



STAFF REPORT

SAUSALITO CITY COUNCIL

AGENDA TITLE:

Consultant Services Agreement – Non-Motorized Transportation Routes
Planning – Ferry Landing to Gate 6 Road

RECOMMENDED MOTION:

1. Adopt a Resolution of the City Council of the City of Sausalito Awarding a Professional Services Agreement to and Authorizing the City Manager to Execute a Professional Services Agreement with Alta Planning + Design for Preparation of a Project Study Report for Non-Motorized Transportation Routes Between the Sausalito Ferry Landing and Gate 6 Road
2. Direct staff on the creation of a Technical Advisory Committee (to be established at a future meeting of the City Council)

SUMMARY

In 2006 Marin County received \$25,000,000 as one of four recipients of a grant from the U.S. Department of Transportation to implement the Non-Motorized Transportation Pilot Program (“NMTTP”). The goal of the NMTTP is to reduce the number of travel trips people make in automobiles. Upon award, Marin County solicited project ideas from its cities and towns, special districts (including mass transit, and ferry operators), and various advocacy groups. The County also held three publically noticed workshops to receive citizen input. The estimated cost for all of the proposed project ideas totaled several hundred million dollars. The County Board of Supervisors appointed an ad-hoc committee (Walk-Bike Marin) to evaluate and rank the project ideas. A final list, totaling approximately \$20,000,000, was approved by the County Board of Supervisors in April, 2007. Sausalito was awarded funds for three projects. One of these projects is preparation of a planning study to (1) identify and evaluate (with significant involvement of residents, Council representatives, bicycle advocates, community members and County representatives), viable routes for non-motorized transportation in Sausalito between the Ferry Landing and Gate 6 Road (including at a minimum the existing segments of path and on-road bike lane on Bridgeway), (2) to develop the scope, conceptual cost estimates and screening level environmental review for projects identified as feasible and preferred by the stakeholders participating in the planning process, and (3) lay the groundwork necessary for the City to successfully compete for subsequent grant funding to construct the feasible, preferred projects identified. The total grant amount for planning study preparation is \$100,000 with no City funding required other than for cash flow.

Staff issued a Request for Proposals (RFP) for consulting services in November, 2008. Three consultant teams submitted proposals. Staff evaluated the proposals and identified the team lead by Alta Planning + Design as the team offering the highest overall level of experience, competence, staffing and other professional qualifications necessary to perform the services required. Alta proposes to do the work for a cost not to exceed \$100,000.

On January 13, 2009 the Council considered this item and directed that a joint meeting of the Waterfront and Marinship Advisory (WAM) Committee and the Transportation Action Committee (TAC) occur to consider the proposed work scope, budget and timeline. The joint meeting occurred on February 5th 2009. Input was received from members of the WAM, members of the TAC, and other residents and community members. On the basis of the comments received by Council during its January meeting, and those received on February 5th, Staff and Alta have revised the proposed scope of services to expressly recognize that, (1) the existing route segments along Bridgeway including the on-road bike lane are considered feasible and preferred, (2) all applicable and relevant planning documents and adopted plans, including but not limited to the current Marinship Specific Plan, the Sausalito Bike Plan-2008 Update and the current General Plan and any updates to those plans must be taken into account, as the overriding land use planning documents for those areas, and (3) alternatives that do not result in consensus among the participating stakeholders will not advance to the level of "preferred". On this basis, Staff recommends that the City enter into an agreement with Alta Planning + Design for performance of the desired services.

