



DATE: October 24, 2019

TO: Transportation Authority of Marin Board of Commissioners

FROM: Anne Richman, Executive Director
David Chan, Programming and Legislation Manager 

SUBJECT: Program Transportation Sales Tax (Measure AA) Funds to Fourth Cycle Safe Pathway Projects (Action), Agenda Item No. 6g

RECOMMENDATION

Recommend the TAM Board program Measure AA funds in the amount of \$4,461,000 to 13 large projects and \$700,000 to 14 small projects from the Fourth Cycle Safe Pathways to Schools Call for Projects as shown in Attachments A and B, respectively. Also recommend the TAM Board allow excess funds from the small project pool be moved to help fund a project in the large project pool.

Staff presented the item to the TAM Funding, Programs & Legislation (FPL) Executive Committee at its October 14, 2019 meeting. The FPL Executive Committee reviewed staff's recommendation and voted unanimously to refer the item to the Board for approval.

BACKGROUND

TAM's Safe Pathways to Schools Program funds capital projects aimed at making physical improvements to enhance the safety of school trips from walking and biking. TAM previously funded three cycles of projects with the now-defunct Measure A funds that provided nearly \$7.4 million to 53 projects.

The newly approved Measure AA Expenditure Plan calls for the continuation of the Safe Pathways to School Program as designed under Measure A with one distinction. Whereas, the Safe Pathway Program under Measure A included one category of funds for Safe Pathway projects, Measure AA includes two categories of funding – large projects and small projects. Small projects are considered small scale safety projects that are relatively inexpensive and quicker to implement than large Safe Pathway projects. Under Measure A, funding large or small projects was permissible but not formalized in the Measure A Expenditure Plan. In Measure AA, separate categories of revenue are collected for large projects and small projects in accordance with the Measure AA Expenditure Plan.

Prior Programming

This current round of Safe Pathways to Schools programming is the fourth cycle of funding. In the first cycle of funding in 2007, \$1.77 million was made available to fund 12 projects. In the second cycle of funding in 2010, \$2.04 million was made available to fund 13 projects. One supplemental project (County's Pine Hill/Shoreline Rapid Rectangular Flashing Beacon System) was approved for funding (\$85,000) in 2013. The third cycle of funding in 2015, \$3.48 million was programmed to 15 small projects and 12 large projects.

Overall, 53 projects in the amount of \$7.4 million have been funded. One project from the Second Cycle Call for Projects was cancelled by the project sponsor (Marin County's Tomales project) due to objections from the community. To date, 47 of the 53 funded projects have been constructed. The five remaining funded projects are currently in various stages of project implementation and are expected to be constructed soon.

DISCUSSION

Fourth Cycle Call for Projects

The Fourth Cycle Call for Projects was issued on June 26, 2019 with Measure AA funds. When the Call was issued, it was anticipated that four and a quarter years of funding would be aggregated for programming, which amounts to approximately \$3.8 million based on current revenue projections. Of the \$3.8 million, approximately \$2.9 million is available for large projects and \$900,000 is available for small projects.

The aggregated funds from the four and a quarter years would include estimated funds collected from FY 18/19 to FY 22/23. FY 18/19 only collected a quarter of a year of funding because Measure AA went into effect on April 1, 2019. FY 18/19 included funds collected from April 1, 2019 to June 30, 2019.

Applicants were invited to apply for two types of projects – small and large projects. Small Safe Pathways projects are projects that require \$50,000 or less to design and construct and should be completed within one year from commencement. Applicants are expected to provide matching funds for small projects exceeding \$50,000 in costs. Large projects have a maximum requested amount of \$400,000. Local matching funds are not required but applicants who proposed local matching funds were given higher scores during the evaluation process.

Applications Received

By the deadline of August 16, 2019, TAM received a total of 29 applications from 13 agencies for more than \$6 million in total requests. Of the 29 applications received, 15 applications totaling \$5.3 million in requests were for large projects and 14 applications totaling \$700,000 in requests were for small projects. Non-municipality applicants include Caltrans and San Rafael City Schools. City of Belvedere and Novato did not submit applications.

