

Marinwood
CALIFORNIA
94903



Marinwood/Lucas Valley Community Traffic Vision Plan

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Executive Summary

Overview

The Marinwood/Lucas Valley Community Traffic Vision Plan (Plan) presents the community's vision for a safe and enjoyable way for community members to ride bikes and walk to schools, work, and recreation in the Marinwood/Lucas Valley sphere of influence. This Plan will increase the overall health of our community, decrease our ecological footprint, and enable us to better respond in catastrophic emergencies by enabling different modes of access. It will allow our children to walk and bike safely to school and enable young and old to access recreational facilities, workplaces, and shopping by walking and by bike.

Goals for the Community

This Plan covers the following goals for our community:

- Create safer streets for walking and biking.
- Control traffic volume.
- Slow down existing traffic.
- Make the Marinwood community attractive and a model for non-motorized best practices.
- Enable alternative access in case of catastrophic emergencies.

In order to accomplish these goals, this Plan focuses on north-south and east-west access routes, and on reducing the impact of Highway 101 as a barrier between residences and destinations on the east side of the highway. The Plan suggests several projects to help our community reach its goals. Ultimately, we hope that elected representatives and county planners will see what a central role Marinwood can play as both a hub for non-motorized transportation, and as a model for other Marin County communities. We hope that our county representatives will champion this Plan and carry it through the multitude of county and state agencies to make it a reality.

Introduction

The Safe Routes Marinwood (SRM) Committee has formed the Marinwood/Lucas Valley Traffic Vision Plan (Plan) as the community's vision for a safe and enjoyable way to access community destinations. Unlike the cities of Novato and San Rafael, the Marinwood/Lucas Valley area tends to be overlooked when it comes to non-motorized traffic planning, as it is in unincorporated Marin County. It is densely populated, but it has lacked specific agencies representing its interest.

The SRM Committee of the Marinwood Association is composed of area residents, local government representatives, school officials, and teachers, along with Safe Routes to School (SR2S) team leaders. The committee chairs are Ward Bouwman and Kel Harris, both of whom work as team leaders with SR2S. Information about the Committee's work is available online at <http://www.marinwoodassociation.org/wiki> under Safe Routes Marinwood.

With this Plan, we create "human accessible" ways to reach local destinations, promote better health for community members, and reduce our ecological footprint, while creating alternative routes that could be used during catastrophic emergencies.

Objectives

This Plan covers the following goals:

- *Create safer streets for walking and biking.* By surveying walkers and bikers in the community, we identified several challenges to using these modes of transportation.
- *Control traffic volume.* Morning traffic from Highway 101 through Marinwood/Lucas Valley (Figure 1) has been an issue for years. We looked at causes and at highway exit plans to reduce or manage this traffic.
- *Slow down existing traffic.* Speed becomes an increasingly urgent issue around bicyclists and pedestrians. We examined ways to reduce the speed through creative solutions based on international best and most elegant practices.
- *Make the Marinwood/Lucas Valley community a model for non-motorized best practices.* Being a fairly condensed and geographically flat area, the Marinwood/Lucas Valley area offers a unique opportunity to implement best international practices for non-motorized traffic, and to measure how improvements increase bicycle and pedestrian traffic.
- *Enable alternative access in case of catastrophic emergencies.* Emergency vehicles can utilize bike and pedestrian paths when normal access roads or highways are blocked.



Figure 1: Highway jumpers on Las Gallinas Avenue

Background

This section describes some of the projects, programs, existing plans, and studies used in preparing this Plan. Information on some of these items can be found at: <http://www.marinwoodassociation.org/wiki> under Safe Routes Marinwood.

Projects and Programs

There are several projects underway which have significant impact on our recommendations in this Plan. These projects present significant opportunities and points of leverage.

Safe Routes to Schools (SR2S) Program

We are working to make SR2S a strong program for all schools in our area, with the objective of increasing the number of children walking and biking to school. We are pleased to have two new Measure A-funded crossing guards at Dixie Elementary School and at the intersection of Miller Creek Road and Las Gallinas Avenue. Under the SR2S Walkabout program, safety and access were identified as serious issues directly around schools, keeping students from walking and using bikes.

Marinwood Village Project

The Marinwood Village project (retail shopping/residential development) emphasizes non-motorized use by its customers and residents. This Vision Plan proposes a traffic circle at the intersection of Marinwood Avenue and Miller Creek Road. The community representatives working on the Marinwood Village project have agreed that the circle will complement the non-motorized emphasis of the project. It should also be noted that the Marinwood Village project has demonstrated the passion of the Marinwood community for non-motorized access and has shown how engaged it can be in the community planning process.

Plans

Marin County Master Plan

We have tried to stay consistent with the “Marin County Unincorporated Bicycle and Pedestrian Master Plan”. In many cases we have expanded or filled in details as it pertains to our community.

