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## Purpose

This check-in serves as an appendix to the Town of Ross' *Bicycle and Pedestrian Plan* (2010) and provides an updated analysis of existing bicycling and walking conditions, discusses progress made towards the Town's goals, and re-evaluates the list of proposed projects to lend guidance for future bikeway and walkway improvements. Below are the 2010 goals:

### Goal 1: Increased Bicycle and Pedestrian Access

Expand bicycle and pedestrian facilities and access in and between neighborhood areas, employment centers, shopping areas, schools, and recreational sites.

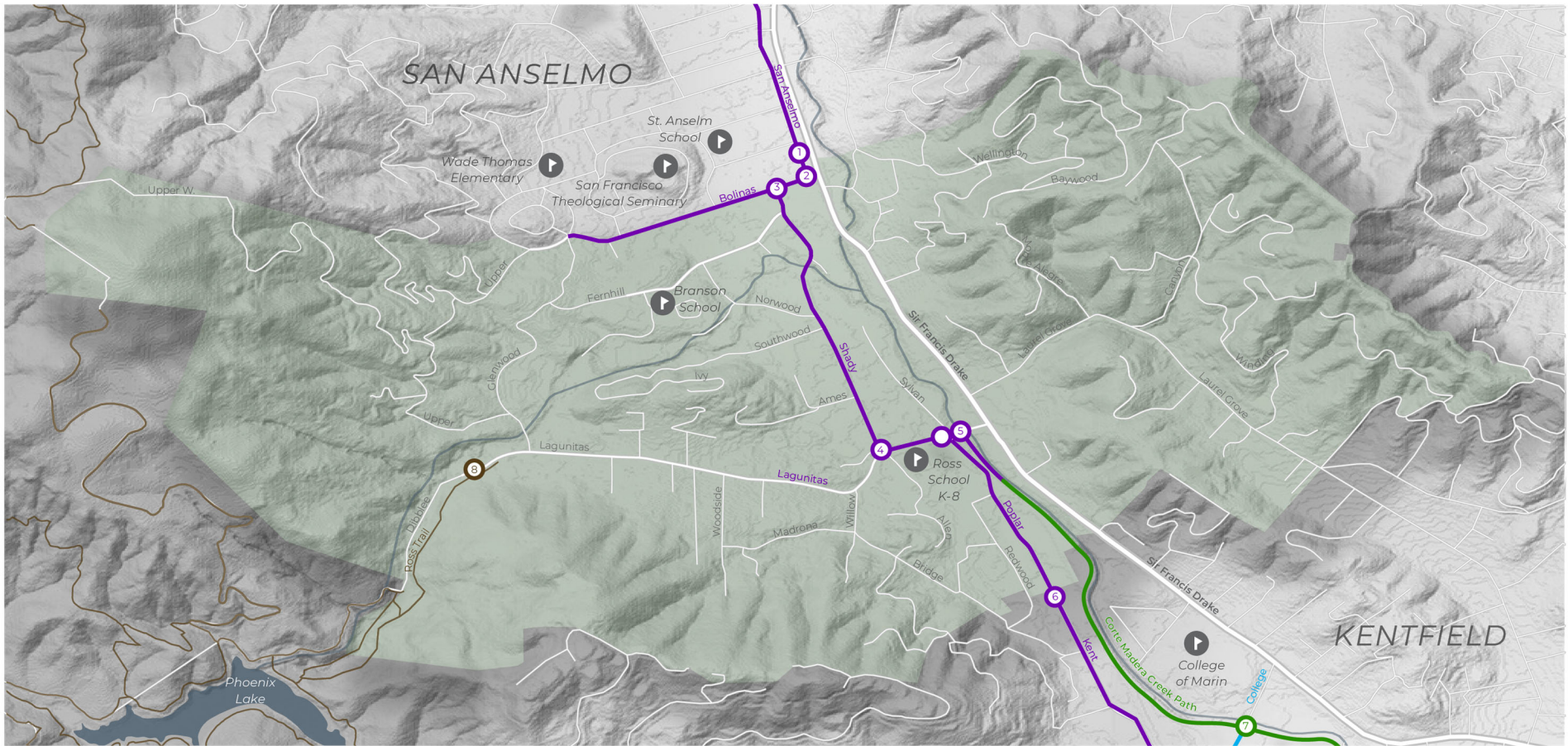
### Goal 2: Bicycle Transportation

Make the bicycle an integral part of daily life in Ross by implementing and maintaining a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer and more convenient.

### Goal 3: Pedestrian Transportation

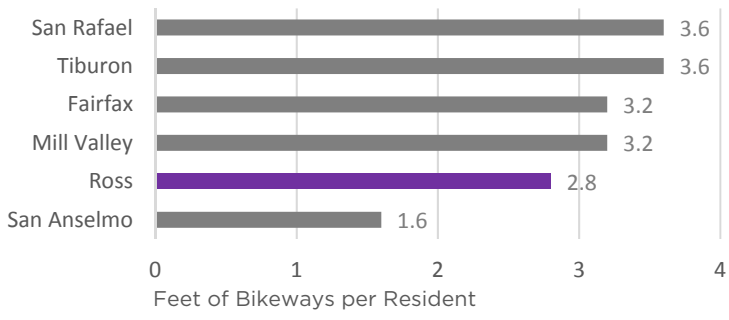
Encourage walking as a daily form of transportation in Ross by completing a pedestrian network that serves short trips and transit, improving the quality of the pedestrian environment, and increasing safety, convenience, and access for all users.

Adopted: October 11, 2018  
(Resolution No. 2080)



# EXISTING BIKEWAYS

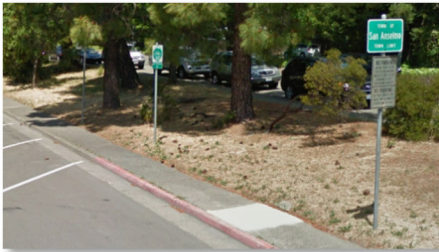
Ross is home to 1.15 miles of **signed bicycle routes** on Shady Lane/ Lagunitas Road and 0.16 miles of the **Corte Madera Creek Path**. No bikeways were constructed between 2010 and 2018.



