Appendix A: Property Data

This section includes property data for properties within the Project Study Area. The information was collected from a variety of sources including the Marin County assessor's record data, Marin County Community Planning, Marin Map, and the City of Sausalito. **Table A-1** details each parcel by APN and includes ownership, estimated value, land use and zoning designations, and area listed by both square feet and acreage. Each parcel number is referenced to the study segment number maps in

Figure A-1 to **Figure A-6**. For properties that are publicly owned, the assessor's record lists $0 for the property value.

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Table A-1 Project Area Property Data

Segment Number	Assessor Parcel No.	Ownership	Estimated Value	Land Use	Zoning	Land (Sq.Ft.)	Land (Acres)
1	065-034-10	SAUSALITO YACHT HARBOR INC	$688,024	Vacant	Commercial Waterfront	18,207	0.42
1	065-036-01	SAUSALITO YACHT HARBOR	$395,376	Commercial Recreation	Waterfront	95,832	2.20
1	065-036-02	SAUSALITO YACHT HARBOR	$48,675	Vacant	Waterfront	24,000	0.55
1	065-036-03	SAUSALITO YACHT HARBOR	$325,393	Commercial Recreation	Waterfront	95,832	2.20
1	065-037-01	SAUSALITO YACHT HARBOR	$325,343	Retail	Commercial Waterfront	7,492	0.17
1	065-037-03	SAUSALITO CITY OF	$0	Publicly Owned	Commercial Waterfront	4,200	0.10
1	065-037-05	HELENSLEA GROUP CORP	$2,140,513	General Commercial	Commercial Waterfront	8,712	0.20
1	065-037-06	JUNG FRIEDRICH TR & ETAL, JUNG MARGRET TR ETAL, JUNG THOMAS ETAL	$1,227,653	Retail	Commercial Waterfront	7,700	0.18
1	065-037-07	900 BRIDGEWAY LLC	$3,085,847	Mixed Use	Commercial Waterfront	10,000	0.23
1	065-041-01	SAUSALITO YACHT HARBOR	$52,551	Commercial Recreation	Waterfront	23,958	0.55
1	065-041-02	SAUSALITO YACHT HARBOR	$315,686	Commercial Recreation	Waterfront	95,832	2.20
1	065-041-03	SAUSALITO YACHT HARBOR	$48,675	Vacant	Waterfront	24,000	0.55
1	065-041-04	SAUSALITO YACHT HARBOR	$381,839	Commercial Recreation	Waterfront	82,764	1.90
1	065-041-05	MADDEN AND LEWIS	$100,753	Vacant	Waterfront	13,776	0.32
1	065-041-06	SAUSALITO YACHT HARBOR	$132,596	Vacant	Waterfront	16,673	0.38
1	065-042-01	SAUSALITO CITY OF	$0	Publicly Owned	Commercial Waterfront	2,700	0.06
1	065-042-02	SAUSALITO CITY OF	$0	Publicly Owned	Commercial Waterfront	14,184	0.33
1	065-042-03	SAUSALITO CITY OF	$0	Publicly Owned	Public Institutional	5,100	0.12
1	065-042-05	SAUSALITO CITY OF	$0	Publicly Owned	Public Institutional	14,160	0.33
1	065-042-06	SAUSALITO CITY OF	$0	Publicly Owned	Public Institutional	14,000	0.32
1	065-073-01	SAUSALITO CITY OF	$0	Publicly Owned	Public Institutional	7,440	0.17
1	065-073-02	SAUSALITO CITY OF	$0	Publicly Owned	Public Institutional	26,920	0.62
1	065-073-04	BANK OF AMERICA N T & S A #178	$2,855,932	General Commercial	Waterfront	4,800	0.11
1	065-073-03	SAUSALITO CITY OF	$0	Publicly Owned	Public Institutional	88,890	2.04
2	064-087-07	HOULAND LTD	$1,010,214	Privately Owned Non-taxable	Commercial Waterfront	22,253	0.51
2	064-087-08	SAUSALITO CITY	$0	Publicly Owned	Commercial Waterfront	11,134	0.26
2	065-032-03	300 TURNEY STREET PROPERTIES	$140,767	Vacant	Commercial Waterfront	13,920	0.32
2	065-034-09	RESTAURANT INVESTORS INCOME FUND V	$281,535	Vacant	Commercial Waterfront	15,080	0.35
3	064-082-01	GALILEE HARBOR COMMUNITY ASSOC	$2,748,804	General Commercial	Waterfront	40,020	0.92
3	064-082-02	POWELL ST JOINT VENTURE	$3,478,617	Industrial	Industrial	46,575	1.07
3	064-084-01	SAUSALITO CITY OF	$0	Publicly Owned	Public Parks	34,000	0.78
3	064-084-02	SAUSALITO CITY OF	$0	Publicly Owned	Public Parks	36,000	0.83
3	064-084-08	SAUSALITO CITY OF	$0	Publicly Owned	Commercial Waterfront	32,446	0.74
4	063-090-06	MARTERIE ANTHONY J & MARTERIE ROXANNE	$6,916,182	General Commercial	Industrial	167,730	3.85
4	063-090-07	PSH LLC	$13,218,645	Industrial	Industrial	156,710	3.60
4	063-100-01	BURKELL DENNIS M TR	$197,982	Industrial	Industrial	20,700	0.48
4	063-100-11	UNITED STATES OF AMERICA	$0	Publicly Owned	Public Institutional - Waterfront - Marinship Overlay District	626,828	14.39
5	063-100-10	SAUSALITO CITY OF	$0	Exempt	Open Space	21,099	0.48
5	063-110-01	MMB FIRST MORTGAGE FUND, MMB FIRST MORTGAGE FUND-II	$2,504,100	Industrial	Industrial	38,220	0.88
5	063-110-09	SWA GROUP	$4,122,994	Industrial	Industrial	46,173	1.06
5	063-110-12	GIRAUDO JOSEPH J & ETAL, GIRAUDO BEVERLY J ETAL	$1,323,552	Commercial	Industrial	12,333	0.28
5	063-110-14	SAUSALITO CITY OF	$0	Exempt	Public Institutional	345,430	7.93
5	063-110-27	MCSSM LLC	$20,604,156	Office	industrial - Waterfront - Marinship Overlay District	295,772	6.79

Segment Number	Assessor Parcel No.	Ownership	Estimated Value	Land Use	Zoning	Land (Sq.Ft.)	Land (Acres)
5	063-110-28	BUCKWHEAT LLC	$1,406,073	Commercial Recreation	Waterfront	102,801	2.36
5	063-110-31	SARENA LLC	$343,000	Vacant	Industrial	82,133	1.89
5	063-120-01	CLAYTON RICHARD N TR ETAL , GERHARDT ROGER C TR ETAL, ANDERSON DOROTHY C TR ETAL	$1,839,680	Industrial	Industrial	76,163	1.75
5	063-120-02	LEMON FAMILY LLC	$6,225,000	Industrial	industrial - Waterfront - Marinship Overlay District	566,280	13.00
5	063-130-01	ABBASSI MICHAEL E TR, ABBASSI KATHRYN I TR	$3,947,340	Office	Industrial	29,036	0.67
5	063-140-15	CA-0NE & THREE HARBOR DRIVE OFFICE LTD PARTNERSHIP	$37,884,840	Office	Industrial	273,992	6.29
6	052-304-07	MARIN COUNTY	$0	Publicly Owned Non-Taxable	Floating Home Marinas Commercial Planned	15,624	0.36
6	052-304-10	STECKLER-PACIFIC CO INC	$816,292	Office	Commercial Planned	12,900	0.30
6	052-304-12	MARIN COUNTY STECKLER-PACIFIC CO INC L/L	$0	Publicly Owned Non-Taxable	Bay Front Conservation Marinas Floating Home Marinas	95,696	2.20
6	052-304-13	STECKLER DOROTHY J ETAL, ESTATE OF GEORGE KAPPAS ETAL, STECKLER-PACIFIC CO INC L/L	$1,345,388	Office	Commercial Planned	15600	0.36
6	052-304-20	ECUMENICAL ASSN OF HOUSING	$64,955	Privately Owned Non-taxable	Floating Home Marinas	11,715	0.27
6	052-304-21	MARIN COUNTY	$0	Privately Owned Non-taxable	Floating Home Marinas	2,551	0.06
6	052-332-08	ECUMENICAL ASSN OF HOUSING	$0	Publicly Owned Non-Taxable	Floating Home Marinas	18,000	0.41
6	052-332-09	ECUMENICAL ASSN OF HOUSING	$0	Publicly Owned Non-Taxable	Floating Home Marinas	9,000	0.21
6	052-332-10	ECUMENICAL ASSN OF HOUSING	$9,506	Publicly Owned Non-Taxable	Bay Front Conservation Floating Home Marinas	9,000	0.21
6	063-140-18	SUN TEH C TR & SUN TEH S TR	$828,548	Retail	Industrial	17,100	0.39
6	063-140-20	WESTCORE MARIN LLC	$655,000	Office	Industrial	10,647	0.24
6	063-140-21	WESTCORE MARIN LLC	$5,192,000	Industrial	Industrial	36,566	0.84
6	063-152-01	WINBLAD ASSOCIATES LP	$1,775,607	Industrial	Industrial	100,188	2.30
6	063-152-02	WINBLAD ASSOCIATES LP	$436,914	Industrial	Industrial	46,391	1.06
6	063-162-01	4000 BRIDGEWAY LLC	$4,287,248	Industrial	Industrial	44,431	1.02
6	063-162-04	LAM JON, MARTIN GREGORY	$2,191,900	Office	Industrial	14,327	0.33
6	063-162-10	BRUCIA FRANCES M /TR/	$6,184,165	Office	Industrial	56,239	1.29
6	063-162-12	4000 BRIDGEWAY LLC	$1,735,062	Office	Industrial	17,940	0.41

