



TRANSPORTATION AUTHORITY OF MARIN
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

SEPTEMBER 7, 2023
5:30 P.M.

TAM CONFERENCE ROOM
900 FIFTH AVENUE, SUITE 100
SAN RAFAEL, CALIFORNIA

This meeting will be held in-person and via Zoom webinar.

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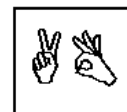
How to provide public comment (limited to 3 minutes or less):

Before the meeting: Please email your comment to info@tam.ca.gov, no later than 5:00 p.m. Wednesday, September 6, 2023, 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 Committee members and will be placed into the public record.

During the meeting: For members of the public participating in-person, the Committee Chair will recognize persons from the audience who wish to address the Committee during public open time or on a particular agenda item at the time that item is considered by the Committee.

If watching this meeting online, click the “raise hand” feature in the webinar controls. This will notify TAM staff that you would like to comment. If participating by phone, “raise hand” by pressing *9 and wait to be called upon by the Chair or the Clerk. You will be asked to unmute your device when it is your turn to speak and your comments will become part of the public record.

Meeting-related comments may also be sent to info@tam.ca.gov, and will be read (up to 3-minute limit per comment) when the specific agenda item is considered by the Committee and will become part of the public record.



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The TAM Office is located at 900 Fifth Avenue, Suite, 100, San Rafael.

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

AGENDA

1. Call Meeting to Order
2. Committee Member Comments
3. TAM Updates
4. Open Time for Public Expression
5. Adoption of Minutes from May 16, 2023 (Action)
6. Programming of FY2023-24 and FY2024-25 TFCA and TDA Article 3 Funds (Action)
7. SMART Pathway Wayfinding System Plan (Discussion)
8. Adjournment

** Additional materials will be presented at the meeting*



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

MAY 16, 2023
5:30 PM

Virtual Meeting

MEETING MINUTES

Members Present: Ben Berto, Ross Valley, Chair
Cheryl Longinotti, Larkspur/Corte Madera
Chris Blunk, Marin Public Works Association
Don Magdanz, San Rafael
Mark Birnbaum, Novato/Northern Marin, Vice-Chair
Mike Howe, West Marin

Members Absent: Kristin Drumm, At-Large Member

Staff: Anne Richman, Executive Director
Bill Whitney, Principal Project Delivery Manager
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. Chair Berto welcomed everyone to the meeting and asked Executive Assistant/Clerk of the Board Jennifer Doucette to conduct a roll call to ensure a quorum of the Bicycle/Pedestrian Advisory Committee (BPAC). A quorum of the Committee was confirmed and detailed information about how the public may participate was provided.

2. Committee Member Comments

Chair Berto commented on the importance of safety education and outreach with regard to electric bikes (e-bikes) and other electrified modes of active transportation and expressed support for developing more opportunities to address safety concerns.

Chair Berto asked if any members of the public wished to speak or had submitted a comment by e-mail, and hearing none, closed this item.

3. TAM Updates

Senior Transportation Planner Scott McDonald provided updates on the One Bay Area Grant Program (OBAG) Cycle 3 awards; Measure B Expenditure Plan Amendments; and Transportation Fund for Clean Air (TFCA) and Transportation Development Act (TDA) Call for Projects.

Mr. McDonald also announced that on May 18, from 6:30 a.m. to 9:30 a.m., TAM staff will be co-hosting a Bike to Work Day energizer station at the foot of the Central Marin Ferry Connector and the North-South Greenway over Corte Madera Creek.

4. Open Time for Public Expressions

Chair Berto asked if any members of the public wished to speak or had submitted a comment by e-mail, and hearing none, closed this item.

5. Adoption of Minutes from August 29, 2022 (Action)

Chair Berto 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 Blunk moved to approve the Minutes of the August 29, 2022 meeting, which was seconded by Member Birnbaum. A roll call vote was conducted, Members Berto, Blunk, Birnbaum, Howe, and Magdanz voted aye; and Member Longinotti abstained. The motion passed with 5 ayes and 1 abstention.

6. North-South Greenway & Cross Marin Bikeway Status Report (Discussion)

Mr. McDonald provided an overview of the purpose and background of the North-South Greenway & Cross Marin Bikeway Status Report (Report), which identifies the remaining gaps in the North-South Greenway (NSGW) and Cross Marin Bikeway (CMB) corridors; and introduced Sam Schwartz Associate Julie Polak to present this item for discussion.

Ms. Polak provided information regarding research efforts and outreach; corridor mapping; report structure and considerations; bicycle facility terminology; and segment map specifications. Ms. Polak also provided an overview of the existing gaps in both corridors; and highlighted key completed improvements.

In response to Member Longinotti, Ms. Polak explained that the typo in the summary of bike path percentages for the NSGW corridor will be corrected in the final version of the Report.

Lastly, Ms. Polak provided additional details in reference to the NSGW and CMB gap summary tables.

Vice-Chair Birnbaum commented on the importance of on-going maintenance and lighting on pathways, including a segment of the NSGW that runs under State Route (SR) 37, north of Bel Marin Keys in Novato.

Member Magdanz inquired about the Sonoma-Marin Area Rail Transit's (SMART's) role in maintaining specific bike paths; and commented that due to the multijurisdictional use of the corridors, that perhaps the County could play a larger role in maintaining the corridor pathways.

In response to Member Blunk, Mr. McDonald explained that the interactive map on the TAM website depicts the existing and proposed bike and pedestrian network as adopted in local jurisdictions' Bicycle and Pedestrian plans and includes jurisdictional information from the County. Member Blunk commented on the importance of being able to identify responsible jurisdictions and using consistent nomenclature with regard to segments and gaps.

Member Longinotti expressed concern that not all "completed" pathways are accessible to persons of all ages and abilities and encouraged the agency to continue to implement safety measures.

In response to Member Magdanz, Executive Director Anne Richman explained that future gap closures could be incorporated into the Report on an as-needed basis.

Chair Berto expressed support for periodic updates to the Report, and its integration into the BPAC's prioritization matrix. Chair Berto also indicated that he would send Mr. McDonald notes with regard to the report format, including comments on the segment maps, and additional language for the Conclusion.

Member Longinotti commented that updates could also be reflected on the existing interactive map.

Member Magdanz expressed support for continuing to expand the bicycle and pedestrian network, including the reopening of the Alto Tunnel.

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

Marin County Bicycle Coalition (MCBC) Policy and Planning Director Warren Wells expressed appreciation for the time and effort put forth by TAM staff, WTB-TAM, and other agencies to produce the Report; and inquired about a defined purpose, goal and standard for the NSGW. Mr. Wells also expressed concern about the deferred maintenance of pathway nos. 12, 16, and 18 on the NSGW.

WTB-TAM Director of Planning Matthew Hartzell thanked TAM staff and the consulting team for the work on the Report; and commented on the importance of these two corridors within the countywide network and the pivotal role they play in concert with public transit in decreasing vehicular use. Mr. Hartzell also commented that continuing to close gaps optimizes the entire network; and indicated that WTB-TAM will send additional comments and notes directly to TAM staff.

Member Howe commented on the importance of east-west pathways and expressed concern about safety conditions and the lack of shoulders in areas west of Fairfax, including Nicasio Valley Road, and around Mount Tamalpais and South Novato Boulevard. Member Howe expressed support for prioritizing more bicycle and pedestrian improvements in less densely populated areas such as West Marin.

7. US 101 Interchange Study (Discussion)

TAM Principal Project Delivery Manager Bill Whitney introduced Parametrix consultants David Parisi and Bri Adams to present this item for discussion.

Mr. Parisi provided a project overview and background information, including interchange locations; timeline; and project description and goals. Mr. Parisi also highlighted enhancements for active transportation.

Mr. Parisi provided details for proposed improvements to the interchanges located at State Route (SR) 131 Tiburon Blvd./East Blithedale; Manuel T. Freitas Parkway/Civic Center Drive; and Alameda Del Prado/Nave Drive.

In response to Chair Berto, Mr. Parisi explained that multiple strategies will be employed to address improvements for access to transit stops and for all interchange users.

In response to Member Birnbaum, Mr. Parisi explained that the proposal for the interchange at Alameda Del Prado/Nave Drive will consider improvements for cyclists travelling on the overpass.

Mr. Parisi further explained that near and long-term proposals were developed for each interchange and that at some interchange locations, significant objectives could be achieved more cost effectively through the near-term proposal, as is the case at Alameda Del Prado/Nave Drive. Mr. Parisi also explained that both short-term and long-term proposals could include phased improvements over time.

