



# AGENDA

## TAM BICYCLE/PEDESTRIAN ADVISORY COMMITTEE Tuesday, October 3, 2017 5:30 PM – 7:00 PM

900 Fifth Avenue  
Suite 100  
San Rafael  
California 94901

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Conference Room  
900 Fifth Avenue, Suite 100, San Rafael  
San Rafael, CA 94901

**Belvedere**  
James Campbell

**Corte Madera**  
Diane Furst

**Fairfax**  
John Reed

**Larkspur**  
Dan Hillmer

**Mill Valley**  
Stephanie Moulton-Peters

**Novato**  
Eric Lucan

**Ross**  
P. Beach Kuhl

**San Anselmo**  
Tom McInerney

**San Rafael**  
Gary Phillips

**Sausalito**  
Ray Withy

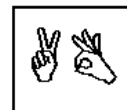
**Tiburon**  
Alice Fredericks

**County of Marin**  
Damon Connolly  
Katie Rice  
Kathrin Sears  
Dennis Rodoni  
Judy Arnold

1. Call Meeting to Order
2. Committee Member Comments
3. Open Time for Public Expression
4. Adoption of Minutes from April 19, 2017 (Action)\*
5. Caltrans District 4 Bike Plan Presentation & Discussion
6. Programming Transportation Fund for Clean Air (TFCA) and Transportation Development Act (TDA) Funds (Action)\*\*
7. Bike & Pedestrian Data Collection Update
8. Adjournment

\* Includes attachment

\*\* Applications were circulated on September 22, 2017.



Late agenda material can be inspected in TAM's office between the hours of 8:00 a.m. and 5:00 p.m.  
TAM is located at 1600 Los Gatos Drive, Suite 355, San Rafael.

The meeting facilities are accessible to persons with disabilities. Requests for special accommodations (assisted listening device, sign language interpreters, etc.) should be directed to Denise Merleno at 415-226-0820 or email:dmerleno@tam.ca.gov, **no later than 5 days** before the meeting date.

## **BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC)**

### **Minutes of April 19, 2017**

**BPAC Members Present:** Ben Berto  
Mark Birnbaum  
Kristen Drumm  
Cheryl Longinotti  
Don Magdanz  
Nancy Weninger

**Staff/Sponsors/Public:** David Chan, TAM Manager of Programming & Legislation  
Bill Whitney, TAM Deputy Executive Director  
Molly Graham, TAM Public Outreach Coordinator  
Scott McDonald, TAM Senior Transportation Planner  
Bjorn Giepenburg, MCBC  
Dwayne Price, Larkspur  
Jean Severinghaus, Greenbrae and Caltrans BAC  
Kathy McLeod, Mill Valley

#### **1. Introductions**

The BPAC Meeting was called to order at 7:06 p.m. Committee members, staff and members of the public did introductions.

#### **2. Committee Member Comments**

No committee member comments were made.

#### **3. Open Time for Public Expressions**

Jean Sevinghaus, Marin member at large from the Caltrans District 4 Bicycle Advisory Committee offered insights regarding the importance of the Caltrans District 4 Bike Plan.

**4. Adoption of Minutes from July 12, 2016**

Nancy Weninger moved to adopt the minutes from July 12, 2015. Ben Berto seconded the motion and the minutes were approved unanimously.

**5. OBAG Cycle 2 Update Discussion**

David Chan discussed the OBAG (Multi-Fund) Call for Projects and comparison of the BPAC Recommendation from July 2016 and Actual Programming of OBAG 2 and Other Funds. The presentation included the following material:

<b>Comparison of BPAC Recommendation and Actual Programming of OBAG 2 and Other Funds</b>		
<b>Funds</b>	<b>BPAC Recommendation – July 12, 2016</b>	<b>Actual Programming</b>
TFCA - \$350,000	All available funds to Sausalito’s Gate 6	\$500,000 to Sausalito’s Gate 6 (\$344,000 in TFCA funds and \$156,000 in local TAM funds)
TDA - \$260,000	<ul style="list-style-type: none"> <li>• \$100,000 to Corte Madera’s Redwood Path Repaving</li> <li>• \$115,000 Larkspur’s Magnolia Ped Improvement</li> <li>• Approximately \$45,000 to Marin County’s Bicycle Signs</li> </ul>	<ul style="list-style-type: none"> <li>• \$100,000 to Corte Madera’s Redwood Path Repaving</li> <li>• \$115,000 Larkspur’s Magnolia Ped Improvement</li> <li>• \$45,000 to Marin County’s Bicycle Signs</li> </ul>
OBAG 2 and TAM Local Funds - \$9,184,000	<p>Did not recommend specific funding amounts for OBAG and local funds but ranked the following in ranked order of priority:</p> <ol style="list-style-type: none"> <li>1. San Rafael’s 2nd to Andersen Path</li> <li>2. Corte Madera’s Tamal Vista Bike/Ped Path</li> <li>3. San Rafael’s Francisco Blvd East Improvements</li> <li>4. San Anselmo’s Bike Spine</li> </ol>	<ol style="list-style-type: none"> <li>1. San Rafael’s 2nd to Andersen Path - \$1,250,000 (\$250,000 in local TAM funds and \$1,000,000 in federal CMAQ funds from MTC)</li> <li>2. Corte Madera’s Tamal Vista Bike/Ped Path - \$892,00 (\$526,000 in local TAM funds and \$366,000 in FY 17/18 TFCA funds)</li> <li>3. San Rafael’s Francisco Blvd East Improvements - \$6,130,000 (\$2,100,000 in OBAG 2 funds and \$4,025,000 in Regional ATP funds)</li> </ol>

		<p>4. San Anselmo’s Bike Spine - \$235,000 in OBAG 2 SRTS funds</p> <p><b>Other Funded Bike/Ped Projects</b></p> <ul style="list-style-type: none"> <li>• San Anselmo’s Pavement Rehabilitation and Crossing Improvements - \$1,134,000</li> <li>• Marin City’s Phillips Drive Pavement and Streetscape Improvements - \$1,000,000</li> <li>• San Anselmo’s Hub Reconfiguration Project Study - \$309,000</li> <li>• Ross’ Bike Plan Update - \$15,000</li> <li>• NPS’ Fort Baker’s Vista Point Trail - \$500,000</li> <li>• Corte Madera’s Paradise Drive Multi-Use Pathway Gap Closure (Westward Drive to Upupanda Way) - \$312,000</li> <li>• Corte Madera’s Paradise Drive Multi-Use Pathway (San Clemente Drive to Seawolf Passage) - \$467,000</li> <li>• Crossing Guard Program - \$162,000</li> <li>• Novato’s Hill Recreation Area Improvements - \$264,350</li> <li>• Novato’s Carmel Open Space Land Acquisition - \$103,950</li> </ul>
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**6. Caltrans District 4 Bike Plan & Survey Discussion**

Scott McDonald provided some background details for the discussion and exercise to develop locations and needs as a committee for the Caltrans District 4 Bicycle Plan. Last year Caltrans developed at the State level a Statewide Bike/Pedestrian Plan offering a high level policy and goal oriented document with a statewide goal of tripling the number of people who bike by 2020. The statewide plan was so developed with the understanding that the individual districts (12 Caltrans Districts in the state) build upon it and develop a more detailed plan – which led to the District 4 Bike Plan being developed.

In addition to the collection for surveys directly from members of the public, Caltrans District 4 staff encouraged a separate submittal from the BPAC regarding additional sites for their review.

The BPAC discussed the method of having each member offer a suggested location and issues associated with the location to be provided to Caltrans, with some members providing comments along with each of the mapped locations.

**Mapped Locations Based on BPAC List:**



Comments submitted from Locations Based on BPAC List:

BPAC Comments Associated with the List of Locations:

### **Consider overcrossing or undercrossing (Hwy 37 Area)**

Bikeway to be explored as either a new undercrossing or overcrossing in the area of Hwy 37, and could link to SF Bay Trail, Enfrente Bikeway, Hanna Ranch Path, Vintage Oaks, and Bel Marin Keys. This would provide a direct, flat route from the main part of Novato to Bel Marin Keys, a large employment area.

### **Rowland Blvd. Interchange**

Improve East to West connection. Incredibly unsafe as cyclists and peds are crossing high speed motorized vehicle traffic that is getting on/off of 101.

### **Bel Marin Keys**

High need for school children, high volumes. Also an important connection between W. side of 101 and entire Hamilton and Bel Marin Keys industrial park/residential areas.

### **Lucas Valley Rd. Interchange**

Getting from Park & Ride to west side of freeway. Dark, no separated area for bike/ped, horrible pavement.

### **N. San Pedro**

Particularly west bound going under the freeway alongside traffic is challenging. Need to dodge cars merging onto 101.

### **San Rafael Downtown**

Connection from Pt. San Pedro Rd., Grand Ave and Mission, Grand Ave. Bridge south of 2<sup>nd</sup> St, Mahon Creek Pathway, Bettini Transportation Center, SMART, Lincoln Hill Pathway, and downtown San Rafael.

