



STAFF REPORT

CITY COUNCIL OF THE CITY OF SAUSALITO

AGENDA TITLE

Gate 6 Road Intersection Improvements – Status Update

RECOMMENDED MOTION

None -- Informational Item -- No Action Needed

SUMMARY

On December 10, 2013, the City Council was briefed on the status of the Gate 6 Road Intersection Improvements Project. Six alternatives developed for signal modifications were presented at that meeting. Following public comment, the Council directed that a workshop be held and that public comment regarding the alternatives be accepted from December to mid February.

Following a period of outreach to potentially interested parties by the City, Marin County and other non-governmental organizations a workshop was held January 15, 2014 in Sausalito Council Chambers. Documents were made available on the City website and the Library Reference Desk beginning on December 20, 2013. Public comments were accepted until February 14, 2014.

The purpose of this item is to provide update on the Project since the workshop and the public comment period and to advise the Council and the community regarding the next steps associated with the project.

BACKGROUND

With Resolution No 5304 of May 15, 2012 the City Council approved and authorized the City Manager to execute an agreement with Caltrans to fund preliminary engineering costs for the Gate 6 Road Intersection Improvements Project intended to make the intersection of Gate 6 Road and Bridgeway safer, and more operationally efficient for all travel modes (motor vehicles, pedestrians and bicycles). With Resolution No. 5386 of March 19, 2013 the Council awarded and authorized the City Manager to execute a professional services agreement with Urban Design Consulting Engineers to develop the plans for improvements.

Urban Design Consultants, Consulting Engineer Todd Teachout, the City Engineer and representatives of the Marin County Department of Public Works, Department of Parks and Recreation and the California Department of Transportation worked to collaboratively develop a number of alternative concepts to accomplish the project objectives.

The Gate 6 Road Intersection is at the extreme north City Limit of the City of Sausalito. It is a signalized intersection and serves as the primary northerly gateway to the City. The existing traffic signals at the intersection are owned and operated by Caltrans with signal maintenance costs being shared between Caltrans, Marin County and the City of Sausalito.

The intersection is technically a 5-legged intersection with the fifth leg being the Sausalito-Mill Valley Multi-Use Path. Southbound travel through the intersection is problematic for cyclists and to some extent pedestrians -- primarily because of the significant increases in bicycle counts over those that existed when the current configuration of the intersection was constructed and the resulting sub-standard transitions between mixed use paths, cross-walks, sidewalks and on-street bicycle facilities.

The City was successful in securing a grant to evaluate the intersection and to develop construction plans for improvements. The project budget is \$99,401 with the grant providing support up to \$88,000 and the City responsible for the remainder.

The consultant working with the affected agency technical staff developed six alternatives for possible changes. These alternatives were presented to the Sausalito City Council and the public in attendance during the Council's regular meeting on December 10, 2013. The City Council directed staff to hold a workshop on the project and invite the public through 300 foot notifications as well as advertisements in the Marinscope and Marin Independent Journal. The Council directed staff to have a public comment period go from mid-December to mid-February.

DISCUSSION

The workshop was well attended. All seating in Chambers was occupied and additional participants were standing along the walls and into the hallway outside the Council Chambers. The drawing sheets showing the alternatives were affixed to the wall for close up viewing and a presentation was made about the alternatives.

A resident from the area, Richard Pavek, presented a concept which was given the label alternative 7 which and was presented with the 6 consultant developed alternatives. Another resident suggested building a bridge over the intersection.

Following a period of questions and answers interested persons were afforded an opportunity to vote on the alternatives as well as individual components on the alternatives. Each person electing to vote was given a sheet of 24 green dots to allocate anyway they felt represented their view. Alternative 3 was overwhelmingly desired over others receiving 478 votes. Alternative 7 garnered 65 votes. Other alternatives received one or no votes. Most voters chose to vote on the alternatives though a few voted on the components.

The project received 19 written comments from people interested in the project. The comments are attached edited only to remove transmittal dates, salutation and closing aspects, as well as contact information.

Many constructive comments were received, including:

- Concerns that right-turning vehicles from eastbound (EB) Bridge onto southbound (SB) Bridgeway regularly fail to yield to pedestrians.
- That bicyclists have difficulty legally maneuvering from the STOP at the beginning of the southbound crosswalk and the end of the Sausalito-Mill Valley Multi-Use Path to get into the lane to turn left from Gate 6 onto SB Bridgeway, fail to stop in a place where other modes can travel when they have the right-of-way through the intersection (for example, in the crosswalk). The numbers of cyclists from time to time intimidate cars waiting at the signal on Gate 6 Road and on Bridgeway.
- That private (but publically-accessible) and public property (along Gate 6 ½ Road and east of the Sausalito-Mill Valley Path) is used by cyclists who drive to the area, then go for a bike ride. These parked cars adversely impact the houseboat/liveaboards who need the space for their personal vehicles.
- Desire to separate cyclists, pedestrians, and motor vehicles from each other.
- Desire to not see the changes significantly increase signal waiting time.

The Agency representatives reviewed the comments and gave direction to develop a “preferred improvement, internal review draft.” In broad terms this concept blends alternative 3-Bicycle Signal, with alternative 7-enhancement of Gate 6 and Bridgeway pedestrian crossings and recognizes the need to better accommodate the pedestrians as well as bicyclists who prefer to ride off-street in the older multi-use path that is the subject of the Ferry Landing to Gate 6 Road Path Plan approved by the Council some time ago. The combination will likely improve safety and operations for experienced cyclists, pedestrians, casual cyclists and those walking or riding a bike to or from Marin City while minimizing inconvenience to motor vehicle operators.

Subsequent phases of work, including the potential integration of the Gate 6 Intersection Improvements Project with the Gate 5 to Gate 6 segment of the Ferry Landing to Gate 6 Road Path Plan will be conceptually developed as part of the longer-term design and funding plans for this area.

NEXT STEPS

Marin County and Caltrans staff are presenting the internal review draft to their respective management and elected officials. City Staff is scheduled to present the preferred improvement to the Sausalito Pedestrian and Bicycle Committee on Monday March 3, 2014 for comment.

Following receipt of internal comments, the concept will be developed into construction documents and technical analyses needed to conform to NEPA/CEQA review process -- including additional public participation. Once those documents have been prepared, Staff will return to City Council for approval and authorization to obtain CEQA/NEPA clearances, and construction grant funding. If funding is secured, encroachment permits from Caltrans, Marin County and City of Sausalito will be acquired and authorization to invite bids and construct the Project will be sought.

As this road/multi-use path segment is part of the Metropolitan Transportation Commission's Regional Bicycle Program this and related projects are good candidates for funding under Transportation Enhancements, Transportation for Livable Communities, Regional Bikeway Network Program; Safe Routes to Transit, Transportation Development Act, Article 3, Climate Action Program and One Bay Area Grant programs.

FISCAL IMPACT

The work discussed above is fully-funded in the adopted FY13/14 General Capital Fund budget.

STAFF RECOMMENDATIONS AND MOTION

No motion or action necessary.

ATTACHMENTS:

1. Preferred Alternative-Internal Review Draft
2. Comments Received

PREPARED BY:

Todd Teachout
Consulting Engineer, RGS

REVIEWED BY:

Jonathon Goldman

Digitally signed by Jonathon Goldman
DN: cn=Jonathon Goldman, o=City of Sausalito,
ou=DPW, email=jgoldman@ci.sausalito.ca.us, c=US
Date: 2014.02.27 08:39:29 -08'00'

Jonathon Goldman
Director of Public Works, City Engineer and ADA Coordinator

SUBMITTED BY:

Adam W. Politzer
City Manager