Lastly, Mr. Parisi provided information on additional engagement opportunities, including public outreach workshops and discussions at other BPAC meetings in the vicinity of the interchanges.

Chair Berto commented on the challenges faced by bicyclists and pedestrians in and around highway interchanges and the importance of this project to improve safety for all users.

Mr. Parisi explained that some proposals will analyze the possibility of relocating bus stops to a signalized location away from the highway.

Mr. Whitney explained that discussions with Marin Transit and Golden Gate Transit to develop plans for the relocation of transit stops are ongoing.

In response to Member Longinotti, Mr. Parisi explained that widening the bridge in the eastbound direction to relieve morning and afternoon congestion is a potential component of the long-term proposal for the SR 131 Tiburon Blvd./East Blithedale interchange.

Member Longinotti commented on the safety of bus stop locations, including the need for adequate lighting and visual exposure.

Member Blunk expressed support for the study and appreciation for the update on the three interchanges and looks forward to the future progress of the project.

In response to Chair Berto, Mr. Parisi explained that Project Initiation Documents (PIDs) are anticipated by year-end 2024; and that the near-term proposals can also segue into the long-term proposals.

Chair Berto commented on the importance of addressing uncontrolled crosswalks and universal access at the interchanges.

Mr. Hartzell expressed concern about uncontrolled crosswalks at freeway on and off-ramps; and expressed support for grade-separated crossings.

WTB-TAM President Patrick Seidler thanked TAM staff and consultants for the work to date; commented on the importance of grade separation at many of the interchanges, including Alameda Del Prado/Nave Drive, and cited the Lincoln Avenue on and off-ramps at the top of the Puerto Suello Hill in San Rafael as a successful example. Mr. Seidler also commented on the grade crossing improvements constructed in Boulder, Colorado.

Member of the Public John Reed expressed support for grade separation at the interchanges for increased safety and use by bicyclists, pedestrians and transit riders; and commented that all long-term proposals should incorporate grade separation.

Member Magdanz commented that the bicycle facility improvements in Boulder, Colorado were constructed as part of a larger flood control project.

Mr. Parisi explained that the proposed concepts were used for evaluation purposes and that continued feedback will be sought from various BPACs and other stakeholders.

Member Birnbaum commented that bicycle and pedestrian bridges have been built in other Bay Area counties such as Berkeley and San Mateo, and that perhaps similar improvements could be made in Marin, where appropriate.

Member Magdanz expressed support for the BPAC's continued contribution to planning, projects, and programs, in addition to allocating funds.

The meeting was adjourned at 7:21 p.m.



DATE: September 7, 2023

TO: Transportation Authority of Marin
Bicycle/Pedestrian Advisory Committee

FROM: Anne Richman, Executive Director
Scott McDonald, Principal Transportation Planner

SUBJECT: Programming of FY2023-24 and FY2024-25 TFCA and TDA Article 3 Funds (Action),
Agenda Item No. 6

RECOMMENDATION

The TAM Bicycle/Pedestrian Advisory Committee (BPAC) reviews the preliminary staff recommendation in Attachment C for FY2023-24 and FY2024-25 Transportation for Clean Air (TFCA) and Transportation Development Act (TDA) Article 3 Funds and provides recommendations regarding the programming of these funds.

BACKGROUND

TAM annually receives TFCA funds from the Bay Area Air Quality Management District (BAAQMD) for projects that reduce vehicle emissions and TDA Article 3 funds from the Metropolitan Transportation Commission (MTC) for bicycle/pedestrian projects. BAAQMD has the discretion to review proposed TFCA projects based on their ability to reduce emissions and approve all projects selected for funding. TAM receives relatively small amounts of funding from TFCA and TDA Article 3 annually and therefore programs the funds on a 2-year cycle.

Staff issued a Multi-Fund Call for Projects on May 30, 2023, with approximately \$716,000 in TFCA funds (\$358,000 from FY2023-24 revenue, and \$358,000 estimated from FY2024-25 revenue) and \$570,000 in TDA Article 3 funds (\$285,000 from FY2023-24 revenue, and \$285,000 estimated from FY2024-25 revenue). The included amounts for FY2023-24 are based on confirmed amounts available. The amounts included in the Call for Projects for FY2024-25 are estimates based on historical trends.

Final allocated amounts will be adjusted based on actual revenues collected. Any additional funding above and beyond the estimated FY2024-25 amounts will be used to supplement funding for the highest ranked project shown in Attachment C; if for any reason revenues are reduced, the funding will be reduced from the lowest ranked project.

In total, \$1,286,834 is included in the Call for Projects, based on the amounts in the following table:

	TFCA	TDA 3	Total
FY2023-24	\$358,493	\$284,924	\$643,417
FY2024-25*	\$358,493	\$284,924	\$643,417
Total	\$716,986	\$569,848	\$1,286,834

*Estimated amounts for FY2024-25

DISCUSSION

By the application deadline of July 18, 2023, ten applications were received from five sponsors, requesting a total of \$2.06 million, with the requested amounts shown below:

- Corte Madera: Public Bike Parking Expansion/Improvement Project - \$72,000
- County of Marin: Redwood Highway Frontage Road Bikeway Improvements - \$120,000
- Fairfax: Ped Curb Ramp and Sidewalk improvements - \$225,000
- Fairfax: Update to Fairfax Bike and Ped Master Plan - \$135,000 (only eligible for TDA 3)
- Fairfax: Bike School Route/Bike Spine Improvement Project (Study) - \$60,000 (Not eligible)
- Fairfax: Microgrid and Resiliency Hub for Town Campus - \$630,000 (Not eligible)
- San Rafael: San Rafael School Crosswalk Safety Improvements Project - \$90,000
- San Rafael: Canal Alliance Mid-Block Crossing Enhancement Project - \$200,000
- TAM: Street Smarts Marin - \$28,000 (only eligible for TDA 3)
- TAM: North-US 101 Marin Sonoma Narrows Contract B8 Bike Lanes - \$500,000

Project Evaluation

Each application was screened by TAM staff, and evaluated based on the following criteria:

- Regional Significance
- Readiness to Construction
- Supports Equity or Disadvantaged Community
- Safety Benefits
- Complete Funding Plan
- Leverage with Other Funds
- Gap Closure or Connectivity

The staff evaluation panel recommended funding the top-ranking projects, while considering funding eligibility, and with the goal of funding projects that are shovel ready and can go to construction relatively soon.

Attachment A provides a list of the project applications received with project descriptions. Attachment B is an eligibility determination for each application to receive TFCA and/or TDA Article 3 funds. Attachment C is a project list with ranking based on project evaluation noted above. Attachment C also includes the recommended amounts of TFCA and/or TDA Article 3 funds for each project, including the fiscal year the funds will be available.

NEXT STEPS

Following the TAM BPAC presentation, TAM staff will confirm with local agencies within the Marin Public Works Association (MPWA) before presenting final recommendations to the TAM Board in the coming months. Following approval from the TAM Board, staff will submit a list of recommended projects to BAAQMD and MTC.

ATTACHMENTS

- Attachment A – Project Descriptions & Images
- Attachment B – Project Application Eligibility Determination
- Attachment C – Project Ranking & Funding Recommendations
- Attachment D – PPT Presentation

Project Descriptions


Sponsor	Project	Description
Corte Madera	Public Bike Parking Expansion/Improvement Project	The Public Bike Parking Expansion & Improvement Project will add 19 new bicycle racks (38 new bicycle parking spaces) and improve an additional eight spaces for a total of 46 spaces. The project's six locations have been selected for "Inverted U" racks as specified in the 2016 Town of Corte Madera Bicycle & Pedestrian Master Plan. Installation sites are in two Town parks, one combined park and retail center, and one retail center as recommended by the Plan. These new racks will serve a wide variety of users including children and adults making shopping trips, riding transit, or cycling recreationally. Marin Transit routes 22 and 29 serve five of the locations, and Golden Gate Transit has six lines within 1/2 mile of the new rack locations.
County of Marin	Redwood Highway Frontage Road Bikeway Improvements	In conjunction with a roadway widening project, construct bicycling improvements to provide separate facilities for cyclists where riding in the vehicle lanes is now required along Redwood Highway Frontage Road in Strawberry. A separate utility undergrounding project will enable minor widening of the roadway to accommodate dedicated bicycle facilities. At a minimum, standard Class II bike lanes can be provided. As part of a current study on potential design options it may be possible to consider enhanced facilities for much of the corridor.
Fairfax	Ped Curb Ramp and Sidewalk improvements	Project includes previously identified and scoped improvements to curb ramps and sidewalks at Bank and Broadway intersection and along Claus and Taylor Drive. Improvements will include ADA compliant curb ramps and modification of sidewalks along certain lengths.
Fairfax	Update to Bike and Ped Master Plan for Fairfax	Update Master Plan for Bike Ped Improvements in Fairfax. Last plan was updated in 2016 and new technologies and lessons have been learned since that time. Plan would investigate existing bike/ped infrastructure and suggest areas for improvement and expansion.
Fairfax	Bike School Route/Bike Spine Improvement Project	The update would identify existing and new routes for bicyclists and pedestrians and recondition those existing conditions, with emphasis upon how E-bikes may use existing bike paths. Improvements to pedestrian facilities, where appropriate, are envisioned to improve the safety of sidewalks and curb ramps, incorporate needed improvements for accessibility for disabled individuals, and review areas where vehicular, pedestrian and bicyclists intertwine and improve the overall safety of all categories.

