bicycle use should be 13 feet in width wherever possible.

Richardson's Bay Special Area Plan Page 31

2. MARINSHIP SPECIFIC PLAN (1989)



Marinship Specific Plan Page 39

6. BIKEPATHS

a. Requirements

Currently the Marinship has a designated bike path along Bridgeway. A commitment has been secured from the property owners of Schoonmaker Point (Parcel 2B) to construct and dedicate a bike path along their portion of Path "B" described above. To date, the path along their property has been dedicated and is scheduled for construction.

The Marinship portion of the bike paths should be located as follows (see Diagram #5):

-Along Bridgeway:

The path shall extend between the northern City limits and Napa Street, connecting at either end with the non-Marinship portions of the path system. The existing portion along the eastern edge of Bridgeway between the northern City limits and Harbor Drive should be redeveloped, and widened, with the pedestrian path relocated inboard of the bike path. The bollards, not trees, should be removed.

At Harbor Drive the path should connect with Marinship Way, running along the western right-of-way until it reaches Parcels 3C and 3D. From this point it should run along the toe of the Bridgeway embankment bisecting Parcel 3B, then along the western edge of Parcels 3A and 2A to the Easterby Ramp intersection at the Foot of Spring Street. From this point the path should continue along the toe of the Bridgeway embankment on the western edge of Parcel 2B, to Mono Street at which point it routes between Parcels 1A and 1B to Napa Street.

- Paths connecting with the shoreline:

The Specific Plan designates several points along the primary bike path which intersect with paths which connect with the shoreline. These include: a route along the southern edge of Harbor Drive between Bridgeway and Parcel 8A (Clipper Harbor); a route at or near Parcel 3A (Army Corps of Engineers); and between Mono Street at Bridgeway and Schoonmaker Point at the tip of Parcel 2B. All combination pedestrian and bicycle paths should be designed for safe speed (casual and leisurely) bicycling, rather than high speed bicycling.

b. Treatment

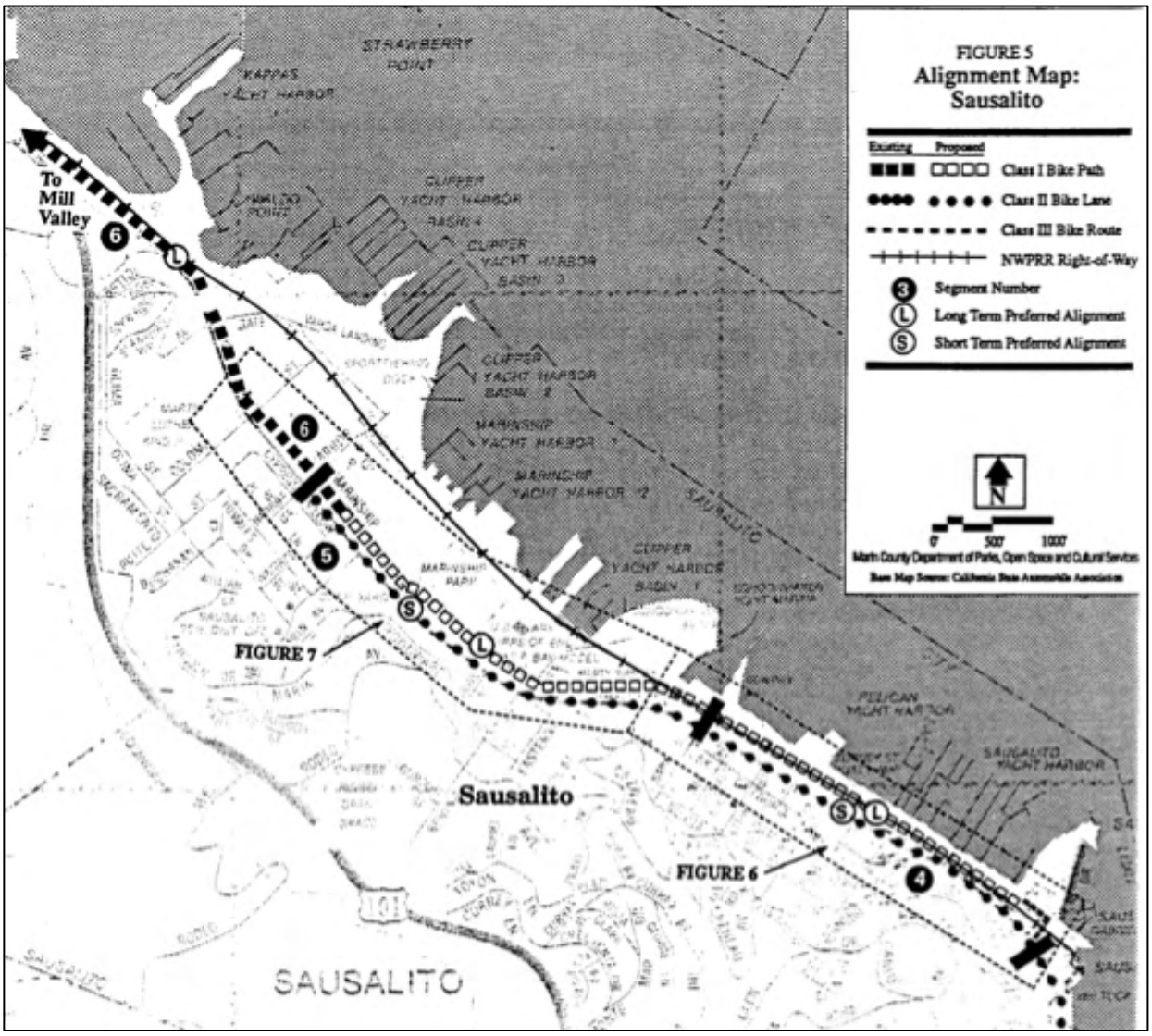
The final design of the paths and system shall be as approved by the Planning Director. Where bike and pedestrian paths coexist the bike path should be located along the street edge with the pedestrian path located away from the street traffic. To the extent possible the existing trees along the path shall be maintained to provide shade for the path users.

c. Dimensions:

The bikepaths in the Marinship shall have the following minimum widths, unless otherwise approved by the Planning Director:

- One-way bikepath:	5 ft.
- Two-way bikepath:	10 ft.
- Combination one-way bike path and pedestrian way:	8 ft.
- Combination two-way bike path and pedestrian way:	12 ft.

3. NORTH – SOUTH BIKEWAY FEASIBILITY STUDY (1994)



North - South Bikeway Feasibility Study Page 23

Segment 4

A. Short-Term Alignment

Location: Sausalito
From: Intersection of Bridgeway and Anchor Street
To: Intersection of Bridgeway and Napa Street
Alignment Map: Figure 5

The Bikeway would follow Bridgeway from Anchor Street to Napa Street. Currently, there are 10-foot wide, raised median islands extending from Johnson Street to about Napa Street. Traffic is heavy in this area on Bridgeway, so it would be desirable to stripe Class II bike lanes on it. Removal of these islands would allow adequate width for a 12-foot minimum parking/bike lane on both sides of the street.

Recommendation:

a. Stripe Class II bike lanes on Bridgeway north of downtown Sausalito. Removal of raised median islands extending from Johnson Street to about Napa Street would allow adequate width for a 12-foot minimum parking/bike lane on both sides of the street. Where left-turn pockets exist, eliminate on-street parking to maintain a continuous bike lane.

Costs:

Segment No. 4 -- Short-Term Alignment
Total Length 3,000 L.F.

Item No.	Description	Estimated Quantity	Unit	Unit Cost	Total Cost
1	Remove Median & Pave w/0.2' A.C.	9,000	S.F.	$4.00	$36,000
2	Traffic/Bike Lane Stripe	6,000	L.F.	$0.80	$4,800
3	Pavement Markings	3	EA.	$50.00	$150
Sub-Total					$40,950
15% Design Cost					6,143
20% Contingency					8,190
Total Cost					**$55,283**

B. Long-Term Alignment

Location:	Sausalito
From:	Intersection of Bridgeway and Anchor Street
To:	Marinship Way near the intersection of Bridgeway and Napa Street
Alignment Map:	Figure 5 (Detail shown in Figure 6)

At the intersection of Bridgeway and Anchor Street, the long-term preferred alignment would turn toward the Bay on Anchor Street and then onto Humboldt Street. These are one-way streets, and would require reorientation to accommodate two-way bike traffic. Reorientation would allow bike traffic to leave Bridgeway, and to take advantage of the historic Northwest Pacific Railroad alignment, which formerly extended to the Sausalito Ferry.

The NWPRR right-of-way has been converted into public and private parking lots between Bay Street and Locust Street, and is undeveloped and public and privately-owned between Locust Street and Napa Street. In this area, acquisition of the right-of-way or an easement across it would allow for construction of a Class I bike path separated from Bridgeway traffic. A separated bike path already exists between Napa and Spring Street, where it empties into Marinship Way, which is below the grade of Bridgeway.

Recommendations:

a. Reconfigure Anchor and Humboldt Streets to accommodate two-way bicycle traffic. If the City of Sausalito does not wish to have two-way automobile traffic on these streets, it could be controlled through filters or DO NOT ENTER signs for motor vehicles only.

b. Construct a Class I bike path through 1,150 feet of existing parking lots in the old NWPRR right-of-way between Bay Street and Johnson Street. The parcels along this segment are owned by a the City of Sausalito. Construction of a 12-foot bike path would be along the east side of the parking lot next to the board walk. The parking lot would have to be reconfigured for the bike path, removing three parking spaces. The path would continue along Johnson Street to the parking lots along Bridgeway.

c. Acquire easements and construct a Class I bike path through 900 feet of existing parking lots in the old NWPRR right-of-way between Johnson Street and Locust Street. The parcels along this segment are owned by a single individual, and construction of a 12-foot bike path

would require the purchase of an estimated 0.25 acre easement. The parking lot would have to be reconfigured for the bike path.

d. Acquire easements in the abandoned NWPRR right-of-way between Locust Street and Napa Street, and pave a Class I bike path for 850 feet between in this area. The parcel between Locust Street and Litho Street is owned by a single individual. Construction of a 12-foot bike path with shoulders from Locust Street to Napa Street would require the purchase of an estimated 0.68 acre.

Costs:

Segment No. 4 -- Long-Term Alignment
Total Length 3,750 L.F.

Item No.	Description	Estimated Quantity	Unit	Unit Cost	Total Cost
1	Earthwork/Base Material	5,500	C.Y.	$40.00	$220,000
2	Asphalt Concrete Pavement (0.2')	24,000	S.F.	$1.50	$36,000
3	Traffic/Bike Lane Stripe	7,850	L.F.	$0.80	$6,280
4	Pavement Markings	39	EA.	$50.00	$1,950
5	Remove Striping	3,700	L.F.	$0.60	$2,220
6	Clear, Grub and Grade	1	L.S.	$15,000.00	$15,000
7	Reconfigure Parking	1	L.S.	$10,000.00	$10,000
8	Ramps	13	EA.	$1,000.00	$13,000
Sub-Total					$304,450
15% Design Cost					45,668
20% Contingency					60,890
Sub-Total					$411,008
Land Purchase (30,000 S.F. @ $30.00)					$900,000
Total Cost					**$1,554,008**

