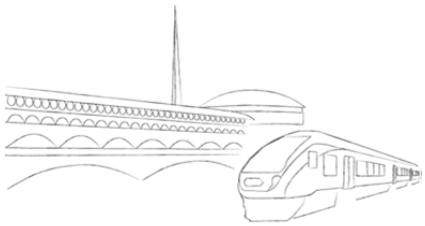


CHAPTER 3. STATION ACCESS AND CONNECTIVITY

The Station Area Plan contains two basic components, one related to circulation and connectivity, and another related to land use and urban design. This chapter describes the Plan elements related to improving access to the Civic Center Station and improving connectivity between existing neighborhoods in the area.

3.1 COMPLETE STREETS

The term "complete streets" describes a comprehensive approach to mobility planning. The complete street concept recognizes that transportation corridors have multiple users with different abilities and mode preferences (e.g., driving, biking, walking, and taking transit). As such, a "complete street" should provide appropriate accommodations and amenities for all users, including ample sidewalks and dedicated bicycle lanes where appropriate, and also amenities such as pedestrian-scaled lighting, street trees, and other "streetscape" features to make the experience of walking or cycling safer and more comfortable. Appropriate signals, crossing treatments, and signage alerting various users to conflict points and encouraging safe behavior should be provided, in a manner consistent with State and local requirements.

Adjacent land use can also influence the functionality and character of the street environment. A well-integrated street system considers the complementary relationship between land use, local and regional travel needs, and the context that it serves. This concept was consistently raised by the Committee as well as the general public as a high priority for this area.

3.1.1 Complete Street Prototype

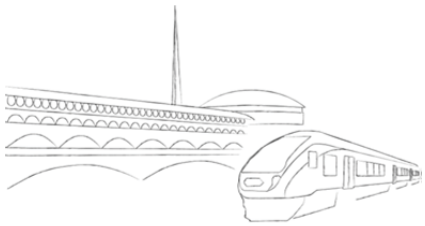
Generally, streets throughout the Study Area should provide a pleasant, comfortable, and safe environment for bicycles and pedestrians; ample waiting areas at transit stops; and auto traffic. Sidewalk space should allow for comfortable walking and amenities, such as benches, trees, and lighting should be scaled at a pedestrian level. On-street parking can provide a useful buffer between traffic and pedestrians; therefore, on streets with relatively high traffic volumes or pedestrian activity, parking policies should consider approaches that make efficient use of on-street parking spaces. These general concepts were strongly favored by the Advisory Committee.

3.1.2 Complete Streets Applications to the Civic Center Station Area

The roadways in the Study Area tend to be more oriented toward automobiles than other modes. The Advisory Committee identified several specific locations where "complete streets" treatments should be pursued, with the understanding that prioritizing improvements to bicycle, pedestrian, and transit circulation may come with some trade-offs to automobile circulation. Some specific applications are discussed below.

McInnis Parkway

McInnis Parkway extends east-west, parallel to Las Gallinas Creek and the proposed SMART route, and connects Civic Center Drive to the Marin Lagoon neighborhood. The street currently provides one auto travel lane in each direction, and on-street parking is allowed on both sides of the street. A ten foot wide



separated paved bicycle and pedestrian pathway is provided on the north side of the street, and a six foot wide sidewalk is provided on the south side of the street, generally separated from the street by a landscaped buffer.

The Committee also identified this street as a prime candidate for complete streets treatments. SMART has proposed to use the existing pathway on the north side of McInnis Parkway as a portion of its proposed MUP. Near the Marin Lagoon neighborhood, the MUP will veer off of McInnis Parkway, via a crossing of Las Gallinas Creek and travel to the north, adjacent to the SMART route. Additional treatments that should be considered as part of this Station Area Plan to augment the MUP include pedestrian-scaled lighting and corner curb extensions, to facilitate shorter crossing distances and improved visibility for pedestrians at intersections. Generally, landscaping is pleasant along the street, and with implementation of the MUP and possibly some additional amenities, McInnis Parkway has the potential to be a very enjoyable place to walk and bicycle, with attractive facilities and wonderful views of Gallinas Creek and the Marin Lagoon.

Merrydale Road (South of the SMART Station)

Merrydale Road, south of the SMART Station, will be a primary access route to the Station from the southwestern portion of the Study Area. Users of all modes, whether they are driving from other areas of the City, or bicycling or walking from the neighborhood, or traveling through the Plan Area, should feel welcome and invited on the roadway. The street is 40-feet wide, with one auto lane in each direction, on-street parking, and a six-foot sidewalk on the east side. Overgrown landscaping from adjacent development sometimes spills into the sidewalk, making its functional width even narrower than six feet. A creek bed abuts the west side of the street, north of Las Gallinas Avenue; south of Las Gallinas Avenue, the area is unpaved and used as informal on-street parking. No sidewalks are provided on the west side of Merrydale Road.

Ideally, if right of way were not constrained, this street could be configured to provide dedicated bicycle lanes, on-street parking, and ample sidewalks, with landscaping and pedestrian-oriented street lighting, on both sides of the street. However, given existing space constraints, there is not room to allocate specific, dedicated space for all users. For example, adding bicycle lanes and/or widening sidewalks may require narrowing of travel lanes or removal of on street parking. Additionally, improving conditions for one set of users may require taking space from other users.

However, despite these necessary choices, some clear priorities emerge. With the opening of the Civic Center SMART Station, pedestrian volumes on this roadway may increase. At its current width of six feet, the sidewalk on the east side of Merrydale Road provides basic functionality of a sidewalk, but does not provide a welcoming pathway for access to the new station. As noted above, widening this existing sidewalk would require taking space from some other portion of the roadway; however, it is likely that just a few feet would be required, which would provide a more welcoming pedestrian atmosphere with the least amount of change to the existing roadway. Thus, this is considered a high-priority improvement on Merrydale Road. Additionally, the following treatments could be considered to improve pedestrian conditions along Merrydale Road:

- Construct corner curb extensions on all corners with sidewalks to increase pedestrian visibility and calm traffic speeds, particularly near intersections
- Maintain/trim landscaping to increase effective width of sidewalk

Implementing a new sidewalk on the west side of the street would also provide a substantial benefit to pedestrian circulation in the area. However, this facility would be more challenging, and would involve removal of the informal on-street parking on the west side of Merrydale Road (although some on-street parking might be able to be added on the west side once sidewalks, curbs, and gutters were installed). Further, north of Las Gallinas Avenue, the east side of Merrydale Road is bounded by a creek, which has also been identified as a valuable resource in the Study Area. Installation of a new sidewalk on the west side of Merrydale Road, should be considered carefully, in light of the need to preserve the creek.

Overall, improvements to existing sidewalks and potential installation of new sidewalks on the west side of Merrydale Road would provide substantial improvements to pedestrian circulation in the area. However, further study of the potential impacts to the creek and additional outreach to the neighborhood regarding potential changes to parking conditions is necessary to determine feasibility before detailed designs can be developed.

Merrydale Road (North of the SMART Station)

Merrydale Road north of the Station also has the potential to become a major access route to the SMART Station from the northwest portion of the Study Area, which includes the Northgate Shopping Center. Improvements to this route are discussed later in this Chapter under “The Promenade.”

Civic Center Drive

Similar to Merrydale Road (North of the SMART Station), Civic Center Drive also could become a major connection between the SMART Station and the Civic Center. It is also designated as part of the Promenade and discussion of this route is included in the following section, specific to the Promenade.

Sidewalks and bicycle lanes on the Merrydale Overcrossing are very narrow

Merrydale Overcrossing

The Merrydale Overcrossing connects the Northgate Shopping Center and Las Gallinas Road/Los Ranchitos Road on the west and a number of employment centers at Civic Center Drive on the east, forging an important connection over US 101. Currently, it is one of very few facilities in the Study Area that connects the neighborhoods on the east and west sides of US 101, serving drivers, pedestrians, and bicyclists.

The Merrydale Overcrossing is an elevated structure, generally 52-feet wide. The westbound bicycle lane is the minimum allowable width, four feet, and can be challenging for cyclists. The Merrydale Overcrossing also has a six-foot sidewalk on only the north side, which is relatively narrow, particularly when adjacent to bicycle and vehicle traffic with no buffer. Providing improved bicycle and pedestrian facilities would require either a wider structure or a reallocation of space within the existing

roadway. Widening the overcrossing was deemed prohibitively expensive. Therefore, instead of making expensive changes to the overcrossing that may have drawbacks to traffic circulation, this Plan recommends that improvements to the Promenade, along with the proposed MUP, be constructed such that alternative high-quality bicycle and pedestrian connections between the east and west sides of US 101 could be provided at a much lower cost.

3.2 THE PROMENADE

The North San Rafael Promenade was conceived as part of the Vision North San Rafael process in 1996. In April 2010, the first section of the Promenade was opened for public use. This section extends along Las Gallinas Avenue, adjacent to the Northgate Shopping Center. Eventually, plans call for extension of the Promenade south and east, underneath US 101 and south along Civic Center Drive, to the Marin County Civic Center. The completion of the Promenade will be crucial step in improving connectivity between the east and west sides of the North San Rafael area and to provide direct access from both areas to the new Civic Center Station.

