



TRANSPORTATION AUTHORITY OF MARIN BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

APRIL 13, 2022

5:30 P.M.

Zoom link:

<https://us02web.zoom.us/j/84693117748?pwd=NWNpM3dEQUITQXJaZitWeXRHeHpWZz09>

Webinar ID: 846 9311 7748

Passcode: 558861

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P. Beach Kuhl

San Anselmo
Brian Colbert

San Rafael
Kate Colin

Sausalito
Susan Cleveland-Knowles

Tiburon
Alice Fredericks

County of Marin
Damon Connolly
Katie Rice
Stephanie Moulton-Peters
Dennis Rodoni
Judy Arnold

As allowed by Governor Newsom's Executive Order N-15-21 and Assembly Bill 361, until further notice the TAM Bicycle/Pedestrian Advisory Committee meetings will not be providing an in-person meeting location for the public to attend. The Committee will meet via Zoom and members of the public are encouraged to participate remotely as described below.

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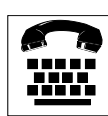
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- Before the meeting: email your comments to jdoucette@tam.ca.gov. Please email your comments no later than 5:00 P.M. Tuesday, April 12, 2021 to facilitate timely distribution to Committee members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the TAM BPAC members and will be placed into the public record.
- During the meeting (only): Your meeting-related comments may be sent to info@tam.ca.gov. During the meeting, your comments will be read (3-minute limit per comment) when the specific agenda item is considered by the Committee. Your comment will also become part of the public record. (In order to ensure staff receives your comment during the meeting, it is recommended that you send your comment early in the meeting.)
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Late agenda material can be inspected in TAM's office between the hours of 8:00 a.m. and 5:00 p.m.
The TAM Office is located at 900 Fifth Avenue, Suite, 100, San Rafael.

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AGENDA

1. Call Meeting to Order
2. Committee Member Comments
3. TAM Updates
4. Open Time for Public Expression
5. Adoption of Minutes from February 11, 2021 and July 21, 2021 (Action)
6. North-South Greenway Project Update
7. MTC Complete Streets Checklist Update
8. Appoint TAM BPAC Vice Chair Position
9. Potential Update to BPAC Membership with New BPAC Bylaws
10. Adjournment

* Materials will be presented at the meeting

MEETING OF THE
BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC)

FEBRUARY 11, 2021
5:30 PM

Virtual Meeting

MEETING MINUTES

Members Present: Ben Berto, BPAC Chair
Cheryl Longinotti
Mark Birnbaum
Don Magdanz
Mike Howe
Chris Blunk
Steve Palmer

Members Absent: Nancy Weninger

Staff: Anne Richman, Executive Director
Bill Whitney, TAM Project Delivery Manager
David Chan, TAM Manager of Programming & Legislation
Scott McDonald, TAM Senior Transportation Planner

1. Introductions

The meeting was called to order at 5:32 p.m. Denise Merleno from TAM conducted a roll call which introduced the TAM BPAC.

2. Committee Member Comments

Committee member Blunk reported that the City of Novato is making some administrative changes to its Bike Plan and will soon open the plan for public comment. The plan will be made available after reviewing it further with the Novato BPAC.

3. Open Time for Public Expressions

Craig Murray, member of the public, commented that TAM should give priority to three 94903 zip code (San Rafael) interchange crossings: 1) Smith Ranch Rd. – with narrow Class 2 markings and a dark and dangerous crossing, 2) South Side of SMART – important area for kids in the community on west side of the highway to get to the east side and an important connection to get to Venetia Valley School, and 3) North San Pedro Road – problems with no or dilapidated facilities, no clear markings, or zones for bicycles/pedestrians in dark areas and where inbound/outbound cars, peds, and bikes intersect.

Jean Severinghaus, member of the public, raised the question about whether TAM projects could be hastened through SB288S and mentioned a two-year window starting January 31, 2021.

Chair Berto mentioned that Caltrans is taking significant strides to explore crossings over highways.

4. Adoption of Minutes from July 8, 2020

Committee member Blunk asked for a modification in the minutes to state that he had recused himself from the Quick Build Project vote. With that change made, Committee member Magdanz made a motion to adopt the July 8, 2020 minutes, Committee member Longinotti seconded the motion, and the committee approved the minutes.

5. TAM Electric Bike Research Study (Discussion)

Scott McDonald presented an overview of the electric bike study, which was conducted with the firm Alta Planning + Design, to explore opportunities around electric bikes, and roles agencies might play to support them. He also referred to a discussion with Chair Berto and Committee member Howe in advance of the meeting to review the study. Scott then introduced Michael Jones from Alta Planning who provided a presentation regarding the Electric Bike Study.

Mike Jones from Alta Planning + Design provided a brief presentation of TAM's electric bike study as a follow up to a presentation from the July 2020 BPAC meeting. The presentation concluded with comments and questions.

Following the presentation, the BPAC discussed the study.

Ben Berto commented that e-bikes fit nicely into Marin and that many of the obstacles, like secure parking, are included in the study. He mentioned that many of the improvements like infrastructure, training, and safe facilities, will help encourage people to bike instead of drive. He also expressed the need to consider further how e-bikes can share space with other users.

Mike Howe described his experience using an e-bike and mentioned that the e-bike is convenient, great for shopping and riding great distances; and that many of his neighbors are looking into purchasing them. He mentioned that narrow roads remain a concern for both e-bike riders and other cyclists, and that this is something that training might resolve, possibly through MCBC.

Don Magdanz commented that the weight of the e-bikes is a constraint, especially if people are unable to lift them onto buses or ferries. He also mentioned that bike shops may sell them in addition to traditional bikes.

Cheryl Longinotti commented that the barriers include infrastructure and going to the Larkspur Ferry crossing the Corte Madera Creek is a challenge, and that e-bikes would be difficult to use at and around SMART.

Chris Blunk mentioned that the cost remains an issue, especially if people are reluctant to park expensive bikes. Chris also commented that e-bike storage facilities should be located and configured in such a way that does not require users to lift the e-bike.

Mike Howe mentioned that the battery can be taken out of the e-bikes, so weight can be reduced if batteries are taken out, and that while good infrastructure is necessary, proper education is important.