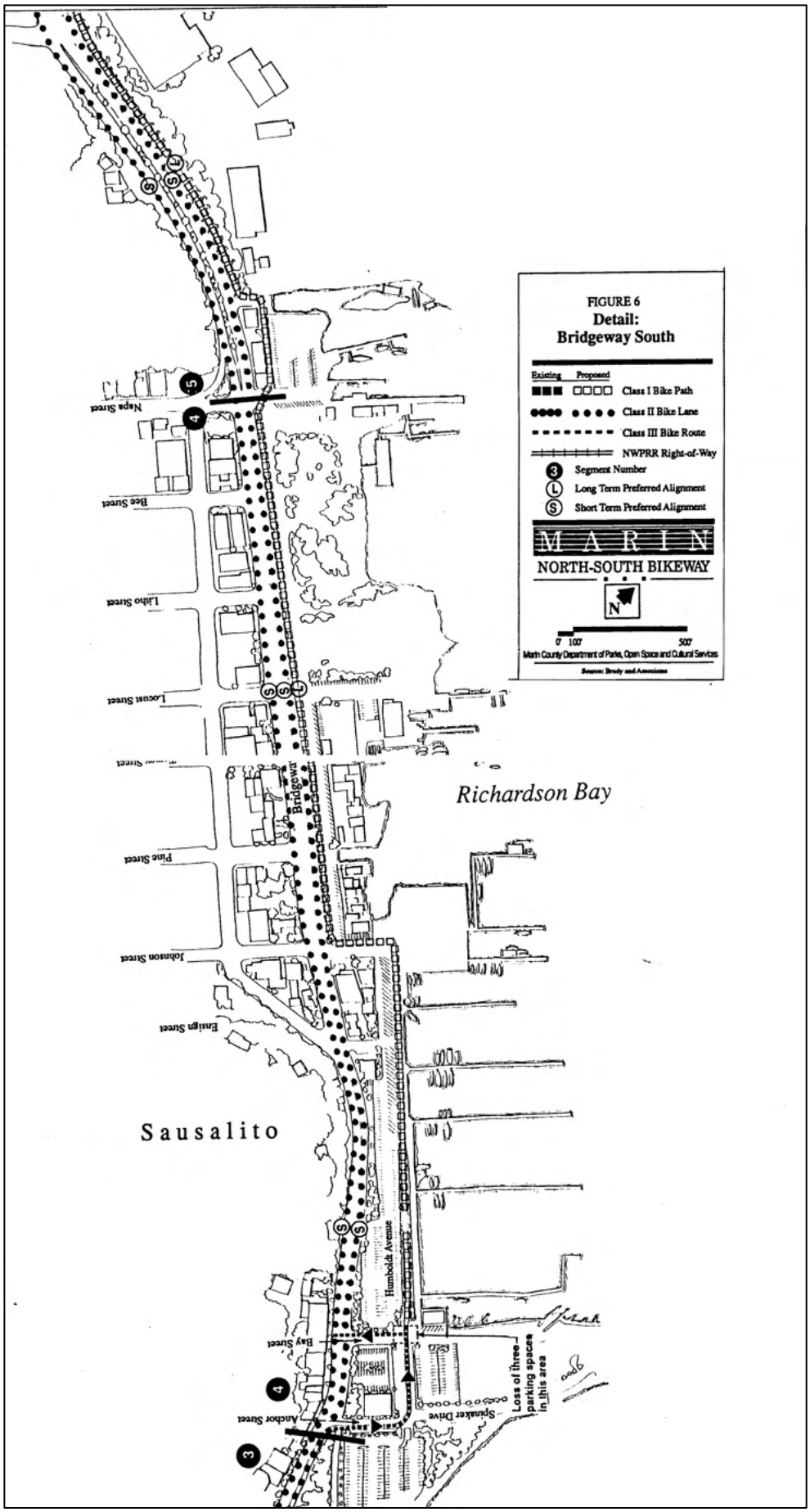


FIGURE 6
Detail:
Bridgeway South
Existing
Proposed
Class I Bike Path
Class II Bike Lane
Class III Bike Route
NWPRR Right-of-Way
Segment Number
Long Term Preferred Alignment
Short Term Preferred Alignment
MARIN
NORTH-SOUTH BIKEWAY
N
0' 100' 500'
Marin County Department of Parks, Open Space and Cultural Services
Source: Brady and Associates
Richardson Bay
Sausalito
Napa Street
Bee Street
Idaho Street
Locust Street
Bridgeway
Pine Street
Johnson Street
Ensign Street
Humboldt Avenue
Bay Street
Anchor Street
Spinnaker Drive
Loss of three parking spaces in this area

Segment 5

A. Short-Term Alignment

Location: Sausalito
From: Intersection of Bridgeway and Napa Street
To: Intersection of Bridgeway and Coloma Street
Alignment Map: Figure 5

The Bikeway would follow Bridgeway from Napa Street to Harbor Drive. Class II bike lanes should be striped on Bridgeway in this area.

At Harbor Drive, the Class II bike lanes would connect with the existing Class I bike path on the east side of Bridgeway. A traffic signal at Bridgeway and Harbor Drive allows cyclists to cross safely onto Bridgeway when traveling to and from the Sausalito-Mill Valley Multi-Use Path. Between Harbor Drive and Coloma Street, the bike path is winding and contains wooden bollards in its center; a straighter, obstacle-free alignment would be preferable.

Recommendations:

a. Stripe bike lanes on Bridgeway from Napa Street to Harbor Drive.

b. Remove existing bollards in the center of the bike path between Harbor Drive and Coloma Street, and straighten path.

Costs:

Segment No. 5 -- Short-Term Alignment
Total Length 4,000 L.F.

Item No.	Description	Estimated Quantity	Unit	Unit Cost	Total Cost
1	Traffic/Bike Lane Stripe	6,000	L.F.	$0.80	$4,800
2	Pavement Markings	12	EA.	$50.00	$600
3	Remove Wood Bollards	90	EA.	$60.00	$5,400
Sub-Total					$10,800
15% Design Cost					1,620
20% Contingency					2,160
Total Cost					**$14,580**

B. Long-Term Alignment

Location:	Sausalito
From:	Marinship Way near the intersection of Bridgeway and Napa Street
To:	Intersection of Bridgeway and Coloma Street
Alignment Map:	Figure 5 (Detail shown in Figures 6 and 7)

The Bikeway would continue from Napa Street to Harbor Drive. The Class I bike path would cross Napa Street, following an existing bikeway around a building on the corner of Napa Street and Bridgeway to Liberty Ship Way. Existing parking behind the building along the eastern fence would need to be removed for the bike path.

Crossing Liberty Ship Way, the bike path would be constructed below the grade of Bridgeway all the way to Harbor Drive. At Harbor Drive, the bike path would return to the grade of Bridgeway and the existing bike path.

Recommendations:

a. Stripe a bike path behind the corner building on Napa Street and Bridgeway.

b. Pave and stripe the existing bikeway from the corner building at Napa Street and Bridgeway to Liberty Ship Way.

c. Acquire easements and construct a 12-foot wide Class I bike path from Liberty Ship Way to Harbor Drive along the foot of the slope below Bridgeway. Existing sidewalks in portions of this segment would be widened and repaved to accommodate a 12-foot bike path, and fencing obstructing the path would be removed. The City of Sausalito owns two parcels and the remaining 20 parcels are privately owned.

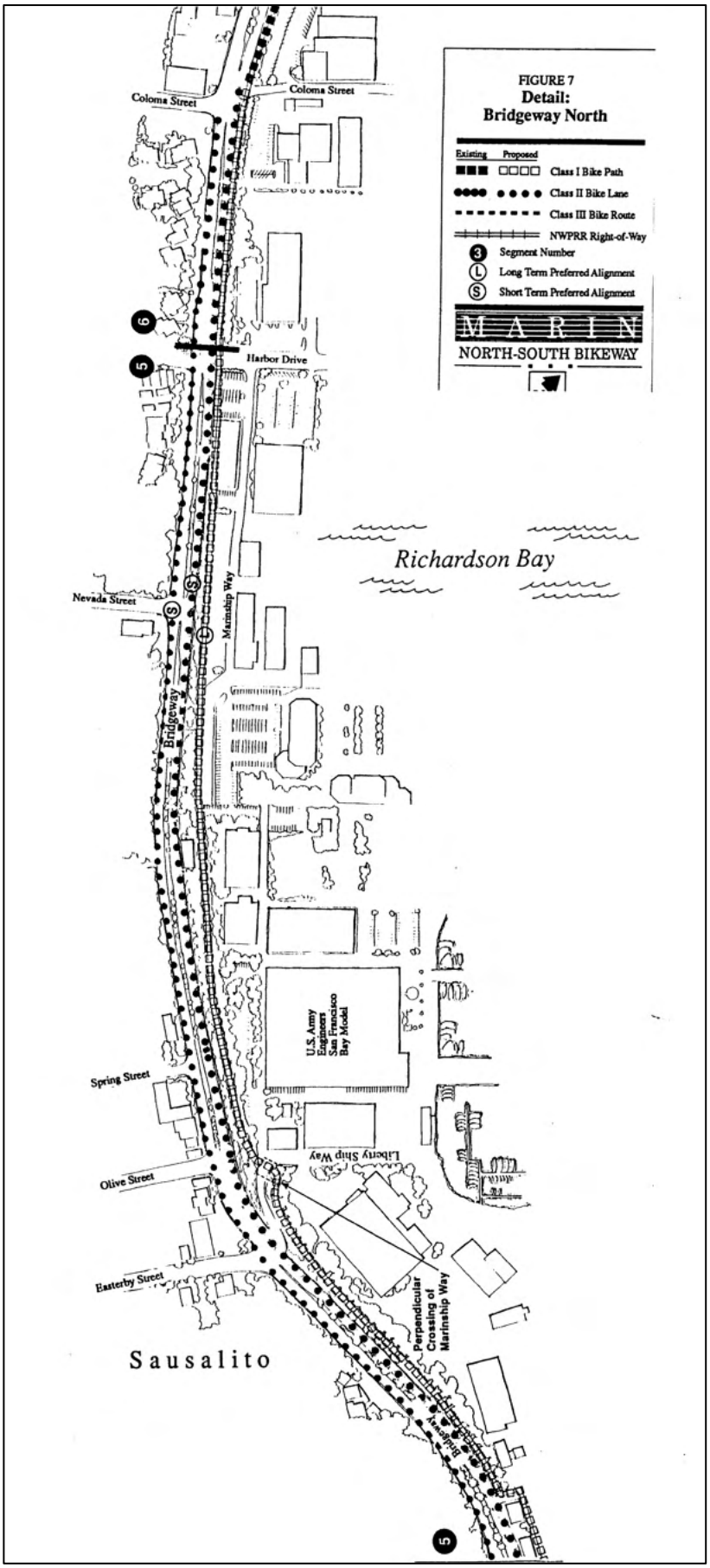
North - South Bikeway Feasibility Study Page 30

Costs:

Segment No. 5 -- Long-Term Alignment
Total Length 3,800 L.F.

Item No.	Description	Estimated Quantity	Unit	Unit Cost	Total Cost
1	Earthwork/Base Material	925	C.Y.	$40.000	$37,000
2	Asphalt Concrete Pavement (0.2')	31,500	S.F.	$1.50	$47,250
3	Traffic/Bike Lane Stripe	5,800	L.F.	$0.80	$4,640
4	Pavement Markings	12	EA.	$50.00	$600
5	Wood Wall	1,680	L.F.	$10.00	$16,800
6	Reconfigure Stairs and Fence	1	L.S.	$5,000.00	$5,000
7	Ramps	3	EA.	$1,000.00	$3,000
8	Clearing and Grubbing	1	L.S.	$15,000.00	$15,000
Sub-Total					$129,290
15% Design Cost					19,394
20% Contingency					25,858
Sub-Total					$174,542
Land Purchase (30,000 S.F. @ $30.00)					900,000
Total Cost					**$1,074,542**

North - South Bikeway Feasibility Study Page 31



North - South Bikeway Feasibility Study Page 33

Segment 6

A. Short-Term Alignment

Location:	Sausalito to Mill Valley
From:	Intersection of Bridgeway and Coloma Street
To:	Connector from the Sausalito-Mill Valley Multi-Use Path to Lomita Drive
Alignment Map:	Figure 8

The existing bike path becomes more definitively separated from Bridgeway and any pedestrian or auto traffic north of Coloma Street, and continues as a dedicated bike path to the north to Mill Valley. Although this facility has some minor drawbacks for commuting cyclists, it is a high-quality pathway that offers direct access.

The path is about 10 feet wide and in good condition, with two-foot gravel shoulders used by pedestrians and equestrians. In some places there is also a wider pedestrian/equestrian/jogging path, but many pedestrians use the paved path. Given the high volumes of many types of users on this path, it would be a good idea to widen it to at least 12 feet if such widening could occur under current wetlands preservation law and without impacting pedestrian/equestrian facilities.

There are four wooden bridges on the multi-use path, none of which have reflectors on the ends, making them difficult to see at night.

There is only one automobile crossing along the entire path, which is at Pohono Street. Commuters currently use the shoulder adjacent to the bike path as a pseudo 'Park and Ride' lot. Bicycles are currently required to stop at this intersection, which slows commuting cyclists.

The Bikeway would cross the signalized intersection of East Blithedale, Roque Moraes Drive and Lomita Drive and continue on the multi-use path to the north, as shown in Figure 9.

Recommendations:

a. Replace the stop signs for bicyclists on the multi-use path with stop signs for cars on Pohono Street.

a. Widen the multi-use path wherever possible to a paved width of 12 feet from 10 feet, with a 4-foot shoulder on at least one side and a 2-foot shoulder on the other side.

b. Install reflectors on the ends of the four bridges along the multi-use path.

Costs:

Segment No. 6 -- Short-Term Alignment
Total Length 15,400 L.F.