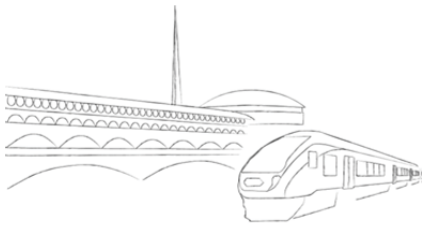
The North San Rafael Promenade should be extended to connect with the Civic Center Station

3.2.1 Near Term Recommendations

In the near term, the Promenade could extend along its currently-planned route, from its current terminus at Merrydale Road Overcrossing/Las Gallinas Road to the Civic Center, via the Civic Center SMART station. The route would travel along Merrydale Road, underneath the Merrydale Road Overcrossing, to the SMART tracks, where it would join the planned MUP. The Promenade would extend along the MUP underneath US 101 to Civic Center Drive, adjacent to the SMART Station. Between the SMART Station and the Civic Center, the Promenade would consist of improved and continuous pedestrian sidewalks and on-street bicycle lanes along Civic Center Drive. For purposes of discussion, the Promenade has been divided into three parts: the northern section (between Las Gallinas Road and the SMART tracks), the Civic Center Station Section (between Merrydale Road and Civic Center Drive, along the railroad tracks underneath US 101), and the southern section (from the rail crossing at Civic Center Drive to the Civic Center).

<u>Promenade – North Section</u>

The northern section of the Promenade will connect the Northgate area to the Civic Center Station. The *North San Rafael Vision Promenade Conceptual Plan* (November 2002) calls for this section of the Promenade to feature a new sidewalk on the west side of Merrydale Road, adjacent to the Mt. Olivet Cemetery. The sidewalk would extend on the west side of Merrydale Road around the cemetery, and connect to the southeast corner of the Las Gallinas Road / Merrydale Overcrossing intersection. There, it would connect to the existing Promenade on the northwest corner of the intersection. To the south, the sidewalk would continue on the west side of Merrydale Road to the SMART tracks, where it would join



with the planned MUP. This new sidewalk on Merrydale Road would serve pedestrians in both directions. Cyclists would travel on the existing roadway via new striped bicycle lanes.

During the course of developing this Station Area Plan, this section of the Promenade became a key design concern. Merrydale Road North may experience some traffic increases from residents dropping passengers off or picking passengers up from the SMART station on the west side. Similarly, this section of the Promenade will provide an important link to the station from the west, including the Northgate Shopping Center, for cyclists and pedestrians. As a result, instead of the more traditional sidewalk and striped bicycle lanes recommended in the Promenade Conceptual Plan, this Station Area Plan recommends using a treatment similar to the separated facilities recently implemented adjacent to the shopping center.

Specifically, the new facility would be a shared bicycle/pedestrian path similar to portions of the Promenade already constructed, and could be built on the east side of the road, between Merrydale Road North and US 101. The facility would extend underneath the Merrydale Overcrossing, and would intersect the overcrossing near its intersection with Las Gallinas Road. Placing the facility on the east side of the road would allow for potential future extension north, through the Northgate III site (if that site were to redevelop[1]), without an additional roadway crossing (see Section 3.2.2 – Long Term Recommendations). Additionally, this would connect to the existing Promenade at the northeast corner of the Las Gallinas Road / Merrydale Overcrossing intersection, instead of the southwest corner, meaning that connecting from one segment of the Promenade to the other would only require crossing one leg of the intersection, instead of two.

Although the Merrydale Road right-of-way appears adequate to accommodate this higher-quality connection, in some portions of the roadway it may require on-street parking prohibitions to achieve the benefit associated with separating bicycles and pedestrians from auto traffic. Further, providing this augmented type of facility on the north side of Merrydale Road, where the proposed facility is adjacent to the Northgate III site may require acquisition of a small amount of right of way from the Northgate III site. The amount would be small, so as not to interfere with their operations, but this does present a challenge, nonetheless. Figure 5 conceptually illustrates the proposed configuration of the Promenade through this section of road.

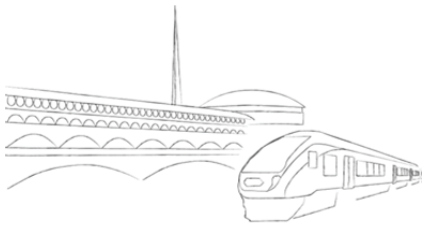
[1] There is currently no proposal to redevelop the Northgate III site, and extending the Promenade along this section would require the cooperation of the property owner/developer.

n

Not to Scale

PROMENADE - NORTH SECTION

FIGURE 5



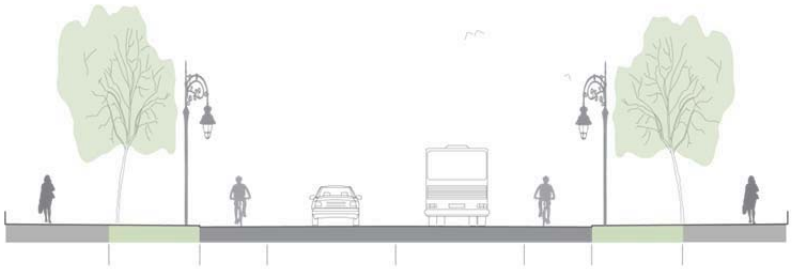
Promenade – Civic Center Station Section

Upon reaching the end of Merrydale Road at the north side of the SMART tracks, the Promenade would intersect with the planned MUP, which would be constructed on the north side of the tracks underneath US 101. To continue along the Promenade, users would travel east along the SMART tracks to Civic Center Drive, adjacent to the train platform. Since this portion of the Promenade is planned to be constructed separately by SMART as part of the MUP, this Plan does not make recommendations for its design or implementation other than to note its importance as a key link between the eastern and western portions of the Study Area. This section of the Promenade and MUP connecting Merrydale Road and Civic Center Drive, along with the configuration of the station platform, as proposed by SMART, are illustrated in Figure 6.

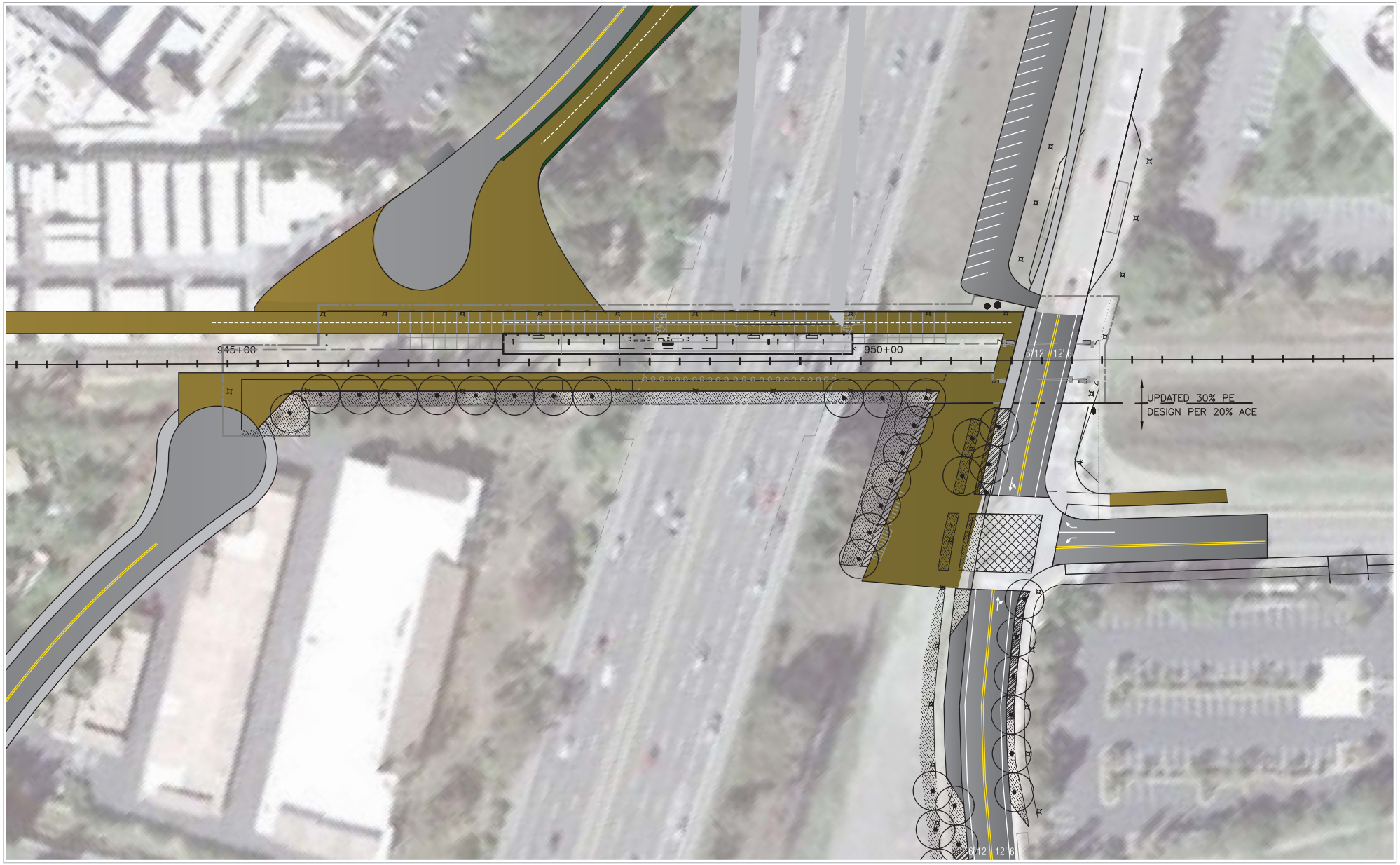
Promenade – South Section

The Promenade Conceptual Plan calls for construction of striped bicycle lanes and a minimum six-foot wide sidewalk along both sides of Civic Center Drive from the railroad crossing to North San Pedro Road. A separated, multi-use pathway is desired along Civic Center Drive between McInnis Parkway and North San Pedro Road. Completion of the South Section of the Promenade would fill in missing sidewalk and bicycle network links, creating a continuous, welcoming path between the Civic Center, the SMART Station, and the Northgate Shopping Center. The resulting roadway would be consistent with a number of the "complete streets" features identified by the Advisory Committee and described earlier in this report.

Many sections of Civic Center Drive near the Marin Civic Center lack sidewalks. (Source: Google Earth – Street View)



Complete Streets should be designed to accommodate all users safely and comfortably.

