

## Quality of Life

**CIR-1:** ~~Provide a~~ safe, efficient, multi-modal transportation system that ~~recognizes-incorporates~~ the needs of all circulation system users.

Policy CIR-1.1: Develop a coordinated system of roadways, bikeways, multi-use paths, public transit, and Transportation Demand Management (TDM) programs. Provide 'Complete Streets' that are safe, comfortable, and convenient routes for walking, bicycling, and public transportation to increase use of these modes of transportation, enable active travel as part of daily activities, reduce pollution, and meet the needs of all users of the streets for safe and convenient travel, consistent with the other goals, objectives, and policies of this plan and the City's Complete Streets Policy (Resolution No. 6/13). Street users include pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, emergency vehicles and personnel, seniors, children, youth, and families.

~~Policy CIR 1.2:~~ Action Program CIR-1.1.a: Apply appropriate functional classifications and ~~modern~~ state-of-the-art design standards consistent with the Complete Streets Policy in the construction, maintenance, and improvements of roadways, bikeways, and multi-use paths in the City.

Action Program CIR-1.1.b: Implement and update, as needed, the City's Bicycle and Pedestrian Master Plan. Roadways, bikeways, and multi-use paths shall be designed, planned, constructed, maintained, improved, and operated to accommodate and encourage travel by pedestrians and bicyclists.

Action Program CIR-1.1c: Consider all circulation system users when installing traffic control devices.

Policy CIR-1.~~23~~: Seek public participation in the preparation and execution of local and regional circulation plans.

~~Policy CIR 1.4: Roadways, bikeways, and multi use paths shall be designed, planned, constructed, maintained, improved, and operated to accommodate and encourage travel by pedestrians, bicyclists, private automobiles, and public transit vehicles and their passengers.~~

Commented [A1]: Addressed above

Policy CIR-1.~~35~~: Determine a minimum acceptable roadway pavement condition for all City streets, and maintain streets at a level not less than that minimum condition.

*Action Program CIR-1.~~35~~.a: Investigate all possible funding mechanisms for roadway paving improvements, such as public-private partnerships and cost-sharing with neighboring jurisdictions.*

~~Policy CIR-1.6: Consider all circulation system users when installing traffic control devices.~~

Commented [A2]: Addressed above



**CIR-2: ~~Regard~~ The quality of life in Larkspur as more important than takes precedence over mobility of vehicular traffic.**

Policy CIR-2.1: Design circulation facilities ~~that~~ to minimize disruption of neighborhoods and communities.

Policy CIR-2.2: Sir Francis Drake Boulevard and East Sir Francis Drake Boulevard shall not be widened to allow additional through traffic lanes.

*Action Program CIR-2.2.a: Actively cooperate with the County of Marin to seek workable capacity improvements to the portion of Sir Francis Drake Boulevard in the County's jurisdiction that are not disruptive to the community.*

~~Action Program CIR-2.2.a: Actively cooperate with the Transportation Authority of Marin (TAM), Caltrans, and the City of San Rafael to implement a direct connection from northbound Highway 101 to eastbound I-580, to reduce through-traffic congestion on East Sir Francis Drake in Larkspur Landing.~~

Commented [A3]: relocated

Policy CIR-2.3: Give higher priority to preserving the existing configuration of streets and buildings Downtown than to moving traffic through Downtown.

~~Policy CIR-2.4: Do not make vehicular capacity improvements to Magnolia Avenue that would encourage additional through traffic.~~

Commented [NT4]: Relocated to Magnolia Avenue Section

~~Policy CIR-2.5: Recognizing Marin General Hospital's existing use of Hal Brown Park at Creekside in Greenbrae as a heli-stop, support an improved heli-stop facility only to provide essential emergency transportation services.~~

Commented [A5]: Relocated to below

Policy CIR-2.6: Encourage vehicular traffic to use designated major arterials, ~~except Highway 1010 shall be encouraged and improved for through traffic use.~~

Policy CIR-2.7: Encourage through traffic to use Highway 101 and maintain and improve the highway for such use.

~~Policy CIR-2.87: Maintain and improve existing landscaped medians and add street trees. Consider traffic calming features as a component of all major roadway improvements.~~

Commented [A6]: Moved to Magnolia Avenue Section and added to Community Character Element.