Figure A-1 Parcel Boundaries: Segment 1 Ferry Terminal to Johnson Street

Figure A-2 Parcel Boundaries: Segment 2 Johnson Street to Locust Street

Figure A-3 Parcel Boundaries: Segment 3 Locust Street to Napa Street

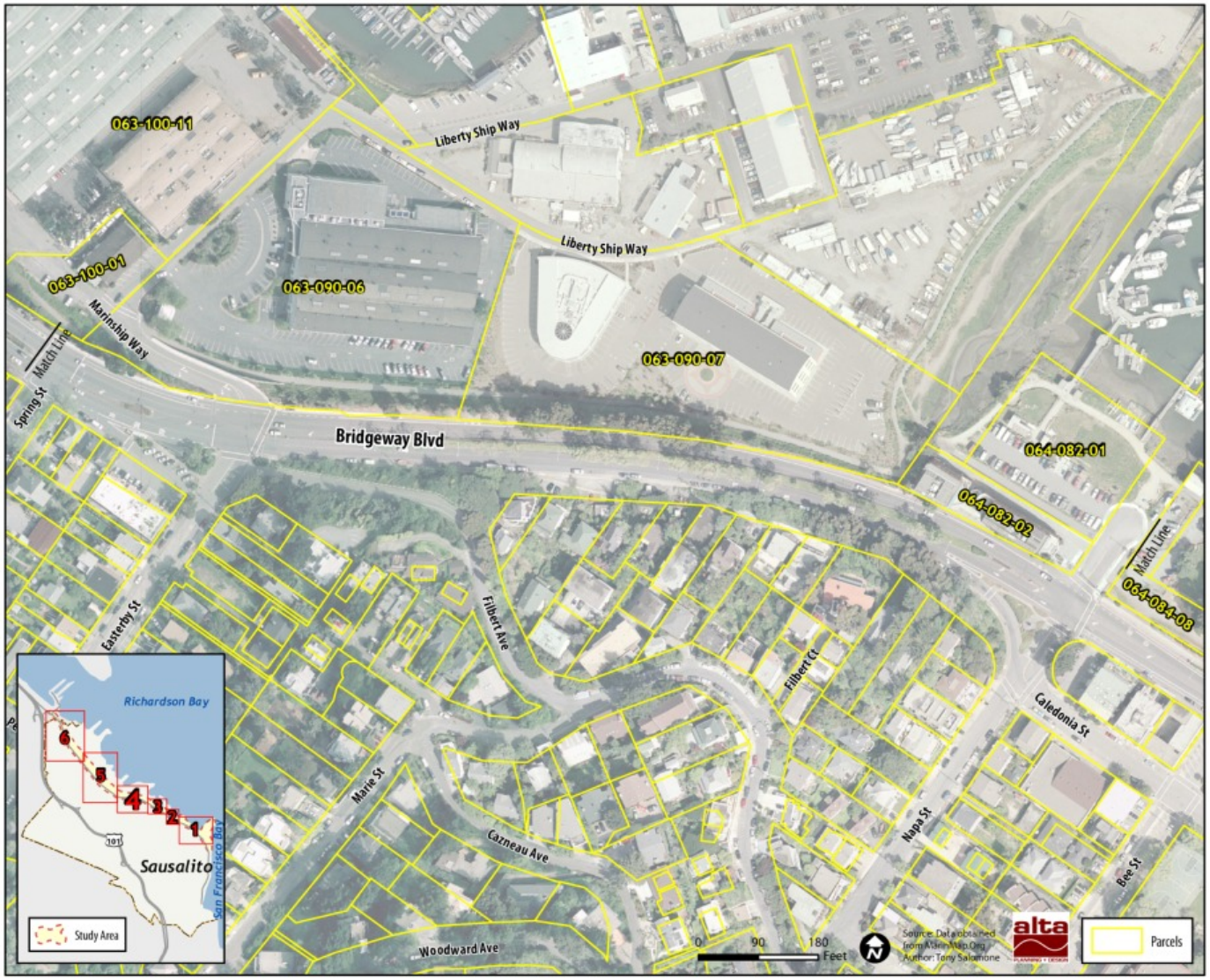

Figure A-4 Parcel Boundaries: Segment 4 Napa Street to Liberty Ship Way

Figure A-5 Parcel Boundaries: Segment 5 Liberty Ship Way to Harbor Drive

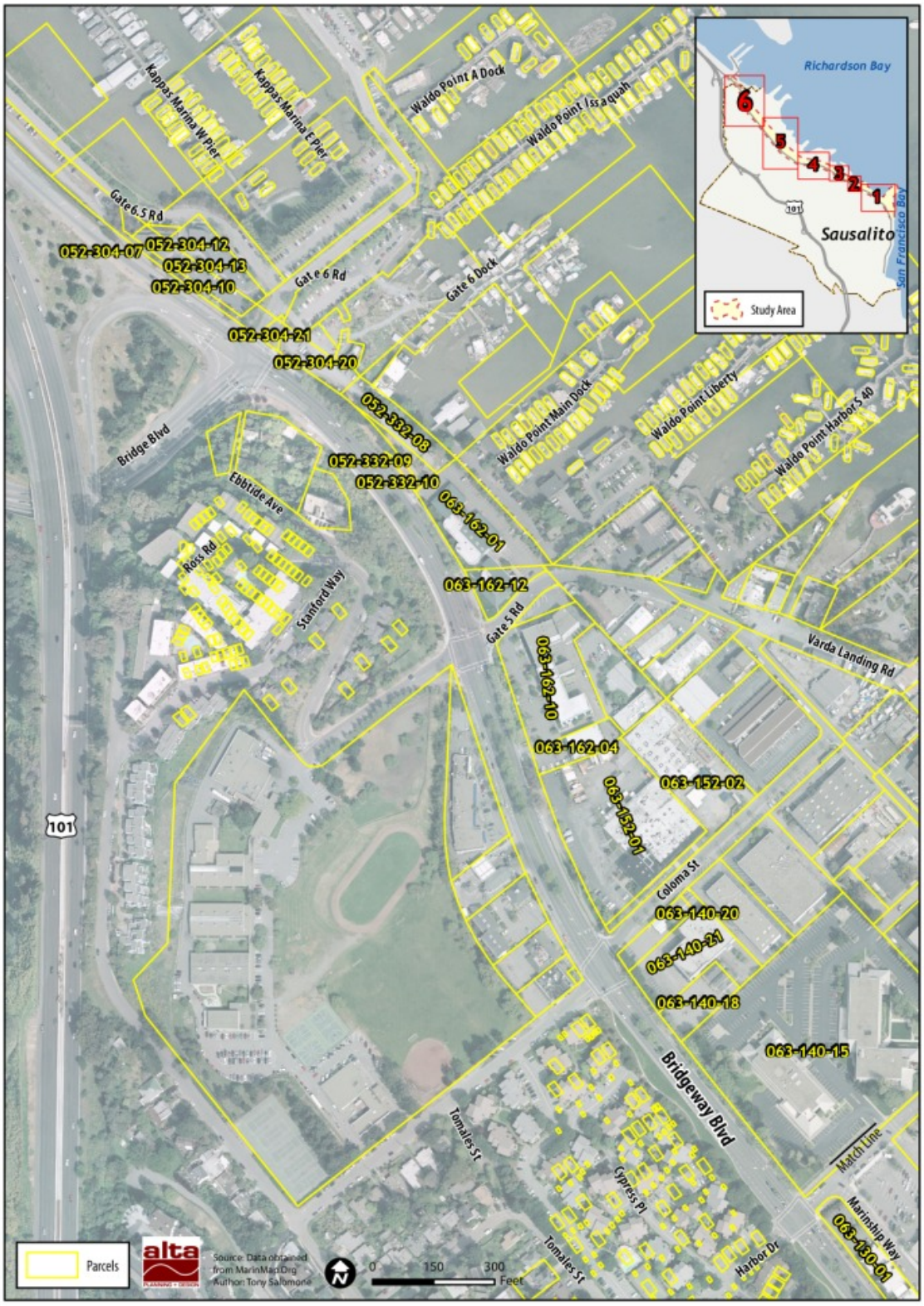

Figure A-6 Parcel Boundaries: Segment 6 Harbor Drive to Gate 6 Road

Appendix B: Cost Estimates

Appendix B includes detailed cost estimates for the project segments.