Marinwood is strategically situated in the primary north-south bike route of the county. Lucas Valley Road represents one of the few east-west bike routes. The County Bicycle and Pedestrian Master Plan recognizes the missing link in facilitating non-motorized traffic between the Novato bike path and the Las Gallinas bike path beginning at the San Rafael city limits.

Oakview Master Plan and Land Division

The Oakview project at the end of Marinwood Avenue will consist of an assisted living facility, other structures, and a small number of single-family homes. This county-approved plan includes funds for intersection improvement on Miller Creek Road and Marinwood Avenue, as well as facilitation of non-motorized traffic to the Marinwood Village center.

This tentative plan would consist of a maximum of 28 residential units to be built at the end of Erin Drive east of Las Gallinas Avenue. In addition a 150-unit assisted living facility (maximum 94,400 square feet) would be located on a private roadway extending Marinwood Avenue past the proposed

Marinwood Village center, south of Miller Creek. This plan may also add, through developer funding, a walking path following the south bank of Miller Creek from Marinwood Avenue to Las Gallinas Avenue. This plan requires the developer to pay a fair share of street improvements where new streets tie into existing streets.

Marin Transit Route Plan

During the creation of this Vision Plan, a new route has been added to Marin County Transit District's offerings. Known as Marinwood Shuttle 259, this route provides weekday service to the Civic Center, Terra Linda, Northgate Mall, Scotty's Market, Marinwood, and the Miller Creek/101 bus pad. Each shuttle can accommodate wheelchairs and is equipped with a front-mounted bike rack that holds two to three bikes.

This Vision Plan recognizes the need for transit which all residents of our community can access. We thank Supervisor Adams for sponsoring free rides on route 259 the first Friday of each month and her hard work on this endeavor. Route 259 offers service to many important points in the north San Rafael area, yet we feel a needed connection to areas east of Highway 101 (businesses on and near Smith Ranch Road, Regency Theatres, and McInnis Park), and the YMCA still needs to be established. The SRM committee will seek to offer ongoing input to the MCTD and communicate opinions of our residents in hopes of better fulfilling the transportation needs of the Marinwood/Lucas Valley area.

Marinwood CSD Open Space Trails Master Plan

This adopted Master Trail Plan identifies a number of trails and sets trail standards in Marinwood open space, including the park and creekside surrounding Miller Creek Middle School. Several usage paths through this open space provide alternative access points to the Miller Creek School, but become unusable during wet weather.

Studies and Surveys

Community Traffic Survey

We collected experiential data about obstacles to bike and pedestrian traffic to work and recreation destinations. We have collected the results from a survey sent to 1680 Marinwood/Lucas Valley area residents with regard to traffic and non-motorized use. Sixteen percent of households responded; many indicated that they see Marinwood traffic as a major problem.

The survey asked respondents to rate the relative importance of six proposed projects:

- A. Lucas Valley/Smith Ranch Road Pathway
- B. Canyon Oak Extension
- C. Oakview Trail Extension
- D. Silveira Bike Loop
- E. Las Gallinas Revision
- F. Idylberry Road Connection

For project illustrations, see the Appendix.

The majority of respondents supported design changes on Las Gallinas Avenue to mitigate morning commuter traffic and support non-motorized traffic. Respondents were highly enthusiastic about the

proposed Silveira bike loop. Non-motorized traffic improvements on Lucas Valley Road and Smith Ranch Road also garnered considerable support.

The survey results made clear that Highway 101 is a community divider. Many community members recreate or work east of 101, and they indicate that because of unsafe access, they are forced to use cars. Through the results of the survey, we identified two major obstacles that keep people in their cars when traveling to work, to school, and to shop: 1) traffic density during the morning school and commute hours; and 2) mixed use of roads (with a perception of unsafe conditions) within at least part of their travel route. The main cause of the morning traffic density is “highway jumping.” A large number of cars exit Highway 101, travel down Miller Creek Road, and turn left on Las Gallinas Avenue, passing Miller Creek School (see Figure 2). Several factors contribute to the perception of unsafe roads: roadways were designed in the 1950s, without consideration for non-motorized traffic; road safety features have been underutilized around school areas.

