

MEETING AGENDA
TOWN OF CORTE MADERA
Bicycle Pedestrian Advisory Committee (BPAC)

Thursday, June 23, 2016
6:00 P.M.

Corte Madera Town Hall Council Chambers
300 Tamalpais Drive, Corte Madera, CA 94925

1. CALL TO ORDER/FLAG SALUTE
2. OPEN TIME FOR PUBLIC REGARDING NON-AGENDA ITEMS
3. COMMITTEE MEMBER REPORTS
4. SENIOR ENGINEER REPORT
5. APPROVE MINUTES OF March 2, 2016 and April 21, 2016 BPAC MEETINGS
6. DISCUSSION/ACTION ITEMS
 - A. Update on Bicycle and Pedestrian Matters (Corp. Robert French)
 - B. Eastbound Fifer Bicycle Lane Hazard (Bob Ravasio)
 - C. Central Marin Regional Pathways Gap Closure Project for ATP funds (Staff)
 - D. Tamalpais Drive Pedestrian Crossing Safety Improvements (Staff)
 - E. Bicycle and Pedestrian Master Plan- Addition per Council Direction (Staff)
 - F. High Canal Bridge Pathway (Staff)
 - G. Capital Projects/ Transportation Grants Status Update (Staff)
7. SET NEXT MEETING DATE AND ADJOURN

Attachments:

1. Draft Minutes from 3/2/2016 and 4/21/16 BPAC Meeting

<p>In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Department of Public Works at 415-927-5057. For auxiliary aids or services or other reasonable accommodations to be provided by the Town at or before the meeting, please notify the Department of Public Works at least 3 business days before the meeting in advance of the meeting date. If the Town does not receive timely notification of your reasonable request, the Town may not be able to make the necessary arrangements by the time of the meeting.</p>

BICYCLE PEDESTRIAN ADVISORY COMMITTEE
MARCH 2, 2016
CORTE MADERA TOWN HALL COUNCIL CHAMBERS
DRAFT MINUTES

Committee members Present: Robert Ravasio, Chair
Kirby Bartlett
Leif Christiansen
Cheryl Longinotti
David Macpherson
Marc Madden
Tomas Nofziger

Staff Present: Senior Engineer Nisha Patel
Planning Director Adam Wolf
CMPA Traffic Officer Scott

1. Call to Order/Flag Salute

Chair Ravasio opened the meeting at 6:02 p.m.

2. Open Time for public regarding non-agenda items

Chair Ravasio welcomed newly appointed Committee members Madden and Nofziger.

3. Committee member reports

Committee member Longinotti reported she met with Mr. Monte Stephens at Town Center about the Bike to Shop Event scheduled for May 21st. She and Committee member Macpherson met with a representative from the Corte Madera Inn to talk about how they would accommodate bicycling in their development plan. Committee member Macpherson stated the BPAC might want to weigh in on their proposals. The representatives of the Inn reviewed bike improvements and programs that would apply to the hotel including encouraging employees to bike to work, provide bikes that would be available on site for hotel guests, provide bike parking, etc. They also pledged support of the concept of setting aside property close to the freeway if that bike path project becomes a reality. They are open to making improvements to the sidewalk along Tamal Vista.

Committee member Macpherson reported he and Committee member Longinotti met with representatives from Marin Country Day School regarding the lack of progress on the extension of the bike path from Westward to the new development. They are committed to helping the Town get this done. Committee member Longinotti stated there was a lot of parking at the bottom of that condo complex and it seemed like an agreement could be made. Committee member Macpherson asked that the issue regarding the continuation of that path be placed on the next agenda.

Committee member Macpherson reported Safe Routes to Schools was doing a “Green Sneaker Challenge” in April at all Marin schools. It involves four days of getting students to bike, walk, or carpool to school.

Committee member Macpherson reported he is helping with organizing the Corte Madera Centennial Bike Parade on June 11th. The parade will start at 10:00 a.m. at Town Park and would include bike decorating, free bells, etc.

Chair Ravasio stated he would like to schedule regular meeting dates. He is no longer on the Council but was asked to continue as Chair of the BPAC until they find a replacement. He continues to be the liaison to the Council. He reminded the Committee members that this is an advisory committee and committee members should be careful not to give people the wrong impression about how much authority they have. He did not want to see a communications gap and wanted to keep Town staff in the loop. Planning Director Wolf stated this is a “work in progress” and he wanted to keep the lines of communication open. He has talked with Town Manager Bracken and Senior Engineer Patel about putting a more formal protocol in place. Chair Ravasio stated more frequent (but shorter) BPAC meetings would help facilitate this.