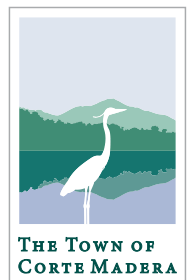
Fairfax	Microgrid and Resiliency Hub for Town Campus.	The project envisions a microgrid encompassing up to seven town owned buildings including Town Hall, Police Department, Fire Station, Administrative Offices, Corp Yard Building, Woman's Club (used for Council meetings and other Town sponsored events) and Pavilion (gym, meeting hall, kitchen facility). Microgrid will provide power for vehicle charging for town owned vehicle fleet and convert gas appliances to electric including kitchen appliances and HVAC systems. Intent is to have battery backup so as to reduce use of two town owned diesel and natural gas emergency generators currently relied upon for emergency power.
San Rafael	San Rafael School Crosswalk Safety Improvements Project	Improve Safe Routes to Schools (SR2S) for students and pedestrians at uncontrolled and marked crosswalks through installation of pedestrian-actuated Rectangular Rapid-Flashing Beacon (RRFB) at five crosswalk locations within the City of San Rafael.
San Rafael	Canal Alliance Mid-Block Crossing Enhancement Project	Installation of a Mid-Block Crossing with bulbout and pedestrian hybrid beacon.
TAM	Street Smarts Marin	Street Smarts is a targeted messaging program to change behavior. Through the use of banners and other media provide specific messages at key intersections throughout the County
TAM	US 101 Marin Sonoma Narrows Contract B8 Bike Lanes	This project is one of the last remaining MSN projects of the entire corridor and includes widening a portion of San Antonio Road to accommodate Class-II bike lanes in each direction facility. The project will construct over 4,000 lineal feet of Class-II bike lanes and provide adjacent new roadway surfacing to facilitate bicycle traffic.



