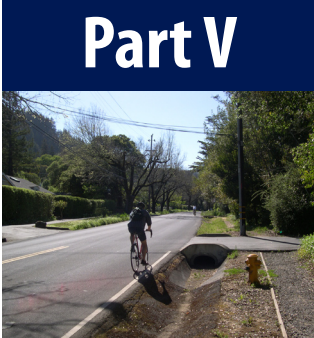


# Easy and Safe Travel Throughout Ross

## Part V



## Goal 7

### Safe, Connected and Well-Maintained Streets, Pedestrian and Bicycle Routes

Trying to drive anywhere in Marin at certain times of day can be frustrating. Travel through and around Ross is affected by countywide development and travel patterns since Sir Francis Drake Boulevard is the major east-west arterial from West Marin to Highway 101. Bottlenecks on Sir Francis Drake Boulevard can push through-traffic onto Bolinas Avenue, Shady Lane, Laurel Grove Avenue and Poplar Avenue, adversely impacting residential neighborhoods. We want to maintain manageable traffic volumes. Thus, we encourage alternative travel including safe walking and biking.

### OUR VISION OF ROSS IN YEAR 2025

Measures are in place to keep our streets and walkways safe for adults, children, pedestrians, bikers and the disabled. We have developed safe bicycle routes and provided bicycle racks in public areas, including the Downtown, parks, schools and the post office. Drivers and cyclists are careful to “share the road.” Everyone observes traffic signs, signals and rules, with consistent enforcement by Public Safety.

#### Major New Ideas

- Prepare Pedestrian and Bicycle Master Plan
- Pursue Funding for Pedestrian and Bicycle Improvements

#### Ross General Plan Policies

**7.1 Safe Streets.** Provide streets that are as user-friendly and safe as possible for motorists, pedestrians and bicyclists.

**7.2 Traffic Level of Service Standards.** Sir Francis Drake Boulevard will not be widened to accommodate additional vehicular traffic. Establish a level of service (LOS) “D” along Sir Francis Drake Boulevard and level of service “C” on local streets during weekday mornings and evening peak hours using procedures from the most recent Highway Capacity Manual.

**7.3 Traffic Diversions.** Minimize diversion of Sir Francis Drake Boulevard traffic onto local streets, and reduce incidents of speeding and other unsafe behavior.

**7.4 Traffic Impacts.** Ensure that full CEQA review is undertaken of significant development proposals in Ross, in nearby areas and along the Sir Francis Drake Boulevard corridor that may impact traffic operations, safety, air quality and other environmental conditions.

**7.5 Pavement Management.** Maintain acceptable pavement management on all public streets and mitigate roadway impacts due to construction activities for aesthetic, structural and acoustical reasons. Hold developers responsible for pavement degradation caused by construction vehicles.

**7.6 Parking Program.** Address on-site and street parking needs through adequate parking standards and enforcement. Limit on-street and overnight parking.

**7.7 Transit and Carpools.** Encourage carpooling and transit use, including handicapped-accessible transit service, commuter service and local service.

**7.8 Bicycle and Pedestrian Travel.** Encourage travel via bicycle and walking by providing and maintaining safe pedestrian and bicycle routes along main arteries in Ross. Consider links with Town destinations, surrounding area destinations and regional trails and bicycle systems. Participate in the Safe Routes to Schools Program.

**Overview of Our Past Accomplishments**

To keep our streets safe, police enforce speeding and traffic safety laws for both motorists and bicyclists. The Town also coordinates with Ross School on the Safe Routes to Schools Program and is implementing pedestrian improvements along Sir Francis Drake, Shady Lane, Laurel Grove and other streets. The Town’s strategies echo the goals of the Ross Safe Routes to Schools program, which are to:

- (1) Increase walking and biking to Ross School;
- (2) improve the safety of all routes in the town; and
- (3) determine if outside funding is available for these circulation improvements.

The Town has complied with the Americans With Disabilities Act (ADA), the Rehabilitation Act of 1973 (Section 504), as amended, and relevant state and local codes and regulations by providing reasonable

**Traffic Levels**

Below are Existing (2006) and Forecasted (2025) intersection Level of Service (LOS):

- **SIR FRANCIS DRAKE/BOLINAS**  
 AM Peak LOS — Existing C — Forecast (C)  
 PM Peak LOS — Existing C — Forecast (C)
- **SIR FRANCIS DRAKE/LAUREL GROVE**  
 AM Peak LOS — Existing B — Forecast (B)  
 PM Peak LOS — Existing A — Forecast (B)
- **SIR FRANCIS DRAKE/LAGUNITAS**  
 AM Peak LOS — Existing C — Forecast (C)  
 PM Peak LOS — Existing C — Forecast (D)
- **BOLINAS/SHADY LANE**  
 AM Peak LOS — Existing A — Forecast (A)  
 PM Peak LOS — Existing A — Forecast (A)
- **LAGUNITAS/SHADY LANE**  
 AM Peak LOS — Existing A — Forecast (A)  
 PM Peak LOS — Existing A — Forecast (A)

Source: Parisi Associates (2006)

Traffic LOS definitions describe conditions in terms of speed and travel time, volume, capacity, ease of maneuverability, traffic interruptions, comfort, convenience, and safety. There are five gradations of LOS, from A to F. LOS A reflects free flow conditions, with vehicles traveling at the maximum posted speed. LOS F reflects congested conditions, with vehicles traveling bumper-to-bumper. The LOS designation provides a quantitative tool that can be used to analyze the impacts of land use changes on a street network. Traffic LOS also is used as a measure of system performance (e.g., congestion).

accommodation to persons with disabilities, which is identified as an implementing program in the Town's adopted Housing Element.

## Action List of New Ideas

**7.A Prepare Pedestrian and Bicycle Master Plan.** Encourage pedestrian and bicycle travel in Ross by developing a safe bicycle and pedestrian route system, including requirements for providing bicycle racks at commercial projects and public facilities. The master plan will be coordinated with the Safe Routes to Schools program and will also consider methods to assure protection of pathways and the entire walkway system in Ross. The map in Appendix A (Figure 11, Pedestrian/Bicycle System in Ross) shows the current bicycle and pedestrian system.



The Town will continue to coordinate with the Safe Routes to Schools Program at Ross School

**7.B Pursue Funding for Pedestrian and Bicycle Improvements.** Investigate and apply to programs which could provide funding for pedestrian and bicycle improvements, including grants through the Transportation Authority of Marin (TAM) and state and federal sources.