# WAYFINDIN

Wayfinding signage is sparse along the **existing bicycle routes**, limited mostly to Bicycle Route 20 signage from the County of Marin's bicycle route signage program.

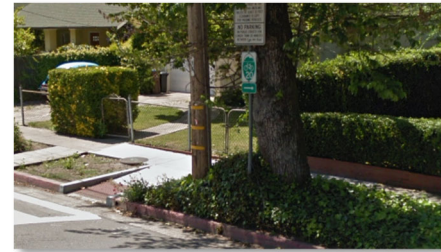
Residents would like to limit the total number of signs in Ross and do not anticipate adding additional bicycle- or pedestrian-oriented wayfinding signs.



1 San Anselmo Ave. north of Bolinas Ave.



2 Bolinas Ave. at San Anselmo Ave.



3 Bolinas Ave. at Shady Ln.



4 Lagunitas Rd. at Shady Ln.



5 Post Office Parking Lot at Lagunitas Rd.



6 Kent Ave. at south Town limit



7 Corte Madera Creek Path at College Ave.



8 NCG Park Access at Dibblee Rd.

# BIKE

Ross' 2010 *Bicycle and Pedestrian Plan* proposed installing covered bicycle parking at the following locations:

- Natalie Coffin Greene Park
- Town Hall
- Downtown commercial area

Between 2010 and 2018, the Town of Ross installed bicycle racks at the U.S. Post Office on Ross Common (see bottom image). Bicycle parking near Natalie Coffin Greene Park remains a priority.

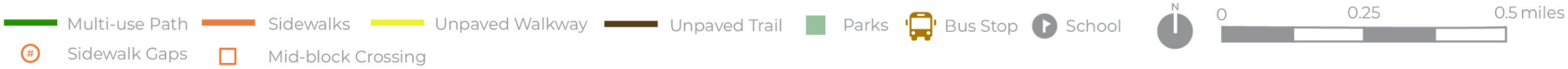
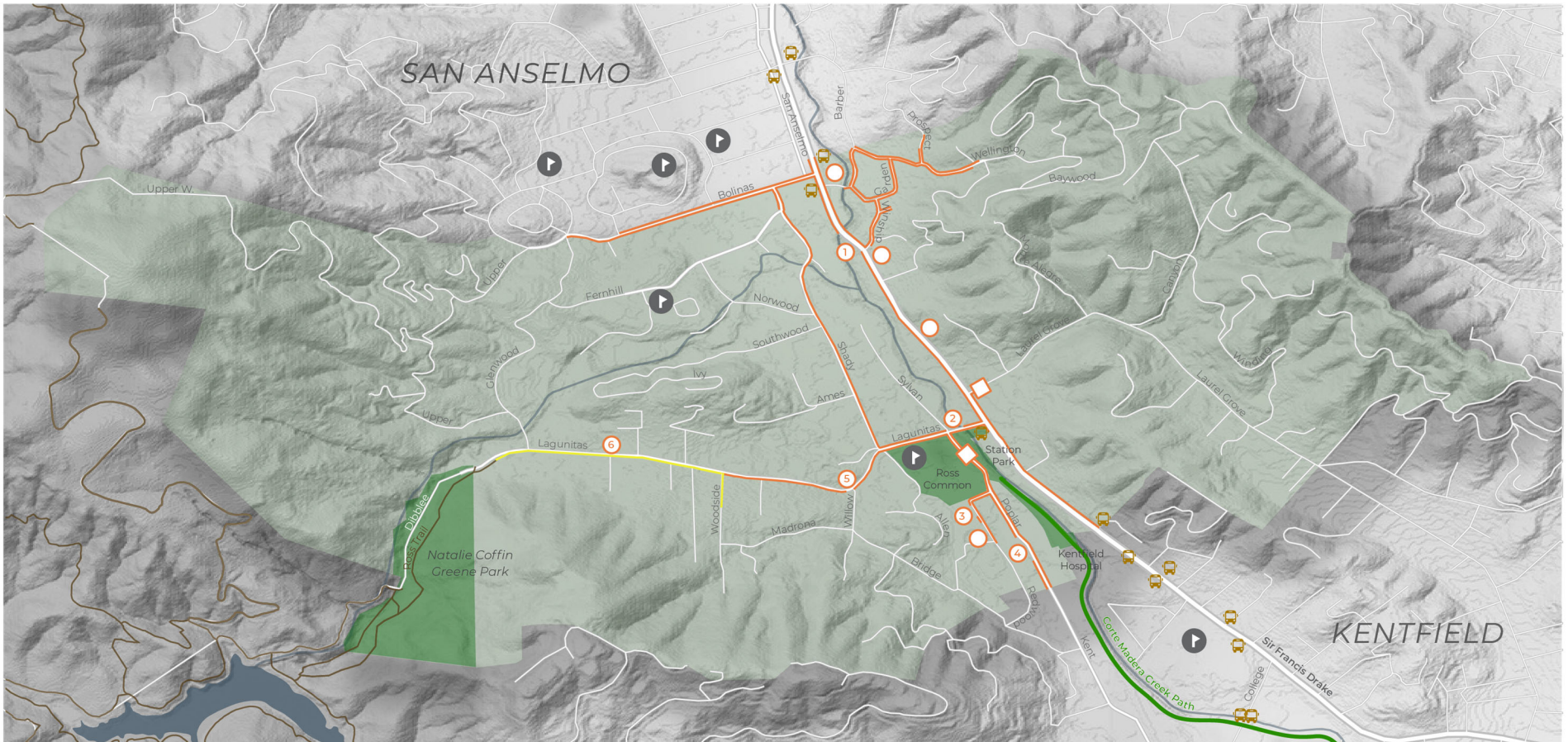
In addition, the plan proposed providing valet bicycle parking at large events, including the Town Dinner, Fourth of July picnic, and events at the Marin Art & Garden Center and local schools. Due to a lack of demand, valet bicycle parking at events is no longer a priority for the Town of Ross.



**Bicycle parking outside Breaking Away Bicycles on Ross Common**



**Bicycle rack at the U.S. Post Office on Ross Common**



# EXISTING

In 2016, the Town of Ross adopted sidewalk and pathway design guidelines that include a **desired 5' width**, compliance with American with Disabilities Act standards, and preferred materials. The Town requires property owners to adhere to these guidelines when making improvements to an existing home or business.