Chair Berto stated that e-bikes can reduce sweating enroute to work and people can use them for first/last mile trips. He also stated that agencies will be looking at secure parking.

MCBC Planning Director Warren Wells commented on the importance of secure bike parking and creating e-bike parking in spaces traditionally used for automobiles.

Philip Mooney, member of the public from the City of San Rafael, commented that infrastructure is a limiting factor, but that many families are using e-bikes, particularly to transport kids, particularly electric cargo bikes.

6. North-South Greenway Improvements Update (Discussion)

Bill Whitney presented a status update on TAM's North-South Greenway project.

Chair Berto commented that it is good to see both North-South and East-West improvements happening.

Cheryl Longinotti asked what would happen to the existing sidewalk. Bill responded that the six-foot existing sidewalk would be converted to a shoulder for vehicles and that there will be a much wider path used for bike/peds.

Don Magdanz said that he expects this project to offer a huge difference in the commute at Larkspur Landing southbound. He also commented that it is incredible to see how much progress has been made.

7. Bike & Pedestrian Traffic Monitoring Update (Discussion)

Scott McDonald from TAM provided a presentation on the counts done by TJKM consultants in October 2020. The counts showed that during the pandemic period there was a slight dip in bike use overall and that there was a greater dip in pedestrian activities in the downtown areas. He mentioned that staff is exploring other data sources and that TJKM is planning to develop a traffic monitoring report based on data collected during Summer 2021.

Chair Berto commented that the data points are bi-annual, so there may be fluctuations between 2018 and 2020. He also commented that a lack of tourism is likely a key contributor to the decreases.

8. MTC Safe and Seamless Mobility Quick-Strike Program (Discussion)

David Chan presented an update on the program, sharing that on February 1, 2021, MTC released a call for letters of interest to County Transportation Agencies (CTAs) with \$54.4 million in federal Surface Transportation Program (STP)/Congestion Mitigation and Air Quality Improvement (CMAQ) funds, through the one-time, competitive Safe and Seamless Mobility Quick-Strike Program to fund projects that can be implemented quickly to support communities responding to COVID-19, including bike/ped projects. The Quick-Strike Program emphasizes bicycle/pedestrian safety and mobility, connections to transit, and projects that advance equitable mobility.

By March 30, 2021, CTAs are expected to submit project nominations for their respective county areas based on funding targets and that given the quick turnaround staff will do an evaluation based on the limited timeline.

Chair Berto commented that there are projects in the County that could pursue this funding opportunity and that TAM should submit for a larger amount to increase our chances.

David Chan mentioned that MTC staff suggested that a request of three times the target amount would be appropriate.

Warren Wells from MCBC asked about what constitutes "shovel-ready". David responded that it typically means that project sponsors are finished with design.

Jean Severinghaus, member of the public, asked what types of projects people are considering. David mentioned that Mill Valley is exploring funding for a Class 4 project in Mill Valley, and that Marin Transit is considering a project to improve bus stops.

Craig Murray, member of the public, suggested a gap closure project at Hamilton Field to Las Gallinas Ponds.

9. TAM Interchange Study (Discussion)

TAM Project Manager Bill Whitney presented TAM's Interchange Study.

Following the presentation, Chair Berto commented that the interchanges are a substantial impediment to pedestrian crossings and noted the importance of this study.

Cheryl Longinotti commented that she assumed the interchanges were a responsibility of Caltrans. Bill responded that the study also includes the approaches to interchanges.

Jean Severinghaus, member of the public, commented that the study is exciting, and should be coordinated with Caltrans' pedestrian study, with an emphasis by Caltrans on pre-construction activities. Bill responded that this is an independent study to develop potential improvement concepts.

10. Adjournment

Cheryl Longinotti made a motion to adjourn, seconded by Don Magdanz, and the meeting was adjourned at 7:36 p.m.

DRAFT

MEETING OF THE
BICYCLE PEDESTRIAN ADVISORY COMMITTEE (BPAC)

JULY 21, 2021
5:30 PM

Virtual Meeting

MEETING MINUTES

Members Present: Ben Berto, BPAC Chair
Cheryl Longinotti
Don Magdanz
Mike Howe
Nancy Weninger

Members Absent: Mark Birnbaum
Chris Blunk
Steve Palmer
Ron Bolds

Staff: Bill Whitney, TAM Project Delivery Manager
David Chan, TAM Manager of Programming & Legislation
Scott McDonald, TAM Senior Transportation Planner
Jennifer Doucette, Executive Assistant/Clerk of the Board
Helga Cotter, Senior Accountant
Nick Nguyen, Principal Project Delivery Manager
Molly Graham, Public Outreach Coordinator

1. Introductions

The meeting was called to order at 5:35 p.m. TAM Senior Transportation Planner Scott McDonald explained that a roll call would be delayed to allow more time for committee members to arrive. Mr. McDonald then introduced TAM's new Executive Assistant/Clerk of the Board, Jennifer Doucette, to the Committee Members. Ms. Doucette provided detailed information about how the public may participate.

2. Committee Member Comments

None.

3. TAM Updates

TAM Senior Transportation Planner Scott McDonald presented updates on the bike share pilot program including public survey geolocations and coordination with other public agencies, with an anticipated launch at the end of calendar year 2021.

Committee alternate Magdanz asked if the bike share pilot program was “hub-oriented”. Scott McDonald explained that in addition to a service area, there will be designated hubs for drop-off/pick-up of bikes. Users of bikes left outside of the hub or service area would be subject to fees.

Committee member Longinotti asked if the program would be coordinated with the City of Richmond’s program (e.g., same bike color; exchangeable). Mr. McDonald explained that the initial pilot program will be a stand-alone program but that an inter-county connection could be possible in the future.

Committee member Longinotti commented that some programs use bikes that automatically stop when they are taken out of a designated service area.

Manager of Programming and Legislation David Chan presented a program update of the MTC Safe & Seamless Mobility Quick-Strike Program, including an MTC call for letters of interest and a TAM call for projects. Mr. Chan also provided an update on the Active Transportation Program (ATP), including applications for Marin, scoring and 5th cycle funding.