Public Bike Parking Expansion & Improvement Project

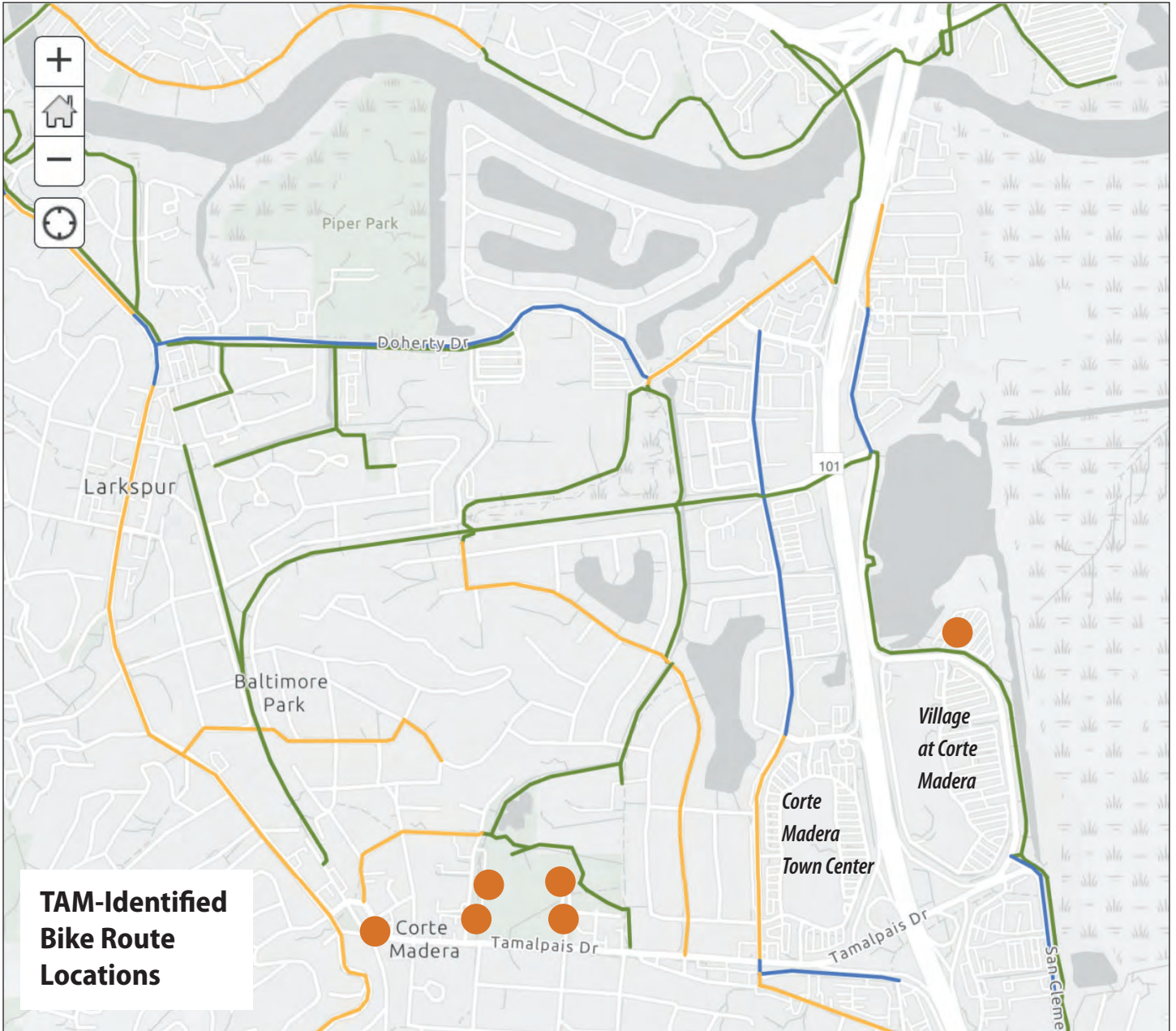


 Public Bike Parking

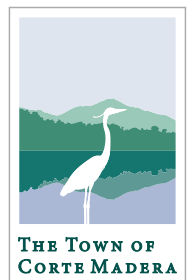




Public Bike Parking Expansion & Improvement Project

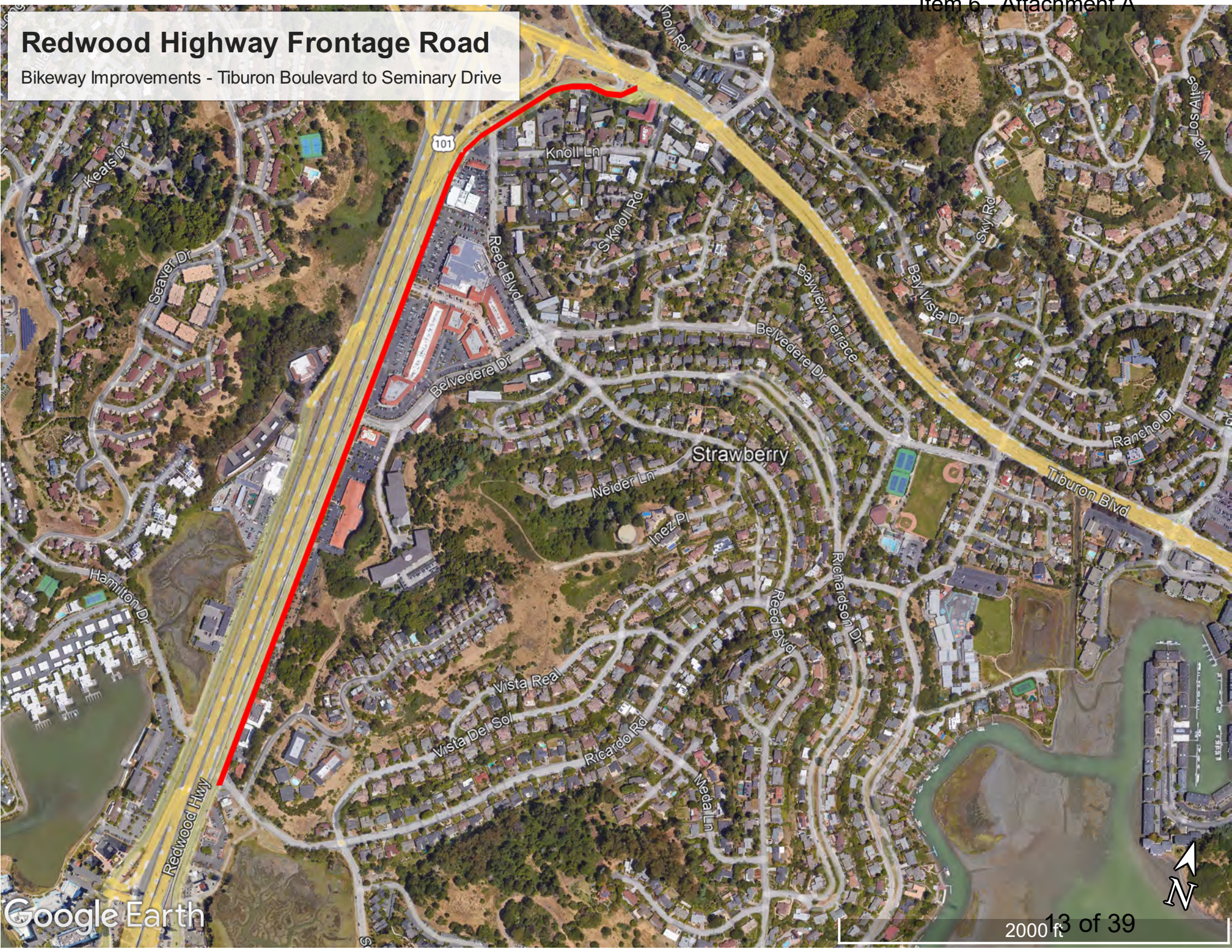


 Public Bike Parking



Redwood Highway Frontage Road

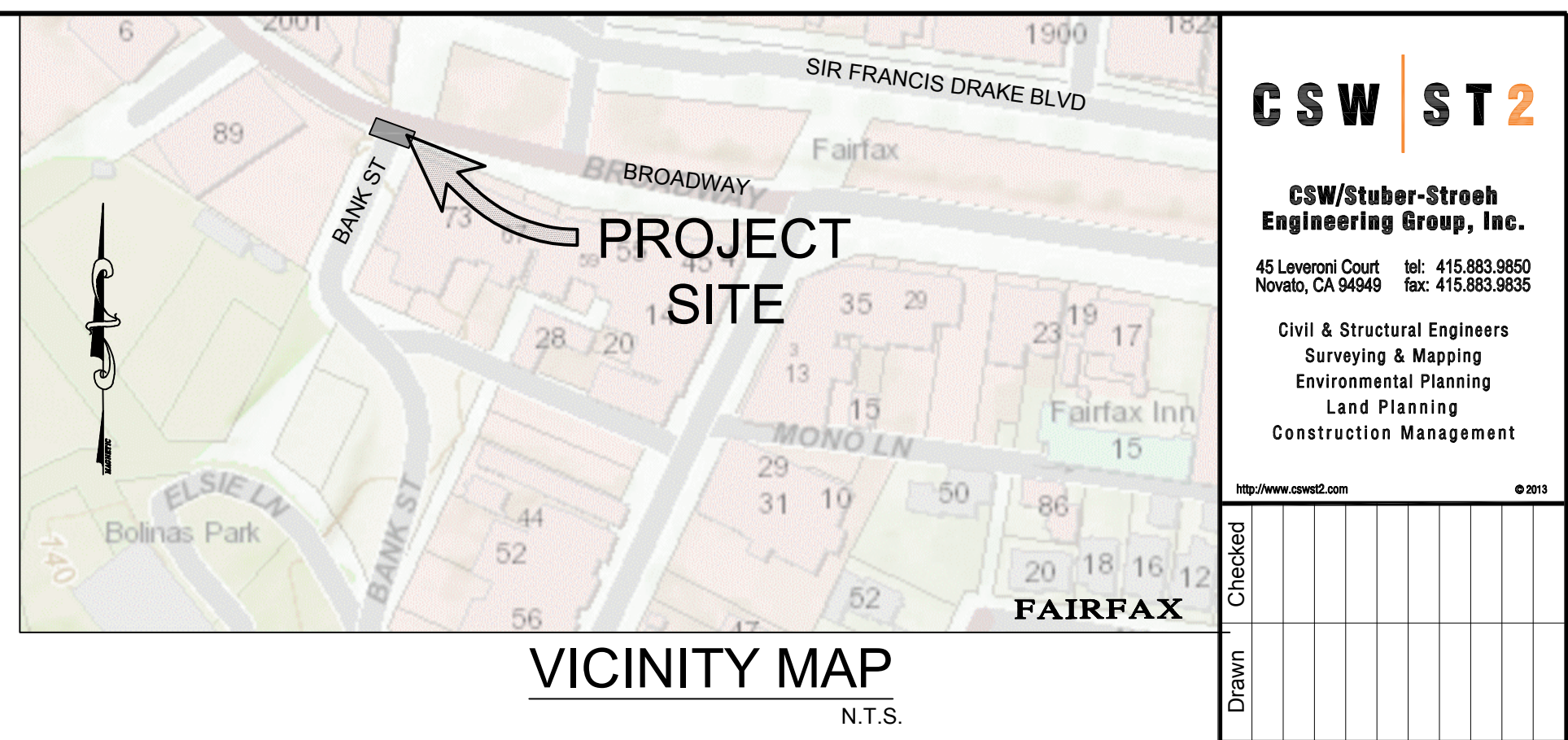
Bikeway Improvements - Tiburon Boulevard to Seminary Drive



PRELIMINARY

TOWN OF FAIRFAX PLANS FOR CONSTRUCTION OF ADA COMPLAINT CURB RAMPS

U.S.A. NOTIFICATION SERVICE



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SHEET INDEX

SHEET NO.		SHEET TITLE
C1.00	1	COVER SHEET
C2.00	2	CURB RAMP PLAN

ABBREVIATIONS

AC	ASPHALTIC CONCRETE	GV	GAS VALVE
ADA	AMERICAN DISABILITY ACT	HV	HIGH VOLTAGE
BM	BENCHMARK	HYD	HYDRANT
CBC	CALIFORNIA BUILDING CODE	IRR	IRRIGATION
CL	CENTER LINE	L	LIGHTING CONDUIT
CONC	CONCRETE	MN	MONUMENT
CP	CONTROL POINT	(N)	NEW
D	DECIDUOUS	RR	RAILROAD
DEP	DEPRESSED	SD	STORM DRAIN
E	ELECTRIC	SL	STREET LIGHT
EX	EXISTING	SS	SANITARY SEWER
EOC	EDGE OF CONCRETE	SW	SIDEWALK
EP	EDGE OF PAVEMENT	TC	TOP OF CURB
ELEC	ELECTRICAL	TELE	TELEPHONE
FDC	FIRE DEPARTMENT CONNECTION	TYP	TYPICAL
FH	FIRE HYDRANT	TW	TOP OF WALL
FL	FLOW LINE	W	WATER
G	GAS	WV	WATER VALVE

SURVEY NOTES

- DISTANCES SHOWN ARE IN FEET AND DECIMALS THEREOF.
- HORIZONTAL DATUM IS NORTH AMERICAN DATUM OF 1983 (NAD83).
- VERTICAL DATUM IS NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
- TOPOGRAPHY SHOWN WAS PERFORMED BY FIELD SURVEY ON JANUARY 2023.

