

APPENDIX EXHIBIT P-1

MEMO*

May 6, 2009

To: Bonnie MacGregor, Chair
Members of the Transportation Action Committee

From: Dorothy Gibson

Re: Final Report + Map of Sausalito's Paths and Walkways

Attached is a map of Sausalito, 1989** which I submitted for the 1990 General Plan of the City. I have updated it for clarification.

The map was originally based on a map furnished by the Planning / Public Works Department at the time the sidewalk on both east and west side of Bridgeway was not featured; it certainly should be (shown on the City's map.)

Nor have I ventured into the area east of Bridgeway. These are not historic paths, are irregular and – although used – are piecemeal and questionable.

My emphasis has always been on the historic traditional walkways – used since the earliest days (before the automobile).

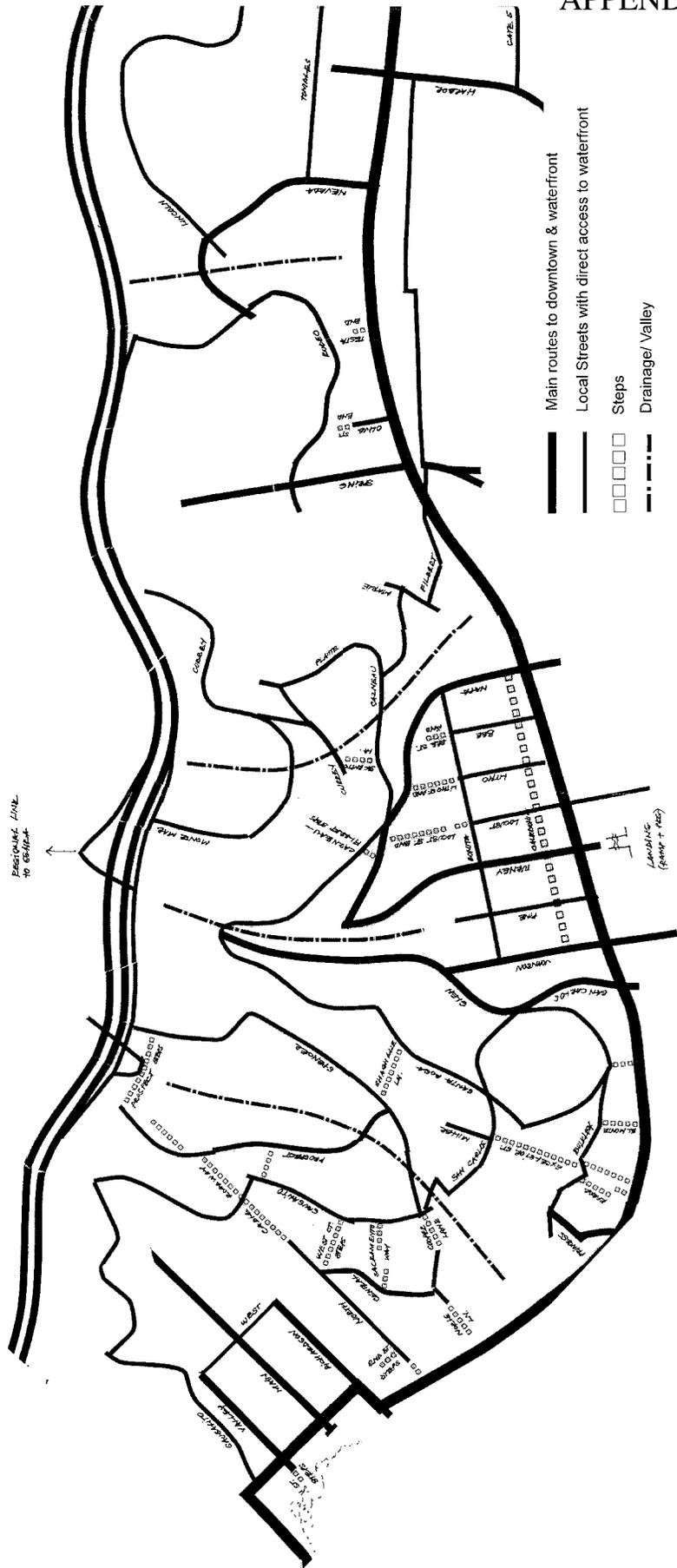
I would like to see the map reproduced for citizens of Sausalito so that one would be in each household. This could be for the purpose of 1) encouraging people to learn about and (really) use the walkways and 2) To know them as escape routes in the event of an emergency

The map should be topographic and to scale; it should include all public buildings, service centers, playgrounds, bus, shuttle, ferry and taxi connections.

Notes:

* Transcribed by Adam Krivatsy from Dorothy Gibson's handwritten notes

** See map on the following page (Appendix Exhibit P-2).

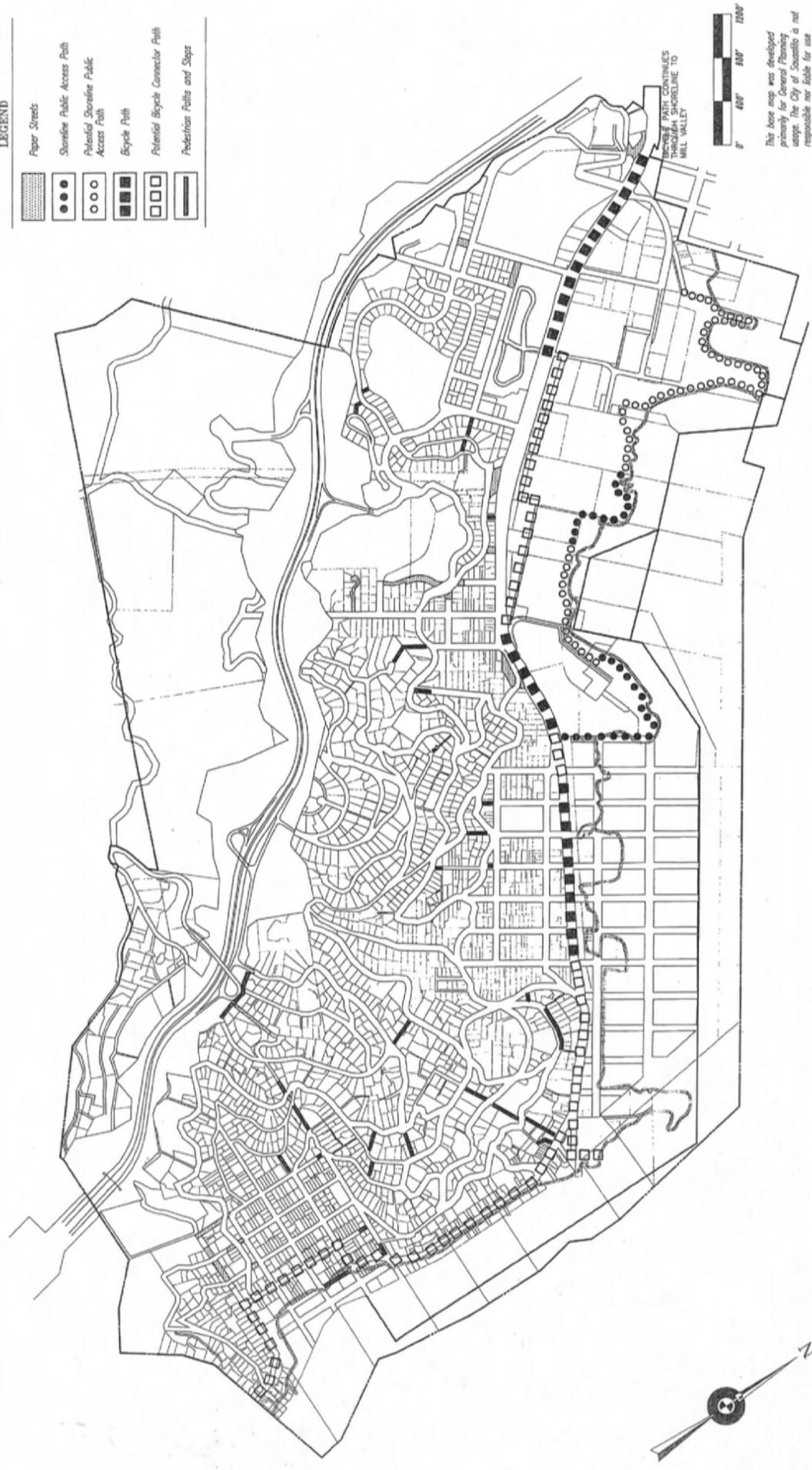


Steps, Lanes & Paths
 Imagine Sausalito - Pedestrian and Bike Paths
 1" = 400'

PATHWAYS AND BIKEWAYS PLAN
CITY OF SAUSALITO - GENERAL PLAN

LEGEND

	Paper Streets
	Shoreline Public Access Path
	Potential Shoreline Public Access Path
	Bicycle Path
	Potential Bicycle Connector Path
	Pedestrian Paths and Steps





At the foot of Pine St.
Adrine Arakelian
APPENDIX EXHIBIT R-1



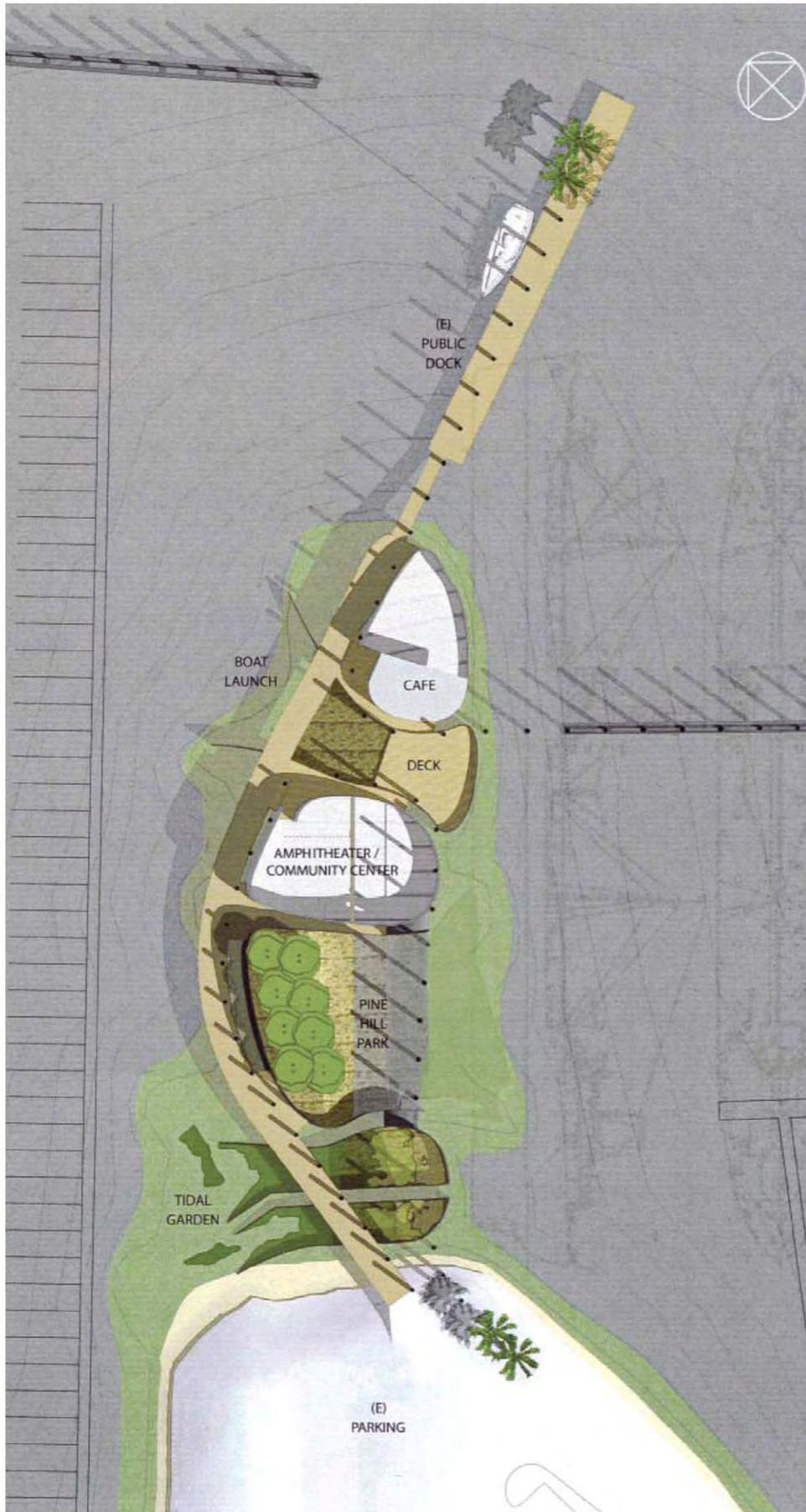
Clipper Basin 1 at the foot of Liberty Ship Way
Rachel Edmonds
APPENDIX EXHIBIT R-2