Chair Ravasio stated he participated in a focus group made up of community bike advocates who discussed concerns and issues regarding the North/South Greenway. Funding is in place for the portion of this project that would connect the new bridge over Sir Francis Drake Boulevard to the creek by widening the freeway off-ramp. The path will drop down onto Industrial and end at Wornum.

Chair Ravasio stated he was approached by the Marin County Bicycle Coalition (MCBC) about participating in Bike to Work Day on May 12th. The BPAC sets up a station at the foot of the Sandra Marker Trail he asked for volunteers.

Chair Ravasio stated he would like to rearrange the order of the agenda.

7. Discussion/Action Item

A. Update on Bicycle and Pedestrian Matters

CMPA Officer Scott stated the department was currently working on directed enforcement on Tamalpais, Tamal Vista, and Madera Avenue related to traffic safety issues. This is where most collisions occur. The department received an Office of Traffic Safety (OTS) Grant which is given for extra bicycle and pedestrian violation enforcement. This grant also funds a crosswalk sting- they had one in November at Chapman and at Tamal Vista. They plan to do another one in the next three weeks on Chapman, Tamal Vista, and Madera. Committee member Macpherson stated he hoped the department would also look at vehicle related infractions, such as the new law related to vehicles violating the “three foot zone”. Committee member Longinotti asked about the length of the grant. Office Scott stated it was a one-year grant (received last October).

Committee member Bartlett asked if a car could cross a double yellow line to avoid a bicycle riding in a “sharrows” lane. Office Scott stated “yes, if it could be done safely”. Very few officers would issue a citation. He discussed the “spirit” of the law vs. the “letter” of the law.

4. Report From Parisi Transportation Consulting

- A. Tamal Vista Boulevard Class 2 Bicycle Lanes
- B. Tamal Vista Boulevard Class 4 Bikeway

Mr. Andrew Lee, Senior Transportation Engineer for Parisi Transportation Consulting, presented some concepts regarding possible bicycle facilities on Tamal Vista. He gave a PowerPoint presentation. They were tasked with finding opportunities and identifying constraints along Tamal Vista with respect to bicycle facilities that could be accommodated keeping the existing width of the road or widening the road. They looked at two segments: 1) Madera Boulevard up to Wornum; 2) Wornum up to Fifer. He discussed sidewalk and road width measurements and explained the classifications for bicycle facilities. He presented the following five concepts: A) A northbound bike lane only and a shared facility (“sharrows”) southbound; B) Bike lanes in both directions with parking on the west side of the road maintained; C) Bike lanes in both directions but no parking on the west side of the street; D) Northbound and southbound bike lanes, no parking, and reduced lane widths; E) A Class IV facility from Madera to Wornum- beyond Wornum to Fifer there would be bike lanes in both directions. Class IV is a new classification- it is a two lane (two-way) facility on one side of the street with some separation from vehicular traffic.

Senior Engineer Patel stated this bicycle facility was prioritized in the proposed bike plan. It makes sense to look at now.

Planning Director Wolf stated this information would be useful as they move forward with the Tamal Vista Corridor Study and possible development standards. The Planning Commission will be discussing this at the March 8th meeting.

Mr. Lee answered questions from staff and the Committee.

Mr. Jim Robinson, Ash Avenue, stated these are great alternatives and he asked if there were any land use changes planned (expansion, changing ingress or egress) for the area from the fabric store down to the hotel. This could have an impact on any of the alternatives.

Ms. Cindy Winter, Greenbrae, is worried about a Class IV path because of the number of driveways and curb cuts along Tamal Vista. The center turn lane on Tamal Vista adds complexity. She noted two, one-way Class IV lanes might work.

Ms. Janet Ferman, Chapman Avenue, stated the idea of a Class IV from Fifer to Madera was not a good one because it is piecemeal. It would be a good idea if it went all the way down Madera Boulevard to the creek. It would be better to have a Class II lane on each side.

Ms. Jean Severinghouse, Greenbrae Boardwalk, was thrilled to see they are looking at Class II lanes with “sharrows” and/or a Class IV on Tamal Vista. The safety data suggests that a buffer or vertical barriers provide the greatest amount of safety. She asked if a buffer could be added to alternative D. Mr. Lee stated that was a possibility and he would consult with staff.