### **4th and Tamalpais facility**

Safer facility (look at Class 4) from Grand Ave Bridge to the Tamalpais/Mahon Creek pathway.

The route from the park and ride to the west side of the freeway is full of debris; the undercrossing is dark, often flooded and has bad pavement condition. The pathway on the north side is difficult to access, is overgrown and has bad pavement condition.

### **Grand Ave to Tamalpais under the freeway**

Route leading under the freeway to the San Rafael Transit Center is dark and challenging.

### **Bellam Blvd**

Fast turning vehicles and no safe bike facilities and no alternatives, a lot of kids.

### **580 East Sir Francis Drake**

Improve Connectivity

### **101 Sir Francis Drake**

Confusing and hard to navigate, under the freeway - bike path of travel is hidden. Southbound requires someone to get off a bike and walk. Nearly impossible to get from east to west side of 101. Requires either dodging both on and off merging 101 traffic with no thru separate bike/ped facility. Going from west to east is slightly easier, but requires navigational skills as well as ability to ride on dirt and marginal pavement. This area SHOULD connect the ferry terminal and future SMART station with the west side of 101, but is unusable by most people. The path on the northbound off ramp to SFD has signs saying cyclists must walk bikes. This is true going north and south.

### **Tamalpais Drive in Corte Madera**

Little or no shoulder, high volume, high speed, morning traffic, multiple uncontrolled ramp crossings which pedestrians and bicycle riders must cross to reach bus pads or to cross highway, collision history. NClosest alternative highway crossing is more than 2/3 of a mile away at Wornum.

### **Consider New Crossing to Casa Buena (over Hwy 101) to Paradise Dr-Koch Ln in Corte Madera**

Provides most direction connection between residential neighborhoods than alternatives  
Creates a pedestrian-bicycle corridor separate from major traffic corridors and avoids traffic at Tamalpais Interchange and Wornum-Redwood Hwy Utilizes existing topography (hill on Casa Buena side) to minimize ramp length.

### **Tiburon Blvd.**

Improve crossing over freeway. Multiple crossings of motor vehicle traffic merging onto/off of 101. Totally unsafe. Also, marginal pavement, especially in uphill (eastbound) direction.

### **TAM Junction**

High volume high speed, collisions.

### **Alexander Ave offramp 101**

Safer crossing (please review technical options)

## **7. Adjournment**

The meeting was adjourned at 7:05 p.m.



Sponsor	Project	Description
San Rafael	Francisco Blvd West Multi-Use Path 2nd to Andersen	Gap-closure project to connect the San Rafael Transit Center with the existing Cal Park Hill Tunnel Pathway and nearby Larkspur Ferry Terminal. The projects would help link and improve the main north-south pathway corridor in the Marin. The MUP would create a safe accessible route for pedestrians and bicyclist to access transit centers, offices/commercial centers, and schools in the area. The MUP would be a Class 1 bike path and would have limited street crossings. The proposed path would be 10' wide with a 2' decomposed granite shoulder. The project has an estimated completion date of spring of 2019.
Larkspur	Magnolia Ave Bike Rte 15 & Pedestrian Improvements	10-foot wide ADA-compliant multi-use pathway along the south side of Magnolia Avenue from Doherty Drive to the Post Street/Shopping Center driveway, and provides safety improvements at the pedestrian crossing at the intersection of Magnolia Avenue and Post Street. The pathway completes the last gap in Bicycle Route 15, a primary countywide north-south bicycle facility. The new pathway replaces the current non-ADA complaint facility; at Post Street the project installs rectangular rapid flashing beacons to increase driver awareness and safety of pedestrians crossing Magnolia Avenue. The shopping center driveway on Doherty Drive is reduced in width to improve pedestrian and bike crossing safety .
Mill Valley	Camino Alto Bicycle and Pedestrian Safety and Operational Improvements	Re-stripe Camino Alto to accommodate northbound bike lanes; Add southbound bike lanes between E. Blithedale and Sycamore Avenues; South of Sycamore, prohibit parking during weekends, allow the higher volume of bicyclists to use the shoulder. Rebuild an existing traffic signal, with new LED signal heads placed to improve cyclist and motor vehicle visibility, countdown pedestrian signals, audible push buttons, and accessible curb ramps and improved traffic signal phasing to improve traffic operations. Complete dig out repairs in bike lane/shoulder areas. Reconstruct 150 feet of median north of Sycamore to accommodate bike lanes.