Evaluation Committee

An Evaluation Committee was formed to evaluate the 29 applications. Mike Grant of the Marin County Office of Education and Petr Skala of Novato Public Works Department were invited to participate in the evaluation committee along with David Chan of TAM. Mr. Grant was invited because of his broad-based knowledge of schools and safety issues around Marin County and his knowledge of the Safe Pathways Program from participating in the Third Cycle Evaluation Committee. As customary, TAM also invites a public works representative from an agency that did not submit an application for objectivity, and Mr. Skala accepted the invitation.

Evaluation Criteria and Process

In accordance with the Safe Pathways Program, all projects, except the small Safe Pathways projects, must come from approved Safe Routes to School Plans, supported by parents, school officials, and the local

jurisdiction and approved by the jurisdiction's public works department. If an application did not meet this requirement, the application would be rejected for further evaluation.

Parisi Transportation Consulting (PTC) who coordinates the Safe Routes Task Force meetings was asked to confirm whether or not each of the large project applications met the Safe Routes to School Plan requirement. PTC reviewed and confirmed all large project applications met the requirement.

The Safe Pathways Program also specified that applications are evaluated based on the following criteria:

- Relieves an identified safety problem along a major school route.
- Completes a "gap" in the bicycle and pedestrian system along a major school route.
- Maximizes daily uses by students and others (enrollment).
- Attracts matching funds.
- Respects geographic equity

Small Project Applications

With \$900,000 available in funding and only \$700,000 in funding request, ranking the small project applications was not necessary. Rather, they were evaluated to make sure none were considered poor projects. With all small project applications considered reasonable, the Evaluation Committee recommended funding all of the small project applications as shown in Attachment A and moving the excess funds of \$200,000 to help fund a large project. With the additional \$200,000 from the small project pool, the available amount of funding for large project increases to \$3.1 million from \$2.9 million.

Large Project Applications

Each member of the Evaluation Committee individually reviewed the applications and ranked the applications in accordance to the abovementioned criteria. The Evaluation Committee then met as a group to discuss the projects before coming up with a group ranking. Using these criteria, each application was scored and ranked by Evaluation Committee from 1 to 15. The Evaluation Committee ranking is shown in Attachment B.

Large Project Funding Options

For the large project applications, staff developed three funding options.

Option 1 is a top down strategy to fund the highest ranked projects by the Evaluation Committee until funding is exhausted. Under this strategy, the top eight ranked projects would be funded at their requested amount and the ninth ranked project would be programmed with the remaining amount of \$96,000.

Option 2 is the reduced spread funding strategy to fund the first prioritized project from each applicant at a reduced amount based on the available amount of \$3.1 million. In order to make Option 2 work, each project would receive 29% less funding than its requested amount.

Option 3 is the first prioritized project strategy to fund the first prioritized project from each applicant at its requested amount. In order to make Option 3 work, another year of funding from FY 23/24 would need to be added to the funding amount.

Staff Recommendation

Staff recommends supporting Option 3 based on the following reasons:

- Unlike prior cycles, all of the large project applications received were considered very good projects that merit funding. Because the quality of the applications was very high, the projects not funded under Option 1 would almost certainly be funded when they are resubmitted for the next call for projects. Funding more meritorious projects now under Option 3 will provide the benefits of quality safety projects sooner to the communities.
- Option 3 offers the most balanced geographic equity by funding at least one project in every jurisdiction that applied.
- Option 3 respects the local priority set by applicants.
- Option 2 compromises the ability of applicants to deliver complete projects because the reduced amounts are likely insufficient in the current bid climate to fund project costs without additional substantiate local matching funds, which is problematic with many applicants.
- Option 1 would deprive funding to the smaller jurisdictions such as Tiburon, Sausalito, Fairfax, and San Anselmo and severely underfund a project in Ross. The Safe Pathways Program was never intended to fund only projects in the larger jurisdictions. School safety should be targeted in all communities of Marin County.

