

City of Sausalito

Imagine Sausalito TRANSPORTATION ACTION COMMITTEE

Final Report



March 9, 2010

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ACKNOWLEDGMENTS AND THANKS

This report is a compilation of factual information assembled through research and a host of creative ideas for the City's consideration. It does not represent a full committee consensus on all components of the report.

Writing as the Chair of the Transportation Action Committee, I thank the Committee members for their invaluable time, and research efforts that have allowed us to publish our final report of findings and recommendations. These are solutions that will usher us through the 21st century more smoothly and enable us to enjoy our beautiful surroundings more peacefully. Without your efforts and dedication, we would not have had the needed information and our recommendations would not be as substantive, as applicable.

I believe I speak for the Committee when I say thank you to the Business Advisory Committee and the City Council for having provided us with this opportunity to explore our transportation and circulation world. The Committee is pleased to be able to give back through solutions to our traffic situation and enhancements to our ability to circulate traffic through land based, water based as well as non-motorized and pedestrian systems.

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Thank you,



Bonnie MacGregor
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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY*

Introduction and Purpose

The seeds for the “Imagine Sausalito” project were planted in 2004 by the Sausalito City Council’s Business Advisory Committee (BAC). Two separate small groups of local business leaders and residents met in round table discussions to consider where the City was headed with respect to its growth and ambiance.

Following these two round table group discussions, a telephone survey was taken and several community workshops were held. Out of this process, the following two overriding, mutually complementary goals were established:

1. *Strive to maintain and improve the vitality of Sausalito’s economy*
2. *Accomplish this while also improving resident’s quality of life.*

The Imagine Sausalito program was then initiated by the City Council to pursue these goals. Voluntary visioning groups were then organized.

1. Infrastructure, Telecom & WiFi
2. Bike and Pedestrian Facilities
3. Maritime Support
4. Cultural Heritage
5. Buses, Boats and Piers
6. Business Mix

Each group summarized their recommendations in a *final report* entitled “Imagine Sausalito” which was submitted to the BAC and the City Council in May, 2007.

Following the visioning groups reports, volunteer action committees were formed. The City Council directed these action committees to transform the most promising ideas into action. The Bike and Pedestrian Facilities group joined the Buses, Boats and Piers group to form a new *Transportation Action Committee* (TRAC).

In the following report, TRAC examines all transportation modes, regional and local. Studied are: land-based, water-based, vehicular, bicycle and pedestrian traffic patterns.

TRAC contributes ideas toward improving *mobility* within the community and facilitating *better access* to destinations in Southern Marin. The ideas cover the implementation time frame of a few months to several years for execution. This report sums up TRAC’s recommendations for the City’s consideration and follow-up actions. The means for pursuing these actions are:

- Develop efficient links between private and public transportation systems.
- Maximize use of non-motorized transportation.

*Note: Please see Appendix Exhibits A-1, A-2 & A-3.

- Separate high speed regional through-traffic from local traffic.
- Utilize Richardson’s Bay as an alternate thoroughfare for reaching nearby destinations.

Approach

In pursuing its work, TRAC referred to two policy documents that guide mobility and parking in Sausalito: The Transportation and Parking Element of the City’s General Plan, and Sausalito’s Bicycle Master Plan, updated in 2008.

With the above policies as guidelines, TRAC interviewed transportation experts, knowledgeable local citizens, other city’s transportation departments, Golden Gate Bridge Highway and Transportation District ferry and bus district, and BCDC. In addition, interviews were conducted with professionals in track-trolley systems and traffic engineering. TRAC explored all elements of the local circulation system including Sausalito’s the shoreline trail, bike routes and hillside steps and paths.

TRAC invited the graduate class from the University of California School of Landscape Architecture to contribute ideas for a continuous shoreline trail to enhance the Sausalito waterfront. The students’ final report includes plans illustrating their design concepts for improved access to and beautification of Sausalito’s waterfront. The document is on file at the Sausalito City Library.

Recommendations

Section C - Recommendations identifies specific projects for early action in addition to long-range projects. TRAC has three *important reasons* for doing this:

- Provide a “blueprint” for consideration in the City’s Capital Improvements Program (CIP).
- Offer a basis for soliciting outside sources of public *funding* for those projects.
- Create opportunities for “early success stories” related to the *Imagine Sausalito* program.

TRAC’s recommendations are:

1. Create a leisurely bike and strolling path close to the waterfront from Main Street to the northern City limits.
2. Repair existing hillside steps. Update the Lane and Path Plan to improve non-vehicular access and between uphill residential neighborhoods and the waterfront.
3. Assure safe and convenient non-motorized regional links between Sausalito and adjacent recreational resources, both land and water based.
4. Update the City’s General Plan and Bike Master Plan for non-motorized circulation within Sausalito to assure safe and enjoyable walking and biking routes.
5. Create inviting places: plazas, lookouts, and other pedestrian/bike destinations and public amenities at key destinations along Sausalito’s waterfront.
6. Provide an integrated land transportation and circulation system including shuttles and trolleys.

7. Update and enhance the parking facilities for visitors and locals.
8. Provide an integrated water transportation system including water taxis and launches.
9. Enhance waterfront facilities for the boating public, including guest docks, a quay and mooring buoys, by linked to on-shore activities.
10. Promote Sausalito as a destination for boaters including maps and signage.
11. Promote an enhanced management and maintenance system. TRAC recommends that the City pursue funding for building transportation facilities including the annual costs of maintenance operations.

Implementation

Some of TRAC's recommendations can be implemented within a year's time at a reasonable cost. For example:

- The shuttle system between Cavallo Pt. and Marin City could be up and running within a few months. The Park Service and the City has committed 5 vehicles and the funds for a refueling station.
- The City received a \$100,000 Federal grant to create a continuous off-street pedestrian and bicycle facility and to identify outstanding on-street bicycle path gaps to close, between Gate 6 Road and the ferry landing.
- The installation of recommended mooring buoys and guest docks could be accomplished in less than a year when funded.
- Other recommended projects require further study and funding to proceed. An example is the Trolley service. The building of a City quay is another long-range project that requires further study and funding.

Concluding Statement

TRAC has spent hundreds of hours analyzing Sausalito's transportation needs, options and alternative solutions for meeting those needs. TRAC has concluded that it's time to change the way we move about in our community.

For the last 60 years, beginning with the decline of rail transportation in the early 1940's and the creation of the Interstate Highway system in the 1950's, our culture has focused America's transportation on one primary mode – private automobiles, buses and trucks fueled by oil.

Americans have found that this single mode approach has come with a price – traffic congestion, dependence of foreign and dwindling fossil fuels and now, climate change. There are simply too many cars.

It's time to provide additional modes of travel to give people choices besides the automobile. After all, the choices we make now are the choices we will live with for decades. It is known that people drive less when viable alternatives are available.

TRAC's report explores each alternate transportation mode and proposes the means to go Multi-modal. As the recommendations found in this report are implemented, we will

begin to walk more often, shop more frequently in the stores we pass by and get to know our neighbors better. Our downtown will become more resident-oriented, will again provide a broader variety of daily services, be more fun and interesting as they become revitalized and more pedestrian-oriented. Future growth will be concentrated in these downtown areas without more vehicular traffic. We will be able to live locally better and more sustainably. Better transportation will transform our land use patterns and will improve our quality of life.



SECTION A

INTRODUCTION AND PURPOSE

A. INTRODUCTION AND PURPOSE

Imagine Sausalito

The Imagine Sausalito program was initiated to solicit ideas for improving Sausalito's regional competitive position while also enhancing the residents' quality of life. In complement to three other volunteer "Action Committees" work, the (Bike & Pedestrian and Buses, Boats and Piers Committees which became the Transportation Action Committee (TRAC)) committed itself to contributing ideas toward improving *mobility* within the community and facilitating *better access* to places in Southern Marin. This report sums up the TRAC recommendations for the City's consideration and follow-up actions.

A Safe & Efficient System for the Movement of People & Goods

Most transportation plans only focus on facilitating ready access to destinations. In addition, TRAC sought means of achieving this objective while also minimizing the impact on the local environment. The means for pursuing this goal are:

- Efficient links between private and public transportation systems
- Maximum use of non-motorized transportation
- Introducing Richardson's Bay as an alternate thoroughfare for reaching nearby destinations
- Efficient use of urban land resources for automobile parking
- Separation of high speed regional through bicycle traffic from local bicycle traffic

Recognition of Sausalito's Waterfront as a Special Asset

Much of Sausalito's waterfront is devoted to automobile parking. This does not enhance Sausalito as a waterfront community. TRAC is committed to building on City and regional policies by reintroducing Sausalito's *waterfront* as a *special place* and an important amenity in the community's life. Regional and local polices call for a continuous shoreline trail around the Bay. TRAC supports and knows that a shoreline trail can be compatible with maritime activity.

A Blueprint for Early Action

Unlike most public policy documents that aim to chart a course for a community's long-term future, *Section D -- Implementation* of this report identifies specific projects for early action. The TRAC has three important reasons for doing this:

- Provide a "blueprint" for consideration in the City's Capital Improvements Program (CIP).
- Offer a basis for soliciting outside sources of public *funding* for those projects.
- Create opportunities for "early success stories" for enriching life in the community through the Imagine Sausalito visioning process.



SECTION B
BACKGROUND

B. BACKGROUND

History

The seeds for Imagine Sausalito were planted in 2004 and 2005 when two separate and unique small groups of local business leaders and residents met to discuss where the City was headed with respect to its growth and ambiance. The City Council's Business Advisory Committee (BAC) responded to this initiative by hosting two *round tables* in June and July 2005. These round tables provided BAC with residents' perspective of the business climate and quality of life in Sausalito.

After studying transcripts of these meetings, the BAC identified eleven opportunities of potential promise, including *improved mobility*, an *expanded network of pedestrian and bicycle paths* and *guest docking facilities*. It was evident that the community supported two overriding, mutually complementary goals:

1. Strive to maintain and improve the vitality of Sausalito's economy.
2. Accomplish this while also improving the residents' quality of life.

Wishing to verify the validity of impressions gained from the round tables, the BAC received funding from the City for a professional telephone survey of residents' ideas. In September, 2006 opinion research firm, Gene Bregman & Associates, conducted a telephone survey having a 4 to 7% margin of error that reached 172 adults. Sausalito residents pointed to eight specific areas of promise, including better public transportation within the city. The most popular idea, with 80% support, proved to be a continuous pedestrian/bicycle pathway along the full length of Sausalito's waterfront. Shuttles received 75% support and water taxis received 74%.

Considering the popularity of some ideas, the BAC wished to flesh them out through volunteer groups. On January 20, 2007, the BAC held a public kick-off meeting leading to the self-selected formation of five groups of different interests and size. The volunteer groups were to focus on:

1. Infrastructure, Telecom & WiFi
2. Bike and Pedestrian Facilities
3. Maritime Support
4. Cultural Heritage
5. Buses, Boats and Piers
6. Business Mix

The six groups pursued their respective work on the basis of their specific goals. This report focuses on the goals of traffic circulation and transportation for the North Bay region and Sausalito, specifically.

The six Visioning Groups met frequently and summarized their recommendations in a *final report* entitled Imagine Sausalito to the BAC and the City Council in May, 2007. The City Council determined that some of the ideas had sufficient merit for further exploration and invited formation of a few Action Committees for identifying viable

ideas that promised to further the community's goals of *improving Sausalito's business climate while also improving residents' quality of life.*

Buses, Boats & Piers Committee:

1. Provide an integrated water transportation system with ferries, water taxis, private boats and small craft.
2. Enhance waterfront facilities for the boating public that link to activities on land by establishing a world-class harbor to attract and accommodate the boating public.
3. Promote Sausalito as a boating destination.
4. Create inviting places: plazas, lookouts, and other pedestrian / bike destinations and public service amenities at key destinations along Sausalito's waterfront.

Bike & Pedestrian Facilities Committee:

1. Create a comprehensive network of pedestrian/bicycle circulation system in Sausalito.
2. Establish a continuous shoreline trail and create welcoming non-vehicular destinations along Sausalito's waterfront.
3. Enhance and extend hillside paths and steps in order to improve pedestrian access to downtown services and public transit stops and to assure means of emergency evacuation.
4. Improve links by non-motorized transportation to recreational activities by creating more opportunities for small watercraft access to land and improved access to GGNRA trails.
5. Update Sausalito's Bike Master Plan and reactivate the Bicycle Advisory Committee.
6. Provide amenities and services to bike riders and pedestrians with plazas, refreshment kiosks, drinking fountains, toilets, bike racks, storage facilities, maps and information.