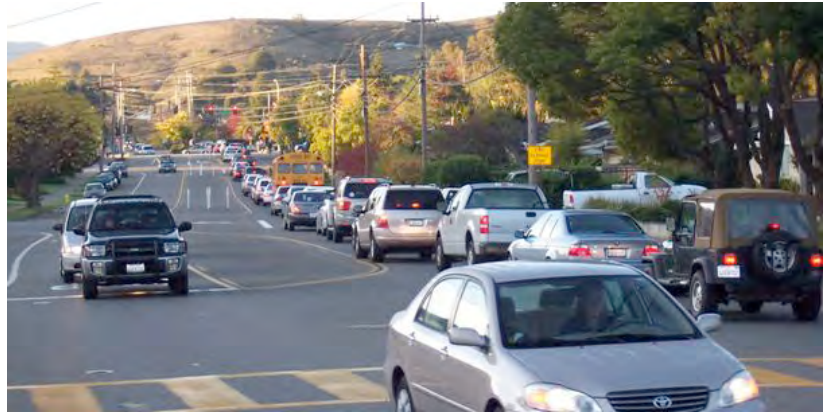


Figure 2: Las Gallinas Avenue (southbound), 7:50 a.m. Nov. 28, 2006

Marin County TETAP Study

The Marinwood Association is working closely with the County to solve the problem of commuters exiting Highway 101 onto Miller Creek Road to bypass the morning commute traffic. Our committee supports Alternatives No. 4 and E of the Marin County Traffic Engineering Technical Assistance Program (TETAP) Study of Miller Creek Road at Highway 101 (June 2006). Implementing these alternatives with our committee’s proposed projects will help to alleviate traffic congestion and increase safety within our community. Information about the TETAP study is available at: <http://www.marinwoodassociation.org/wiki> under Safe Routes Marinwood > Traffic Vision Plan > TETAP.

School Walkabouts

A walkabout is a study done by a group of representatives from the school, SR2S, parents, and a traffic engineer to identify needed safety improvements or traffic-calming measures around a school. A bikeabout is a similar study performed to identify bike safety improvements.

Walkabouts were conducted at the Mary Silveira Elementary School in March 2006 and at the Dixie School in October 2004. A Marinwood bikeabout was conducted in April 2004. A walkabout of the Miller Creek School will be conducted in January 2007.

Project Proposals

This Plan proposes three route improvement projects: north-south, east-west, and the non-motorized access route to the east side of Highway 101 (Figure 3). Along these routes, there are several schools that need pedestrian and bike safety improvements (listed under the major projects).

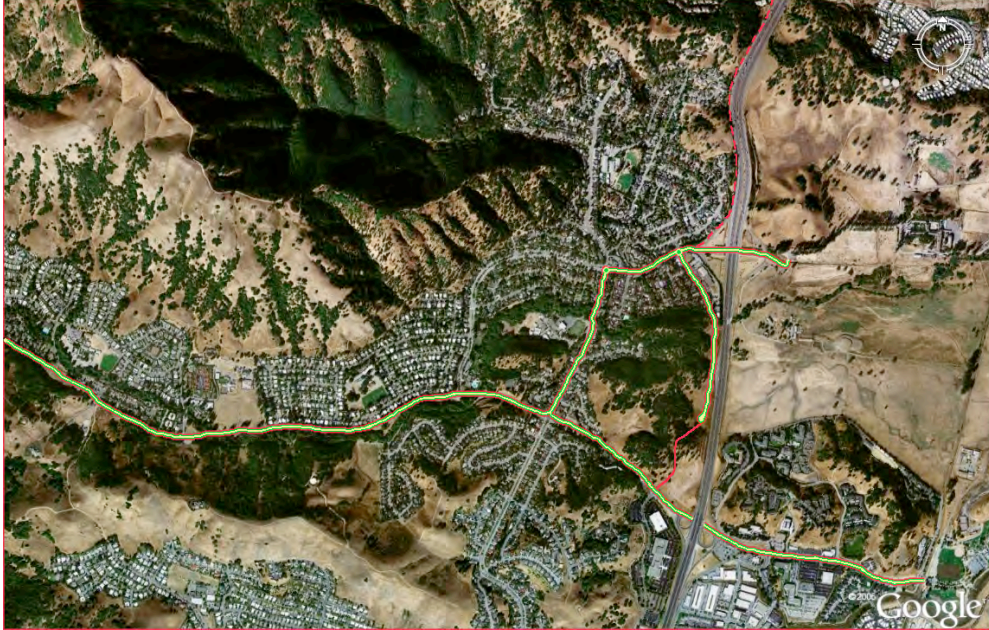


Figure 3: County-wide bike route connections (map courtesy of Google 2005 ©)

For the sake of consistency, we urge Marin County to adopt a “best practices” non-motorized standard that includes:

- Preferential bike and pedestrian crossings
- Colorized asphalt for bike routes (Figure 4)
- Bike routes that are separated by green strips from car traffic on through-roads (Figure 5), especially within two miles of schools
- Bike tracks with the same right-of-way as motorized traffic along the same route
- Raised, ADA-compliant crosswalks
- Routes that are clearly marked with directional signs and striping



Figure 4: Bike path next to a parking lane



Figure 5: Green strip separating bike path from road

North-South Project

Bike paths currently have little or no facilitation or safety features in Marinwood. The current situation where the bike path from Novato meets Miller Creek Road is unclear and the northbound bike route is extremely confusing. There is no bike route facilitation to the Mary Silveira School or the Miller Creek School. We recommend the following improvements:

Miller Creek/101 Interchange

Restructuring this intersection is the key to reducing neighborhood traffic congestion during morning commute hours (Figure 6). Of the alternatives proposed in the TETAP study final report (June 2006), the SRM committee supports Alternative 4 for improving the southbound Highway 101 off-ramp and Alternative E for improving the intersection of Miller Creek Road and Marinwood Avenue.