Improvement	Item	Unit	Unit Cost
Landscaping	Landscaping and irrigation[1]	sf	$5
Pedestrian-scale lighting	Lighting[2]	ea	$4,000
Other amenities	Bench	ea	$3,000
	Trash/recycling receptacle	ea	$2,000

[1] The landscaping and irrigation unit cost estimate includes the elements provided in the table below.

[2] The lighting unit cost estimate includes site electrical point of connection (POC), site conduit and conductors and pull boxes.

Improvement	Item	Unit	Unit Cost
Landscaping and irrigation elements	Landscaping and irrigation	sf	$5
	Trees (24" box)	ea	$300
	Shrubs (5 gallon)	ea	$25
	Shrubs (1 gallon)	ea	$15
	Turf from sod	sf	$0.50
	Meter/Point of Connection (POC)	ea	$5,000-$10,000
	Controller	ea	$7,500
	Backflow preventer	ea	$3,500
	Spray irrigation system	sf	$1
	Tree bubblers (2 per tree)	ea	$25

Segment 1, Ferry Terminal to Johnson St.

29-Sep-10

No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
1	Mobilization and Traffic Control	1	LS	$105,900	$105,900
2	Clearing and Grubbing, Tree Removal	1	LS	$20,000	$20,000
3	SWPPP & Erosion Control	1	LS	$7,500	$7,500
4	Drainage (Johnson St)	1	LS	$2,500	$2,500
5	Remove Concrete, AC & other surfacing	34,084	SF	$4	$136,336
6	Utility Relocation/Allocation	1	LS	$15,000	$15,000
7	Remove Traffic Striping and Marking	1	LS	$5,000	$5,000
8	Reset Parking Bumpers, Meters & Signs	1	LS	$7,500	$7,500
9	Earthwork	150	CY	$30	$4,500
10	Excavation (Johnson St)	528	SF	$20	$10,560
11	Import Fill	550	CY	$40	$22,000
12	Raised Crosswalk (Johnson St)	528	SF	$40	$21,120
13	Rock Slope Protection	120	CY	$100	$12,000
14	Reinforcing Fabric	270	SY	$2	$540
15	Retaining Wall	1,920	SF	$75	$144,000
16	Wall Foundation	320	LF	$150	$48,000
17	Rail/Fence	520	LF	$40	$20,800
18	Bike Path	20,348	SF	$8	$162,784
19	ADA Ramp	7	EA	$1,000	$7,000
20	Curb and Gutter and AC Conforms	1,870	LF	$50	$93,500
21	Concrete Islands & Curb	6	EA	$2,500	$15,000
22	Minor Concrete (Sidewalk, Ramp)	2,614	SF	$10	$26,140
23	Storm Drain Inlet (New & Modified)	8	EA	$4,000	$32,000
24	Slurry Seal Parking Lot Pavement	89,391	SF	$1	$89,391
25	Pavement Stripes	8,390	LF	$1	$8,390
26	Pavement Markings (Parking Lots)	1,201	SF	$3	$3,603
27	Pavement Markings (Johnson St)	1	LS	$1,000	$1,000
28	Path & Roadside Signs	1	LS	$5,000	$5,000
29	Wayfinding Signs	10	EA	$500	$5,000
30	Planter Island	300	SF	$8	$2,400
31	Unsuitable Material	19	CY	$300	$5,700
32	Landscaping, Irrigation	8,186	SF	$5	$40,930
33	Lighting	21	EA	$4,000	$84,000
		Subtotal Construction Cost			$1,165,094
		Contingency (20%)			$233,019
		Design, Permitting (15%)*			$218,234
		Total Construction Cost			$1,616,300
34	ROW Acquisition	2,819	SF	$150 - $200	$422,850 - $563,800
		Total Parking Lot 2 Cost			$2,039,200 - $2,180,100

* Lots 3 and 4 have a 20% design and permitting cost due to the permitting requirements associated with implementing fill in San Francisco Bay.

Segment 2, Johnson St. to Locust St.

29-Sep-10

No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
1	Mobilization and Traffic Control	1	LS	$25,500	$25,500
2	Clearing and Grubbing, Tree Removal	1	LS	$5,000	$5,000
3	SWPPP & Erosion Control	1	LS	$3,000	$3,000
4	Remove Concrete, AC & other surfacing	15,065	SF	$4	$60,260
5	Utility Relocation/Allocation	1	LS	$10,000	$10,000
6	Remove Traffic Striping and Marking	1	LS	$750	$750
7	Reset Parking Bumpers, Meters & Signs	1	LS	$2,500	$2,500
8	Bike Path	5,862	SF	$8	$46,896
9	ADA Ramp	6	EA	$1,000	$6,000
10	Curb and Gutter and AC Conforms	165	LF	$50	$8,250
11	Minor Concrete (Sidewalk, Ramp)	4,965	SF	$10	$49,650
12	Pavement Stripes	678	LF	$1	$678
13	Pavement Markings	1,324	SF	$3	$3,972
14	Path & Roadside Signs	1	LS	$1,500	$1,500
15	Wayfinding Signs	2	EA	$500	$1,000
16	Unsuitable Material	8	CY	$300	$2,400
17	Landscaping, Irrigation	3,413	SF	$5	$17,065
18	Lighting	9	EA	$4,000	$36,000
		Subtotal			$280,421
		Contingency (20%)			$56,084
		Design, Permitting (15%)			$42,063
		Total Cost			$378,600

Segment 3, Locust St. to Napa St.

29-Sep-10

No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
1	Mobilization and Traffic Control	1	LS	$28,100	$28,100
2	Clearing and Grubbing, Tree Removal	1	LS	$5,000	$5,000
3	SWPPP & Erosion Control	1	LS	$3,000	$3,000
4	Remove Concrete, AC & other surfacing	16,805	SF	$4	$67,220
5	Utility Relocation/Allocation	1	LS	$5,000	$5,000
6	Reset Parking Bumpers, Meters & Signs	1	LS	$2,500	$2,500
7	Bike Path	7,569	SF	$8	$60,552
8	ADA Ramp	2	EA	$1,000	$2,000
9	Curb and Gutter and AC Conforms	47	LF	$50	$2,350
10	Minor Concrete (Sidewalk, Ramp)	5,427	SF	$10	$54,270
11	Pavement Stripes	841	LF	$1	$841
12	Pavement Markings	1,217	SF	$3	$3,651
13	Path & Roadside Signs	1	LS	$1,500	$1,500
14	Wayfinding Signs	1	EA	$500	$500
15	Unsuitable Material	9	CY	$300	$2,700
16	Landscaping, Irrigation	3,574	SF	$5	$17,870
17	Lighting	13	EA	$4,000	$52,000
		Subtotal			$309,054
		Contingency (20%)			$61,811
		Design, Permitting (15%)			$46,358
		Total Construction Cost			$417,200

Segment 4, Napa St. to Liberty Ship Way

29-Sep-10

No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
1	Mobilization and Traffic Control	1	LS	$2,400	$2,400
2	Clearing and Grubbing, Tree Removal	1	LS	$500	$500
3	SWPPP & Erosion Control	1	LS	$500	$500
4	Remove Concrete, AC & other surfacing	850	SF	$4	$3,400
5	Bike Path	850	SF	$8	$6,800
6	Pavement Stripes	85	LF	$1	$85
7	Pavement Markings	1	LS	$1,000	$1,000
8	Pavement Markings (Bridgeway)	48	SF	$3	$144
9	Path & Roadside Signs	1	LS	$500	$500
10	Wayfinding Signs	4	EA	$500	$2,000
11	Landscaping, Irrigation	255	SF	$5	$1,275
12	Lighting	2	EA	$4,000	$8,000
		Subtotal Construction Cost			$26,604
		Contingency (20%)			$5,321
		Design, Permitting (15%)			$3,991
		Total Construction Cost			$35,900
13	ROW Acquisition	745	SF	$150 - $200	$111,750 - $149,000
		Total Napa St. to Liberty Ship Wy. Cost			$147,700-$184,900

Segment 5, Napa St. to Liberty Ship Way to Harbor Drive

29-Sep-10

No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
1	Mobilization and Traffic Control	1	LS	$124,700	$124,700
2	Clearing and Grubbing, Tree Removal	1	LS	$10,000	$10,000
3	SWPPP & Erosion Control	1	LS	$10,000	$10,000
4	Remove Concrete, AC & other surfacing	44,377	SF	$4	$177,508
5	Utility Relocation/Allocation	1	LS	$5,000	$5,000
6	Remove Traffic Striping and Marking	1	LS	$1,000	$1,000
7	Earthwork	100	CY	$30	$3,000
8	Import Fill	450	CY	$40	$18,000
9	Bike Path	23,482	SF	$8	$187,856
10	ADA Ramp	24	EA	$1,000	$24,000
11	Curb and Gutter and AC Conforms	1,503	LF	$50	$75,150
12	Concrete Islands & Curb	1	EA	$2,500	$2,500
13	Minor Concrete (Sidewalk, Ramp)	9,862	SF	$10	$98,620
14	Retaining Structure	5,401	SF	$75	$405,075
15	Railing/Fence	420	LF	$40	$16,800
16	Pavement Stripes	2,306	LF	$1	$2,306
17	Pavement Markings	4,705	SF	$3	$14,115
18	Path & Roadside Signs	1	LS	$2,500	$2,500
19	Wayfinding Signs	2	EA	$500	$1,000
20	Drainage Modification	1	LS	$3,000	$3,000
21	Unsuitable Material	24	CY	$300	$7,200
22	Landscaping, Irrigation	5,348	SF	$5	$26,740
23	Lighting	39	EA	$4,000	$156,000
		Subtotal Construction Cost			$1,372,070
		Contingency (20%)			$274,414
		Design, Permitting (15%)			$205,811
		Total Construction Cost			$1,852,300
24	ROW Acquisition	30,569	SF	$150 - $200	$2,415,300 - $3,220,400
		Total Liberty Ship Wy. To Testa St.			$6,437,700 - $7,966,100