SURVEY CONTROL POINTS

CP #	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	2188665.842	599325.321	122.57	CP MNV CURB
2	2188890.862	5959325.318	125.49	MN AC CURB
3	2188620.086	5959264.9220	119.32	CP MN CNC
4	2188665.957	5959267.8940	120.44	FND IP RCE 18221
5	2188629.114	5959319.184	15.06	FND BM 3.5" BD "A-210" ON BRK WL

LEGEND

	BUILDING
	CONTOUR MAJOR (5' INTERVAL)
	CONTOUR MINOR (1' INTERVAL)
	CHAIN LINK FENCE
	WOOD FENCE
	GRADE BREAK LINE
	TOE OF BANK
	TOP OF BANK
	CURB
	SAWCUT

SYMBOLS

EXISTING	
	BOLLARD
	SIGN
	TREE / TREE TO BE REMOVED
	LIGHT - POST MOUNTED
	SANITARY SEWER - CLEANOUT
	SANITARY SEWER - MANHOLE
	STORM DRAINAGE - AREA DRAIN
	STORM DRAINAGE - CLEANOUT
	STORM DRAINAGE - DROP INLET
	STORM DRAINAGE - MANHOLE
	GAS VALVE
	FIRE DEPARTMENT CONNECTION
	FIRE HYDRANT
	WATER METER
	WATER VALVE
	FOUND / SET - BENCHMARK
	FOUND / SET - CONTROL POINT

MATERIAL LEGEND

	(E) BUILDING
	CLASS II AB
	CONCRETE
	ASPHALT CONCRETE
	LANDSCAPE AREA

GENERAL NOTES

- CONCRETE SIDEWALK, CURB, GUTTER, AND STORM DRAIN IMPROVEMENTS SHALL CONFORM TO THE 2018 MARIN COUNTY UNIFORM CONSTRUCTION STANDARDS. CURB RAMPS SHALL CONFORM TO THE ADA ACCESSIBILITY STANDARDS (ADAAG) AND CHAPTER 11B OF THE CBC, LATEST EDITION.
- THE CONTRACTOR SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITIONS, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY, AND SHALL NOT BE LIMITED TO NORMAL WORKING HOURS. THE CONTRACTOR FURTHER AGREES TO HOLD DESIGN PROFESSIONAL HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE DESIGN PROFESSIONAL.
- PRIOR TO COMMENCING CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL VERIFY ALL INTERFACES BETWEEN EXISTING CONDITIONS AND NEW CONSTRUCTION. IF CONDITIONS DIFFER FROM THOSE SHOWN ON THE PLANS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND SHALL NOT BEGIN CONSTRUCTION OPERATIONS UNTIL THE CHANGED CONDITIONS HAVE BEEN EVALUATED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REVIEW AND COORDINATION OF ALL CONTRACT DOCUMENTS PRIOR TO THE START OF CONSTRUCTION. ANY DISCREPANCIES THAT OCCUR SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO THE START OF CONSTRUCTION SO THAT A CLARIFICATION CAN BE ISSUED. ANY WORK PERFORMED IN CONFLICT WITH THE CONTRACT DOCUMENTS SHALL BE CORRECTED BY THE CONTRACTOR AT THEIR OWN EXPENSE.
- THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES TO THESE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE ENGINEER.
- NOTES AND DETAILS ON DRAWINGS SHALL TAKE PRECEDENCE OVER GENERAL NOTES AND TYPICAL DETAILS. WHERE NO DETAILS ARE GIVEN, CONSTRUCTION SHALL BE AS SHOWN FOR SIMILAR WORK.
- THE CONTRACTOR SHALL OBTAIN ALL APPROPRIATE JURISDICTIONAL AGENCY PERMITS WHICH MAY BE NECESSARY TO ACCOMPLISH WORK SHOWN ON THESE PLANS.
- WATER SHALL BE USED TO CONTROL DUST DURING CONSTRUCTION OPERATIONS.
- PARKING ACCESSIBILITY ACCOMMODATIONS ARE INTENDED TO COMPLY WITH THE CURRENT STANDARDS UNDER THE AMERICANS WITH DISABILITIES ACT. THE CONTRACTOR SHALL NOTIFY THE CIVIL ENGINEER IF ANY PROPOSED IMPROVEMENTS ARE NOT CONSISTENT WITH THE STANDARDS.
- PARKING LOT AND WALKWAYS SHALL BE SWEEPED AND KEPT CLEAN AT THE END OF EACH DAY AND SHALL COMPLY WITH ALL APPLICABLE LOCAL JURISDICTIONAL REQUIREMENTS FOR THE DURATION OF THE PROJECT WORK.
- THE CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT (800-227-2600) A MINIMUM OF 48 HOURS PRIOR TO EXCAVATION.
- UTILITIES AS SHOWN CONFORM TO AVAILABLE RECORD DATA. THE EXISTENCE, LOCATION AND CHARACTERISTICS OF UNDERGROUND UTILITY INFORMATION SHOWN ON THESE PLANS HAVE BEEN OBTAINED FROM A REVIEW OF AVAILABLE RECORD DATA. NO REPRESENTATION IS MADE AS TO THE ACCURACY OR COMPLETENESS OF SAID UTILITY INFORMATION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY LOCATION AND DEPTHS BY POT-HOLING OF ALL UTILITIES WITH APPROPRIATE AGENCIES, AND TO TAKE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN AND ANY OTHER LINES NOT OF RECORD OR NOT SHOWN ON THESE PLANS. ANY CONFLICTS SHALL BE REPORTED IMMEDIATELY TO THE ENGINEER.
- CONTRACTOR SHALL PROVIDE ALL MATERIAL, LABOR, EQUIPMENT, FOR INSTALLATION, IMPLEMENTATION, AND MAINTENANCE OF ALL SURFACE WATER POLLUTION PREVENTION MEASURES THROUGHOUT THE FULL EXTENT OF THE PROJECT.

POLLUTION CONTROL NOTES:

- SEDIMENT ON WALKWAYS AND PARKING LOT SHALL BE REMOVED BY SHOVEL OR BROOM AND PLACED IN STOCKPILES.
- ALL DUMPSTERS OR OTHER TRASH STORAGE ENCLOSURES SHALL BE UTILIZED SOLELY FOR NON-HAZARDOUS MATERIALS.
- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS AND FILING ALL PLANS WITH RELATED AGENCIES ASSOCIATED WITH THEIR WORK. THIS SHALL INCLUDE, BUT NOT BE LIMITED TO, PERMITS FOR STORAGE OF HAZARDOUS MATERIALS, BUSINESS PLANS, PERMITS FOR STORAGE OF FLAMMABLE LIQUIDS, OR OTHER PLANS OR PERMITS REQUIRED BY THE LOCAL AGENCY. PROPERTY OWNER(S), CONTRACTORS, OR SUBCONTRACTORS WORKING ON-SITE ARE INDIVIDUALLY RESPONSIBLE FOR OBTAINING AND SUBMITTING ANY BUSINESS PLANS OR PERMITS REQUIRED BY CITY, COUNTY, STATE OR OTHER AGENCIES.
- CONTRACTOR SHALL LOCATE STORAGE, DELIVERY, OR WASH-OUT AREAS, TO SUIT THEIR OPERATIONS.
- CONTRACTOR TO MAINTAIN SECONDARY CONTAINMENT AS NECESSARY TO PROHIBIT POLLUTION AND TOXIC MATERIALS FROM ENTERING STORM DRAIN.

URBAN RUNOFF POLLUTION NOTES:

- REMOVE SPOILS PROMPTLY AND AVOID STOCKPILING OF FILL MATERIALS WHEN RAIN IS FORECAST. IF RAIN THREATENS, STOCK-PILED SOILS AND OTHER MATERIALS SHALL BE TARPED, AT THE REQUEST OF THE ENGINEER.
- STORE, HANDLE AND DISPOSE OF CONSTRUCTION MATERIALS AND WASTES SO AS TO PREVENT THEIR ENTRY TO THE STORM DRAIN SYSTEM. CONTRACTOR MUST NOT ALLOW CONCRETE, WASHWATERS, SLURRIES, PAINT OR OTHER MATERIALS TO ENTER CATCH BASINS OR TO ENTER SITE RUNOFF.
- IF APPLICABLE USE FILTRATION OR OTHER MEASURES TO REMOVE SEDIMENT FROM DEWATERING EFFLUENT.
- NO CLEANING, FUELING OR MAINTAINING VEHICLES ON SITE SHALL BE PERMITTED IN ANY MANNER THAT ALLOWS DELETERIOUS MATERIALS TO ENTER CATCH BASINS OR TO ENTER SITE RUNOFF.
- CONTRACTOR TO LOCATE CONCRETE WASHDOWN, VEHICLE STORAGE DELIVERY, AND NON HAZARDOUS WASTE AREAS AS NECESSARY TO FACILITATE THEIR OPERATION AND PROMOTE POLLUTION CONTROL.