There are approximately 5.3 miles of **existing sidewalks** in Ross, and they are concentrated in downtown and residential areas designated as medium density (6-10 units/acre).

# SIDEWALK

While **sidewalks** are present on at least one side of most higher volume roadways in Ross, gaps in the network and ADA-compliance issues exist.



1 Southbound sidewalk gap on SFD Blvd.



2 Westbound sidewalk gap on Lagunitas Rd.



3 Southbound sidewalk gap on Redwood Dr.



4 Southbound sidewalk gap on Poplar Ave.



5 Eastbound sidewalk gap on Lagunitas Rd.



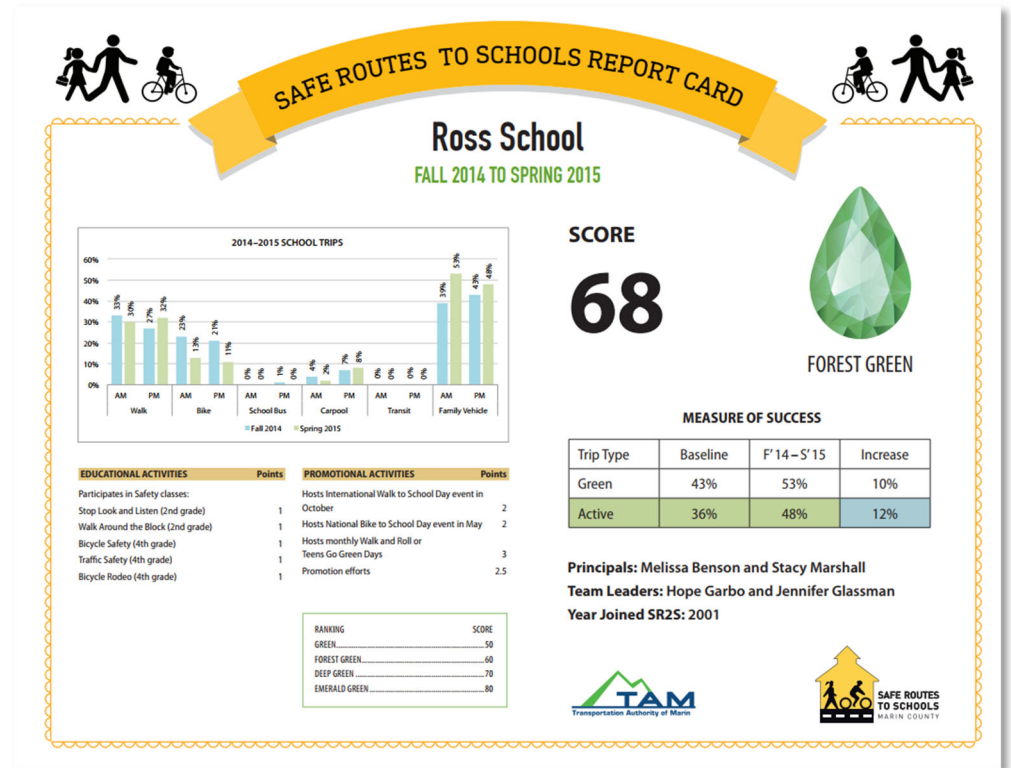
6 Unpaved walkway gaps on Lagunitas Rd.

# PROGRAM

Education and encouragement programs, such as **Safe Routes to School (SR2S)**, help support bicycle and pedestrian safety among some of the town's most vulnerable residents. Ross School has participated in the Marin County SR2S program since the 2008/09 school year. At the start of the program, 36 percent of students walked or bicycled to school. As of the 2014/15 school year (the most recently available data), 48 percent of students walked or bicycled to school, representing a 33 percent increase.

Proposed SR2S projects within Ross include:

- Multimodal improvements on Lagunitas Rd. from Shady Ln. to Sir Francis Drake Blvd. (traffic control, crosswalk, sidewalk, and striping modification).
- Multimodal improvements on Bolinas Ave. between San Anselmo Ave. and SFD Blvd.
- Sidewalk extension and realign crosswalk on Laurel Grove Ave.
- Speed feedback signs near Ross School



## Ross School SR2S Report Card (Marin County SR2S Program Evaluation, 2016)

Ross School received a score of 68 out of 100 for its Safe Routes to School programming in the 2014/15 school year. The score was based on what percent of students walked and bicycled to school and the number of educational and promotional activities offered. This placed Ross School 21<sup>st</sup> out of 57 total participating schools. Cutting the number of individual students being driven to school in a family vehicle in half would help propel Ross School to the top of the rankings.





# RECENTLY

A series of SR2S-related infrastructure projects were completed between 2009 and 2016, representing approximately \$1,500,000 in construction costs in and around Ross.

# RELATED

Relevant sections from related planning documents:

## San Anselmo Bike/Ped Plan

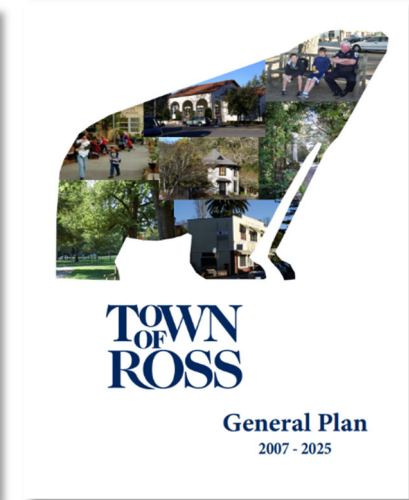
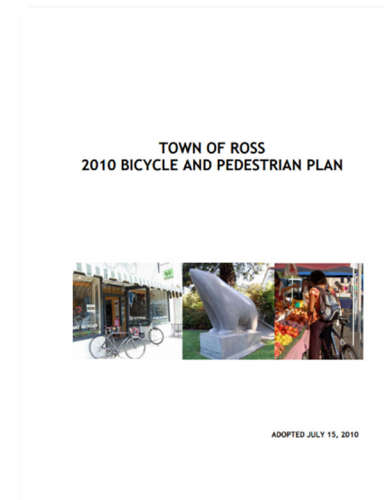
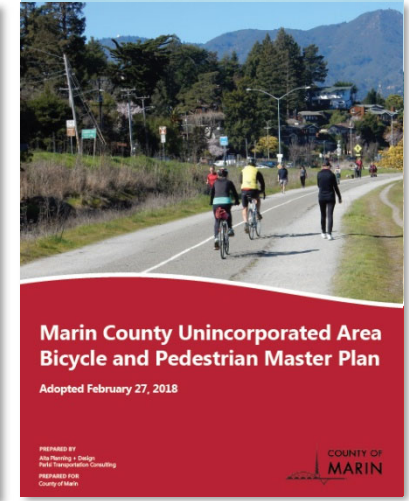
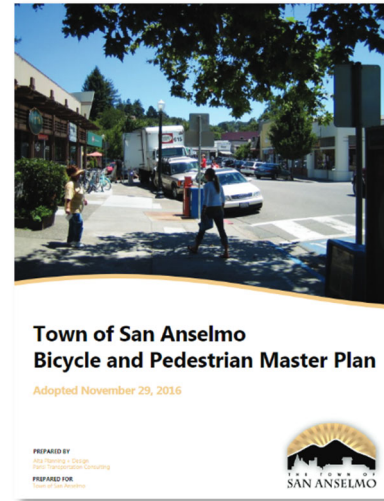
- Proposed extension of Corte Madera Creek Path and Bolinas Ave. signed bicycle route
- Proposed signed bicycle route on Waverly Rd.

## Unincorporated Marin County Bike/Ped Plan

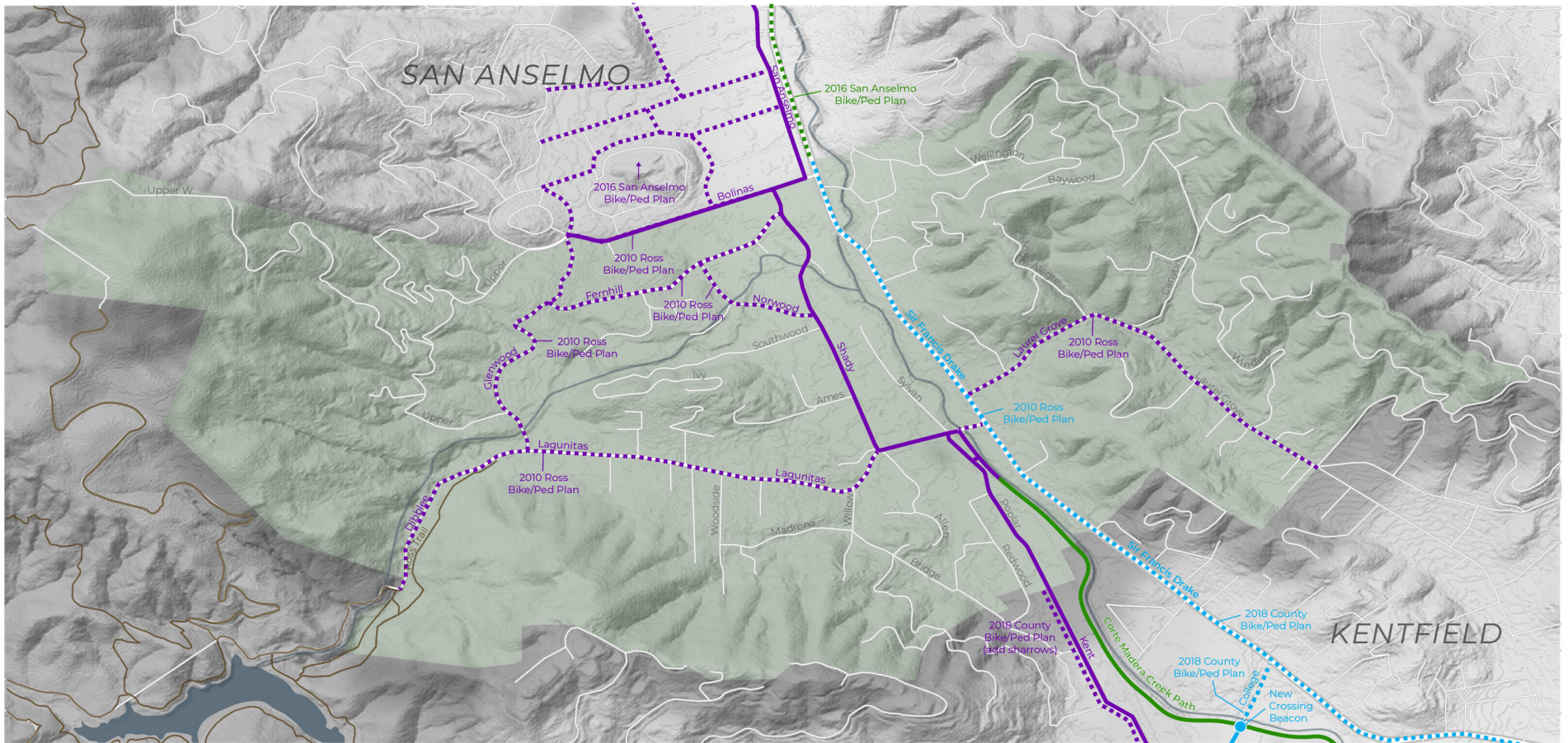
- Proposed on-street bicycle lanes on SFD Blvd. between Ross' southern town limit and Wolfe Grade
- Install pedestrian crossing beacon on College Ave. at Corte Madera Creek Path
- Add “sharrow” pavement markings to existing bicycle route on Kent Ave.

## Ross General Plan

- Maintain acceptable pavement conditions on all public streets
- Mitigate roadway impacts due to construction activities
- Limit on-street motor vehicle parking
- Consider links to surrounding area destinations and regional trails
- Coordinate bicycle and pedestrian plan with SR2S program



Since Ross' last updates to its General Plan and Bicycle and Pedestrian Plan, San Anselmo and the County of Marin have updated their bicycle and pedestrian master plans with proposed projects that could impact the town.