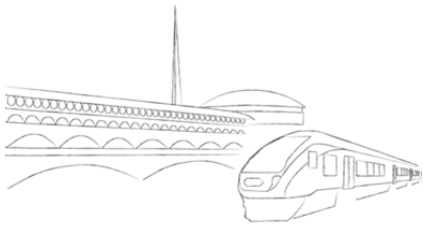


n

Not to Scale

PROMENADE - CIVIC CENTER STATION SECTION

FIGURE 6



3.2.2 Long-Term Recommendations

The improvements described above will create a high-quality multimodal facility providing access between many major land uses in the area and the Civic Center Station. The Promenade will also greatly improve connectivity in the area, by providing a much-needed new connection between the eastern and western portions of the Study Area, and foster a better sense of neighborhood identity through unifying design features, such as landscaping and unique, pedestrian-scale lighting. Further, all of the improvements described above can be implemented in a relatively short term, depending on funding availability. However, there may be opportunities in the long term to create an even better Promenade, particularly in the northern and southern sections.

Northern Section

In the northern section, it may be possible to extend the Promenade through what is currently Northgate III, as part of future redevelopment of that site. The Promenade could be a central bicycle and pedestrian spine of a new mixed-use development on the site. This would eliminate the need to connect to the Merrydale Overcrossing just east of Las Gallinas Road, which may be easier for wayfinding and would provide a section of the Promenade completely removed from automobile traffic. There is currently no proposal to redevelop the Northgate III site, and extending the Promenade along this section would require the cooperation of the property owner/developer. Therefore, the feasibility of this long-term recommendation is uncertain; however, if it were possible, it would create an even better facility, potentially enhancing development proposals at the site, if they were to be put forward. The potential configuration is illustrated in Figure 7.

Southern Section

The San Rafael Bicycle and Pedestrian Master Plan calls for construction of dedicated, Multi-use pathways, shared with bicycles and pedestrians, on Civic Center Drive, from the Merrydale Overcrossing to North San Pedro Road. This would provide an even higher-quality facility on this section of roadway, and would make the southern section more similar to the northern and Civic Center Station sections, by providing dedicated facilities throughout the entire Promenade. Ultimately, construction of these facilities may require additional right-of-way, and additional funding; therefore, these improvements are considered long-term, but highly desirable.

Note that the Bicycle and Pedestrian Master Plan calls for improvements to be constructed on Civic Center Drive in the medium-term, defined as the next 1 – 10 years. However, the Bicycle and Pedestrian Master Plan identifies improvements on Civic Center Drive as either Class II bicycle lanes or a dedicated Class I facility. Therefore, this Station Area Plan recommends that the Class II bicycle lanes be constructed in the near term and the Class I facilities, which may require additional right of way and funding be constructed in the long term.

3.3 OTHER PEDESTRIAN IMPROVEMENTS

In addition to the extension of the Promenade and the various complete streets recommendations described previously, this Plan calls for a number of pedestrian improvements.

Not to Scale

POTENTIAL LONG-TERM PROMENADE IMPROVEMENTS

FIGURE 7

3.3.1 Complete Sidewalk Network

Many of the streets in the Study Area have incomplete sidewalk systems. Figure 8 illustrates the existing sidewalk network in the Study Area, and highlights the gaps in the system. Some of the key locations where this Plan recommends missing sidewalks should be constructed include:

- **Civic Center Drive**, at various locations on both sides of the street from the Freitas Parkway / US 101 interchange to the Civic Center
- **North San Pedro Road**, between Los Ranchitos Road and Civic Center Drive
- **Los Ranchitos Road**, at various locations on both sides of the street from the Merrydale Overcrossing to the Walter Place crossing. Installation of sidewalks on Los Ranchitos, south of the Walter Place crossing may involve removal of several trees. Further, pedestrians and cyclists may use the MUP, which parallels the roadway along this section and provides a higher-quality facility. As a result, new sidewalks are not recommended along this segment of Los Ranchitos.

Completion of the missing sections of the City's sidewalk network will help achieve the Vision of this area – a walkable community fostering interaction between neighbors, with improved mobility and safety, and enhanced access to efficient transit service.

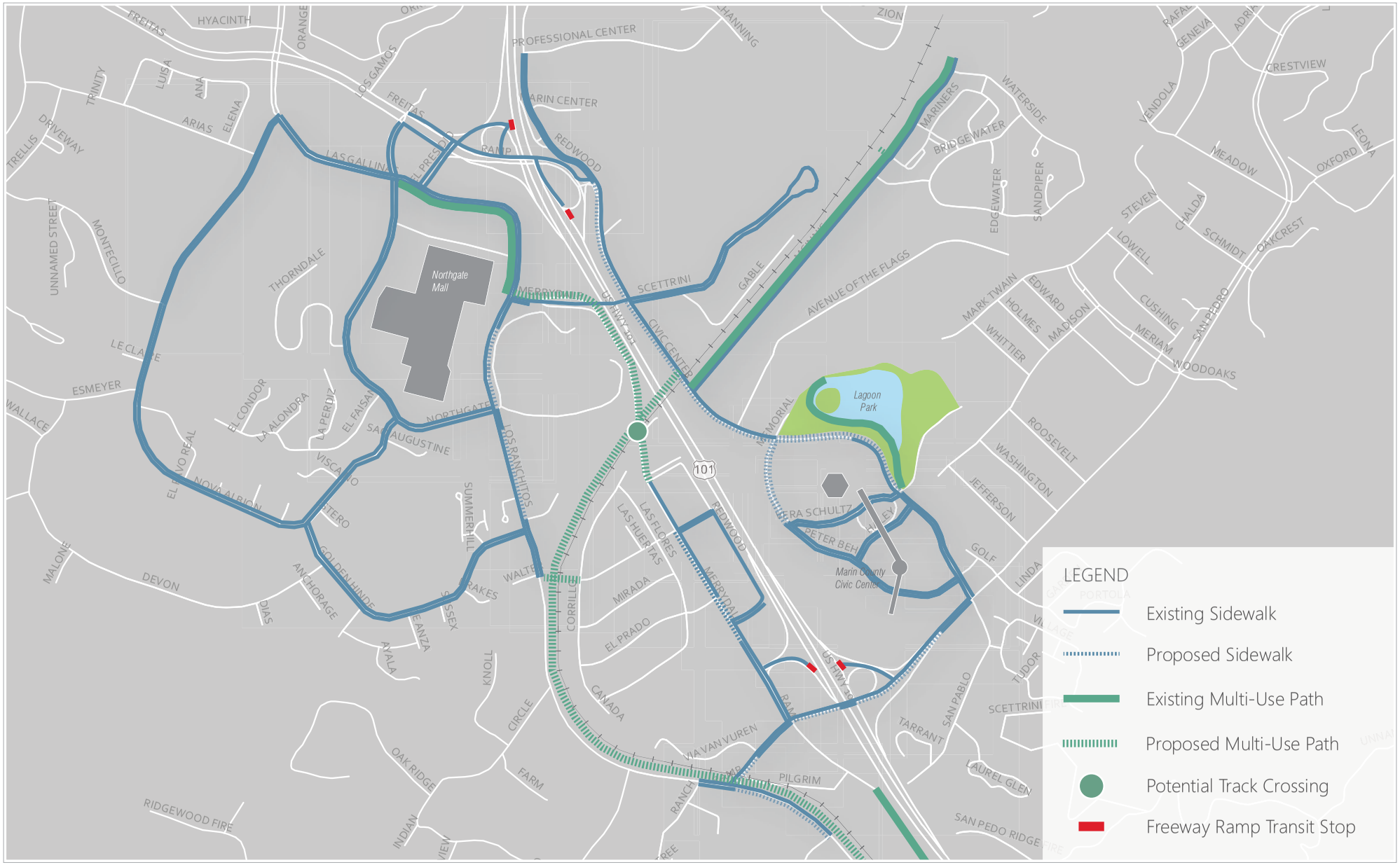
3.3.2 Neighborhood Connectivity

In addition to improving access to the Civic Center Station, the Advisory Committee strongly recommended that connectivity between different areas of North San Rafael be improved. Currently, it is very limited, due to the existing railroad tracks and US 101, both of which act as barriers between different parts of the Study Area. Improved connections in the Study Area can serve to shorten travel distances between land uses in the area, which in turn, can reduce the need to drive for trips within the Study Area. Completion of the Promenade, the SMART Multi-use pathway, and the various pedestrian improvements described above will go far toward this goal. The SMART multi-use pathway should extend from Civic Center Drive to the existing Puerto Suello Hill Pathway, roughly parallel to Los Ranchitos Road adjacent to the SMART track. Two additional improvements were identified that could further improve connectivity.

The pedestrian pathway across the railroad tracks at Walter Place will be retained as an important connection between the existing neighborhoods.

<u>Walter Place Crossing</u>

Walter Place is a small road that serves a number of homes west of Los Ranchitos Road. Although the roadway does not extend east of Los Ranchitos Road to cross the railroad tracks, a paved pathway currently connects the end of Walter Place (at Los Ranchitos Road) with Las Gallinas Avenue, in the Rafael Meadows neighborhood, a distance of approximately 200 feet. This connection provides a very direct route between the Rafael Meadows neighborhood and the Northgate Shopping Center, making walking or cycling more desirable.

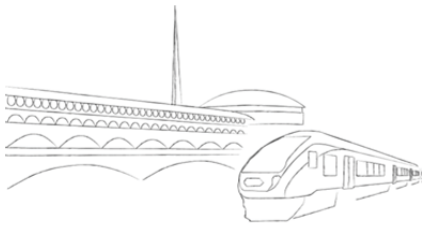


Note: If feasible, multi-use pathways are desired along Civic Center Drive from McInnis Parkway to North San Pedro Road and along North San Pedro Road from Civic Center Drive to Los Ranchitos Road.

