



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)

AUGUST 29, 2022
5:30 PM

Virtual Meeting

MEETING MINUTES

Members Present: Ben Berto, Chair
Chris Blunk
Don Magdanz
Kristin Drumm
Mark Birnbaum, Vice-Chair
Mike Howe

Members Absent: Cheryl Longinotti

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

1. Introductions

The meeting was called to order at 5:34 p.m. Vice-Chair Birnbaum welcomed everyone to the meeting and asked Executive Assistant/Clerk of the Board Jennifer Doucette to conduct a roll call to ensure a quorum. A quorum of the Committee was confirmed and detailed information about how the public may participate was provided.

2. Committee Member Comments

None.

3. Open Time for Public Expressions

Vice-Chair Birnbaum asked if any members of the public wished to speak or had submitted a comment by e-mail.

WTB-TAM representative Matthew Hartzell expressed his support for the southern segment of North-South Greenway Gap Closure Project, located along the historical Northwestern Pacific railroad right of way.

Larkspur resident Kevin Carroll expressed concern about the level of communication to local residents regarding current and future bicycle and pedestrian improvements. Mr. Carroll encouraged an increase in public outreach from the City of Larkspur and other jurisdictions.

Greenbrae resident Jean Severinghaus thanked TAM for the completion of the Corte Madera Creek Overcrossing and expressed her support for the southern segment of North-South Greenway Gap Closure Project. Ms. Severinghaus also encouraged more public outreach to the local community.

WTB-TAM representative Patrick Seidler thanked TAM for the ongoing sustainable mobility work, including the Corte Madera Creek Overcrossing; and also expressed his support for the southern segment of North-South Greenway Gap Closure Project along the railroad right of way.

4. Adoption of Minutes from April 13, 2022 (Action)

Vice-Chair Birnbaum asked if any members of the public wished to speak or had submitted a comment by e-mail, and hearing none, he asked for a motion.

Member Howe moved to approve the Minutes of the April 13, 2022 meeting, which was seconded by Member Blunk. A roll call vote was conducted, and the motion passed unanimously.

5. Local Road Safety Plan Update (Discussion)

Mr. McDonald introduced TAM Principal Project Delivery Manager Bill Whitney to present this item for discussion, which included background on Vision Zero; Marin crash data; and current road safety efforts.

Mr. Whitney also provided local planning information, including the Systemic Safety Analysis Report (SSAR), which was used to obtain funding to improve 59 intersections throughout the County. Mr. Whitney further reported on state and federal funding opportunities, including Safe Streets & Roads for All (SS4A). Lastly, Mr. Whitney provided an overview of Marin's local road safety plan and next steps.

Member Howe expressed the need for increased education and awareness surrounding the dangers of driving under the influence. Mr. Whitney explained that a multi-disciplinary group will be formed to implement components of the local road safety plan, including education and outreach.

Chair Berto expressed his concern with the increased usage of e-bikes by inexperienced riders and encouraged additional education and outreach to address safety concerns. Mr. Whitney explained that both the Street Smarts and Safe Routes to Schools programs provide education, including bike rodeos.

Vice-Chair Birnbaum asked if any members of the public wished to speak or had submitted a comment by e-mail.

In response to Ms. Severinghaus, Mr. Whitney indicated that some jurisdictions may be applying for the SS4A program; and explained that the SSAR should allow TAM to apply for grant funding. Ms. Severinghaus also expressed concern about the impact of larger vehicles on bicyclist and pedestrian safety.

San Anselmo resident Dave Troup commented on a recent study that used California Highway Patrol crash data to rank intersections in the County and inquired if that study would influence efforts to increase bicycle safety.

6. One Bay Area Grant Cycle 3 Project Nominations (Action)

Member Blunk recused himself from this item.

Mr. McDonald introduced TAM Director of Programming & Legislation David Chan to present this item, which recommends that the Bicycle Pedestrian Advisory Committee (BPAC) reviews applications received and provides feedback on staff preliminary recommendations for ranking/funding projects for the One Bay Area Grant Program Cycle 3 (OBAG 3) funds.

Mr. Chan provided background for the OBAG 3 program; sponsor requirements; policies and nomination targets; call for projects; application evaluation process; a tentative schedule/timeline; and a preliminary staff recommendation list.

Vice-Chair Birnbaum expressed his support of prioritizing near-term projects that benefit the most users, including the Second and Fourth Street Intersection Improvements and the SMART Pathway-Great Redwood Trail-Novato project.

In response to Chair Berto, Mr. Chan explained that TAM provided feedback on the selection process to the Metropolitan Transportation Commission (MTC) and that 7 out of 12 criteria are required by MTC, including prioritization of projects within a PDA and Equity Priority Communities (EPC). Mr. Chan also explained that all of the sponsors are subject to the local road safety plan and have met those requirements.

In response to Member Howe, Mr. Chan explained that no proposals were submitted by the County of Marin for OBAG 3; and that TAM has received grant funding to complete the Local Road Safety Plan. Member Howe expressed the need to provide road safety improvements in West Marin to accommodate an increase of users resulting from additional housing.