Alternative 4 includes installation of traffic signals at the southbound off-ramp and on-ramp, elimination of the southbound free right turn from the 101 off-ramp onto Miller Creek Road, and prohibition of right turns on red at the off-ramp intersection. These changes will increase delays for southbound highway bypass traffic without unfairly penalizing vehicle traffic with a destination in the neighborhood. Alternative E includes installation of a roundabout to improve traffic flow at the Miller Creek Road/Marinwood Avenue intersection. In addition to the TETAP proposed alternatives, the SRM committee suggests that the southbound highway on-ramp be moved further east to allow for construction of a “Park and Ride” lot on Caltrans land to relieve the residential streets of the current commuter parking (see Figure 7). These improvements will help to alleviate traffic congestion and increase safety within our community.



Figure 6: Highway 101 bypass traffic

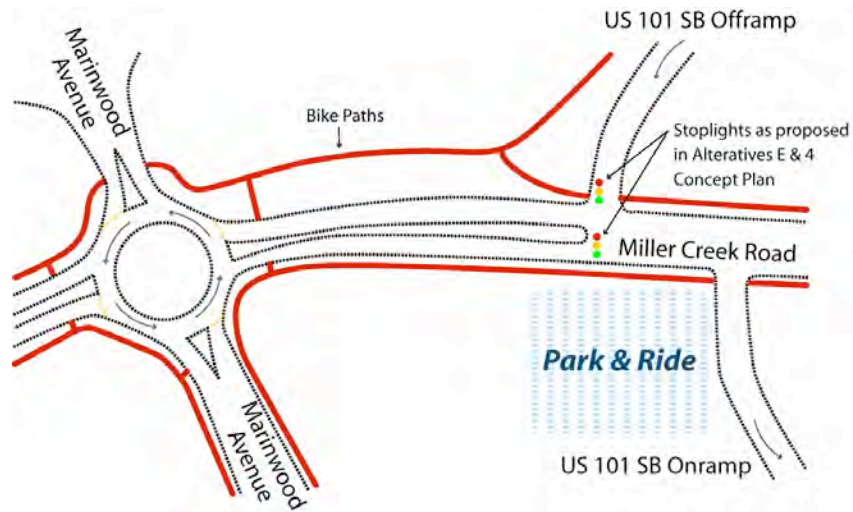


Figure 2: TETAP Proposal with Park & Ride

Marinwood Avenue/Miller Creek Road

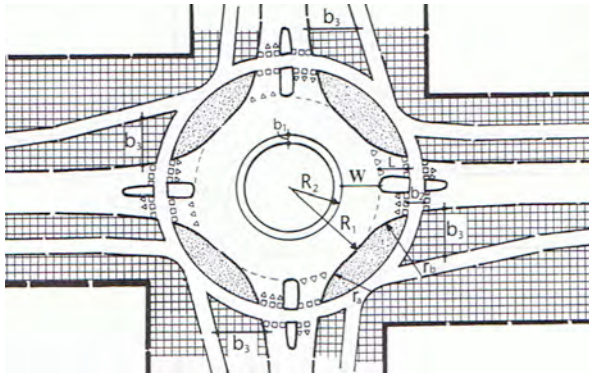


Figure 8: A well-designed rotary

The Plan proposes to convert the Marinwood Avenue/Miller Creek Road intersection to a rotary (Figure 8), with art or greenery. This will enhance and accent the entrance to Marinwood; calm down traffic; and promote safe non-motorized access to the Marinwood Village Center, Oakview development project, and the north-south bike route from Novato. Some funding for changes at this intersection may come from the Marinwood Village and Oakview projects.

Las Gallinas Avenue/Miller Creek Road

Miller Creek Road will continue to Las Gallinas Avenue (Figure 9) using bikeways and walkways separated from the motorized road by green strips. At the Miller Creek Road/Las Gallinas Avenue intersection, a rotary similar to the one used at Miller Creek Road/Marinwood Avenue will calm down traffic and provide a safer pedestrian crossing for students and bikes to the Miller Creek and Mary Silveira schools.



Figure 9: Miller Creek Road with rotaries and bike paths (map courtesy of Google 2005 ©)



Las Gallinas Revision

On Las Gallinas, the bike and walking paths will continue on both sides of the street to Lucas Valley Road (see Figure 10). Las Gallinas Avenue traffic calming and residential character will be further enhanced by the use of extended curbs at major intersections (Figure 11), raised crosswalks in front of and near Miller Creek School, and chicanes (curb extension on alternate sides of the street that make the street wind, thus slowing drivers) (Figure 12). These traffic-calming measures will facilitate bike and pedestrian traffic onto the school property. The traffic light at Lucas Valley Road should be repaired so that it senses bikes turning left (east) (Figure 13).