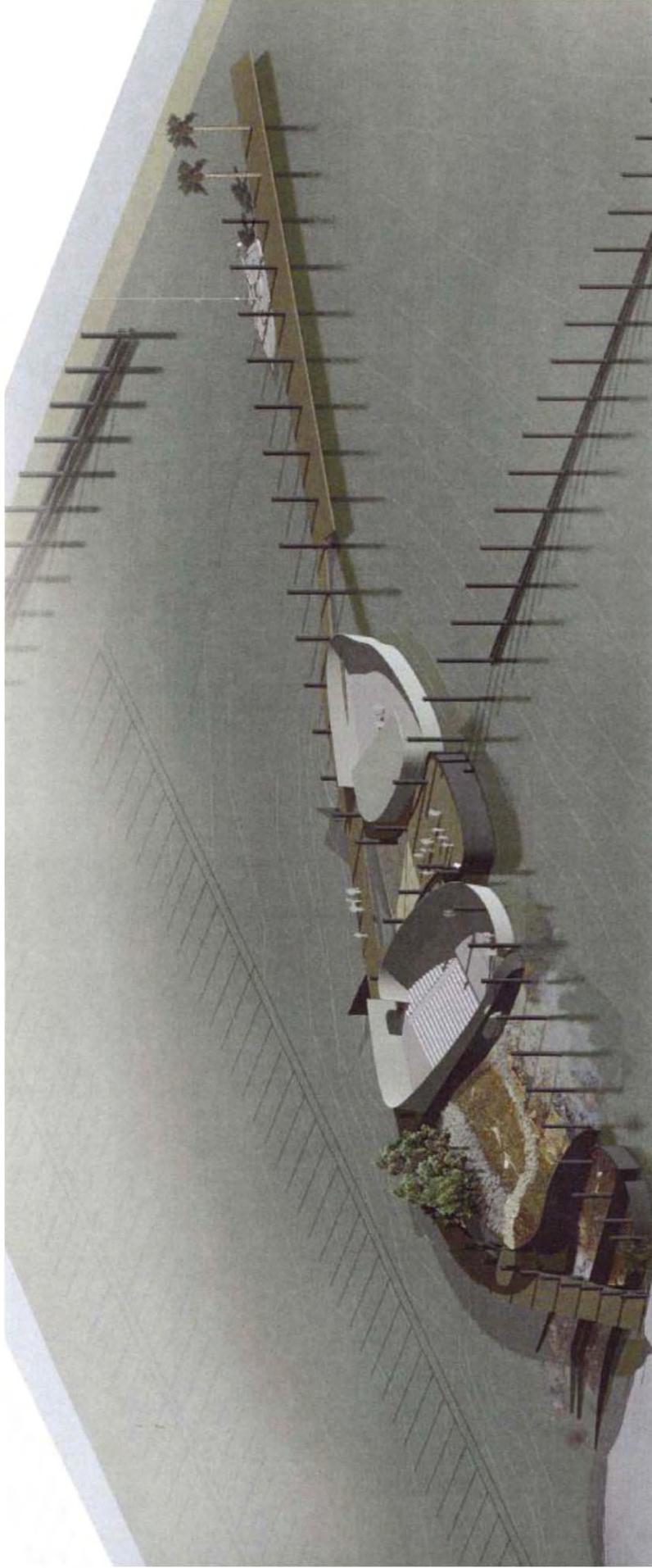
Clipper Basin 1 at the foot of Liberty Ship Way
Rachel Edmonds
APPENDIX EXHIBIT R-3



Dumphy Park
Nathaniel Behrends
APPENDIX EXHIBIT R-4



Clipper Yacht Harbor at the foot of Harbor Dr.
Nick Glase
APPENDIX EXHIBIT R-5



Clipper Yacht Harbor at the foot of Harbor Dr.
Nick Glase
APPENDIX EXHIBIT R-6



**SAUSALITO'S COMMUNITY VISIONING PROCESS
BUSINESS ADVISORY COMMITTEE**

Pedestrian / Bicycle Facilities

MAY 12, 2007

TABLE OF CONTENTS

	<u>Page</u>
THE OBJECTIVE	2
APPROACH	2
BACKGROUND INFORMATION	2
FINDINGS AND OBSERVATIONS	3
The Waterfront	
Lateral Access to Downtown Services and the Waterfront	
The Greenway concept	
THE VISION – GOALS AND PRIORITIES	5
IMPLEMENTATION – OBJECTIVES AND PROJECTS	6
THE NEXT STEPS	9
THANKS AND ACKNOWLEDGMENTS	10
MAPS	
Existing Conditions – May, 2007	
City / County Planned Bike Routes & Trails, CIP -- 2007	
Proposed Projects – May, 2007	
Lateral Streets, Steps, Lanes & Paths -- April, 2007	
APPENDICES	
A. Inventory of the public steps, lanes and paths in use	
B. Illustrative photographs of steps, lanes and paths	
C. Field notes re. non-motorized access to waterfront	
D. Encoded photographs	
E. Meeting notes from 1/20/07	
F. Meeting notes from 1/23/07	
G. SWOT evaluation matrix	
H. Excerpts from the Circulation / Parking Element of Sausalito's General Plan	
I. Excerpts from Sausalito's Capital Improvements Program	
J. Correspondence from Transportation Alternatives for Marin	
K. The North South Greenway Map	