Not to Scale

AREAWIDE PEDESTRIAN IMPROVEMENTS

FIGURE 8



The current pathway is six feet wide. The minimum width for a two-way, shared bicycle and pedestrian path is eight feet, with two-foot graded shoulders on each side, for a total of 12-feet. To meet design standards for a shared pathway, and to generally accommodate two-way travel for bicycles and pedestrians, this pathway should be widened to meet or exceed minimum design standards.

In addition, improvements should be made to facilitate access to the pathway from the west side of Los Ranchitos Road for both pedestrians and cyclists. One option could be to install a new crosswalk across Los Ranchitos Road to connect the Walter Place Pathway with sidewalks on the west side of Los Ranchitos Road. If this were implemented, ADA-compliant ramps should be installed on the sidewalks on both sides of Los Ranchitos Road, at either end of the new crosswalk. The ramp on the east side would not only facilitate an accessible pedestrian route, but could also accommodate bicycle access from the roadway onto the Walter Place pathway. The design of this crosswalk would require more detailed attention to address safety concerns and may warrant special crossing treatments.

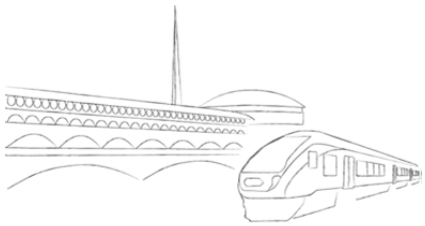
Regardless of whether the pathway is upgraded, SMART has proposed retaining this crossing when rail service is started and the planned MUP is constructed. SMART will be responsible to pursue appropriate treatments to ensure pedestrian safety at this rail crossing. This plan advocates maintaining the Walter Place crossing of the tracks for pedestrian and bicycles only, with no auto traffic allowed.

Station West Side Crossing

As currently proposed, the Civic Center Station will be located underneath US 101, just west of Civic Center Drive. It will provide a passenger waiting platform north of the tracks. The Multi-Use Pathway will extend along the entire SMART route, just north of the platform at the Civic Center station. In addition, a pedestrian connection has been proposed south of the railroad tracks, between Civic Center Drive, and the segment of Merrydale Road south of the tracks, subject to funding availability. This will facilitate connections between the station and the neighborhood south of the tracks and west of US 101.

While the path proposed on the south side is an important feature, this configuration could make pedestrian travel from this neighborhood to the Civic Center Station somewhat circuitous. As part of the ultimate station design, this Plan strongly endorses the construction of a pedestrian and bicycle crossing on the west end of the Civic Center Station so that passengers from the south could access the station without having to walk east to Civic Center Drive. This crossing would also facilitate travel between areas south of the railroad tracks and areas to the north, by providing a safely-designed crossing, which would serve as a connection to the north and south portions of Merrydale Road. The effect would be similar to the Walter Place pedestrian connection to the south. Consistent with this recommendation and with the Vision of North San Rafael, Merrydale Road should be terminated at the tracks with no thru auto access.

Although this improvement would offer great benefit to bicycle and pedestrian connectivity, it may be challenging. The California Public Utilities Commission (CPUC) has indicated that they will not approve additional at-grade rail crossings throughout the state due to safety concerns. It is uncertain as to whether this would be considered a new at-grade crossing, or whether it would be considered part of the station access. If considered a new crossing, obtaining approvals may be difficult. (The City of Redwood City recently obtained approval for pedestrian crossing at the southern end of the Redwood City Caltrain Station, so such an amenity is not without precedent). However, even if approved, the crossing would likely require a number of safety features, such as lights and gates that come with substantial cost. Additional study and work with SMART and the CPUC is required to make a final feasibility determination. Once feasibility is determined, the City can pursue funding options in conjunction with SMART.



3.4 BICYCLE IMPROVEMENTS

According to the San Rafael General Plan 2020 (and confirmed by the more recent 2008-2010 American Community Survey), approximately two percent of all commute trips made by San Rafael residents are by bicycle. The San Rafael Bicycle and Pedestrian Master Plan aims for a goal of 20 percent for all trips by 2020. To meet that goal, the General Plan includes a number of policies supporting bicycle infrastructure and an overall reduction in the use of single-occupant vehicles. The Bicycle and Pedestrian Master Plan contains specific improvement recommendations to improve bicycle infrastructure in the area. This plan endorses these recommendations.

3.4.1 Implementation of Planned Improvements

The San Rafael Bicycle and Pedestrian Master Plan calls for a variety of facilities to be constructed throughout the Study Area to improve connectivity and to close existing gaps in the network. Bikeways are typically classified as one of three classes as follows and as shown in Figure 9:

- **Class I Bikeway** – bike paths within exclusive right-of-way, sometimes shared with pedestrians
- **Class II Bikeway** – bike lanes for bicycle use only, striped within the paved area of roadways
- **Class III Bikeway** – bike routes where bicycles share space on the street with motor vehicles. Class III bikeways may also be defined by a wide curb lane and/or use of a shared use arrow stencil marking on the pavement, known as a "sharrow".

Within the Study Area, the San Rafael Bicycle and Pedestrian Master Plan calls for the following improvements.

<u>Class I/II Bikeways</u>

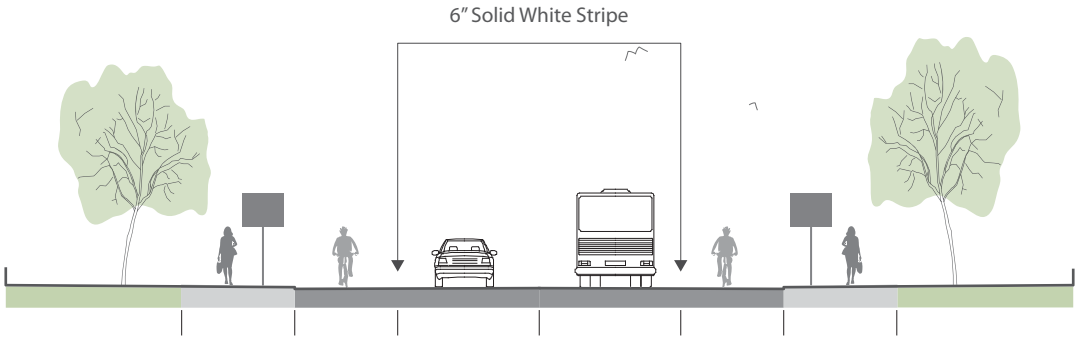
New Class I bikeways (shared, multi-use pathways) should be constructed at the following locations. In cases where Class I facilities are not feasible due to financial, physical, or other technical reason, Class II bike lanes may be constructed in the interim; however, the ultimate goal is to provide Class I facilities. Note that some of the improvements listed below are also referenced in other portions of this study, such as the Promenade section. When feasible and in alignment with the Bicycle and Pedestrian Master Plan, upgrades to bicycle facilities are desirable.

- North San Pedro Road, from Los Ranchitos Road to Civic Center Drive (Class I/II) (If feasible, Class I facilities are desired on North San Pedro Road between Los Ranchitos Road and Civic Center Drive)
- Civic Center Drive, from North San Pedro Road to Merrydale Overcrossing (Class I/II) (If feasible, Class I facilities are desired on Civic Center Drive, from North San Pedro Road to McInnis Parkway)
- Merrydale Road, north of SMART tracks to Merrydale Road, south of SMART tracks, including new at-grade crossing on west side of SMART station (Class I)
- SMART Multi-use Pathway, from Northern City Limits to the Puerto Suello Hill Path at Los Ranchitos Road (Class I)
- Walter Place Pathway, from Las Gallinas Avenue to Los Ranchitos Road (Class I – although this pathway already exists, the Plan calls for upgrades to meet design standards for Class I facility.)

CLASS I BIKEWAY (Bike Path)

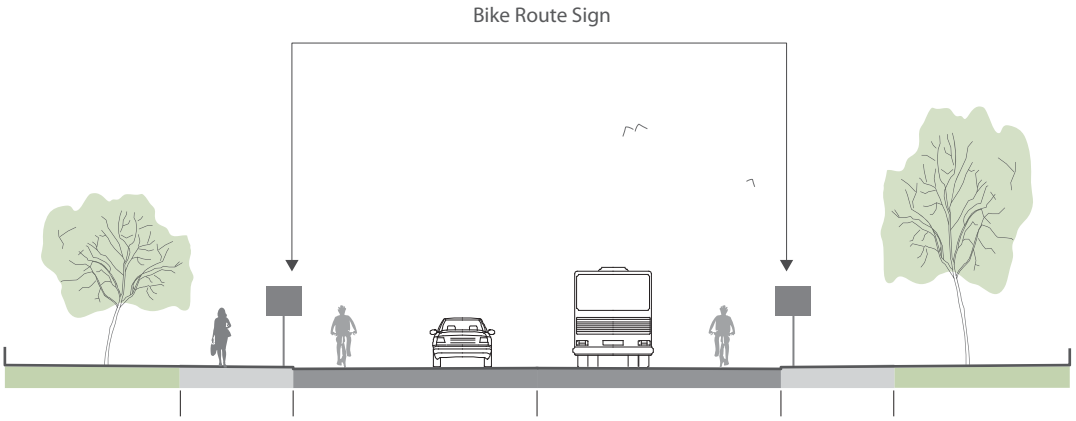
Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow minimized.

CLASS II BIKEWAY (Bike Lane)



Provides a striped lane for one-way bike travel on a street or highway.

CLASS III BIKEWAY (Bike Route)

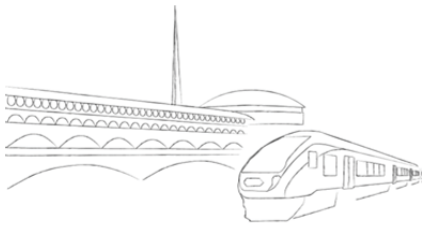


Provides for shared use with motor vehicle traffic.