Figure 10: Las Gallinas revision (map courtesy of Google 2005 ©)

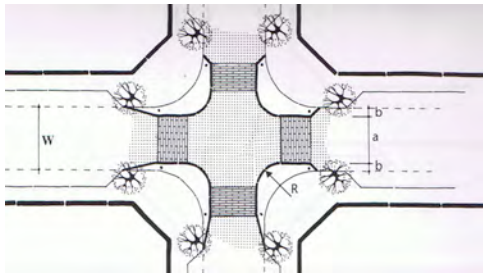


Figure 11: Extended curbs

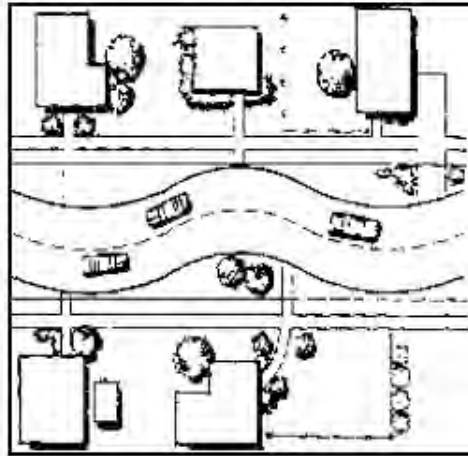


Figure 12: Chicanes



Figure 13: Example of a bike traffic light

Silveira Bike Loop

Existing farm roads could provide a north-south connection on the east side of Highway 101. We will further explain the need for this bike loop under “Conquering the Highway 101 Divide”.

Mary Silveira School

As a result of the Mary Silveira School walkabout, we identified several needed improvements:

- Add extended curbs at the intersection of Las Gallinas Avenue and Blackstone Drive and the intersection of Blackstone Drive and Heatherstone Drive.
- Improve the walking paths leading to and crossing the school property; they are very muddy during the rainy season.
- Add a traffic choker (Figure 14) and crosswalk in front of the school.
- Add rotaries or center islands on Las Gallinas and at the intersection of Heatherstone Drive and Blackstone Drive.

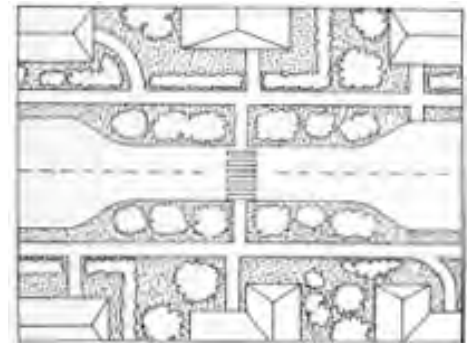


Figure 14: Traffic Choker

The full walkabout report can be found at: <http://www.marinwoodassociation.org/wiki> under Safe Routes Marinwood > Traffic Vision Plan > Walkabouts.

Oakview Trail Extension

As the map in Figure 15 indicates, a local north-south route over Marinwood Avenue and continuing through to Terra Linda is planned for non-motorized traffic. This Oakview trail extension will provide local access to Marinwood Village and eventually will connect to Lucas Valley Road, the YMCA, and beyond (as proposed in the Caltrans project study report for the Highway 101/Lucas Valley Road exchange). This Oakview trail extension should not replace the main Las Gallinas bike route, as it eventually deviates from the main route to downtown San Rafael.

We urge the consideration of an automatic gate-controlled pass-through for emergency vehicles over the Oakview trail extension bike path. If the highway becomes blocked, southbound traffic will flow over Las Gallinas and Miller Creek, effectively restricting emergency service access to north Marinwood. If a similar emergency pass-through is created at the junction of San Rafael's Los Gamos Road with Los Gamos Drive behind the YMCA, emergency vehicles could bypass Las Gallinas Avenue entirely.



Figure 15: Oakview trail extension (map courtesy of Google 2005 ©)

East-West Project

Marinwood is situated on one of the few east-west routes in the county, with Lucas Valley Road forming the main corridor. Several schools are near this route, and with 45–65 mph traffic and only wide shoulders for bike and pedestrian access, the road does not provide for comfortable bike or pedestrian routes to school, work, and recreational facilities. We recommend the following improvements:

Lucas Valley Road/Smith Ranch Road Pathway

Green strip-separated bike and pedestrian lanes (Figure 16) on Lucas Valley Road will stretch from McInnis Park to the end of the developed area at Westgate Drive (Figure 17). Bike tracks will run on both sides of road until Canyon Oak Drive, after which there is no significant development on the south side of the road. From there on, a bi-directional bike track and bi-directional pedestrian walkway should continue on the north side of the road. This way, eastbound non-motorized traffic will not have to cross Lucas Valley Road unnecessarily. Note that we have included dedicated non-motorized access to Miller Creek school along the Miller Creek.