Mr. Peter Chase, Planning Commissioner, stated the Commission would like a decision from this body tonight since it will be a centerpiece on how they approach the Corte Madera Inn development application.

Committee member Macpherson stated the BPAC should request the maximum amount of real estate from the Corte Madera Inn that could accommodate the more ambitious plan D. Planning Director Wolf stated the Planning Department and Commission would be looking at where the developers should be starting the fence and parking lot (where they should be designing to). Part of that relates to the type of bike facility that is appropriate along with any pedestrian improvements.

Chair Ravasio asked if they considered putting the Class IV on the other side. Mr. Lee stated “no, but it could be an option”.

Commissioner Macpherson stated the more right-of-way the Town gets along Tamal Vista the more flexibility and opportunities they have. Chair Ravasio agreed and stated this was a big decision because of the hotel project and the future development of the North/South Greenway. This is a critical piece and they need to think short and long term.

Committee member Bartlett stated it is a mistake to think like a driver in a car when discussing solutions for pedestrians and bicycles. This is not a good mix. The solution is to “think like a train”- that is the route they should be trying to put a Class IV bikeway in. The path should run adjacent to the freeway. As an alternative, he supported a Class II with raised pylons.

Mr. Chase stated negotiating for property was a longer-term plan and vision that could take a significant amount of time. The near term plan could be a Class II with the existing curbs. Chair Ravasio agreed and stated “thinking like a train” was the optimum route but there were significant engineering issues with that.

Committee member Longinotti stated approaching improvements along Tamal Vista was the shorter-term approach and then they could start working towards “thinking like a train”. She noted the High Canal Path could be part of the option. She supported at least a Class II with some delineators. Safety and usage should be the priorities.

Committee member Christiansen stated they should keep their options open and go for the maximum amount of right-of-way. The Class IV (two-way) does not seem feasible for the full length. He would like to see the two bike lanes, with a buffer and parking.

Chair Ravasio stated he did not want to do the design tonight but plan as if they have the Class IV to get the amount of real estate they need and figure out how to put it in later.

Committee member Longinotti asked what prerogative the Town would have in terms of the other parcels along that stretch if they negotiated with the Corte Madera Inn now for that additional right-of-way. Mr. Lee stated that was the longer plan. Senior Engineer Patel stated it would be possible to negotiate with the new owner of the movie theater property. They could use grant money to negotiate for other properties but they need to have the plan in place.

Commissioner Christiansen referred to Concept B and asked about the encroachment. They could save the parking and get both bike lanes in with some type of buffer. Mr. Lee stated it included a 5-foot landscape buffer with a 6-foot sidewalk. The encroachment into the right-of-way could get up to as high as 16 feet.

Committee member Bartlett stated they should ask for property along Tamal Vista and also the property running along the highway- the time to ask is now. Mr. Chase stated the property owners are aware of the desire for this long-term solution. This can be dealt with during the Tamal Vista Corridor Study.

Committee member Bartlett took a straw poll and asked how many Committee members supported a Class IV bikeway down Tamal Vista. He noted nobody was in favor of a Class IV pathway.

Committee member Christiansen stated they should be focused on Concept B. Chair Ravasio stated they should focus on the amount of real estate that needs to be set aside.

M/s Macpherson/Christiansen, motion that the BPAC finds that bicycle and pedestrian issues along this corridor are very important and therefore recommends as a condition of approval for the Corte Madera Inn development plan that the necessary real estate be given over that would accommodate Concept B. In addition to dedicating that real estate the Corte Madera Inn should be prepared to pay for the striping improvements that are proposed in Concept A.

Ayes: All

The committee took a 5-minute break at 8:07 p.m.

5. Senior Engineer Report

Senior Engineer Patel reported she attended several meetings regarding the North/South Greenway. Staff from the County of Marin and the Transportation Authority of Marin (TAM) were also at the meetings. She pointed to a map and indicated the northern part of the project and the route the pathway would take. The Town of Corte Madera would be contributing towards the maintenance of the path and will enter into a maintenance agreement. The northern part of the project was managed by TAM. She pointed to where the southern portion begins and noted it would be managed by the County of Marin. She pointed to the terminus of the North/South Greenway Gap Project (Redwood and Wornum). The original cost estimate was around \$200,000 but no plans were presented for the transition. The County and TAM are not open to a grade separated crossing at this time but they did agree to set aside additional funds (\$300,000) for this connection. Committee member Christiansen asked about the timeline for the project. Chair Ravasio stated they have the money. Senior Engineer Patel stated the plan is to start construction in the fall of 2017 with completion in 2018.