BACKGROUND

In 2006, the U.S. Department of Transportation awarded Marin County a grant of \$25,000,000 to implement the Non-Motorized Transportation Pilot Program ("NMTTP"). Federal transportation funds are primarily used to advance commerce and/or national defense. For approximately the last 100 years resources have been provided to promote travel using Trucks, Trains, Ships, Airplanes, and Busses. The NMTTP begins to consider walking and bicycle travel as legitimate transportation modes worthy of receiving Federal Transportation resources. The goal of the program is to reduce the number of travel trips made in motor vehicles, especially automobiles. Upon receiving the grant Marin County solicited project ideas for these funds from meetings with its cities and towns, special districts (including mass transit and ferry operators), various advocacy groups operating in Marin County, and through citizen input provided in three publically noticed workshops. Project ideas totaled several hundred million dollars in cost. After a 6 month deliberation process the Board of Supervisors awarded the City of Sausalito a \$100,000 grant for a project to develop a plan for multi-use routes between the Ferry Landing and Gate 6 Road and to perform environmental review (NEPA and CEQA).

This plan is expected to be utilized in the future as a tool to attempt to obtain engineering design and construction grants from Regional, State and Federal transportation programs.

The City issued a Request for Proposals (RFP) in November, 2008 and three proposals were received:

- Alta Planning + Design/SWA Group/Coastland Civil Engineering/Linda Carruthers & Assoc. (Cost not to exceed \$100,000)
- Sea Designs/Zone 17 Landscape Architecture (Cost Estimate \$99,780)
- Fehr & Peers/CSW Stuber-Stroeh/Royston Hanamoto Alley and Abey/WRECO/WILTEC (Cost Estimate \$109,501.50)

Staff reviewed the proposals and found all three proposing teams qualified to perform the work.

ISSUES

What is the name of the project?

This project has had several names applied to it. This was done to enable some conceptual flexibility and to respond to changing demands. The plan has been and is referred to variously as:

1. The Bridgeway Bike Plan (by Marin County)
2. The North-South Greenway (by Resident and Non-resident Regional Advocates)
3. Sausalito Path – Gate 6 Road to Ferry Landing (by City Staff)
4. NMTP 5098(009) Bridgeway Path Specific Plan (by Caltrans)

The different names have been used to reflect different understanding of the scope. The names used for the project evoke different reactions from the stakeholders. The study area is described in the Caltrans funding documents as between Bridgeway and the shoreline as well as between the Ferry Landing to Gate 6 Road.

What will be studied?

1. Existing facilities along Bridgeway and parallel to Bridgeway.
2. Existing master plans (including but not limited to the 1989 Marinship Specific Plan, the Sausalito Bicycle Plan 2008 Update, the General Plan and other relevant planning, guidance and policy documents).
3. Other existing facilities are likely to be considered.
4. Historic facilities are likely to be considered.

The planning process requires route alternatives to be identified and considered in an effort to develop a "preferred alternative." Once the preferred alternative is determined more detailed work will be performed.

Why do the study?

Discussion points have been made that significant effort was undertaken to define acceptable routes during the preparation of the 1989 Marinship Specific Plan and the Sausalito Bicycle Plan. Doesn't the NMTTP plan just repeat past efforts? No. The existing planning documents are too general to be used to attract funds from State and Federal Transportation Funding Programs. The Marinship Specific Plan is 20 years old. Grant Authorities need assurances that construction projects meet current needs. Planning documents older than 5 years are not considered as credible as newer plans. The goal of this planning effort, if started, will be to develop "design review" level project plans along a route in the City between the Ferry Landing and Gate 6 Road. This is expected to result in identification of several specific projects (with estimated costs between \$300,000 and \$1,000,000) and preliminary environmental review performed (resources allowing). The effort is expected to improve Sausalito's chances of securing engineering design and construction funds for the projects.

As a result of several discussions with concerned people, there appears to be very different understandings of what is needed for non-motorized travel. Concerns have been expressed that the Sausalito Bicycle Plan effort may have missed policies and routes defined in the Marinship Specific Plan. Reconciliation of those plans may be needed and beneficial. This project could do that. Despite the existence of these planning documents, the City is being approached by resident advocates for better off-street facilities near Bridgeway, near the Shoreline and between the residential hillside area and the lowland parts of town (including the Marinship/Libertyship area and other areas). The City is also being approached by regional advocates wanting Sausalito to define and integrate its non-motorized facilities into a regionally connected and viable transportation network.