Segment 6, Harbor Drive to Gate 6 Road

29-Sep-10

No.	Item Description	Estimated Quantity	Unit of Measure	Unit Cost	Item Total
1	Mobilization and Traffic Control	1	LS	$84,900	$84,900
2	Clearing and Grubbing, Tree Removal	1	LS	$50,000	$50,000
3	SWPPP & Erosion Control	1	LS	$5,000	$5,000
4	Remove Concrete, AC & other surfacing	41,786	SF	$4	$167,144
5	Utility Relocation/Allocation	1	LS	$10,000	$10,000
6	Remove Traffic Striping and Marking	1	LS	$1,500	$1,500
7	Bike Path	18,093	SF	$8	$144,744
8	ADA Ramp	11	EA	$1,000	$11,000
9	Curb and Gutter and AC Conforms	338	LF	$50	$16,900
10	Concrete Islands & Curb	1	EA	$2,500	$2,500
11	Minor Concrete (Sidewalk, Ramp)	18,274	SF	$10	$182,740
12	Pavement Stripes	3,079	LF	$1	$3,079
13	Pavement Markings	2,343	SF	$3	$7,029
14	Signal Modifications	1	LS	$60,000	$60,000
15	Path & Roadside Signs	1	LS	$3,500	$3,500
16	Wayfinding Signs	3	EA	$500	$1,500
17	Unsuitable Material	23	CY	$300	$6,900
18	Landscaping, Irrigation	8,729	SF	$5	$43,645
19	Lighting	33	EA	$4,000	$132,000
		Subtotal Construction Cost			$934,081
		Contingency (20%)			$186,816
		Design, Permitting (15%)			$140,112
		Total Construction Cost			$1,261,000

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Appendix C: Path Maintenance

C.1. Routine Path Maintenance

Effective path maintenance is critical to the overall success and safety of the Ferry Terminal to Gate 6 Path. Maintenance activities typically include pavement stabilization, landscape maintenance, facility upkeep, sign replacement, litter removal and painting. A successful maintenance program requires continuity and often involves a high level of citizen participation. Routine maintenance on a year-round basis will not only improve path safety, but will also prolong the life of the path. The benefits of a good maintenance program are far-reaching and may include:

- A high standard of maintenance is an effective advertisement to promote the path as a local and regional recreational resource.
- Good maintenance can be an effective deterrent to vandalism, litter and encroachments.
- A regular maintenance routine is necessary to preserve positive public relations between the adjacent land owners.
- Good maintenance can make enforcement of regulations on the path more efficient. Local clubs and interest groups will take pride in "their" path and will be more apt to assist in protection of the path.
- A proactive maintenance policy will help improve safety along the path.

Ongoing path maintenance likely includes some, if not all, of the following activities: vegetation management, surface repair and sweeping, removal of litter and dumped materials, signage repair and debris removal after storm events.

C.1.1. Vegetation Management

In general, visibility between pathside trees and landscaping buffers should be maintained to avoid creating a feeling of enclosure. This will also give path users clear views of their surroundings, enhancing the aesthetic experience. Selection and placement of trees should minimize vegetative litter on the path as well as root uplifting of pavement. Vertical clearance along the path should be periodically checked, and any overhanging branches should be pruned to a minimum vertical clearance of eight feet.

Tree roots on the existing Bridgeway sidepath are pushing up the asphalt path

Measures should be taken to protect the path, including mowing as needed along the path to prevent invasion of plants into the pavement and shoulder areas. The recommended time of year for mowing is fall and/or spring. Wherever possible, vegetation control should be accomplished by mechanical means or hand labor. Some species may require spot application of state-approved herbicide.

C.1.2. Surface Repair and Sweeping

The path surface should be kept free of debris, especially broken glass and other sharp objects, loose gravel, leaves and stray branches. Path surfaces should be swept monthly or as needed. Soft shoulders should be well maintained to maximize usability. Cracks, ruts and water damage will need repair periodically. Where drainage problems exist along the path, ditches and drainage structures will need to be kept clear of debris to maintain positive drainage flow.

C.1.3. Removal of Litter and Dumped Materials

Staff or volunteers should remove litter along the path. Litter receptacles should be placed at primary access points such as at the major intersections. Neighborhood volunteers, friends groups, alternative community service crews and inmate labor should be considered in addition to maintenance staff.

C.1.4. Signage Repair

Signs should be replaced along the path on an as-needed basis.

C.1.5. Removal of Debris after Storm Events

Portions of the path may be subjected to periodic flooding. When flood waters recede, deposits of debris such as tree branches, leaves, mud and trash may remain on the path. Debris accumulated on the path surface should be removed after each recession of water.

C.1.6. Routine Trail Maintenance Frequencies

Table C-1 summarizes the maintenance recommendations. Typical maintenance vehicles for the path will likely be light pick-up trucks. A mechanical sweeper is recommended to keep the path clear of loose gravel and other debris. Care should be taken when operating heavier equipment on the path to warn path users and to avoid breaking the edge of the path surface.

Table C-1 Routine Trail Maintenance Frequencies

Item	Suggested Frequency
Lighting replacement/repair	As needed
Remove fallen trees	As needed
Water plants	As needed
Bollard replacement	As needed
Sign replacement/repair	As needed
Trash disposal	As needed, twice a week
Graffiti removal	Weekly/or as reported
Weed control	Monthly
Pavement sweeping	Monthly
Planted Tree, Shrub, trimming/fertilization	6 months - 1 year
Debris removal	Bi-annually or as needed
Clean drainage system	Annual
Maintain irrigation lines/replace sprinklers	1 year
Pavement marking replacement	1-3 years
Pruning to maintain vertical clearance	1-4 years
Pavement sealing/potholes	5-8 years
* Additional maintenance may be required.	

C.2. Long-Term Trail Maintenance

Based on observations and analysis of similar existing concrete paths, the pavement surfacing will need an extensive replacement and renovation approximately every 50 years. However, this replacement could be mitigated and the expense reduced with the routine maintenance measures described above.

Deferred maintenance projects traditionally become capital projects. These are usually eligible projects for grant funding. State and federal grant funding agencies tend not to pay for such preventative maintenance activities such as saw cutting small sections and patching with a molded slab of concrete but these same agencies will pay for reconstruction of the pathway or road when it becomes unusable.

The cost of extending the life of concrete by crack repair and patching are relatively small compared with reconstruction.

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Appendix D: Response to Public Comment on the Draft Feasibility Study

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Memorandum

Date: January 7, 2011
To: Todd Teachout, City Engineer
City of Sausalito Department of Public Works
From: Ian Moore
Re: Response to Public Comment on the Draft Feasibility Study

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This memorandum provides a summary of comments on the Draft Feasibility Study and presents Alta's proposed response to each comment for review and approval by City of Sausalito staff.

The table below presents a summary of the key comments presented in all of the correspondence received in response to the Draft Study. Each key comment is numbered, for reference. The entirety of each comment letter or email is included in this memo, following the summary table. Each of the key issues identified in the comment correspondence is identified according to the same numbering as presented in the summary table.

#	Comment Source	Comment	Alta Response
1	Adam Krivatsky, Nov. 19, 2010	Johnson Street (See Michael Rex letter); the pathway should be presented as a Class I on the north side, not as a shared use lane configuration	Alta will provide an alternative discussion and cross section presenting the proposed Johnson Street configuration
2		Project Phasing should not be based on "path of least resistance" but rather on greatest benefit to the community.	This feasibility study was prepared based on the assumption that the entirety of the path should be developed, thus it makes sense to develop as opportunity allows. Alta does not possess any data or analysis demonstrating which segment provides the "greatest public benefit."

#	Comment Source	Comment	Alta Response
3		Project Phasing should be developed as a hybrid of "path of least resistance" and "greatest public benefit."	Consultants are not able to develop an alternative phasing strategy. City of Sausalito staff and elected officials have the discretion to implement in an alternative sequence. For the City of Sausalito, agencies with the available money control the priorities, MTC, TAM and County of Marin are looking for transportation benefit and safety improvements, and have already made money available for Gate 6 (Phase 1). Typical federal and state grants are from $250k to $1.5 million for transportation focused projects that need to address key transportation links, access to transit, and access to major employers. Recreational trail funding opportunities are limited in current federal and state budget climate.
4	Peter Van Meter, Dec. 1, 2010	Shoreline trail is not included in the analysis	As discussed throughout the course of the project, City Council directed staff and consultants to focus analysis on the historic railroad right of way and Bridgeway.
5		Recommended construction standards (Caltrans Class I, and related) are not appropriate to Sausalito	City staff and consultants developed a project reasonably consistent with Caltrans Chapter 1000 (California Highway Design Manual) standards. This is a standard industry approach in order to provide for pathway user safety and to provide access to funding. When necessary and appropriate, the project sponsor and designer can use transportation funding on a project that does not meet these standards, assuming an effort has been made to comply and justification and acceptance of design exceptions is provided to Caltrans. Advocates on a national level are encouraging greater flexibility in the U.S. for design standards through revisions to AASHTO and Caltrans Chapter 1000.