6. Approve Minutes of September 24, 2015 BPAC Meeting

M/s, Macpherson/Christiansen, move to approve the September 24, 2015 BPAC minutes as corrected.

Ayes: All

7. Discussion/Action Items

B. Tamalpais Drive Pedestrian Crossing Safety Improvements (Staff)

Senior Engineer Patel presented a staff report and displayed a map. She stated staff has been working a lot of this project and asked Parisi Transportation Consulting to take a look at the proposed location for the rectangular rapid flashing beacons. Parisi Transportation Consulting also proposed some additional striping but staff is not ready to embark on that right now. Parents in the area are anxious to get this project constructed as soon as possible. Staff and Mr. David Parisi have decided to step back and take another look at the project. One of the rectangular flashing beacons was relocated from Montecito and Tamalpais to Lakeside. Mr. Parisi wanted to locate the rectangular rapid flashing beacons in a consistent manner and where there is a multiple threat. Staff is proposing the installation of bulb-outs at several locations. The green color on the map shows the installation of either bulb outs or upgrading of a handicapped ramp (out of compliance). Bulb outs bring more visibility to pedestrians but also provide additional room to make the ramps ADA compliant.

Committee member Longinotti asked why one crosswalk on the east/west was chosen over the other. Senior Engineer Patel stated they follow Mr. Parisi's recommendations. Ramps need to be upgraded when the alignment of crosswalks are changed.

Committee member Macpherson stated he has received many comments of concern about the crossing at Redwood Avenue from the bus stop at Menke Park to the bus stop on the other side. A lot of kids cross at this intersection at peak times. He had expected to see a rectangular rapid flashing beacon there even if it is not an optimal location. Senior Engineer Patel stated she would have someone look at this suggestion. The other Committee members agreed with Commissioner Macpherson's suggestion. Senior Engineer Patel stated she would bring this back to the Committee at the next meeting. Chair Ravasio asked about the timeline for this project. Senior Engineer Patel stated she and the Town Manager are supportive of moving forward with these improvements and a civil consultant will be putting together the final design. A lot of the intersections have thermal plastic paint that has created an impervious surface accompanied by adjacent tripping hazards. They will grind out the crosswalks that have these issues and then doing a slurry seal and restriping.

Committee member Bartlett stated the Bicycle Plan calls for a Class II bikeway down this road and he asked if it would be a good time to take a further look at the plan. Senior Engineer Patel stated parents were waiting for this project to be constructed and this would prolong it. Committee member Macpherson stated restriping the motor vehicle lanes would need to be done as a result of the slurry seal. Now is the time to reduce the motor vehicle lane widths from thirteen feet to ten or eleven feet to give shared use for bikes going east and west. Committee member Christiansen stated this was a simple traffic calming strategy.

Chair Ravasio asked when the project was supposed to begin. Senior Engineer Patel stated it was scheduled to start in July. Chair Ravasio asked if Committee member Macpherson's suggestions would delay the project. Senior Engineer Patel stated "yes, a lot". They got the grant for a "pedestrian safety project" and these suggestions widen the scope. She would need to get the support of the Town Manager and the Town Council if they plan to start narrowing lanes. This could delay the project for several months.

Mr. Jim Robinson made some comments about the project.

Committee member Longinotti appreciated the comments made by Committee member Macpherson but stated they need to address the street issues. Committee member Christiansen stated the proposed project would be a huge improvement and the sooner it is done the better.

Committee member Macpherson clarified that he is not suggesting engineering and striping bike lanes going east and west on Tamalpais as part of this crosswalk enhancement project. He is suggesting that moving the motor vehicle lines to narrow the widths provides greater space for bicycles going east and west. He does not see how this would increase the timeline.

Chair Ravasio asked staff to get the BPAC more information. They are not going to narrow lanes without having a study done, talking to the Central Marin Police Authority, and having it go through the Town Council.

Ms. Patti Stoler made some comments.

C. Bicycle and Pedestrian Plan (Staff)

Senior Engineer Patel presented a staff report. The plan has been released for public comments. She will compile the comments, prepare a set of plans, and make edits as needed. She would like to bring the plan to the Council for approval in May. Committee member Longinotti asked if the plan would go back to Alta Planning. Senior Engineer Patel stated she would take the public comments, make the edits, and submit the edited version to the BPAC.