In addition, Mr. Chan provided an update on recent funding developments at the state level that affect the ATP and may preclude the San Rafael Canal Crossing and Corte Madera Central Marin Gap Closure projects from ATP funding. However, Mr. Chan explained that the projects may be eligible for other regional funds and may not require ATP funding. TAM staff will monitor the situation closely.

Committee member Weninger asked if the Corte Madera Central Marin Gap Closure project was a component of the existing North-South Greenway project over Corte Madera creek. Mr. Chan explained that the Corte Madera Central Marin Gap Closure project was previously funded through the Regional ATP and Cycle 3 funding for the pre-construction phase. The current request is for the construction phase.

TAM Project Delivery Manager Bill Whitney explained that the project limits are from the pedestrian overcrossing in Larkspur/Corte Madera, over Fifer Avenue, and down to Wornum Drive. The project limits are on the west side of US 101 and not on the Old Redwood Highway.

4. Open Time for Public Expressions

None.

5. Adoption of Minutes from February 11, 2021

Due to a lack of a quorum, Scott McDonald postponed this item to the next meeting of the Bicycle Pedestrian Advisory Committee (BPAC).

Committee member Weninger commented that the draft meeting minutes did not reflect her absence from the February 11, 2021 BPAC meeting. Mr. McDonald noted that the correction to the minutes will be made and presented at the next BPAC meeting.

Item 7 was taken out of order.

7. State Route 37 Update (Discussion)

Principal Project Delivery Manager Nick Nguyen presented an update on the interagency approach to addressing traffic congestion, safety, flooding, and sea level rise on State Route 37 (SR37). Mr. Nguyen introduced teams from the Metropolitan Transportation Commission (MTC) and Caltrans to provide details on the Sears Point-Mare Island Interim Project and obtain feedback from the BPAC.

Caltrans representative Sergio Ruiz presented a video about the challenges faced by users of State Route 37 and possible solutions. State Route 37 Corridor Program Manager Jeanette Weisman introduced MTC representative and Project Manager Kevin Chen to provide details on the Sears Point-Mare Island Interim Project, including the widening of the route corridor.

Mr. Ruiz presented further details about the existing conditions of SR37, the impact to bicyclists and pedestrians, corridor considerations, and Caltrans' priorities and goals.

Mr. Chen addressed historical emergency solutions and their impact on traffic along SR37, and highlighted Caltrans' concurrent near-term and long-term project development to improve traffic flow. Mr. Chen also presented project alternatives under consideration for the widening of the corridor, including various shoulder options, public access opportunities, Bay Trail gap closure/Sears Point connector, bike and pedestrian access, and transit opportunities.

Committee alternate Magdanz commented that the project should have a safe and separate corridor for bicyclists. Mr. Magdanz also asked about the possibility of constructing a floating bridge.

Mr. Chen replied that he would note the idea of a floating bridge and bring it back the agency team.

Committee member Howe asked if this project is consistent with a similar project that was outlined in a recent San Francisco Chronicle article. Ms. Weisman responded that she was familiar with the article and that conceptually, the projects are consistent with one another.

Mr. Howe agreed with Mr. Magdanz that the interim solution for bicyclists along the SR37 was not a sufficient or realistic option. Mr. Howe commented that an elevated structure for bicyclists and pedestrians may be a safer and more environmentally friendly alternative. Mr. Howe also expressed support of closing gaps within the existing trail system. Mr. Howe commented that the project should also take into consideration the increased traffic congestion due to users commuting to San Francisco.

Mr. Chen replied that they have origin-destination data that incorporates San Francisco commuters through the SR37 corridor.

Committee member Weninger commented that the interim plans for the corridor shoulder do not appear safely rideable for bicyclists. Ms. Weninger also commented that an on-demand bike shuttle would not be a realistic option for bicyclists, and that increasing public transit opportunities should be a high priority.

Committee member Longinotti agreed with Ms. Weninger that the shoulder options did not appear safe for bicyclists. Ms. Longinotti also commented that if an elevated structure was built for vehicular traffic that perhaps the original roadway for SR37 could be used for bicyclists. Ms. Longinotti expressed concern about the costs associated with widening the corridor to four lanes and the increased vehicular traffic/demand that may occur. Ms. Longinotti expressed support of High Occupancy Vehicle (HOV) alternatives 1 and 2.

Mr. Chen clarified that alternative 3 also includes HOV lanes and that the costs of all 3 alternatives are comparable.

Chair Berto commented that an 8-foot shoulder is safer than a 4-foot shoulder; and that e-bikes will be transformative in increasing bicycle ridership along long-distance corridors such as SR37. Mr. Berto also commented that the long-term proposal was most efficacious, but that project studies should consider future e-bike ridership.

Chair Berto asked if any members of the public wished to speak or had sent in an e-comment.

Public member Wayne Weninger commented on the challenges for bicyclists on the existing shoulder including bridge crossings, parked cars, and debris. Mr. Weninger also commented on the beauty of the terrain and the need to increase safety measures in order to increase ridership. He commented on the work of the Adventure Cycling Association that does not include SR37 on their Western Express map route due to unsafe biking conditions.

Chair Berto asked if there were any additional questions or comments, and hearing none, he closed the item for public comment.

6. Programming of TFCA and TDA Article 3 Funds

Scott McDonald asked Ms. Doucette to conduct a roll call. Due to a lack of a quorum, Item 6 was changed from an action to a discussion for input from the committee members present to assist TAM staff's recommendation on funding.

Mr. McDonald gave an overview of the Transportation Fund for Clean Air (TFCA) and Transportation Development Act (TDA) funding programs and welcomed representatives the project sponsors to provide further details on their respective projects.

Staff members from the Town of Corte Madera were not present to provide details for the Corte Madera Path/Echo Avenue Connector project, however Committee member Longinotti, representing Corte Madera/Larkspur, volunteered to provide a detailed overview of the project.

Chair Berto asked if any members of the public or committee had a question or wished to speak and seeing none moved onto the next project presentation.

County of Marin representative Dan Dawson presented an overview of the Lomita Drive Gap Closure project.

Chair Berto asked about the proposed width of the pathway, if it was designed for both pedestrians and bicyclists, and if there is pedestrian usage data.

Mr. Dawson explained that the proposed pathway is a pedestrian sidewalk, and that count-data was not available.