Recognizing that planning for improved mobility requires consideration of all movement systems and parking, the Bike and Pedestrian Facilities group joined the Buses, Boats and Piers group to form a new *Transportation Action Committee*. (TRAC).

TRAC presented a Status Report to Sausalito's City Council dated March 18, 2008. Please see Appendix Exhibit B.



SECTION C

TRANSPORTATION NEEDS
AND
RECOMMENDATIONS

C. TRANSPORTATION NEEDS AND RECOMMENDATIONS

Presently Sausalito is served by numerous transportation routes and transit services, both on land and water. Many of these routes and services are not fully integrated; they lack the *continuity* that would make them efficient, that would induce their full use and economic operation. For example, there is no regular, direct transit link between downtown Mill Valley and downtown Sausalito. Perhaps the most neglected – and in places quite controversial – element of Sausalito’s local transportation system is the shoreline trail. Please see Existing Conditions Map, Appendix Exhibit A-1.

TRAC has examined all modes of transportation and recommends improvements to most of those in order to make for a more efficient, integrated and environment-friendly transportation systems. TRAC recommendations include methods of reducing traffic congestion through improved traffic flow, reducing the number of automobiles downtown by improving parking facilities and local transit.

C.1. Regional Transportation

Its strategic location in southern Marin, just across the Golden Gate Bridge and its scenic amenities make Sausalito a favorite visitor destination. Regional access to Sausalito is guided by policies and measures of the Metropolitan Transportation Commission (MTC) and Senate Bill 375 that – in some respects – will override the MTC 2035 Plan. Please see MTC’s 2035 Plan and Senate Bill 375, Appendix Exhibits C-1 and C-2.

Sausalito is linked with the regional transportation system by buses of the Golden Gate Bridge Highway and Transportation District and the Marin County Service District (MCTD), the Golden Gate and Blue and Gold Ferries. Regional transportation links are very important to Sausalito. Residents must gain access to jobs and services in Marin and San Francisco. The success of Sausalito as a popular visitor destination strongly depends on convenient regional access.

The difference between “summer” and “winter” daytime population in Sausalito is quite significant: Charlie Francis, City Treasurer estimates that the ratio of daytime population for summer over winter seasons is 3:1.

The Circulation and Parking Element of Sausalito’s General Plan and the Bicycle Master Plan provide for the community’s needs for “convenient movement of people and goods” on land; however, it does not address regional residents’ and visitors’ need for *public access to and from Richardson’s Bay*. Please see Excerpts from Sausalito’s General Plan, Appendix Exhibit D. TRAC regarded it as its responsibility to identify opportunities for improved access to the bay both as a means of improving mobility within Sausalito and as a recreational resource.

The fact that Sausalito is a regional destination contributes to the City’s economic well being through much of the year. Therefore, it is in the City’s continued interest to

provide for convenient access to Sausalito and to provide for enjoyable circulation within the community. In pursuing its work, the TRAC is facilitating this worthwhile cause by pursuing opportunities for:

- Direct trolley service between Sausalito and Mill Valley and points north
- Scheduled bus service through Sausalito to San Francisco and points in Marin throughout the day
- Scheduled ferry service to San Francisco through the evening hours
- Water taxi service to Point Cavallo and Tiburon

Private Automobiles

Current Situation

Most of the *automobile* regional through traffic passes over the Golden Gate Bridge, along Highway 101. However, a significant amount of regional automobile traffic passes through town. This traffic impacts Sausalito through generating noise and risk of accidents with pedestrians.

Recreational automobile traffic does not represent much imposition on Sausalito. Most sightseeing vehicles travel along the Alexander Avenue – Second Street – Bridgeway route and stop for 60 to 120 minutes at one of the downtown parking meters.

Needs Assessment

The needs for the automobile traffic flow are connected to the need to reduce automobile traffic through Sausalito by implementing the systems recommended in this report.

Recommendations

Visitors would benefit from better directional signage and – perhaps – an informative *handout* featuring a *map* about Sausalito. Better signs to identify access to public parking are also needed.

Parking

Current Facilities

Historically, the City has addressed parking requirements in two conventional ways:

1. It served its downtown commercial district with public parking offered on municipal property.
2. It established parking ratios for all land use categories on private or leased public properties.

Please see Parking Policies and Public Parking Facilities, Appendix Exhibits E1 – E3.

Depending on demand, season, time of the day or day of the week, public parking lots and metered parking spaces serve *customers* of commercial service establishments, *hotel guests*, *commuters*, *business proprietors* and their *staff*, *employees* and *visitors* to

Sausalito. This is in keeping with the well-known “*shared – or joint use -- parking concept*” that is an efficient use of the land, for publicly accessible parking.

It appears that the City did not apply either *land use strategies* or *urban design principles* while providing for the community’s parking needs. This is why much of Sausalito’s most valuable waterfront properties serve as surface parking lots and why the city’s extensive waterfront is covered by empty fields of striped asphalt or parked automobiles.

Less than half of the 17 public access points to Sausalito’s waterfront, lead to a waterfront walk or welcoming public place. Meanwhile a significant portion of Sausalito’s waterfront is committed to auto parking for marinas. According to the City’s recent visual survey reflected in the following Table, the six marinas offer 1,118 berths to pleasure boat owners and serve them and associated marine services with 859 parking spaces.

<u>Marina</u>	<u>No. of Berths</u>	<u>No of Parking Spaces</u>	<u>Ratio</u>
Cass’ Marina	10	7	0.7
Clipper	702	399	0.57
Marina Plaza	102	50	0.50
*Sausalito Cruising Club	4-6	13	
Schoonmaker	160	154	0.96
Sausalito Marine	64	40	0.63
Pelican	90	36	0.40
Sausalito Yacht Harbor	<u>600</u>	<u>+ 160</u>	0.27
Totals:	1,118	859	0.77

Source: City of Sausalito, August 2009 visual count based on recent aerial photography.

Depending on parking provisions for ancillary services, the parking ratio varies between 0.27 and 0.96. The average parking ratio is 0.77 parking spaces per berth, a generous allowance considering the code requirement of 0.5 parking spaces per berth.

This fact was very effectively illustrated on a map by the Waterfront and Maranship Steering Committee at its July public workshop. Please see Appendix Exhibit F.

Needs Assessment

The use of the estimated 800+ parking spaces associated with marinas is not efficient. Experience shows that -- through much of the year – only a fraction of available parking spaces are being used and marina parking lots are at near-full capacity only *two or three weekends* each year. Consultation with marina operators indicates that the 1:2 parking ratio is adequate with the exception of one or two busiest days of the summer: Opening

Day and 4th of July weekends. The average occupancy of marina parking lots is estimated at *less than 50%*.

Regional through traffic along Bridgeway fluctuates in volume according to the time of year and traffic congestion on the freeway.

Data on vehicular through traffic in and through Sausalito is not available. Currently there is no funding to conduct a survey to collect and analyze this information. This is regrettable because many residents believe that occasional traffic congestion on Bridgeway is caused by local sources. A survey would verify the fact that such traffic congestion is primarily caused by *through traffic*.

Visitor traffic requires convenient automobile and bicycle parking in adequate, safe public spaces near areas devoted to sightseeing on foot and pedestrian circulation.

Recommendations

The *shared parking concept* should be expanded to the parking facilities for the marinas. This innovative concept recommended by Robert L. Harrison transportation planning consultant in his 1997 parking study might warrant some changes in the City's codes as they affect Sausalito's six marinas' current policies and practices (liability insurance, security, etc.) but might prove very beneficial to the broader community from both practical and aesthetic points-of-view.

A Parking Utilization Survey

While the TRAC did not survey every parking facility along Sausalito's waterfront, it relies on the statistical information provided by the City staff. The data are based on manual counts from aerial photographs.

A utilization survey of Sausalito's publicly accessible parking spaces would provide valuable information toward a more efficient and more rewarding use of the (mostly waterfront) land resources that automobile parking facilities in Sausalito represent. TRAC recommends funding for such a survey.

Just the 1 space per 2 boat slips ratio imposed by zoning would call for provision of a minimum of 559 parking spaces associated with Sausalito's six marinas. This number represents about 42.5 per cent of Sausalito's public parking supply. Applying the generally accepted ratio of 100 cars per acre, this involves commitment of 5.6 acres of prime waterfront land to automobile parking.

Bus Service

Sausalito is served by buses operated by the Golden Gate Transit system. The level of service responds to public demand measured on the basis of ridership. The transit company operates buses when it can expect that its buses run at minimum 50 per cent capacity.

The ridership of Golden Gate Transit bus system in Marin County is 49% Hispanic, with 61% earning less than \$25,000 a year and 77% depending on public transit for their transportation. While most Marin residents spend approximately 15% of their income for transportation, the low-income earners must spend up to 30% of their income to get to where they need to go.

Current Service

Golden Gate Transit buses serve Sausalito passengers through eleven bus stops. Ten of those stops are located along the Bridgeway – Second Street – Alexander Avenue corridor and serve the community primarily during commute hours. One stop serves Sausalito along Highway 101, at the junction of Spencer Avenue. This bus stop provides service to Marin City and the southern end of the Golden Gate Bridge practically all day long.

Needs Assessment

There is no direct bus service between Sausalito and Mill Valley; such direct service might be provided through a frequent bus service, shuttle, or the proposed trolley system.

Some of the bus stops through Sausalito are quite far apart, at least ½ mile or more. There is a need for at least 3 more stops along Bridgeway.

Recommendations

The majority of TRAC advocates consideration of a trolley service connecting the Mill Valley Depot with the Sausalito Ferry Landing. Until a trolley system can be installed, a Marin County Transit District bus, a shuttle, or a rubber-tire trolley on this route would facilitate this need.

Provide digital signage at all stops to identify bus arrival times. Implement the *Way to Go Sausalito* and *Marin Transit* programs to promote ridership by commuters and local riders within Marin.

Tour Buses

Current Service

Along with Mill Valley and Tiburon, Sausalito represents a favorite stop on the itinerary of sightseeing buses. Depending on the time of the year, 6 to 10 tour buses stop in downtown Sausalito for 5 to 90 minutes. Passengers sightsee and shop downtown. Tour buses arriving in Sausalito share the same area with scheduled buses along a widened section of Humboldt Street – between Anchor and Bay Streets. This solution is not only inadequate but also unsafe for passengers:

- There is only a limited apron for unloading and loading buses.
- Disembarking passengers do not have adequate sight lines for safe circulation.

Needs Assessment

In planning for downtown Sausalito, the Harbor and Downtown Action Committee identified the need for parking up to ten (10) tour buses in a central location.

Recommendations

The conceptual plan prepared by the volunteer group H&DAC, accommodates tour buses in a diagonal configuration along the west side of Humboldt Street. The City's latest plans for improving pedestrian access between the Ferry Landing and Bridgeway do not reflect this solution. However the buses are arranged, this transit hub should be enhanced so it is safer and more pleasant. Please see Appendix Exhibit G.

Ferry Service

Current Service

Southern Marin County is linked with downtown San Francisco with scheduled water transportation through the Sausalito Ferry Landing. On average work days, the ferry makes 9 round-trip runs between Sausalito and the San Francisco Ferry terminal. During the visitor season, the Blue and Gold line provides additional service between Sausalito and Pier 39.

The regular schedule provides for the first commute trip to San Francisco at 7:10 a.m. The last return trip leaves the Ferry Building at 8:20 p.m. On weekends the ferry service offers only six runs, with the service originating in San Francisco at 10:40 a.m. and terminating with the last connections between Sausalito and San Francisco leaving Sausalito at 6:30 p.m. Ferries reach their destinations in less than a half hour. The present schedule does not provide for evening service. This discourages visitors from staying in Sausalito for a leisurely dinner and hurts the local economy.

Needs Assessment

The Golden Gate Ferry is reluctant to operate ferries after 8:20 p.m. because that would require engagement of a third set of captain and crew, for just one or two runs.

While the morning and afternoon runs provide important commute service to residents of Sausalito, the mid-day runs tend to serve mainly visitors to the San Francisco Bay area. Depending on the number of visitors, the ferry system responds to peak demands by doubling up on their afternoon service. The "short cross-section" seems to be in accommodating bicyclists when loading and unloading ferries.

Recommendations

The Golden Gate Bridge Highway and Transportation District is studying options for improving the terminal facilities to provide for smoother loading and unloading processes. TRAC also recommends that extension of service be considered into the late evening hours to facilitate those customers who desire to go to and from the City for evening events to the extent it is financially feasible.

