



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
ADMINISTRATION, PROJECTS & PLANNING
EXECUTIVE COMMITTEE

JUNE 12, 2023
4:00 PM

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

MEETING MINUTES

Members Present: Beach Kuhl, Ross Town Council
Chance Cutrano, Fairfax Town Council
Eric Lucan, Marin County Board of Supervisors, Committee Chair
Kate Colin, San Rafael City Council
Stephanie Moulton-Peters, Marin County Board of Supervisors

Members Absent: None

Staff Members Present: Anne Richman, Executive Director
Bill Whitney, Principal Project Delivery Manager
Dan Cherrier, Director of Project Delivery
Derek McGill, Director of Planning
Grace Zhuang, Accounting and Payroll Specialist
Jennifer Doucette, Executive Assistant/Clerk of the Board
Li Zhang, Deputy Executive Director/Chief Financial Officer
Mikaela Hiatt, Associate Transportation Planner
Molly Graham, Public Outreach Coordinator
Scott McDonald, Principal Transportation Planner

Chair Lucan called the meeting to order at 4:00 p.m.

Chair Lucan 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 Administration, Projects & Planning (AP&P) Executive Committee was confirmed and detailed information about how the public may participate was provided.

1. Chair's Report & Commissioners Comments (Discussion)

None.

2. Executive Director's Report (Discussion)

Executive Director (ED) Anne Richman reported that the North-South Greenway Project over the Corte Madera Creek won the Active Transportation Project (ATP) of the Year Award from the California Transportation Foundation (CTF); and that TAM was awarded a \$400,000 planning grant from the Metropolitan Transportation Commission (MTC) for Mobility Hubs.

ED Richman also reported that TAM issued a Call for Projects with Transportation Fund for Clean Air (TFCA) and Transportation Development Act (TDA) Article 3 funding on May 30 with project applications due July 18, 2023; and that the Marin-Sonoma Narrows (MSN) project reached a major milestone when the southbound traffic shifted to its new alignment on June 10.

Lastly, ED Richman reported on the Highway 101 Interchange Studies public workshops announced for June and July.

Chair Lucan 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. Open time for public expression

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

Member of the Public Clayton Smith commented on the importance of public noticing for the upcoming Highway 101 Interchange Studies public workshops; and that more public engagement will contribute to project designs that better address traffic congestion and circulation.

4. Approval of Meeting Minutes May 8, 2023 (Action)

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

Commissioner Moulton-Peters moved to approve the Minutes of the May 8, 2023 meeting. Commissioner Cutrano seconded the motion, which passed unanimously.

5. North-South Greenway & Cross Marin Bikeway Status Report (Action)

Senior Transportation Planner Scott 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 co-present this item. Mr. McDonald recommended that the AP&P Executive Committee reviews the Report, provides input and recommends the TAM Board to review and accept the report at its June 22, 2023 Board meeting.

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 and existing segments in need of improvements.

Mr. McDonald provided an outline of potential next steps, including monitoring, planning and funding.

In response to Commissioner Colin, Mr. McDonald explained that the draft Report has been shared with partner agencies; and that the report may be used as a resource when applying for grants that consider gap closures in funding formulas. ED Richman explained that TAM is available to assist jurisdictions in applying for grants; and that closing the remaining gaps will require extensive collaboration. Commissioner Colin commented that perhaps certain "current alignments" could become the generally accepted routes should the closure of the gaps associated with those alignments be unfeasible.

Commissioner Moulton-Peters commented that the Horse Hill Trail is an alternative for the Alto Tunnel; and requested that the cost ranking for Segment 4/Gap 3 (Alto Tunnel) be shown in dollar signs to match the other formatting on the NSGW Gap Summary Table. Commissioner Moulton-Peters also commented that for future presentations it may be useful to include infographics depicting the timeline of completed projects.

In response to Commissioner Cutrano, TAM Director of Planning Derek McGill explained that a component of the Countywide Transportation Plan (CTP) will include discussion of a Countywide Active Transportation Plan, which could assess priorities throughout the bikeway corridors, including the level of pathway classification. Commissioner Cutrano commented that perhaps the ranking of gaps could prove useful for prioritizing planning efforts. ED Richman explained that larger grants are often reserved for construction, however, bicycle and pedestrian project development activities are eligible under the Measure AA Sales Tax Local Streets and Roads Category and Measure B; and that TAM is available to assist jurisdictions through the competitive grant process. ED Richman also explained that although more complicated, combining multi-jurisdictional planning opportunities could present a more competitive grant application.

Commissioner Cutrano commented that perhaps the Report should reflect and acknowledge linkages between the CMB, Fairfax-Bolinas Road, and open space for active transportation.

Commissioner Kuhl expressed support for the Report.

Chair Lucan expressed support for the Report; and commented that the remaining gaps along the Sonoma-Marin Area Rail Transit (SMART) right-of-way (ROW) have been brought to shovel-ready status to compete for grant funding. Commissioner Lucan also inquired about the process for updating information on publicly used online mapping platforms.

Mr. McDonald explained that the data used to populate the geographic information system (GIS) map used for the Report was derived from the local jurisdictions' bicycle and pedestrian plan updates.

Chair Lucan commented that perhaps there should be an entity that is responsible for verifying the accuracy of bicycle and pedestrian routes reflected by the major map providers.

Mr. McGill explained that major map providers may purchase data from open-source networks and that TAM staff would have to research and follow up to provide information on the verification process. Mr. McGill also explained that the mapping completed to date is for informational purposes.

Chair Lucan also commented that there are currently multiple names for certain portions of the corridors, and that perhaps there is an opportunity for TAM to play a role in clarifying the existing nomenclature.

Commissioner Moulton-Peters commented that Marin County Parks is in the process of launching a new signage campaign for the multi-use path in Mill Valley and could be a resource for obtaining information about rebranding the bikeway corridors.

ED Richman explained that although all of the jurisdictions have bicycle and pedestrian plans, the County as a whole does not have a unified Active Transportation Plan, which may be something TAM could pursue in the future.

Chair Lucan 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 support for the Report; and commented that although some portions of the corridors are traversable, MCBC still considers them gaps if they are not accessible to all levels of riders. Mr. Wells also commented that the Safe Streets for All (SS4A) federal grant program could be a source of funding if gap closures were bundled into a larger project; and that MCBC often verifies that newly completed bicycle and pedestrian improvements are included in Google maps. Lastly, Mr. Wells advocated for renaming the NSGW the Great Redwood Trail in line with the SMART nomenclature to increase the possibility of competing for much larger state and federal grants by proposing to complete gaps within a 300-mile corridor versus an 8-mile corridor.

Mr. Smith commented that a price range should be included with the estimated project costs represented by dollar signs in the Report; inquired about the funding sources for the construction and maintenance of the pathways outlined in the Report; and commented that pathway usage should be audited.

Commissioner Cutrano made a motion to refer the Report to the TAM Board for acceptance at its June 22, 2023 Board meeting. Commissioner Colin seconded the motion, which passed unanimously.

The meeting was adjourned at 5:05 p.m.

Approved September 11, 2023