Existing: — Multi-use Path — Striped Bike Lane — Signed Bike Route  
 Previously Proposed: - - - Multi-use Path - - - Striped Bike Lane - - - Signed Bike Route



# PREVIOUSLY

Previously proposed bikeways would create a clear east-west bicycle route, north-south bicycle lanes on SFD Blvd., and bicycle route connections on Glenwood Ave., Fernhill Ave., and Norwood Ave.

# NEED

Public input for Ross' 2010 [Bicycle and Pedestrian Plan](#) came through one public workshop on Central Marin bicycling and walking issues held at the San Rafael Community Center (Nov. 2006), two public workshops on the Non-motorized Transportation Pilot Program held at the Embassy Suites Hotel in San Rafael (Nov. 2006) and San Rafael Community Center (Mar. 2006), Ross Town Council meeting (May 2010), and Ross Public Works Committee meeting (Jun. 2010).

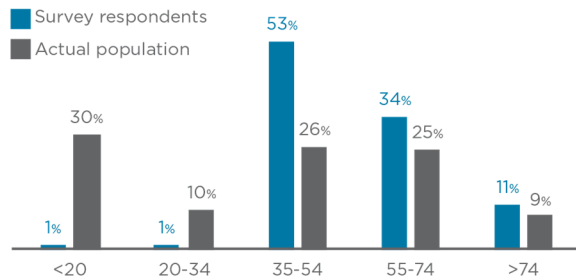
For this check-in, an additional public meeting was held at Ross Town Hall (31 Sir Francis Drake Boulevard) on August 9, 2018 from 6:00 PM to 8:00 PM. The Town Council discussed limitations of a 'walking loop' that includes infrastructure changes on Glenwood Ave., the need for improved pedestrian facilities along Laurel Grove Ave., potential safety improvements at Sir Francis Drake Blvd. and Bolinas Ave., a proposed continuous walkway on Lagunitas Rd., and a walkway connection to The Branson School. One resident voiced support for an improved walkway on Fernhill Ave. from Norwood Ave. to The Branson School.



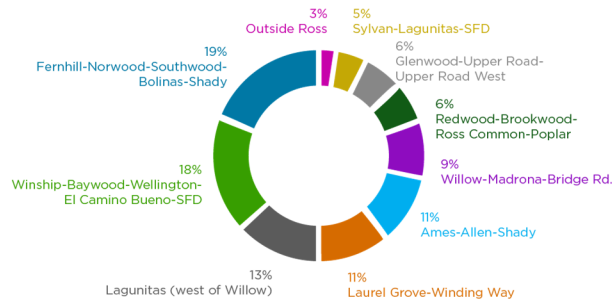
# SURVE

**197 responses**  
(8% of Town's population\*)

## Age



## Respondents' Neighborhoods



The Town of Ross conducted a 10-question online survey about residents' bicycling and walking behaviors, preferences, and needs.