Where will the routes be?

The planning process will answer that question precisely. This planning effort will not treat the study area as a "blank sheet." Existing facilities near and along Bridgeway will be strongly considered. Other existing facilities will also be considered. Proposed routes in the Marinship Specific Plan, the Sausalito Bicycle Plan -2008 Update, and other previous study efforts discovered will be considered.

The Transportation Action Committee provided guidance for the RFP work scope. As a result of that guidance the Alta Proposal includes several meetings with the general public as well organizes a Technical Advisory Committee to guide the consultant during Plan preparation. Given the concerns expressed Staff believes that it may be beneficial for the City Council to review and approve the structure and members of the Technical Advisory Committee to the City Council for approval. For now staff proposes a 7 member committee including:

City Engineer or Designee
Marin County Public Works Staff
2 Residents

- 1 Bicycle Advocate Representative (preference to resident)
- 1 Resident Pedestrian Advocate
- 1 Community member

Alternatively the effort can be overseen by the already established Pedestrian and Bicycle Task Force. That task force currently has vacancies in the City Council member (formerly Paul Albritton) and the Sausalito Business Community (formerly Michael Fabian of Bicycle Odyssey). The member list is attached.

Marin County has identified one staff person to oversee the planning effort between the Sausalito City Limit and Gate 6 Road. The Sausalito City limit is approximately 500 feet south of Gate 6 Road along Bridgeway.

Transportation vs Recreation

The goal is for the NMTTP to improve non-motorized transportation. Concerns were expressed that the planning project would ignore the Bridgeway corridor, Sausalito's primary transportation corridor. It will not. Bridgeway will be considered. Staff expects that when the constraints analysis is performed, the preferred alternative will be along the Bridgeway corridor.

What can be expected for proposed projects?

The Planning effort will define that precisely. Staff expects that project needs will focus on installing or replacing asphalt and concrete surfaces, landscaping adjacent to the facility, signage for safety and traffic control, intersection improvements (detectors at signals, curb cuts at crossings), maybe even bridges. There may also be a need to work with private property owners.

Concerns have been expressed that the proposal may consider facilities such as pocket parks and interpretive sites (areas where historical (human history and natural history), archeological, and cultural signs are placed). Such "amenities" have been included in non-motorized projects in the past in other areas of the Bay Area. Past experience suggests that between 5-20% of project costs could be used for such facilities. The planning process can vet out Sausalito's desire to install such amenities.

Performance Measures

To gauge success of the NMTTP, grantees are required to measure mode shift. This Plan does not include measurement requirements because 1) it is a planning project and not an improvement project, and 2) Marin County is performing mode shift study at the county-wide level. Pre-project sampling and a transportation model have been developed to determine mode shift. Marin County has indicated that post project sampling will be done in 2010 to evaluate success of the projects installed up to that point.

Why not study the whole City or Bridgeway from the Ferry Landing to the South City Limit?

As indicated above, Bridgeway is included in the scope of the study and has already been identified as feasible and preferred. Advocates for the North-South Greenway were satisfied enough to support a planning study in Sausalito from the North City Limit to the Ferry Landing. Studying the whole City would require additional funds that were not provided. It was perceived that significant property acquisitions will be needed for facilities south of the Ferry Landing. It is unlikely that current funding programs would provide resources for such acquisitions.