THE OBJECTIVE

The group set to identify possibilities and means for creating a system of safe and convenient non-motorized circulation within Sausalito.

APPROACH

The group approached its assignment systematically, in several consecutive steps. Each step built upon new information gathered and conclusions reached in earlier steps by:

1. Educating itself about current plans and programs for pedestrian and bicycle circulation within Sausalito
2. Gathering available maps, and aerial photograph and data
3. Preparing a suitable "Base Map" drawn to the scale of 1" = 400'
4. Featuring on the Base Map plans approved by the City and visionary plans proposed by the Marin Bicycle Coalition
5. Surveying the paths, stairs on bicycle and foot with special attention to access to the waterfront
6. Identifying existing and potential future destinations that warrant good pedestrian a bicycle access – with special attention to the waterfront
7. Taking photos of the path, steps and surrounding environment
8. Summarizing visual observations made while surveying the waterfront
9. Preparing a detailed inventory of the physical conditions and maintenance requirements associated with Sausalito's many public steps
10. Participating in workshops devoted to sharing and reviewing information, preparing a SVOT analysis, identifying potential projects and possible means of their implementation and establishing priorities.

On April 19, 2007, two representatives of the group presented a brief summary of the group's findings and recommendations to the Financial Advisory Committee.

BACKGROUND INFORMATION

The group assembled pertinent background information from the City and from the non-profit organization named Transportation Alternatives for Marin (TAM).

The CIP

Specific projects identified in the City's 10-year Capital Improvements Program (CIP) of 2001 to 2011 that are relevant to pedestrian and bicycle circulation in Sausalito are reflected on the maps prepared by the group. Relevant excerpts from the CIP are featured in the Appendix to this report.

Sausalito's Trails Plan

The group referred back to the appropriate sections of Sausalito's Circulation and Parking Plan. Relevant excerpts are featured in the Appendix to this document.

Marin County's North South Greenway Plan

The group benefited from information about Marin County's North-South Greenway Concept, obtained through the courtesy of the Transportation Alternatives for Marin (TAM). The proposed multi-purpose trail would generally follow the abandoned Railroad Right-of-Way through Sausalito. An aerial view of the concept can be found in the Appendix to this document.

FINDINGS AND OBSERVATIONS

Members of the group surveyed the waterfront and inland streets, steps, paths and trails. Related field notes and photographs informed the group's discussions and are featured in the Appendix to this report.

The Waterfront

Approximate length of the waterfront: 22,800 lin. Feet
or about 4 miles

You could walk this distance at a leisurely pace
(200 feet/min) in about 114 minutes, with a child
and a baby carriage just under 2 hours

Sections of Sausalito's waterfront have different character:

	<u>Stretch</u>	<u>Percent of Total</u>
"Sidewalk"/promenade overlooking open water, south of the Spinnaker	2,100 feet	9.2 %
Boardwalk overlooking a marina, between the Spinnaker & Café Trieste	2,700 feet	11.8%
Landscaped park and/or beach	750 feet	3.3 %
Of "industrial" character (accessible working waterfront)	4,150 feet	18.2 %
Waterfront inaccessible to the general public	13,100 feet	57.5 %

Over a quarter (26 %) of Sausalito's waterfront is committed to parking automobiles.
Note: A landscaped waterfront trail requires only 15-20 feet of space at the water's edge.

Over a third of Sausalito's waterfront is zoned for industrial use;

Industrial	33.8 %
Public / Institutional	20.9 %
High density residential	20.0 %
Commercial waterfront	16.3 %
Public park	6.2 %
Residential	2.8 %

Source: Quick measurements from 1" = 200' scale aerial photo and 1" = 400' scale Zoning Map provided by the City's Public Works Department

Along the Waterfront

Waterfront Destinations

There are 17 public access points to the waterfront

4 of them lead to a waterfront walk or a welcoming public place

9 of them terminate in paved or unpaved automobile parking lots

4 of them serve working marinas unsafe for small children

Waterfront "Plazas"

There are few inviting public gathering places on Sausalito's waterfront:

2 public parks

The overlook between the Inn Above Tides and the ferry terminal

The terraced, paved "park" at the foot of Princess Street

Rest Stops

There are only a few inviting "rest stops" along the waterfront. None of them are served by public rest rooms. From south to north these places include:

The overlook at the termination of Richardson Street

Benches by the Seal Statue, along the waterfront promenade

Termination of the boardwalk at the north end of Spinnaker Restaurant

Termination of the path at the extension of Napa Street

Benches along the waterfront path at Marinship Green

Benches along the path at the extension of Harbor Drive

Benches on a boardwalk overlook between South 40 Pier and Liberty Dock

Lateral Access to Downtown Services* and the Waterfront

Uphill-Downhill Streets

Residents living above Santa Rosa and Sausalito Blvd. must follow a long, circuitous path to the waterfront. In some instances, steps connecting certain streets shorten the distance. Many Sausalito residents live on the hills overlooking Richardson Bay and the waterfront. Due to the hilly terrain and the site-responsive street layout, only a small percentage of them have convenient, direct pedestrian or bike access to the 4.3 mile long waterfront. A few facts of interest:

- 15 streets provide direct access to the waterfront. Four of those streets terminate in the Caledonia neighborhood and do not serve the uphill community.
- The average walking distance between hillside homes and the waterfront is 13-14 minutes.
- Destinations with direct access on the waterfront are (from south to north), the foot of:

<u>Downhill Street</u>	<u>% pop.*</u>	<u>Arrival Experience</u>	<u>Walk**</u>
○ Valley Street	11	stairs to Fleming Beach	13 min.
○ Main Street	11	access to boardwalk	11 min.
○ Richardson Street	11	access to lookout and promenade	13 min.
○ Princess Street	5	access to landscaped plaza	3 min.
○ San Carlos/Glen Street	8	access to Café Trieste & boardwalk	15 min.
○ Turney Street	6	kayak rental & boat ramp	11 min.
○ Napa Street	17	S. Cruising Club & Dumphy Park	15 min.
○ Spring/Liberty Ship Way		Waterfrt Café & Scoonmkr Beach	15 – 18 min.
○ Harbor Way and	6	Taylor's Landing & Fish Restrtr.	8 min.
○ Ebbtide/Gate Five Road	4	access to houseboat community	9 min.
○ Another destination is the Ferry Plaza, at the end of the short El Portal			

* Source: Approximations from recent Aerial Photograph

** Source: Measurements from map drawn to the scale of 1"=400'

Nevada and Coloma Streets would serve as convenient links to the northern waterfront *if* they would not stop short at Bridgeway and Gate Five Road, respectively and *if* the corresponding sections of the waterfront would not be committed to maritime & industrial uses and storage facilities.

Steps Paths and Trails

Over the years through Sausalito's history, many stairs have been built to facilitate pedestrian access from hillside homes to downtown services, the railway station, the ferry terminal and the waterfront. Dorothy E. Gibson's illustrated book entitled Exploring Sausalito's Paths and Walkways offers historical background and detailed description of these stairs. The 2001 publication is out of print and is presently being updated.

The Greenway Concept

Marin County envisions a long, multi-purpose trail connecting communities between Cloverdale and the Sausalito Ferry Terminal. Dubbed the North South Greenway, the continuous bicycle and pedestrian trail would serve Sausalito from Gate Six Road and the Ferry Plaza. Marin County's Non-Motorized Transportation Program is prepared to fund planning for the Sausalito section of the Greenway to the tune of \$120,000. – An aerial image of the Greenway is featured in the Appendix to this report.

THE VISION (Goals and Priorities)

Purpose:

To create continuous Pedestrian / Bike Access to the Sausalito Waterfront and Downtown, improve such access from the hillside residential neighborhoods, as well as provide connectivity to other regional trails.

Goal / Priority #1:

Create an enjoyable, safe, scenic walk and leisurely bike path, from Main Street to the northern limits of Sausalito, as an alternative route to Bridgeway.

Goal / Priority #2

Create a Steps Lanes & Paths Program to improve non-vehicular access from uphill residential neighborhoods to the Waterfront.

Goal / Priority #3

Assure safe and convenient non-motorized regional links between Sausalito and adjacent recreational resources through connection to trails, and by providing inviting landings and trail access for small, non-motorized recreational watercraft: kayaks, canoes, dinghies, rowboats etc. on the waterfront.

Goal / Priority #4:

Update the City's General Plan and Bike Master Plan for non-motorized circulation within Sausalito to assure safe and enjoyable walking and biking routes between homes and destinations throughout the community.

Goal / Priority #5

Create inviting places (plazas, lookouts and other pedestrian / bike destinations) and public service amenities at key destinations along Sausalito's waterfront.

IMPLEMENTATION OBJECTIVES AND PROJECTS

Implementation Objective 1:	Proceed with implementation in reasonable Phases. (Proposed phases are listed in form of "projects", in priority sequence below).
Responsible Parties:	City of Sausalito Community Development Dept. Engineering Division & respective property owners &/or lease holders; DPW (repairs)
Projected Time Line:	Initiate first segment in 2007; proceed as City and other funds permit
Available & Required Resources:	Measure 'A' funding (A) CIP Program & Funds update. (A) Volunteer support (A) Professional services (R) Follow-up "Sponsorship Program" (R) Alternative Transportation Grant Funds. (R) Coastal Conservancy Grant \$ for public access. (R)

Legend: (A) Available resource, (R) Required resource

- Proposed Projects: Repair existing sidewalks and pedestrian paths in Sausalito.
- Create/improve a separate curbed, paved, landscaped walk/path between the Ferry Terminal and the waterfront boardwalk to the north (cca 850 lin. ft.)
- Install a separate waterfront walk/path between Johnson & Turney Streets, within the private parking lots (cca 400 lin. ft.)
- Build a separate ped/bike path between Litho and Napa Streets, along the inland side of Dunphy Park, using 15 feet of the 55-foot RR. ROW.
- Create a ped/bike path/trail between Liberty Ship Way & the Bay Model on the waterfront, adjacent to the "Parking lot".
- Improve the (inland) walking experience between Marinship Park and Harbor Drive. Provide sidewalks & landscaping on Marinship Drive.
- Implementation Objective 2: Facilitate safer and more enjoyable means of non-motorized access to community services and the waterfront, as well as provide alternative emergency routes for neighborhoods.
- Responsible Parties: City Council, City Engineering Division & DPW (for repairs).
- Projected Time Line: Achieve objective within a ten-year time frame.
- Available & Required Resources: Developer fees &/or grants. (R)
City CIP Program funding. (A)
Alternative Transportation Funds (Marin Co. Bike Coalition). (A)
Community volunteers to maintain the projects in their neighborhood (annual clean-up and repair day). (A)
Dorothy Gibson book- "Steps, Lanes and Paths", as well as her list of projects submitted to the City in March,2007. (A)
Continued public input in regard to specific public concerns and priorities. (R)
- Proposed Projects: Prepare a "Steps Lanes & Paths Program" that includes a City wide inventory, and a plan for building & repairs, and a strategy to preserve and maintain access easements to the steps and pathways in the hillsides.