Not to Scale

BICYCLE CLASSIFICATIONS

FIGURE 9



Class II/III Bikeways

The San Rafael Bicycle and Pedestrian Master Plan calls for Class II bike lanes at the following locations. Similar to the caveat for Class I bikeways, in some cases, Class II bike lanes may not be feasible in the near term due to right-of-way constraints or other challenges. In this case, Class III bike routes may be designated in the interim on all or portions of each route, although the ultimate goal remains to provide continuous Class II bike lanes at these locations.

- Los Ranchitos Road, from Northgate Drive to North San Pedro Road (Class II/III)
- Merrydale Road, from Las Gallinas Avenue to Puerto Suello Hill Path (Class II/III)
- North San Pedro Road, from Civic Center Drive to Golf Avenue (Class II) (If feasible, Class II facilities are proposed between Civic Center Drive and Golf Avenue and desired between Golf Avenue and Woodoaks Drive)

Class III Bikeways

Class III bikeways do not provide dedicated space for bicycles. Instead, they are designated streets that bicycles have been encouraged to use, and in turn, generally provide a better quality experience for cyclists than other non-designated streets. Frequently, they have “sharrows” painted on the street, reminding cyclists and drivers to share the lane.

- Las Gallinas Avenue, in the Rafael Meadows neighborhood, from the Walter Place crossing to Merrydale Road
- Merrydale Road, from the Merrydale Overcrossing to the SMART MUP (This improvement could be done as an interim step prior to completing this section of the Promenade.)
- Merrydale Road, from the railroad tracks to Las Gallinas Avenue in Rafael Meadows

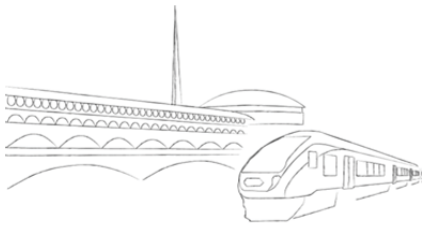
Figure 10 illustrates the existing and proposed new bicycle facility improvements.

3.4.2 Connectivity with Regional Facilities

In addition to the local improvements described above, collectively, San Rafael and Marin County have recently planned and in some cases implemented a number of high-quality regional bicycle facilities allowing cyclists to travel longer distances more safely, for commute or recreational purposes. This plan incorporates the connections outlined in the San Rafael Bicycle and Pedestrian Master Plan including:

- **North/South Greenway (also known as the SMART Multi-User Pathway)**. This facility would extend between the Golden Gate Bridge and generally along the SMART right-of-way to the northern terminus of the SMART system in Cloverdale. Note that the SMART-constructed portion of the North/South Greenway would terminate at the Larkspur terminal.

- **North/South Bikeway**. This facility would diverge from the North/South Greenway at the top of the Puerto Suello Hill Path, and generally travel along Los Ranchitos Road and Las Gallinas Avenue through Terra Linda, Marinwood, and Novato.



- **Cross-Marin Trail**. This proposed alignment would ultimately connect San Rafael with San Anselmo, Fairfax, and west Marin County in Point Reyes.

- **Bay Trail**. The Bay Trail is a planned collection of approximately 500 miles of cycling and hiking trails, that when completed, will form a "ring around the bay." Within the Study Area, the Bay Trail alignment is proposed from China Camp State Park, along North San Pedro Road and Civic Center Drive to Smith Ranch Road.

The North San Rafael area is particularly well-suited to promote bicycle usage through connections to these regional facilities. The SMART Multi-use Pathway will form the primary north-south connector through Marin County. To the north of the Civic Center Station, the MUP will connect with the existing pathway along McInnis Parkway, before diverging across Las Gallinas Creek to follow the rail alignment, where users can access other nearby residential sites, such as the Contempo-Marin Mobile Home Park, as well as regional destinations, such as Novato, Petaluma, and points north. To the south, the MUP will travel along the SMART alignment to the existing at-grade crossing at North San Pedro Road. In the near term, the MUP will then travel east along North San Pedro Road and then south along Merrydale Road to the existing Puerto Suello Hill path, which connects into Downtown San Rafael. In the longer term, the MUP will cross North San Pedro Road, and continue south adjacent to Los Ranchitos Road and the railroad tracks, where it will connect with the Puerto Suello Hill path at Los Ranchitos Road.

Cyclists in the North San Rafael area will have a number of means to connect to the MUP, including the Promenade North Section (Merrydale Road), the Promenade South Section (Civic Center Drive), the Walter Place connection, and planned bike lanes on North San Pedro Road. In addition, the North/South Bikeway, which will provide bike lanes along Los Ranchitos Road and Las Gallinas Avenue, will offer regional access to Terra Linda, Marinwood, and Novato. Cyclists can access this system of local improvements at a number of locations in the Study Area, as shown in Figure 10.

These connections to the MUP and to the North/South Bikeway will offer cyclists in the North San Rafael area access to locations throughout Marin and Sonoma Counties.

3.4.3 Bicycle Parking

SMART has proposed to make bicycling an easy way to reach the Civic Center Station. Passengers can access the station a number of ways, as described above. SMART has also proposed to construct six bicycle racks (each of which can accommodate at least two bicycles, and possibly eight or more) and eight lockers at the station, which would provide a safe and convenient place to store bicycles once cyclists have reached the train station.

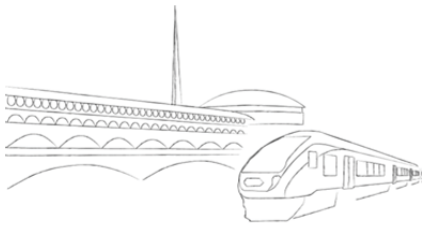
In addition, the City's current zoning code requires that all non-residential commercial, office, and industrial uses with more than 30 auto parking spaces provide at least five percent as many bicycle parking spaces as auto spaces. For non-residential developments with more than 10 tenant-occupants (such as shopping centers, office complexes, etc.), an additional five percent is required. These requirements would apply to all new development that would occur within the study area. This bicycle parking would supplement the parking proposed at the SMART Station, encouraging passengers to bicycle by providing parking at both ends of their journey.

Note: If feasible, multi-use pathways are desired along Civic Center Drive from McInnis Parkway to North San Pedro Road and along North San Pedro Road from Civic Center Drive to Los Ranchitos Road.

Not to Scale

PROPOSED BICYCLE CONNECTIONS

FIGURE 10



3.5 TRANSIT ACCESS

Two types of transit service are planned or proposed in the area – 1) fixed-route, regularly scheduled public transit service operated by Golden Gate Transit and Marin Transit, providing connections between the Civic Center Station and key destinations in the area, and 2) potential shuttle service funded by SMART connecting the station to key employment destinations in the Study Area. Local transit service schedules should be coordinated with SMART train schedules to ensure convenient transfers, particularly for late commute and weekend trains. Shuttles and transit should complement each other, such that transit and shuttle service connects nearby neighborhoods and employment centers to the station.

3.5.1 Marin Transit/Golden Gate Transit

Bus transit service within the Study Area is provided by Marin Transit. Local routes passing through the Station Area also connect to the Bettini Transit Center in Downtown San Rafael, which is the major transit hub of the North Bay. The Bettini Transit Center provides regional service to destinations including Santa Rosa, San Francisco, and El Cerrito. Figure 11 presents the transit routes described below.

Marin Transit 45 - San Rafael / 45K Kaiser Hospital connects Kaiser Hospital, Northgate Mall, the future SMART station, the Civic Center, and downtown San Rafael with half-hour frequencies on weekdays and one-hour frequencies on weekends and holidays.

Marin Transit 49 - San Rafael/Ignacio connects Ignacio, Hamilton, Central Novato, San Marin, the future SMART station, the Civic Center, and downtown San Rafael with half-hour frequencies on weekdays and one-hour frequencies on weekends and holidays. This route provides service to Kaiser Hospital on weekends.