Option 3 Funding Shortfall

If approved, Option 3 requires an additional \$1.361 million to fund the recommended large projects. An additional year of revenue from FY 23/24 would amount to nearly \$1 million. In the development of the Measure AA Strategic Plan, the revenue projections were estimated with conservative annual growth rates. Since 2009, TAM's actual annual revenue collections from transportation sales tax have exceeded annual projections because of our conservative approach. Staff believes that this trend will continue and make up the difference of \$361,000 by FY 23/24, assuming no economic recession starts prior to that.

Marin Public Works Association (MPWA)

On September 19, 2019, TAM discussed the Fourth Cycle Safe Pathways Call for Projects with MPWA and asked MPWA to support Option 3. Corte Madera Public Works Director, Peter Brown, countered and asked MPWA to support Option 1 instead because Corte Madera would get two projects funded under Option 1 since its second prioritized project was ranked high by the Evaluation Committee. However, Mr. Brown also recognized the importance of geographic equity with Safe Pathways Projects in that schools throughout the County should benefit from safety projects.

After a lengthy discussion, Mr. Brown moved to support Option 3 on the condition that MPWA also support programming \$50,000 (maximum amount of a small project application) to Corte Madera's second prioritized project (High Canal Pathway). Mr. Brown reasoned that this project was highly ranked so it should be funding. He noted that Corte Madera can still construct the project with the smaller amount of \$50,000 by constructing the entire project with decomposed granite instead of pavement, classifying the pathway as a trail instead of a Class I path.

MPWA voted unanimously to support Option 3 with Corte Madera's condition.

TAM has since received a revised scope for the High Canal Pathway Project from Corte Madera that is commensurate with the small grant amount.

Final Staff Recommendation

Staff concurs with MPWA's recommendation to approve Option 3 with Corte Madera's condition. The additional \$50,000 to Corte Madera is nominal and can be absorbed by the program. Option 3 presented in Attachment B includes the additional \$50,000 for Corte Madera's High Canal Pathway and the excess funds of \$200,000 from the small project application pool.

San Rafael's Francisco Blvd. West Multi-Use Path (MUP)

It should also be noted that San Rafael's Francisco Blvd West MUP Project is still facing a funding shortfall of approximately \$400,000, even with the approval of \$400,000 from the Safe Pathways Program and the pending approval of \$568,000 in Transportation Development Act (TDA) funds.

Bill Guerin, Public Works Director of San Rafael, attended the October 14th FPL Executive Committee Meeting to present San Rafael's plan to close the funding shortfall. Mr. Guerin explained that if the Safe Pathway and TDA funds were approved by the TAM Board, the project would have approximately \$2.5 million in funding for a total project cost of approximately \$2.9 million, with a 15% contingency. He reported that the current engineer estimate is \$2.5 million and the City is seeking other funding sources, primarily for the contingency needs of the project. Private donation, contribution from the County of Marin and City's own funds are the options that the City is exploring.

FPL Executive Committee

This item was presented and discussed at the October 14th FPL Executive Committee. The FPL Executive Committee voted unanimously to support staff's recommendation to approve Option 3 and allow the excess funds from the small project pool be moved to help fund a project in the large project pool.

At the meeting, TAM Commissioner David Kunhardt questioned if staff has Town of Corte Madera's two applications confused between the Hart Street Bike Pathway project and the High Canal Pathway project. He mentioned that he would follow up with Town staff to confirm that the two project applications were not inadvertently switched. It was confirmed on October 15, 2019 that the two project applications from Corte Madera were properly listed and funded as intended.

FISCAL CONSIDERATIONS

Reimbursement Schedule

With over \$5 million programmed, TAM cannot honor reimbursement requests if large amounts are requested at the same time. A reimbursement schedule will be developed to let applicants know when and how much they can request reimbursement in a given year over the five-year period. Also, as noted above, there are five outstanding projects from the prior cycle. Sponsors of those five projects will be encouraged to finish their previously funded projects before commencing on projects funded from the current cycle as a way to spread the reimbursement demand.