Repair the existing steps and paths in the uphill neighborhoods (as referred to in the Dorothy Gibson list of projects).

Prepare a Location Map for proposed projects.

Install sidewalks on lower reach of main roads with direct access to the waterfront and downtown, where feasible. (If possible one side of the street only. include low level night lighting)

Implementation Objective 3: Facilitate convenient and ready access to trails of the GGNRA and Mill Valley and to and from Richardson Bay. Maintain Bridgeway for high speed bike users.

Responsible Parties: City DPW, City DP&R, GGNRA & BCDC

Projected Time Line: 12 months from completion of the Visioning process.

Available & Required Resources: Volunteer group supporting the cause. (A)
Transportation Authority of Marin. (A)
Create a Multi-agency Task Force / Advisory Committee to identify practical means of pursuing objectives. (R)
Alternative Transportation Grant funds. (R)
Hire Professional services (R)

Proposed Projects North/South Greenway -- Endorse the proposed North South regional bike path system from the Sausalito Ferry Terminal to Gate 6 Road promoted by the Marin County Bicycle Coalition, as an alternative route for families to use within the city.

City to use existing grant funding in place to define the alignment of the N/S Greenway. (Preserve the existing trees to the maximum extent feasible).

Create a signage program for "path courtesies rules"
Produce a pathways map, both on line (Chamber of Commerce) and in hard copy, for visitors and locals.

Improve access to GGNRA on Morning Sun Trail, Wolfback Ridge, and from Rodeo Road (either under or over the freeway).

Implementation Objective 4: Adopt a plan

Responsible Party: City Council

Projected Time Line: Complete process before 2008

Available & Required Resources: State Bicycle Lane Account Funding (A)
Transportation Authority of Marin (A)

Continued public input (A)
Staff assistance (A)
Staff time/budget (R)
Alternative Transportation Grant Funds (R)

Implementation Objective 5:

Equip waterfront places with basic "comforts" i.e. public toilets, drinking fountains, seating and bike racks. Consider permitting food and beverage vendors / establishments in appropriate places. Establish priorities on the basis of most popular "downhill" / waterfront destinations. Require non-motorized accommodations in commercial development / remodel projects, i.e. bike parking & storage facilities, on-site showers, etc.

Responsible Party:

City Council / City Engineering Division

Projected Time Line:

Pursue task in concert with follow-up on Spring 2007 Visioning process.

Available & Required Resources: Coastal Conservancy Grant funds for public access.
(R)

Update CIP program & funds. (R)

Hire Professional services (R)

Proposed Projects

Prepare an Inventory of existing facilities and services.

Create target project plans for creating landings, for improving public plazas or lookouts and amenities.

Create a "Sponsorship Program" to adopt places for continued upkeep by private businesses.

Create kiosk with way-finding information to key destinations.

THE NEXT STEPS

The visioning process completed, the group will present its findings and recommendations to Sausalito Residents and their elected officials. It is expected that those practical ideas contributed by groups that promise significant long-range benefits to the community will be further explored and will be refined for implementation.

Sausalito's next steps in moving forward with worthwhile projects for non-motorized transportation in the community might include:

- The City Council establish an official Non-Motorized Transportation Advisory Committee
- The Financial Advisory Committee identify logical, community-wide beneficial linkages among concepts put forward by the six visioning groups.

- The City staff evaluate merits of the group's recommendations for a phased implementation of a continuous waterfront pedestrian / bicycle trail, associated rest stops and landings with the necessary support facilities and revise its Capital Improvements Program, accordingly.
- The City formalize the Steps, Lanes Paths program and prepare documentation for the next round of funding expected in 2010.
- The City officially endorse the North-South Greenway concept and designate the Non-motorized Transportation Committee to support the professional team retained to prepare plans for Sausalito's share of the Greenway as a Pilot Program.

THANKS AND ACKNOWLEDGEMENTS

The following persons contributed to the work of the "Bicycle/Pedestrian Group:"

Mickey Allison	Carolyn Roskowski
Dierdre Callaway (Note taker)	Bea Seidler
Joy Dryden	Eric Stout
Chris Gallagher	Marcus Vivyan
Dorothy Gibson	Brad Weisert (Facilitator)
Adam Krivatsy	M.J. Westfaal
Maeve Metzger	

The group wishes to express its warm thanks for the courtesy of Sausalito's Departments of Planning and Public Works for maps and information re. the City's pertinent plans and its Capital Improvements Program as well as *Mr. Todd Teachout's* personal guidance re. structuring specific trail and path projects. Special thanks are due to *Messrs. Patrick Seidler* and *Marcus Vyvyan* of Transportation Alternatives for Marin for their active participation and advice re. formatting the groups' recommendations for competitive funding. Finally, the group wishes to express its appreciation for *Mr. Kevin Bryant's* inspired guidance through the past few months.

North – South Greenway Update Summer 2009



By David Hoffman and Deb Hubsmith,
Marin County Bicycle Coalition

When MCBC was founded back in 1998, one of our primary goals was to create the North-South Greenway—a nearly car-free bicycle transportation corridor 25 miles long, from the Marin County line on the Golden Gate Bridge through Novato. Now as MCBC enters its second decade, we can look back and see the fruits of our labors. Several significant portions of the North-South Greenway are being built now, and exciting new projects that will help to complete the Greenway have been funded or are being planned, and will be constructed in the near future.

1 – SMART Rail with Trail

Sonoma Marin Area Rail Transit (SMART) has been working since 1999 to plan, engineer and build passenger rail service along the former NWP right-of-way (ROW) for 71 miles from Larkspur Landing to Cloverdale, and the MCBC has been collaborating with SMART since its inception to ensure that a multi-use pathway parallel to the rail line would be included as part of SMART's plans.