#	Comment Source	Comment	Alta Response
6		Cost of proposed project is infeasible	Multi-use pathway project costs in complex, built-out urban environments often cost in the millions of dollars per mile. This is a long-term project that is potentially eligible for major transportation grants, similar to other major cost infrastructure improvements made along the North-South Greenway such as various tunnel and bridge projects.
7		Alternative phasing recommended, including interim spot improvements followed by gap closure	Consultants are not able to develop an alternative phasing strategy at this stage in the project. City of Sausalito staff and elected officials have the discretion to implement in an alternative sequence. The general sequence recommended is sensible for a smaller scale project to be undertaken by City of Sausalito.
8		Include and address relevant background studies completed by City of Sausalito	Alta will revise the background planning discussion to include reference to WAM, TRAC, HDAC, Vision Survey and other referenced documents. The WAM, HDAC and Vision Survey were previously included in Chapter. The final plan includes additional discussion of the TRAC report.
9		Land acquisition as presented is not feasible	Land acquisition can be accomplished in a variety of ways all of which require potentially long-term negotiations. Staff has specifically directed consultants to document as best as possible a "plan line" for all affected private parcels in order to demonstrate clearly future dedications, easements, acquisitions or other property strategies that might be used to obtain the required right of way for the project.
10		Recommend reissuing the study without Council restriction on scope of analysis	It is not possible to redo the study under different scope and direction at this stage.
11		Use design criteria that are appropriate to City of Sausalito	See response to Comment 5, above. There is some latitude in application of Caltrans standards. In order to develop the project under substantially different design criteria or guidance, it would be necessary to assume a source of funding other than regional/state/federal transportation monies.
12		Identify and recommend short term feasible projects	The feasibility study does identify several short term projects, several of which can be pursued in the next five years.

#	Comment Source	Comment	Alta Response
13	Dan Hughes, DVC Group, Dec. 13, 2010	Proposed pathway should not encroach on proposed leased parking area to be developed by WPH/EAH.	This segment will need to be further refined and developed through the entitlements process with the County of Marin and City of Sausalito, as required.
14	Michael Rex, Architect, Dec. 14. 2010	Lot 2 Alignment, Humboldt Avenue this study needs to reflect that connectivity can be provided without encroachment on the Madden property.	Staff directed Alta to place a "plan line" on the Madden property indicated this need. Staff has moved forward with the RHAA design for the Ferry Landing area improvements. This area will require further negotiation. Staff will solicit direction from Council regarding how to best proceed in this area.
15		Lots 3 and 4, use of Marin County parking standards is appropriate and should be pursued.	This section will not be modified.
16		Consultant team should provide an alternative Johnson Street design.	Alta will provide an alternative discussion and cross section presenting the proposed Johnson Street configuration [See response to comment 1]
17		Dunphy Park area cross section should relocate the N/S Greenway to the east side of a proposed parking area to be located adjacent Bridgeway, consistent with the original rationale for City acquisition of this property.	Alta will provide a narrative discussion presenting that this design alternative is desirable, pending further planning and community agreement for use of Dunphy Park.
18		Mono Street discussion should address pedestrian connection to the Shoreline Trail and address the need for a public shoreline plaza at this area.	Consultant team will address the need to provide Shoreline Path connection at this location in the report narrative. Consultant team will not provide a detailed design for this area.
19		Marinship segment should address pedestrian connections in more detail and provide alternative path routing along Marinship to Harbor so as not to impact SWA and adjacent property owners.	Alta will provide narrative discussion of alternative routing and advantages and disadvantages. Any solution to providing a pathway through this area will have trade-offs.
20		A traffic study should be conducted at Gate 6 Road/Bridgeway.	This is expected to be addressed by City of Sausalito/Marin County/Caltrans collaborative effort under MTC funding in 2011.
21	Bonnie MacGregor, Dec. 17, 2010	Feasibility Study is not an appropriate title for this document given lack of alternative analyzed.	This study is a feasibility analysis/conceptual design study for a Class I path in the specified corridor.
22		Planning context needs to list and respond to TRAC, WAM, HDAC, etc.	Alta will revise the background planning discussion to include reference to WAM, TRAC, HDAC, Vision Survey and other referenced documents.

#	Comment Source	Comment	Alta Response
23		Report narrative does not address funding/revenue stream that will be available in the future.	The current status of the federal Transportation Bill and pending structure/reauthorization is such that it is not clear what funding will continue in future cycles.
24		Prioritization should be based on public benefit not on "lowest hanging fruit."	This feasibility study was prepared based on the assumption that the entirety of the path should be developed, thus it makes sense to develop as opportunity allows. Alta does not possess any data or analysis demonstrating which segment provides the "greatest public benefit." [See response to Comment 2]
25		Project cost is not feasible	Multi-use pathway project costs in complex, built-out urban environments often cost in the millions of dollars per mile. This is a long-term project that is potentially eligible for major transportation grants, similar to other major cost infrastructure improvements made along the North-South Greenway such as various tunnel and bridge projects. [See response to Comment 6]
26		Project is region serving but not local serving.	The project would result in a wide variety of benefits including both local and regional. Locals use the existing sidewalk and path facilities as well as undeveloped segments. If there segments were upgraded to current standards or locally adapted design standards the full range of local and regional users would benefit. The NTTP is a result of the federal government consideration that bike and ped use is a local issues. The "Pilot" is a test to see if locals can deliver projects more efficiently than traditional funding application/delivery models.
27	Bonnie MacGregor, Dec. 17, 2010	Correct spelling of "Richardson's Bay"	Spelling changed to "Richardson's Bay"
28	Stan Barbarich, Floating Homes Assoc. , Dec. 15, 2010	Gate 6 Road requires traffic study and local stakeholder engagement.	This is expected to addressed by City of Sausalito/Marin County/Caltrans collaborative effort under MTC funding in 2011. [see Comment 20]
29		Floating Homes Assocation needs to be engged as a stakeholder, directly.	
End comment summary.			

From: Adam Krivatsy [mailto:akrivatsy@gmail.com]
Sent: Friday, November 19, 2010 1:51 PM
To: Todd Teachout
Cc: Jeremy Graves
Subject: Ferry Landing to Gate 6 Road Path Study

Todd:

Thank you for arranging for last Tuesday's (11/16/10) workshop and for inviting comments.

As you know, I was unable to attend previous public workshops related to this project because of conflict with meetings that are regularly scheduled for the last Monday of each month. This time I was glad to hear Alta's presentation and I listened to participants'questions and comments with interest. At your request, I now commit my related thoughts to writing for your records.

COMMENTS:

Johnson Street Link **COMMENT 1**

I agree with Michael Rex's observations about some details and priorities, especially considering the need to give priority to the east-west link needed on the north side of Johnson Street.

Project Phasing

COMMENT 2

It was confirmed at the workshop that the consultants proposed phasing of needed improvements reflects the path of least resistance. Accordingly, Alta recommends that those improvements should be considered for early implementation that can be built with the least degree of difficulty and at the lowest relative cost. This is one way of looking at things.

Another approach to phasing implementation would be to give priority to improvements that would respond to the greatest user-demand, improvements that would represent the greatest benefit to the community. Interpreted into "cost / benefit" ratios generally used in feasibility studies -- while perhaps costlier to build -- those improvements might represent more beneficial expenditure of our tax dollars.

COMMENT 3

I urge your office that along with the proposed "low hanging fruit" principle reflected in Alta's current recommendations, the consultants also explore the merits of projects phasing construed in response to greatest customer demand. An overlay of the two Phasing Options might lead to a hybrid approach that offers early benefits to more users of the trail, at reasonable cost.

Thank you.

Adam Krivatsy, AIA, AICP
840 Olima Street

Comments on the Draft City of Sausalito	December 1, 2010
Ferry Terminal to Gate 6 Road Path Feasibility Study	Peter Van Meter

Summary

While the Study is loaded with useful information regarding the selected study area, and contains numerous good "fixes" to problems with existing path segments included in the preferred recommendation, the overall concept should be rejected for the following key reasons:

- It excludes from the Study "shoreline" and other essentially non-Bridgeway proximate alignments that are favored by the public, **COMMENT 4**

- It recommends institutional construction standards that are not appropriate in scale or aesthetics for Sausalito, and **COMMENT 5**

- Recommends a design that is not feasible due to excessive cost and the necessary acquisition of private property **COMMENT 6**

The residents of Sausalito would not have undertaken this Study on their own. It was (nevertheless, willingly) "forced" on them by the availability of the federally funded Non-motorized Transportation Pilot Program (NTPP). While the goals of this Program may be noble, they would not have a high priority in Sausalito without this government funding.

