



CITY OF SAUSALITO

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September 7, 2010

Sean Co
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

RE: Request for Consideration- Bicycle Working Group

Dear Mr. Co.

The City of Sausalito on behalf of the Marin Bicycle Coalition and Marin County, proposed a project for funding in the 2011 TIP within the Regional Bicycle Program. The project is envisioned to be a signal modification that better regulates the turning movements of southbound bicyclists at the intersection of Gate 6/Road/Bridgeway and Highway 101. I understand that the project is not identified in the Regional Bicycle Plan and I recently learned that the project cannot utilize STP/CMAQ funding until the project is within the plan. I request that the Regional Bicycle Plan be amended to include this project.

I've been advised that the way the Regional Bicycle Plan gets amended is for the Regional Bicycle Working Group to evaluate the merits of the project relative to the criteria.

In reviewing the Project Eligibility Criteria the proposed project is:

- 1) Currently on/within the Regional Bikeway Network for Marin County.
- 2) The route that the project is on is an important bicycle commuter route in Marin County, Route 5 in the Marin County Route Numbering System. The project is proposed to clarify right-of-way for the bicycle mode of travel on the Roadway. The project is also expected to improve safety at the regionally significant intersection of Bridgeway and Hwy 101 though our proposing it for safety purposes is not the primary motivation.

At this intersection, southbound cyclists have to travel from a two way path of the northeasterly corner of the Bridgeway/Hwy101 intersection (and the east side of the roadway) to a southbound Class 2 path on west side of Bridgeway. There are currently two ways to do this. The first is for the Cyclists to become a pedestrian, cross to the southeast corner of the intersection, activate the pedestrian push button then wait for the pedestrian indicator to light up. This approach is awkward and inconvenient for the commuting cyclist who wants and needs to ride within the roadway as a vehicle. The second is for cyclists to try to become a roadway vehicle and attempt to "trip" the signal detector. Cyclists must and do behave erratically as they attempt to interact with this signal in their effort to get through the intersection. The signal does not consistently detect cyclists. The signal does not provide indication of protected left turns. This signal operation forces cyclists to enter the intersection with uncertain

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feedback as to their status. The proposed project will elevate the standing of the cyclist from a pedestrian to a cyclist on the roadway and provide improved levels of detection and feedback.

Bicycle travel mode along this route varies from 8 to 20 percent of all traffic depending on the time of year. Modifying the signal to allow the turning movement from the Gate 6 Road roadway is believed to be an important evolutionary improvement. The improvement is expected to enhance the travel experience for all cyclists, whether commuter or recreational user.

3) The project budget is expected to be used solely scope specific improvements. Minimal amenities. The scope specific work includes, new detectors, signal controller modules, striping, incidental paving, incidental concrete flatwork. Possibly some signal indicator modification and signage modifications.

Reviewing the Regional Bikeways Criteria:

1) Regional Destinations – The project is on a route that allows users to get to destinations between Sausalito and Mill Valley, Tamalpais Valley, Tiburon, Belvedere for near destinations. The route also connects to San Francisco via the Sausalito Ferry Landing and/or the Golden Gate Bridge. The route also connects to destinations in central Marin (from San Rafael to the smaller communities (Fairfax, San Anselmo, Ross, Corte Madera, Kentfield, Greenbrae)) further destinations are there for ambitious cyclists with a bit more time.

2) Regional Connections - The project is on an existing regional route (commonly referred to as the North South Greenway) linking Sausalito to San Francisco on the South to Central, Western and Northern Marin to the South. It is the sole existing bicycle regional route in the area.

3) Regional Route – The project is located on an established regional route within the 2009 Bike Plan. This route is also identified as a part of the San Francisco Bay Trail.

We believe that all of the Project Eligibility Criteria and all of the Project Eligibility Criteria are met. For these reasons we believe there is the need and the merit for the Committee to approve this request. If you have question with this request, feel free to contact me at (415) 289-4111 or tteachout@ci.sausalito.ca.us.

Sincerely,



Todd Teachout
City Engineer

Cc: David Chan, Transportation Authority of Marin
David Hoffman, Marin County Bicycle Coalition
Craig Tackabery, Marin County Public Works