In response to Member Drumm, Mr. Chan explained that the funding for the Transit Corridor Improvements was split into both PDA and non-PDA categories due to the various locations within the project scope. Mr. Chan also explained that the California Transportation Commission (CTC) will release the staff recommendations for Active Transportation Program (ATP) projects in October 2022. Mr. Chan further explained that TAM has requested that MTC provide contingency awards to lower-ranked projects if higher-ranked projects received ATP funding.

Member Drumm expressed her support for the SMART Pathway-Great Redwood Trail-Novato project.

Chair Berto commented that the PDA studies are not specifically oriented towards bicycle and pedestrian planning; and inquired if Marin Transit's (MT) Transit Corridor Improvements project would include real-time Global Positioning System (GPS) technology.

Marin Transit Director of Finance & Capital Programs Lauren Gradia explained that the bus fleet is currently GPS enabled and may be tracked on the MT website, as well as high priority bus stops. Ms. Gradia further explained that the Transit Corridor Improvements project would increase the number of bus stop locations that have real-time information capability.

San Rafael Community Development Director Ali Giudice explained that both the Canal Area and Northgate Area PDA studies will provide a broad evaluation of the PDA, including opportunities for bicycle and pedestrian connections to transit.

Mr. Chan explained that TAM is also tracking regional programs as a funding source for the PDA studies.

Member Magdanz commented that it would be helpful to categorize projects by type (e.g., bike/ped, transit); and expressed his support for the percentage of projects on the recommendation list that are related to bicycle and pedestrian improvements.

Vice-Chair Birnbaum asked if any members of the public wished to speak or had submitted a comment by e-mail.

Mr. Hartzell expressed his support for the Second and Fourth Street Intersection Improvements in San Rafael, the Bridgeway Bike Lane Project - Princess Street to Richardson in Sausalito, and the Paradise Drive project in Corte Madera.

Ms. Severinghaus expressed her overall support for the preliminary staff recommendation list; and inquired if the Second and Fourth Street Intersection Improvements would be eligible for a higher rank if the San Rafael/Canal Active Transportation Improvements receives ATP funding. Ms. Severinghaus also expressed her support for the SMART Pathway-Great Redwood Trail project in Novato; and inquired if it was possible to assign a higher weight to construction ready projects.

Mr. Chan explained that a shovel-ready criterion was not included in the guidelines provided by MTC.

Mill Valley Director of Public Works Andrew Poster explained that the Pedestrian Gap Closure Project is scalable and inquired if the funding amounts recommended for the PDA studies could be allocated to non-PDA projects.

Marin County Bicycle Coalition Executive Director Tarrell Kullaway expressed her support of the Bridgeway Bike Lane Project - Princess Street to Richardson in Sausalito and the SMART Pathway-Great Redwood Trail project in Novato.

Mr. Seidler expressed his support of projects that focus on bicycle and pedestrian improvements, with strong support for the SMART Pathway-Great Redwood Trail project in Novato; and inquired about reallocating funds to non-PDA projects.

Ms. Severinghaus commented that there may be other funding sources for the Green Facility Improvements projects.

Chair Berto expressed his support of projects that focus on bicycle and pedestrian improvements, including a higher ranking for the SMART Pathway-Great Redwood Trail project in Novato; and recommended a lower ranking for the PDA study projects in San Rafael.

Mr. Chan explained that removal of funding for the PDA study would elevate the Paradise Drive project in Corte Madera.

Ms. Giudice explained that the PDA boundary areas were nominated in part to create bicycle and pedestrian connections that will be incorporated into housing solutions near transit. Ms. Giudice also explained that any city, town or county may nominate certain areas as PDAs to improve funding opportunities.

Member Magdanz commented that funds could be reallocated to partially fund more projects.

Mr. Chan explained that MTC requires projects to be submitted in a ranking system of TAM's choice.

Chair Berto expressed his support for partially reallocating funds to include more projects.

In response to Chair Berto, Ms. Giudice clarified that the City of San Rafael will be providing the required local funding match for the estimated total project cost.

Mr. Chan further explained that TAM staff will continue to seek additional funding sources for lower ranked projects.

Chair Berto inquired if reduced funding for the PDA studies would result in adequate funding for a portion of the City of Mill Valley's Pedestrian Gap Closure Project.

Mr. Poster explained that the minimum amount of funding required would be approximately \$503,000 for the Hilarita Avenue Eastside component of the project and that the City of Mill Valley is prepared to provide the required local funding match.

Chair Berto made a motion to support staff recommendation with the revision of reducing the two PDA Study requests by \$250,000 each in order to support a portion of the Mill Valley project with the difference of \$500,000; including the Mill Valley project in the list of recommended projects; and lowering the PDA Study requests to the bottom of the recommended projects list, which was seconded by Member Howe. A roll call vote was conducted, and the motion passed unanimously.

7. Adjournment

The meeting was adjourned at 7:31 p.m.

Approved May 16, 2023