



# STAFF REPORT

## SAUSALITO CITY COUNCIL

**MEETING DATE:** April 19, 2016

**AGENDA TITLE:** Direction to Seek Funding for South Gateway Complete Streets Project -- Preferred Alternative

**LEAD DEPARTMENT:** Public Works

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### RECOMMENDED MOTION:

Direct Staff to Seek Funding for South Gateway Complete Streets Project -- Preferred Alternative

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### SUMMARY

With action under agenda item 4B during the course of Council's October 9, 2012 regular meeting<sup>1</sup>, Staff was authorized to submit a grant application for, among other things, further design development of the South Gateway Complete Streets Project and associated public participation in the design development process. The City was successful in receiving grant funding under the One Bay Area Grant ("OBAG") process for the South Gateway Project.

"The South Gateway Complete Streets study was conducted to evaluate existing circulation conditions and to develop conceptual designs that would improve multimodal access and safety through the South Gateway corridor in the City of Sausalito. The corridor consists of Alexander Avenue, South Street, Second Street, and Richardson Street; it provides a transportation route of regional importance between San Francisco and Sausalito, as well as to other areas of southern Marin. The South Gateway streets are severely impacted by the mix and volume of multimodal traffic using the corridor; these modes include automobiles, commercial tour buses, public transit vehicles, commercial truck traffic, bicyclists, and pedestrians. A large portion of

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<sup>1</sup> [http://sausalito.granicus.com/MediaPlayer.php?view\\_id=2&clip\\_id=73&meta\\_id=7778](http://sausalito.granicus.com/MediaPlayer.php?view_id=2&clip_id=73&meta_id=7778)

the traffic that Sausalito receives are visitors coming via the Golden Gate Bridge in automobiles and on bicycles.

"Total daily multimodal activity (pedestrians, bicyclists, and automobiles) measured in 2015 ranged between 9,000 and 13,000 users in the spring, and between 12,000 and 15,000 users in the summer. Roughly two-thirds of this daily volume consists of vehicular traffic, almost another one-third is bicycle traffic, and two to three percent consists of pedestrian traffic. The existing right-of-way along the corridor is generally perceived as too narrow to accommodate these levels of multimodal traffic concurrently and safely.

"There are a number of geometric issues of concern along the corridor, which include narrow roadway widths, limited sight lines, lack of dedicated bicycle facilities, and gaps in pedestrian facilities. The corridor experienced 56 reported crashes between January 2009 and September 2015. Twenty-four of these involved a bicycle, with one-half of these solo bicycle crashes and the other half involving a motor vehicle. Vehicle-involved crashes most commonly involved another parked vehicle, followed by bicycles, other vehicles, and solo crashes.

"Initial improvement concepts were developed in consultation with City of Sausalito Public Works staff based on crash concentration and characteristics, and the observed conditions at each location. Design concepts were reviewed with Staff over the course of several months. Refined improvement concepts were presented to the Sausalito Pedestrian and Bicycle Advisory Committee ("BPAC") in spring and summer 2015." (City of Sausalito South Gateway Complete Streets Study, Parisi Transportation Consulting, January 2016, p. 3)

After hearing public comment on the preliminary and refined concepts and The following are the concepts recommended by Staff and the City's BPAC:

**Richardson Street, Bridgeway to Second Street:**

- Install a marked crosswalk at the Richardson Street / Second Street intersection with a pedestrian refuge island and rectangular rapid flash beacons,
- Install bulb-outs to shorten pedestrian / bicycle crossing distance, and
- Reconstruct sidewalks and install ADA-compliant curb ramps.

**Second Street, Richardson Street to South Street:**

- Install standard pedestrian / bicycle crossing warning signs at marked crosswalks and consider providing flashing beacons if warranted by crossing volumes, and
- Remove sidewalk obstacles, reconstruct sidewalks, and install ADA-compliant curb ramps.

**South Street, Second Street to Alexander Avenue:**

- Widen South Street by about six feet to the north and reconstruct the sidewalk, curb and gutter; extend the southbound bike lane to connect Second Street and Alexander Avenue,
- Construct a midblock crosswalk with a pedestrian activated flashing beacon, and
- Reconstruct sidewalks to eliminate or reduce driveway cross-slopes.

**Alexander Avenue, South Street to Sausalito City Limits:**

- Construct a retaining wall on the south side of Alexander Avenue and widen the road four to five feet to the south; widen the sidewalk to five feet wide by widening to the south; avoid impacting the properties at 28 and 64 Alexander Avenue; and retain the shoulder for southbound bicycle traffic.
- Reconstruct sidewalks to eliminate or reduce driveway cross-slopes at driveways south of 64 Alexander Avenue;
- Convert Edwards Avenue to emergency access only with a raised barrier and signage, and
- Install a marked crosswalk at the Alexander Avenue / Edwards Avenue intersection with a pedestrian-activated flashing beacon.

Planning-level construction cost estimates for the recommended concepts, including detailed design and design services during construction, total \$2 million. Permitting, including CEQA and NEPA evaluation of potential environmental impacts, construction management, plan check fees and other potential costs are not included in that estimate. Assuming that authorization to pursue grant funding is acquired, Staff will coordinate project elements with other responsible agencies, determine<sup>3</sup> whether the improvements would require more detailed environmental studies, *etc.*

The only action Staff requests at this time is permission to seek grant funding to cover the costs of additional public input on the project, detailed design, permitting and then construction of a project that Council will be asked to approve before bids are solicited.

**DISCUSSION/ANALYSIS**

The contemplated direction does not have the potential to cause significant environmental effects. The action is therefore statutorily exempt from the application of the California Environmental Quality Act ("CEQA") as provided for in the California Code of Regulations, Title 14, Section 15061(b)(3). Should the project be funded for construction, further analysis of potential environmental impacts will be performed during the detailed design and permitting phase of work.

**ALTERNATIVES**

Council may pull the item from consent for clarification, continuation to a future meeting, or table the matter.

## **FISCAL IMPACT**

None at this time. Council's direction to seek grant funding to cover the costs of gathering additional public input, preparing detailed designs, permitting and construction will result in minimal Staff time. Should the City be successful in acquiring grant funding, Staff will return to Council to seek acceptance of the funds and further direction on additional public input and other project details.

## **STAFF RECOMMENDATIONS**

1. Item is on Consent -- a member of the public, Council or Staff may pull the item.
2. Direct Staff to pursue grant funding for the project.

## **ATTACHMENTS**

Attachment 1 -- City of Sausalito Complete Streets Project PowerPoint® dated January 2016

PREPARED BY:



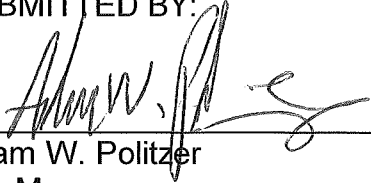
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