These issues were discussed with MPWA. MPWA concurs with a reimbursement schedule and will work with staff on possible reimbursement scenarios. A reimbursement schedule will be included in the funding agreements.

Staff recommends that only large projects will be subject to the reimbursement schedule. For small projects, due to the limited funding received and how fast the projects can be completed, it will not be cost effective to apply a reimbursement schedule.

TAM's FY 19/20 Annual Budget

TAM's FY 19/20 Annual Budget includes \$650,000 under Measure AA Category 2.2 for large projects but none under Category 3.3 for small projects. Staff recommends the increase of Category 3.3 budget to \$200,000 to accommodate the reimbursement requests of small projects that are expected to be finish during the year. If needed, budget for Category 2.2 can be amended to reflect the current year's needs once a reimbursement schedule is developed. It is anticipated that the bulk of the reimbursement requests will be received in FY 21/22 and FY 22/23. TAM's budgets will be reflected accordingly in those fiscal years.

NEXT STEPS

Upon approval, TAM staff will work with large project applicants on a reimbursement schedule to best accommodate the schedules of the approved projects and issue funding agreements to all selected applicants.

ATTACHMENTS

Attachment A – Small Project Application Descriptions and Recommendation
Attachment B – Large Project Application Descriptions and Recommendation

Applications Received for Fourth Cycle Safe Pathway to School Funds - Small Projects (\$50,000 maximum allocation)

No.	Agency	Project Name and Description	Adjacent School(s)	Planning Area	Project Cost	Amount Requested	Local Match	Proposed Funding
1	Corte Madera	Pixley Avenue and Redwood Avenue Intersection Improvement Project: Construct two bulb outs, ADA compliant curb ramps, and relocate drainage inlets. Trim back vegetation and increase visibility of pedestrians crossing at a critical intersection with sightline deficiencies due to Pixley Avenue’s horizontal curves and a redwood tree that blocks sightlines.	Neil Cummins Elementary School	Ross Valley	\$143,000	\$50,000	\$93,000	\$50,000
2	Larkspur	South Eliseo Drive Crosswalk Improvement Project: Install curb ramps and crosswalks at 5 locations on South Eliseo Drive.	Anthony G. Bacich Elementary School	Ross Valley	\$71,000	\$50,000	\$21,000	\$50,000
3	Larkspur	South Eliseo Drive Bicycle Lane and Splitter Island Project: Class III bicycle lanes and install splitter islands at 5 locations on South Eliseo Drive.	Anthony G. Bacich Elementary School	Ross Valley	\$79,140	\$50,000	\$29,140	\$50,000
4	Marin County	Marin County Unincorporated Areas RRFB Projects: Project A: Unincorporated Area of Mill Valley: School Name(s): Tamalpais High School, Mt. Tamalpais School, Tamalpais Valley School Install Rectangular Rapid Flashing Beacons (RRFB) on Almonte Blvd and Rosemont Avenue intersection to improve pedestrian safety. Project B: Install Rectangular Rapid Flashing Beacons (RRFB) on McAllister Avenue and Stadium Way intersection to improve pedestrian safety. Project C: Install Rectangular Rapid Flashing Beacons (RRFB) on North San Pedro Rd/Schmidt Ln/Oakcrest Dr. intersection to improve pedestrian safety.	<u>Project A:</u> Tamalpais High School, Mt. Tamalpais School, Tamalpais Valley School, <u>Project B:</u> Kent Middle School, Bacich Elementary School, <u>Project C:</u> Venita Valley K-8	Southern, Ross Valley, San Rafael	\$50,000	\$50,000	\$0	\$50,000
5	Marin County	Point San Pedro Road RRFB Projects: Project A: Install Rectangular Rapid Flashing Beacons (RRFB) on Point San Pedro Road and Summit Avenue intersection to improve pedestrian safety. Project B: Install Rectangular Rapid Flashing Beacons (RRFB) on Point San Pedro Road and Marina Blvd. intersection to improve pedestrian safety.	<u>Project A:</u> San Pedro Elementary School & San Rafael High School, <u>Project B:</u> San Pedro Elementary School & San Rafael High School	Central	\$50,000	\$50,000	\$0	\$50,000

