
Quality of Life

CIR-1: Provide a safe, efficient, multi-modal transportation system that recognizes 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.

Policy CIR-1.2: Apply appropriate functional classifications and modern design standards in the construction, maintenance, and improvements of roadways, bikeways, and multi-use paths in the City.

Policy CIR-1.3: 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.

Policy CIR-1.5: 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-1.5.a: Investigate 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.



CIR-2: Regard quality of life in Larkspur as more important than mobility of vehicular traffic.

Policy CIR-2.1: Design circulation facilities that 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.

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.

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.

Policy CIR-2.6: Encourage vehicular traffic to use designated major arterials, except Highway 101 shall be encouraged and improved for through traffic use.

Policy CIR-2.7: Maintain and improve existing landscaped medians and add street trees.

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.



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

Policy CIR-3.1: Prepare a program of multi-modal traffic capacity improvements to ease traffic congestion.

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

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

Policy CIR-3.2: Wherever possible, maintain standards for acceptable traffic Levels of Service during peak periods.

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.*

Policy CIR-3.3: Ensure that high intensity uses such as commerce, professional offices, public services, and high density residences are located near transit routes and facilities.



CIR-4: Mitigate 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-4.2: 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 a traffic impact fee from developers to fund improvements to the circulation system 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.

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.

Policy CIR-4.4: Development should avoid, if possible, impacts on surrounding on-street parking.

Action Program CIR-4.4.a: Regularly review and update citywide parking standards.



CIR-5: Provide hiking trails and access points for 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.

Transportation Alternatives

CIR-6: Increase attractive alternatives to the use of private automobiles to reduce automobile traffic, especially peak hour traffic, and reduce transportation-related sources of air pollution and energy consumption.

Policy CIR-6.1: Locate and design accessible multi-use paths and bikeways that provide continuous routes for pedestrians and bicyclists within 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.

Action Program CIR-6.1.b: Require new development to provide safe and convenient bicycle parking, 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.

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.

Action Program CIR-6.2.a: 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.

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

Policy CIR-6.3: 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-6.4: Encourage increased transit service and ridership and other alternatives to single-occupancy vehicle use.

Action Program CIR-6.4.a: Study and implement incentive programs to encourage employers to cooperate in reducing automobile traffic by providing information on available transit services, sample employee incentive programs

including shared-ride programs, and maps of nearby pedestrian and bicycle routes on the City's website.

Action Program CIR-6.4.b: 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 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 of charging infrastructure for electric and plug-in hybrid vehicles in Larkspur.

Internal and External Linkages

CIR-7: Create better 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 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: 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.

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.

See Policy CIR-1.3.

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: 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.c: Encourage removal of the inoperable 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 maintained as bicycle and pedestrian circulation facilities.



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.

Travel To and Between Retail Areas

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

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.

Magnolia Avenue Circulation

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

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 to improve the parking supply 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.

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

Circulation Safety

CIR-11: Reduce 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. Prepare 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.

Action Program CIR-11.1.c: Provide an accessible reporting tool on the City website that the public can use to report hazardous conditions, 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, and others as warranted.

Policy CIR-11.3: 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 are appropriately lighted to safely accommodate nighttime use.

(See Policy CIR-6.1 and associated programs.)



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

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

Action Program CIR-12.1.a: Identify streets that 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) where needed.

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



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

Policy CIR-13.1: Avoid 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.

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.

Environmental Protection

CIR-14: Circulation improvements should 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 to reduce trail user impacts on adjacent environmental resources.

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