Alignment

COMMENT

1. Continue to utilize the recently constructed Bridgeway Class II and Class III bicycle lanes for high speed and commuter cyclists. These lanes are, of course, available and will continue to be used by leisure riders.

2. Short term – Retain existing pedestrian sidewalks and paths on or near Bridgeway, with minor modifications such as paving, surface repair, striping and signage.

3. Longer term – Complete the missing segments of the Shoreline Trail as a multiuse pedestrian and slow speed bike pathway. Follow the course recommended by existing planning and study documents, with minimum width (not institutional scale). **COMMENT 7**

DISCUSSION

As pointed out in the Planning Context section of the Study, ***every*** planning document, study or opportunity for public input has recommended path alignments different from or in addition to the Study recommendation:

General Plan

In addition to providing Class I and Class III Programs to meet the goals of North-South Bicycle Route System Policy CP-4.2 referenced in the Study, Program CP-4.2.6 states:

> ***"Shoreline Pathways (long term).*** *Require construction of segments of a shoreline pathway along the waterfront from Pine Street to the Gate Five Road as a condition of development applications, providing for a shared pedestrian/bicycle facility. Right-of-way acquisitions and City development of the shoreline path may be required to complete the path in areas that are already developed and where the path does not exist or has not been dedicated."* (See Map GP-12.)

Marinship Specific Plan

In addition to general objectives and several mentions of pedestrian and bicycle circulation, including the mandatory construction of paths in conjunction with development, the Plan includes:

> **"- Paths connecting with the shoreline:**
>
> The Specific Plan designates several points along the primary bike path which intersect with paths which connect with the shoreline. These include: a route along the southern edge of Harbor Drive between Bridgeway and Parcel 8A (Clipper Yacht Harbor); a route at or near Parcel 3A (Army Corps of Engineers Bay Model); and between Mono Street at Bridgeway and Schoonmaker Point at the tip of Parcel 2B (Schoonmaker Point). All combination pedestrian and bicycle paths should be designed for safe speed (casual and leisurely) bicycling, rather than high speed bicycling."

Bicycle Master Plan – 2008 Update

Along with the discussion of the various routes for different Classes of bicycle paths, the Plan includes a shoreline route:

> **"Shoreline Public Pathway – Long-term Project**
>
> Shoreline public access in the form of boardwalks and pathways already exist in Sausalito, including a boardwalk from Bay Street northward and pathways near Dunphy Park and Marinship Park. The General Plan identifies a shoreline pathway eventually connecting from Dunphy Park all the way to Gate 5 Road (Varda Landing Road), to be implemented as the area re-develops in the future. This vision was confirmed through the Imagine Sausalito process which identified a potential route along with opportunities and constraints. . . While the shoreline pathway is not seen as an official Class I bicycle facility, it should be constructed to accommodate slow-moving bicyclists. . . "

Transportation Action Committee Final Report, March 9, 2010

This is the most comprehensive discussion of opportunities for non-motorized transportation among all of the planning and study documents, short of the current NTTP Study. There are detailed recommendations for pedestrian circulation, hillside trails & steps, lateral access to Downtown and the Waterfront, bicycle circulation and parking and:

The Shoreline Trail

Discussion in this section references the General Plan, the Metropolitan Transportation Commission's *Bayfront Link*, the Bay Conservation Development Commission's bayfront trail, and the public survey of Sausalito residents showing support for a shoreline trail. In conclusion:

"TRAC advocates implementation of the plan featured on Map GP-12 [of the Sausalito General Plan, *Waterfront Bicycle and Pedestrian Plan*]."

This map shows a recommended alignment for the shoreline trail. In addition, the text of the report describes in detail TRAC's design recommendations for each segment of the Shoreline Trail.

Sausalito Waterfront and Marinship Vision, May 18, 2010 (aka WAM Report)

The work performed by the City Council appointed Waterfront and Marinship Committee is a landmark of public involvement in the planning process. It embodies extensive research and analysis and forms a firm foundation upon which to revise the General Plan and/or the Marinship Specific Plan.

Pedestrian and bicycle pathways are mentioned in several places, but the recommendations are included in the section:

"4.0 POTENTIAL IMPROVEMENT AREA CONCEPTUAL PLANS

Figure 21 illustrates a potential circulation plan representing ideas that many WAM members support and which has been discussed with potentially affected property owners. It is diagrammatic and should not be construed as the only possible solution or necessarily the best solution. It can, however, serve as the basis for further analysis, the development of more detailed plans and future negotiations."

This Figure shows both a North/South Greenway (Bike and Pedestrian) pathway near and generally parallel to Bridgeway, and a continuous Shoreline Trail, designating both existing and new segments. It is generally consistent with the General Plan Map GP-12.

Harbor and Downtown Action Committee Final Report, April 24. 2009

Recommendations in this report cover the pathway segments from the Ferry Terminal to Johnson Street. The HDAC recommendations have been referenced in both the TRAC and WAM reports, and are endorsed by those committees.

The HDAC Study recommends:

> "Realign and extend the path from the end of the boardwalk at the Sausalito Yacht Harbor to the ferry landing [as shown on Figure VII-1, Phase I Downtown concept]."
>
> The Study recommendation is consistent with this approach. This realignment is designed to have the pathway become a straight line view corridor from the existing boardwalk. The HDAC report did not specifically address its use for both pedestrians and bicycles, but it could be, as recommended by the Study.

The HDAC did not include a bicycle pathway in the segment between Bay and Johnson Streets, assuming that bicyclists would use the existing lanes of Bridgeway. The Committee did, however, make this recommendation:

> "Construct a new bulkhead adjacent to the Sausalito Yacht Harbor boardwalk to expand parking lot #3 to provide capacity for the spaces removed from lot #1, and more [as shown on Figure VII-1, Phase I Downtown concept]."
>
> This improvement would provide ample space to accommodate a bicycle pathway along the bulkhead, as well as continued use of the boardwalk for pedestrians.

The HDAC did specifically identify the Study in its Next Steps section:

> "Take the necessary action to assure that the $100,000 for study of the North/South Greenway Bike and Pedestrian trail includes the applicable portions of the Committee's Phase I recommendations."

<u>Sausalito Business Vision Survey</u>, September 2006

A professionally managed telephone survey of residents was conducted by the firm of Gene Bregman and Associates in September, 2006. The survey covered many topics. As noted in the Executive Summary:

> **"4. While a majority of Sausalito residents favored each of the 8 proposals, support was exceptionally high for three:**
>
> - **A continuous pedestrian and bicycle pathway for the full length of Sausalito's waterfront (Favor = 80 percent)"**
>
> This was the highest positive response rate to any question in the survey.

COMMENT 8

Scale and Aesthetics

COMMENT

Do not build a pathway to Caltrans standards when these standards result in a pathway out of scale or character for Sausalito. Do not compromise this stand even if tempted by government funding that may depend upon compliance.

DIDCUSSION

While the Study does acknowledge that "an innovative design for the path is necessary" to "accommodate[e] local needs and interests", it still "meets relevant standards and best practices, and uses the corridor in the most efficient way possible while complying with Caltrans' Highway Design Manual standards."

These standards are the problem. The size and scale of complying pathways may be appropriate for the large urban areas of the State where land is plentiful and standard pathways can be incorporated into new development projects. This is simply not the case in a constrained built-up community like Sausalito.

I understand the bureaucratic approach to "perfection" that is part of establishing standards. Yes, wide paths are "better" than narrow. Yes, two-way bike lanes might help avoid head-on collisions. Yes, pedestrians stepping aside or cyclists slowing to pass imposes some risk. But – we have functioning pathways everywhere that do not provide all of these features.

Providing a 20' right-of-way (or even a "minimum" 15' pathway) elevates this system to an overdone level given the population that it will serve. We don't have the space or need. On top of that, if trees are to be removed to meet these widths, there will be appropriate outrage.

Feasibility

COMMENT

Regardless of not including preferred alternatives and being out of scale, the pathway recommended by the Study cannot be built any time soon due to inappropriate site selection and high estimated project cost.

DISCUSSION

When engaged in a visioning process like the recent *Imagine Sausalito* effort, it makes sense to think of the future by considering "what-ifs" as though working with a blank slate. These ideas can then later be tempered by reality and modified to suggest what is actually achievable.

The pathway Study is different, however, as it is intended to suggest an approach that could actually be constructed in the relatively near term. Unfortunately, in addition to the issues previously raised in these comments, two major problems make the proposal not feasible: Land acquisition and cost.

Land Acquisition

Significant portions of the proposed route require land that is privately owned. These owners may or may not want to cooperate either in the form of easements or outright sale to enable the pathway to cross their property. Alternative routes and design approaches exist that do not require land acquisition (or as much of it.) These alternatives, such as one that passes through the narrow space between the Corps of Engineers and former Plant Studios, do not meet desired design standards and were apparently rejected for this reason, among others.

One small example of a land acquisition problem is the pathway alignment along Humboldt Street. As a member of the Harbor and Downtown Action Committee, I strongly endorse the acquisition of Sausalito Yacht Harbor owned property to widen the existing sidewalk and to bring it into line-of-sight with the boardwalk. The Study authors agreed. To date, the SYH owners have been adamant in having no interest in sale or easement, even if other tradeoffs or benefits were available and their existing parking capacity is not reduced.