## Frequency



respondents **walk** at least 1/2 mi every good weather day



respondents **bike** at least 1/2 mi every good weather day

## Top Walk/Bike Destinations

- 1 Phoenix Lake
- 2 Downtown Ross
- 3 Downtown San Anselmo
- 4 Ross School

## Most Important Features



Well-maintained



Continuous



Away from fast-moving traffic

## Trip Purpose

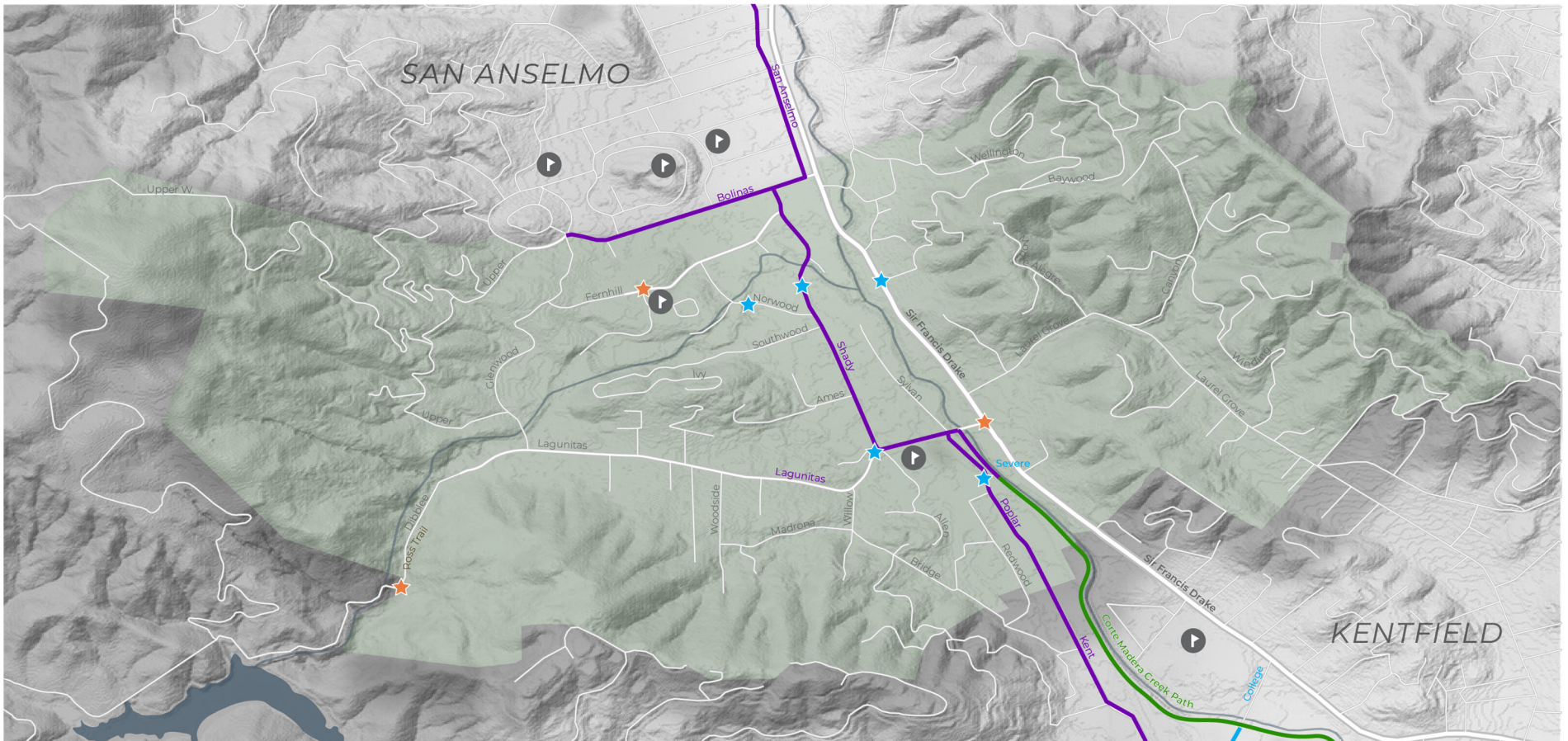


**67%**  
walk trips

and

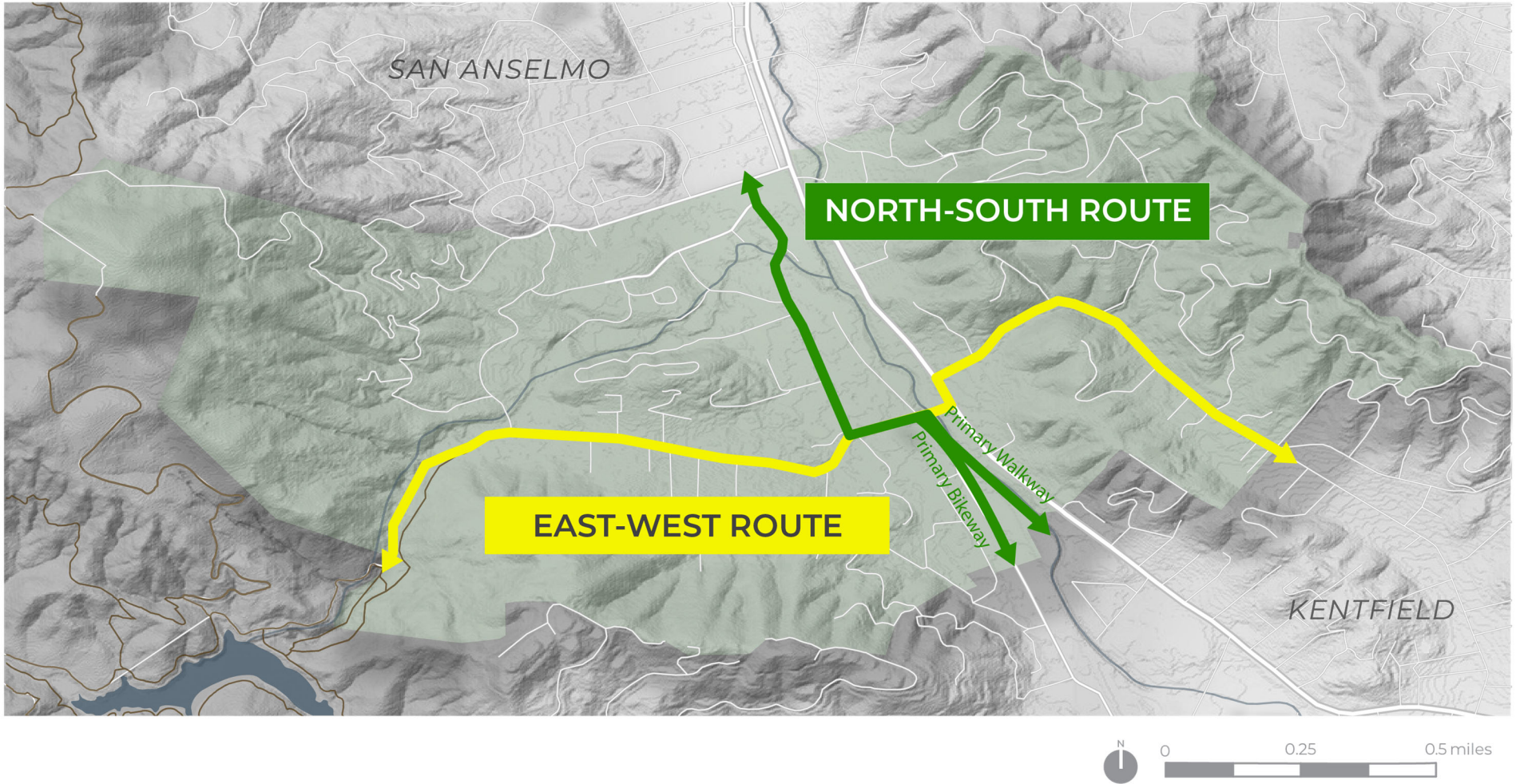
**46%**  
bike trips

**were primarily for recreation**



# COLLISION

5 bicycle-involved and 3 pedestrian-involved collisions occurred in Ross between 2007 and 2016, including one collision resulting in a severe injury on Ross Common. Given the relatively small number of collisions, there was no clear pattern in the contributing factors or time of day.