TAC/WAM Joint Committee Follow-up

At the January 13th, 2009 Sausalito City Council Meeting, members of the community expressed concern about the proposed planning project. In response to the comments the Council directed that the Waterfront and Marinship Advisory Committee and the Transportation Advisory Committee meet to consider the project. The Committees met on February 5th and Committee members and members of the public had an opportunity to feedback about the plan. A three part presentation was made as follows:

- 1) Background (Where we are and how we got here) – City Engineer
- 2) TAC report to WAM (similar to Nov. 2008 Council Presentation)-TAC Chair
- 3) Consultant (discussion of scope, history of NMTTPP)- Alta Staff

Comments and concerns were voiced by members of the WAM, members of the TAC, and other residents and community members. On the basis of the comments received by Council during its January meeting, and those received on February 5th, Staff and Alta have revised the proposed scope of services to expressly recognize, (1) existing route segments along Bridgeway including the on-road bike lane are considered feasible and preferred, (2) all applicable and relevant planning documents and adopted plans, including but not limited to the current Marinship Specific Plan, the Sausalito Bike Plan-2008 Update and the current General Plan and any updates to those plans must be taken into account as the overriding land use planning documents for those areas, and (3) alternatives that do not result in consensus among the participating stakeholders will not advance to the level of "preferred". Two letters opposing the project are attached to this report. Parts of this report respond to points in those letters.

The Alta/SWA team is recommended based on the experience of the team with local and regional transportation and planning issues. Alta Planning + Design will be responsible to the City but will be subcontracting certain portions of the work to SWA (Landscape Architecture), Linda Carruthers (Survey) and Coastland Civil Engineering. SWA and Linda Carruthers have offices in the study area and as a result have great awareness of local constraints. Coastland Engineering staff have assisted the City in General Engineering matters from 2004 to 2006. The Team is familiar with Community efforts to guide future development including making improvements to the non-motorized transportation network.

FISCAL IMPACT

The proposed work will have a limited impact on the General Fund. The City will need to pay for the Plan from the General Capital Fund however project costs will be reimbursed at 100% up to \$100,000. Progress payment reimbursement requests will be prepared for Caltrans to process occur as payments are made to the consultant.

The Sea Design/Zone 17 proposed the lowest budget estimate of \$99,780. Alta Planning + Design estimated using the full grant amount of \$100,000. Staff's evaluation is that the proposed budget difference is insignificant. The proposed services are considered "professional services." Under the City's purchasing requirements, specifically Section 3.30.500-3.30.520 of the Sausalito Municipal Code, factors other than just price can be taken into consideration in awarding the Contract. A requisition has been prepared. The project is included in the 2009 Budget at the levels cited previously.

STAFF RECOMMENDATIONS

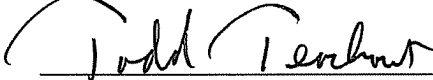
1. Adopt a Resolution of the City Council of the City of Sausalito Awarding a Professional Services Agreement to and Authorizing the City Manager to Execute the Professional Services Agreement with Alta Planning and + Design for Preparation of a Project Study Report for Non-Motorized Transportation Routes Between the Sausalito Ferry Landing and Gate 6 Road. The authorized amount shall not exceed \$100,000.

2. Direct staff on the creation of a Technical Advisory Committee (to be established at a future meeting of the City Council)

ATTACHMENTS


- Resolution
- Professional Services Agreement (w/Scope of Work – changes from the document reviewed by Council previously as shown in redline format)
- Requisition
- Bike/Ped Task Force Roster
- Letters

PREPARED BY:



 Todd Teachout,
 City Engineer

REVIEWED BY (Department Head):



 Jonathon Goldman,
 Director of Public Works

REVIEWED BY (City Attorney):

Mary A. Wagner
Mary Wagner,
City Attorney

REVIEWED BY:

Charles Francis
Charles Francis,
Acting Director of Finance

SUBMITTED BY:

Adam W. Politzer
Adam W. Politzer
City Manager

RESOLUTION ___-09

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAUSALITO AWARDING
A PROFESSIONAL SERVICES AGREEMENT TO AND AUTHORIZING THE CITY
MANAGER TO EXECUTE A PROFESSIONAL SERVICES AGREEMENT WITH
ALTA PLANNING + DESIGN FOR PREPARATION OF A PROJECT STUDY REPORT
FOR NON-MOTORIZED TRANSPORTATION ROUTES BETWEEN THE
SAUSALITO FERRY LANDING AND GATE 6 ROAD
NMTP-5098(009)