Applications Received for Fourth Cycle Safe Pathway to School Funds - Small Projects (\$50,000 maximum allocation)

No.	Agency	Project Name and Description	Adjacent School(s)	Planning Area	Project Cost	Amount Requested	Local Match	Proposed Funding
6	Mill Valley	Throckmorton Avenue and Olive Avenue Intersection Improvement Project: Installation of safety devices such as signs, striping, pedestrian ramps, rectangular flashing beacons at the Throckmorton Avenue/Olive Avenue intersection and 51 Walnut Avenue at the Park Path crossing.	Park School, Old Mill School	Southern	\$50,000	\$50,000	\$0	\$50,000
7	San Anselmo	Caleta Avenue Sidewalk Gap Closure Project: Sidewalk gap closure along Caleta Avenue within ½ mile of Brookside Elementary, and sidewalk gap closure on Crescent Road within one block of Wade Thomas Elementary, and curb ramps along Cedar Street within ½ mile of Wade Thomas Elementary.	Wade Thomas Elementary School and Brookside Elementary	Ross Valley	\$57,000	\$50,000	\$7,000	\$50,000
8	San Anselmo	Sunnyside Avenue Sidewalk Gap Closure Project: Sidewalk gap closure along Sunnyside Avenue within one block of Wade Thomas Elementary. New sidewalk will connect with pathway from Melville Avenue.	Wade Thomas Elementary School	Ross Valley	\$57,000	\$50,000	\$7,000	\$50,000
9	San Anselmo	Myrtle, Tamalpais and Raymond Avenues Sidewalk Gap Closure Project: Sidewalk gap closure along Myrtle, Tamalpais and Raymond Avenues within ¼ mile of Wade Thomas Elementary.	Wade Thomas Elementary School	Ross Valley	\$67,000	\$50,000	\$17,000	\$50,000
10	San Rafael	Fifth Avenue and River Oaks Road RRFB Project: Install a rectangular rapid flashing beacon (RRFB), high-visibility yellow crosswalk striping, advance yield lines and yield signage, and additional red curb to improve sightlines (daylighting).	Sun Valley Elementary School	Central	\$67,000	\$50,000	\$17,000	\$50,000
11	San Rafael	Knight Drive and Ashwood Court RRFB Project: Install a rectangular rapid flashing beacon (RRFB), a curb extension (bulb-out) at the southeast corner of the intersection, high-visibility yellow crosswalk striping, advance yield lines and yield signage, and additional red curb to improve sightlines (daylighting).	Glenwood Elementary School	Central	\$181,000	\$50,000	\$131,000	\$50,000

Applications Received for Fourth Cycle Safe Pathway to School Funds - Small Projects (\$50,000 maximum allocation)

No.	Agency	Project Name and Description	Adjacent School(s)	Planning Area	Project Cost	Amount Requested	Local Match	Proposed Funding
12	San Rafael	Mission Avenue and Park Street RRFB Project: install a rectangular rapid flashing beacon (RRFB), a curb extension (bulb-out) and directional curb ramps at the northeast corner of the intersection, high-visibility yellow crosswalk striping, and advance yield lines and yield signage.	San Rafael High School	Central	\$182,000	\$50,000	\$132,000	\$50,000
13	San Rafael	Mission Avenue and Alice Street RRFB: install a rectangular rapid flashing beacon (RRFB), high-visibility yellow crosswalk striping, advance yield lines and yield signage, and additional red curb to improve sightlines (daylighting).	San Rafael High School	Central	\$67,000	\$50,000	\$17,000	\$50,000
14	Sausalito	Nevada Street Restriping Project: Re-striping project to reduce vehicle speed on Nevada St., improve sight distance for students and pedestrians, provide a 3.5-foot wide buffer between existing parallel parking on Nevada and the travel way from Bridgeway to Tomales St., and a 2.5-foot wide buffer westward on Nevada from Tomales St. past the intersection with Buchanan Dr.	Willow Creek Academy (SMCSD)	Southern	\$57,000	\$50,000	\$7,000	\$50,000
Total					\$1,178,140	\$700,000	\$478,140	\$700,000
Amount Available								\$900,000
Remaining								\$200,000