~~Action Program CIR-2.7.a: Maintain and improve the existing median strip landscaping on Sir Francis Drake Boulevard and East Sir Francis Drake Boulevard.~~

~~Action Program CIR-2.7.b: Maintain and improve medians and street trees along Magnolia Avenue to the maximum extent possible.~~

~~Policy CIR-2.8: Consider traffic calming features and landscaping as a component of all major roadway improvements.~~

Policy CIR-2.5: Recognizing Marin General Hospital's existing use of Hal Brown Park at Creekside in Greenbrae as a heli-stop, support an improved heli-stop facility only to provide essential emergency transportation services.

Commented [A7]: Moved here out of vehicle & traffic policies



**CIR-3: ~~Ameliorate the~~Reduced impact of traffic congestion on Larkspur's quality of life.**

Policy CIR-3.1: ~~Prepare a program of multi-modal traffic capacity improvements to ease traffic congestion. Consistent with the Complete Streets Policy, create a street and roadway system that provides safe access to all users between activity centers within the Planning Area and to destinations across the region, including places of employment, shopping and recreation. As such, the City shall strive to balance the needs for congestion relief, personal travel, goods movement, parking, social activities, business activities, and revenue generation, when planning, operating, maintaining, and expanding the roadway network.~~

Action Program CIR-3.1.a: Perform the following specific capacity and safety related improvements:

- **TO BE ADDED AFTER EIR IS COMPLETED.**

Commented [NT8]: For GPUSC discussion, there is little in the way of capacity improvements that are feasible or even desired, as that simply tend to increase through traffic. It may be that this should simply refer to the annual update to CIP

Policy CIR-3.2: ~~Wherever possible~~Where feasible, given the needs of all users listed in Policy CIR-3.1, maintain standards for acceptable traffic Levels of Service during peak periods. Where these standards cannot be feasibly maintained due to new traffic generated by a proposed project, require other measures to reduce peak traffic and/or reduce the VMT generated by the new development.

*Action Program CIR-3.2.a: Acceptable Level of Service (LOS) shall be defined for signalized intersections at the D level using planning procedures defined in up-to-date releases from the Transportation Research Board. The City acknowledges that LOS E exists at the following signalized intersections and that most measures which would alleviate traffic congestion there would not be desirable:*

- **TO BE ADDED AFTER TRAFFIC STUDY IS COMPLETED.**

*Action Program CIR-3.2.b: Acceptable Level of Service (LOS) shall be defined for unsignalized intersections at the C level during peak periods. Because poor service levels at unsignalized intersections do not represent the same level of delay to motorists as at signalized intersections, the City should develop specific*

requirements on a case by case basis.

The City acknowledges that levels of service lower than C are projected for city build-out at the following unsignalized intersections, and that most measures which would alleviate traffic congestion there would not be desirable:

• **TO BE ADDED AFTER TRAFFIC STUDY IS COMPLETED.**

Action Program CIR-3.2.c: When maintaining an Acceptable LOS at an intersection is not feasible, the City will consider requiring new projects to provide off-site mitigations such as a TDM program, ridesharing programs, SMART, ferry and bus vouchers for employees, jitney/van connections to mass transit stops, yellow school bus programs, bicycle and pedestrian facilities listed in the City's BPMP, and other alternative transportation (see additional discussion of transportation alternatives under Goal 6).

Policy CIR-3.3: ~~Ensure that Development of high intensity uses such as commerce, professional offices, public services, and high density residences~~ multi-family residential are located in near proximity to transit routes and transportation facilities.

Action Program CIR-3.3.a: In reviewing new development and redevelopment proposals, the City will weigh the benefits of new commercial development that meets local resident's shopping and employment needs and multi-family housing that meets the City's needs to provide adequate housing in the City against possible impacts on intersection congestion and VMT.

Action Program CIR-3.3.b: Amend the Municipal Code to require a detailed traffic study based on a hard cap of how many trips a project will generate during the peak hour and revise it to reflect the policies of this Circulation Chapter.

**Commented [NT9]:** Discussion for GPUSC to define what types of projects qualify for Traffic Studies



**CIR-4:** Mitigation ~~of the~~ traffic and parking impacts of new development ~~and uses~~ and major redevelopment projects.

Policy CIR-4.1: Require a traffic impact analysis for any project generating significant additional peak hour PM trips to prevent a significant increase in peak hour traffic on City arterials.

Action Program CIR-4.1.a: Conduct a study to identify appropriate trip generation significance thresholds and adopt the identified thresholds by ordinance.