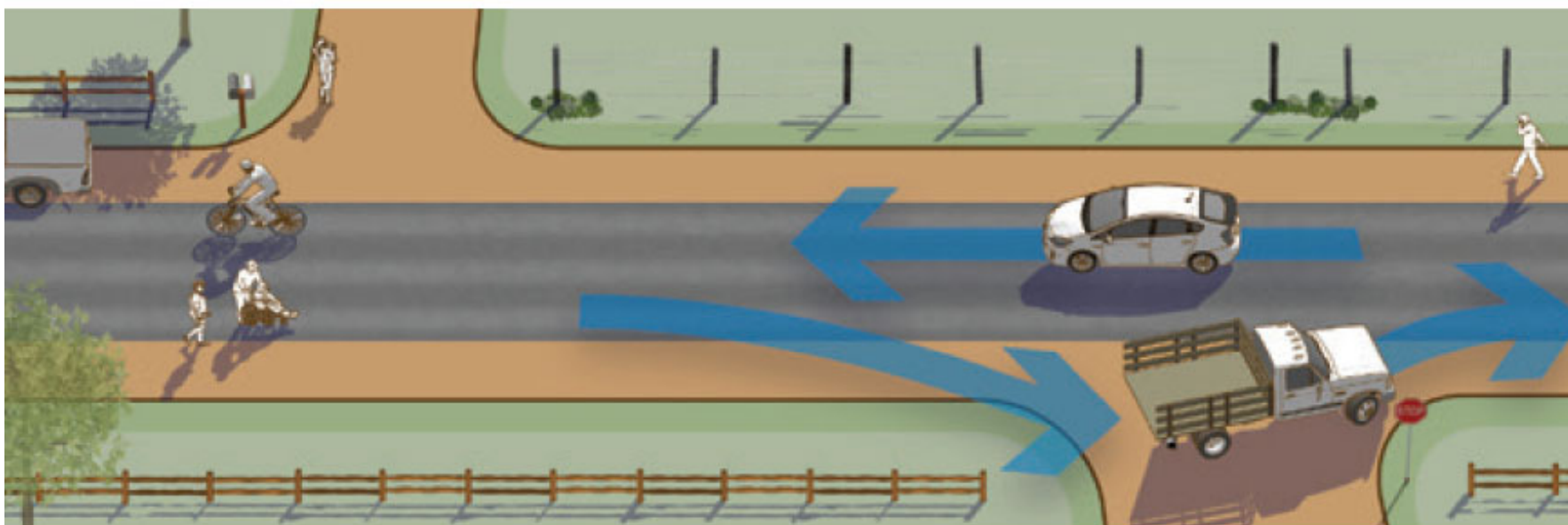
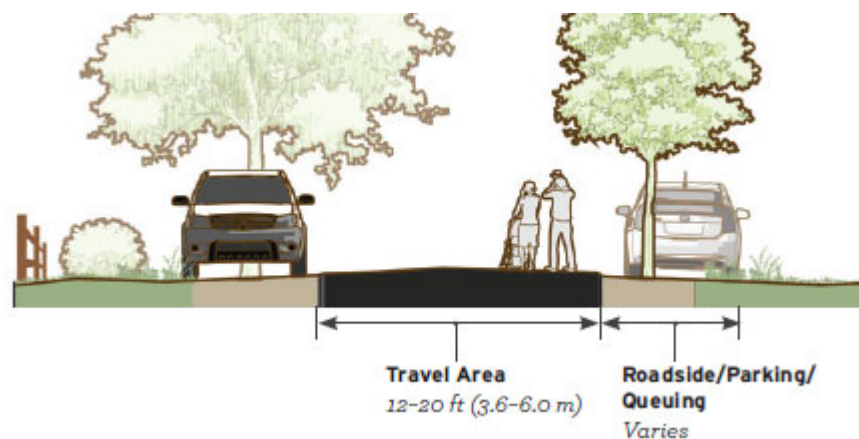
# PROJECT CONCEPTS

The proposed projects can be grouped within a primary **East-West** route and a primary **North-South** route, providing connections to the town's most popular destinations and parks, as well as existing and proposed bikeways in neighboring jurisdictions.

Additional consideration of an improved walkway on Fernhill Ave. between Glenwood Ave. and Shady Ln. would provide a safer route for students walking to The Branson School.

# TYPES OF FACILITIES

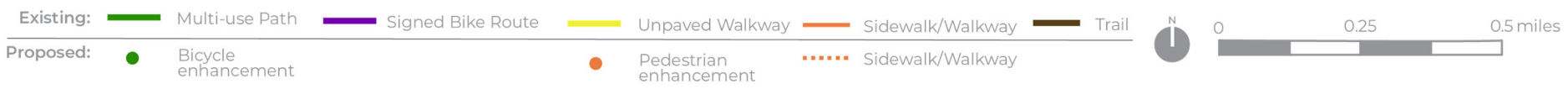
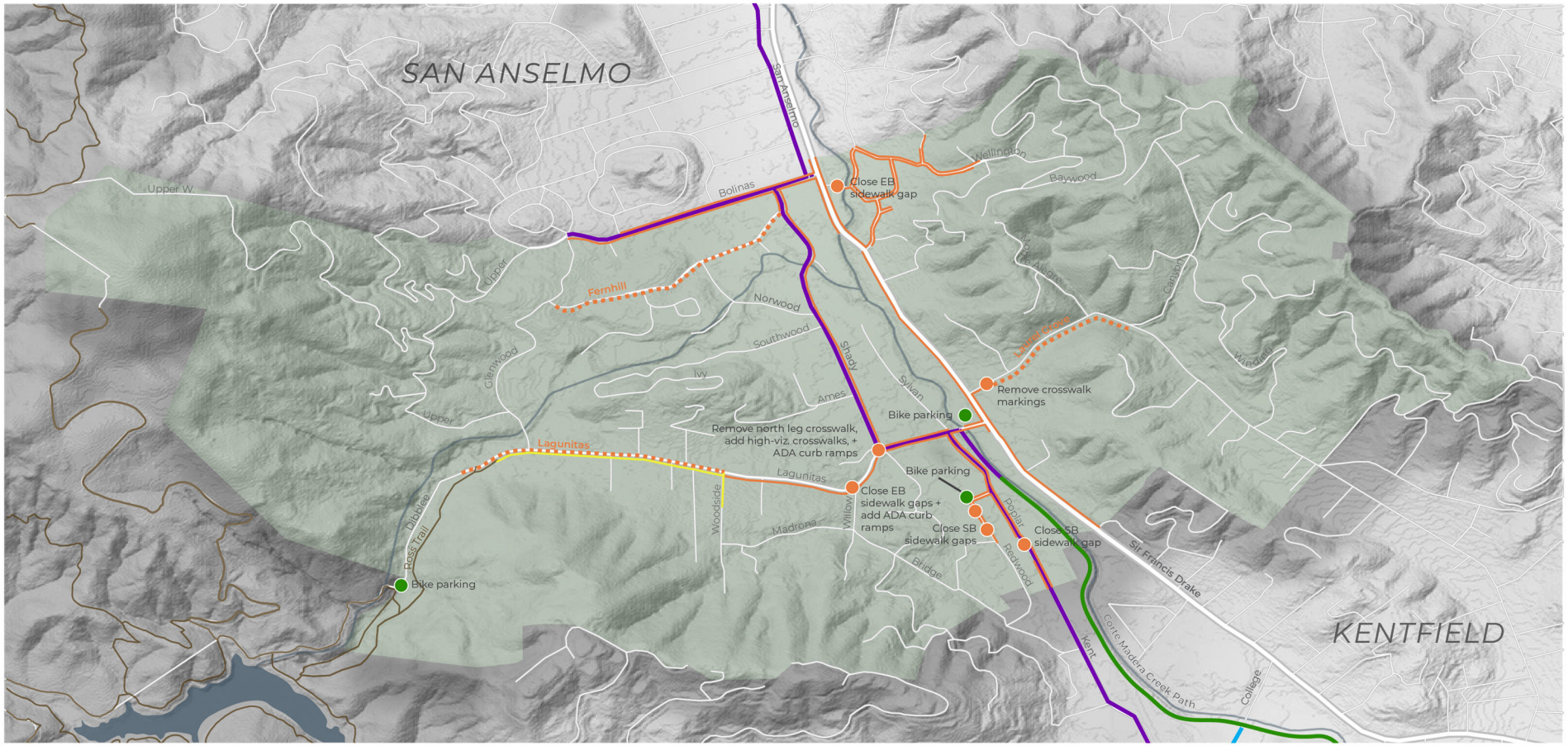
**Yield Roadways** are designed to serve pedestrians, bicyclists, and motor vehicle traffic in the same slow-speed travel area. When operating at very-low volumes at low speeds, pedestrians and bicyclist can feel comfortable walking within the travel area of the roadway. They are less costly to build/maintain than traditional bicycle and pedestrian facilities and can help minimize stormwater runoff. (Images courtesy of FHWA's [Small Town and rural Multimodal Networks](#)).