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Applications Received for Fourth Cycle Safe Pathway to School Funds - Large Projects (\$400,000 maximum allocation)												
Agency	Project Name and Description	Adjacent School(s)	Planning Area	Enrollment	Local Priority	Project Cost	Local Match	Amount Requested	E. C. Rank	Funding Options		
										Option 1	Option 2	Option 3
Mill Valley	East Blithedale Bicycle Improvements - Install bicycle facilities along East Blithedale Avenue between Camino Alto and city limits adjacent to US 101. Facilities will include Class II bike lanes with some segments inclusive of bicycle buffers, and shared lane use markings. Provision of bikeway will require some minor roadway widening. Include \$1.8 million in Measure A Major Road funds.	Edna Maguire Elementary School Strawberry Point School Mill Valley Middle School Tamalpais High School	Southern	2055	1	\$2,900,000	\$2,500,000	\$400,000	1	\$400,000	\$284,000	\$400,000
San Rafael	Francisco Blvd W. Multi-use Pathway Gap Closure Project - The Francisco Blvd W. Multi-use Pathway Gap Closure Project will construct a 0.4 mile multiuse pathway along the SMART trail corridor, connecting the existing Cal Park Hill Multi-use pathway with Davidson Middle School, San Rafael High School, and Downtown San Rafael	Sun Valley Elementary School, Davidson Middle, San Rafael High	Central	2358	1	\$3,195,000	\$2,795,000	\$400,000	2	\$400,000	\$284,000	\$400,000
Caltrans	West Marin Pedestrian Improvements - Construct improvements at the intersection of Shoreline Highway and Mesa Road including bulb-outs, enhanced crosswalk markings, advance yield pavement markings, double-sided rectangular rapid-flashing beacon (RRFB), and a connecting sidewalk between the intersection and sidewalk gap closure to West Marin Elementary School. The project will shorten pedestrian crossing distances at the intersection while improving the visibility of pedestrian presence. The sidewalk segment will close a gap between the intersection and an existing path along the south side of Shoreline Highway that provides access to the school. The project will be undertaken as part of a Caltrans SHOPP project to rehabilitate the roadway pavement and existing path connection.	West Marin Elementary School	West	123	1	\$549,250	\$195,000	\$354,250	3	\$354,000	\$251,340	\$354,000
San Rafael City Schools	SRCS Third Street Improvements - The project proposes an active hybrid beacon pedestrian crossing (HAWK) with a staggered Z-crosswalk to increase pedestrian awareness of vehicles as they cross Third Street	San Rafael High School	Central	1210	1	\$584,050	\$184,050	\$400,000	4	\$400,000	\$284,000	\$400,000