Figure 16: Example of a bike path separated from road

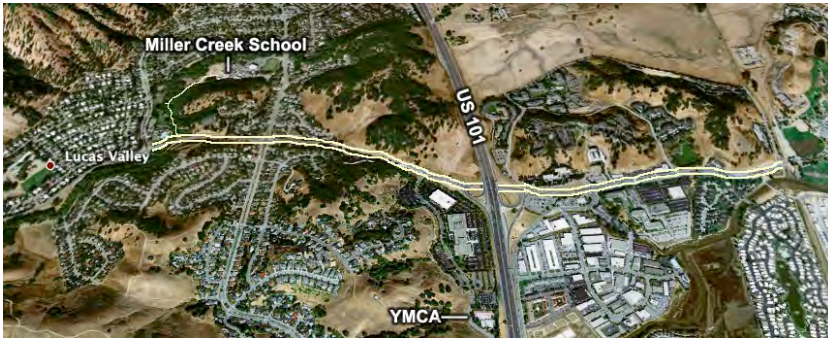


Figure 17: Lucas Valley Road and Smith Ranch Road pathway (map courtesy of Google 2005 ©)

Dixie School

As a result of the Dixie School walkabout, we identified several needed improvements:

- Relocate school crosswalks in line with pedestrian traffic and repaint them with reflective paint.
- Add new crosswalks and curb ramps.
- Clearly mark bike lanes on Idylberry (Figure 18).

The full walkabout report can be found at: <http://www.marinwoodassociation.org/wiki> under Safe Routes Marinwood > Traffic Vision Plan > Walkabouts.

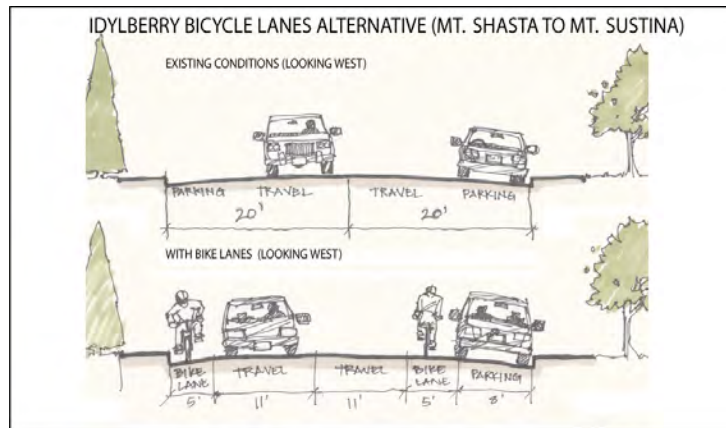


Figure 18: Bicycle Lanes

Canyon Oak Extension

This road (Figure 19) connects residents of Mont Marin to Lucas Valley Road. The small shoulder on each side of the road creates unsafe conditions for cyclists and pedestrians. The addition of a well-marked path on either side of this road will give safe access to children and adults living in this area.



Figure 19: Canyon Oak extension (map courtesy of Google 2005 ©)

Idylberry Road Connection

This residential street (Figure 20) is a primary route through the Marinwood/Lucas Valley area. Children traveling to and from the Dixie, Miller Creek, and Marin Waldorf schools use this street. Defining a bike route with the use of striping, signage (Figure 21), and updated crossings (with improvements recommended by the October 2004 SR2S report for Dixie School) will generate more and safer non-motorized use.