Policy CIR-4.1: Develop a policy for new development to achieve a minimum percentage reduction in Vehicle Miles Traveled (VMT) per capita or per service population versus countywide estimates, utilizing countywide modeling and based

**Commented [NT10]:** This bears GPUSC discussion. We will want to continue traffic analysis of new development and but maintain flexibility for existing commercial/office and housing.

upon VMT reduction strategies from Quantifying Greenhouse Gas Mitigation Measures, CAPCOA, 2010, or similar professional research documents.

Policy CIR-4.2: Development should contribute to measures to mitigate a project's local and regional traffic impacts.

*Action Program CIR-4.2.a: Periodically study, update, and continue to collect an ~~traffic-transportation~~ impact fee from developers to fund transportation alternatives and improvements to the circulation system, including multi-modal facilities and alternative transportation programs, to mitigate a project's impacts.*

*Action Program CIR-4.2.b: Develop programs to take advantage of any sales tax revenue for transportation improvements.*

*Action Program CIR-4.2.c: Use traffic mitigation fees to carry out projects as soon as sufficient funds are received.*

*Action Program CIR-4.2.d: Study and consider incentives for developers to design projects to minimize their impact on traffic.*

**Commented [NT11]:** GPUSC - Given Measure A, limited revenues, and annual budget process - should this be deleted?

Policy CIR-4.3: Developers should pay for improvements to the existing street system to mitigate unacceptable impacts of projects where such improvements are appropriate.

*(Also see policies under Goal -6 about funding transportation alternatives.)*

Policy CIR-4.4: Establish parking requirements for vehicles and bicycles and for parking programs that enhance local economic vitality and manage parking demand and capacity and Development should avoid, if/where possible, impacts on surrounding on-street parking residential neighborhoods.

*Action Program CIR-4.4.a: ~~Regularly review and update citywide parking standards.~~ Particularly in areas served by nearby transit and alternative transportation facilities, study appropriate parking management strategies (e.g. shared or reciprocal parking, "unbundled" parking in commercial and multi-family residential projects, maximum parking requirements, on-site car sharing ...etc.) to ensure adequate parking for customers, patrons, or employees during peak demand periods and community activities and events and to prevent "spillover" parking into adjacent residential areas adjacent to commercial areas.*

*Action Program CIR-4.4.b: Update regulations that incorporate effective parking management strategies and best practices (e.g. allow shared and reciprocal use of public and private parking spaces that serve more than a single location or use).*

*Action Program CIR-4.4.c: Survey existing striping and curb cuts to locate opportunities for new on-street auto, motorcycle, and bicycle parking spaces.*

Action Program CIR-4.4.d: Provide adequate public, on-street disabled/accessible parking spaces and an accessible path of travel to adjacent homes and shops.

Action Program CIR-4.4.e: Per the City of Larkspur Bicycle and Pedestrian Master Plan, ensure provision of secure bicycle parking downtown and near popular citywide destinations, including public facilities, schools, commercial and business centers, transit stops, and recreational areas.

Action Program CIR-4.4.f: Require new multi-family, mixed-use, and commercial redevelopment projects to include secure bicycle parking and facilities.

Action Program CIR-4.4.g: Establish regulations that will accommodate innovations in alternative transportation, vehicles, and fuels, such as electric vehicle charging facilities and infrastructure, in all new and redeveloped public and private parking lots.

Action Program CIR-4.4.h: Continue to work with public and private schools within Larkspur to identify incentives to reduce student driving and encourage carpooling (thereby reducing emissions, parking demand, and traffic congestion at pick-up and drop-off).

Policy CIR-4.5: Strive to reduce the amount of land and infrastructure devoted to parking through such measures as development of consolidated parking facilities, the application of shared parking for mixed-use developments, car share programs, alternative investment in bike and pedestrian facilities, and the implementation of Transportation Demand Management programs to reduce parking demand.

Policy CIR-4.6: Encourage the use of shared parking facilities and programs as conditions of approval in mixed-use developments.

Policy CIR-4.7: Require that parking lots be designed to minimize heat island effects, have significant tree canopies with ample landscape areas designed to pre-treat stormwater runoff where feasible, and ensure safe pedestrian access.



**CIR-5: ~~Provide hiking trails and access points for that provide public enjoyment and use of open space areas and waterways.~~**

Policy CIR-5.1: Provide reasonable access to open space areas via trails and entry

points that do not adversely impact adjacent residential areas.

*Action Program CIR-5.1.a: Adopt guidelines and standards for paths and access.*

*Action Program CIR-5.1.b: Secure multiple public access points at time of development of areas adjacent to trails and open space lands (e.g., Big and Little King, Tubb Lake/Miwok Park, San Rafael/Southern Heights Ridge).*

Policy CIR-5.2: Inventory, maintain, and upgrade signage and access to trails and paths.