Now that Measure Q, the ¼ cent transportation sales tax, was passed by the voters in November 2008 with 69.5 percent of the vote, this great new facility is on track to becoming a reality. MCBC will continue to work with SMART and local municipalities through the design and construction phases of the pathway, and for considerations such as bike storage on the trains, and bike parking and access at transit stations.

2 – Lincoln Hill Segment

This \$12 million pathway project, funded by Measure A, is under construction now and is scheduled to be open for use by the end of 2009. Once completed, it will connect downtown San Rafael with Terra Linda and include a break-away path to Linden Lane for community access, as well as a mini-tunnel at the top of the hill to allow riders and pedestrians to avoid the dangerous on-ramps and off-ramps on Lincoln Avenue. Linden Lane was recently opened, and new bike lanes will be striped very shortly on Los Ranchitos Road, which will be widened to accommodate this facility.

3 – Cal Park Hill Tunnel Rehabilitation

Some said it could never be done, but the Cal Park Hill tunnel is now open—literally. That is, the passage is open from end to end. Construction to open up the former and future railroad tunnel between San Rafael and Larkspur began in September 2008 with a celebratory ground-breaking ceremony attended by more than 200 people and hosted by the project sponsors, the County of Marin and SMART. When the facility is opened to the public late in 2009 or early in 2010, bicyclists and pedestrians will be able to travel between San Rafael and Larkspur about 25 minutes faster than before. The tunnel features a “tunnel-within-a-tunnel” that completely separates bicyclists and pedestrians from the SMART train, which will terminate just south of the tunnel at the Larkspur Station. Pathways are also being constructed on either side of the tunnel, to connect to Larkspur Landing in the south and to Andersen Drive in the north.

MCBC has been working for more than ten years to have this tunnel opened; it was one of our very first projects, and we're thrilled to see it coming along so nicely!

4 – Central Marin Ferry Connection Project

South of the Cal Park Hill Tunnel, the Central Marin Ferry Connection Project (CMFCP) will provide a much-needed crossing of East Sir Francis Drake Boulevard and Corte Madera Creek, linking up with the existing path at Wornum Drive.

Approximately \$10 million in construction funding for the CMFCP has already been designated from Regional Measure 2 (bridge tolls), and from highway mitigation funds. The Board of Supervisors allocated \$2 million from the Pilot Program for study and design of the CMFCP. The project will be segmented, with a Phase A crossing of East Sir Francis Drake to connect the Cal Park Hill Tunnel with the Larkspur Ferry Terminal. MCBC hopes that Phase A will open within 18 months of the completion of the Cal Park Hill Tunnel.

5 – Sandra Marker Trail

Bicyclists and pedestrians have a smooth ride along the North-South Greenway on the Sandra Marker Trail, which was paved during 2003 and 2004 and boasts a stunning view of Mount Tamalpais. After the Pilot Program award was announced in August 2005, a press conference was held on this pathway, providing a glimpse of what could be possible for the entire North-South Greenway corridor. The Sandra Marker Trail provides access to several nearby schools, including Redwood High School and Neil Cummins Elementary School.

6 – Alto Tunnel Rehabilitation

Now that the Cal Park Hill Tunnel is being opened, re-opening the Alto Tunnel doesn't seem like an impossible task. Currently, the Mill Valley-Corte Madera Gap Closure study, funded by the Board of Supervisors through the Pilot Program, is assessing the feasibility and costs for three pos-

sible routes: Alto Tunnel, Horse Hill, and Camino Alto. The MCBC has been working on the Alto Tunnel project for more than 10 years, and we are very pleased to see this new study moving forward. This fall, the County is scheduled to release a report on the feasibility of the three routes.

7 – Sausalito Bridgeway Bike Lanes and Pathway Construction

The popular bike lanes on Bridgeway opened to the public in the fall of 2003. Thanks to Pilot Program funds, a study will determine an alignment for the North-South Greenway multi-use pathway along the railroad right-of-way from Gate 6 Road to the Sausalito Ferry Terminal. In addition, Pilot Program funds are paying for a connection from Bridgeway to the Ferry Terminal.

8 – Road Improvements on Alexander Avenue and Increased Bike Parking in Sausalito

During the peak cycling season, some estimates indicate that as many as 1500 cyclists per day come across the Golden Gate Bridge on rental bikes to explore Sausalito and the rest of Marin County. MCBC is working with the City of Sausalito to improve sightlines and calm traffic on a particularly difficult section of Alexander Avenue just as it enters Sausalito.