COMMENT 9

This means that the design of the NTPP Bridgeway to Ferry Terminal project (a separate grant from the Study) has been approved without this sidewalk realignment, seriously compromising the improvements to be constructed this fiscal year.

Similar issues on a much larger scale will arise with the recommended route.

Cost

I have not analyzed the assumptions or methodology used in the Study to estimate project costs. Let's just say that $12,000,000 is a non-starter. If funds of this magnitude were to suddenly appear, there are a myriad of infrastructure projects (think Marinship, sewers, etc.) that would take priority.

The Bottom Line

- Remove the Council imposed limitation on the consideration of routes other than in immediate proximity to Bridgeway. Endorse a detailed study of the Shoreline Trail for pedestrians and slow speed bicycles, in compliance with Sausalito's planning documents and resident opinion.
- **COMMENT 10**

- Rework the design studies for the pathways near Bridgeway using criteria consistent with repair and improvement of existing routes, and not necessarily in compliance with Caltrans standards, to maintain scale and aesthetics appropriate for Sausalito.
- **COMMENT 11**

- Select design solutions that are feasible in the near term, that can be supported financially and are located on available or easily acquired property.
- **COMMENT 12**

From: Dan [mailto:dan@dvcgroup.net]
Sent: Monday, December 13, 2010 6:36 PM
To: Todd Teachout
Subject: FW: [Fwd: Gate 6 and Other Studies]

Hi Todd, Dan Hughes here of DVC Group. I am the Project Manager for the Waldo Point Harbor improvement project. The below project was just recently brought to my attention. I have specific concerns regarding any proposed work close to or encroaching into the WPH property and/or the EAH property that WPH will be utilizing by lease for parking. I think it would be a good idea for City representatives to meet with WPH representatives (myself and the Harbor Master Ted Rose) and EAH to review and discuss the project. It is unfortunate that the comment period ends this week as it would be very difficult to meet and discuss prior too.
COMMENT 13

Please let me know your thoughts.

Thank you!

Michael Rex, Architect
December 14, 2010

Mr. Todd Teachout, City Engineer
Department of Public Works
City of Sausalito
420 Litho Street
Sausalito, CA 94965

RE: COMMENTS TO DRAFT FERRY TERMINAL TO GATE 6 ROAD PATH FEASIBILITY STUDY, OCTOBER 2010, BY ALTA PLANNING+DESIGN

Dear Mr. Teachout,

As a member of the public who has participated in the planning process for this Non-motorized Transportation Pilot Project (NMTPP), and following my review of Alta's Draft Feasibility Study dated October 2010 for the Ferry Terminal to Gate 6 Road path, I offer the feedback below. Please forward my comments to the Alta & Parisi Associates planners for their consideration in preparing their final report.

Support for the Study and Pathway:
As a local Architect, I was involved in the City's Imagine Sausalito Visioning Process the last five years or so, where I served as the Chair of the Harbor & Downtown Action Committee (H&DAC), the Secretary of the Transportation Action Committee (TRAC), and was an active participant in the Waterfront & Marinship Steering Committee's (WAM) two-year planning process. All of these previous studies, involving hundreds of Sausalito residents and owners of Sausalito property and businesses, call for improved bike & pedestrian circulation systems through town. Because these studies lay the groundwork for Alta's work, they should be well recognized in Alta's Final Study as an important resource and reference.

Both the TRAC and the WAM Final Reports call for the North/South Greenway more or less paralleling Bridgeway, from the Ferry Terminal to Sausalito's northern City limits. TRAC concluded that in order to reduce traffic congestion and promote a pedestrian orientation, Sausalito needs to develop the infrastructure that provide people with more choices for moving around as an alternative to the automobile.

Both TRAC and WAM concluded that Sausalito needs three different and continuous non-motorized circulation routes running north and south through town as follows:

1. *Bridgeway Bike Lane:* A bike lane on Bridgeway for fast moving bike riders, either commuters or athletes.
2. *North/South Greenway:* A combination bike & pedestrian Class I path near Bridgeway that isn't shared with automobiles, but is dedicated for the exclusive use of those who wish to walk or ride a bike slowly for commuting and/or recreation. Those using this path would include young and older people who don't feel safe riding in the roadway with cars.
3. *Shoreline Trail:* A pedestrian pathway along the full length of Sausalito's shoreline for people who wish to explore the water's edge for access between areas of town, or for recreation and enjoyment.

Alta's study analyzes where and how this second Class I pathway can be located. The bulk of their study for this much needed non-motorized circulation system is sound. Some fine tuning of the proposed route is necessary, however, as described below. Further study is also necessary to continue the path south to the Golden Gate Bridge. The plans should be developed further and funds should be raised to develop construction documents and

to build the full pathway system. These three pathways will benefit residents, those who work here, and those who come to visit. Because Sausalito is a link between San Francisco and the Northbay, the Bridgeway Bike Lane and the North/South Greenway will also serve as an important component of Marin's future regional transportation system.

The portion of the North/South Greenway that runs though Sausalito will be an important component of a new bike system that will extend the full length of Marin to Santa Rosa and beyond. It is in this context that it should be judged and appreciated, not in terms of today's ridership, but how it will serve future ridership, which will grow in demand as more of the system is put in place. We must build, step by step, the infrastructure that is sustainable and promotes the health and well being of people and our planet. This study is a small but important step in this direction.

Evaluation of Proposed Route:

1. *Downtown at Lot 2:* While it's good to see that Alta responded to an earlier concern about closing a gap between Lot 1 & 3, it's surprising that they do so with an encroachment onto private property owned by the Madden family. Perhaps this encroachment could be part of future lease negotiations with the Maddens, but my office has prepared an alternate plan that provides a continuous N/S path without such an encroachment, which should be given additional consideration to avoid possible conflict with the needs and wishes of the Maddens and/or the potential added expense to acquire a public right-of-way here across private property.

COMMENT 14

2. *Lots 3& 4:* I strongly support Alta's use of Marin County's standards for parking lot dimensions, because Sausalito's existing standards are obsolete and should be updated to confirm to Marin County's standards. The parking lot layout Alta illustrates for Lot 3 to accommodate the N/S path between Lot 3 & 4 and the shoreline is well done.

COMMENT 15

3. *Johnson Street:* The gap here between the shoreline boardwalk and Bridgeway will not work as shown in Alta's study and should not be accepted. The plan should be revised to show a continuous path with a connection between the shoreline path and Bridgeway running along the north side of Johnson Street. The few cars that park at the Sausalito Yacht Harbor office may have to back over the pathway. To improve safety, it is hoped that the Maddens could be encouraged to relocate these few parking spaces to the lot they own in front of the Arks, adjacent to their Harbor office building.

COMMENT 16

4. *Dunphy Park:* Portions of the original railroad right-of-way between Bridgeway and Dunphy Park, which the City now owns, should be utilized for parking cars for visitors to the park, the Cruising Club and Cass Marina, so the existing parking that currently clutters and distracts from our waterfront can be removed from the park's shoreline. There is no good reason to locate the N/S Greenway between Bridgeway and this future parking lot on the railroad right-of-way. The N/S Greenway would be better located between this future parking lot and the park. Therefore, the Alta plans should be revised to show the path along the east side of the railroad right-of-way and Dunphy Park. In this location there will be a more direct and safer alignment at Napa Street, between the new path and the existing path that exists between Galilee's parking lot and the office building at 1750 Bridgeway.

COMMENT 17

5. *Mono Street:* It is good that Alta shows closing the existing gap in the N/S Greenway at Mono Street. This area needs more study, however, to better accommodate northbound pedestrians who wish to turn off the Greenway and walk along the north side of the Mono Street Marsh to the Schoonmaker Marina. Alta's draft

plan ignores this pedestrian link altogether, resulting in perpetuating the use of existing short cuts that cause erosion into the Bay. Perhaps a mini-hub or small plaza could be planned at this important junction between the N/S Greenway and the Shoreline trail, which could offer a pleasing overlook at the head of the Mono Street Marsh. Artwork could be placed at this location. Installation of the N/S Greenway here at this location could be the stimulus needed to upgrade this nice but poorly developed area, which is currently a bit of weed patch. A softer, more rural-like treatment though would be preferred over an urban-like hardscape.
COMMENT 18

6. *Marinship from Libertyship Way to Marina Plaza:* I fully support Alta's determination to separate the N/S Greenway from Marinship Way, such that cars continue to circulate between the Bay Model and SWA as they do currently, but hopefully with a sidewalk added along at least one side, preferably along the east side adjacent to the tennis courts. In this area, the N/S Greenway belongs where Alta shows it, at the base of the bluff below Bridgeway, along the original railroad right-of-way, running between the bluff and the SWA building. This proposed route is consistent with TRAC and WAM's recommendations.