*Action Program CIR-5.2.a: Implement the signing and access projects identified in the Bicycle and Pedestrian Master Plan.*

*Action Program CIR-5.2.b: Maintain and improve the public safety of trail and path access points.*

*Action Program CIR-5.2.c: At trail entrances, provide appropriate signage and access designed to preclude entry by incompatible trail users, as applicable by trail (e.g. equestrians or cyclists).*

*Action Program CIR-5.2.d: Maintain accurate and clear signage to indicate the transition from City roads to fire roads or other roads not intended for vehicular access.*

Policy CIR-5.3: Reduce the potential for theft, noise, litter, and parking intrusion that may be associated with trails in neighborhoods.

*Action Program CIR-5.3.a: Use planting and lighting to discourage parties and similar gatherings at trail entrances.*

Policy CIR-5.4: Encourage persons using the hiking trails to walk to trail access points instead of using their automobiles.

*Action Program CIR-5.4.a: Ensure that trail access points are connected to or easily accessed by existing bicycle and pedestrian paths.*

*Action Program CIR-5.4.b: Allow parking at trail access points only where there is sufficient land area.*

*Action Program CIR-5.4.c: At trail entrances, provide appropriate gates designed to preclude entry by motorized vehicles.*

Policy CIR-5.5: Coordinate with Marin County in developing policies for appropriate levels of use of trails and open space areas in the Larkspur Planning Area (i.e., equestrian access, mountain bike access, etc.) in the Countywide Trails Plan.

Policy CIR-5.6: Coordinate with the Marin County Open Space District to vacate City-owned right-of-ways that fall within designated open space areas.

Policy CIR-5.7: Maintain public launches providing access to Corte Madera Creek.

Policy CIR-5.8: Support the implementation of the San Francisco Bay Area Water Trail, which includes public and private launch sites in Larkspur's Planning Area that provide access to Corte Madera Creek.

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## Transportation Alternatives

**CIR-6: ~~Increase Promotion of~~ attractive alternatives to the use of private automobiles in order to reduce automobile traffic, especially peak hour traffic, vehicle miles travelled, and ~~reduce~~ transportation-related sources of air pollution and energy consumption. ~~(ok)~~**

Policy CIR-6.1: ~~Locate and design accessible multi-use paths and bikeways that provide continuous routes for pedestrians and bicyclists within Larkspur. Maintain and update the City's Bicycle & Pedestrian Master Plan to Encourage bicycling and walking to reduce the Vehicle Miles Travelled in the City of Larkspur.~~

~~Action Program CIR-6.1.a: Analyze and improve connections for pedestrians and bicyclists between neighborhoods in Larkspur and destination points, such as schools and retail or professional centers. Maintain and update the City's Bicycle & Pedestrian Master Plan at least every five (5) years to identify Recommended Active Transportation Facilities and Recommended Active Transportation Policies and Programs address the following goals:~~

- ~~• Develop a more pedestrian- and bicycle-friendly community.~~
- ~~• Improve pedestrian and bicycle safety.~~
- ~~• Expand safe routes to school~~
- ~~• Identify and close regional and multi-jurisdictional gaps in pedestrian and bicycle connectivity.~~
- ~~• Improve access to transit.~~

~~Action Program CIR-6.1.b: Require new development, including City-owned parks and recreation areas, schools, public buildings, and private development, to provide safe and convenient bicycle parking and pedestrian and bicycle access consistent with the Bicycle & Pedestrian Master Plan., including City-owned parks~~

~~and recreation areas, schools, public buildings, and private development.~~

Action Program CIR-6.1.c: When developing multi-use paths and trails, consider the access needs of all users.

Action Program CIR-6.1.d: Identify and pursue grants and other available funding sources ~~for multi-use paths, trails, and bikeways to support implementation of the Bicycle Pedestrian Master Plan.~~

Action Program CIR-6.1.e: Implement the Bicycle and Pedestrian Master Plan, and regularly update the Plan to accurately reflect completed and planned projects and maintain eligibility from funding sources.

~~Action Program CIR-6.1.f: —Require all new development, major redevelopment, and public improvements to coordinate with the Bicycle and Pedestrian Master Plan and provide pedestrian and bicycle connectivity to and from the project site.~~

~~Action Program CIR-6.1.h: —Provide routine maintenance of multi-use paths and on-street bicycle lanes and routes, including sweeping, removing encroaching vegetation, and repairing asphalt bumps and cracks.~~

Policy CIR-6.2: Inventory, maintain, and improve the City's historic hillside stairways. and develop new stairs and pathways where they may serve public convenience and safety.