Chair Berto asked Mr. Dawson to confirm that the project scope only includes pedestrian improvements and does not include a bicycle facility.

Mr. Dawson confirmed that pathway improvements include a curbed sidewalk for pedestrians and that this section of Lomita Drive includes a dead-end, so it is not a high-traffic roadway.

Chair Berto commented that this area could benefit from increased bicycle pathway safety measures.

Chair Berto asked if any members of the public or committee had a question or wished to speak and seeing none moved onto the next project presentation.

City of Larkspur Public Works Director Julian Skinner presented an overview of the Doherty Drive Safe Pathways to School project, including pictures from completed Phase 1 and renderings for Phase 2.

Chair Berto asked about the current volume of traffic on that section of Doherty Drive.

Mr. Skinner explained that traffic within the Phase 2 area is heavily influenced by school arrival and dismissal times and that this project is primarily focused on pedestrian and bicycle use.

Chair Berto asked if any members of the public or committee had a question or wished to speak and seeing none moved onto the next project presentation.

Marin County Parks Principal Landscape Architect Tara McIntire presented an overview of the Mill Valley/Sausalito Multiuse Path Maintenance project, including project background, previously completed path projects, pavement issues, and benefits.

Committee member Longinotti asked about the lifespan of the proposed new paving.

Ms. McIntire estimated that the material lifespan is approximately 8-10 years, depending on environmental factors.

Committee member Longinotti also asked about the potential for a separate longer-term improvement related to the realignment of the pathway.

Ms. McIntire responded that the realignment project is not handled by her department but that a longer-term option would not likely take place for a least 5 years.

In response to Chair Berto's inquiry about plans to keep pathway users off the new pavement during construction, Ms. McIntire explained that due to accessibility and safety reasons, the project will include a hard-close for at least 48-hours.

Chair Berto asked if any members of the public or committee had a question or wished to speak and seeing none moved onto the next project presentation.

Town of Ross representatives were not present; however, Scott McDonald presented an overview of the Laurel Grove Safe Pathways project.

City of San Rafael Traffic Engineer Lauren Davini and City Engineer April Miller presented an overview of the Grand Avenue Cycle Track project.

Both Chair Berto and Committee alternate Magdanz expressed their support of and appreciation for the project.

Chair Berto asked if any members of the public or committee had a question or wished to speak and seeing none moved onto the next project presentation.

TAM Project Delivery Manager Bill Whitney provided an overview and update on the North-South Greenway Gap Closure project.

Chair Berto expressed his continued support of the gap closure and asked if any members of the public or committee had a question or wished to speak and seeing none asked Mr. McDonald to move into the deliberation phase of Item 6.

Mr. McDonald and Mr. Chan presented a draft of TAM staff funding recommendations based on a variety of factors including funding eligibility (Attachment 1).

Committee member Weninger asked about the difference in percentages of funding between the Corte Madera and Larkspur sponsored projects.

Mr. McDonald explained that the difference was based on multiple factors including project ranking and fund distribution parameters.

Committee member Magdanz expressed his support of increasing funds for San Rafael's Cycle Track project by decreasing funds for the Corte Madera and Larkspur sponsored projects.

Mr. McDonald explained that the maximum amount of TFCA funds, which will be programmed this cycle from a single year, is \$393,000, and that the TFCA funds may only be allocated toward a project from a single fiscal year based on the requirements associated with TFCA funding.

Chair Berto commented that TAM's conservative approach to delay funding to FY 22/23 for the County of Marin, Marin County Parks, and San Rafael sponsored projects was appropriate to ensure that the project completion dates were in line with the funding timeline parameters.

Chair Berto also reiterated the importance of keeping users off the Mill Valley-Sausalito pathway during construction to prevent long-term negative effects to the newly paved surface.

Committee member Howe commented that he strongly supports the San Rafael Grand Avenue Cycle Track project. Mr. Howe also inquired if there is a process to guarantee that any given sponsor will complete the proposed project and expressed concern about unused funds.

Mr. McDonald explained that while staff does confirm that sponsors commit to delivering their projects on schedule, there is not a process to guarantee that the projects will in fact be delivered when the sponsors commit to deliver their respective projects.

Chair Berto asked if any members of the public or committee had further comments or questions. In response, Mr. McDonald asked Ms. Doucette to read into the public record a comment from member of the public Jean Severinghaus (Attachment 2).

In response to Ms. Severinghaus' comment, TAM Project Delivery Manager Bill Whitney explained that TAM has repeatedly asked Caltrans to participate in the funding of state-owned projects, however, to date, they have not agreed to share the expense.

Chair Berto suggested that the BPAC either come to a consensus or a resolution in support of Ms. Severinghaus' comment and encourage Caltrans to participate in the funding of projects.

In the absence of a formal motion, Committee member Weninger stated that the consensus of the present committee members is in agreement with TAM's staff funding recommendation; and that the committee is also in agreement with Ms. Severinghaus' public comment to encourage Caltrans to participate in the funding of projects sponsored by local agencies.

A roll call consensus vote was taken, and the consensus passed unanimously.

8. Adjournment

The meeting was adjourned at 8:06 p.m.

Attachment 1

Sponsor	Ranking	Project	Total Project Cost	Request	Comments	Recommended Funding		
						TFCA	TDA	Fiscal Year
Corte Madera	2	Corte Madera Path/Echo Avenue Connector	\$230,000	\$175,000	Bay Trail segment (Class 1 MUP)	\$175,000		FY21/22
County of Marin	5	Lomita Drive Gap Closure Project	\$328,000	\$287,500	Sidewalk Pedestrian Improvement	N/E	\$130,000	FY22/23
Larkspur	6	Doherty Drive Safe Pathways to Schools Phase II	\$500,000	\$500,000	MUP Gap Closure	\$218,254		FY21/22
Marin County Parks	4	Mill Valley Sausalito Pathway Resurfacing Project	\$305,000	\$100,000	Resurfacing Project	N/E	\$100,000	FY22/23
Ross	7	Laurel Grove Safe Pathways Project Phase III	\$930,000	\$75,000	Design of Bike and Pedestrian Path	N/E	\$75,000	FY21/22
San Rafael	2	Grand Avenue Class IV Cycle Track	\$1,406,000	\$650,000	Class IV Cycle Track	\$335,000		FY22/23
TAM	1	North - South Greenway Gap Closure Project in Central Marin - Northern Segment	\$17,711,000	\$315,000	Previously Received TFCA regional funds, therefore is ineligible for TFCA currently	N/E	\$240,000	FY21/22
Total			\$21,410,000	\$2,102,500	Recommended	\$728,254	\$545,000	
Total Available Funds ¹						\$728,254	\$545,000	
Remaining						\$0	\$0	
N/E = Not Eligible								
¹ TFCA – \$728,254 (\$393,254 from FY21/22 revenue, and \$335,000 estimated from FY22/23 revenue) TDA Article 3 – \$545,000 (\$315,000 from FY21/22 revenue, and \$230,000 estimated from FY22/23 revenue)								