Mr. Jim Robinson discussed the plan, pedestrian issues, and sidewalk repairs.

Committee member Macpherson stated he would like to see the following topic on the next agenda: 1) The concept of shared responsibility between property owners and the Town with respect to the repair of sidewalks.

Chair Ravasio stated the BPAC would take public comment on the plan at the next meeting.

D. Bicycle Rack Installation on Tamalpais Drive at Serra Street (Staff)

Chair Ravasio stated this item would be continued to the next meeting.

E. High Canal Pathway (Staff)

Chair Ravasio stated this item would be continued to the next meeting.

F. Capital Project Status Update (Staff)

Chair Ravasio stated this item would be continued to the next meeting.

8. Set Next Meeting Date and Adjourn

Chair Ravasio stated he would like to meet on a monthly basis and try to keep the meetings two hours long.

The meeting was adjourned at 9:15 p.m. The next meeting was schedule for Thursday, April 21, 2016 at 6:00 p.m.

**BPAC MEETING MINUTES OF
April 21, 2016**

BICYCLE PEDESTRIAN ADVISORY COMMITTEE
APRIL 21, 2016
CORTE MADERA TOWN HALL COUNCIL CHAMBERS
DRAFT MINUTES

Committee members Robert Ravasio, Chair
Present: Kirby Bartlett
 Leif Christiansen
 David Macpherson
 Marc Madden

Committee members Cheryl Longinotti
Absent: Tomas Nofzier

Staff Present: Senior Engineer Nisha Patel
 Central Marin Police Authority Corporal Robert French

1. Call to Order/Flag Salute

Chair Ravasio opened the meeting at 6:05 p.m.

2. Open Time for public regarding non-agenda items

There were no comments.

Chair Ravasio stated he would like to rearrange the order of the agenda.

6. Discussion/Action Items

A. Update on Bicycle and Pedestrian Matters

Corporal French presented a staff report and stated he was in the process of compiling statistics.

Chair Ravasio stated the recent consolidation/creation of the Central Marin Police Authority has provided more traffic officers. Corporal French agreed and stated there were five traffic officers.

Chair Ravasio asked about the success of the recent crosswalk sting operation. Corporal French stated they wrote a lot of tickets. Chair Ravasio asked if they were enforcing cell phone usage. Corporal French stated "yes".

Committee member Madden had questions about the major causes of pedestrians being injured by either a vehicle or a bicycle. Corporal French noted the Vehicle Code states that once a pedestrian is in the roadway, while giving "due care", they own the roadway. Officers look for right-of-way violations and safety issues.

Committee member Macpherson asked who calibrated the vehicle speed on San Clemente Drive. Senior Engineer Patel stated the Town hired a consultant (WJ Trans) to do the speed survey. Committee member Macpherson stated he is certain the speed indicator is off by 4-5 miles per hour and it should be recalibrated. He wondered if it would be effective to turn it so it grabs the northbound traffic. Senior Engineer Patel stated she would make a note of that.

Committee member Christensen referred to the crosswalk safety stings and asked if the department could make public the names of individuals who received citations. Social pressure is huge. Corporal French stated that would be a decision made by the Police Chief.

3. Committee member reports

Chair Ravasio stated the Town Council authorized Councilmember Diane Furst to write a letter to SMART asking them to grant a right-of-way through the marsh for the North/South Greenway.

Ms. Jean Severinghouse, Greenbrae, referred to the defunct Greenbrae Interchange process and stated there was some funding granted for the North/South Greenway that was contingent upon SMART agreeing to support the North/South Greenway. She asked if that was in writing. Chair Ravasio stated he would follow up on that question.

4. Senior Engineer Report

Senior Engineer Patel stated her report would be given during the Discussion/Action Items section of the agenda.

Senior Engineer Patel

5. Approve minutes March 2, 2016 BPAC meeting

Senior Engineer Patel asked for the continuation of this item.

6. Discussion/Action Items

A. Update on Bicycle and Pedestrian Matters

Chair Ravasio stated this item was moved to the beginning of the agenda.

B. Bike to Work Day

Chair Ravasio stated Bike to Work Day would be held on Thursday, May 12th from 6:30 a.m. to 8:30 a.m. He asked for volunteers to help with the station that will be placed at the entrance to the Sandra Marker Trail. Senior Engineer Patel stated she would make sure this information is posted to the Town Website.