Visiting Pleasure Craft

Sausalito has the potential of being one of San Francisco Bay's favorite boating destinations.

Existing Facilities

The marinas have limited guest-docking facilities and visiting yachtsmen do not know where those few guest berths are located.

The Sausalito Yacht Club operates ten mooring buoys. Visiting boats using these buoys must provide their own ship-to-shore transportation. Wave action and tides can make overnight stay at those buoys uncomfortable for crews.

Needs Assessment

In addition to more mooring facilities, visitors need bathing, trash & recycling facilities.

Recommendations

The Harbor and Downtown Action Committee (H&DAC) leads the way in recommending the means for accommodating visiting pleasure boats in two ways:

1. By providing a launch service to boats moored at buoys serviced via a new, seasonal floating dock at the north end of Gabrielson Park
2. By building a low, fixed quay that would serve both, ferries and visiting pleasure craft as well

The first solution could be implemented in the near future in connection with water taxi service along the shore of Richardson's Bay. Plans for a new quay represent a long-term concept that will require much work and appropriate community support.

SMART Train

The SMART train, providing commuter train service from Cloverdale to the Larkspur Ferry Landing was approved last year by voters in Marin & Santa Rosa Counties. Trains are expected to be operating in 5 to 8 years (2014 to 2017), providing an alternate means of travel for those living north of Marin who commute to jobs in Marin without driving.

HOV (High Occupant Vehicle or carpool) & HOT (High Occupant Toll) Lanes

The Transportation Authority of Marin (TAM) is exploring the idea of charging single drivers for use of these carpool lanes, based on a sliding cost depending on the time of day and miles traveled. Some question if this idea is socially equitable. Others fear that car pool lanes might become so popular among Marin's affluent population that the carpool lanes would quickly fill up, thus increasing congestion in these lanes and defeating their benefit.

C.2. Local Transportation

Sausalito is served by numerous transportation routes and transit services, both on land and water. Many of these routes and services are not fully integrated; they lack the *continuity* that would make them efficient, that would induce their full use and economic operation. Please see Appendix Exhibit A-1.

Access to Activity Centers

In planning for improved local circulation, the TRAC has identified 15 centers of activity. The most significant activity centers that generate high demand on Sausalito's circulation / transportation systems are (from south to north):

- The Ferry Landing
- The section of Bridgeway between Princess Street and the Visitor Center
- Sausalito Yacht Club
- Gabrielson Park
- The Spinnaker Restaurant
- The tour bus parking area
- The Taste of Rome Café (former Café Trieste)
- Caledonia Street between Johnson and Litho Streets
- The Civic Center and related Robin Sweeny Park
- The Dunphy Park
- The Sausalito Cruising Club
- Schoonmaker Beach and Kayak Center
- The Bay Model
- The complex of Molly Stone's and the Post Office
- The ICB Building
- The Steckler commercial complex enlivened by Mike's Bikes -- just north of the City Limits.
- Houseboats

Private Automobiles

Present Conditions

According to the Metropolitan Transportation Commission's Bay Area Travel Survey of August, 2004, Marin County's 250,000 residents generate 805,000 person-trips (of all modes) on an average day. 680,000 of these trips are made by private automobiles, of which 72% to 86% are single drivers.

Only 30,000, or about 4% of the total number of daily trips, are on public transit. This represents the lowest transit ridership in the Bay Area. While in the San Francisco Bay area 52% of greenhouse gas emissions in the Bay Area are attributed to the automobile, in Marin, this ratio is higher at 62%.

Due to Marin’s suburban life-style, 24% of our vehicle trips are simply caregivers driving children to school. Forty-two percent of our trips are under 2 ½ miles. Fifty percent of our trips start and stop in Marin. Each day, Marin residents are making many short trips by car in all directions. Thirty percent of Marin traffic is commuters driving into Marin to work. It is quite likely that these statistics also apply to Sausalito. Twenty percent of Marin’s road traffic is simply passing through the county.

Needs Assessment

Sausalito’s residents and workers need a cost efficient public transportation system for commuting to work to San Francisco and destinations within Marin.

Recommendations

Revise the alignment of the Loop Road featured in the Marinship Specific Plan to facilitate a more direct flow of traffic, as follows:

- Align Marinship Way across Marina Plaza property and jog the roadway so it runs alongside the east end of the Gerhardt property.
- Abandon the portion of Marinship Way at the foot of the bluff between Bridgeway and the west end of Marina Plaza property.
- Extend Marinship Way either diagonally, or in a curving east/west orientation, across the Sausalito Shipyard and Marina property to align with Road 3.
- Extend Marinship Way diagonally across the existing dry boat storage yard on the Clipper Yacht Harbor property so it connects with Gate Five Road and abandon the northern end of Road 3 where it joins Harbor Drive.

Note: These improvements have been discussed but not yet endorsed by the Waterfront and Marinship Steering Committee (WAM).

Resident and Visitor Parking

Current Facilities

Residents and visitors are served by five types of parking facilities totaling 748 parking spaces which are shown below:

<u>Lot #</u>	<u>Type</u>	<u># Spaces</u>
1:	Gated Lot	212
2:	Pay Per Space	38
3:	Gated Lot	183
4:	Pay Per Space/Permit/Reserved	110
5:	Permit/Free	45
Streets:	Metered	<u>160</u>
	TOTAL	748 parking spaces

Please see Appendix Exhibits E-2 & E-3.

Needs Assessment

Depending on need, season, time of the day or day of the week, public parking lots and metered parking spaces serve *customers* of commercial service establishments, *hotel guests, commuters, business proprietors* and their *staff, employees* and *visitors* to Sausalito. This is in keeping with the well-known “*shared – or joint use -- parking concept*” and represents a very efficient use of the land resources that public – or publicly accessible – parking facilities represent.

Recommendations

In consideration of high land values -- and in order to assure more rewarding use of land resources -- the TRAC recommends consideration of structured automobile parking in the form of a multi-story parking structure and a two-level parking deck.

1. A parking structure in the Marinship*

The concept: Build a new multi-level municipal parking structure facing east on the exposed face of the bluff between Bridgeway and Marina Plaza, accessed by cars southbound on Bridgeway at the signal at Nevada Street onto the top level, with an exit on the lowest level onto Marinship Way. This municipal parking structure would be used for public parking on weekends and private parking during the work week, thus reducing parking congestion and traffic downtown on the weekends and avoiding large parking lots on private parcels along the Marinship’s waterfront for workers on the weekdays. See Appendix Exhibit H-1 & H-2.

2. Parking Deck over Parking Lot #3

TRAC supports the Harbor & Downtown Action Committee’s (H&DAC) recommendation to construct a second level parking deck over Lot 3. H&DAC’s Final Report dated April 24, 2009, proposes as a part of Phase III, constructing a second level parking structure over Lot 3 with its primary access via the signal at the intersection of Bridgeway and Johnson Street. Please see Appendix Exhibit I-1 & I-2.

3. Parking Motorbikes and Motor Scooters

Presently, the City does not have adequate provision for parking motor bicycles and motor scooters. The space designated for this purpose accommodates four small motor bikes. The City should designate special areas for parking these economical motor vehicles.

4. Pay Stations: Convert Lot 1 and all downtown meters to credit card pay stations for the following benefits:

- Reduce operating costs.
- Avoid traffic congestion associated with drivers waiting to enter the lots.
- Avoid the necessity to have large amounts of small coins to feed meters.
- Encourage people to stay longer and shop or dine more by avoiding the need to feed meters.
- Allow credit card use, or future Translink cards for parking payment, leading to longer stays.

*Note: This improvement is being proposed by TRAC, and is being studied by WAM.

H&DAC Recommendations:

- Relocate 1/3 of the parking spaces in Lot 1 to Lot 3 by expanding the width of Lot 3 to the Madden boardwalk through the construction of a new bulkhead in conjunction with the reconstruction of the existing boardwalk along the north side of Sausalito Point. Please see Appendix Exhibit J.
- Provide a drive thru around the perimeter of Lot 1 for Ferry Landing drop off and pick up traffic.
- Provide new downtown signage to direct drivers entering downtown from the north to turn left at Johnson Street to enter Lot 3 by driving through Lot 4.

Local Bus Service

Existing Service

Sausalito is served by buses operated by both the Marin County Transit District (MCTD) and the Golden Gate Bridge, Highway and Transportation District (GGBHTD). MCTD buses serve local needs within Marin. GGBHTD buses serve regional needs. The level of bus service responds to public demand measured on the basis of ridership. Transit districts generally operate buses having a minimum of 50% capacity.

GGBHTD buses serve Sausalito passengers through eleven bus stops. Ten of those stops are located along the Bridgeway – Second Street – Alexander Avenue corridor and serve the community primarily during commute hours. One stop serves Sausalito along Highway 101, at the junction of Spencer Avenue. This bus stop provides service to Marin City and the southern end of the Golden Gate Bridge practically all day long.

Buses #10 and #22 provide service between the Sausalito Ferry Landing and various Marin County destinations. The #10 bus runs hourly and the #22 serves the public with 30-minute headways. These buses run through Marin City and Strawberry Shopping Center. The #92 serves the Geary Street route hourly during commute hours only.

Needs Assessment

Marin residents are highly mobile, generating approximately 800,000 trips via all modes of travel each and every day. Most of these trips are by auto. 85% of the automobiles carry only one passenger. What is needed is a multi-occupant vehicle that can carry more people efficiently, so there would be fewer vehicles on the road and traffic would then move more smoothly. Currently, only 30,000 of Marin's daily trips are via public transit, and most of these riders are transit-dependent, being either too poor to own a car, or too young or old to be able to drive. We will not get people out of their cars unless we provide a viable alternative.

Recommendations

TRAC studied every mode of transportation suitable to Sausalito, and the following recommendations are based on their findings. As you will see, some of the systems recommended are not currently in use, but it is TRAC's opinion that all of them be given serious consideration in planning the future of transportation and traffic circulation for Sausalito and its connection to the region.

Shuttles

Many shuttle initiatives have failed due to too few riders and too high a cost for the operators. However, shuttles tend to work on high demand, destination-oriented routes. The Muir Woods shuttle is a good example for such service that responds to high demand. Please see Appendix Exhibit K.

Current Services

The Sally Shuttle program was suspended years ago. Past experience with a local shuttle service in Sausalito has led the City to conclude that to be effective, Sausalito will need more than one vehicle and that the routes and schedules of the shuttle service have to be flexible, depending on the time of day.

Needs Assessment

Presently, Sausalito is partnering with the National Park Service and operators of Cavallo Point Conference Center in developing a shuttle service to the south, between Fort Baker and Sausalito. The County is exploring a new shuttle service to the north, between Sausalito's Ferry Landing and downtown Mill Valley.

The prospects of introducing a meaningful and viable shuttle service in Sausalito have been greatly improved by Cavallo Point's commitment to supporting a shuttle service in partnership with the City of Sausalito.

Recommendations

The proposed Sausalito / Cavallo Point shuttle service will provide regular, inexpensive green transportation for employees of the Cavallo Point Conference Center as well as service for Sausalito residents and visitors desiring to enjoy Fort Baker, the Discovery Museum and the Conference Center without having to depend on automobiles. Such service would be more meaningful and serviceable if it ran to the hub at Marin City to link passengers with other means of regional transit service.

Benefits

Benefits of operating a shuttle service in Sausalito would include:

- Inexpensive or free transportation service for Sausalito residents, visitors, and guests to Point Cavallo, and perhaps, downtown Mill Valley
- Transportation for commuters
- Transportation for seniors
- Charter services to clubs and groups within Sausalito
- Extending shuttle service from Cavallo Point to Marin City for employees and to downtown Mill Valley for customers
- Providing shuttle service to the transit hub at Marin City will benefit Cavallo Pt. employees living as far away as San Rafael

Routes

The shuttle will connect with Golden Gate Transit buses for passengers traveling either north to San Rafael and points beyond as well as service Bridgeway for locals or visitors to the area.

The proposed routes will vary with the time of the day. The early and late runs will be through the Sausalito hills via San Carlos, Spencer, Sausalito Blvd., south to 2nd Street. A second shuttle will serve San Carlos, Spencer to the Freeway at Monte Mar. The third vehicle would be routed along Bridgeway from Marin City to the Cavallo Point Conference Center. As shuttles will respond to specific demand, it is expected that hillside residents will welcome the flexible service. TRAC also supports extending the shuttle service to downtown Mill Valley from Marin City.