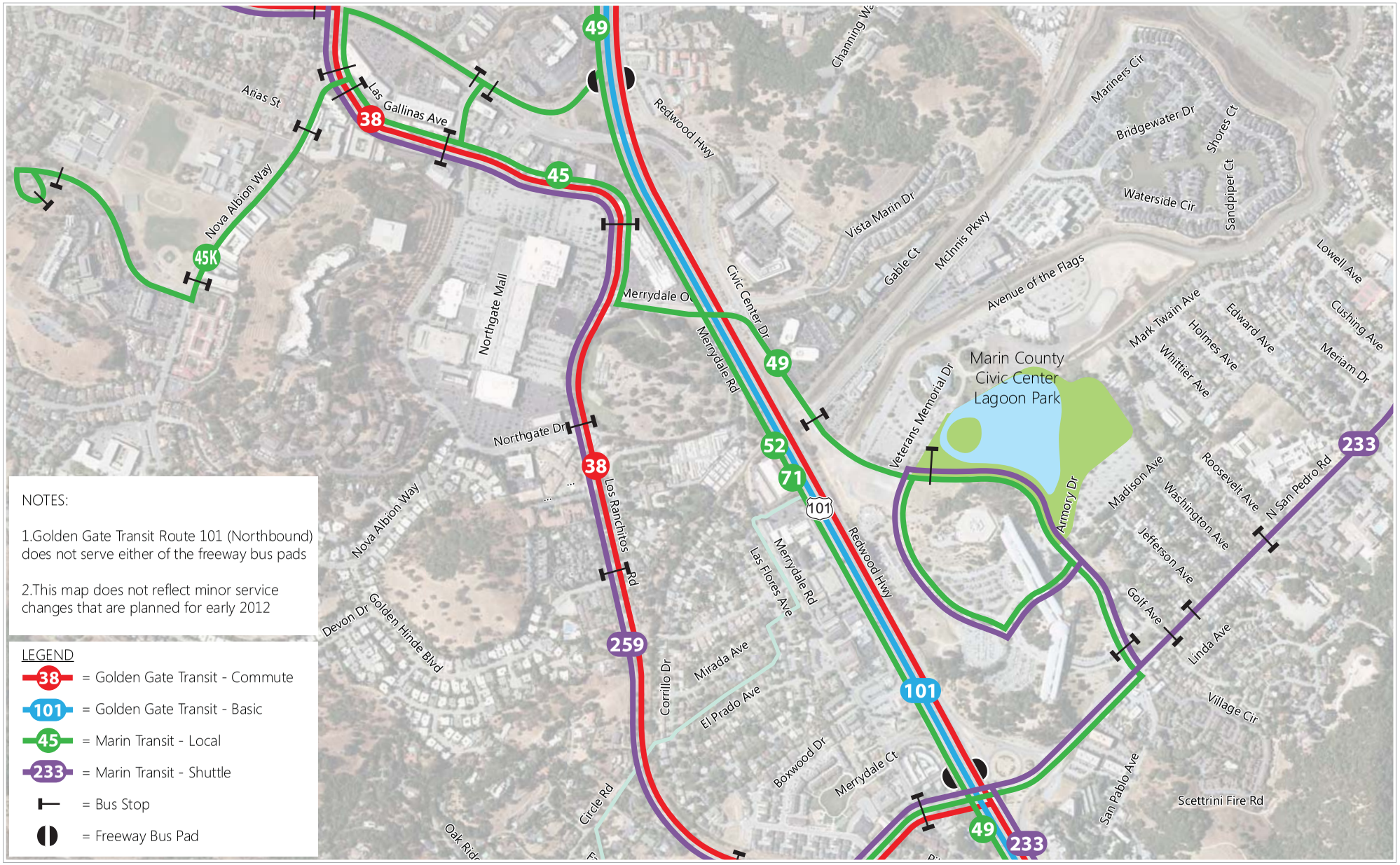
Marin Transit 233 - Santa Venetia Shuttle connects Santa Venetia, the Civic Center, the Dominican University, and downtown San Rafael with one-hour frequencies on weekdays and no service on weekends and holidays. This route does not serve the future SMART station.

Marin Transit 259 - Marinwood Shuttle connects Marinwood, Terra Linda, Kaiser Hospital, Northgate Mall, the future SMART station, the Civic Center, and downtown San Rafael with one-hour frequencies on weekdays and no service on weekends and holidays.

Routes 45, 49, and 259 would serve the Civic Center Station. All routes serve the San Rafael Transit Center in downtown San Rafael.

Local and regional service is provided on freeway bus pads just outside the ½-mile radius plan area.

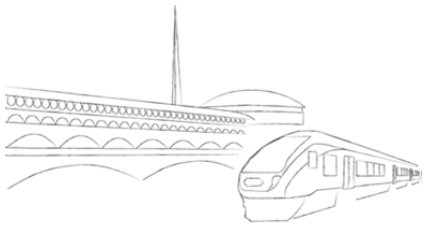
- Marinwood Freeway Bus Pad: Local Service 49, 52 and 71; Regional Commute Service 54; Regional Basic Service 70 and 80
- North San Pedro Road Freeway Bus Pad: Local Service 52 and 71; Regional Commute Service 44; Regional Basic Service 70 and 80



Not to Scale

EXISTING TRANSIT SERVICE

FIGURE 11



As noted in the previous sections, this Plan calls for completing the Promenade from the Civic Center Station to North San Pedro Road, along Civic Center Drive, as well as completing pedestrian facilities along North San Pedro Road to the US 101 interchange. This will provide a complete pedestrian facility between the SMART station and the bus pads on US 101, allowing transfers between the bus service on US 101 and the SMART train. Signage should be located at the SMART Station, the US 101 bus pads at North San Pedro Road, and along the route between the two locations directing pedestrians who wish to transfer between those routes.

3.5.2 New Shuttle Service

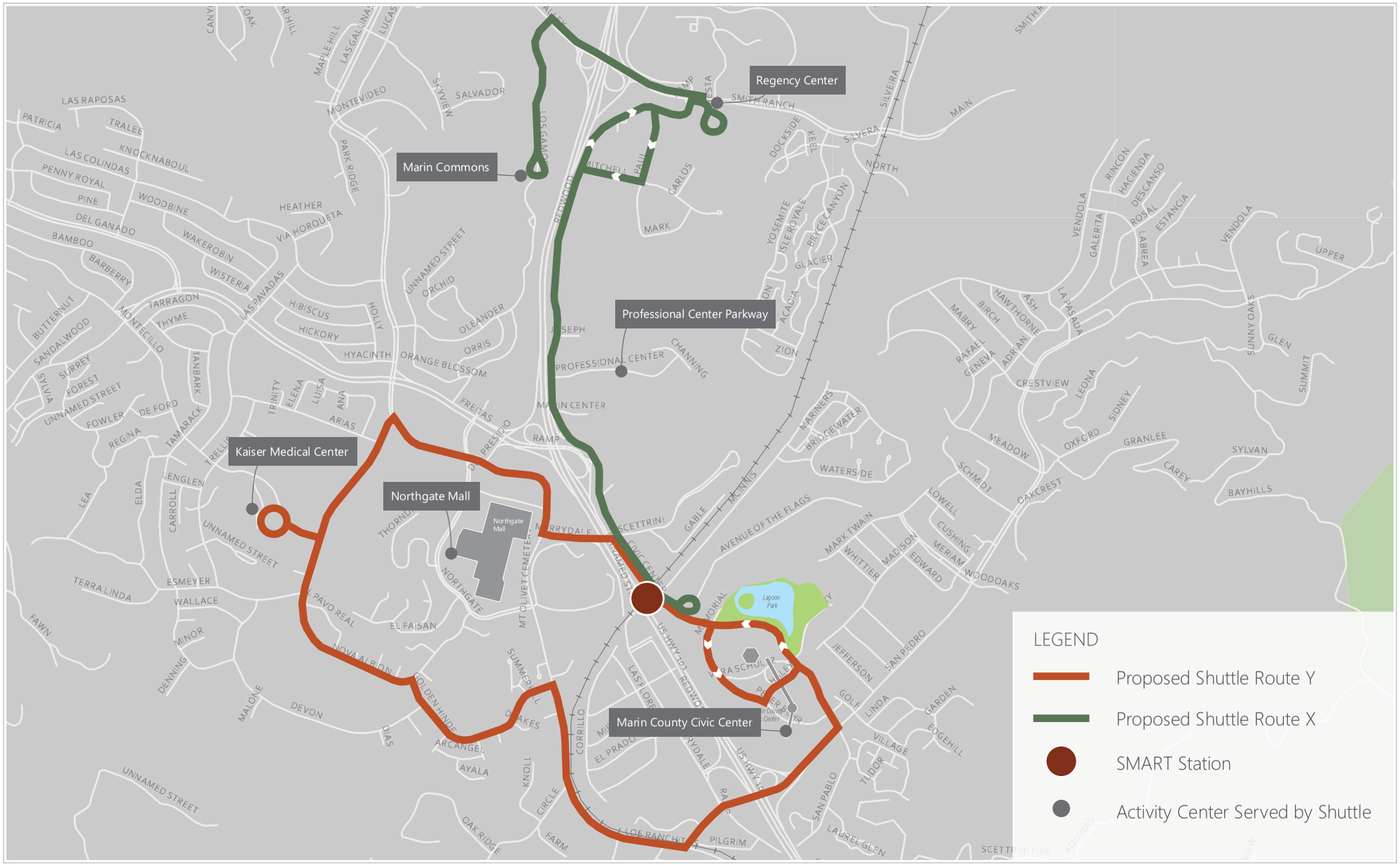
As stated in SMART's EIR, two new shuttle routes have been proposed, connecting the Civic Center Station with major activity centers in the area. These routes would solve the so-called "last mile problem," which is caused when people would prefer to take transit, but have no way to get from the transit stop to their job (i.e., the last mile of their trip), and therefore choose to drive. The proposed SMART shuttle service is contingent on funding and service demand.

The shuttles are proposed to be small, 12-25 passenger vehicles. Shuttles would operate during the same hours as trains, in the morning and afternoon peak commute periods. The shuttle schedules would also be timed to arrive and depart at the station conveniently with southbound train arrivals in the morning and northbound train departures in the afternoon, approximately every 30 minutes. The so-called "timed-transfers" will make connections to the shuttles seamless, convenient, and safe.

One shuttle route would travel north, along Redwood Highway, serving Professional Center Parkway, Marin Commons, and the Fair Isaac Corporation on Smith Ranch Road. The second route would travel south and west, and serve the Marin Civic Center, Northgate Mall, and the Kaiser Medical Center. Figure 12 illustrates the proposed shuttle routes.

The combination of regularly scheduled fixed-route transit service and the two SMART shuttles will make for a mini transit "hub," or transfer point, at the Civic Center Station, where passengers can access transit service to multiple destinations throughout the Study Area and beyond. Shuttles and transit service should complement each other. In fact, as part of the station proposal, SMART will be constructing bus pull-outs on the east side of Civic Center Drive (currently proposed for just north of McInnis Parkway) and an off-street bus pull-out and turnaround area on the west side of Civic Center Drive (see Figure 2) to accommodate all bus movements, as well as some shuttle staging and layover space, if needed. Kiosks should be provided with detailed transit information such that new users can easily determine which route(s) will best get them to their destination. In addition, the use of real-time bus arrival technology is encouraged for all transit vehicles at the transfer point. A procedure for regular updates of information by all transit agencies should be established.

