



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-Marín 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.