Schedule

The schedule of service would respond to need and could look like this:

- 6:30 a.m. to 9:30 a.m. to match the ferry schedule
- 9:30 a.m. to 10:30 a.m. service to off-site parking for Sausalito employees
- 10:30 a.m. to 12:30 p.m. by appointment for seniors for doctor's appointments, drug store and groceries
- 12:30 p.m. to 4:00 p.m. Bridgeway transit and Cavallo Point
- 4:00 p.m. to 10:00 p.m. Commuter schedule as in the morning

Rolling Stock

Initially, shuttle services will be provided by vehicles; 2 City vans and Sally, plus 2 Park Service vehicles. The Park Service is lending two 24-passenger vehicles to the City for use between Cavallo Point and Sausalito. They will also supply the necessary fuel and maintenance. More vehicles will be added, as demand grows. It is expected that early on, most of Cavallo Point's 250-300 employees will rely on this service.

Fueling Station(s)

For Sally or any other compressed gas vehicle to operate efficiently, a local compressed gas filling station is necessary. This station could be at the City Yard, or at the Bayside School. The City and the Bayside School will negotiate about locating the fueling station on the school site for fueling these vehicles.

Funding

Funding of \$75,000 for the fueling station project has been approved by the City. The actual installation has been delayed until additional funding can be obtained to acquire and install a station that will take only an hour or so to refuel a vehicle instead of the 8+ hours necessary using the currently approved model. The fueling process must be monitored for safety and economic reasons.

The new Park Service representative in charge of coordinating the Cavallo Pt./Sausalito shuttle currently serves on the Transportation Authority of Marin (TAM) board.

Operation

The City of Sausalito does not wish to employ shuttle operators. The Sausalito Chamber of Commerce will be approached to serve as the driving force behind operating the shuttle service. Councilman Herb Weiner, a member of the Chamber, has a wealth of experience in operating this type of service. The PS is contributing 12% User Tax committed towards utilities and shuttle service. Sally can serve as back up when one of the shuttle vehicles is out of service for maintenance and repairs. The City will cover insurance and pay for the operators hired on an hourly part time basis to keep costs down.

Trolley Service

Rationale

The majority of TRAC supports the idea of returning rail service to Marin. Instead of the electric trains that used to connect Marin County towns so effectively, the TRAC proposes streetcars or trolleys that will share the roadway with automobiles.

Compared to light rail systems that are multi-car trains traveling fast in dedicated rights-of-way with stations and arrival times spread far apart, streetcars are individual vehicles that share the road with autos, running at 10 to 12 minute intervals with stops spaced only about a half mile apart. Most passengers can walk the ¼ mile to the next trolley stop in 5-6 minutes.

Trolleys work well for short routes between two and five miles, where passengers can easily hop on and off. Since 50% of trips begin and end within Marin and the average trip is 2 miles or less, such a system could work well in Marin. During the morning, 24% of Marin's trips are parents taking their children to school. Providing an alternative to the automobile just for some of these school trips could help to relieve traffic congestion. Why rail and not rubber wheels, some ask? After all, buses routes are less expensive to establish and offer flexible routes. Buses can work well for travelers having a set route at regular times of day, such as the Golden Gate Bus system carrying commuters to San Francisco, same place, same time each day, without the need to make connections between modes. They don't work well though for travelers who are spread out and need to go in all directions at all times of day, like the majority of trips within Marin:

Transportation planners have been trying to develop a viable public transit system designed around buses for 60 years without much success, given that less than 5% of Marin residents use buses to get around. There will always be a need for private vehicles to conveniently carry goods and for private trips. But it's time we invest in additional modes of travel so people have options - options that reduce congestion, sprawl, and greenhouse gas emissions.

The apparent economy of buses and their flexibility can be negative rather than positive factors. While buses cost less to purchase, they require more maintenance and last 20 years compared to streetcars, which can last serve the public for 50 years or longer. Please see Appendix Exhibits L-1 through L-4.

Plans for the Future

TRAC suggests that the trolley run on Bridgeway, with a track in each direction and stops at the following locations

- Gate 6 Road
- Harbor Drive
- Easterby
- Civic Center
- Downtown

The tracks downtown would circle the Bank of America / Parking Lot #2 block, with a stop at the proposed new Ferry Landing Plaza, served by a small terminal building on the north side of the Plaza.

To get things started locally, HDR's study did recommend the need for a direct transit link between Mill Valley and Sausalito. Perhaps a rubber-wheel trolley could be initiated to test potential ridership. Such systems are currently in service in San Luis Obispo and Morro Bay. The system in Morro Bay is such a success, the routes are being expanded and more vehicles are being added. We should investigate their system and see how it might apply to southern Marin. Please see Appendix Exhibit L-4.

Segways*

Segways are offered primarily as convenient, effortless means of sightseeing tours in Sausalito. They are also becoming popular with people who cannot, or do not wish to walk but rather prefer to move about in the community on wheels powered by electric power. Presently there are no clear rules that direct Segway traffic in urban areas. Segways are not suitable for traveling on bike paths and – especially in the hands of novices – are not welcome on walkways either. Nevertheless, it is likely that all traffic and transportation plans will have to accommodate Segways as a local means of individual transportation. TRAC believes that this matter deserves discussion by Sausalito's Staff and policy-makers to determine how best to accommodate this mode of transportation.

Car Share / Zip Cars

The Transportation Action Committee met with the owner of San Francisco based City Car Share to investigate extending their program to Marin County, including Sausalito. The conclusion reached by the Car Share people is that Marin's population density isn't sufficient to support the cost of operating a car share program in the County.

For those requiring a temporary automobile, there is a Hertz Car Rental two blocks from the Ferry Landing.

*Definition: Segway, a two-wheeled, self-balancing personal vehicle powered by electric motor.

C.3. The Waterfront

Overview

The approximate length of the waterfront is 22,800 lineal feet, or about 4 miles. One could walk this distance at a leisurely pace (200 feet / min) in about 114 minutes, with a child and a baby carriage, in just under 2 hours.

Each section of Sausalito’s waterfront has a unique character:

SAUSALITO’S WATERFRONT	<u>Length of Stretch</u>	<u>Percent of Total</u>
“Sidewalk”/promenade overlooking open water, south of the Spinnaker	2,100 feet	9.2 %
Boardwalk overlooking a marina, between the Spinnaker & Café Trieste	2,700 feet	11.8 %
Landscaped park and/or beach	650 feet	3.3 %
Of “industrial” character (working waterfront)	4,150 feet	18.2 %
Waterfront inaccessible to the general public	13,100 feet	57.5 %

Source: Measurements from 1” = 400’ scale map

More than a quarter (26 %) of Sausalito’s waterfront is committed to parking automobiles.

Zoning along Sausalito’s waterfront:

Industrial	33.8 %
Public / Institutional	20.9 %
High density residential	20.0 %
Commercial waterfront	16.3 %
Public park	6.2 %
Residential	2.8 %

Source: Measurements from 1” = 200’ scale aerial photo and 1” = 400’ scale Zoning Map provided by the City’s Public Works Department

Please see Appendix Exhibit M.

Over one third of Sausalito’s waterfront is zoned for Industrial use.

Waterfront Destinations

There are 17 public access points to the waterfront:

- 4 of them lead to a waterfront walk or a welcoming public place
- 9 of them terminate in paved or unpaved automobile parking lots
- 4 of them serve working marinas unsafe for small children

Waterfront “Plazas”

There are just a few inviting public gathering places on Sausalito’s waterfront, such as:

- Gabrielson Park and Dunphy Park
- Marina Plaza
- Yee Tock Chee “Park”
- The overlook between the Inn Above Tide and the Ferry Landing
- Schoonmaker Beach and shoreline promenade.
- Sausalito Yacht Harbor Boardwalk.

Rest Stops

There are more than a dozen inviting “rest stops” along the waterfront. However, only a couple of them are served by conveniences such as public rest rooms and drinking fountains. From south to north these rest stops include:

1. The overlook at the termination of Richardson Street
2. Benches by the Seal Statue and along this waterfront promenade
3. Seating at Yee Tock Chee “Park”
4. Benches at the Ferry Landing
5. Benches at the Gabrielson Park
6. Termination of the boardwalk at the north end of Spinnaker Restaurant
7. Termination of the boardwalk at the extension of Johnson Street
8. The overlook at the north terminus of Turney Street
9. Termination of the path at the extension of Napa Street
10. Benches in front of the Bay Model
11. Benches along the waterfront path at Marinship Green
12. Benches along the path at the extension of Harbor Drive
13. Benches on a boardwalk overlook between the South 40 Pier and Liberty Dock

Public Access to the Waterfront

Demand

The need for public access to Sausalito’s waterfront varies depending on a number of factors:

- Season of the year, day of the week and time of the day
- The type of user: boat owners, residents and visitors
- Character of the water’s edge
- Views from the shore
- Facilities and services available
- Distance from residential neighborhoods and the population of those neighborhoods
- Distance from the Sausalito Ferry Landing

The most important of these factors are the first two that strongly relate to the *calendar* and people's interest in enjoying their *boats* and *recreational opportunity* at the waterfront.

Boat Owners

Many owners of recreational craft moored in Sausalito's marinas rarely visit their boats. Others go down to their boats infrequently during the boating season, often just to do some maintenance or for relaxation. Hardly any of the $\pm 10\%$ "live-aboards" leave their mooring slips. Only about 15 per cent of boat owners actually sail out of their marinas on a regular basis and generally do that only between early April and late October.

This suggests that while the live-aboards generate an even flow of year-round road traffic to and from the marinas, the majority of boat owners generate only a certain amount of seasonal traffic during 6-7 months of the year. Since only a fraction of the boat owners live in Sausalito, the bulk of marina-oriented traffic arrives on Bridgeway.

Residents

Some Sausalito residents never bother to go down to the waterfront because their interests lie elsewhere. However, the majority of residents regard the Sausalito waterfront as a great visual amenity and potential recreational resource. They make good use of it one way or another.

The "Bike and Ped" Group has applied a "gravity model" for identifying the relative need for non-motorized access between hillside residential neighborhoods and the waterfront. Most of the streets serving those neighborhoods lack continuous sidewalks and none of them have separate bike lanes. There are hillside streets that lack adequate lighting. Neither the Transportation and Parking Element of Sausalito's General Plan nor the City's updated Bicycle Master Plan addresses these problems.

TRAC has identified the major waterfront access streets that will need continuous sidewalks at least on one side of the roadway, complemented by street lighting. Those streets are:

- Valley Street (steps and lighting)
- San Carlos/Glen Drive (sidewalk)
- Foot of Turney Street (sidewalks)
- Napa Street (sidewalk/steps)
- Coloma Street (sidewalk and lighting)

Visitors

The majority of short-term visitors arrive by ferry or some other means of motorized transportation. Once in town, they explore Sausalito on foot and tend to frequent the city's southern waterfront between San Carlos Avenue and Richardson Street. Only bicyclists and Segway riders venture north of Café Roma to visit the Bay Model and to see the famous houseboat community at the north end of town. Visitors need more capacity for accommodating their numbers on Sausalito's southern waterfront. TRAC

joins the Harbor and Downtown Action Committee in recommending additional plaza space and broader walks along the southern waterfront.

Facilities Requirements

Sausalito's waterfront is a popular destination, but there are few amenities to meet the needs of residents and visitors. Needed are sufficient and enjoyable rest stops, boat landings, lookouts, plazas, restrooms, seating and water fountains, along with access to food and beverage services and fun activities.

Guest Docks

TRAC has investigated the possibility of creating a few guest docks for visiting pleasure craft. Guest docks facilitating recreational boaters' overnight stay would have to be close to downtown Sausalito, where a variety of the needed facilities and services are available. Inquiries about converting some permanent boat slips to part-time seasonal guest docks made it clear that operating guest docks would not be profitable and therefore are deemed unpopular with marina operators. Guest docks will have to be established and operated by the City or the Chamber, without expectations of profit.

Downtown Fixed Pier or Quay

In contrast to an enclosed harbor, a multi-purpose public pier has been on the wish list of many Sausalito residents for quite some time. In addition to offering partial shelter to the buoys from tides and to accommodating ferry boats, this new facility would also provide floating tie-up space for the boating public. Please see Appendix Exhibit I-1.

Boat Harbor

Separate from the Imagine Sausalito visioning process and the work of the Harbor & Downtown Action Committee (H&DAC), an independent volunteer group of local maritime folks, business owners and residents, pursued the concept of establishing a *protected harbor* or port in downtown Sausalito as a means to revitalize downtown, enliven the shoreline and promote the local maritime industry. A plan was developed by proponents of "SHIP" which stands for Sausalito Harbor Improvement Project.