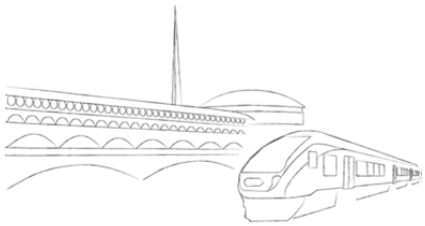
The implementation of SMART shuttles is subject to funding availability. Shuttle service may be contracted to a private operator, as is common with other rail transit services in the Bay Area. Or, as an alternative, SMART may explore partnerships with local transit operators to provide new, expanded, or different types of service to its station. Employers should also be encouraged to coordinate shuttle service to and from the station.



Not to Scale

PROPOSED SMART SHUTTLE ROUTES

FIGURE 12



3.5.3 Station Bus Facilities

As part of the new Civic Center Station, SMART proposes to construct bus pull-out areas on both sides of Civic Center Drive north of the tracks. These areas will facilitate bus maneuvers into and out of traffic on Civic Center Drive, and will allow buses the ability to board passengers without having to block traffic on the street. Further, SMART proposes to construct a vehicular turnaround area on the west side of Civic Center Drive, opposite McInnis Parkway. This will facilitate private auto kiss-and-ride and will provide some curb space for both SMART-proposed shuttles and Marin Transit buses to turn around, and possibly lay over, as schedules require.

Signage should be provided on the east end of the SMART Station, at Civic Center Drive, directing passengers to the appropriate transit stop locations to facilitate easy and convenient transfers. Figure 2 presents the proposed station layout, including the proposed bus facilities described in this section.

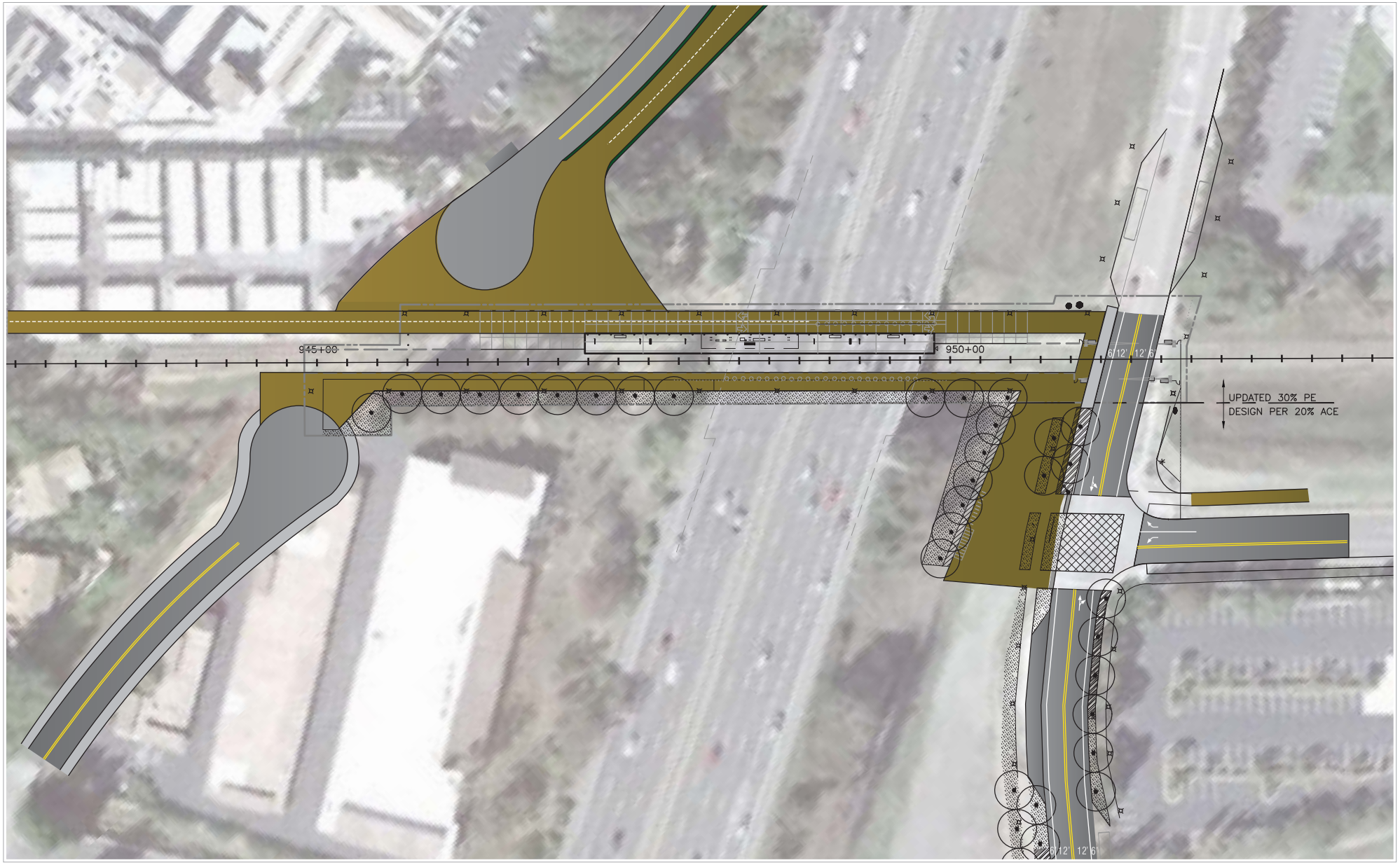
3.6 VEHICULAR ACCESS AND CIRCULATION

Although the focus of this plan is to be consistent with principles of transit-oriented development by encouraging bicycling, walking, and transit, vehicular circulation is an important component of the area's transportation system. This Plan includes recommendations to ensure that the Civic Center station is accessible to all modes, including automobiles, and that growth in the area does not bring traffic to a standstill.

3.6.1 Station Access

There are two primary means by which train passengers may arrive to the station via automobile: those who drive and park at the station and those who are dropped off by others. SMART has proposed 130 parking spaces under a shared parking concept on the east side of US 101 for use as park and ride for train passengers. The station configuration also includes a drop-off area, on the west side of Civic Center Drive, opposite McInnis Parkway. Both the dedicated parking and the drop off areas are oriented to access the station from the east end of the train platform.

This Plan recommends that residents on the west side of US 101 be able to access the station without having to cross US 101. The ends of Merrydale Road, both north and south of the railroad tracks, could terminate in a circular cul-de-sac, to allow vehicles who reach the end of the street to turn around efficiently, and facilitate drop-offs and pick-ups. As shown in Figure 13, the turnaround area on the northern part of Merrydale Road can be accommodated, along with the Promenade, within existing available right-of-way. A driveway to the Guide Dogs for the Blind site should be maintained. The proposed turnaround area on the southern part of Merrydale Road cannot be accommodated within existing right-of-way. It would require some space from the existing mini storage site, and would only be possible as part of a project redeveloping the site for other uses.

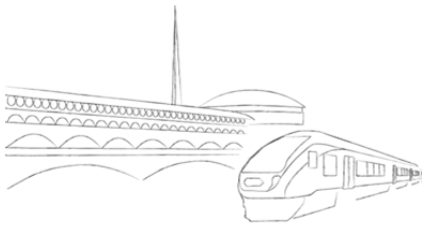


n

Not to Scale

STATION VEHICULAR ACCESS

FIGURE 13



3.6.2 Improvements to Accommodate Development

The City's General Plan 2020 identified a number of circulation improvements necessary to both enhance connectivity and to accommodate growth from future development through the year 2020. The growth anticipated in the General Plan includes new development within the Civic Center Station Area Plan Study Area, as well as transportation infrastructure required to accommodate that growth, while still encouraging increases in bicycle, pedestrian, and transit use for new trips. These improvements are as follows.

1. **Las Gallinas Avenue, from Merrydale Road to Del Presidio Boulevard:** Remove parking and widen the street to provide four travel lanes (one southbound, two northbound, and one two-way left turn).

2. **US 101 / Freitas Parkway Interchange Improvements:**

    a. **Freitas Parkway and Del Presidio Boulevard:** Explore the feasibility of providing double turn lanes for northbound right turns from Del Presidio Boulevard to eastbound Freitas Parkway, as well as widening the on-ramp to southbound US 101 from eastbound Freitas Parkway. This improvement should be considered carefully, since double right-turn lanes can be difficult for pedestrians and cyclists.

    b. **Freitas Parkway / Northbound US 101 Ramps / Civic Center Drive / Redwood Highway:** Widen ramps and signalize. (Note that this improvement requires acquisition of right-of-way.)

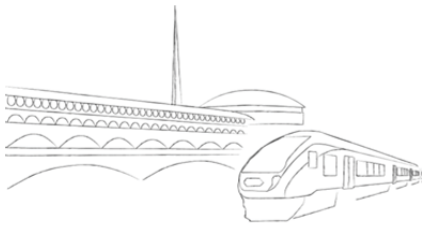
    c. **Freitas Parkway / Northbound US 101 Ramps / Civic Center Drive / Redwood Highway:** Construct new flyover ramp from Civic Center Drive to Freitas Parkway.

3. **US 101 Southbound Ramps / Merrydale Road:** Signalize and provide turn lanes.

The City's General Plan 2020 analysis showed that with these improvements, the roadway system in the Study Area would provide sufficient capacity to allow for new development consistent with what has been anticipated in the General Plan. SMART's operation in the future could result in changes to traffic patterns and volumes, which, in turn, could require different roadway system improvements than those anticipated in the General Plan 2020. Regular, ongoing monitoring of traffic will be done and the results reflected in future General Plan updates.

<u>Roundabouts</u>

Roundabouts are circular intersections, with "splitter" islands or medians on each approach, where oncoming vehicles must yield to other vehicles already in the circular portion. Roundabouts have gained popularity due to their traffic calming effects, their attractive visual qualities, their generally improved safety, and their potential to create a unique identity for an area. Roundabouts can also reduce vehicular delay, particularly compared to all-way stop controlled intersections with single lane approaches. Improved safety is one of the primary reasons to recommend a roundabout for traffic control. Roundabouts have been shown to reduce crash severity by eliminating right-angle conflicts, which are the accident type most responsible for fatalities at signalized intersections. However, as accidents do occur at roundabouts, site-specific countermeasures should be considered to reduce the risk of collisions.