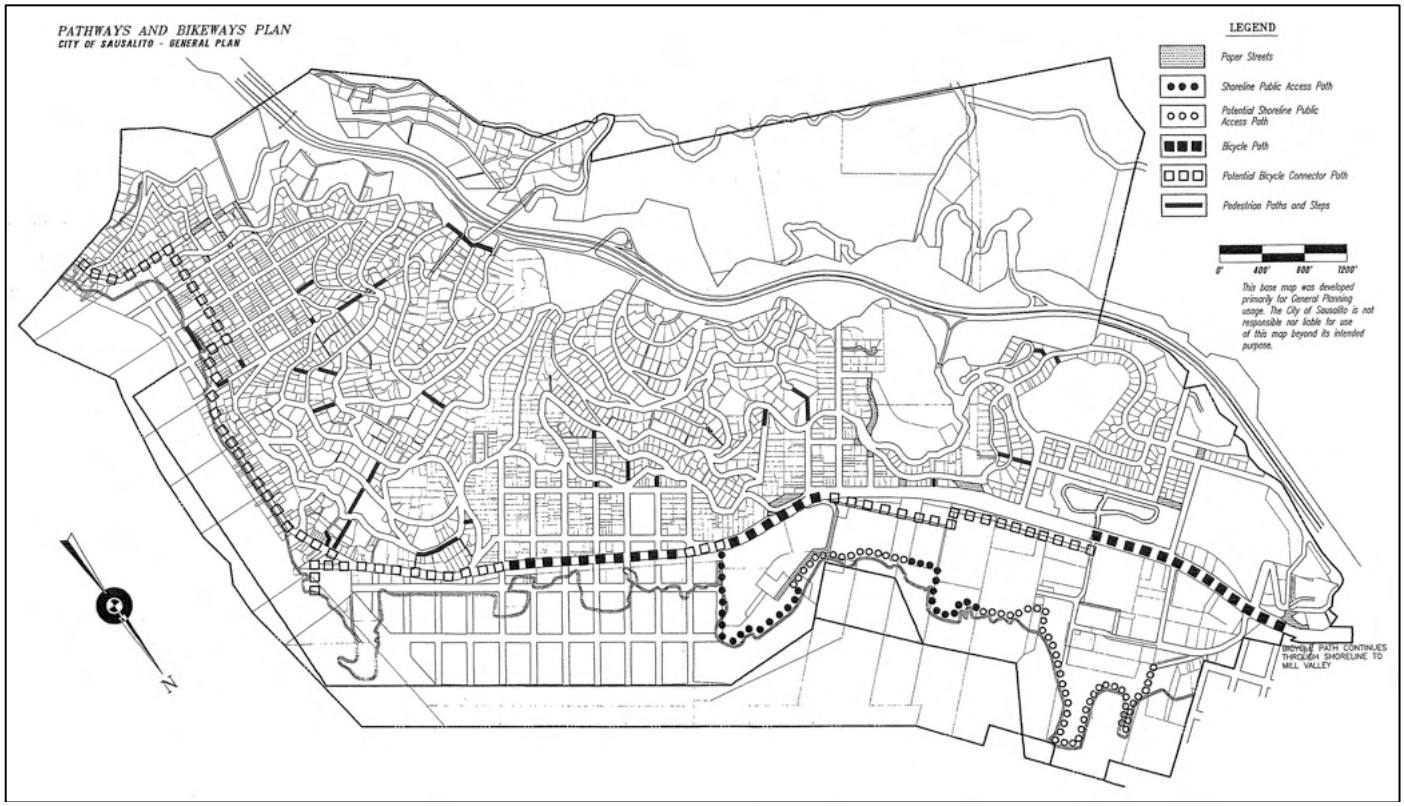
Item No.	Description	Estimated Quantity	Unit	Unit Cost	Total Cost
1	Earthwork/Base Material	570	C.Y.	$40.00	$22,800
2	Asphalt Concrete Pavement (0.2')	30,800	S.F.	$1.50	$46,200
3	Traffic/Bike Lane Stripe	15,400	L.F.	$0.80	$12,320
4	Bridge Reflectors	16	EA.	$25.00	$400
Sub-Total					$81,720
15% Design Cost					12,258
20% Contingency					16,344
Total Cost					**$110,322**

B. Long-Term Alignment

The Long-Term Alignment of this segment is the same as the Short-Term Alignment.

North - South Bikeway Feasibility Study Page 36

4. SAUSALITO GENERAL PLAN (1995)



General Plan (1995) Maps Page 12

5. BAY TRAIL GAP ANALYSIS STUDY (2005)

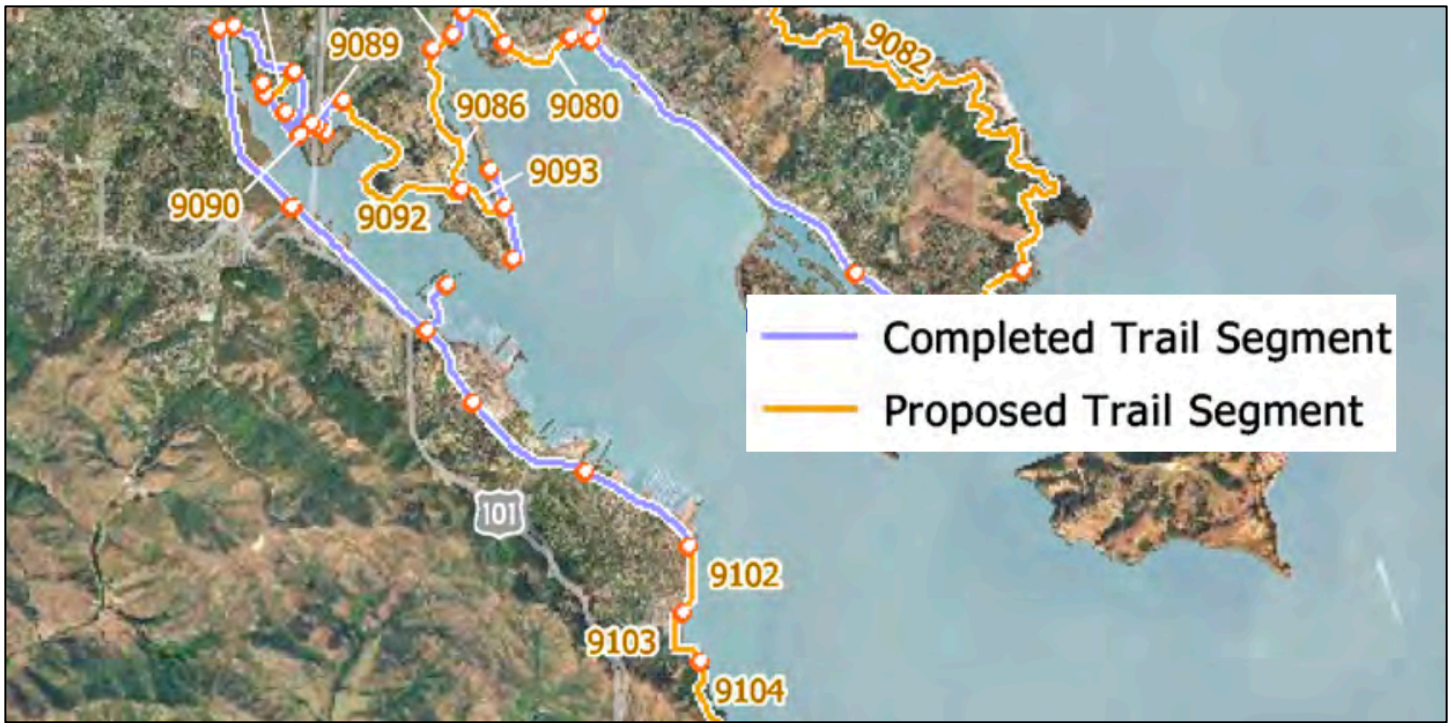
Engineering Challenges

Bridgeway Bike Lanes, Sausalito

In September 2003, the City of Sausalito celebrated the completion of two miles of bike lanes on Bridgeway Avenue through downtown Sausalito. The bike lanes extend from Princess Street to the northern city limits along a popular segment of the Bay Trail. The striped bike lanes separate motor vehicles from bicycle traffic and improve safety along this busy corridor, which has been estimated by the Golden Gate Bridge District to accommodate as many as 5,000 bicyclists per day. In order to complete this project, the center median was narrowed to accommodate 5-foot striped bike lanes and improved sidewalks.

The Bridgeway bicycle lanes in Sausalito filled a critical gap in one of the most highly used on-street segments of the Bay Trail.

San Francisco Bay Trail Gap Analysis Study Page 10



San Francisco Bay Trail Gap Analysis Study Page 28

The Bay Trail map shows the segment in Sausalito between Gate 6 Road and Princess Street as complete, and the segment south of Princess Street to the Golden Gate Bridge as Proposed.

9102.0	**Sausalito**	**Bridgeway between Richardson to Princess**	**planned**	**1980.5**	**3**	**$4,200**	**7**

San Francisco Bay Trail Gap Analysis Study Page 35

6. BICYCLE PEDESTRIAN MASTER PLAN (2008) AND BICYCLE PLAN CHECK-IN (2018)

Major Recommendations of the Bicycle Master Plan

The plan identifies five short-mid term projects (years 1-10) and two mid to long term projects (years 10-20), however, the actual schedule is highly dependent on outside factors such as obtaining competitive funding. The top short-mid term projects are:

1. **Bridgeway Bicycle Lanes (Class II)**: Completion of gaps in existing bike lanes, including northbound segment from Johnson to Litho and southbound segment from Easterby to Napa. (See page 48 for more details)

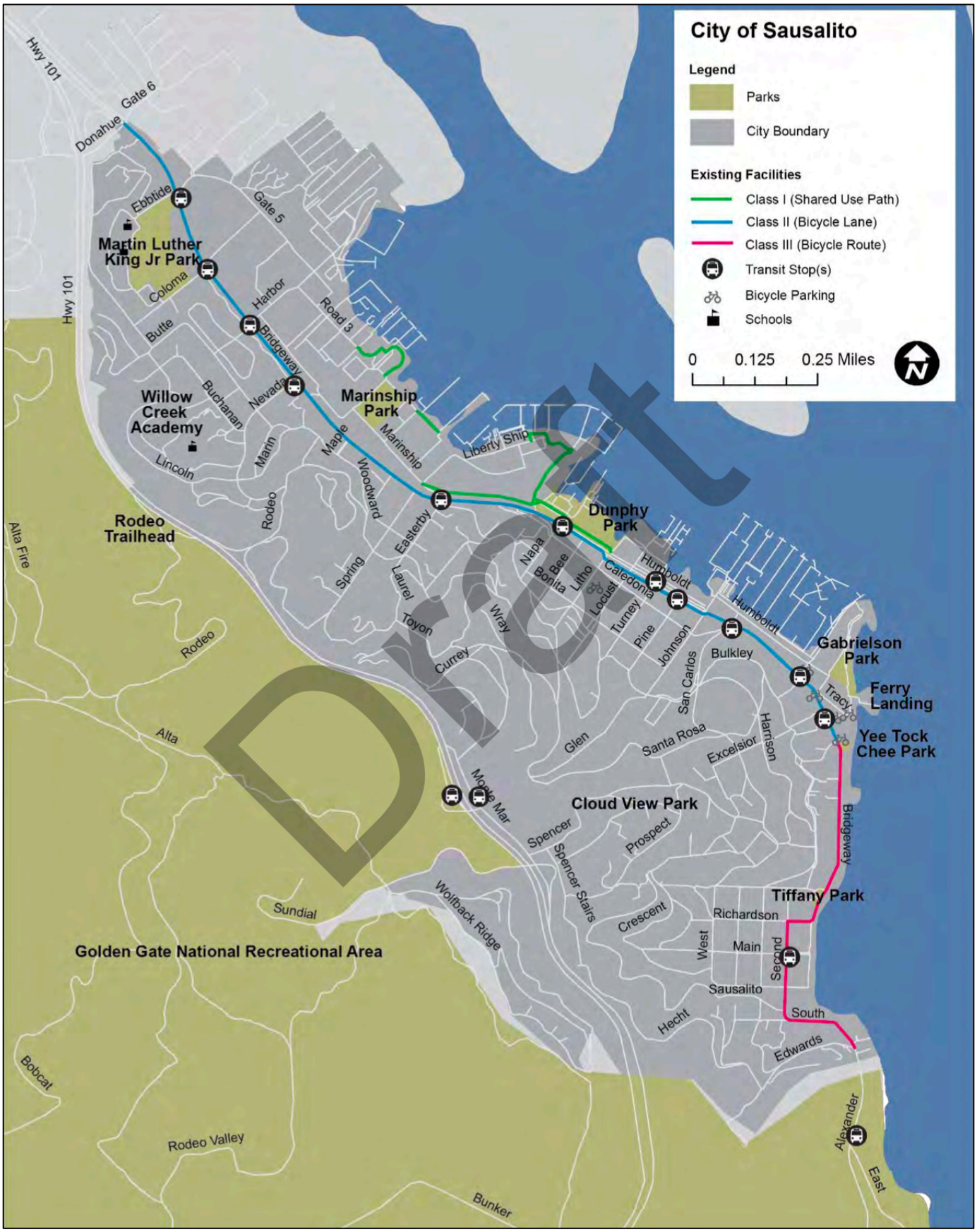
2. **North-South Bikeway (Class I/III)**: development of an enhanced alternate bikeway from the ferry dock northward for less experienced and recreational bicyclists utilizing improved existing and new pathways and Class III bike routes on quiet side streets. (See page 49 for more details)

Mid to long term projects to be implemented over the next 20 years include:

1. **Shoreline Pathways**: development of a shoreline pathway along the northern waterfront over time as the area redevelops, providing for a shared pedestrian and bicycle facility. (See page 61 for more details)

Bicycle Pedestrian Master Plan (2008) Page 6

Bicycle Pedestrian Master Plan (2008) Page 8



Bicycle Plan Check-In (2018) Page 71

Goal 3.0	**Build upon and enhance the existing bikeway system, programs, and resources in Sausalito.**
Programs:	
3.1	Identify existing and proposed bike paths, lanes, and routes and develop a citywide system to maximize use to the extent feasible.
3.2	Encourage the use of existing natural and manmade opportunities such as shorelines and abandoned railroad right-of-ways for future bike path alignments.
3.4	Study the feasibility of extending the Sausalito-Mill Valley multi-use pathway into downtown Sausalito as an alternative to Bridgeway.
3.5	Create an enjoyable, safe, scenic walk and leisurely bike path, close to the waterfront from Main Street to the northern limits of Sausalito, as an alternative route to Bridgeway.

Bicycle Pedestrian Master Plan (2008) Page 11

The 2018 Bicycle Check-In has identical Goal 3.0 and Programs 3.1 and 3.4. The Check-In eliminates Program 3.5 and strikes the language "and abandoned railroad right-of-ways for future bike" from Program 3.2.