The plan envisions constructing two fixed stone quays (breakwaters) having a handsome stone cladding. The quays would extend outward from Sausalito's Ferry landing and the point where the Spinnaker Restaurant is located, and turn inward to enclose a protected harbor that could accommodate up to 50 visiting vessels, some of which would be 100 foot long luxury yachts during the summer season. SHIP's proposal for an enclosed harbor was rejected by the City Council in 2009. Please see Appendix Exhibit N.

Motor Launch and Water Taxi Service Sites

Water Taxi Service

TRAC explored the means of operating water taxi service on Richardson's Bay in two specific areas:

1. Between waterfront destinations within the community
2. Between Sausalito and other destinations at Cavallo Point, Tiburon and Angel Island.

The desirability of water taxi service and handicapped-access docks has been explored with waterfront property owners and the City. TRAC also consulted with an aspiring entrepreneur who has already purchased a taxi vessel and is ready to begin service here in town. For this service to be economically viable there needs to be a pick up and drop off dock downtown. Until a separate dock for a water taxi stop can be built downtown, this operator is seeking to dock at the existing Golden Gate Ferry dock.

Docks

TRAC's Motorized Transportation and Parking Map shows locations for proposed water taxi docks. Please see Appendix Exhibit A-2. These docks are envisioned at the end of Main Street (Walhalla) and at Horizon's, on Spinnaker Drive, (east of Gabrielson Park), and at the end of Locust Street (Replacing the Turney Street dock). Also contributed to improved access to and "place making" along Sausalito's extensive waterfront by an inviting dock at Galilee Harbor, at Schoonmaker's, at the Bay Model Visitor Center, at the end of Harbor Drive, and at the recently approved new County Park at Gate Six Road.

For successful examples of water taxi services in Seattle, Boston and Baltimore, please refer to Appendix Exhibit O.

Small Craft Landings

Presently Sausalito has only a few spots along its waterfront where small recreational craft: kayaks, row boats and canoes can conveniently land or be launched, and only a few of those are popular with the public:

- The Turney Street boat ramp
- Schoonmaker Beach
- Harbor Drive boat ramp

Lacking convenient vehicular access, Dunphy Park and Swede's Beach do not serve recreational small craft. Motor boats are launched primarily at the Harbor Drive boat ramp due to adequate parking.

In an effort to establish a better communication and closer relationship between the community and Richardson's Bay, TRAC has identified 11 suitable sites for creating landings along Sausalito's waterfront. These landings would serve residents as well as arriving recreational boaters at points that provide services and perhaps non-motorized access to points of interests in Sausalito. The comprehensive Motorized Transportation

Plan prepared by TRAC features proposed landing sites with appropriate symbols. Please see Appendix Exhibit A-2.

Current Service

Eight docks provide water access for launches that tend mooring buoys and for water taxis that provide transportation along Sausalito's waterfront.

Existing Docks

- Horizons
- Foot of Turney Street
- Foot of Napa Street at Galilee Marine Service Harbor
- Schoonmaker Marina
- Marina Plaza Yacht Harbor (This facility needs to be verified).
- Bay Model (The Bay Model has offered interim use of their existing dock on the north side of the Army Corp's pier until a new public access dock can be constructed on the south side of the pier).
- Foot of Harbor Drive at Clipper Yacht Harbor

Existing Facilities that possibly could be made available

- Horseshoe Cove at Fort Baker at docks managed by the Presidio Yacht Club
- Golden Gate Bridge Ferry Landing
- Army Corp of Engineers (dock on the north side of the pier)
- Marina Plaza Yacht Harbor

Recommendations

Proposed New Docks:

- Foot of Main Street at the Valhalla building
- Gabrielson Cove
- Foot of Locust Street (To replace the existing one at the foot of Turney Street when improvements are made to the Sausalito Marine Ways property).
- Sausalito Shipyard and Marina (formerly the Arques property), when this parcel is developed by the owner
- Gate Six at Waldo Point Harbor when the County constructs a public mini-park in place of the existing Gates Coop houseboat community

The feasibility of the foregoing recommendations must be verified through further analyses of each landing: what components are necessary for the landings to be ADA (Americans with Disability Act) compliant, including wheelchair access. Currently, State law requires wheelchair access at all stages of the tide, resulting in 120 foot gangways having landings every 30 feet, which would be costly to construct, and in many instances, wouldn't fit within the space available.

Federal standards make exceptions for marina uses, permitting single 80 foot long gangways. This discrepancy between State and Federal laws needs to be resolved.

TRAC recommends that the Richardson's Bay Regional Agency (RBRA) should pursue establishing an acceptable ADA gangway standard for Richardson's Bay.

The County of Marin wishes to expand ferry service within the county, including encouraging privately owned and run water taxi service. There are a number of operators who would like to establish a water taxi business in Sausalito. Public and private interests should coordinate efforts to plan and implement local water taxi service.

Improved Access To and From Richardson's Bay

The Circulation and Parking Element of Sausalito's General Plan and the Bicycle Master Plan provide for the community's needs for "convenient movement of people and goods" on land. However, it does not address the need for public access to and from Richardson's Bay. The TRAC regarded it as its responsibility to identify opportunities for improved access to the bay both as a means of improving mobility within Sausalito and as a recreational resource. Such access can be most effectively facilitated through various means of non-motorized transportation.

C.4. Opportunities for Non-motorized Transportation

Environmentally friendly, non-motorized travel within Sausalito can be furthered through improvements, expansion, better signing and lighting of the local system of bikeways, sidewalks, paths, trails, steps and bicycle parking facilities.

TRAC's review of the current bicycle and pedestrian circulation and the Action Committee's recommendations associated with such opportunities follow.

Pedestrian Circulation

Improved pedestrian circulation in Sausalito will call for more attention to sidewalks, hillside steps, to the existing portions of the waterfront trail and for providing the missing pedestrian links along the waterfront. Additional recommendations address links with the GGNRA, emergency evacuation and communication (maps and marketing).

Students of urban destination resorts know that the most favorite pastime of visitors is *sightseeing* on foot and by riding bicycles. From late spring to early fall, on a nice day, the number of day visitors to Sausalito can reach over 5,000 persons. This means that the small community has an enlightened self-interest in providing delightful walking and bicycling experiences to visitors, if it wishes to cater to their needs. For example, Waikiki's limitation to keep vacationing guests happy is neither the beach, nor the number of its restaurant seats, but the capacity of its *sidewalks and plazas* to provide the sought-after "*sightseeing*" experiences – *on foot!*

In view of its limited capacity to accommodate large numbers of visitors along its walks and in its public spaces, it would behoove the City of Sausalito to create more space for

sightseeing on foot. This would undoubtedly induce visitors to stay longer and spend more money (which helps to fund public services) in local commercial establishments, and might attract more locals to downtown Sausalito.

Present Conditions

Sidewalks separate pedestrian and vehicular traffic and are important means of providing for safe pedestrian circulation. With new emphasis on promoting non-motorized transportation, the TRAC identified those Sausalito Streets that connect hillside neighborhoods with major pedestrian destinations: transit stops, service centers, post office, City Hall and the waterfront. The TRAC identified those as “pedestrian access streets.”

Needs Assessment

Not all those streets have sidewalks and – where they do – the sidewalks are not always continuous.

Recommendations

TRAC recommends that the City identify practical means of completing sidewalks along all major pedestrian access streets through the City’s Capital improvements Program (CIP), or through “improvement districts” designated in areas where safe pedestrian circulation is deemed critical.

Pedestrians would benefit from a handy *map* that informs them about where points of interest are and a complementary system of directional signs. The Chamber of Commerce is pursuing preparation of an updated map of Sausalito’s points of interest. As sidewalk space is limited, future improvements will have to include *more extensive pedestrian space* downtown and along the waterfront. Urban designers estimate that downtown land committed to stationary and ambulatory public spaces: squares, plazas, lookouts, etc., would have to be practically doubled to reduce the sense of crowded conditions and to provide for a pleasurable stay at peak daytime visitation.

TRAC believes that a more attractive, continuous shoreline path would serve this purpose and H&DAC’s proposed plans show the way for creating a more spacious network of downtown plazas and pedestrian spaces.

The proposed improvements are identified on the attached Non-Motorized Circulation Plan. Please see Appendix Exhibit A-3.

*Hillside Trails & Steps**

In addition to sidewalks along main roadways, the TRAC believes in the importance of well-maintained hillside trails and steps, and in the merits of a continuous shoreline trail.

*Note: Please refer to Dorothy Gibson’s Book titled Hillside Trails and Steps in the Sausalito Library and see Appendix Exhibits P-1 & P-2.

Lateral Access to Downtown and the Waterfront

Uphill-Downhill Streets

Residents living above Santa Rosa and Sausalito Blvd. must follow a long, circuitous path to the waterfront. In some instances, steps connecting certain streets shorten the distance. Many Sausalito residents live on the hills overlooking Richardson’s Bay and the waterfront. Due to the hilly terrain and the site-responsive street layout, only a small percentage of them have convenient, direct pedestrian or bike access to the 4.3 mile-long waterfront. A few facts of interest:

- 15 streets provide direct access to the waterfront. Four of those streets terminate in the Caledonia neighborhood and do not serve the uphill community.
- The average walking time distance between hillside homes and the waterfront is 13-14 minutes.
- Destinations with direct access on the waterfront are (from south to north), at the foot of the following streets:

<u>Up/Downhill Street</u>	<u>% pop.*</u>	<u>Travel Experience</u>	<u>Walk**</u>
Valley Street	11	stairs to beach	13 min.
Main Street	11	access to boardwalk	11 min.
Richardson Street	11	access to lookout and promenade	13 min.
Princess Street	5	access to landscaped plaza	3 min.
San Carlos/Glen Dr.	8	access to Café Trieste & boardwalk	15 min.
Turney St	6	kayak rental & boat ramp	11 min.
Napa Street	17	Cruising Club & Dunphy Park	15 min.
Spring/Lib. Ship Wy	21	LeGarageCafé/Schoonmaker Beach	15–18 min.
Harbor Way	6	Fish Restaurant	8 min.
Ebbtide/Gate 5 Rd	4	access to houseboat communities	9 min.

Of course, another destination is the Ferry Plaza, at the end of the short El Portal.

* Source: Approximations of number of dwellings from recent Aerial Photograph

** Source: Measurements from map drawn to the scale of 1”=400’

Nevada and Coloma Streets presently serve as convenient links to the northern waterfront. They would be better used if these routes were enhanced so they are more visible and enjoyable.

In addition to the Bike and Ped Group and TRAC, the Waterfront and Marinship Steering Committee (WAM) has analyzed conditions at the waterfront, with emphasis on the uses of land. The WAM’s work goes on as of the writing of this report. Their work to date is featured on the City’s web site under the heading: *Imagine Sausalito*.

The Shoreline Trail

Improved access to the waterfront with a *continuous “trail” along the shoreline* were the most popular ideas -- with 80% support -- in a professional telephone survey conducted for the Council’s Business Advisory Committee in 2006.

City policy CP-4.8 featured on page 5-11 of Sausalito's General Plan calls for provision of "access to the waterfront for bicyclists and pedestrians at as many points as possible." The related Program CD-4.8.1 refers to a "Waterfront Bicycle and Pedestrian Plan" depicted on Map GP-12. Please see Appendix Exhibit Q.

The Plan calls for a continuous "shoreline trail" between the Mono Street Marsh and the extension of Coloma Street. The Plan designates parts of the shoreline trail as "shoreline public access trail" and other parts as "*potential* shoreline Public access path."

In addition to local policies, plans of regional scope also envision a continuous trail along the shores of Richardson's Bay. The Metropolitan Transportation Commission calls for a *continuous* "Bayfront Link." The Bay Conservation Development Commission (BCDC) requires that respective sections of a public access "trail" be built along each developed section of bayfront property.

In identifying needed improvements, the TRAC made use of recent work performed by the Pedestrian/Bicycle Group that focused on pedestrian and bicycle circulation through examining "trails and steps" in Sausalito.

The Committee invited graduate landscape architectural students from Berkeley to prepare conceptual designs for a significant portion of the waterfront. Their design concepts merit attention and should be referred to when considering improvements along Sausalito's waterfront. Please see Appendix Exhibits R-1 through R-6 for excerpts from the study. A copy of their full study is at the Sausalito Library.

TRAC advocates implementation of the plan featured on Map GP-12. The Action Committee is looking forward to the Marinship and Waterfront Steering Committee's (WAM) recommendations for addressing this provision of Sausalito's General Plan through their ideas for the functions and character of this important section of Sausalito's waterfront. TRAC made good use of Pedestrian and Bicycle Group's 5/12/07 Report featured in Appendix Exhibit S.