C. Tamal Vista Bicycle Facilities and Corte Madera Inn Rebuild Project Update

Senior Engineer Patel presented a staff report and a Powerpoint presentation. The BPAC reviewed several concepts at its last meeting and recommended that the Planning Commission require the developer pay for restriping of Tamal Vista for a Class II facility Northbound and a Class III facility Southbound and that they reserve enough space on the property to accommodate a modified version of Concept B (bike lanes in both directions and retained parking).

Chair Ravasio stated he sent a letter to the Planning Commission informing them that the North/South Greenway would be completed by 2018 and would dump a lot of bike traffic on that road.

Senior Engineer Patel stated the Planning Commission met on March 8th and decided that the sidewalks, but not the bicycle lanes, were the developer's responsibility. The developer is not open to contributing to the stripping. At the last Planning Commission meeting they approved the Corte Madera Inn plans which would include 4 ½ feet of landscaping, 8 feet of sidewalk, and another 3 feet of buffer from the fence. She pointed to the property line. For Concept B, the existing curb would need to be pushed out 14' to 17' to allow for a buffer and parking. The curb would need to be pushed out 6' to 9' if the parking were removed. Given the different scenarios they would have space for the bike lanes in the future.

Chair Ravasio stated the project has been approved by the Planning Commission but must go to the Town Council. They could approve the project with additional conditions. Senior Engineer Patel agreed.

Committee member Macpherson stated the BPAC made a motion at the last meeting to ask for the maximum amount of real estate that would accommodate Concept B and that the developer pay for the stripping improvements proposed on Concept A. This should be presented to the Town Council. The BPAC agreed.

Ms Cindy Winters, Greenbrae, stated she attended the Planning Commission meeting and a lot of numbers were thrown around. Planning Director Wolf was of the opinion that pedestrians were given inadequate attention. She suggested the BPAC include a statement that space should be given to pedestrian use. Senior Engineer Patel stated the sidewalk was not going to be excluded.

Ms. Jean Severinghouse asked if the developer would be required to put in the trees, buffer, and the sidewalk or does the BPAC have the ability to use the land in a different way. Senior Engineer Patel stated the Planning Director stated they could change the use at a different point. He is working on the Tamal Vista Corridor Study. Ms. Severinghouse asked if Concept B had sidewalks. Senior Engineer Patel stated "yes".

Chair Ravasio stated he would work with Senior Engineer Patel on enhancing the drawings and drafting a formal letter to the Town Council. He reiterated that the North/South Greenway will be heavily used and have an enormous impact in that area.

Committee member Macpherson stated the owner of The Marketplace (Book Passages, etc.) is in favor of providing real estate for a dedicated bike path and has said that he looks forward to working with the other property owners.

D. Tamalpais Drive Pedestrian Crossing Safety Improvements

Senior Engineer Patel presented a staff report. Staff has completed the concept phase and is ready to begin the design phase. The areas highlighted in green will include upgraded handicapped ramps or bulb-outs. The areas highlighted in yellow are new improvements- rapid flashing beacons, additional stripping, upgrading or realigning the crosswalks, yield stripping. The entire corridor would be slurry sealed from Corte Madera Avenue to Madera but not including Madera since it would be addressed with another project coming up soon. They might need to adjust some of the storm drains while upgrading ramps or installing bulb-outs. Committee member Bartlett had mentioned looking at fitting in bicycle lanes within the curb-to-curb limits. Committee member Macpherson asked staff to look at narrowing the #1 lane. Staff is having the consultant look at three different options: 1) Re-stripping "as is"; 2) Fit in the bike lanes at this time; 3) Narrowing the lanes. The Town Manager has said that the lanes should not be narrower than 10 ½ feet. Committee member Macpherson asked if Parisi Transportation Consulting was doing the survey. Senior Engineer Patel stated Coastland is doing the design because it is pretty involved since it includes ramps, drainage, grading, etc.