Goal 4.0:	**Develop a city-wide bicycle system which meets the needs of commuter and recreational users, helps reduce vehicle trips, and links residential neighborhoods with local and regional destinations.**
Programs:	
4.1	Develop a commuter system which provides direct routes between residential neighborhoods and regional employment centers, transit/ferry stops/stations, and schools.
4.2	Develop a recreational system which uses lower traffic volume streets, off-street bike paths, and serves regional historic and natural destinations, including trailheads, wherever possible.
4.3	Develop a citywide system that is accessible from any residential neighborhood in Sausalito, and provides opportunities for local connections to the citywide system.
4.4	Develop a bicycle network which balances the need for directness with concerns for safety and user convenience. Where needed, develop a dual system which serves both the experienced and inexperienced bicyclist, and separates bicyclists, pedestrians, other recreational users and cars.
4.5	Consider opportunities for including bicycle lanes on streets where curb-to-curb width, traffic volumes, parking demand, and service to major activity centers are appropriate.
4.6	Use and supplement design guidelines to outline development standards for bike lanes and paths to encourage a safe and inviting environment.

Bicycle Pedestrian Master Plan (2008) Pages 11 - 12

The 2018 Bicycle Check-In has a similar or identical Goal 4.0 and Programs 4.1, 4.2, 4.3, and 4.6.

The 2018 Check-In strikes the language “When needed, develop a dual system which serves both the experienced and inexperienced bicyclist, and separates bicyclists, pedestrians, other recreational users and cars” from Program 4.2

The Check-In replaces the language in Program 4.5 with “Further develop the existing network that serves people of all ages and abilities and, where appropriate, consider infrastructure that physically separates pedestrians, bicyclists, and other recreational users from motor vehicle traffic.”

Goal 7.0	**Develop and prioritize detailed improvements in the Bicycle Master Plan that target those areas with the highest need and benefits.**
Programs:	
7.1	Identify the top five (5) bicycle improvements to be completed in the short term based on a variety of objective and subjective criteria, including number of activity centers served, closure of critical gaps, immediate safety hazards, existing bicycle use, and input from the public and staff.
7.2	Develop detailed implementation information on each recommended segment, including length, classification, adjacent traffic volumes and speeds, environmental impact, activity centers served, cost, and overall feasibility.
7.3	Design and construct all improvements according to Caltrans Chapter 1000 of the Highway Design Manual and established national standards and best practices.
7.4	Complete feasibility studies for all priority proposed bicycle facilities in order to determine accurate cost and other implementation information.

Bicycle Pedestrian Master Plan (2008) Page 13

The 2018 Bicycle Check-In has a similar or identical Goal 7.0 and Programs 7.1, 7.2, 7.3, and 7.4.

Nonmotorized Transportation Pilot Program (NTPP)

Marin County is one of four communities nationally that has been selected by Congress to participate in a Nonmotorized Transportation Pilot Program (NTPP) and receive $20 million for improvements for walking and bicycling. The funds were allocated through Section 1807 of SAFETEA-LU, the six-year federal transportation funding bill adopted in 2005. The purpose of the pilot program is to demonstrate "the extent to which bicycling and walking can carry a significant part of the transportation load, and represent a major portion of the transportation solution, within selected communities.

The County Department of Public Works, as local administrator of the NTPP, conducted an extensive outreach process in conjunction with this plan update to solicit project and program ideas. Through a screening and ranking process, the Board of Supervisors adopted a funding plan for all of the NTPP funds in April, 2007. The selected projects and programs will be implemented over the course of the Pilot, which concludes in 2010. A summary of funding projects in Sausalito is found below:

- **Bridgeway to Ferry Path:** $200,000 of capital funding to design and build a pedestrian and cycling path to connect Bridgeway to the Sausalito Ferry Terminal, currently separated by a large parking lot.
- **Bridgeway Path:** $100,000 of planning funds for a feasibility study of a proposed Class I pathway from Gate 6 Road to the Sausalito Ferry Terminal as an alternate to the Bridgeway bicycle lanes.

Bicycle Pedestrian Master Plan (2008) Page 16

North-South Recreational Bikeway

City of Sausalito

A patchwork series of off-street pathways connect the Sausalito Downtown to the Mill Valley-Sausalito Bike Path beginning at the North City limits. This bikeway will continue to be used by recreational and less experienced cyclists seeking an alternative to using Bridgeway. This route also avoids the grade between Napa Street and Harbor Drive. However, this section of bikeway presently contains gaps consisting of deteriorated private roadways, substandard bike paths, and areas where no defined path exists. The plan seeks to improve upon existing conditions to create standardized Class I Bike Path along the majority of the section and to improve signage and intersection configurations to enhance safety and reduce conflicts between vehicles, pedestrians and bicyclists. Currently the City of Sausalito has received a $100,000 planning grant from the Nonmotorized Transportation Pilot program to study these and other North-South Recreational Bikeway segments parallel to Bridgeway.

Bicycle Pedestrian Master Plan (2008) Page 52

Segment #9: Johnson to Locust Streets (existing substandard Class I)

Improvements to the existing substandard bike facility adjacent to Bridgeway from Johnson Street to Locust Street to provide a standardized Class I Bike path separate from the pedestrian sidewalk. The existing path consists of two narrow paths, creating a restricted and poorly defined travel lane that result in conflicts between bicyclists and pedestrians. Improvements include the removal of existing landscaping and installation of new Portland Cement Concrete (PCC), and installation of a new curb & gutters, striping, and advisory signs. This project would be designed in conjunction with completion of the bike lanes along Bridgeway between Johnson and Litho Streets.

Segment #10: Napa to Liberty Ship Way Streets (Class I - Mono Street gap closure)

Installation of approximately 75 feet Class I Bike Path. This gap in the bikeway presently relies upon an unpaved area for the transition between two adjacent segments of existing Class I pathway. If none currently exists and this segment is found to be on private property, an easement may be required.

Segment #11: Liberty Ship Way to Harbor Drive (Class III)

Improvements to Marinship Way from Liberty Ship Way to the Harbor Drive intersection to enhance bicycle safety and ease of movement as a Class III bike facility. This section of travel presently consists of a series of substandard streets of varying dimensions, surface types, and condition, with two ninety (90) degree turns. As such, the road provides poorly defined travel lanes for vehicles and bikes. Proposed improvements include installation of bike route signs, Shared Roadway Bicycle Marking stencils and traffic calming as appropriate. Note that addition of Shared Roadway Markings in areas without parallel parking is currently a non-standard treatment in California. However, proposed Federal stencil guidelines and ongoing safety research indicates that "Sharrows" improve cyclist positioning on the roadway and may improve safety for this segment. Traffic calming should be installed only after careful study of the impact on existing truck and boat trailer traffic along the roadway. Speed humps or curb extensions may be incompatible with vehicle clearances or turning radius requirements.

Bicycle Pedestrian Master Plan (2008) Page 53

Segment #13: Harbor Drive to Gate 6 Road (Class III)

Improvements to Gate 5 Road from Harbor Drive to Gate 6 Road intersection to enhance bicycle safety and ease of movement as a Class III bike facility. Existing conditions for this segment include sections with and without parallel parking. Proposed improvements include installation of bike route signs, Shared Roadway Bicycle Marking stencils and traffic calming as appropriate. Note that addition of Shared Roadway Markings in areas without parallel parking is currently a non-standard treatment in California. However, proposed Federal stencil guidelines and ongoing safety research indicates that "Sharrows" improve cyclist positioning on the roadway and may improve safety for this segment. Traffic calming should be installed only after careful study of the impact on existing truck and boat trailer traffic along the roadway. Speed humps or curb extensions may be incompatible with vehicle clearances or turning radius requirements.

Segment #14: Bridgeway Sidepath - Marinship Way to Gate 6 Road (existing substandard Class I)

Improvements to the existing substandard pathway adjacent to Bridgeway from Marinship Way to Gate 6 Road at the North City limits to provide a standardized Class I Bike path separate from the pedestrian sidewalk. Previously existing bollards and surface ruptures along this portion of bike path have recently been removed and repaired. The existing path contains several street trees and inadequate widths, creating a restricted and poorly defined travel lane that result in conflicts between bicyclists and pedestrians. Improvements include the relocation and/or replacement of approximately 59 street trees, removal of existing AC pavement and installation of new eight (8) foot wide PCC, striping, and advisory signs. This segment may also require minor right-of-way acquisition and improvements on lands within Marin County jurisdiction.

Bicycle Pedestrian Master Plan (2008) Page 54

Shoreline Public Pathway – Long-term Project

City of Sausalito

Shoreline public access in the form of boardwalks and pathways already exists in Sausalito, including a boardwalk from Bay Street northward and pathways near Dunphy Park and Marinship Park. The General Plan identifies a shoreline pathway eventually connecting from Dunphy Park all the way to Gate 5 Road (Varda Landing Road), to be implemented as the area re-develops in the future. This vision was confirmed through the Imagine Sausalito process which identified a potential route along with opportunities and constraints. Much of the existing shoreline is currently a working waterfront, which is also strongly supported by City policy and is not typically compatible with public access. In some cases, the shoreline pathway may be diverted to City streets to circumvent marine industrial areas. While the shoreline pathway is not seen as an official Class I bicycle facility, it should be constructed to accommodate slow-moving bicyclists. This includes providing a paved surface at least six feet wide (preferred to be 8 feet) with unpaved 2 feet wide shoulders. The pathway design and construction specifications and easement requirements should be clearly identified in General Plan and zoning language and will require a future feasibility study.

Bicycle Pedestrian Master Plan (2008) Page 62

North-South Recreational Bikeway – Long-term Alternative

City of Sausalito

As noted previously, a series of off-street pathways and boardwalks connect the Sausalito Downtown to the Mill Valley-Sausalito Bike Path at the North City limits. The need for a pathway or "greenway" has been identified in a number of planning documents and processes, such as the 1994 North-South Bikeway Feasibility Study and the Imagine Sausalito process. Such a facility would be separated from Bridgeway, connecting the Ferry Terminal and the Mill Valley-Sausalito Pathway as an alternate to the busy on-street route. Short-term projects included in this plan are intended to address the connection in the area from Johnson Street north to Gate 6 Road. Existing on-street bicycle lanes already serve the section of Bridgeway south of Johnson. However, there are two sections where potential alignments for a Class I pathway separated from Bridgeway are more problematic and may require long-term study and solutions. Pathway alignments for these sections are not clearly identified at this time and may be infeasible. Other projects such as the Shoreline Pathway may provide a more feasible alternative for a continuous north-south pathway through the city. Currently the City of Sausalito has received a $100,000 planning grant from the Nonmotorized Transportation Pilot program to study these and other North-South Recreational Bikeway segments parallel to Bridgeway.

Long-Term Segment #1: Liberty Ship Way to Harbor Drive (Class I)

Construction of a pathway parallel to Bridgeway from Liberty Ship Way to Harbor Drive faces a number of challenges. As currently configured, public right of way adjacent to Bridgeway and Marinship Way are insufficient to accommodate a parallel pathway. In addition, part of the former railroad right-of-way which would have offered a natural alignment for such a pathway has been developed as private buildings or parking lots. The alignment for a separated Class I pathway through this section is not clearly understood at this time and requires further study and coordination with other planned pathway projects.

Long-Term Segment #2: Johnson Street to Ferry Terminal (Class I)

Similar to segment #1, construction of a pathway parallel to Bridgeway from Johnson Street to Ferry Terminal has a number of challenges including former railroad right-of-way which has been developed as private buildings or parking lots as well as existing boardwalk areas which do not have a bicycle-friendly surface and are heavily used by pedestrians, especially on the weekend. The alignment for a separated Class I pathway through this section is not clearly understood at this time and requires further study and coordination with other planned pathway projects.

Bicycle Pedestrian Master Plan (2008) Page 65

Table 6-1- Proposed Bikeways Cost Estimates

Segment Number	Class I Facilities - Multi-Use Paths (Off-Street) Facility Name	Begin	End	Class	Length	Cost*
14	Sausalito N-S Recreational Bikeway	Sausalito City Limit	Harbor Dr.	I	0.51	$507,100
9	Bridgeway Pathway	Johnson St.	Locust St.	I	0.17	$169,000
10	N-S Recreational Bikeway (Mono St. gap closure)	Napa St.	Liberty Ship Wy.	I	0.02	$19,900

*Estimated base cost of Class I Pathway is $994,325/mile

Bicycle Pedestrian Master Plan (2008) Page 66

7. IMAGINE SAUSALITO (2010) TRANSPORTATION ACTION COMMITTEE FINAL REPORT

Concluding Statement

TRAC has spent hundreds of hours analyzing Sausalito's transportation needs, options and alternative solutions for meeting those needs. TRAC has concluded that it's time to change the way we move about in our community.

For the last 60 years, beginning with the decline of rail transportation in the early 1940's and the creation of the Interstate Highway system in the 1950's, our culture has focused America's transportation on one primary mode – private automobiles, buses and trucks fueled by oil.

Americans have found that this single mode approach has come with a price – traffic congestion, dependence of foreign and dwindling fossil fuels and now, climate change. There are simply too many cars.

It's time to provide additional modes of travel to give people choices besides the automobile. After all, the choices we make now are the choices we will live with for decades. It is known that people drive less when viable alternatives are available.

TRAC's report explores each alternate transportation mode and proposes the means to go Multi-modal. As the recommendations found in this report are implemented, we will begin to walk more often, shop more frequently in the stores we pass by and get to know our neighbors better. Our downtown will become more resident-oriented, will again provide a broader variety of daily services, be more fun and interesting as they become revitalized and more pedestrian-oriented. Future growth will be concentrated in these downtown areas without more vehicular traffic. We will be able to live locally better and more sustainably. Better transportation will transform our land use patterns and will improve our quality of life.

