

**NOTES FROM THE
PEDESTRIAN AND BICYCLE ADVISORY COMMITTEE**

**Monday, July 20, 2015
6:00pm
CITY HALL Council Chambers
420 Litho Street
Sausalito, CA 94965**

1. Call to Order

The meeting was called to order at 6:05 p.m.

Present were: Director of Public Works/City Engineer Jonathon Goldman, Council Liaison Tom Theodores, Captain John Rohrbacher, Committee Members Ed Fotsch, Patricia Pigman, Tom Reilly, and Bob Page. Six members of the public and local business attended, including Alf Nucifora, David Sugo, and Jeff Sears. Also in attendance were guest speakers David Parisi and Andrew Lee.

2. Review and Approval of May Meeting Notes

- a. Committee members approved meeting notes from prior meeting on May 21st.

3. Old Business

a. Parisi & Associates South Sausalito Project Update

David Parisi and Andrew Lee of Parisi & Associates shared preliminary research on pedestrian/bicycle/auto traffic and described potential roadway improvement options to improve safety, accessibility, and convenience. The Parisi presentation included detailed maps and photos of the South Street and Alexander Avenue.

Research on the mix of traffic on weekdays and weekends contained several notable findings, including: (1) a doubling of total traffic on weekends, with peak period bicycle traffic exceeding 4600 bikes on weekends. (2) Auto traffic of 6700 weekday/9400 weekend day vehicles, representing approx. two-thirds of total traffic in either period, and (3) a doubling of total traffic volume year-on-year in each of the last three years.

Recommendations for potential improvements included options for a crosswalk on South Street and an extension to the southbound bike lane leading to Alexander Avenue..

Andrew Lee also recommended against the installation of a northbound bike lane on all streets discussed, as Parisi research indicated such a lane would be less safe than the current "no lane" configuration. Specifically, Andrew noted that differences in speed between tourist and recreational performance riders would likely result in performance riders utilizing the car lane for passing, thus increasing the possibility of collision with automobile traffic. Also presented as an option to widen the roadway on South Street through to Alexander Avenue. This option was described as technically difficult, with existing structures and land topography presenting significant barriers.

Following the Parisi presentation, the topic was opened for public comment.

- Alf Nucifora noted that vehicles parked along South Street and in the public parkland areas along Alexander significantly reduce pedestrian and bicycle areas for transit, and suggested Parisi look into options for coordinating with the GGNRA and California State Highway District to potentially repurpose the parking areas.
- Craig Thomas noted that cyclists tend to avoid riding in the concrete gutter area of the current southbound bike lane, and suggested extending the street pavement all the way to the curb to encourage cyclists to more safely utilize the available width of their lane.
- Steven Barber recommended “scoring” (cutting shallow grooves) into the roadway as a means to encourage slower speeds of performance cyclists.
- Tom Reilly inquired about options for speed bumps or similar speed deterrents, to which Jonathan Goldman replied that such options present safety hazards to all traffic, especially emergency vehicles.

b. Ambassadors Program Update

Chairman Ed Fotsch led a discussion regarding the latest status on valet bike parking, bicycles parking on sidewalks, bike tours, ferry lines, and staging. The general consensus of the committee was that the valet program is working well to limit the impact of peak period congestion at the ferry terminal, but issues remain with improperly and/or illegally parked bikes outside of designated bike parking areas. Chairman Fotsch outlined several means to address this issue, including the impounding of illegally parked bikes. Additionally, Chairman Fotsch shared samples of placards and coaster-sized, Velcro-attachable warning cards that could be attached to improperly parked bikes to help educate other riders not familiar with the rules of the area. Substantial discussion followed, with Jonathan Goldman emphasizing liability issues associated with any signage—no matter how well intended—not approved by the City of Sausalito.

The discussion then moved to the topic of bike staging. Chairman Fotsch reiterated that the City had recently issued an RFI available to all potential bike staging vendors. It was noted by Capt. John Rohrbacher that he had extended invitations to this PBAC meeting to three separate parties who had previously expressed interest in providing bike staging proposals, but all declined to attend.

The topic was opened for public comment:

- David Sugo noted that he had observed full utilization of available free bike parking during a recent weekend, and requested more free bike parking be made available at convenient location near the ferry landing.
- Alf Nucifora repeated his request that the PBAC and City give more serious consideration to options for staging bicycles at Fort Baker and providing bus service from that location into town.