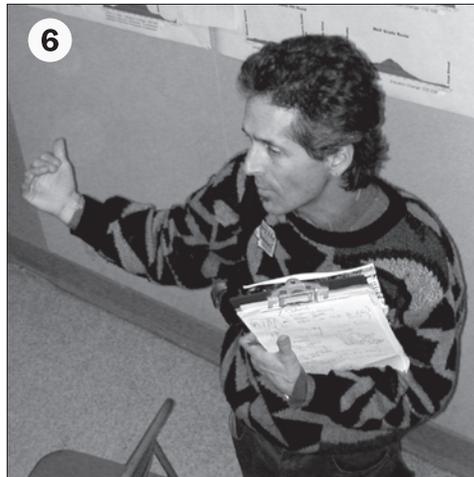
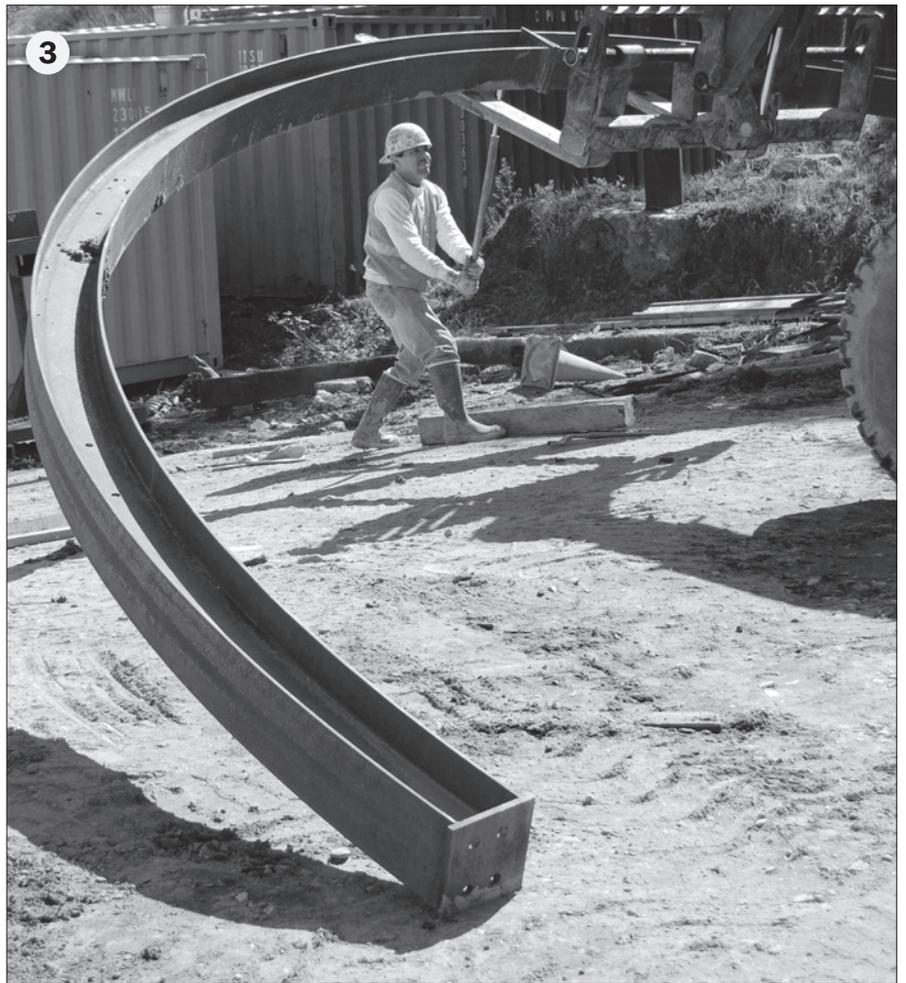
These same cyclists need places to park their bikes once they get in to Sausalito. Much to the City's dismay, the bike parking capacity in Sausalito has been woefully short. MCBC has worked with the City of Sausalito and the San Francisco-based bike rental companies to provide more than 420 new bike parking spaces. Early reports from our work with the City indicate that the newly increased parking capacity is helping to reduce congestion and provide a bike-friendly environment for these hundreds and hundreds of people who choose to spend their tax dollars in Marin County. Interestingly, Sausalito was the only jurisdiction in Marin that experienced an increase in sales tax revenue during 2008. The City credits bicycle tourism for some of that funding boost.

CONCLUSION

When completed, the North-South Greenway will provide an environmentally sound transportation route that will be a model for the nation for alternative transportation and the reduction of greenhouse gas emissions.

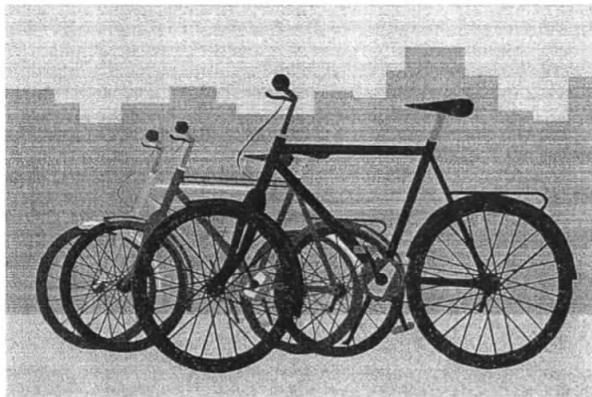
MCBC is working to maximize on every opportunity to work with our government partners to build the North-South Greenway as quickly as possible. We have come a long way, but there will be many more meetings, studies, and reports before this vision will be fully realized. Together, we have the opportunity to offer Marin County a transportation facility that will improve the environment, health, and livability of our community, while setting a new national standard.

If you are interested in helping with this long-term project, please contact Deb Hubsmith, MCBC Advocacy Director, at (415) 454-7430 or deb@marinbike.org.



MCBC, PO Box 1115, Fairfax, CA 94978 · 415-456-3469 · www.marinbike.org

Rental Bike Parking Pilot Plan Update. June 30, 2009





Rental Bike Parking Pilot Plan Update June 30, 2009

Changes and Analysis

- Area A. Kiosk/Ferry area added 1 bike rack. Total of 7.
- Area C. Bank of America area added 1 bike rack. Total of 7.
- Area D. Gabrielson Park bike racks reduced to 1
- Area A usage is heaviest. Area B is second.
- Area C is used mostly on weekends
- Signage is working along Bridgeway.

Noted Improvements

- Met parking needs during a heavy volume rental bike weekend. Last Saturday.
- Bike collision rate reduced from last year.
- Ferry delays reduced.
- Almost no riding on sidewalks.
- Very little parking in Yee Tok Chee Park on weekends practically none during the week.
- Reduced parking at street sign poles and parking meters.

Rental Bike Company Brochures



- Map of Sausalito Bike Parking Areas:
 - Zones A – D locations
- Obey Signage for Riding & Parking.
- Only Park in Bike Racks.
- No Store Front Parking.
- No Riding on Sidewalks.
- Ride on right side of roadway.
- Ride Single File.

Bike/Ferry Coordinator



- Art Williams, Self-employed
- Paid by the 5 partnering businesses
- 34 Hours Weekly
- Covering 7 Days During Peak Times
- Long list of coordination, scheduling, & public assistance duties for bike and ferry customers.



Rental Bike Parking Pilot Plan Update June 30, 2009