Imagine Sausalito Transportation Action Committee Final Report (2010) Pages 7 - 8

Wishing to verify the validity of impressions gained from the round tables, the BAC received funding from the City for a professional telephone survey of residents' ideas. In September, 2006 opinion research firm, Gene Bregman & Associates, conducted a telephone survey having a 4 to 7% margin of error that reached 172 adults. Sausalito residents pointed to eight specific areas of promise, including better public transportation within the city. The most popular idea, with 80% support, proved to be a continuous pedestrian/bicycle pathway along the full length of Sausalito's waterfront. Shuttles received 75% support and water taxis received 74%.

Imagine Sausalito Transportation Action Committee Final Report (2010) Page 15

Plans for the Future
TRAC suggests that the trolley run on Bridgeway, with a track in each direction and stops at the following locations

- Gate 6 Road
- Harbor Drive
- Easterby
- Civic Center
- Downtown

Imagine Sausalito Transportation Action Committee Final Report (2010) Page 33

More than a quarter (26 %) of Sausalito's waterfront is committed to parking automobiles.

Imagine Sausalito Transportation Action Committee Final Report (2010) Page 34

North-South Greenway Multi-Purpose Bike/Pedestrian Path – This project is currently being planned by Alta, whose study is funded by a $100,000 Federal NMTPP grant. It is part of a major north/south bike and pedestrian route extending the entire length of Marin County and continuing into Sonoma County. When constructed, it will become a major non-motorized transportation corridor promoting biking and walking. Although the North-South Greenway is intended for all users, the Sausalito segment will focus on facilities for pedestrians and non-commuters. In Sausalito it is envisioned that this North-South Greenway route will mostly parallel Bridgeway, primarily along the original railroad right of way. Downtown, it is hoped it will run along the north side of Johnson Street to Lot 4 and then parallel the Madden Boardwalk along the east side of Lot 4 & 3, Humboldt Street and Lot 1 to the Ferry Landing.

Imagine Sausalito Transportation Action Committee Final Report (2010) Page 46

TRAC is of the opinion that the updated Bicycle Master Plan should be amended with four important additions to the plan:

1. Recognition of the need for neighborhood bicycle access to public transit stops, popular "downtown" destinations and the waterfront at:
   - Ebbtide – Gate Five Road
   - Coloma Street
   - Harbor Drive
   - Nevada Street
   - Spring Street
   - Easterby – Liberty Ship Way
   - Napa Street
   - Turney Street
   - Johnson Street
   - San Carlos Avenue
   - Princess Street
   - Richardson Street
   - Main Street

Imagine Sausalito Transportation Action Committee Final Report (2010) Page 48

The North-South multi-purpose path promoted as part of Marin County's regional Greenway link will eliminate many of the present problems caused by recreational bicycling in Sausalito. A better, more permanent route for an alternate bicycle path is definitely needed.

"Commute" Bike Travel

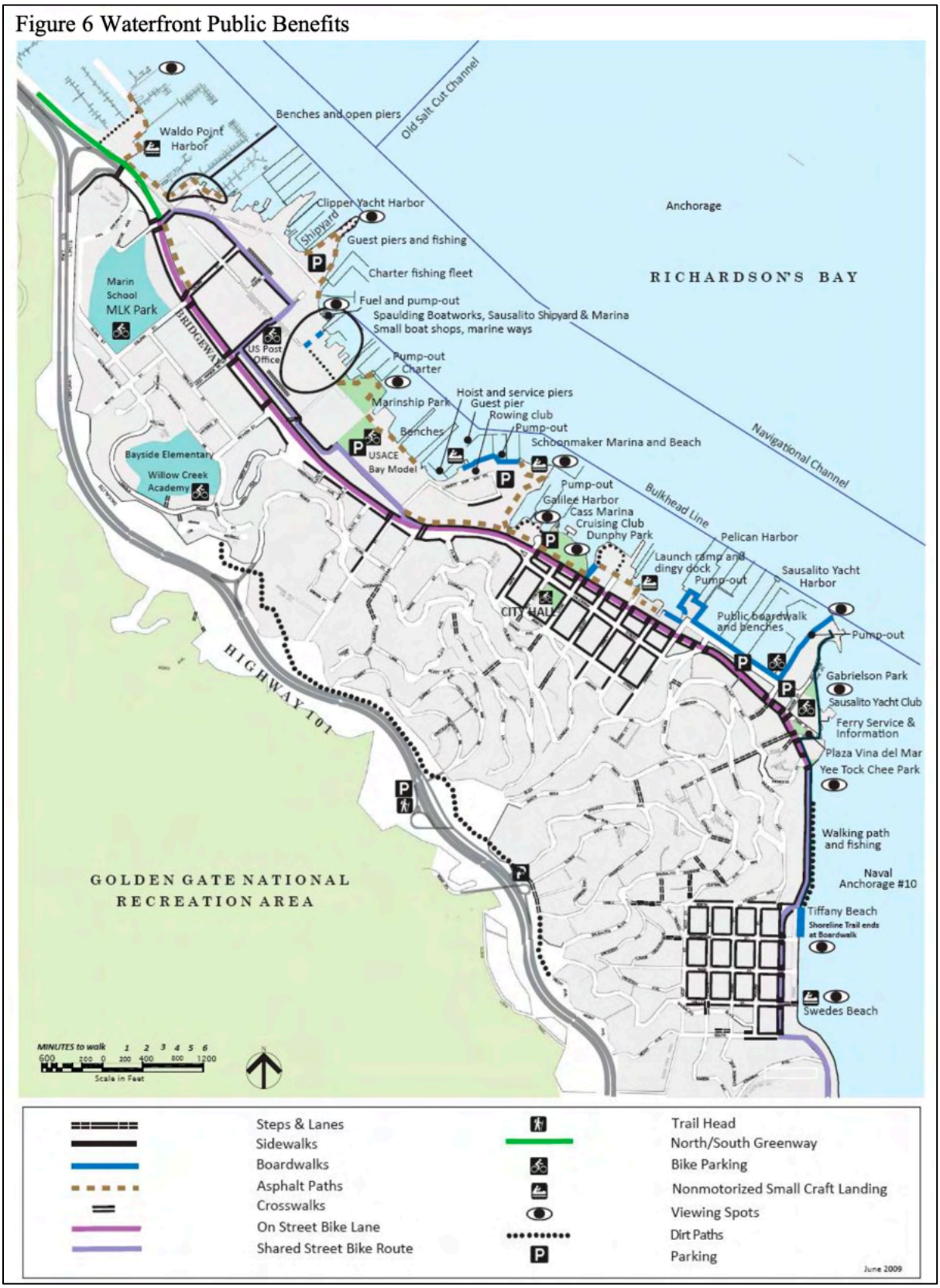
The two official documents featuring recommendations for bicycle travel in Sausalito refer to all north-south through bicycle traffic as "commute" bike travel. This is misleading.

While work-day commute travel through Sausalito is limited (and occurs at a.m. and p.m. commute hours) the majority of north-south through travel serves recreational bikers on weekends, not commuters. This is the bike traffic that recommendations for eliminating "gaps" in the Class II bike lanes along Bridgeway are meant to remedy. This is the recreational bike traffic that sometimes upsets local drivers when bicyclists ride side-by-side, imposing on automobile lanes. The answer seems to be more consistent enforcement of traffic rules.

TRAC has determined that work-day commute bike travel does not represent a problem in Sausalito.

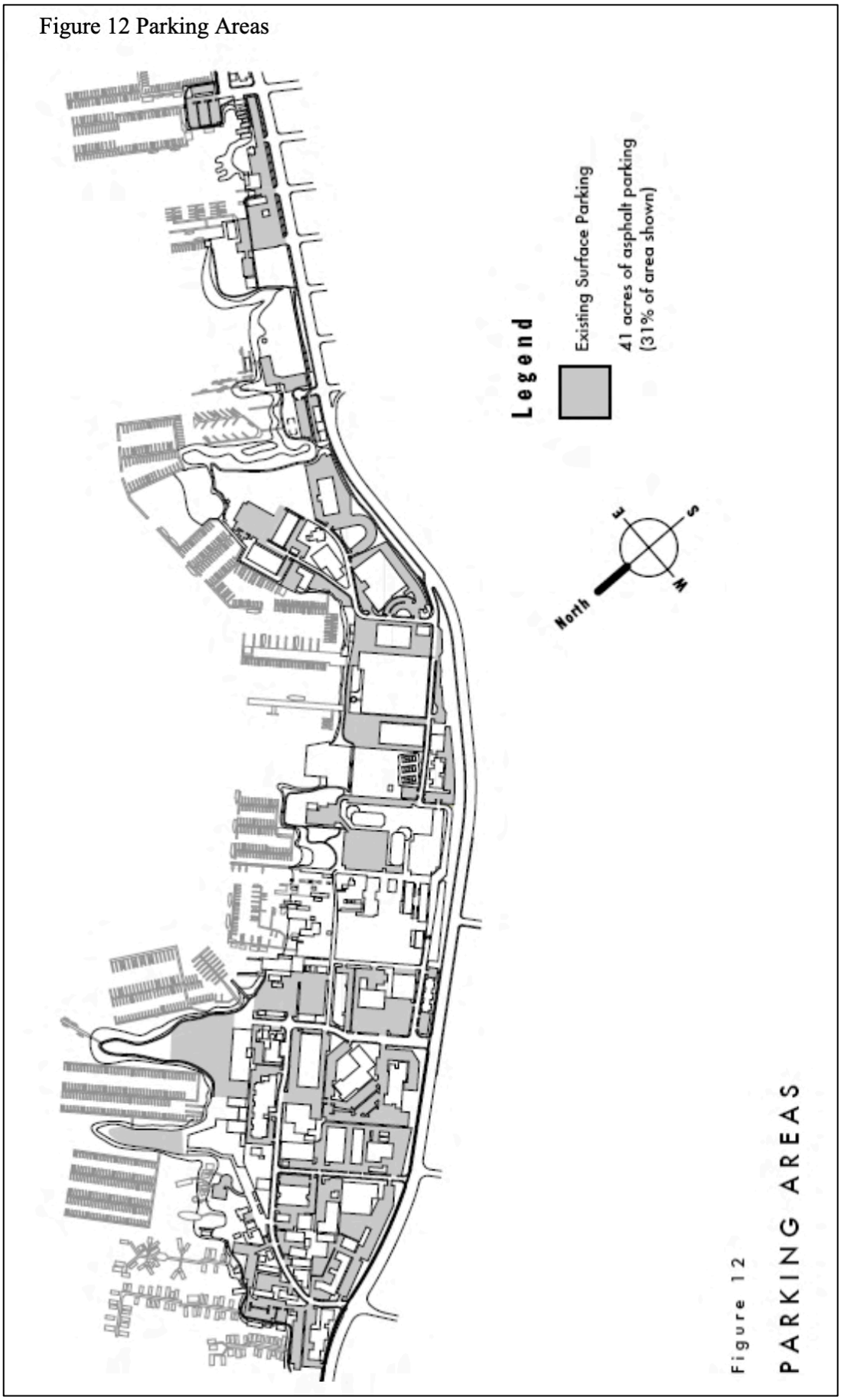
Imagine Sausalito Transportation Action Committee Final Report (2010) Page 49