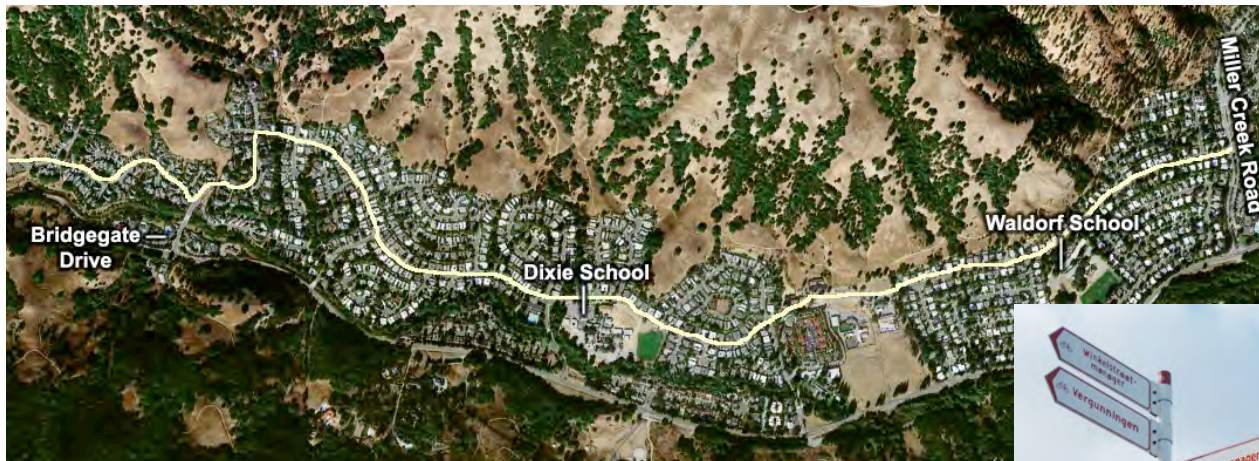


Figure 20: Idylberry Road connection



Figure 21: Signage example

Conquering the Highway 101 Divide



Figure 22: Silveira bike loop (map courtesy of Google 2005 ©)

Inevitably, the Highway 101 corridor forms a divider through the neighborhood, with Marinwood on the west side and recreation and workplaces (and a future main north-south bike corridor) on the east side (Figure 22).

For example, McInnis Golf Course, the skateboard park, cinemas, several schools, daycare facilities, shops, and restaurants are all on the east side. There are also many businesses and industrial parks where Marinwood community members work. These destinations are all within biking distance. The underpass at Lucas Valley road and overpass at Miller Creek do not provide bike- and pedestrian-friendly access across the highway. Once across, the access to destinations is cumbersome, unclear, unsafe, or illegal. We recommend redesigning the underpass and overpass with the following improvements:

Silveira Bike Loop

Existing private farm roads connect the Miller Creek Road/Highway 101 overpass with the above-mentioned destinations. If right-of-way can be negotiated, it would create a large flat bike way/recreational area away from motorized traffic (Figure 23). It would also provide for emergency vehicle access on the east side of Highway 101.

Miller Creek 101 Overpass

The Miller Creek overpass is used for access to programs, schools, and businesses using St. Vincent's facilities, and for access to highway bus transportation. A network of private easement farm roads (see Silveira bike loop) connects Hamilton, McInnis Park, Sanitary District trails, and workplaces. Improvements are needed to encourage non-motorized use of the overpass. We envision expanding the sidewalks to both sides of the overpass and creating permanent colorized asphalt bike lanes. This overpass would also connect the Novato bikeway with the potential north-south rail-trail project.



Figure 23: Silveira bike loop

Lucas Valley/Smith Ranch Road Pathway

As an east-west connection, this route is integral in overcoming the community divide created by Highway 101. Like the Silveira Bike Loop, this route connects Marinwood and North Terra Linda with shopping, recreation, and workplaces east of Highway 101.

Lucas Valley Road/101 Underpass

As an integral part of Lucas Valley/Smith Ranch Road pathway, this underpass needs significant improvement to be usable by bicyclists and pedestrians, especially youth, trying to reach the work and recreational areas on the east side of Highway 101. Improvements should include the same rights-of-way as the motorized traffic.

In the current situation, eastbound bike traffic flow gets interrupted several times, and has to merge with either high-speed traffic or go over the sidewalk. After the underpass, it is unclear whether bikes should continue over the road or sidewalk. Westbound bike and pedestrian traffic has to cross accelerating highway-bound traffic.

We oppose the current Caltrans proposal that requires removal of the sidewalk on the north side of the underpass. Instead, we would like to see better facilitation for pedestrians and bikes on both sides of the underpass and improved access to transit stops. This should be done with clearly identified (colorized) bike paths and rights-of-way over turning and merging motorized traffic.

Conclusions

We have identified traffic issues and significant barriers for non-motorized traffic in Marinwood. These barriers include overuse of residential streets by “highway jumpers,” the community divide created by Highway 101, unsafe mixing of high-speed traffic with pedestrian and bike traffic on Lucas Valley Road, and unsafe traffic conditions around schools. We have presented a comprehensive Plan that involves a series of solutions to these problems.

To justify the allocation of resources, we have presented a Plan that serves schools, Marinwood/Mont Marin/Lucas Valley residents, and emergency vehicles in the event of a calamity. By providing north-south and east-west connections, this is a significant improvement for county-wide non-motorized traffic.

Appendix

Community Traffic Survey

The following survey was distributed to Marinwood/Lucas Valley residents and schools. We distributed 1680 copies and received 266 replies (approximately 16%). Responses are listed as a percentage of total replies for each question (which varied from 253 to 266). Detailed survey results can be found online at <http://www.marinwoodassociation.org/wiki> under Safe Routes Marinwood > Traffic Vision Plan > Traffic Survey.