Action Program CIR-6.12.ba: Survey City-owned "paper streets" to evaluate their usefulness in the trail and path system and preserve those identified as useful for trails or paths.

Action Program CIR-6.2.b: When appropriate and financially feasible, upgrade and improve City-owned "paper streets" for use by the public as trails or paths, including potential use as an evacuation route.

Action Program CIR-6.2.c: Maintain accurate and clear signage for paper streets developed as public trails or paths that serve as connections through neighborhoods.

~~Policy CIR-6.3~~ **Action Program 6.1.c:** Coordinate with Caltrans and other agencies to ensure that freeway improvements include protected crossings for pedestrians and bicyclists.

Action Program CIR-6.3.a: Support the retention of a pedestrian overpass connecting Lucky Drive and Redwood Highway as a key component of any project improving the Highway 101 interchanges in the Greenbrae/Twin Cities corridor, or otherwise assure safe and convenient pedestrian and bicycle access across Highway 101 to both north and southbound transit stops in the Redwood Highway and Lucky Drive areas.

*Action Program CIR-6.3.b: Support improved pedestrian and bicycle access between the Larkspur Landing area, the Redwood Highway area, Lucky Drive, and the Bon Air Shopping Center.*

*See Action Program CIR-7.1.a.*

Policy CIR-6.24: Encourage increased transit service and ridership, and other innovative programs and alternative transportation solutions ~~other alternatives~~ to reduce single-occupancy vehicle use.

*Action Program CIR-6.24.a: Collaborate with TAM and/or County of Marin to study and implement Traffic Demand Management (TDM) incentive programs to encourage as a means for employers to cooperate-participate in reducing automobile traffic by providing information on available transit services, sample employee incentive programs including shared-ride programs, transit passes, and bike-to-work programs, and maps of nearby pedestrian and bicycle routes on the City's website.*

*Action Program 6.2.b: Consistent with Policy CIRC-3.2, require developers of projects that generate traffic above what is considered an acceptable LOS to implement and/or fund transportation improvements and/or TDM programs to reduce vehicle use.*

*Action Program CIR-6.2.c: Encourage Marin Transit to operate a shuttle service to and between retail centers in and around Larkspur, including Downtown Larkspur, the North Magnolia area, the Bon Air Shopping Center, Larkspur Landing, the Village at Corte Madera, and the Corte Madera Town Center.*

*Action Program CIR-6.4.b: Cooperate with Golden Gate Transit, Marin Transit, and private transit providers to consider the transit needs of all residents, workers, students and visitors, including seniors, low-income, disabled, and transit-dependent persons in making decisions regarding transit services. Cooperate with Golden Gate Transit, Marin Transit, and private transit providers to periodically review, modify, and upgrade transit service to best meet the needs of Larkspur residents, businesses, and schools.*

*Action Program CIR-6.4.c: Encourage public and private transit to be tailored to the needs of older people and other special needs populations.*

*Action Program CIR-6.4.d: Cooperate with the transit agencies to provide amenities at transit stops, such as benches, shelters, lights, maps, and bicycle parking.*

*Action Program CIR-6.4.e: During review of all new development, redevelopment, and public improvement projects, consider and require improvements to adjacent or nearby transit stops such as benches, shelters,*

*lights, maps, and bicycle parking.*

*Action Program CIR-6.4.f: Encourage shared-ride and jitney services to and from transportation terminals.*

*Action Program CIR-6.4.g: Cooperate with transit agencies to promote and educate the public about available transit routes and stops in Larkspur, by providing information, incentives, contests, and other promotional strategies.*

Policy CIR-6.5: Cooperate with TAM, SMART, the County of Marin, and any other agencies to support the development of a rail transit corridor and associated multi-use path to Larkspur Landing, and ensure impacts on Larkspur are appropriately studied and mitigated.

Policy CIR-6.6: Encourage future expansion of the SMART rail line and associated multi-use path.

Policy CIR-6.7: Encourage continuation of the Larkspur Ferry terminal at its present site.

*Action Program CIR-6.7.a: Support improvement of bicycle and pedestrian connectivity between the planned Larkspur SMART station and the ferry terminal.*

Policy CIR-6.8: Support the development of park and ride facilities in Larkspur along transit routes.