Committee member Christiansen referred to the drawing and asked what the color red indicated. Senior Engineer Patel stated these were corrections. She noted the drawing showed a rapid flashing beacon at Chapman, Sausalito, and Lakeside. One could be installed in the future at Montecito. Committee member Macpherson stated this was a mistake- no child uses Sausalito in the morning but there are about 35 kids that cross at Montecito. Kids that come down Sausalito turn right and go to Neal Cummins using the crossing guard at Lakeside. Senior Engineer Patel stated she thought the crossing guard was at Eastman. Chair Ravasio stated the kids go left and go to Eastman. Committee member Macpherson emphasized that a lot of kids are crossing going to Hall Middle School, Neal Cummins, and Marin Primary at the Menke Park/Montecito crosswalk. Senior Engineer Patel stated Mr. Parisi came up with these locations due to the existence of a double/triple threat. Putting them close to a signal can be distracting. Staff is going to have the current consultants look at traffic calming measures. Senior Engineer Patel asked if the Montecito cross walk could be eliminated. Chair Ravasio stated "no" since it leads to the bike path and the Sandra Marker Trail.

Committee member Bartlett stated they have disguised the best bicycle asset (entrance to the Sandra Marker Trail) by placing a parking lot in front of it. That intersection is very dangerous and this situation needs to be resolved before the tunnel opens. Senior Engineer Patel stated they could add flashing beacons in the future.

Senior Engineer Patel stated they have fast-tracked the proposed improvements. Project plans would be complete in July and they plan to award the bids in August/September. Construction should start at the end of September.

Ms. Jean Severinghouse asked for a rapid flashing beacon where the path comes out and crosses the main road.

E. Central Marin Regional Gap Closure Project for ATP funds

Senior Engineer Patel presented a staff report. This project was submitted for an ATP grant last year. She discussed the items included in the project. The southern section of the North/South Greenway terminates

at Redwood and Wornum so there will be a lot of additional bicyclists and pedestrians coming in there. The County is managing the southern section of the project. They are requesting \$2.7 million and there is a match requirement of \$250,000. The City of Larkspur will be partnering on this project and this cost could be split. Staff plans to submit the project again for the Regional ATP third cycle.

Committee member Macpherson wondered whether the cycle track could go on the other side of the piers. Chair Ravasio stated that idea was discussed but it would be expensive to chisel out that large rock formation. Senior Engineer Patel stated obtaining funding could be a problem plus that was CalTrans right-of-way.

Ms. Jean Severinghouse stated she worked on the now defunct Greenbrae Interchange Project and she learned a lot about where the traffic is and why the problems are where they are. She showed some slides regarding traffic counts. There is a huge problem with volumes during peak hour times. The entire "orange line" is Larkspur's freeway ramp system (north and south) and a lot of cyclists avoid that area. She stated the proposed project creates "invited conflicts" (telling bicyclists, motorists, and pedestrians that they have the right-of-way). Bicyclists and pedestrians should not be encouraged to cross freeway ramps. She pointed to an area that should be a central pedestrian refuge that would make it easier to get to the bus.

Senior Engineer Patel had a question about the proposed pedestrian refuge concept.

Ms. Cindy Winter, Greenbrae, stated the north side of Wornum is the wrong place to put a lot of cycling and pedestrian traffic.

Councilmember Furst stated she liked the idea of a "refuge island" and thought it could eliminate some of the jaywalking. She is in favor of reducing the bike load on the north side of Wornum- she would like to see everybody on the south side. There have been discussions about leaving the ATP grant application "as is" and making changes later. The concept of putting the pathway on the south side of that support (up on the hill) is out. This project was the highest scoring application for Marin County for the last ATP cycle but the preference was for disadvantaged communities. The scoring has changed this year and she thought they were well poised to get funding this year.

Committee member Bartlett pointed out a possible pathway extension south of Wornum parallel to the freeway.

M/s, Madden/Macpherson, move that the BPAC support the Central Marin Regional Gap Closure Project proposal for ATP funds.

Ayes: All Absent: Longinotti, Nofzier

F. Bicycle and Pedestrian Master Plan

Senior Engineer Patel presented a staff report. The plan is scheduled to be brought before the Town Council on May 3rd. There has been a lot of public review and many comments.

Ms. Cindy Winter stated she assumed all the planning and design for this plan included basic "boilerplate" standard language. There is a problem with the 2008 bike racks plans.

Councilmember Furst stated the wrong logo was on the cover- it was not the official Town logo.

Ms. Severinghouse stated she understood the reluctance to change the language from "should" to "shall" and she asked who would be responsible for implementation. She would like a document as strong as possible. Senior Engineer Patel stated staff has not yet discussed the details of the execution of the bike plan. A lot of the projects/improvements are already in the Capital Improvement Plan. Chair Ravasio noted funding is often "opportunistic" and there are various sources of funding.