Applications Received for Fourth Cycle Safe Pathway to School Funds - Large Projects (\$400,000 maximum allocation)												
Agency	Project Name and Description	Adjacent School(s)	Planning Area	Enrollment	Local Priority	Project Cost	Local Match	Amount Requested	E. C. Rank	Funding Options		
										Option 1	Option 2	Option 3
Corte Madera	The High Canal Pathway - Pave and improve an existing unpaved footpath that connects students to Neil Cummins Elementary School, Redwood High School, and Marin Primary and Middle School. An 8' wide Class I pathway with 2' decomposed granite shoulders on either side will be installed. A portion of the trail will require a retaining wall.	Redwood High School, Neil Cummins Elementary School, Marin Primary and Middle School	Ross Valley	2907	2	\$575,000	\$325,000	\$250,000	4	\$250,000		\$50,000
Marin County	Sir Francis Drake Blvd Bike/Ped Improvements - Improve pedestrian and bicyclist street crossings along the major school route to Bacich Elementary School, Kent Middle School, and College of Marin from neighborhoods on the north side of Sir Francis Drake (SFD) Boulevard. The proposed improvements will enhance bicycle and pedestrian safety for children attending Bacich Elementary School and Kent Middle School. The project will also provide benefits to the surrounding community by making it safer to walk to the College of Marin, which provides many adult education and fine and performing arts programs. Includes approximately \$14 million in Measure A Major Road funds.	Bacich Elementary	Ross Valley	1231	1	\$1,001,809	\$601,809	\$400,000	6	\$400,000	\$284,000	\$400,000
Larkspur	Doherty Drive Bicycle Lane - Install buffered Class II bicycle lanes on Doherty Drive between Magnolia Avenue and Riviera Circle in the City of Larkspur. The buffered zone markings will reduce the travel lanes to 10.5 feet in both directions. The narrower lanes will serve as a traffic calming measure by slowing down vehicular speeds on Doherty Drive. In addition, the project will enhance with green paint bicycle lane conflict areas and bicycle lanes where positioned between travel lanes. All pavement markings will be installed over a slurry-sealed roadway on Doherty Drive to eliminate potentially confusing 'ghost' marks from adjacent removed striping.	Henry Hall Middle School; Redwood High School	Ross Valley	2468	1	\$500,122	\$100,122	\$400,000	7	\$400,000	\$284,000	\$400,000

Applications Received for Fourth Cycle Safe Pathway to School Funds - Large Projects (\$400,000 maximum allocation)												
Agency	Project Name and Description	Adjacent School(s)	Planning Area	Enrollment	Local Priority	Project Cost	Local Match	Amount Requested	E. C. Rank	Funding Options		
										Option 1	Option 2	Option 3
Corte Madera	Hart Street Bike Pathway - Pave, widen and relocate an existing 80 foot long heavily used steep dirt path that connects the Larkspur/Corte Madera bike path to Hart Street just west of Palm Ave. This work will require vegetation removal and an ADA accessible ramp.	Redwood High School, Hall Middle School, Neil Cummins Elementary School, Marin Primary and Middle School	Ross Valley	2701	1	\$468,000	\$68,000	\$400,000	8	\$400,000	\$284,000	\$400,000
Ross	Laurel Grove Pathway Extension Project - The project will widen portions of Laurel Grove in Ross to provide a minimum 4' wide asphalt pedestrian pathway on one side of the road, with an asphalt berm installed to separate pedestrian and vehicular travel. The project will require some pavement widening, grading, retaining walls, and relocation of minor drainage facilities within the existing right of way to accommodate the pathway. No traffic control devices are planned.	Ross School	Ross Valley	384	1	\$681,000	\$281,000	\$400,000	9	\$96,000	\$284,000	\$400,000
San Anselmo	HAWK at Sir Francis Drake Boulevard/Saunders Avenue - Installation of HAWK pedestrian crossing to replace Rapid Flash crosswalk at Sir Francis Drake Boulevard/Saunders Avenue.	Sir Francis Drake High School	Ross Valley	1077	1	\$210,000	\$6,000	\$204,000	10	\$0	\$144,840	\$204,000
Fairfax	Azalea Ave Safe Route Crosswalks and Expanded Bike Spine Route - 1) Install high visibility crosswalks at Azalea Ave/Sir Francis Drake Blvd and Azalea Ave./Broadway Blvd. intersections, 2) add a new rectangular rapid flashing beacon system (RRFB) at the Azalea/Sir Francis Drake (SFD) intersection, 3) construct a new sidewalk along Azalea Ave. to connect the crosswalks from Sir Francis Drake Blvd. to Broadway Blvd., 4) install ADA compliant curb ramps, and 5) install signage and sharrows along Broadway from Azalea to the County Library to expand the existing Bike Spine to direct Ross Valley Charter School student bicyclists to cross at Marinda Dr./SFD intersection and avoid biking on SFD. The Marinda Dr./SFD intersection has a crossing guard and RRFB system.	White Hill Middle School, Manor Elementary School, Ross Valley Charter School	Ross Valley	1189	1	\$253,000	\$0	\$253,000	11	\$0	\$179,630	\$253,000