*Action Program CIR-6.8.a: Coordinate with Caltrans, Marin County, and the transit agencies to expand opportunities for park and ride, shared-ride, and bicycle parking areas in or around Larkspur, particularly in conjunction with any reconfiguration of interchanges and on- and off-ramps as part of the Highway 101 Greenbrae/Twin Cities Corridor Improvement Project.*

*Action Program CIR-6.8.b: Work with transit operators to resolve ~~any~~ parking difficulties through designation of parking facilities controls as needed.*

Policy CIR-6.9: Support the retention of airport transit service in Larkspur.

Policy CIR-6.10: Support expansion-Expedite the installation of charging-infrastructure to support alternative-fuel vehicles, particularly charging for electric and plug-in hybrid ~~vehicles~~vehicles, in-throughout Larkspur.

Policy CIR-6.11: Encourage neighborhood and local consumer services that can be reached safely and conveniently by pedestrians and bicyclists.

*Action Program CIR-6.11. a: Review and update the zoning ordinance as necessary to encourage mobile consumer services, such as food trucks, in public gathering places.*

Action Program CIR-6.11.b: Review and update the zoning ordinance to encourage a mix of local resident-serving uses (food stores, groceries, personal services ...etc.) over destination retail, in all commercial areas, utilizing shared parking models and/or a unified parking standard for those uses.

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### Internal and External Linkages

**CIR-7: ~~Create better~~Safe and convenient connections between Larkspur, neighboring communities, and the region for all modes of transportation.**

Policy CIR-7.1: As improvement programs are developed for freeway interchange redesign, take advantage of the improvements to provide links between parts of Larkspur.

*Action Program CIR-7.1.a: Support the completion of the Central Marin Ferry Connection Project to provide safe, accessible, and convenient access for pedestrians and bicyclists ~~across East Sir Francis Drake Boulevard and over Corte Madera Creek.~~*

*~~See Action Program CIR-6.3.a.~~*

Policy CIR-7.2: Develop and maintain paths, trails, and on-street bicycle lanes and routes linking Larkspur to neighboring communities and open space areas in Marin County.

*Action Program CIR-7.2.a: Continue to maintain and regularly update the BPMP to identify and implement important linkages with adjacent communities of Corte Madera, San Rafael, and the County of Marin.~~Support the San Quentin Area Bicycle and Pedestrian Access study to provide a Class I bikeway along Sir Francis Drake Boulevard East and connecting to the Bay Trail in San Rafael's Shoreline Park.~~*

*~~Action Program CIR-7.2.b: Coordinate with the City of San Rafael to develop trail or multi-use path connections between Tubb Lake and the Southern Heights Ridge and along Wolfe Grade.~~*

**Commented [NT12]:** These and other projects are detailed in BPMP

Policy CIR-7.3: Coordinate with other agencies and local jurisdictions in the design and implementation of City and regional circulation plans to ensure that Larkspur's needs and concerns are recognized.

*Action Program CIR-7.3.a: Encourage the appropriate jurisdictions or agencies to accomplish improvements to the regional circulation system, including but not limited to the following:*

- Improvement of the intersection at Sir Francis Drake Boulevard East and Anderson Drive in San Rafael to provide a safer and more efficient flow of traffic, including bicycle traffic.
- Reconstruction of the Alto Tunnel, connecting Corte Madera and Mill Valley, which would provide a flat route for pedestrians and bicyclists separate from vehicle traffic.
- Development of bicycle facilities on the Richmond-San Rafael Bridge.
- Development and/or improvement of bicycle facilities on Sir Francis Drake Boulevard east of Highway 101 to College Avenue in Kentfield.

Action Program CIR-7.3.b: Actively cooperate with the Transportation Authority of Marin, Caltrans, County of Marin, and the Town of Corte Madera to determine the safest, most efficient, and most convenient on- and off-ramp configuration in the Greenbrae/Twin Cities corridor.

Action Program CIR-7.3.c: Encourage the redesign and reconstruction of Highway 101 interchanges to take into account seasonal flooding hazards and future sea level rise.

Action Program CIR-7.3.bd: Refer regional plans for trails and paths to the City's Park and Recreation Commission as necessary to confirm or modify alignments with the City's path and trail network.

Action Program CIR-7.3.ee: Encourage removal of the inoperable and decrepit drawbridge over Corte Madera Creek (formerly used by the Northwest Pacific Railroad), and the bridge abutments.

Policy CIR-7.4: Unused railroad right-of-ways that are not redeveloped as a rail corridor should be improved and maintained as bicycle and pedestrian circulation facilities.