**Shared lane pavement markings**, like those on Kent Ave. near Woodlands Market and A.E. Kent Middle School, help to make motorists aware that bicyclists may be sharing the street with them and help signal to bicyclists the proper positioning within the travel lane. While many streets in Ross may be suitable locations for shared lane pavement markings, shoulder reconstruction and new signage may be necessary to fully implement the changes (Image courtesy of Google Maps).





# PROPOSED PROJECTS

The proposed network would close sidewalk gaps and address ADA-compliance issues along the primary **East-West** and **North-South** routes. To accomplish this, it is proposed that a continuous **sidewalk/walkway** be added to Lagunitas Rd., a **walkway** be added to Laurel Grove Ave.,

ADA-compliant curb ramps be added to Lagunitas Rd. at Willow Ave. and at Shady Ln, and **sidewalk** gaps be closed on Poplar Ave. and Redwood Dr. Lastly, a **sidewalk** is proposed on Fernhill Ave. to provide a safer route for pedestrians between Glenwood Ave. and Shady Ln.

# PROJECT SUMMARY

East-West Route					
ID	Corridor	Begin	End	Miles	Description
A	Lagunitas Rd.	Dibblee Rd.	Woodside Way	0.45	Convert unpaved walkway on south side of roadway to paved ADA-compliant walkway
B	Laurel Grove Ave.	Marin Art & Garden Center parking lot (134' east of Sir Francis Drake Blvd.)	Canyon Rd.	0.29	Extend existing walkway on Laurel Grove Ave.
C	N/A	Lagunitas Rd.	Willow Ave.	N/A	Close eastbound sidewalk gap and add ADA-compliant curb ramps
D	N/A	Lagunitas Rd.	Shady Ln.	N/A	Remove crosswalk on the north leg, add high-visibility crosswalks and ADA-compliant curb ramps to the east and south legs
E	N/A	Laurel Grove Ave.	Marin Art & Garden Center parking lot (134' east of Sir Francis Drake Blvd.)	N/A	Remove striping for mid-block crossing

*\*Determination of project costs are beyond the scope of this amendment. Detailed costs estimates will be developed pending further feasibility studies on individual priority projects as grant funding becomes available.*

### North-South Route

ID	Corridor	Begin	End	Miles	Description
<b>F</b>	Poplar Ave.	40 Poplar Ave.	46 Poplar Ave.	0.11	Close gap in southbound sidewalk network

### Safe Route to School Connection

ID	Corridor	Begin	End	Miles	Description
<b>G</b>	Fernhill Ave.	Glenwood Ave.	Shady Ln.	0.43	Add sidewalk on southside of roadway

### Other Projects

ID	Corridor	Begin	End	Miles	Description
<b>G</b>	Natalie Coffin Greene Park	N/A	N/A	N/A	Add short-term bicycle parking
<b>H</b>	Ross Common	Redwood Dr.	N/A	N/A	Add short-term bicycle parking
<b>I</b>	Winship Ave.	Sir Francis Drake Blvd.	Winship Ave. (220' east of Sir Francis Drake Blvd.)	0.04	Study potential to extend eastbound sidewalk
<b>J</b>	Redwood Dr.	Poplar Ave.	Brookwood Ln.	Varies	Close gaps in southbound sidewalk network

*\*Determination of project costs are beyond the scope of this amendment. Detailed costs estimates will be developed pending further feasibility studies on individual priority projects as grant funding becomes available.*

# PRIORITIES

Because funding opportunities are limited, the following projects are the Town's highest priorities over the next 10 years:

## ***1. Project A***

→ Continuous paved walkway on Lagunitas Rd.

## ***2. Project B***

→ Extended walkway on Laurel Grove Ave.

## ***3. Project G***

→ New walkway on Fernhill Ave.

## ***4. Project F***

→ Sidewalk gap closure on Poplar Ave.

## ***5. Project J***

→ Sidewalk gap closures on Redwood Ave.

## Acknowledgements

### Town Council

P. Beach Kuhl, mayor

Elizabeth Brekhus, mayor pro tempore

Julie McMillan, council member

Elizabeth Robbins, council member

P. Rupert Russell, council member

G. Kelley Reid, town treasurer

### Town Staff

Joe Chinn, town manager

Richard Simonitch, public works director

Heidi Scoble, planning manager

Erik Masterson, police chief

### Photo Credits

FHWA

Google Maps