8. SAUSALITO WATERFRONT & MARINSHIP VISION (2010)



Sausalito Waterfront & Marinship Vision (2010) Page 16

Figure 12 Parking Areas



Sausalito Waterfront & Marinship Vision (2010) Page 36

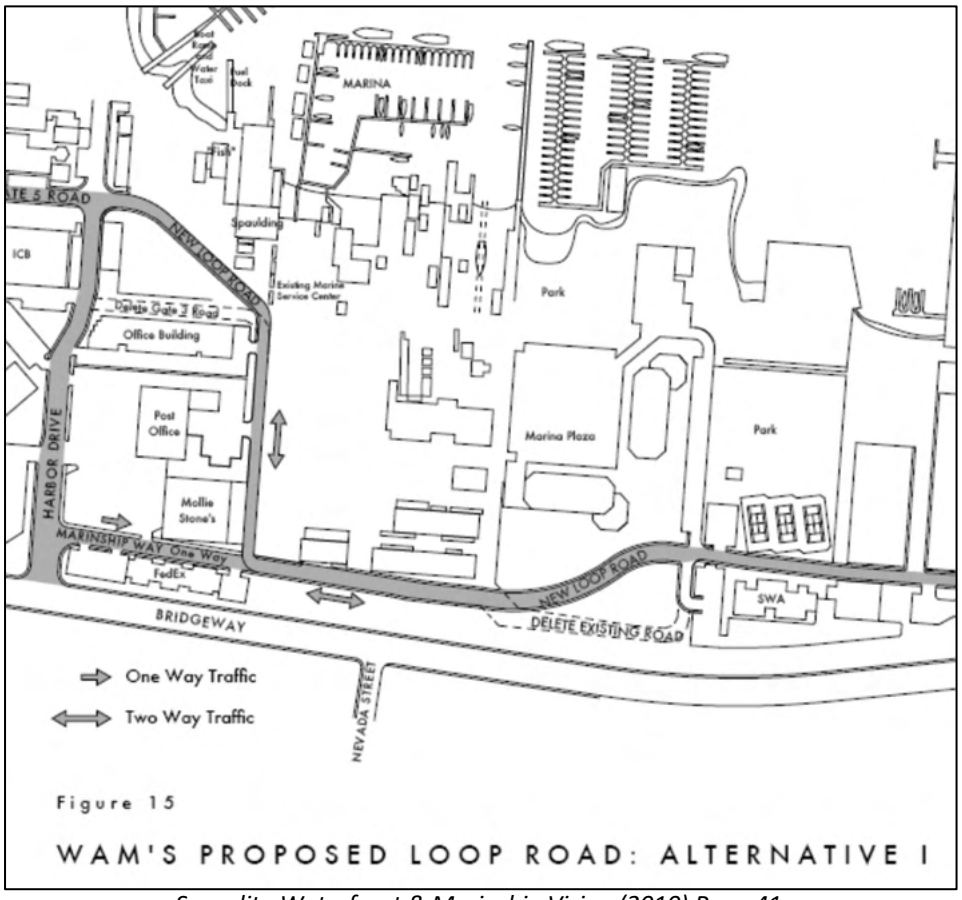


Figure 15

WAM'S PROPOSED LOOP ROAD: ALTERNATIVE I

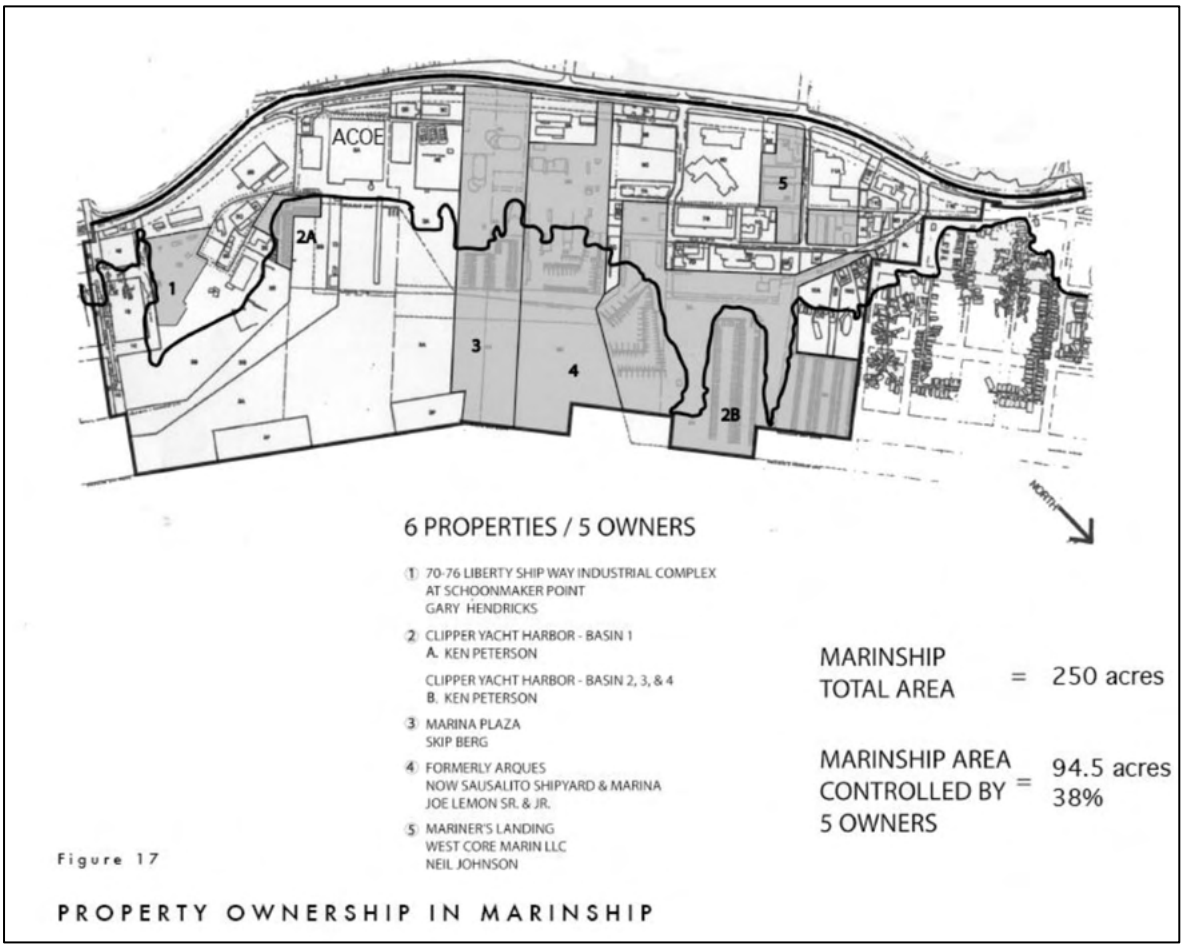
Sausalito Waterfront & Marinship Vision (2010) Page 41

2.3.1 Property Ownership

There are approximately 45 property owners in the 250-acre Marinship area, but just five of these own 95 acres or 38% of the property, plus the Army Corps of Engineers (ACOE) who has jurisdiction over another approximately six acres (Figure 17). Multiple private ownership contributes to piecemeal development, but with so few large property owners, it is easier to comprehensively plan. Unfortunately, Sausalito's zoning regulations do not apply to the ACOE parcel, which is located near the center of the Marinship. Also, federal land cannot be included in Redevelopment Areas and Improvement Districts, limiting what can be done on this parcel in terms of system-wide or area-wide infrastructure improvements. It is interesting to note that for several of these large owners, property actually extends out into the bay.

All but one of the large property owners are individuals, not land development companies. Many of them now live or have lived in the community and have been involved in civic and philanthropic activities in Sausalito. These individuals have improved their properties at considerable cost and provide many local amenities. Examples include the pedestrian paths and public restrooms that do exist and the public beach at Schoonmaker Point. Tensions between the property owners and residents have led to an uncooperative atmosphere and a reluctance by some property owners to invest local capital. Since the large property owners will ultimately need to provide the investments necessary to solve many of the infrastructure issues, these owners wish to have their concerns integrated into the early stages of the planning process and at an equal status to other stakeholders.

Sausalito Waterfront & Marinship Vision (2010) Page 43



Sausalito Waterfront & Marinship Vision (2010) Page 45

Recommendations:

Shoreline Access and Amenities

Develop a continuous bicycle trail below Bridgeway

Sausalito Waterfront & Marinship Vision (2010) Page 50

Figure 19 Sausalito Waterfront Potential Improvement Areas (11" x 17" fold-out)

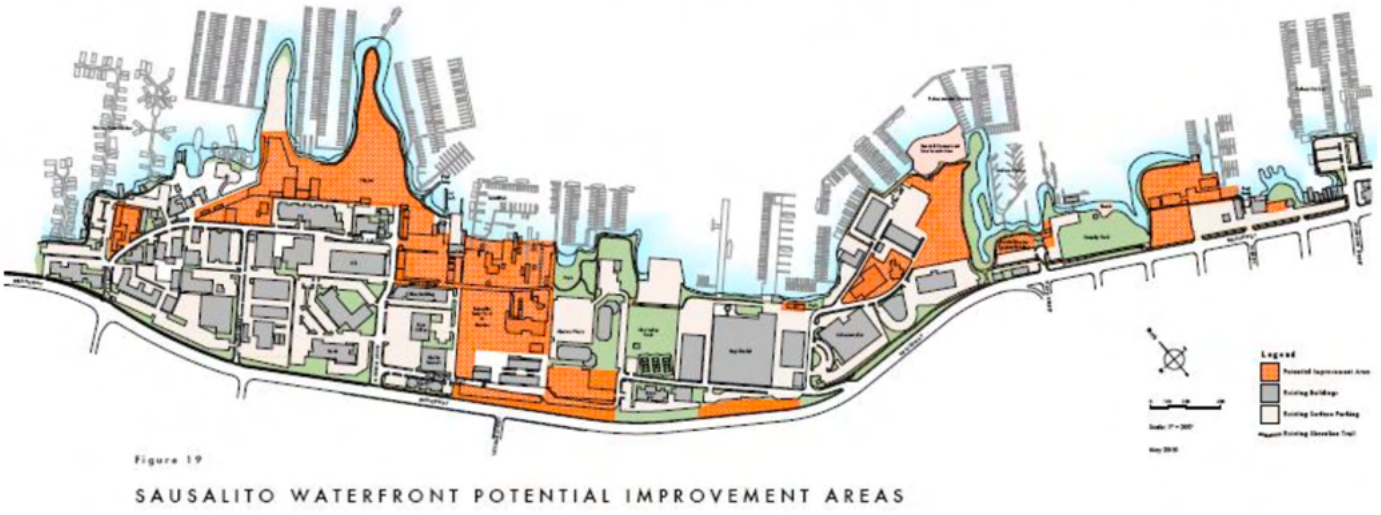
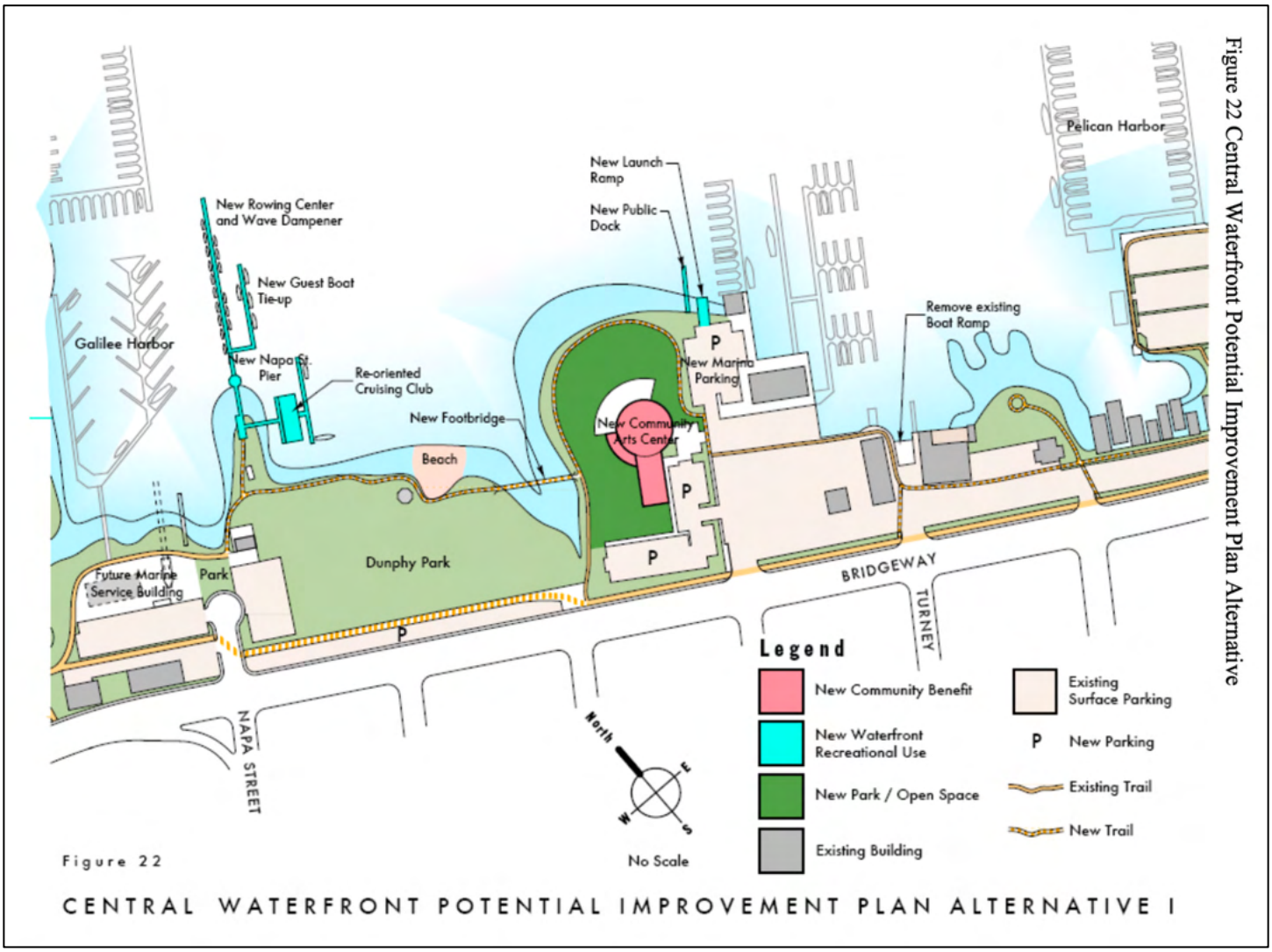