Checked	Drawn	Designed	Description	Date	Rev

TOWN OF FAIRFAX
COVER SHEET
 BROADWAY / BANK INTERSECTION

Town Of
Fairfax

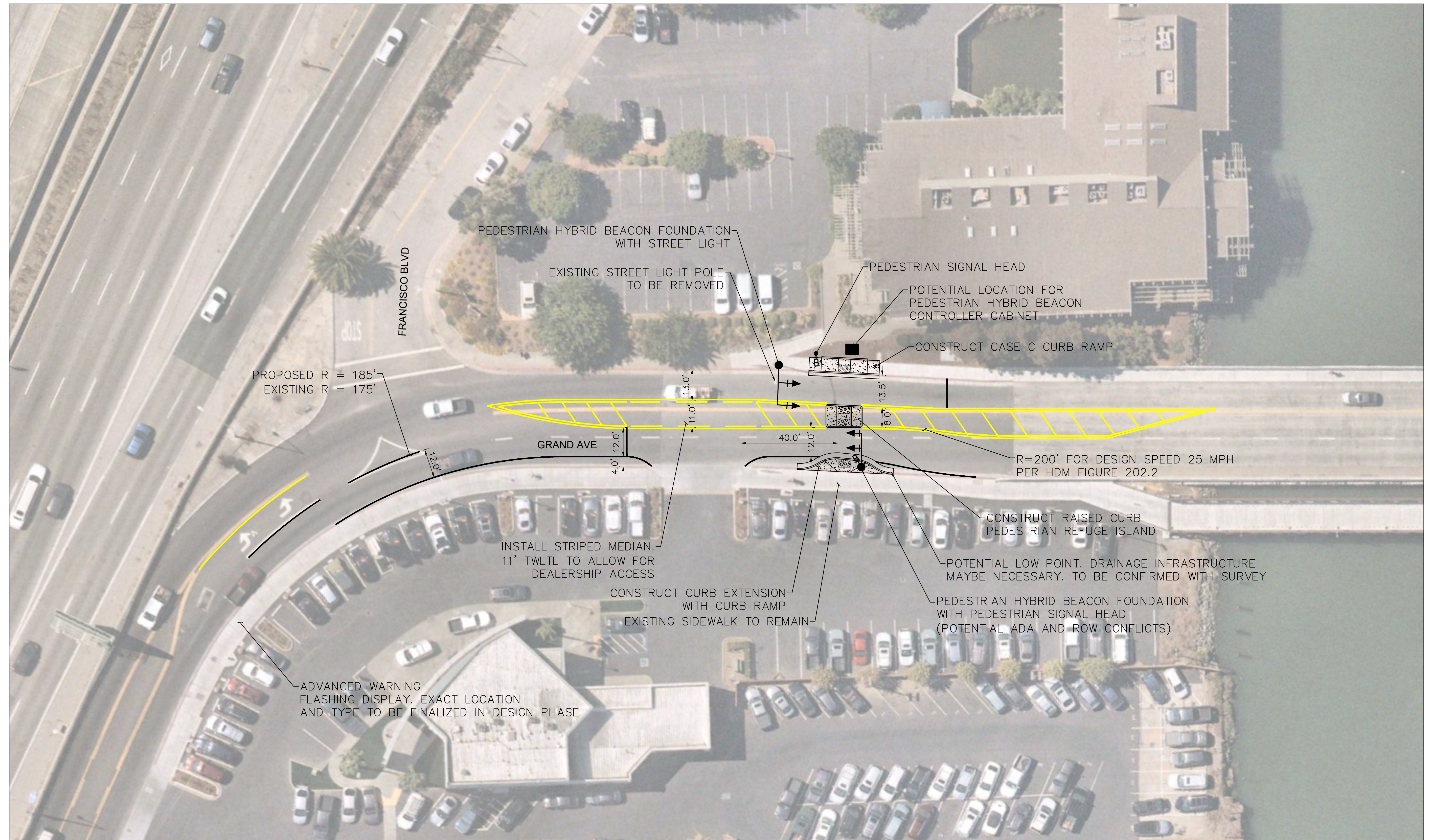
County Of
Marin

State Of
California

Prepared Under the Direction of:

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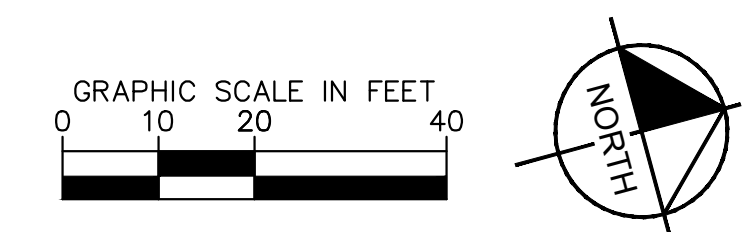
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Date:	February 27, 2023
Project Number:	2200274
Sheet Number:	1 of 2



Plotted By: Pined, Akash Layout: Layout1 July 03, 2023 11:32:05am K:\BAY_EDW\Y197555001 - Canal Alliance Crosswalk Feasibility\08 CAD\Drawings\Drawings\Alt 5A.dwg

ALTERNATIVE 5: MID-BLOCK CROSSING WITH BULBOUT & PEDESTRIAN HYBRID BEACON EXHIBIT
NOT FOR CONSTRUCTION
JUNE 2023

CANAL ALLIANCE HEADQUARTERS
CROSSWALK FEASIBILITY STUDY



Kimley»Horn ©2018

Project Applications Received and Eligibility Determination				
Sponsor	Project Title	Preliminary Fund Eligibility ¹		Comments
		TFCA ²	TDA	
Corte Madera	Public Bike Parking Expansion/Improvement Project	Yes	Yes	TFCA funds capped at \$6,159 per AQ modeling guidance
County of Marin	Redwood Highway Frontage Road Bikeway Improvements	Yes	Yes	
Fairfax	Ped Curb Ramp and Sidewalk improvements	Yes	Yes	TFCA funds capped at \$163,000 per AQ modeling guidance
Fairfax	Update to Bike and Ped Master Plan for Fairfax	No	Yes	
Fairfax	Bike School Route/Bike Spine Improvement Project	No	No	Application for a project study for the Fairfax Bike Spine Project, which was previously funded by a TFCA allocation. Project studies are not eligible under either source.
Fairfax	Microgrid and Resiliency Hub for Town Campus	No	No	Confirmed ineligible based on consultation with BAAQMD
San Rafael	San Rafael School Crosswalk Safety Improvements Project	Yes	Yes	TFCA funds capped at \$52k per AQ modeling guidance
San Rafael	Canal Alliance Mid-Block Crossing Enhancement Project	Yes	Yes	TFCA funds capped at \$175k per AQ modeling guidance
TAM	Street Smarts Marin	No	Yes	Limited to 5% of TDA funds per policy
TAM	US 101 Marin Sonoma Narrows Contract B8 Bike Lanes	Yes	Yes	

¹ Final eligibility will be determined by BAAQMD for TFCA funds and MTC for TDA funds.

² TFCA projects are subject to BAAQMD's final determination on eligibility based on cost-effectiveness.

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Attachment C

Sponsor	Ranking	Project	Total Project Cost	Request	Comments	Recommended Funding				
						TFCA FY23-24	TFCA FY24-25	TDA FY23-24	TDA FY24-25	Total
Corte Madera	8	Public Bike Parking Expansion/Improvement Project	\$72,000	\$72,000	TFCA funds capped at \$6,159 per AQ modeling guidance			\$47,000		\$47,000
County of Marin	2	Redwood Highway Frontage Road Bikeway Improvements	\$2,470,000	\$120,000	Full Amount Eligible for both funding sources			\$120,000		\$120,000
Fairfax	6	Ped Curb Ramp and Sidewalk improvements	\$225,000	\$225,000	TFCA funds capped at \$163,000 per AQ modeling guidance	\$131,493		\$41,424	\$52,083	\$225,000
Fairfax	7	Update to Bike and Ped Master Plan for Fairfax	\$135,000	\$135,000					\$82,917	\$82,917
Fairfax	N/E	Bike School Route/Bike Spine Improvement Project	\$60,000	\$60,000	Project Study, therefore ineligible	N/E	N/E	N/E		N/E
Fairfax	N/E	Microgrid and Resiliency Hub for Town Campus	\$630,000	\$630,000		N/E	N/E	N/E		N/E
San Rafael	4	San Rafael School Crosswalk Safety Improvements Project	\$90,000	\$90,000	TFCA funds capped at \$52k per AQ modeling guidance	\$52,000		\$38,000		\$90,000
San Rafael	3	Canal Alliance Mid-Block Crossing Enhancement Project	\$200,000	\$200,000	TFCA funds capped at \$175k per AQ modeling guidance	\$175,000		\$25,000		\$200,000
TAM	5	Street Smarts Marin	\$28,000	\$28,000	Limited to 5% of TDA funds per MTC TDA policy 11, \$13.5k per year	N/E	N/E	\$13,500	\$13,500	\$27,000
TAM	1	US 101 Marin Sonoma Narrows Contract B8 Bike Lanes	\$14,760,000	\$500,000			\$358,493		\$136,424	\$494,917
Total Recommended						\$358,493	\$358,493	\$284,924	\$284,924	\$1,286,834
Total Available Funds ¹						\$358,493	\$358,493	\$284,924	\$284,924	\$1,286,834
Remaining						\$0	\$0	\$0	\$0	\$0

N/E = Not Eligible

¹ TFCA – \$716,986 (\$358,493 from FY23/24 revenue, and \$358,493 estimated from FY24/25 revenue)

TDA Article 3 – \$569,848 (\$284,924 from FY23/24 revenue, and \$284,924 estimated from FY24/25 revenue) Allocations from FY24/25 will be adjusted based on future revenues, with the highest ranked project receiving any additional revenues. Should revenues decrease, the reduction will be made to the lowest ranked project shown above.