Councilmember Furst asked if it would be possible to make Tamalpais Drive a Class IV (with protected lanes) instead of a Class II. Senior Engineer Patel stated she did not think they had the right-of-way for a Class IV pathway. Councilmember Furst discussed how it could be accomplished and noted they would not need that much real estate. Committee member Macpherson agreed with Councilmember Furst's suggestion- it is the preferred way to do it. Chair Ravasio agreed. Senior Engineer Patel stated she would ask the consultants to look at this

M/s, Madden/Macpherson, move to bring the Bicycle and Pedestrian Master Plan to the Council with the suggested revision.

Ayes: All Absent: Longinotti, Nofzier

G. High Canal Pathway

Chair Ravasio stated this item would be continued to the next meeting.

H. North South Greenway Gap Closure Project Update

Councilmember Furst presented a report. There are two segments. The northern segment will connect Sir Francis Drake Boulevard to the POC on Redwood Highway. This is on track and funded. The Transportation Authority of Marin (TAM) had originally promises a lot of great “bells and whistles” for this segment but decided to scale it back. This will be a nice, protected pathway. She discussed the route that the southern segment would take which would include the eastern end of the SMART right-of-way. She pointed out environmentally sensitive areas and areas that would be leased out by SMART. Funding is in place through Regional Measure 2 (RM2). SMART has recently expressed concern about allowing the facility to be built on its right-of-way. She stated the southern section is necessary to the entire project.

Senior Engineer Patel had questions about the RM2 funds that were originally set-aside for the Greenbrae Interchange Project and how they were ultimately split up. Councilmember Furst stated that was done through the Metropolitan Transportation Commission (MTC). TAM had come up with a number of ideas on how to use the \$40 million. SMART got \$20 million and \$20 million was dedicated towards building the Greenway. CalTrans is handling the northern segment with TAM as the lead. The County of Marin is the lead agency on the southern segment.

Senior Engineer Patel asked if SMART was getting funding through “Rails to Trails”. Councilmember Furst stated “probably not”. Councilmember Furst stated SMART has not spent any money on the pathway.

I. Capital Project Status Update

Senior Engineer Patel presented a staff report. The Pavement Rehabilitation Project is scheduled to go out to bid in late July and start in August. The following streets would be paved: 1) Redwood Avenue from Summit Drive to Merry Lane; 2) Stetson Avenue from Breda Court to Chapman; 3) Chapman Drive from Stetson to Stetson; 4) Chapman Drive from Stetson to 600 feet south of Stetson; 5) Chapman Drive from 600 feet south of Stetson to Corte Madera Avenue; 6) Westbound lane of Fifer Drive from Lucky Drive to Tamal Vista; 7) Northbound lane of Lucky Drive from Fifer to 100 northeast of Fifer. Work on Tamalpais Drive would begin in early September. She discussed the Lucky Drive Project which would align with Larkspur’s Doherty Drive Improvement Project. The plan is to install Class II bike lanes on both sides of the street from Doherty Drive to Fifer.

Ms. Severinghouse asked if thought has been given to Redwood High School students heading to the POC on their bicycles. A Class II lane at Fifer could cause problems. She asked if there was room for a Class IV. Senior Engineer Patel stated “not right now” and that would necessitate taking out all of the parking. Ms. Severinghouse suggested putting the parking on the Corporation Yard side with a two-way Class IV on the condominium side. Senior Engineer Patel stated they could look into this suggestion.

Senior Engineer Patel discussed some traffic signal improvements including: 1) Updating the timing at all intersections with signals; 2) Updating the “walk/don’t walk” minimum yellow and minimum green; 3) Green timing updated so bicyclists could make it through the intersection; 4) Upgraded non-compliant pedestrian crossing push buttons; 5) Replaced 48 “pedestrian crossing” signs to LED count-down modules; 6) Removed some push buttons in the middle of the medians; 7) Changed the old signal head at Paradise and El Camino to have a green left turn light. Staff continues to work on the Pavement Management Plan which includes an inspection and rating of all the streets.

Senior Engineer Patel stated she would like to talk about Complete Streets at the next meeting. Committee member Macpherson stated he would like to talk about sidewalk repairs at the next meeting.

7. Set Next Meeting Date and Adjourn

Chair Ravasio stated the next meeting would be held on Thursday, June 16, 2016.

The meeting was adjourned at 8:45 p.m.