Attachment 2

Public Comment from Jean Severinghaus:

I am particularly supportive of the Grand Ave segment connecting 4th street to the new Pedestrian Canal bridge and new E Francisco sidewalk as many thousands of students use it to get San Rafael high school, and it is currently a real bear and dangerous. Keystone block gap piece of Canal infrastructure. Downtown San Rafael east end is a high injury area on TIMS.

I'm also very supportive of repaving the horribly jarring pathway thru the Bothin marsh in Mill Valley: this repair also will help many thousands of people a day. I feel we must prioritize projects that increase active transportation the most.

Very sad to see CM Creek crossing bridge requiring yet more funds. How can we shift CALTRANS funding for the future so they contribute to local projects benefiting their own Complete Streets requirements on their state owned roads instead of this all being on local funds? I think that is not going to happen for us now on this project but funding should be rebalanced between local and state in future. This project is a super high use active transportation need now under construction and really needs finishing now.

However, this project is a big-funds-bucket which is made bigger by being located on state property. Caltrans' pre-construction phases' costs alone are far higher than the pre-construction percentage needs of most local projects and quite a bit greater than the ATP guidelines allow. The amounts are realistic to meet the many state laws, but if we are going to build out our active transportation network along and across state roads, Caltrans statewide needs to help fund their very high preconstruction costs. Then we locals would have more funds left available for construction and for all our other AT projects."

MTC Complete Streets Checklist - Final Draft, 4/1/22

Complete Streets Checklist

Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background

Since 2006, MTC's Complete Streets (CS) Policy has promoted the planning, design, and construction of transportation facilities that provide safe mobility and comfortable connectivity for all users, and particularly for people walking, rolling, and biking. MTC updated its CS Policy in March 2022 to align with the safety, equity, and mode shift goals of Plan Bay Area 2050 (PBA2050), the region's long range Regional Transportation Plan/Sustainable Communities Strategy. In particular, the updated CS Policy serves to guide implementation of two PBA2050 strategies - T8, to develop a Complete Streets Network, enhancing streets to promote walking, biking, and other micromobility options through sidewalk improvements, car-free slow streets, and 10,000 miles of bike lanes or multi-use paths, and T9 - advancing regional Vision Zero policy through street design and reduced speeds.

Complete Streets are planned, designed, constructed, reconstructed, operated, and maintained to be safe and comfortable for everyone, regardless of age, ability, ethnicity, race, sex, income, disability or chosen transportation mode. Complete Streets provide safe mobility and improved connectivity to community destinations for all users, and especially for people walking, rolling, biking and riding transit, while maximizing the use of the existing public right-of-way by prioritizing space-efficient forms of mobility (walking, cycling, shared mobility and public transit) over space intensive modes (single occupancy auto travel).

MTC's updated CS Policy (Resolution 4493) requires that all projects with a total project cost of \$250,000 or more applying for discretionary transportation funding from MTC submit a Complete Streets Checklist to ensure that integrated planning and design enable full implementation of adopted bicycle/pedestrian plans and safety improvements - to the maximum extent feasible - as part of every project affecting the physical or operational state of transportation facilities and public rights-of-way, including during construction and other temporary ROW closures. The Policy also extends to projects requesting MTC endorsements and Letters of Support for state or federal funding programs.

Completed Checklists must be reviewed by local (city or county) Bicycle and Pedestrian Advisory Committees (or equivalent) and submitted to MTC with funding applications, or their equivalent.

Any project seeking an exemption to the CS Policy must provide documentation in the Complete Streets Checklist detailing how the project meets one or more of the allowable exception conditions. Exceptions must be documented and signed by the agency's Director of Public Works, Transportation Department (or equivalent), or their designee.

Checklist submittal for projects with a total project cost below \$250,000 is optional.

MTC Complete Streets Checklist - Final Draft, 4/1/22

Instructions:

This form may be helpful for preparing responses, but please note that this Checklist must be submitted online at <https://completestreets.mtc.ca.gov>.

PROJECT INFORMATION		
Project Name/Title:		
Date Submitted:		
Project Area/Location(s):		
<p>PROJECT DESCRIPTION: (300-word limit)</p> <p>Project Phase Pull Down Menu: Planning, PE, ENV, ROW, CON, O&M</p> <p>May provide links to additional project details, grant applications, or other documents.</p>		
CONTACT INFORMATION		
Contact Name & Title:	Contact Email:	Contact Phone:
Agency:		

Topic	CS Policy Consideration	YES	NO	Required Description
Bicycle, Pedestrian and Transit Planning	<p>Is the project consistent with relevant Plans or other adopted policies?</p> <p>Examples include:</p> <ul style="list-style-type: none"> • City/County General + Area Plan • Bicycle, Pedestrian & Transit Plan • Community Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan 	<input type="checkbox"/>	<input type="checkbox"/>	Please list relevant Plans, relevant Plan language, adoption date. If project is not consistent, please explain.
Active Transportation Network	Does the project area contain segments of the regional Active Transportation Network?	<input type="checkbox"/>	<input type="checkbox"/>	If Yes, describe how project adheres to the All