- Jeff Sears suggested more signage is necessary to educate tourist riders how and where they can park. Jeff also requested that the City make more free bike parking available. Also, Jeff stated that those who perceive that congestion at the ferry plaza is a problem are misguided, and that the positive feedback from his rental bicycle customers indicates the issue is overblown.
- Taylor Lewis of Tidewater Taxi Services described bike transport options from Sausalito to points elsewhere via the multiple bay transport vessels operated by Tidewater. Tidewater's licensed boarding points include multiple docks starting at Cavallo Point through Bridgeway to the north end of Sausalito, and their vessels can hold up to eighty bikes. As such, usage of Tidewater services was presented as an option to reduce congestion at the ferry terminal.

4. **Sausalito Preferred Bike Vendor Program**

- a. Committee discussed the potential value of recognizing—through special City endorsement--of bike rental companies that continually support and serve the interests of Sausalito residents as part of their business model. No specific requirements for such a program were agreed upon, but committee members agreed the idea has merit. Jeff Sears, through public comment, expressed concern that some bike companies could receive special recognition while others would not. Jeff also reminded the Committee that his firm was among the few who currently contribute to the Chamber of Commerce fund that supports the “orange vest” team managing on-boarding riders of the ferry.

5. **Vina Del Mar Park**

- a. The Committee discussed whether or not bikes should be allowed to park within Vina Del Mar Park. Chairman Fotsch shared photos taken during July 4th weekend peak periods that showed numerous unattended bikes within the park. The discussion following centered on potential safety hazards and the wear and tear on park landscaping that rental bikes might pose.
- b. Committee moved to support a resolution to recommend that bike parking not be allowed within Vina Del Mar park during peak traffic periods.

6. **Public Comment on items not on the Agenda**

The meeting offered several opportunities for public comment. All of the public comments and discussions pertained to items on the agenda.

7. **Future Business**

- a. Update on Park Service
- b. Formal presentation from Tidewater Taxi Service.

8. **Adjournment**

The meeting adjourned at 9:55pm.

During the meeting the committee approved the following recommendations for the city council by unanimous approval:

RECOMMENDATIONS: Bike Parking Enforcement

1. Immediately restart the education placards placed on illegally parked bikes to the extent there is Ambassador manpower. This will not solve the problem but it helps.
2. Increase Ambassador staffing in key illegal bike parking congestion areas by 2 Ambassadors during peak hours Fri- Sun. This will not solve the problem but it helps
3. Place temporary no parking icons on key areas of illegal parking (city sign poles, parking meters, etc.) using Velcro strips so the icons can go up on busy days and be taken down at day's end. The PBAC has tried to focus on avoiding permanent sign clutter.
 - ▶ Improve free bike parking signage and spaces as needed
4. Execute on a plan to enforce the current bike parking ordinance. There are two options at a high level since the ordinance allows for 'impoundment' and a \$25 fine
 - ▶ **Option 2:** Impound the bike 'en-place' using cable lock which has a notice to the bike rider that to release their bike they must call the enforcement person. Once called, the enforcement person asks for government ID and releases the bike. A citation is mailed to the bike owner- typically a rental vendor- with the time, date and identity of the rider.
5. As bike visitor number continue to grow the city should identify additional resources, options and funding sources to mitigate impacts on the city
 - ▶ Resources:
 - 2 Additional Ambassadors focused on crowd/parking management
 - One police officer from 3-7 Thurs-Sun for El Portal/Tracy Way congestion control
 - ▶ Funding:
 - Continue Valet Parking
 - Engage ferry execs re: a \$2/bike peak congestion fee payable by all non-clipper card bike users of the ferry system during peak times
 - Substantial 6 figure revenue source
 - ▶ Staging: Identify and pursue bike staging options that are NOT in the downtown- PBAC goal
6. Create an ordinance making Vina Del Mar park a bike free zone
7. The PBAC recommends amending the current bike parking ordinance to be in effect only during peak season and during peak hours. This would allow locals to park their bikes conveniently near homes, shops and restaurants during non-peak hours and thereby reduce the impact of the ordinance on our own citizens.
8. The Bike Staging and Water Taxi
 - ▶ PBAC recommends that the city move forward with bike staging and water taxi pilots in or near the downtown ASSUMING vendor(s) is identified who can reasonably address the nine questions posed in the PBAC Bike Staging RFI
9. Vista Point Trail: Increase city efforts to open Vista Point trail which may open up the possibility of large scale bike staging capable of reducing bikes entering Sausalito by hundreds/day.
10. Preferred Bike Vendor
 - ▶ The city create a preferred bike vendor program to identify bike vendors who actively collaborate with the city in Sausalito bike-related issues (parking, congestion management, staging, etc.) We should reward helpful behavior.