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**~~CIR-8: Obtain safe and convenient freeway access for Larkspur.~~**

~~Policy CIR 8.1: Support the redesign and reconstruction of the Highway 101 interchanges in the Greenbrae/Twin Cities corridor.~~

~~Action Program CIR 8.1.a: Actively cooperate with the Transportation Authority of Marin, Caltrans, County of Marin, and the Town of Corte Madera to determine the safest, most efficient, and most convenient on- and off-ramp configuration in the Greenbrae/Twin Cities corridor.~~

~~Action Program CIR 8.1.b: Encourage the redesign and reconstruction of Highway 101 interchanges to take into account seasonal flooding hazards and~~

~~future sea level rise.~~

Commented [NT13]: Relocated to Goal CIRC 8 - above

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### ~~Travel To and Between Retail Areas~~

~~CIR-9: Reduce the need for long distance and/or frequent shopping travel by private automobile.~~

Commented [NT14]: Addressed Above

~~Policy CIR-9.1: Encourage means of travel to and between retail areas other than by private automobile.~~

~~See Policy CIR 6.1 and associated action programs.~~

~~Action Program CIR-9.1.a: Encourage Marin Transit to operate a shuttle service to and between retail centers in and around Larkspur, including Downtown Larkspur, the North Magnolia area, the Bon Air Shopping Center, Larkspur Landing, the Village at Corte Madera, and the Corte Madera Town Center.~~

~~Policy CIR-9.2: Encourage neighborhood and local consumer services that can be reached safely and conveniently by pedestrians and bicyclists.~~

~~Action Program CIR-9.2.a: Review and update the zoning ordinance as necessary to encourage mobile consumer services, such as food trucks, in public gathering places.~~

Commented [NT15]: These are relocated under Goal 6

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### Magnolia Avenue Circulation

**CIR-10: Enhancement of the Downtown and North Magnolia commercial areas as destinations, rather than corridors.**

Policy CIR-10.1: Do not make vehicular capacity improvements to Magnolia Avenue that would encourage additional through traffic.

Policy CIR-10.1: Ensure the most efficient use of off-street parking in the Downtown and North Magnolia commercial areas.

*Action Program CIR-10.1.a: Explore the use of financing mechanisms and/or shared parking arrangements to either improve the parking supply or more efficiently utilize the existing parking facilities in the Downtown and North Magnolia commercial areas.*

*Action Program CIR-10.1.b: Explore the feasibility of requiring developers of large-scale development that will significantly impact the parking supply in the*

Downtown and North Magnolia commercial areas to provide off-site parking and shuttle service.

**Commented [NT16]:** The GPUSC - Is this practical or even feasible?

Policy CIR-10.2: Provide adequate, safe, and convenient bicycle parking in the Downtown and North Magnolia areas.

Policy CIR-10.3: Maintain and improve existing landscaped medians and add street trees, where practicable and safe.

Policy CIR-10.3: Invest in pedestrian and bicycle infrastructure on Magnolia Avenue per the direction of the Bicycle and Pedestrian Master Plan to encourage alternate forms of transportation along the corridor.

Policy CIR-10.4: New development in the Downtown and North Magnolia areas should be designed to meet the following criteria:

**Commented [NT17]:** These criteria for parking and driveways are suggested by Parisi and Associates as measures to create a more walkable street frontages along Magnolia. We may want to consider whether to keep these and if so, how we can practically implement these "design" criteria.

- Parking design that emphasizes safety, minimizes traffic congestion and does not negatively impact on-street parking, pedestrian, bicycle and public transit circulation
- Parking lots that have a minimal visual presence on Magnolia Avenue. Parking lots should be located to the rear of buildings to the extent possible or should otherwise be screened by buffers or berms.
- Minimize the width of driveways and encourage common driveways between adjoining properties to minimize the number of driveways and curb cuts that interrupt the flow of pedestrian and bicycle travel along the corridor

### Circulation Safety

**CIR-11: Reduction in the number and severity of transportation-related accidents.**

Policy CIR-11.1: Identify and remove hazards from the circulation system.

*Action Program CIR-11.1.a: Perform an annual review of the circulation plan with respect to changing conditions and needed safety and maintenance improvements. The City's response to collisions should be data-driven and based on analysis of high-risk locations, collision patterns and lists of systemic low-cost and longer-term countermeasures within the City of Larkspur. The City will update the Capital Improvement Program (CIP) annually ~~Prepare~~ based upon a priority list of capital improvements, maintenance, and programs (Capital Improvement Program).*

*Action Program CIR-11.1.b: Use traffic accident data collected by the Twin Cities Police Authority to identify intersections in the City with high accident rates. If resources are available, convert the data to an accident rate and compare to an established accident rate standard to identify intersections with above average accident rates. Actively work with the Marin Public Works Association and TAM*

to ensure that collision data is updated annually based on the most accurate and comprehensive data from CMPA, CHP, County of Marin, and Marin General Hospital.