MTC Complete Streets Checklist - Final Draft, 4/1/22

Topic	CS Policy Consideration	YES	NO	Required Description
	[See AT Network map at mtc.ATNetwork.gov -placeholders]			Ages and Abilities design principles. See Attachment 1
Safety and Comfort	Is the Project on a known High Injury Network or has a local traffic safety analysis ⁱ found a high incidence of bicyclist/pedestrian crashes within the project area? May use Bay Area Vision Zero (mtc.BAYVIZ.gov . - placeholder)	<input type="checkbox"/>	<input type="checkbox"/>	Please describe the Systemic Safety Analysis Report, Vision Zero Action Plan, High Injury Network, or other analysis of the project area. List the project's traffic safety measures.
	If project includes a Bikeway, was any Suitability, Level of Traffic Stress (LTS), or similar user experience analyses conducted?	<input type="checkbox"/>	<input type="checkbox"/>	Describe how project seeks to provide a suitable facility and/or reduce facility's LTS.
Transit¹ Coordination	Are there existing public transit facilities (stop or station) abutting the project ROW?	<input type="checkbox"/>	<input type="checkbox"/>	List transit facility(ies) and all affected agencies.
	Have all potentially affected transit agencies had the opportunity to review this project?	<input type="checkbox"/>	<input type="checkbox"/>	Summarize agency contact(s) and comments.
	Is there a Mobility Hub within the project area? https://mtc.ca.gov/planning/transportation/mobility-hubs/universe-bay-area-mobility-hubs	<input type="checkbox"/>	<input type="checkbox"/>	If Yes, please describe improvements and coordination efforts with all affected mobility providers, incl. bike share, scooters, car share.

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Topic	CS Policy Consideration	YES	NO	Required Description
Design	Does the project meet professional design standards ⁱⁱ or guidelines appropriate for bicycle and/or pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	Please provide Class designation for bikeways. Cite design standards used.
Measuring Performance	Does your agency have plans or programs to track the impact of the project over time?	<input type="checkbox"/>	<input type="checkbox"/>	Please submit bike/ped counts here: [Caltrans link] . If you use another form of performance tracking, please share here.
Operations & Maintenance	What Agency/Department will be responsible for ongoing Operations and Maintenance of the facility?	<input type="checkbox"/>	<input type="checkbox"/>	
BPAC Review	Has the local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this project and checklist?	<input type="checkbox"/>	<input type="checkbox"/>	Please include meeting date and BPAC comments.

Statement of Compliance	YES	NO	If NO, Please Describe Reasons (refer to Exemptions Clause)
The proposed project complies with all applicable Complete Streets policies and laws.	<input type="checkbox"/>	<input type="checkbox"/>	
The project includes segments of the Regional AT Network and will provide facilities that meets All Ages and Abilities design [principles.	<input type="checkbox"/>	<input type="checkbox"/>	
Does the project include a transit stop/station or is it located along a bus route?	<input type="checkbox"/>	<input type="checkbox"/>	

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Statement of Exemption	YES	Provide Documentation or Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	<input type="checkbox"/>	
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).	<input type="checkbox"/>	If claimed, the agency must include proportionate alternatives and still provide safe accommodation of vulnerable road users.
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	<input type="checkbox"/>	Describe Alternative Plan/Project
4. Conditions exist in which Complete Streets policy requirements cannot be met, such as fire and safety specifications, spatial conflicts on the roadway with transit, or environmental concerns such as abutting conservation land or severe topological constraints.	<input type="checkbox"/>	Describe condition(s) that prohibit implementation of CS policy requirements

SIGNATURES

If an exemption is checked, a Public Works or Department of Transportation Director (or designee) is required to acknowledge and sign off on the exception.

Signature

Agency Director, Department Director (or designee)

If transit stop, station or route is checked, all affected transit operators (contact list found here (*link forthcoming*)) are required to acknowledge coordination by signing below.

e-Signature

MTC Complete Streets Checklist - Final Draft, 4/1/22

ATTACHMENT 1 - All Ages and Abilities and Guidelines

1. All Ages and Abilities

[Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017](#)

Projects on the AT Network shall incorporate design principles based on designing for “All Ages and Abilities¹,” contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves “all ages and abilities” is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and roadway design to increase user safety and comfort. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Using the “All Ages and Abilities” design principles on the AT Network, projects should optimize comfort and safety, acknowledge context sensitivity, prioritize safety and regional connectivity, and encourage access to transit.

Design best practices for safe street crossings, pedestrian and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility² facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG)³ by the U.S. Access Board should also be referenced during design.

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Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts [†]	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			Protected Bicycle Lane
	Greater than 6,000	Multiple lanes per direction		Protected Bicycle Lane
Greater than 26 mph [†]	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

2. Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) - *A Policy on Geometric Design of Highway and Streets*, *Guide for the Development of Bicycle Facilities*, *Guide for the Planning, Design, and Operation of Pedestrian Facilities*; *Public Right-of-Way Accessibility Guide* (PROWAG); *Manual on Uniform Traffic Control Devices* (MUTCD); *Americans with Disabilities Act Accessibility Guidelines* (ADAAG); National Association of City Transportation Officials (NACTO) - *Urban Bikeway Design Guide*.

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DATE: April 13, 2022

TO: Transportation Authority of Marin
Bicycle Pedestrian Advisory Committee

FROM: David Chan, Director of Programming and Legislation
Scott McDonald, Senior Transportation Planner

SUBJECT: Appoint TAM BPAC Vice Chair Position (Action), Agenda Item No. 8

RECOMMENDATION

Staff recommends the TAM BPAC nominate and confirm a BPAC Vice Chair.

BACKGROUND

In June 2007, the TAM Board established a Bicycle/Pedestrian Advisory Committee. According to its Bylaws, the TAM BPAC would maintain a Chair and Vice Chair among its members. While the BPAC has consistently maintained a Chair position among its members, the Vice Chair was not set up since the 2007 establishment of the TAM BPAC. Upon review of the Bylaws and membership structure, staff recognizes the need to elect a TAM BPAC Vice Chair.

DISCUSSION

The TAM BPAC will elect a Vice Chair receiving a majority of votes by a quorum of the BPAC. For purposes of decision making, a quorum shall consist of at least half the currently serving members of the committee. The Vice Chair will assume all duties of the Chair in the absence of, or upon the request of the Chair.

The current Bylaws state that the Chair and Vice Chair are elected annually. Amendments to the Bylaws are being considered (under Item 9) that would require elections to be held biennially.