TRAC also assisted the City in securing Non-Motorized Transportation funding for construction of two new steps in the "old town" area.

There are two steps projects that were funded through Marin County's Non-Motorized Transportation Program. The Marion -- Sausalito Blvd project has been postponed requiring further public outreach. The Cazneau project must resolve right-of-way encroachment problems before it can proceed with engineering.

Gaps in the Shoreline Trail

There are three valid reasons for TRAC's commitment to a continuous Shoreline Trail:

1. The Transportation and Parking element of Sausalito's General Plan calls for one.*
2. BCDC requires a continuous Shoreline Trail (Bayfront Link).

*Note: See Map GP-12 in Appendix Exhibit Q.

3. A continuous shoreline trail was the most popular public improvement in the Sausalito residents' 2006 professional opinion poll.

The concern that a shoreline trail would compete with marine activity was resolved by new EPA standards which prohibits boat ways (ramps sloping into the Bay) and requires that boat repair be done upland from the shore's edge.

Much of the shoreline trail already exists, but is less useful due to occasional gaps where people are expected to traverse parking lots or walk along industrial service roads.

Residents and visitors would use and enjoy a continuous, attractive leisure oriented shoreline trail.

A continuous shoreline trail would promote walking for recreation and also provide access to places and activities by walking, thus promoting public health and social interaction, while reducing automobile traffic and the pollution, noise and greenhouse gas emissions associated with the use of private automobiles.

A shoreline trail would serve as a leisurely, scenic and safe alternative north/south pedestrian way for those who wish to enjoy a walking experience, leaving a faster and more direct pedestrian way paralleling Bridgeway Blvd. for bike riding commuters and athletes who wish to pass through town quickly.

A shoreline trail will provide additional access and exposure to waterfront businesses, helping them to prosper.

Mapping a continuous shoreline trail now and adopting such a plan as City policy, will allow segments to be put in place as properties are improved; so overtime, each individual segment contributes to creating a continuous route.

At the TRAC's initiative in 2008, graduate students of the University of California's School of Landscape Architecture spent several months identifying opportunities for improving Sausalito's waterfront. Under Jennifer Brooke landscape architect's guidance, the graduate class illustrated how gaps in Sausalito's shoreline trail could be eliminated and how the City's waterfront could be enriched. The seventeen aspiring landscape architects' plans are available in Sausalito's Public Library.

TRAC has studied the entire length of Sausalito's waterfront and has identified where the gaps in the existing shoreline trail exist and need closing. These gaps are:

1. Between Scoma's restaurant and Yee Tock Chee Park (a trail close to the water's edge to match the one south of Horizons should be constructed)
2. From the Ferry Landing to the Madden Boardwalk
3. Across the foot of Johnson Street, connecting the Madden Boardwalk with the mini-park northwest of the Pelican Harbor parking lot

4. From where the boardwalk ends at its north end in front of the Arks, around the former North Point Café building and along the east side of the Paradise Bay Parking lot and the Turney Street boat ramp, connecting to the boardwalk bayward of Wellington's Wine Bar
5. Around the bay side of the empty Sausalito Marine Ways building, connecting to the peninsula property where the temporary Police building is located
6. From the pathway west of the temporary Police building, across a new foot bridge spanning the inlet south of Dunphy Park, then along the Dunphy Park shoreline, bay side of Cruising Club parking lot, past Cass Marina, bayward of Galilee's office (future bait shop & deli with deck), connecting to the foot of Napa Street, its mini-park and existing shoreline trail
7. Bridging the gap at the head of the Mono Street Marsh
8. On a new boardwalk bayward of Easom's Boatworks and along the shoreline bayward of Clipper's Basin One parking lot, along the shoreline bayward of the mini-park east of the Schoonmaker buildings, then on a rebuilt boardwalk east of the Butler building owned by the VA in place of the existing sheds owned by Frank Annicelli across the foot of his pier and connecting to Bay Model Visitor Center
9. Shoreward of the Bay Model's parking lot, past the south entrance into the Corp's debris yard, connecting to Marinship Park
10. From Marinship Park, across the northern entrance into the Corp's debris yard, connecting to the existing trail along the shoreline at Marina Plaza
11. Across the Sausalito Shipyard and Marina property, hopefully along a new boardwalk upland of the marine ways, around the bayside perimeter of the Spaulding work deck, connecting to the existing trail at the Fish Restaurant
12. From the Anderson (soon to be KKMI) travel lift, around the peninsula between Clipper Basins 3 & 4 to a new trail on the northern edge of Joe Ray's property, paralleling the existing drainage culvert, the north side of which is restored to a tidal zone, and connecting to Gate Five Road at Coloma Street
13. From the Clipper property at the south end of its Varda Landing strip of land, across a new foot bridge spanning the Coloma drainage culvert, around the bayside perimeter of the Bay Haven Houseboat Marina's parking lot, across the Rose property, along the shore's edge at the Vallejo Ferry Boat property and the shore's edge along the adjacent parcel to the north, around the shore line of the southern parking lot serving Waldo Point Harbor's South 40 Pier, then connecting to the existing Waldo Point Harbor Houseboat Marina's existing shoreline trail
14. From Waldo Point Harbor's Main Dock in front of the arks, along the shoreline and the County's planned and approved mini-park that will replace the Gate's Coop community, connecting to the new North/South greenway running east of

Mike's Bike, as well as connecting to the existing shoreline trails at Steckler's Houseboat Harbor, Yellow Ferry Houseboat Harbor and the spit of land north of the Yellow Ferry Harbor

The Next Steps -- Non-motorized Paths & Steps

1. *New Hillside Pathways and Steps* – Determine the benefits from the construction of the approved and funded new steps project between Sausalito Blvd. and Marion in Old Town. This approved project was achieved through the efforts of the TRAC. The project was temporarily put on hold in response to insufficient support by neighboring property owners.
Clarify right-of-way issues and pursue implementation of the Cazneau – Filbert steps link also funded through Marin County's Non-Motorized Transportation Pilot Program (NMTTPP).
2. *New Bridgeway –Ferry Landing Pedestrian Link* – The conceptual design of this project has recently been approved by the City Council. Construction documents are now being planned by R/H/A/A. Funds have been granted for \$200,000 in construction funding from the Federal Government's Non-Motorized Transportation Pilot Program (NMTTPP) and \$50,000 from the County of Marin's Measure A. The plan calls for widening sidewalks and adding ADA ramps along Bay and Anchor Streets. The plan complies with ADA requirements.
3. *North-South Greenway Multi-Purpose Bike/Pedestrian Path* – This project is currently being planned by Alta, whose study is funded by a \$100,000 Federal NMTTPP grant. It is part of a major north/south bike and pedestrian route extending the entire length of Marin County and continuing into Sonoma County. When constructed, it will become a major non-motorized transportation corridor promoting biking and walking. Although the North-South Greenway is intended for all users, the Sausalito segment will focus on facilities for pedestrians and non-commuters. In Sausalito it is envisioned that this North-South Greenway route will mostly parallel Bridgeway, primarily along the original railroad right of way. Downtown, it is hoped it will run along the north side of Johnson Street to Lot 4 and then parallel the Madden Boardwalk along the east side of Lot 4 & 3, Humboldt Street and Lot 1 to the Ferry Landing.
4. *Shoreline Trail* – Close the gaps in the existing shoreline trail system in order to complete a continuous shoreline path along the entire length of Sausalito's waterfront as shown on TRAC's map, for which the City of Sausalito provided \$3,000 to have professionally produced.
5. *Steps Project* – Seek to restore the funding and complete the public outreach in order to construct the four steps improvement projects established by TRAC.

Bicycle Circulation

Present Bicycle Circulation

About 10% of daily person-trips in Marin are made on foot. Over the past ten years, bike ridership has increased from 5% to 10% of all daily trips. Today, the rest of Marin residents drive because they prefer the conveniences of auto travel, or because there isn't

a viable alternative. In 2008, on peak days, more than 2,500 bikes traveled through Sausalito. Bicycle traffic during weekdays is considerably less. Annually, there are between 275,000 and 300,000 bikes traveling through Sausalito.

Many recommendations for improvements to bicycle circulation in Sausalito are spelled out in Sausalito's *General Plan* (pp 5-7 to 5-11) and the recently updated *Bicycle Master Plan*. The latter 77-page document addresses Sausalito's perceived needs within the context of bicycle travel in Marin County. TRAC focused on further potential benefits with alternative routes designed for *recreational* bicycling in the community.

The Harbor & Downtown Action Committee (H&DAC) has analyzed alternatives for connecting the Ferry Landing with Bridgeway and potential bicycle routes to the north. The H&DAC made recommendations for the alignment of improved bicycle routes. (For specifics, please refer to the H&DAC's Final Report of April 24, 2009.)

Needs Assessment

The routing and feasibility of such routes are being explored through the "Greenway" study authorized by the City Council and by the Waterfront and Marinship Action Committee (WAM) as they are planning for the significant northern portion of the City's waterfront properties.

Recommendations

Specific recommendations for bicycle access from Sausalito's hillside neighborhoods as well as for the approach from the south to downtown services, transit stops and people's favorite spots at the waterfront are missing from the City's updated Bicycle Master Plan. The accompanying map of TRAC's recommended Non-Motorized Transportation Plan features these routes. Please see Appendix Exhibit A-3.

Objective 4.0 of Sausalito's General Plan states: "Enhance Bicycle and Pedestrian Circulation." The most important of associated policies and programs seem to be:

- Develop a bikeway system that meets "the needs of commuters, recreational riders and bicyclists of varying abilities and speeds," and links residential neighborhoods with local and regional destinations. (4.1.1.b.)
- Maximize multi-modal connections to the system. (4.1.1.c)
- Develop a downtown bicycle corridor and promote Sausalito as a bicycle-friendly destination. (4.1.1.i)
- Implement the plan for a waterfront bicycle and pedestrian path system as shown on Map GP-12 (4.8.1)
- Maximize the receipt of State, Federal and grant funding for non-motorized improvements that can be received in Sausalito. (4.1.1.g)

The Sausalito General Plan reaches beyond the policy level by recommending a host of short-term and long-term improvements to the system, including access to residential neighborhoods and scenic shorelines.

The Sausalito Bicycle Master Plan - Updated in 2008 identifies four criteria for making Sausalito a more bicycle-friendly community:

1. Safety – to be improved through reduced congestion
2. Access – by providing convenient bike routes to popular local destinations
3. Quality of Life – by a more conscious effort to rely on non-motorized local travel
4. Effective Implementation – through education, enforcement of traffic laws and reliance on sound design and good engineering principles

The Bicycle Master Plan features existing and proposed:

- Class I Bicycle Paths
- Class II Bicycle Lanes
- Class III Bicycle Routes
- Bicycle Parking
- City Hall, Schools, Ferry, Bus Stops and Trailheads

In addition to proposed new facilities, the plan identifies “gaps” between Easterby and Napa Streets, a northbound bike lane gap between Johnson and Litho Streets, the NMTPP Bridgeway to Ferry Landing Path project and a conceptual Rodeo Avenue Highway 101 undercrossing.

TRAC is of the opinion that the updated Bicycle Master Plan should be amended with four important additions to the plan:

1. Recognition of the need for neighborhood bicycle access to public transit stops, popular “downtown” destinations and the waterfront at:
 - Ebbtide – Gate Five Road
 - Coloma Street
 - Harbor Drive
 - Nevada Street
 - Spring Street
 - Easterby – Liberty Ship Way
 - Napa Street
 - Turney Street
 - Johnson Street
 - San Carlos Avenue
 - Princess Street
 - Richardson Street
 - Main Street

These are bus stops where bicyclists can board regional transit buses equipped with frontal bike racks.

2. Due to Sausalito’s hilly terrain, bicycle travel on some of its hillside roads is seldom safe or practical. In the future, however, Sausalito bicycle enthusiasts should identify improvements that would make bike travel safer on narrow and often curvilinear roads such as striping, mirrors and signs.

3. Respond to the need for slower-paced, local north-south bicycle travel east of Bridgeway by providing for leisurely recreational bicycling along accessible portions of Sausalito's waterfront, with frequent rest-stops at scenic spots and at junctions of uphill/downhill bicycle routes. This bicycle access might be combined with the multi-purpose "shoreline trail" envisioned by the MTC, BCDC and, in part, by Sausalito's General Plan.
4. Create a project and obtain funding for the study and construction of a new and safer bike route from the Ferry Landing to the Golden Gate Bridge, with particular emphasis on safety along the narrow portion of Alexander Blvd.