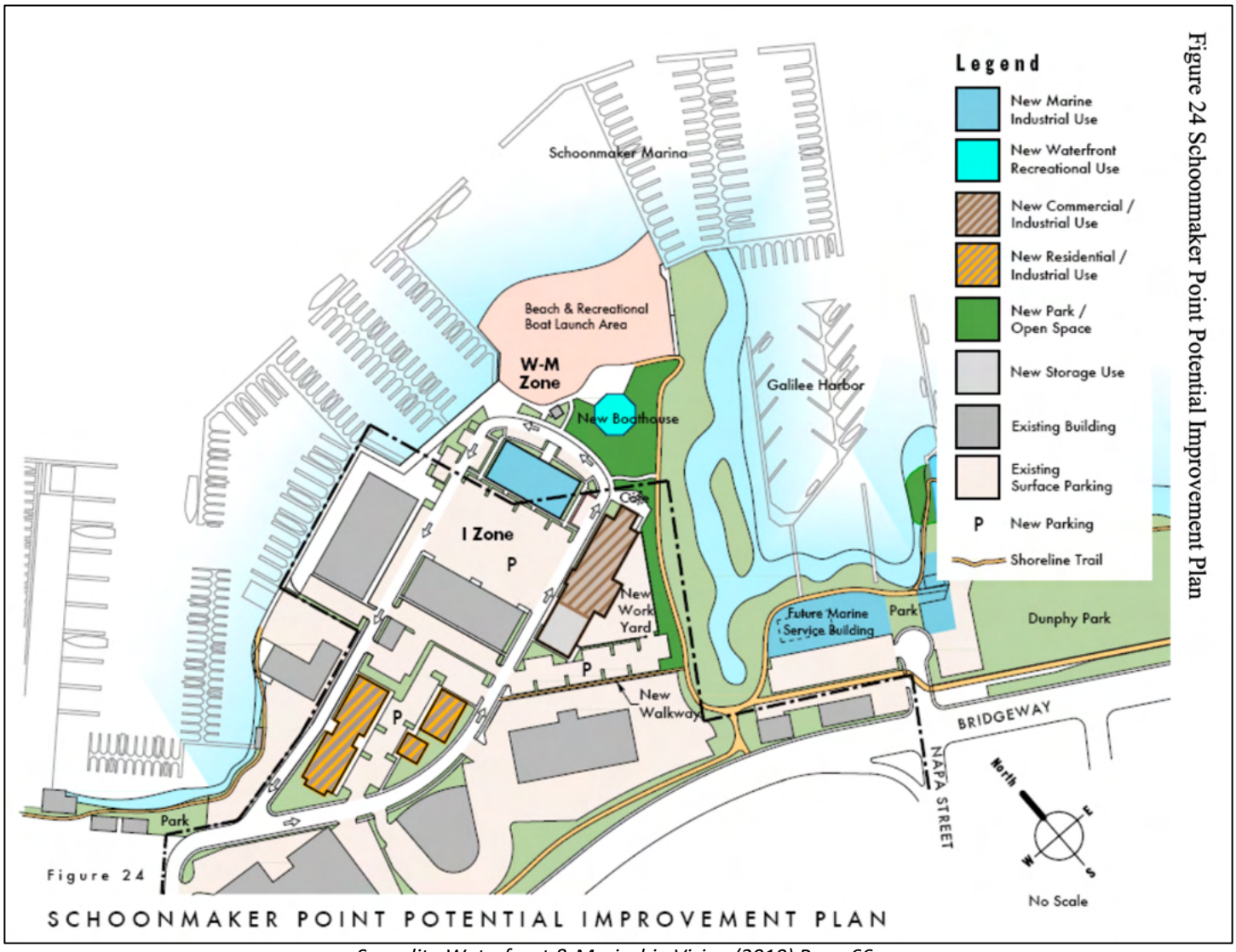
Figure 19

SAUSALITO WATERFRONT POTENTIAL IMPROVEMENT AREAS

Sausalito Waterfront & Marinship Vision (2010) Page 60



Sausalito Waterfront & Marinship Vision (2010) Page 64



Sausalito Waterfront & Marinship Vision (2010) Page 66

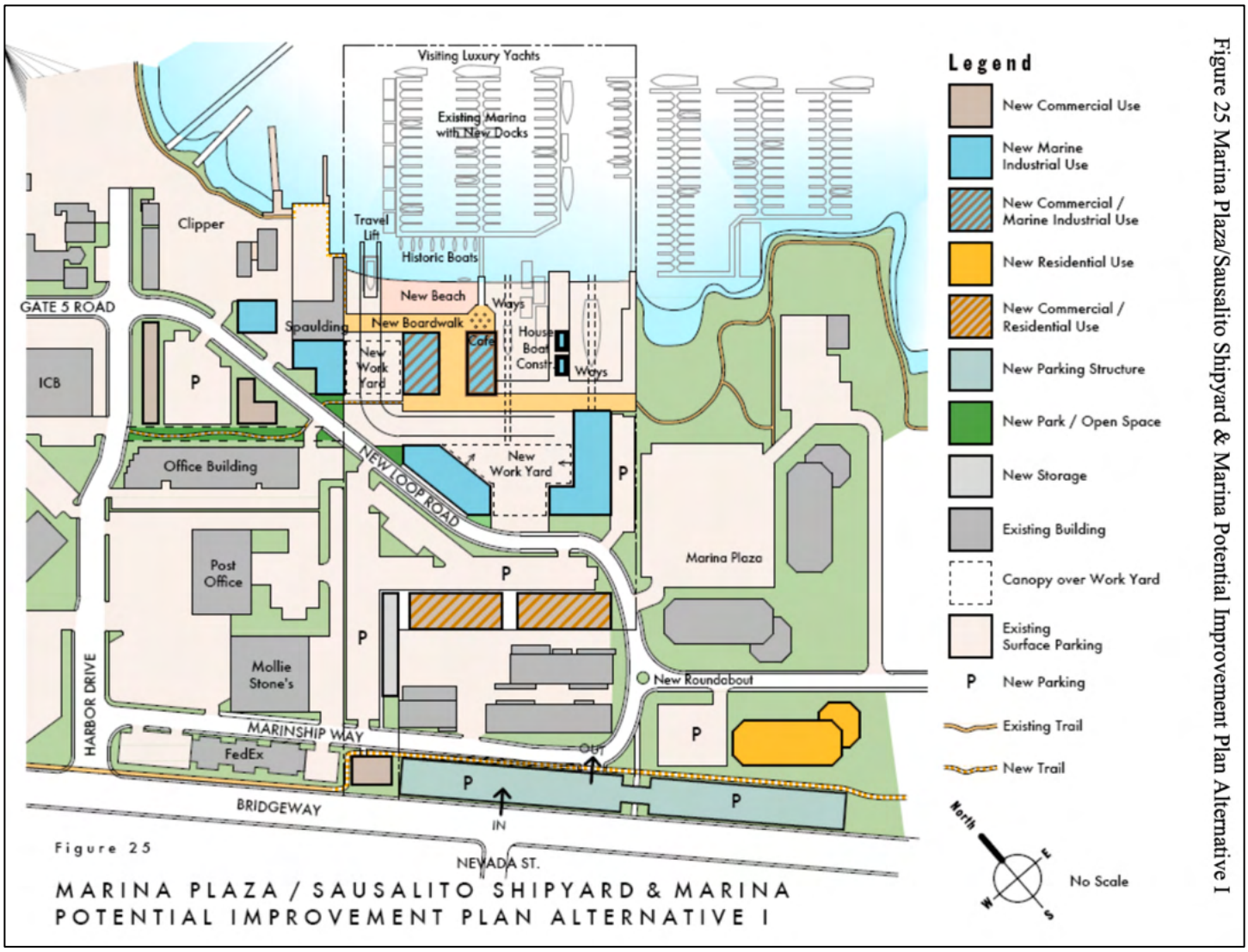


Figure 25 Marina Plaza/Sausalito Shipyard & Marina Potential Improvement Plan Alternative I

Sausalito Waterfront & Marinship Vision (2010) Page 68

9. CLIMATE ACTION PLAN (2015)

- Completed the following pedestrian and bicycle infrastructure and safety improvements as part of the Nonmotorized Transportation Pilot Program:
  - A pedestrian and cycling path that connects Bridgeway to the Sausalito Ferry Terminal.
  - A feasibility study for a proposed Class I pathway from Gate 6 Road to the Sausalito Ferry Terminal as an alternate to the Bridgeway bicycle lanes.
  - A planning project to implement an individualized marketing approach to encourage residents to shift from drive-alone trips to healthier trips on foot, by bike or on transit.
  - Bicycle parking.
  - Signing and striping of Class II bike lanes and Class III bike routes.

Climate Action Plan (2015) Page 13

RECOMMENDED COMMUNITY ACTIONS

CAP 2-1

Bicycle and Pedestrian Transportation. Encourage bicycling and walking as a safe and efficient means to travel around Sausalito.

CAP 2-1.a
Implement the City's Pedestrian and Bicycle Master Plan. Construct recommended bike lanes, routes, bike racks and other facilities, and develop a citywide bicycle system that meets the needs of residents, commuter and visitors.

CAP 2-1.c
Implement "Complete Streets" policies to ensure the needs of bicyclists, pedestrians and the disabled are considered in the transportation element of any new capital improvement or development project where feasible.

CAP 2-1.e
Establish bicycle parking requirements for private developments, including indoor bike storage.

CAP 2-1.g
Encourage employers to provide bicycle parking and shower and changing facilities for employees in their development plans and as a component in all commute and traffic demand management programs.

CAP 2-1.h
Work with transit and ferry service providers to ensure there are adequate facilities to transport bicycles.

CAP 2-1.i
Promote "Share the Road" strategies to improve bicycle safety and improve compliance with traffic laws.

CAP 2-1.j
Educate residents and employees about the health and environmental benefits of walking and cycling and provide information to assist in these modes of travel (e.g., information available in public places and employment centers regarding bus schedules, pedestrian pathways, and bikeways).

Climate Action Plan (2015) Page 28

10. SAUSALITO COMPLETE STREETS POLICY (2016)

COMPLETE STREETS POLICY OF THE CITY OF SAUSALITO

A. Complete Streets Principles

1. Complete Streets Serving All Users. The City of Sausalito expresses its commitment to creating and maintaining Complete Streets when and where feasible that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other components of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families.

2. Context Sensitivity. In planning and implementing street projects, the City of Sausalito shall maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and shall consider input from residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include sidewalks, shared use paths, bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users, such as traffic calming circles, transit bulb outs, way-finding signs and traffic channelization.

3. Complete Streets Routinely Addressed by All Departments. All relevant departments of the City of Sausalito shall work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation. The following projects provide opportunities: pavement resurfacing, re-striping, accessing above and underground utilities, signalization operations or modifications, and maintenance of landscaping and related features.

4. All Projects and Phases. Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users shall be considered in all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exemption is approved under the process set forth in section C.1 of this policy.

2. Street Network/Connectivity. As feasible, the City of Sausalito shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users and to create employment, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for existing and anticipated future areas of travel origination or destination.

3. Pedestrian and Bicycle Advisory Committee Consultation. At the discretion of the City Manager, transportation projects may be referred for review by the Pedestrian and Bicycle Advisory Committee early in the planning and design stage, to provide the Pedestrian and Bicycle Advisory Committee and the community an opportunity to provide comments and recommendations regarding Complete Streets features to be incorporated into the project.

4. Evaluation. As feasible, departments shall perform evaluations of how well the streets and transportation network of the City of Sausalito are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis.

Exemptions

1. Leadership Approval for Exemptions. Projects that warrant Complete Streets exemptions must provide written findings as to why accommodations for all modes were not included in the project, and shall be authorized by the Public Works Director, City Engineer or City Manager. Projects that are granted exceptions must be made publicly available for review. Federal guidance on can be found from the Federal Highway Administration (FHWA) *Accommodating Bicycle and Pedestrian Travel: A Recommended Approach* and other documents[1].

Sausalito Complete Streets Policy (2016) Page 5

11. LOW EMISSIONS ACTION PLAN (2020)

TR - 2: Bicycling

Continue to encourage bicycling as an alternative to vehicular travel. Establish and maintain a system of bicycle facilities and access ways that are consistent with the City's Pedestrian and Bicycle Advisory Committee. This should include:

- Providing bicycle racks and lockers for public use.
- Participating in a bike share program.

TR - 3: Walking

Publicly encourage more walking as an alternative to vehicular travel. Establish and maintain more pedestrian rights of ways that promote and enable walking for both residents and visitors. Feature city signs with maps showing walking tours that can be taken by visitors and that residents can also use for their activities within the city.

Low Emissions Action Plan (2020) Page 7

12. SAUSALITO GENERAL PLAN (2021)

Objective W-1 Promote Public Access and Enjoyment of the Waterfront

Policy W-1.3 Waterfront Path. Provide functional access to the waterfront for bicyclists and pedestrians that promotes accessibility and prioritizes the working waterfront.

PROGRAMS

W-1.3.1 Waterfront Bicycle and Pedestrian Plan. Implement a plan for a waterfront bicycle and pedestrian path system, as shown in Figure 5-2, that prioritizes the working waterfront and safely serves people of all ages and abilities. This plan could use paths that identify landmarks, trivia, photos, and stories that have historic importance.

2021 General Plan Waterfront and Marinship Element Page W-12

Bicycle Circulation

See Figure 5-3: Bicycle Paths

Regional bicycle access to and from the City of Sausalito occurs via three main gateways:

1. Mill Valley – Sausalito Path (Class 1 Bikepath) (via Bridgeway/Gate 6 intersection)
2. Alexander Avenue (Class 3 Pathway) (to and from Fort Baker and the Golden Gate Bridge)
3. Ferry Landing (via Ferry Service)

Sausalito's bicycle network currently encompasses approximately 3.6 miles of bikeways. Throughout the city, the bicycle network runs almost exclusively in a north-south direction. Bridgeway is a major bicycle route for commuters, tourist cyclists, and recreational cyclists. Many of the neighborhood streets west of Bridgeway and east of Highway 101 are extremely narrow and lack dedicated bicycle and pedestrian facilities; thus, bicyclists and pedestrians are forced to share the roadway with motor vehicles.