FISCAL IMPACTS

There are no immediate fiscal impacts with the election of a TAM BPAC Vice Chair.

NEXT STEPS

The TAM BPAC will nominate and confirm the TAM BPAC Vice Chair.

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DATE: April 13, 2022

TO: Transportation Authority of Marin
Bicycle Pedestrian Advisory Committee

FROM: David Chan, Director of Programming and Legislation
Scott McDonald, Senior Transportation Planner

SUBJECT: Potential TAM BPAC Bylaws & Membership Update (Discussion), Agenda Item No. 9

RECOMMENDATION

Discussion only. Based on a review of the TAM BPAC Bylaws established in 2007, staff is considering amendments to the TAM BPAC Bylaws in preparation for the next phase of the One Bay Area Grant (OBAG) Program.

BACKGROUND

The TAM BPAC was established based on Bylaws adopted by the TAM Board in June 2007. At the time, in communication with the Metropolitan Transportation Commission (MTC), TAM set up the BPAC structure for advice regarding specific funding program decisions. The committee was designated to advise on the funding, programming and implementation of bicycle and pedestrian improvement projects in the following program areas:

- Transportation Development Act (TDA) Article 3 funds
- Regional Bicycle Pedestrian Program funds (RBPP) - a defunct federal funding program created by MTC at the time to fund the construction of bike projects
- Routine Accommodation on MTC funded projects

While the TAM BPAC role has not changed fundamentally, it has expanded over time to involve an evolving set of funding programs and related requirements. Along with TDA Article 3 funding (the remaining program area from 2007), the TAM BPAC is now tasked with reviewing funding requests for the Transportation Fund for Clean Air (TFCA) and OBAG. Additionally, MTC will now require BPAC review of a new Complete Streets Checklist being released with the OBAG Cycle 3 applications and with all future MTC funding programs. This last requirement will enhance the TAM BPAC role and commitment, providing a greater need for expertise and continuity among the BPAC members.

DISCUSSION

The TAM BPAC was established in 2007 to provide 13 members consisting of six geographic and nine “special perspective” representatives. The structure was set up for two members to play dual roles: one of the special perspective members would represent environmental interests and one would represent business interests.

Currently seven individuals are serving on the TAM BPAC with some vacant positions, as shown in Attachment B. Among the seven individuals on the TAM BPAC, two are serving as alternates.

To keep up with current and evolving requirements and expectations by MTC, TAM staff is proposing revisions to the 2007 BPAC Bylaws in the following key areas, with other more modest changes included:

Revising the TAM BPAC Purpose & Duties

As noted, the BPAC will need to review various funding program areas which may evolve in the coming years. Therefore, staff is proposing to include other bike and/or pedestrian funds or programs as deemed appropriate within the Bylaws in addition to specific funding. Additionally, staff is proposing to add the review of complete streets checklist as required for discretionary funding from the MTC within the BPAC purpose. This will become a more significant role for the BPAC in the future.

Revising the TAM BPAC Membership Structure & Terms

TAM staff has consulted with MTC regarding countywide BPAC responsibilities and membership standards. Based on inputs from MTC, the standard minimum committee size is five members to provide countywide representation. TAM currently has six area representatives with a more complicated arrangement, whereby an additional nine “special perspective” representatives are included, two of which are to play dual roles – i.e. a representative could represent San Rafael and Business categories at the same time. The TAM BPAC structure, while intended to provide a complex framework, has been challenging, particularly when members representing multiple roles vacate the BPAC.

Some restructuring of the membership categories could allow current alternates to represent new categories, allowing them to participate more directly and no longer as alternate members. TAM staff is discussing the BPAC membership terms to allow for the continuation of member terms if the Bylaws are updated through a TAM Board action (a proposed roster is presented in Attachment C).

Also, by having longer terms of four years, as proposed within the new DRAFT Bylaws, the needed expertise and continuity to comment on complete streets checklists with constructive feedback would help support local projects in Marin County.

FISCAL IMPACTS

There are no immediate fiscal impacts with the proposed amendments to the Bylaws.

NEXT STEPS

TAM staff will provide a recommendation to the TAM Board based on the changes considered and any input provided by the TAM BPAC. Note that MTC will require BPAC review of complete streets checklist, which will be released with the upcoming OBAG Cycle 3 Program. The TAM BPAC role to support TAM staff in evaluation of projects seeking MTC funding, specifically through the review of complete streets checklists, is described under the new proposed TAM BPAC Bylaws.

ATTACHMENTS

Attachment A: DRAFT TAM BPAC Bylaws Proposed
Attachment B: TAM BPAC Members & Categories Effective April 2022
Attachment C: Current Membership & Proposed Roster

**Marin County Bicycle/Pedestrian Advisory Committee
By-Laws
(Adopted by TAM Board on June 28, 2007Date Adopted)**

This By-Laws outlines the proposed purpose, duties, membership, and operating procedures of the Marin County Bicycle/Pedestrian Advisory Committee (BPAC)

1. Purpose

To involve concerned citizens-residents in the development, funding, programming and implementation of bicycle and pedestrian improvement projects and programs administered by the Transportation Authority of Marin (TAM) in the following program areas:

- Transportation Development Act Article 3 funds (TDA Art 3)
- ~~Regional Bicycle Pedestrian Program funds (RBPP)~~Transportation Fund for Clean Air (TFCA)
- Other bike and/or pedestrian funds or programs as deemed appropriate by TAM staff.
- ~~Routine Accommodation on MTC funded projects~~
- Reviewing complete streets checklist as required for discretionary funding from the Metropolitan Transportation Commission (MTC)

2. Duties

- A. The BPAC is an advisory committee to TAM ~~staff's Executive Director~~. The duties of the committee shall be:
 - Make recommendations regarding the programming of funds to support on the annual priority list of bicycle and pedestrian projects for the TDA Article 3 and MTC Regional Bicycle and Pedestrian and programs.
 - Review and provide comments to applicants seeking funding under review by TAM~~TAM's Executive Director on the meeting of~~based on MTC policy requirements provided within documents such as~~regarding complete streets checklists routine accommodation of bicycle and pedestrian needs in capital projects funded by MTC.~~
- B. The committee will serve in an advisory capacity to TAM ~~staff's Executive Director~~. It has no independent duties and no authority to take actions that bind TAM or the County. Nor may it authorize expenditures or requisition services or supplies or seek reimbursement for travel or other expenses without approval by the TAM Board.
- C. Additional duties related to county-wide bicycle and pedestrian programs or issues may be assigned to the BPAC as determined by the TAM ~~Board and the TAM Executive Director~~staff.