WITH REGARDS TO TRAFFIC:	MOSTLY	SOMEWHAT	NO	N/A
My neighborhood is a safe place to walk.	43	25	32	0
My neighborhood is a safe place to bike.	21	42	37	0
I shop within walking/biking distance.	7	24	64	5
I work within walking/biking distance.	12	15	59	14
My children walk/bike to school.	16	12	18	54
I would have my children walk/bike when there are safer/better walkways/bikeways.	25	8	7	60
I feel that I am constantly driving my kids around.	27	11	5	57
I use a car for most errands, commuting and visiting friends.	79	8	7	6
I feel that I can walk/bike to Marinwood Village when it is built.	63	21	13	3
I could walk/bike for some of these errands if there were better walkways/bikeways.	44	28	19	9

Six of the proposed projects are described on the following pages. We asked the participants to indicate the importance of these proposed projects to them and members of their households. Responses are listed as a percentage of total replies for each question (which varied from 255 to 266).

PROPOSED PROJECT(S):	VERY	SOMEWHAT	DON'T CARE	OTHER (NO)
Project A. Lucas Valley/Smith Ranch Road Pathway	51	29	18	2
Project B. Canyon Oak Extension	32	37	29	2
Project C. Oakview Trail Extension	49	29	20	2
Project D. Silveira Bike Loop	54	28	17	1
Project E. Las Gallinas Revision	62	25	12	1
Project F. Idylberry Road Connection	39	34	25	2

Although we did not solicit open comments, that did not keep Marinwood residents from giving them. Most comments expressed great concern about morning commute traffic congestion and its impact on bicycle and pedestrian safety. Residents on Las Gallinas Avenue were concerned about removal of on-street parking. One respondent opposed non-motorized projects of any sort because bicycles “get in the way” of cars. This Plan aims to increase bicycle and pedestrian safety by including features that separate non-motorized traffic from motorized traffic. Moving forward, it is evident that the Plan will need to include an educational component and that the SRM committee will need to increase community involvement in the planning process.

Projects Proposed in the Community Traffic Survey

Project A

This project proposes safe, segregated biking/walking paths (Figure 24) which would run from Westgate Road approximately 4.4 miles east, past the highway 101 exchange, down Smith Ranch Road to McInnis Park. They would connect McInnis Park and workplaces with schools, recreational centers, and homes (Figure 25).



Figure 24: Example of a bike path separated from road



Figure 25: Lucas Valley Road and Smith Ranch Road pathway (map courtesy of Google 2005 ©)

Project B

This project proposes creation of a biking/walking path along Canyon Oak Drive (Figure 26) to allow non-motorized traffic to move safely between Lucas Valley Road and the west side of Mont Marin and adjoining open space areas.



Figure 26: Canyon Oak extension (map courtesy of Google 2005 ©)

Project C

This proposed path is part of the Oakview project and will connect the proposed Marinwood Plaza to Lucas Valley Road, the YMCA, and Terra Linda shopping (Figure 27).

Project D

This project would require proper right-of-way to create a loop which would extend St. Vincent Drive along the Silveira Ranch out to the Las Gallinas wildlife ponds and beyond to McInnis Park for hiking and biking (about six miles of leveled trails) (Figure 28).



Figure 27: Oakview trail extension (map courtesy of Google 2005 ©)



Figure 28: Silveira bike loop (map courtesy of Google 2005 ©)

Project E

This project proposes design changes (Figures 29 and 30) to Las Gallinas Avenue from Lucas Valley Road to Blackstone Drive (Figure 31). This would help mitigate morning commuter traffic from 101 and create a safer residential street for students of the Miller Creek and Mary Silveira Schools.



Figure 29: A green strip separating road from path



Figure 30: A colorized bike lane

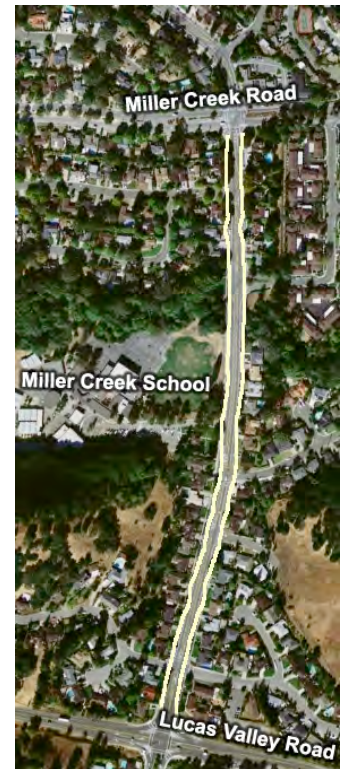


Figure 31: Las Gallinas revision (map courtesy of Google 2005 ©)

Project F

This project proposes street markings and road signs to improve the biking and walking conditions along Idylberry Road from Miller Creek Road to Bridgegate Drive (Figure 32). This road passes the Waldorf and Dixie Schools.



Figure 32: Idylberry Road connection