Despite their vehicular safety benefits, roundabouts can come with some drawbacks, particularly for users with disabilities. While visually impaired pedestrians can learn to use regular intersections by listening for the sound of approaching traffic, the circular design of roundabouts makes it difficult to detect the direction of approaching traffic. Additionally, the crosswalks are set back from the intersection, which may make finding the crosswalk difficult. There is guidance available from the Federal Highway Administration (FHWA) and the United States Access Board, who are responsible for publishing accessibility guidelines for transportation facilities. Because of the outstanding questions regarding accessibility and roundabouts, this Plan does not recommend (nor does it recommend against) installing roundabouts in the area. However, roundabouts on the east side of US 101, particularly along Civic Center Drive, between McInnis Drive and North San Pedro Road may warrant further review.

3.7 SUMMARY OF RECOMMENDED CHANGES

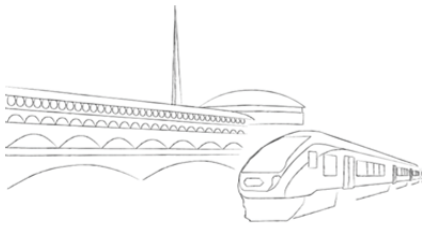
This Plan includes a number of recommendations for improvements to circulation within the North San Rafael area. These recommendations are designed to improve connectivity within the existing neighborhoods and to improve access to the Civic Center Station by all modes of transportation. Building off previously adopted plans such as General Plan 2020 and the San Rafael Bicycle and Pedestrian Master Plan, this plan combines recommendations from a previous studies with new recommendations specifically oriented to the Civic Center Station into a single plan. The Plan's transportation and circulation recommendations are summarized below.

1. **Provide "Complete Streets" treatments**, such as wider sidewalks, improved bicycle facilities, calmed traffic, and improved streetscaping on all streets within the Study Area, but specifically on Merrydale Road (both north and south of the railroad tracks), the Merrydale Overcrossing, and McInnis Parkway. These treatments may be challenging to implement due to right-of-way, cost, or engineering constraints. However, the City should pursue improvements on these streets as opportunities become available.

2. **Complete the Promenade from Las Gallinas Avenue to North San Pedro Road**, along Merrydale Road the SMART Multi-use Pathway and Civic Center Drive. As a longer-term recommendation, consider extension of the Promenade north from Merrydale Road, through the Northgate III parcel to the Las Gallinas Road/Northgate Drive intersection if the Northgate III parcel were to redevelop. As another longer-term recommendation, consider construction of a Class I shared bicycle/pedestrian path along Civic Center Drive instead of the Class II bicycle lanes proposed as part of the North San Rafael Vision.

3. **Complete the sidewalk network**, including portions of Civic Center Drive, North San Pedro Road, and Los Ranchitos Road, such that all streets have adequate facilities on both sides of the street.

4. **Maintain and improve the Walter Place Crossing.** This important connection facilitates access between the residential neighborhood south and east of the railroad tracks and west of US 101 with the Northgate Shopping Center. In the future, when the SMART Multi-use Pathway is constructed, this at-grade connection will facilitate access to the regional pathway from neighborhoods on both sides of the tracks. Prior to initiating rail service, SMART proposes to upgrade this crossing to meet current safety and design standards. The crossing could be upgraded to meet minimum requirements for a Class I shared, two-way bicycle and pedestrian facility. Access to the crossing could be improved across Los Ranchitos Road. One option would be to install a new crosswalk across Los Ranchitos Road and ADA-compliant ramps at either



end. However, this requires further study and potentially special crossing treatments to address safety concerns.

5. **Construct a new pedestrian crossing at the west end of the Civic Center Station (connecting Merrydale Road).** Providing a new pedestrian crossing at the west end of the Civic Center Station would facilitate easier access to the station from neighborhoods south of the railroad tracks. It would also facilitate easier access between neighborhoods in the Study Area that are currently bisected by the railroad tracks. Implementing this improvement may be challenging due to the CPUC approval process, which typically does not favor new rail crossings, and due to the costs associated with safety amenities, such as gates and lights, that may be required.

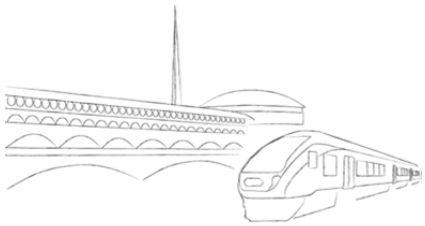
6. **Complete the Citywide Bicycle Network, as identified in the San Rafael Bicycle and Pedestrian Master Plan.** A number of local improvements identified in the City's Bicycle and Pedestrian Master Plan would not only facilitate improved local circulation and connectivity by bicycle, they would also provide much needed connections to major regional bicycle facilities proposed in Marin and Sonoma Counties, including the Bay Trail, the North/South Greenway (SMART Multi-use Pathway) and the North/South Bikeway. Specifically, construct the following improvements:

   Class I/II Bikeways:

   - North San Pedro Road, from Los Ranchitos Road to Civic Center Drive (Class I/II) (If feasible, Class I facilities are desired on North San Pedro Road between Los Ranchitos Road and Civic Center Drive)
   - Civic Center Drive, from North San Pedro Road to Merrydale Overcrossing (Class I/II) (if feasible, Class I facilities are desired on Civic Center Drive, from North San Pedro Road to McInnis Parkway)
   - Merrydale Road, north of SMART tracks to Merrydale Road, south of SMART tracks, including new at-grade crossing on west side of SMART station (Class I)
   - SMART Multi-use Pathway, from Northern City Limits to the Puerto Suello Hill Path at Los Ranchitos Road (Class I)
   - Walter Place Pathway, from Las Gallinas Avenue to Los Ranchitos Road (Class I)

   Class II/III Bikeways

   - Los Ranchitos Road, from Northgate Drive to North San Pedro Road (Class II/III)
   - Merrydale Road, from Las Gallinas Avenue to Puerto Suello Hill Path (Class II/III)
   - North San Pedro Road, from Los Ranchitos Road to Golf Avenue (Class II) (If feasible, Class II facilities are proposed between Civic Center Drive and Golf Avenue and desired between Golf Avenue and Woodoaks Drive)



Class III Bikeways

- Las Gallinas Avenue, from the Walter Place crossing at the SMART MUP to Merrydale Avenue
- Merrydale Road, from the Merrydale Overcrossing to the SMART MUP (This improvement could be done as an interim step prior to completing this section of the Promenade, as recommended above.)
- Merrydale Road, from the Merrydale Bridge, just south of the SMART MUP to Las Gallinas Avenue

7. **Implement planned SMART-proposed shuttle service to major activity centers in the Study Area.** SMART has proposed two separate shuttle routes serving the Civic Center Station. One route would travel along Redwood Highway, north of the Study Area, serving Professional Center Parkway, the Regency Center, and the Marin Commons office complex. The other route would travel south and west of the station, and would connect to the Civic Center, Kaiser Medical Center, and the Northgate Mall. Service is dependent on funding availability, and final route details would be developed in consultation with the service provider.

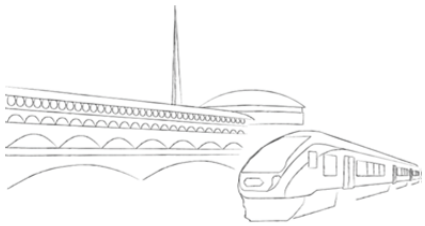
8. **Construct a transfer point for bus and shuttle service connecting to the SMART station.** A transfer point should provide users with information on connecting transit service as well as weather protection and seating. These amenities should be constructed as part of the SMART station on the west side of Civic Center Drive, near the bus pull out/turnaround area as shown on Figure 2. In addition, the use of real-time bus arrival technology is encouraged for all transit vehicles at the transfer point. A procedure for regular updates of information by all transit agencies should be established.

9. **Construct vehicular turnaround areas at the ends of Merrydale Road north and south of the railroad tracks.** These improvements would allow residents on the west side of the tracks to drop off and pick up passengers without having to cross US 101. The turnaround at the end of Merrydale north of the railroad tracks could be constructed within existing right-of-way; the turnaround at the end of Merrydale south of the tracks would require some space from the existing mini-storage site, and would thus only be possible as part of potential redevelopment of that site.

10. **Construct improvements at Las Gallinas Avenue, from Merrydale Road to Del Presidio Boulevard:** Remove parking and widen the street to provide four travel lanes (one southbound, two northbound, and one two-way left turn).

11. **Construct Improvements at US 101 / Freitas Parkway Interchange as specified in the General Plan 2020 :**

    a. **Freitas Parkway and Del Presidio Boulevard:** Explore the feasibility of providing double turn lanes for northbound right turns form Del Presidio Boulevard to eastbound Freitas Parkway, as well as widening the on-ramp to southbound US 101 from eastbound Freitas Parkway. This improvement should be considered carefully, since double right-turn lanes can be difficult for pedestrians and cyclists.



b. **Freitas Parkway / Northbound US 101 Ramps / Civic Center Drive / Redwood Highway:** Widen ramps and signalize. (Note that this improvement requires acquisition of right-of-way.)

c. **Freitas Parkway / Northbound US 101 Ramps / Civic Center Drive / Redwood Highway:** Construct new flyover ramp from Civic Center Drive to Freitas Parkway.

12. **Signalize US 101 Southbound Ramps / Merrydale Road Intersection**

13. **Install directional signage for all modes directing people to and from key destinations in the area.** This information should be accessible to pedestrians, bicyclists and drivers, with a particular focus on pedestrians and cyclists.