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Programming of FY23/24 & FY24/25 TFCA & TDA Article 3 Funds

Transportation Authority of Marin
Bicycle/Pedestrian Advisory Committee
September 7, 2023

TFCA & TDA 3 Programming

- From May-July, TAM conducted a Call for Projects
- The following funds are being made available through the call, to include two years of TFCA and TDA 3 funds:

	TFCA	TDA 3	FY Totals
FY23/24	\$358,493	\$284,924	\$643,417
FY24/25	\$358,493*	\$284,924*	\$643,417
Fund Source Totals	\$716,986	\$569,848	\$1,286,834

*Estimated amounts for FY24/25

Project Applications

Sponsor	Project Title	Request \$
Corte Madera	Public Bike Parking Expansion/Improvement Project	\$72,000
County of Marin	Redwood Highway Frontage Road Bikeway Improvements	\$120,000
Fairfax	Ped Curb Ramp and Sidewalk improvements	\$225,000
Fairfax	Update to Bike and Ped Master Plan for Fairfax	\$135,000
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San Rafael	San Rafael School Crosswalk Safety Improvements Project	\$90,000
San Rafael	Canal Alliance Mid-Block Crossing Enhancement Project	\$200,000
TAM	Street Smarts Marin	\$28,000
TAM	US 101 Marin Sonoma Narrows Contract B8 Bike Lanes	\$500,000

Funding Eligibility

Sponsor	Project Title	Preliminary Fund Eligibility ¹		Comments
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Corte Madera	Public Bike Parking Expansion/Improvement Project	Yes	Yes	TFCA funds capped at \$6,159 per AQ modeling guidance
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¹ Final eligibility will be determined by BAAQMD for TFCA funds and MTC for TDA funds.

² TFCA projects are subject to BAAQMD's final determination on eligibility based on cost-effectiveness.

Staff Funding Recommendation

Sponsor	Ranking	Project	Total Project Cost	Request	Comments	Recommended Funding				
						TFCA FY23-24	TFCA FY24-25	TDA FY23-24	TDA FY24-25	Total
Corte Madera	8	Public Bike Parking Expansion/Improvement Project	\$72,000	\$72,000	TFCA funds capped at \$6,159 per AQ modeling guidance			\$47,000		\$47,000
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Total Recommended						\$358,493	\$358,493	\$284,924	\$284,924	\$1,286,834
Total Available Funds ¹						\$358,493	\$358,493	\$284,924	\$284,924	\$1,286,834
Remaining						\$0	\$0	\$0	\$0	\$0

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Questions?

Thank you for your attention!

TAM Contact:
Scott McDonald
SMcDonald@tam.ca.gov



DATE: September 7, 2023

TO: Transportation Authority of Marin
Bicycle/Pedestrian Advisory Committee

FROM: Anne Richman, Executive Director
David Chan, Director of Programming & Legislation
Scott McDonald, Principal Transportation Planner

SUBJECT: SMART Pathway Wayfinding System Plan (Discussion), Agenda Item No. 7

RECOMMENDATION

For discussion only.

BACKGROUND

The SMART Pathway is an integral component of the SMART system and serves as a transportation facility paralleling the rail line, carrying an estimated 55,000 bicyclists and pedestrians every month, serving many different trip purposes and needs.

The pathway component of the SMART Rail and Pathway system will consist of more than 70 miles of mostly Class I, paved, non-motorized pathway once complete. To date, SMART and local partners have completed more than 28 miles of the SMART Pathway network, and the remaining segments are entering into construction or progressing through design.

SMART, along with local and regional partners, is focused on completing the Pathway in order to provide a contiguous path of travel between Marin and Sonoma counties for people walking or biking. In some places, the Pathway overlaps or intersects with other active transportation networks. One example of this is found in the Transportation Authority of Marin's (TAM) 2023 North-South Greenway/Cross Marin Bikeway Status Report that identified the gaps along these active transportation corridors, including the North-South Greenway that consists of portions of the SMART Pathway.

In addition to the overlap with the North-South Greenway, other portions of the Pathway carry unique designations including the Bay Trail, Joe Rodota Trail, Foss Creek Pathway, and Route 5. Additionally, the passage of Senate Bill (SB) 1029 establishes that the SMART Pathway comprises the southern portion of the Great Redwood Trail.

Currently, the completed Pathway segments have inconsistent signage and navigational information. SMART's Pathway Wayfinding System Plan intends to develop a series of sign designs that can be implemented along the Pathway to allow users to navigate with ease and confidence.

DISCUSSION

In 2022, SMART held a series of listening sessions, including one on the Pathway. One of the key takeaways from that meeting was the need and desire to include wayfinding signage on the Pathway. As a result, SMART initiated the Pathway Wayfinding Project in Spring 2023 to assess wayfinding needs, design wayfinding concepts that improve connectivity and the ability to navigate the Pathway and develop a wayfinding plan to support the eventual implementation of the selected wayfinding design concept.

The purpose and goals of the Pathway Wayfinding Project are to ease trip planning and travel for users; improve connections to trails, streets and transit; enhance the visibility of access points to the Pathway; and create a clear and unified visual communication of information along the Pathway. In pursuit of these objectives, SMART has conducted fieldwork and is engaging the public and stakeholders on an on-going basis to guide the project.

In May and June 2023, SMART conducted an intercept survey of Pathway users and held a virtual public workshop. These engagement opportunities were designed to learn about the people using the Pathway and to solicit input from community members on wayfinding needs and visual preferences, and to guide design concepts. Furthermore, SMART has been meeting and presenting to local stakeholders, including various bicycle and pedestrian advisory committees, to provide information on the project goals, scope and schedule and solicit feedback from community members.

SMART will be bringing forward sign design concepts for public input in late Summer/early Fall 2023. Feedback will help inform the final design concepts. The project will ultimately deliver a placement plan and design drawings that will support the fabrication and installation of Pathway wayfinding that will occur as a second phase of this project in 2024.

Input from and coordination with local partners and stakeholders will aid SMART in developing and eventually implementing wayfinding that balances the needs of a diverse set of stakeholders, supports Pathway travel within and outside SMART's right of way, and informs and affirms for users where they are on the Pathway.

SMART staff will attend the BPAC meeting to present the status of their Pathway Wayfinding efforts and seek feedback.

FISCAL IMPACTS

Not applicable.

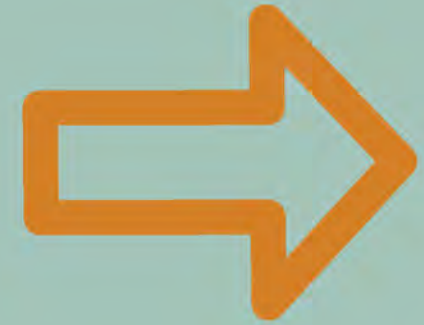
NEXT STEPS

Continue to monitor and communicate with SMART and local jurisdictions regarding pathway and related wayfinding infrastructure.