2021 General Plan Circulation and Parking Element Page CP-7

Objective CP-1 Design the Street Network to Accommodate Future Needs

Policy CP-1.1 Street Network. Emphasize maintenance and improvements to the street network that will not require construction or major roadway widening.

PROGRAMS

CP-1.1.3 Downtown Circulation. Consider exploring and developing an implementation strategy describing methods to fund public access improvements, including pedestrian, bicycle, and vehicular circulation, in the downtown.

CP-1.1.4 Marinship Infrastructure Needs. Consider coordinating with the county and other stakeholders to commission an Engineering Analysis to examine the infrastructure costs and scenarios across the Marinship area to better inform the cost/benefit choices available to the city, property owners, and businesses in the Marinship. This analysis would establish goals and identify funding sources for a study to address public access improvements (including pedestrian, bicycle, and vehicular circulation); roadway, sidewalk, and drainage improvements; and sea level rise adaptation needs, challenges and solutions. The analysis would also take into consideration the unique needs of industrial businesses in the Marinship, including heavy equipment and deliveries.

2021 General Plan Circulation and Parking Element Page CP-14

Objective CP-4 Provide for Water-Based Transportation

Policy CP-4.1 Ferry System. Promote increased patronage of the ferries while protecting the area near the ferry terminal from overly intensive use.

PROGRAMS

CP-4.1.5 Multimodality. Improve rideshare, bicycle parking, and micro-mobility staging near the ferry terminal.

2021 General Plan Circulation and Parking Element Page CP-22

Objective CP-5 Enhance Bicycle and Pedestrian Circulation

Policy CP-5.3 North-South Greenway. Link Sausalito to countywide bicycle routes such as the North-South Greenway.

PROGRAMS

CP-5.3.1 Bridgeway Bikeway South. Consider installation of a Class IV Bike facility along portions of Bridgeway. Install new lane striping, signing, and other improvements to enhance the Bridgeway corridor (Alexander Avenue, South Street, Second Street, Richardson Street, and Bridgeway) from the south city limits to Johnson Street as a largely Class III Bike facility with Class II facilities where feasible.

CP-5.3.2 Bridgeway Bikeway North. Consider modifying the street alignment on Bridgeway to include a Class IV Bikeway, if feasible.

CP-5.3.3 North-South Family Bikeway. Complete and enhance the existing off-street bike path to provide a largely Class I Bike facility parallel to Bridgeway from Johnson Street, through the Marinship area, and to the northern city limits.

Policy CP-5.4 Bridgeway Bikeway South: Long-Term Solutions. Investigate and study long-term solutions to either ameliorate or bypass the most constricted and/or congested conditions at Alexander Avenue, South Street, and Bridgeway south of the downtown.

PROGRAM

CP-5.4.1 Class I, II or IV Bike Route Alternatives. Seek funding to study the feasibility of developing Class I, Class II, or Class IV bike facilities along the North-South bicycle route system, south of downtown through cooperative efforts with the County of Marin, Golden Gate National Recreation Area (GGNRA), Caltrans, GGT, MCTD, and other relevant agencies.

Policy CP-5.5 Bicycle Route Design and Standards. Ensure that all existing and proposed bike routes, lanes, paths, and intersections are compliant with the most up-to-date standards to reduce conflicts between bicyclists, vehicles, and pedestrians, promote safety, and encourage the use of nonmotorized travel modes.

PROGRAM

CP-5.5.1 Bike Route Design. Develop definitions and standards for bicycle routes, lanes, paths, and intersections in the Bicycle Master Plan to comply with the design standards of Caltrans and the Metropolitan Transportation Commission.

Policy CP-5.6 Regional Bicycle and Pedestrian Trails. Continue to support the San Francisco Bay Trail, Bay Area Ridge Trail, and other agencies and jurisdictions in their efforts to provide bicycle and pedestrian trails throughout the nine counties of the San Francisco Bay Area.

PROGRAMS

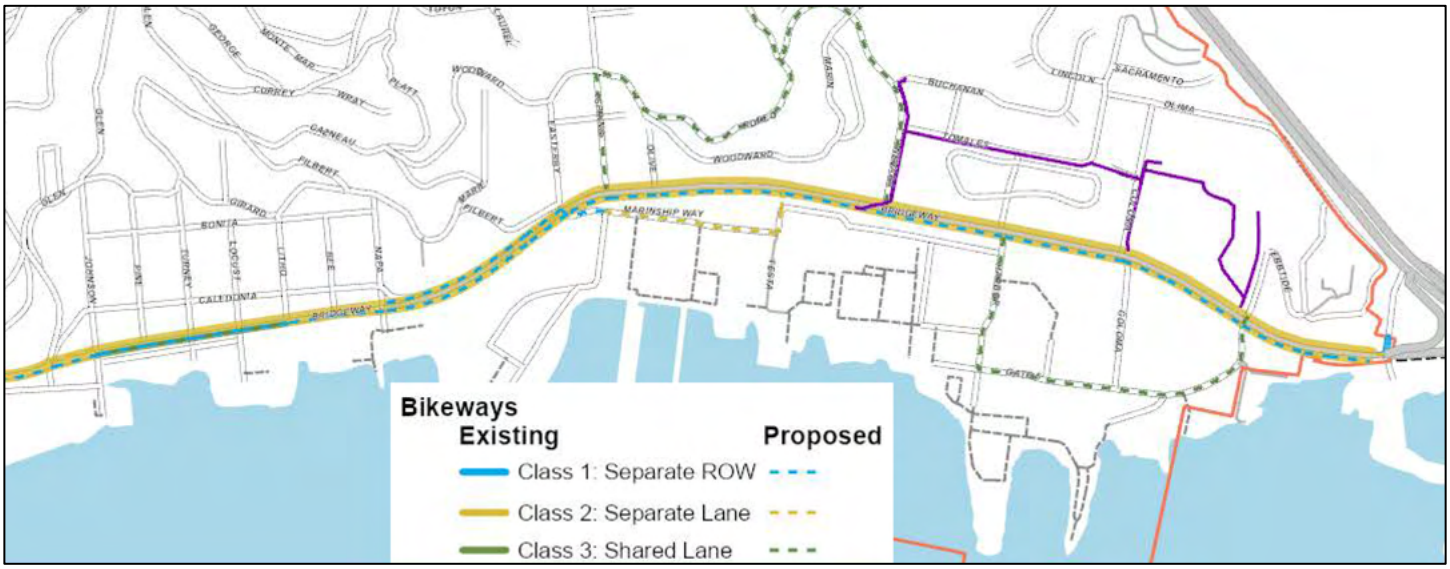
CP-5.6.1 Signage Program. Work with the Association of Bay Area Governments (ABAG) and the San Francisco Bay Trail Project to establish a signage program for the portion of the Bay Trail that currently runs through the city. Consider the development of

Policy CP-5.10 Complete Streets. Implement complete streets to improve the safety and connectivity of walking and cycling in the city where feasible.

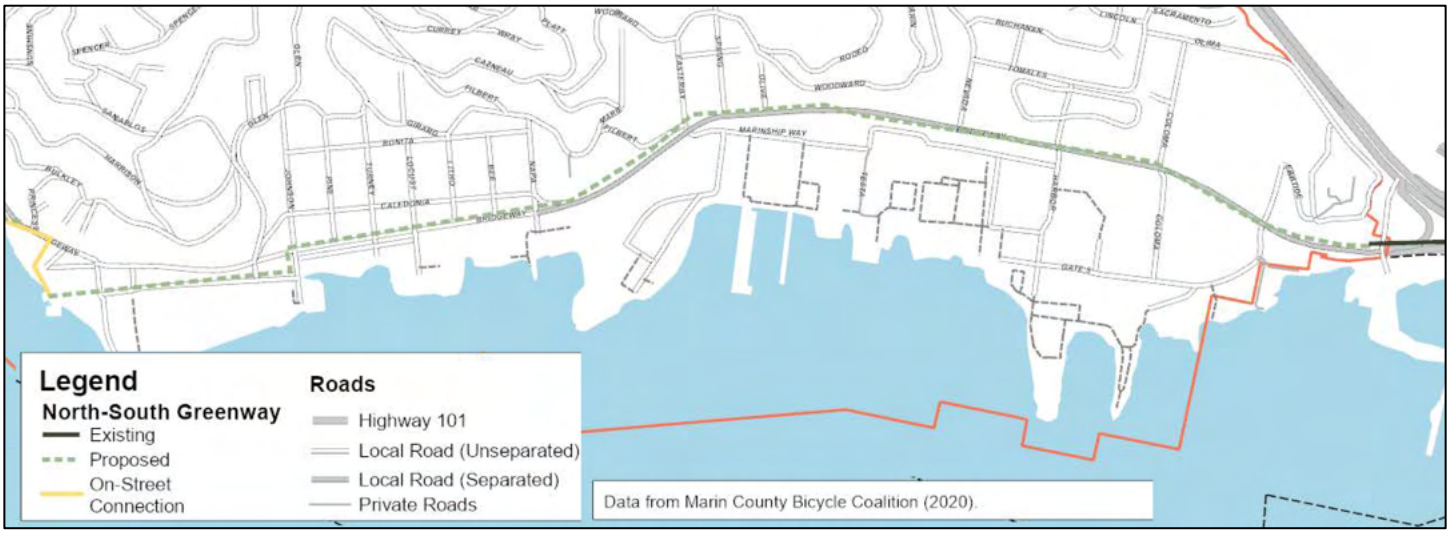
PROGRAM

CP-5.10.1 Complete Streets Implementation. Implement a complete streets policy to include multi-modal aspects of access improvements, including but not limited to bicycle access, pedestrian improvements, and accessibility improvements, to all capital projects wherever practical.

2021 General Plan Circulation and Parking Element Pages CP-22 to CP-27



2021 General Plan Circulation and Parking Element Figure 5-3: Bicycle Paths



2021 General Plan Circulation and Parking Element Figure 5-6: North - South Greenway

Objective S-1 Mitigate Impacts of Climate Change by Reducing Emissions in Sausalito in Line with Statewide Goal to Reduce Emissions by 40 Percent below Baseline Emissions by 2030

Policy S-1.1 Transportation. Reduce carbon emissions in the transportation sector by encouraging low- and zero-carbon transportation modes.

PROGRAMS

S-1.1.3 Pedestrian and Bicycle Master Plan. Encourage bicycling and walking as a safe and efficient means to travel around Sausalito by implementing the city's Pedestrian and Bicycle Master Plan.

S-1.1.4 Bicycle and Pedestrian Transportation. Implement infrastructure, services, and policies that support the needs of bicyclists and pedestrians and encourages as recommended in the Climate Action Plan (CAP).

S-1.1.5 Safe Routes to School. Continue to support the Safe Routes to School Program by applying for Safe Routes to School grants and executing plans to improve pedestrian and bicycle facilities. Strive to increase bicycling, walking, carpooling, and taking public transit to school.

2021 General Plan Sustainability - Climate Change Mitigation and Resiliency Element Page S-10

CP-1.1.4 Marinship Infrastructure Needs. Consider coordinating with the county and other stakeholders to commission an Engineering Analysis to examine the infrastructure costs and scenarios across the Marinship area to better inform the cost/benefit choices available to the city, property owners, and businesses in the Marinship. This analysis would establish goals and identify funding sources for a study to address public access improvements (including pedestrian, bicycle, and vehicular circulation); roadway, sidewalk, and drainage improvements; and sea level rise adaptation needs, challenges and solutions. The analysis would also take into consideration the unique needs of industrial businesses in the Marinship, including heavy equipment and deliveries.

Responsible Party:	Priority/Time Frame:
Department of Public Works	2 (0-2 Years)
Cost Magnitude:	
$200,000 - $1,000,000	

2021 General Plan Economic Element Pages E-35 to E-36

CP-5.2.1 **Bicycle Trail Maintenance.** Include bicycle trail maintenance in the infrastructure budget to maintain trails, especially for lighting and in response to the projected impacts of sea level rise and ground subsidence.

Responsible Party:	Priority/Time Frame:
Department of Public Works	1 (Ongoing)
Cost Magnitude:	
$200,000 - $1,000,000	

CP-5.3.3 **North-South Family Bikeway.** Complete and enhance the existing off-street bike path to provide a largely Class I Bike facility parallel to Bridgeway from Johnson Street, through the Marinship area, and to the northern city limits.

Responsible Party:	Priority/Time Frame:
Department of Public Works	2 (0-2 Years)
Cost Magnitude:	
$200,000 - $1,000,000	

2021 General Plan Economic Element Page E-37

CP-5.10.1 **Complete Streets Implementation.** Implement a complete streets policy to include multi-modal aspects of access improvements, including but not limited to bicycle access, pedestrian improvements, and accessibility improvements, to all capital projects wherever practical.

Responsible Party:	Priority/Time Frame:
Department of Public Works	1 (Ongoing)
Cost Magnitude:	
$200,000 - $1,000,000	

2021 General Plan Economic Element Page E-39

CP-8.1.1 **Path Identification.** Develop and implement a proposal to identify a Marinship path for interpretive, educational, and celebratory purposes to memorialize the historic events that occurred in the Marinship which also emphasizes the waterfront character and community aspects of Sausalito.

Responsible Party:	Priority/Time Frame:
Parks and Recreation	2 (0-2 Years)
Cost Magnitude:	
$200,000 - $1,000,000	

2021 General Plan Economic Element Page E-39