Action Program CIR-11.1.c: Provide an accessible reporting tool on the City website that the public can use to report hazardous conditions to the Department of Public Works, and actively promote its use.

*Action Program CIR-11.1.c: Provide an accessible reporting tool on the City website that the public can use to report hazardous conditions to the Department of Public Works, and actively promote its use.*

Policy CIR-11.2: Place higher priority on safety of all circulation system users as opposed to efficient vehicular traffic flow and speed.

Action Program CIR-11.2.a: Install pedestrian safety-related improvements such as stop signs, pedestrian cross walks, warning lights and others as warranted.

Policy CIR-11.3: Maintain and implement the Bicycle and Pedestrian Master Plan to provide pedestrians and bicyclists with safe facilities for circulation.

*Action Program CIR-11.3.a: Continue bicycle education programs in schools and support the Safe Routes to School Program or other successor programs addressing safe non-motorized access to schools.*

*Action Program CIR-11.3.b: Selectively install bicycle/pedestrian safety messages along paths to advise of rules of the road, need for courtesy, and spot hazards.*

*Action Program CIR-11.3.c: By ordinance, prohibit motor vehicles (except for public safety vehicles) on paths and trails.*

*Action Program CIR-11.3.d: When designing pedestrian and bike paths, design them to be separate from street and vehicular traffic when possible. On-street bike lanes may be provided when separate facilities are not possible, or in addition to off-street facilities.*

*Action Program CIR-11.3.e: Ensure that pedestrian and bike trails-paths are appropriately lighted to safely accommodate nighttime use.*

*{See Policy CIR-6.1 and associated programs.}*



**CIR-12: ~~Provide good fire and other~~Adequate emergency vehicle access in neighborhoods.**

Policy CIR-12.1: Maintain fire access roads and roadsides.

*Action Program CIR-12.1.a: Identify streets that are subject to constrained ingress/egress for emergency vehicles and/or create potential bottlenecks for resident evacuation.~~create a problem for fire and other emergency vehicle and equipment access.~~*

*Action Program CIR-12.1.b: Implement single-side-of-street parking regulations (to include signing and enforcement) and roadway improvements where needed assure minimum roadway widths to accommodate emergency vehicles.*

*Action Program CIR-12.1.c: For new development served by streets that are subject constrained ingress/egress; apply standards and mitigation measures, such as minimum driveway widths, frontage improvements, shoulder widening, and other measures to maintain or improve emergency ingress/egress and resident evacuation.*

See Chapter 7, Health and Safety, Action Programs SAF-6.1.b and SAF-7.2.e.



**CIR-13: ~~Limited~~the exposure of circulation facilities to man-made and natural hazards.**

Policy CIR-13.1: Avoid, where possible, locating new circulation infrastructure in areas with identified long-term risks of flooding (especially flooding due to future sea level rise) or seismic, geologic, and/or soil hazards to protect circulation system users and avoid extraordinary maintenance and operating expenses .

Policy CIR-13.2: Where new circulation infrastructure is located in areas with identified long-term risks of flooding (especially flooding due to future sea level rise) or seismic, geologic, and/or soil hazards, apply mitigating construction methods to elevate and/or otherwise reinforce infrastructure to protect circulation system users and avoid extraordinary maintenance and operating expenses into the future.

See hazard and risk mitigation policies in Chapter 2, Land Use, Goal LU-13, and Chapter 6, Health and Safety, Goals SAF-3, SAF-4, SAF-5, and SAF-6.

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## Environmental Protection

**CIR-14: Circulation improvements ~~should~~that do not adversely affect the environment.**

Policy CIR-14.1: Avoid, when feasible, or mitigate adverse impacts of circulation system improvements on the natural environment (such as Corte Madera Creek, the

Bay and its shoreline, open space lands, and recreational facilities).

*Action Program CIR-14.1.a: Landscape new circulation facilities in harmony with the environment and safety considerations.*

*Action Program CIR-14.1.b: Adopt design standards (fencing, signage, erosion control... etc.) to reduce trail user impacts on adjacent environmental resources.*

Policy CIR-14.2: Minimize air, water, and noise pollution due to transportation.

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