The North-South multi-purpose path promoted as part of Marin County's regional Greenway link will eliminate many of the present problems caused by recreational bicycling in Sausalito. A better, more permanent route for an alternate bicycle path is definitely needed.

"Commute" Bike Travel

The two official documents featuring recommendations for bicycle travel in Sausalito refer to all north-south through bicycle traffic as "commute" bike travel. This is misleading.

While work-day commute travel through Sausalito is limited (and occurs at a.m. and p.m. commute hours) the majority of north-south through travel serves recreational bikers on weekends, not commuters. This is the bike traffic that recommendations for eliminating "gaps" in the Class II bike lanes along Bridgeway are meant to remedy. This is the recreational bike traffic that sometimes upsets local drivers when bicyclists ride side-by-side, imposing on automobile lanes. The answer seems to be more consistent enforcement of traffic rules.

TRAC has determined that work-day commute bike travel does not represent a problem in Sausalito.

The Marin County Bicycle Coalition

The Marin County Bicycle Coalition (MCBC) is promoting a County-wide bicycle transportation system based on establishing dedicated travel lanes for bikes throughout Marin, separated from automobile travel lanes. MCBC is convinced that more people will bike to work, or bike for recreation, when provided with a safe, dedicated bikeway system separated from auto traffic.

In Sausalito, MCBC's efforts have resulted in funding for a \$100,000 study to develop what is called a North/South Greenway from Sausalito's Ferry Landing to the City's northern City limits, which would link up to a County-wide multi-purpose trail system. As part of this trail system, the Cal Park Tunnel between Greenbrae and San Rafael is being rebuilt. The reconstructed tunnel will accommodate bikes and the new SMART

train. A study is also underway to consider reconstructing the Alto Tunnel between Mill Valley and Corte Madera to provide a more convenient bike route in southern Marin. Please see Appendix Exhibit T.

A Bike Share Program? (a la “Velib,” etc.)

In addition to the four criteria listed in the General Plan for promoting bicycle travel in Sausalito, the City might wish to consider a fifth criterion as well: A city-wide (or perhaps county-wide?) *bike share program* might prompt those residents to use bicycles who otherwise might not consider bicycling to their destinations.

Bicycle Parking

Bicycle parking used to represent a periodic nuisance in downtown Sausalito. Initiated by the City’s *Way to Go Sausalito* program, this problem was addressed through the gradual installation of bike parking lots, and the “attendant bike parking” introduced in connection with special events. The Harbor and Downtown Action Committee’s (H&DAC) Final Report and the updated Bicycle Master Plan contain recommendations for appropriate bike parking associated with major activity centers and public facilities. It is expected that in time, more bike parking areas will be designated, coupled with the necessary installation of directional signage.

Rental bicycle travel from San Francisco to Sausalito and other destinations in Southern Marin County has dramatically increased over the past few years. The City of Sausalito responded to this growing cycling by designating bike parking areas in the downtown business district and other popular visitor destinations.

The bike rental companies have a vested interest in assuring that their customers’ parked bicycles do not become a nuisance in Sausalito’s public places. Therefore, the bike rental companies responded favorably to Councilman Herb Weiner’s request for contributing numerous bike parking racks for the City’s disposal and management. Staff recommendations for the installation of bike racks follow:

1. *Zone ‘A’* ferry boat landing and visitors kiosk area.
Corner of El Portal and Tracy Way
2. *Zone ‘B’* the two old “Authorized Vehicle” parking spaces.
SE corner of Tracy Way and Anchor Street
3. *Zone ‘C’* in front of the B of A Building on the brick surface.
Corner of Bridgeway and Anchor Street
4. *Zone ‘D’* Gabrielson Park at the park’s NW end.
Corner of Humboldt Street and Spinnaker Drive

TRAC is believes that the bike racks installed in strategic locations represent merely the first step toward a more comprehensive bicycle traffic management program – that will have to include directional signage, more bike parking racks and a continuing bicyclist education program. Please see Appendix Exhibit U.

Bicycle Path Signage

The markings for the bicycle path along Bridgeway need better demarcation and striping. Symbols of bicycles should be printed on the pavement within bike lanes. City staff recommends installation of additional signage for bike riders. Examples of those signs are listed below:

- Walk bikes on Sidewalks.
- Park Bikes only in Bike Racks.
- No Bike Parking in the Park.
- Bike Parking Ahead (or arrows pointing to bike parking areas).
- Ride Single File on Roadway for safety.
- Ride Single File within Bike Lanes for safety.

C.5. A Comprehensive, Integrated Transportation and Circulation System

TRAC's approach to improving mobility in Sausalito also recognizes that all aspects of moving about in Sausalito must be considered as part of a comprehensive, mutually supportive *system*. This system should simultaneously address:

- Infrastructure
- Facilities
- Rolling stock
- Operations
- Maintenance
- Signs, signals
- Lighting

Plans and Programs in Effect

The public plans adopted by the City aim to pave the way for improving the complementary linkages among existing transportation routes and facilities. The City has adopted two policy documents that address transportation, circulation and parking in Sausalito. These documents are:

- The *Circulation and Parking Element of Sausalito's General Plan*
- The recently updated *Bicycle Master Plan*

These two documents play important roles in the life of the community; they guide improvement of mobility in Sausalito and they also serve as means for procuring public *funding* for specific transportation improvement projects.

Management and Maintenance Programs

Management

Most forms of transportation systems – including parking – require some form of management. Perhaps Sausalito's steps, paths and pedestrian ways require the least

management in form of signs, lighting and trail maps. The most management-intensive systems are shuttles, bicycle travel and municipal parking lots. As Sausalito can also anticipate lean times, the City would benefit from installing and operating a transportation/circulation system that requires the least amount of management. This suggests expansion of the city's non-motorized transportation system.

Maintenance

When considering increasing mobility in Sausalito through the improvement and expansion of transportation systems and parking, the City must consider two inevitable cost items:

- One-time *capital requirements* for *building* the facility
- The *annual costs* associated with *maintenance and operations*

It is known that fair box receipts rarely support the cost of operating public transportation systems. Even pedestrian and bikeways involve annual maintenance costs. While the upkeep of some auto-routes is financed with "tolls" collected from travelers in other metropolitan regions, highway tolls do not represent an acceptable means of funding maintenance of public travel routes in California. Perhaps the only transportation-related improvements that contribute positive cash flow to the City of Sausalito are its municipal parking facilities. Ignoring the concept of "return on land value," its auto parking facilities actually represent a significant income to the City.

The City of Sausalito could benefit from applying a "*sponsorship*" concept to supplement maintenance of various circulation and transportation locations. This concept has been very successful in San Francisco and other communities throughout the United States. TRAC recommends the following facilities for sponsorship consideration:

- Transit stops along Bridgeway
- Individual or network of steps, walks and trails
- Sections of the shoreline trail and boardwalks

An example of sponsorship could be that - when built - the proposed "Greenway" promoted by the Marin County Bicycle Coalition (MCBC) could be sponsored by local bicycle interest groups.



SECTION D
IMPLEMENTATION

D. IMPLEMENTATION

Early Action

Through the past 18 months, TRAC collaborated with City staff on pursuing early projects that can be funded and implemented within the foreseeable future. These specific public improvement projects were identified in discussion with the City Engineer's office on the basis of the following criteria:

- Facilitate improved mobility within Sausalito.
- Contribute to Sausalito's comprehensive circulation and transportation system.
- Improve Sausalito's circulation system by reducing congestion and providing for safer pedestrian access to popular destinations.
- Facilitate more convenient access to mass transit stops.
- Allow for faster and safer means of evacuation in case of an unforeseen disaster.
- Good prospect of potential outside funding for the projects' construction through available federal, state and county programs.

Implementation Projects

The following summarizes TRAC's recommended action items to implement in the coming fiscal year. These action items were selected from the goals and objectives developed in the Vision Groups Report completed in 2007, *Imagine Sausalito*, and have been identified as feasible implementation measures. The total anticipated funding and resources necessary, responsible party, and projected timeline for each action item are tabulated below.

TRAC Priority Projects

The highest priority projects of those listed in the chart above are:

- Map all transportation projects.
- Install the shuttle fueling station.
- Reach an agreement with National Park Service for the Fort Baker shuttle.
- Secure County funds for the seven identified steps, lanes and paths pilot projects.
- Map the shoreline trail along Sausalito's waterfront (while respecting maritime industries and private property interests).
- Install a new tie-up dock at the Bay Model (with the U.S. Corps of Engineers' consent).
- Design, ascertain the feasibility, fund and install a water taxi dock downtown, in Gabrielson Cove.

Action Item	Responsible Party	Budget Amount	Other Resources Necessary	Projected Timeline
MAP: Comprehensive transportation & parking plan map*	Transportation Action Committee Supported by City Staff	\$3,000	Drafting services provided by professional	Task completed by the end of August, 2009
STREETCARS: Participate and complete TAM's streetcar feasibility study for the Sausalito to Mill Valley route	Transportation Committee working with TAM's consultant and MarinLink	\$5,000 to contribute to the feasibility study (funded already in 2007-2008 budget)	Assistance from the City Engineer and planning staff	Task completed by late 2008
SHUTTLES: Install the compressed liquid fueling station at Bayside School. Complete negotiations with Nat'l Park Service for the Fort Baker shuttle	Transportation Action Committee, School Board and Contractor Councilman Weiner & NPS Rep.	\$70,000 funding must be amended to assure installation of faster fueling station	City Department of Community Development for planning and a Building Permit	Unknown. Depends on City policies and priorities
STEPS & PATHS: Track implementation of two funded public improvement projects	Transportation Action Committee advised by City Engineer	No funds requested	City Engineer's office	Unknown, depending on City policies & priorities
SHORELINE TRAIL: Hold a public display of the UC Student's work* Map the route, highlighting the gaps. Pave the Mono Street gap.	Transportation Action Committee, City Engineer, WAM, plus a volunteer Landscape Arch.	\$1,500** Notices/postage + reimburse expense for printing, + request County funding	City Department of Community Development.	UC student report is completed; & available in Sausalito Public Library
WATER TAXIS: Encourage private property owners to plan & install tie-up docks. Continue to work with the Army Corps and Sail America for a dock at the Bay Model.	Transportation Action Committee, the owners of Gaylord's and Horizons Restaurants, plus Army Corps & Sail America.	No funding necessary at this time	City waves planning and permitting fees for projects having a public benefit.	Summer of 2010

*Project has been completed by the time this Final Report is being completed

**The City received a \$200,000 grant for improvements between the ferry landing and Bridgeway.

Trolleys

Members of TRAC are working with MarinLink to define, communicate and promote the concept of providing streetcar (or trolley) service along major roadway corridors in Marin, starting with two demonstration lines, one between Sausalito and Mill Valley and one from Fairfax, through San Anselmo, to San Rafael.

Achievements

- Succeeded in having “steel-wheeled streetcars” noted in the Marin County’s recently adopted General Plan as an alternative mode of transportation that should be considered.
- Defined the concept in detail under the name, “The Corridors Plan.”
- Promoted the Corridors Plan with Municipal, County and State policy leaders and planners.
- Promoted the Corridors Plan in the local media.
- Succeeded in convincing the Transportation Authority of Marin to include in their Central & Southern Marin Transit Study commencing this June a \$15,000 feasibility study for the Sausalito/Mill Valley streetcar route, with Sausalito, Mill Valley and the County each contributing \$5,000.
- Succeeded in convincing the Marin Community Foundation to establish a Strategic Initiative on Transportation to support programs and efforts to develop alternative modes of transportation to the automobile.

Current Activities

- Seeking contributions from Fairfax, San Anselmo, San Rafael and the Ross Valley County Supervisory District to fund adding this second demonstration line to TAM’s Central & Southern Marin Transit Study.
- Organizing a broad community support group called, “The Return of the Trolleys.”
- Establishing a website, brochure, and PowerPoint presentation on the Corridors Plan.
- Seeking funding from the Marin Community Foundation to support ongoing activities promoting streetcar service.

Challenges

- Shifting the status quo to focus on different modes of travel. Current transit planning emphasizes improved bus service, bus rapid transit routes (BRT’s), HOV & HOT lanes, congestion pricing programs, etc.
- Overcoming concerns that the money to fund an ambitious and expensive transportation system will not be forthcoming, so why work on something that could be “pie-in-the-sky” even if the system would be popular and work well?
- Seeking to accomplish a difficult, complex task with the help of only a few people volunteering their time, with limited resources and almost no funding.