ATTACHMENTS

Attachment A – PPT Presentation

SMART PATHWAY WAYFINDING SYSTEM PLAN



SONOMA COUNTY & MARIN COUNTY, CA



PROJECT STUDY AREA

- **70 miles** of existing and planned SMART pathway segments
- **Multiple jurisdictions** and municipalities
- **Multiple designations** (such as the Great Redwood Trail)



Larkspur



Hanna Ranch, Novato



Rice, San Rafael



Lincoln Hill Entrance, San Rafael



Andersen, San Rafael



San Marin Station, Novato



Frosty Lane, Novato



Civic Center/McInnis, San Rafael



Civic Center Station



Lincoln Hill Pathway, San Rafael



31 of 39
Downtown Novato



KEY FINDINGS

- **The Pathway accommodates a diversity of users** and mobility options
- **The Pathway passes, and connects to, a diversity of destination types** and land uses
- **Signage is inconsistent** and includes a variety of formats and types
- **All trailheads are temporary** with the exception of the Larkspur terminus
- **Entries/exits take different forms**, some are obvious while others are discrete
- **Facility types and pavement materials change** frequently and transitions are often abrupt



WHAT THIS PROJECT IS

- Unified branding
- Sign messages
- Sign location and placement planning
- Design drawings for sign implementation

WHAT IT IS NOT

- Proposals for Pathway improvements
- Planning or construction of new Pathway
- Program/operational recommendations

Schedule

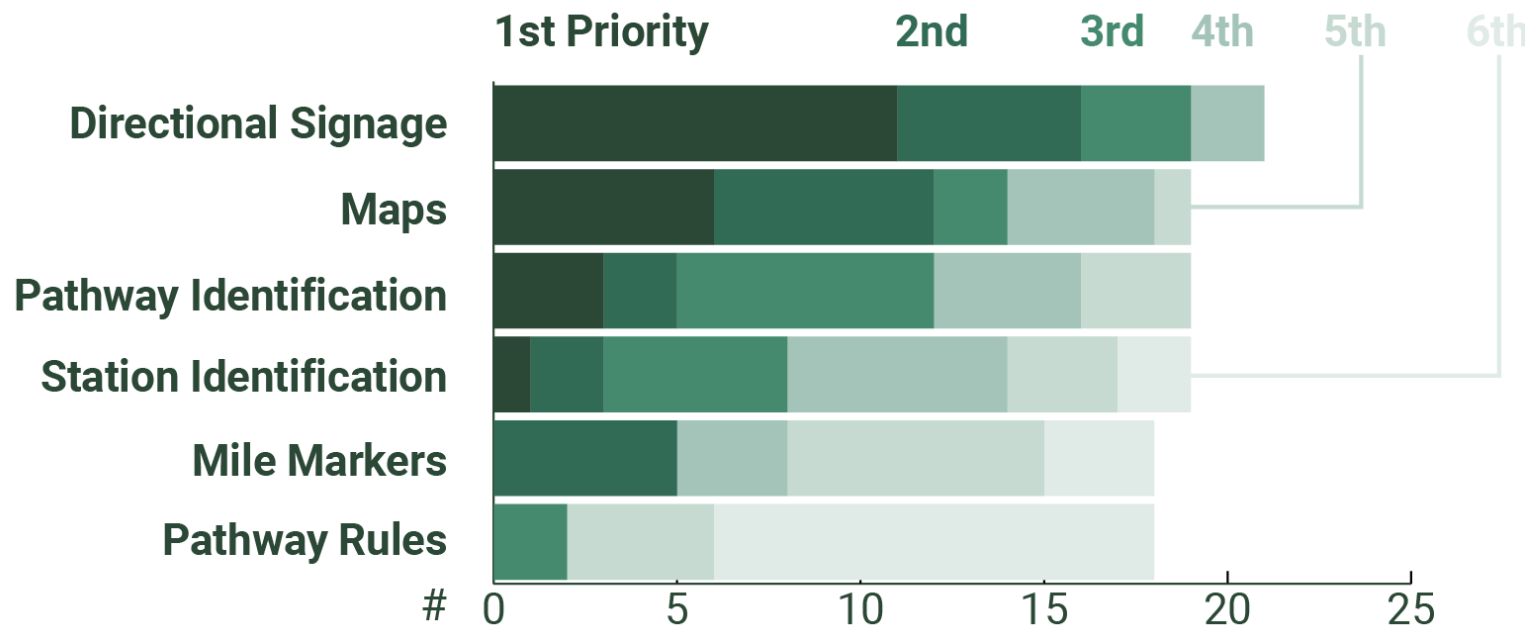


KEY OPPORTUNITIES

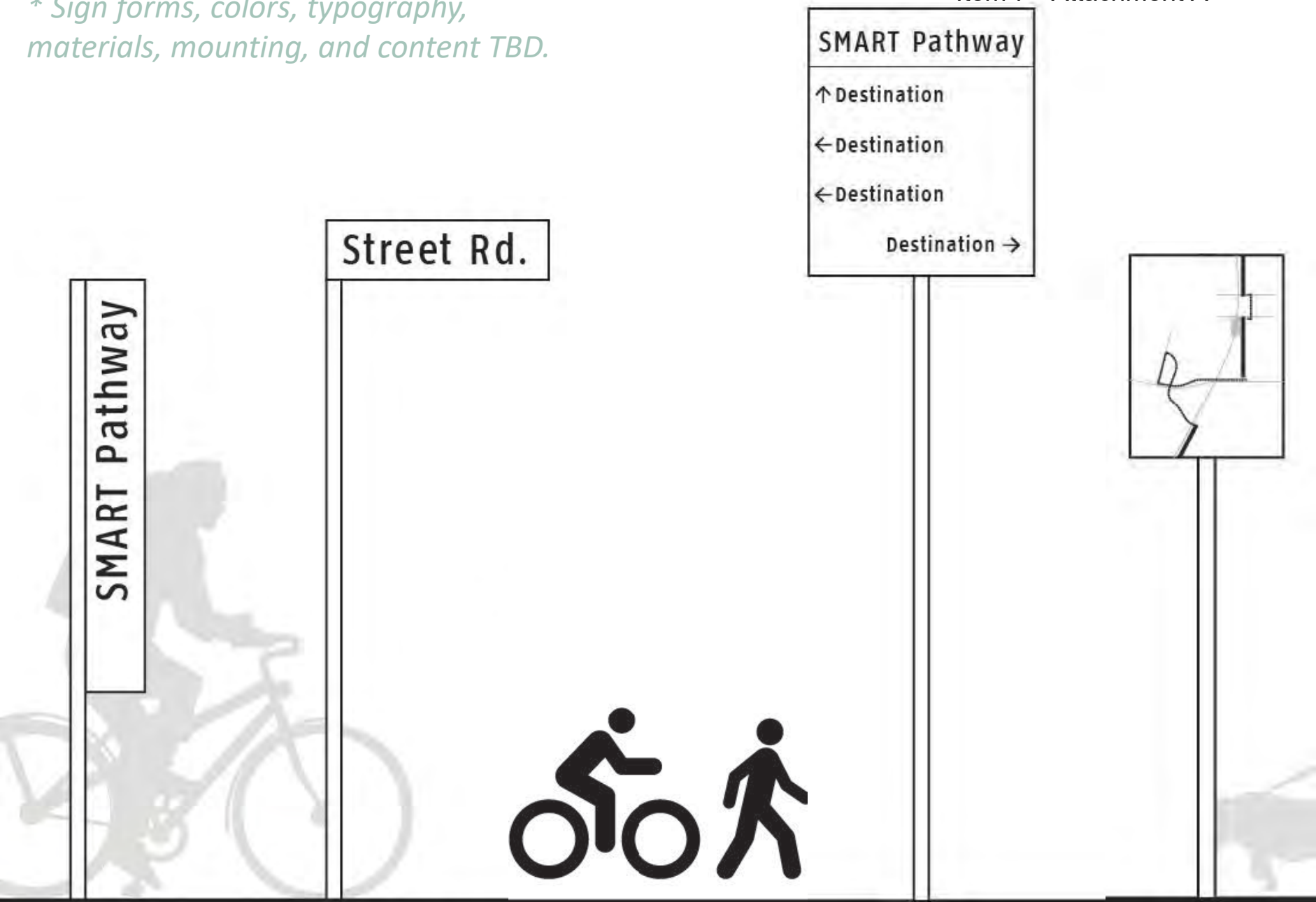
- **DEVELOP A CONSISTENT SIGN APPROACH AND BRAND** to help unify the Pathway and orient users
- **INCLUDE PATHWAY SIGNAGE AT ALL TRAILHEADS**, even if they are temporary
- **PROVIDE WAYFINDING INFORMATION AT STATIONS AND ACCESS POINTS**
- **IDENTIFY “PLACEMAKING OPPORTUNITIES”** like the tunnel between Larkspur and San Rafael Stations
- **RESPOND TO MAINTENANCE NEEDS** through sign material type and placement
- **USE GROUND MARKINGS** to unify diverse paving types and communicate difficult transitions

Feedback on wayfinding needs

Which of the following sign types would you find most useful on the SMART Pathway?



** Sign forms, colors, typography, materials, mounting, and content TBD.*



Pathway ID

Street/Trail Sign

Bike/Ped Symbols

Decision Sign

Project Webpage

<https://sonomamarintrain.org/pathwaywayfinding>

LET'S DISCUSS

What is the biggest need/issue that this project could solve?

We want to coordinate with you, how can we best do that?

Other agencies, groups, or people we should be talking with?