COMMENT 19

7. *Marinship from SWA to Harbor Drive:* Rather than stay along the bluff below Bridgeway as the N/S Greenway proceeds north of the SWA Building, as Alta's draft study currently shows it, it may be best if Alta would add an alternative, locating the path along the west side of Marinship Way up to the Kinko's Building, where it would job at the southern end of the small parcel owned by the Lemon family so it can connect to the Bridgeway right-of-way. In this manner, it may not be necessary to purchase expensive right-of-ways from the owners of the Marina Plaza and Gherhart properties. Plus, this alternative would allow room for a future parking structure on the bluff to serve Marinship businesses during the work week and provide remote parking for downtown workers and visitors on busy weekends. Such a parking structure would free up vast areas of existing & new asphalt at parking lots along our waterfront and help to reduce traffic congestion downtown.

COMMENT 20

8. *Bridgeway Crossover at Gate 5 or 6:* The draft Alta study recommends a crossover at the Gate 6 intersection for bicyclist who wish to connect from the N/S Greenway to the southbound bike lane on Bridgeway. More study of this crossover is necessary to ensure safety and avoid an unacceptable level of service at this intersection for automobiles. If a traffic study determines that a crossover here will cause significant traffic delays, than the crossover should occur at the Gate 5 intersection instead.

COMMENT 20 (cont'd)

Miscellaneous Comments:

1. *Process Moving Forward:* Once Alta has revised their study to incorporate public input where appropriate, the Final Study should be presented to the City Council. Funds should be raised for environmental documents and a traffic study to determine impacts. A funding strategy should be developed to build the system. The Planning Commission should then schedule public hearings to consider the Final Study, the environmental documents and the traffic study, leading to the Commission's recommendation to the City Council to adopt the N/S Greenway Study as public policy. The General Plan, Zoning Ordinance and the City's Bicycle Master Plan should be amended as required to incorporate and memorialize this policy. Funds should be acquired to fund design development, the preparation of construction documents, and the construction of the Greenway.

Conclusion:

I wish to thank the planners at Alta and Parisi Associates for preparing this excellent draft study. I look forward to seeing their final version. Thanks goes too to the Marin County Bicycle Coalition for their vision and leadership in pursuit of the North/South Greenway, which will benefit many future generations. Lastly, thanks

should be extended to Sausalito's City Staff and the citizens who cared enough to participate in the planning process, either as members of the project's Technical Advisory Committee (TAC) or as just interested members of the public.

Sincerely,

Michael Rex, Architect

Bonnie Macgregor
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415-332-1972
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December 17, 2010

Mr. Todd Teachout, City Engineer
Department of Public Works
City of Sausalito
420 Litho Street
Sausalito, CA 94965

Subject: Comments to Draft Ferry Terminal to Gate 6 Road Path Feasibility Study, October 2010, by Alta Planning & Design
Comments from:
Dear Mr. Teachout:

Bonnie MacGregor, Chair Transportation Action Committee,

TAC Committee member

The feedback below is intended to assist Alta in finalizing their extensive report for this effort. The comments stem from experiences as a volunteer public participant and communications with the volunteer TRAC team.

The title of Alta's report is misleading: While it calls itself Feasibility Study, it does not include analysis of either the financial or social costs and benefits of the proposed alignment. -- Reference to "feasibility" of the study stems from the original intent to explore the most feasible ROUTE for the multi-purpose recreational path. The Council's decision to disallow exploration of alternate routes disqualifies Alta's work from being referred to as "Feasibility Study." **COMMENT 21**

In Section 2 - Planning Context, Alta's report does not mention TRAC's work in the Table of Contents or in the body of the report. While their reason might be that the TRAC report has no official status, Alta should mention that a volunteer action committee endorsed by the City Council prepared a comprehensive analysis of and plan for

improving mobility in Sausalito, and acknowledge it as the most up-to-date document that combines recommendations reflected in the Transportation and Parking Elements of the General Plan, the updated Bicycle Master Plan and work contributed by the Trails, Steps and Paths Committee and the Buses, Boats & Piers Committee. TRAC's recommendations included a multi-use shoreline trail/path for recreational strollers and non-motorized vehicles.

This planning effort was not commissioned by private enterprise, but by the City Council, with the intent to better serve the public. Accordingly, the proposed Phasing Plan should give priority to improvements that will most benefit residents of Sausalito.
It is unfortunate that Alta was not instructed to take advantage of the wealth of knowledge available through the Imagine Sausalito committees of Transportation Action Committee (TRAC), the Harbor & Downtown Committee (HDAC) and Waterfront & Marinship Committee (WAM). **COMMENT 22**

It is also unfortunate that ALTA's hands were tied from the day the City Council instructed them to stay within the Bridgeway corridor. Who will go for "leisurely, recreational" walks or bike rides with hislher friends or family along Bridgeway? -- I believe that there is also some confusion about the purpose of the "alternate route;" The Council keeps referring to it as an alternate "commute" route. I keep thinking of it as a needed, missing multi-purpose "recreational" trail. There is a big difference between the two. TRAC recommended a shoreline trail for recreational usage and access to the waterfront from more areas oftown. With Alta's proposed plan, Sausalito may end up with an $11 Million "alternate commute bike route.".

The vast majority oftheir report is a valuable component for the much needed nonmotorized system. The extensive tables and charts are greatly appreciated and should be useful for the future. However, I am concerned that there are no financial projections or references for funding beyond 2009/2010. Where does this leave further planning for this important aspect of the North-South Greenway? **COMMENT 23**

As Alta's spokesperson admitted at the last workshop, priorities for phased implementation of improvements was determined on the basis of "least resistance" (cost and possible property owners' resistance) and not on the basis ofPublic Benefit. -- This is wrong, because those improvements should be implemented first that respond to the greatest need, that offer the most public benefit. **COMMENT 24**

The costs of implementing any or all ofthe segments whether short term or long-term are, I believe, prohibitive. This is taking into account the current status of the US economy as well as local. It is not the time to be considering tax increases. **COMMENT 25**

The tragedy is that there were many (meaningless) motions through the process and by now Alta has spent their budget and will resist re-visiting any discussion of the intended purpose of the study. I guess they go by the global intent ofthe Marin Greenway Concept: Linking Marin with the Sausalito Ferry Terminal. Sounds enticing, looks great on the Regional Transportation Map and ignores the need for serving as a LOCAL multipurpose ped/bike route. **COMMENT 26**

Alta's objectivity in your ratings/rankings of various aspects of this study is appreciated; however, I would be interested in your professional opinions for choices for optimum experience by the users of this trail/path.

It is further my hope that Alta will correct the spelling ofALL of the photos and text references to read "Richardson's Bay" rather than "Richardson Bay". Unfortunately, this error has been perpetuated publicly for years even on maps and on TV. **COMMENT 27**

Lastly, I am very pleased to have had the opportunity to be a part of this entire process. This includes co-chairing the Buses, Boats & Piers Visioning Committee, chairing the Transportation Action Committee (TRAC) of the Imagine Sausalito project and being a member of the TAC oversight committee for the Ferry Terminal to Gate 6 Road Path Feasibility Study.

Thank you Alta for your extensive and valuable efforts. If there is anything further that I or any other member of our volunteering community can assist you with for this final report, please do not hesitate to contact us.

Sincerely

Bonnie MacGregor
Resident Volunteer

From: Stan Barbarich [mailto:stan@floatinghouse.net]
Sent: Wednesday, December 15, 2010 11:55 AM
To: Todd Teachout
Cc: Ted Rose; Dan Hughes; Lynn Berard; McGlashan, Charles; Alden, Leslie; Pam Bousquet (E-mail); Ric Miller; SUKI SENNETT; Lewis Shireman; Tackabery, Craig
Subject: Gate 6 and bicycle studies (re-sent due to addy error-sorry)

Todd, the residents of the floating home harbors served by the Gate 6 intersection (Waldo Point Harbor, Kappas Marina, Yellow Ferry Harbor) have recently become aware of the studies conducted by Sausalito, and of the funding that the city has received to improve the signal at that intersection. As the organization representing the interests of those residents, The Floating Homes Association has, for several years, worked with the County of Marin and Caltrans to seek improvements there. If significant improvements are not made, it is only a matter of time, in our view, before someone is seriously injured or killed, because the current signage and signaling, as well as the behaviors of a large number of bike riders, is scandalously deficient.

Given that this intersection is in County jurisdiction, we were surprised to learn that Sausalito had sought to make improvements, and had gained funding for this work, but, wherever the needed improvements come from, we are on board to cooperate and see that happen. However, as the people who most often use that intersection, we must be involved in any planning of changes, because the intersection needs to work for not only cyclists, but motorists and pedestrians as well.

Accordingly, as was the case with both Waldo Point Harbor and by Ecumenical Housing, we were also not noticed of your plans and studies and want you to know that the December 17 deadline does not provide sufficient time for us to give appropriate feedback on your studies. We do believe that we have identified one serious omission in the study plans (as far as we can tell from the information currently at hand), that being the lack of a formal traffic study of the intersection. We believe that such a study is critical and must be conducted before any planning for configuring the intersection is conducted. And, we need to know more about Sausalito's view of how the intersection should be reconfigured, so that we can then give you proper feedback.

We look forward to having an opportunity to discuss the proposed project with you in the near future, so please let us know what will work for you. **COMMENT 28**

Thank you,

Stan Barbarich
President, Floating Homes Association