Funding Requirements: \$5,000

Shuttles

To the extent feasible, working to re-establish a shuttle system in Sausalito and elsewhere in Marin to provide transit for short rides, to link destinations and connect to other modes of transportation, including buses, ferries and the SMART train.

Achievements

- Integrated into the Corridors Plan a shuttle feeder system component.
- Established a dialog with the National Park Service regarding the Fort Baker shuttle.
- Identified a site for the compressed liquid gas fueling station for “Sally” and other local shuttle vehicles.

Current Activities

- Working with Councilman Herb Weiner and the National Park Service to explore how shuttle service between Fort Baker and Sausalito could be used off hours to serve Sausalito.

Challenges

- Demand for shuttle service. A professional cost/benefit analysis could provide direction.
- Insufficient people power. We need someone to focus on shuttle service, pursuing getting the local fueling station in place and the shuttles running again in a sustainable manner.
- TRAC is told that in most cases, shuttles are too expensive to maintain due to poor ridership. TRAC is advised to get the streetcars running first and then the shuttles, because people will want to then have a means to get to the streetcar.

Funding Requirements: To be determined

Steps and Paths

TRAC has worked with committee member, Dorothy Gibson and Todd Teachout, the City Engineer to identify paths and steps needing upgrading and repair, as well as identify any new convenient pedestrian routes within the hills of Sausalito.

Achievements

- Identified 4 locations for upgrading and extending steps and paths in the hills of Sausalito. With the assistance of City Engineer, Todd Teachout, TRAC prepared and submitted an application to the County of Marin for the County managed, Non-motorized Transportation Pilot Program, for new Steps, Lanes & Paths Project, seeking funding for the proposed improvements. The City received funding for the construction of two new steps projects.
- The Bicycle Advisory Committee has reconvened and will coordinate their efforts with the work of TRAC.

Current Activities

- Proposing alternative non-toxic decking material for the Spinnaker Point bulkhead walking surface.
- More “steps and paths” improvements are needed in addition to those included in the Non-Motorized Transportation Pilot Program (NMTPP) application.

Funding Requirements: \$1,000

Shoreline Trail

TRAC is assessing what is needed in order to develop a priority list of specific projects that should be funded and implemented.

Achievements

- Toured the full length of Sausalito’s waterfront and identified the gaps along the route that may be closed. Established which gaps are on private and public lands.
- Identified 3 locations for extending the existing shoreline trail on public property. With the assistance of City Engineer, Todd Teachout, TRAC prepared and submitted in a timely manner an application to the County of Marin for the County managed, Non-motorized Transportation Pilot Program, for the Steps, Lanes & Paths Project, seeking funding for the proposed improvements.
- Determined that in many instances, a shoreline trail can exist along the shoreline without conflict with marine service activities.
- Collaborated with Jennifer Brook, a Sausalito Landscape Architect and professor at the School of Landscape Architecture at UC Berkeley, for her second year graduate students to develop concepts for a continuous shoreline trail along the entire length of Sausalito’s waterfront in a manner that creates an experience, or activity at each key spot along the path.
- Provided copies of the students’ plans to members of the City Council and filed a copy of the document at the Sausalito Public Library.
- Secured \$1,000 funding for production costs of the students’ report from Councilman Mike Kelley.
- Reviewed the City’s plans for replacing the bulkhead along the north side of Spinnaker Point to insure that it meets the aesthetic and access needs of Sausalito.

Current Activities

- Ongoing tracking of the Committee’s Non-motorized Transportation Pilot Program
- 3/07/08 Application to insure project funding.
- Working with Jennifer Brook to present her students’ work to the City Council and the Sausalito Community.
- Collaborate with the Marin County Bicycle Coalition on pursuing the Greenway concept.

Challenges

- The Committee will need a Landscape Architectural firm(s) to volunteer preparing maps of the shoreline proposed shoreline trail, as well as detailing the gap closing projects sufficiently for estimating each project's cost. Perhaps a number of firms could participate in such efforts.

Funding Requirement: \$1,500

Water Taxis

TRAC has considered the size and type of water craft appropriate to meet Sausalito's needs. Infrastructure needs to support such service are being considered.

Achievements

- Identified 11 water taxi sites along Sausalito's waterfront, many coordinated with pedestrian, bicycle and transit access, including future streetcar stops.
- Assessed the condition of existing facilities on both private and public land.
- Consulted with private waterfront property owners, including the owners of Clipper Yacht Harbor, Horizons and Gaylord's, to explore the use of existing facilities or the possibility of establishing new waterfront facilities on their properties.
- Met with representatives of the Bay Model to explore the creation of a water taxi and public tie-up dock on their property, possibly partially or fully funded by Sail America in exchange of using the Army Corps' property for their Strictly Sail boat show.
- Developed plans for an ADA compliant gangway to provide wheelchair access to public docks at all stages of the tide.
- Explored with numerous operators what size and type of water craft would meet Sausalito's needs?

Current Activities

- Continue dialog with property owners, public officials and boat operators in pursuit of developing the infrastructure to support water taxi service.
- Explore extending the docks at Cass Marina for a water taxi stop and some guest berths serving Dunphy Park.

Challenges

- The Committee needs volunteer assistance from a Landscape Architecture firm to map the water taxi sites identified.
- Funding sources to construct the infrastructure will need to be secured.
- Water taxi service - just like land based shuttles -- is difficult to establish, because it takes time to develop sufficient ridership to fund ongoing operations. Even after the system reaches a certain critical mass and is well known, such a system will likely need some sort of subsidy to sustain it.

Funding Requirement: \$1,000



CONCLUDING STATEMENT

CONCLUDING STATEMENT

TRAC has concluded that it would benefit all residents of Sausalito if we would change the way we move; we depend too much on our automobiles.

Beginning with the decline of rail in the early 1940's and the creation of the Interstate Highway system in the 1950's, for the last 60 years our culture has focused America's transportation on one primary mode – the private automobile, along with buses and trucks fueled by oil. This was good for General Motors, Standard Oil and Goodyear Tire, the three corporations who conspired before WWII to purchase the independent rail systems that existed in every town from coast to coast and systematically destroyed them so they could sell more cars, gas and tires. The public let this happen, because cars were in and trains were out. The automobile offered independence and freedom to go wherever and whenever one chose.

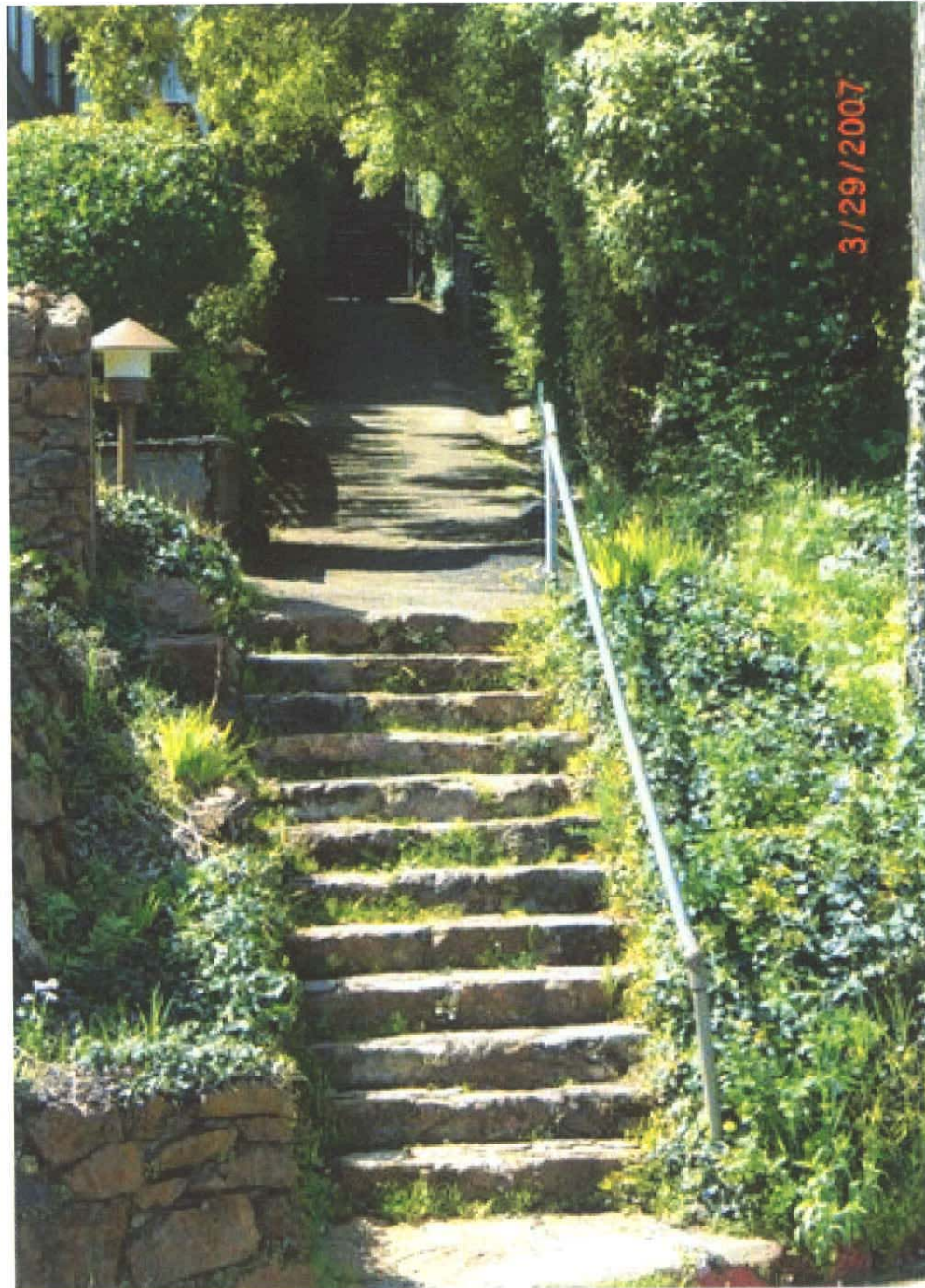
However, we are finding this single mode approach has come with a price – traffic congestion, dependence of foreign and dwindling fossil fuels and now, perhaps even undesirable climate change. It appears that there are too many cars; they dominate our cities and towns, served by large expanses of asphalt and concrete. They cause our communities to sprawl outward, destroying our countryside and farmlands, leading to long commutes that isolate us from our neighbors and communities. With 86% of automobiles occupied by single drivers, we are moving more metal down the road than people. And with 62% of our greenhouse gas emissions coming from the tailpipe, we are heating up our planet at an alarming rate.

It's time to provide additional modes of travel, to give people choices besides the automobile. After all, the choices we make are the choices we have. People will have to rely on their automobiles unless we provide viable alternatives.

The more choices we can offer the better. And we do not need to argue about which mode of travel may be best; we should explore them all. As we imagine our future and incrementally put it in place, we should plan and build systems for walking and biking; for cars, shuttles and buses; for streetcars, light rail and trains; for water taxis and ferries. To be effective, each system must be separated from other modes, be continuous and well connected to all other modes of transportation.

TRAC has explored each one of these modes and proposes the means to go multi-modal. As we implement the recommendations found in TRAC's report, we will likely walk more often, shop more frequently in the stores we pass by and get to know our neighbors better. As we walk and bike to more destinations, we will be in better physical condition and our health will improve. The money we will save on maintaining our cars and buying gas at ever higher prices will be available for other purchases. Our downtowns will be more fun and interesting as they become revitalized and more pedestrian-oriented. Growth will be concentrated in these downtown areas without more vehicular traffic.

In brief, we will be able to live locally better and in a more sustainable manner. Better transportation will transform the way we use our valuable land resources and will improve our quality of life.



APPENDICES

REFERENCE MATERIAL FEATURED IN THE APPENDIX

<u>Exhibit</u>	<u>Design</u>	<u>Source</u>	<u>Refer to Pages</u>
A-1	Existing Circulation Conditions Map	TRAC	5, 19, 26
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S	Pedestrian/Bicycle Facilities Report	Bike/Ped Grp	43
T	The North-South Marin Greenway Update	MCBC	50
U	Rental Bike Parking Pilot Plan Update 6/30/09	City of S.	50

TRAC-Transportation Action Committee
MTC-Metropolitan Transportation Commission
MRA-Michael Rex Associates
WAM-Waterfront&Marinship Steering Committee

H&DAC-Harbor&DowntownActionCommittee
MCTD-Marin County Transit District
SHIP-Sausalito Harbor Improvement Project
MCBC- Marin County Bicycle Coalition