3. Membership

The TAM Board intends that the BPAC represent both bicycle and pedestrian views, that it represents all areas of the county and that it reflect Marin County's diversity in

age, income, gender and ethnicity to the greatest extent possible. To achieve this intent, the BPAC shall consist of ~~13-9~~ members, six of whom are appointed to represent both bicycle and pedestrian interests in geographic areas of the county, one who will represent the Marin Public Works Association, and the remaining two are at large representatives from Marin County ~~and seven to represent a variety of special bicycle and pedestrian perspectives~~. The geographic representatives shall be from Novato/Northern Marin, Southern Marin, Larkspur/Corte Madera, West Marin, San Rafael and the Ross Valley. ~~Each area representative will also have an alternate who will perform the regular member's duties in the event of absence. Alternates shall be nominated by the TAM Board member(s) representing the area. Other members will represent seniors, the disabled, schools and the County Public Works Association (two members). In addition, there shall be an at-large bicycle and an at-large pedestrian member. One of these last seven members must also represent environmental interests. At least one other must represent business interests.~~ TAM staff will solicit members through an application process and recommend committee appointments to the TAM Board. Each geographic representative must be acceptable to TAM Board members representing that area. Members of the BPAC must be Marin County residents, with the exception of the one member representing the Marin Public Works Association, who may either work or reside within Marin County.

Appointment of members will be for a four-year term. Initially four members will be appointed for six-year terms, and five members will be appointed to six-year terms to take place with the adoption of these Bylaws. At the conclusion of the first term appointments will be for four year terms. ~~Initially, half the BPAC members will be appointed for two year terms; the remainder for three year terms. At the conclusion of the first term appointments will be for two year terms.~~ Members may be appointed to successive terms.

4. Meetings

The BPAC will meet at least quarterly as needed as determined by TAM staff and a, ~~but no more than six times per year at times that coincide with the various funding cycles and requests for input from public agencies. Regular quarterly meetings will be on the [times and dates to be determined] at [location to be determined].~~ A special meeting may be called by the BPAC chair with approval by the TAM Executive Director. Special meetings will be noticed, conducted and recorded according to the same procedures as regular meetings.

TAM staff will provide administrative support for the committee including scheduling, meeting location and notice, preparation of agendas and minutes, and preparation of reports to the TAM Board. All regular and special meetings will comply with the requirements of the Brown Act. Notice of meetings and agendas will be given to all BPAC members and any member of the public requesting such notice in writing, and will be posted to the TAM website at least 72 hours prior to each meeting. All meetings will be open to the public, except for closed sessions permitted by the Brown Act. Members of the public may address the BPAC on any matter not on the agenda and on each matter listed on the agenda, pursuant to procedures set by the committee. TAM staff will be responsible for ensuring that the BPAC observes Brown Act provisions and is aware of the Act's requirements.

For purposes of decision making, a quorum shall consist of at least half the currently-serving members of the committee. No actions will be taken at meetings without a quorum. Items may be discussed and information distributed on any item even if a quorum is not present.

5. Officers

The BPAC ~~shall~~should annually~~biennially~~ elect a Chair and Vice-Chair. An individual receiving a majority of votes by a quorum of the BPAC shall be elected and will assume office at the meeting following the election (except at the BPAC's first meeting where the elected chair will assume office immediately). ~~Officers will be eligible for re-election for two subsequent one-year terms.~~

~~The Chair shall preside at all BPAC meetings.~~ The Chair may also identify, in consultation with TAM staff, items of interest for future agendas that are relevant to the BPAC's duties and responsibilities. The Vice-Chair will assume all duties of the Chair in the absence of, or upon the request of the Chair.

6. Adoption and Amendment of Bylaws

BPAC Bylaws are adopted by the TAM. Amendments may be suggested by the BPAC for TAM Board adoption.

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TAM BPAC MEMBERS & CATEGORIES (effective April 2022)

Novato/Northern Marin

Mark Birnbaum--Member

Kristin Drumm--Alternate

West Marin

Michael Howe--Member

vacant--Alternate

Corte Madera/Larkspur

Cheryl Longinotti--Member

vacant--Alternate

San Rafael

Vacant--Member

Don Magdanz-Alternate

Ross Valley

Ben Berto--Chair

Vacant--Alternate

Southern Marin

Vacant--Member

Vacant--Alternate

Business

Vacant

Environment

Vacant

At-Large Pedestrian

Vacant

At-Large Pedestrian

Vacant

Seniors

Vacant

Schools

Vacant

Disabled

Vacant

MPWA

Chris Blunk

Vacant

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**TAM BICYCLE/PEDESTRIAN ADVISORY COMMITTEE
CURRENT MEMBERS & PROPOSED ROSTER**

Current Members	Current Positions
Ben Berto (Chair)	Ross Valley
Cheryl Longinotti	Corte Madera/Larkspur
Chris Blunk	MPWA
Don Magdanz	San Rafael Alternate
Kristen Drumm	Novato/Northern Marin Alternate
Mark Birnbaum	Novato/Northern Marin
Mike Howe	West Marin

Proposed Members	Proposed Positions	Proposed Term *
Ben Berto (Chair)	Ross Valley	6 years from Bylaws Update
Cheryl Longinotti	Corte Madera/Larkspur	4 years from Bylaws Update
Chris Blunk	MPWA	6 years from Bylaws Update
Don Magdanz	San Rafael	4 years from Bylaws Update
Kristen Drumm	At-Large Member	4 years from Bylaws Update
Mark Birnbaum	Novato/Northern Marin	6 years from Bylaws Update
Mike Howe	West Marin	6 years from Bylaws Update
Vacant	At-Large Member	4 years from Bylaws Update
Vacant	Southern Marin	4 years from Bylaws Update

* At the conclusion of the first term, all appointments will be for four-year terms.