WHEREAS, the City Council adopted the 2009 Annual Budget which includes resources to perform non-motorized transportation route planning between the Ferry Landing and the North City Limit; and

WHEREAS, the City was awarded a Federal Non-Motorized Transportation Pilot Program Grant to develop a Plan entitled "Bridgeway Path Specific Plan" and is eligible to receive Federal and/or State funding for transportation planning projects from the California Department of Transportation; and

WHEREAS, the City solicited proposals from consulting firms to perform the desired planning; and

WHEREAS, the City received proposals from 3 teams of consultants; and

WHEREAS, at its January 27, 2009 regular meeting the City Council heard and considered comments and concerns about the proposed scope of services; and

WHEREAS, the Waterfront and Marinship Advisory Committee and the Transportation Advisory Committee held a joint meeting on February 5, 2009 to receive public input which resulted in revising the proposed scope of said services to ensure that (1) existing route segments along Bridgeway including the on-road bike lane are considered feasible and preferred, (2) all applicable and relevant planning documents and adopted plans, including but not limited to the current Marinship Specific Plan, the Sausalito Bike Plan-2008 Update and the current General Plan and any updates to those plans will be taken into account, as the overriding land use planning documents for those areas, and (3) alternatives that do not result in consensus among the participating stakeholders will not advance to the level of "preferred".

NOW, THEREFORE, the City Council of the City of Sausalito does hereby resolve as follows:

1. Alta Planning and Design is qualified to perform the work.
2. The Professional Services Agreement is hereby awarded to Alta Planning and Design

Meeting Date: February 24, 2009
Item #: 6A
Page #: 9

The City Manager is authorized to execute a Professional Services Agreement with Alta Planning and Design on behalf of the City with a budget of not to exceed \$100,000.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Sausalito on the 24th day of February, 2009, by the following vote:

AYES: Councilmembers:
NOES: _____ Councilmembers:
ABSTAIN: Councilmembers:

Mayor, City of Sausalito

ATTEST:

City Clerk

Item #: 6A
Meeting Date: February 24, 2009
Page #: 10

CITY OF SAUSALITO
PROFESSIONAL/CONSULTING SERVICES AGREEMENT

This **PROFESSIONAL/CONSULTING SERVICES AGREEMENT**, (this "Agreement") is made and entered into this ____ day of _____, 2009, by and between the **CITY OF SAUSALITO**, a municipal corporation (hereinafter "City") and Alta Planning and Design(hereinafter "Consultant").

In consideration of the mutual promises contained herein, the parties hereto agree as follows:

Section 1. Scope of Work

Consultant shall provide City with the services described in Exhibit A which is attached hereto and incorporated herein by this reference as though set forth in full.

The duties and services required of Consultant under this Agreement and pursuant to this Section 1 are referred to throughout the remainder of this Agreement as "the Work."

Section 2. Responsible Individual. The individual directly responsible for the performance of the duties of Consultant is Michael Jones. Consultant represents and warrants that the execution of this Agreement has been approved by Consultant and that person executing this Agreement on behalf of Consultant has the full authority to do so.

Section 3. Work Schedule.

Consultant shall be available to work as many hours as required to complete the Work immediately upon receipt of the signed Agreement from the City and shall complete each task in a timely manner as specified. Consultant shall not be held responsible for delays caused beyond its reasonable control.

Section 4. Compensation.

In consideration of the performance of the Work described in Section 1 pursuant to the schedule set forth in Section 3, Consultant shall be compensated on a time and materials basis in an amount not to exceed \$100,000 (One hundred thousand dollars) on the basis of Consultant's Fee Schedule which is attached hereto and incorporated herein as though set forth in full. Consultant acknowledges and agrees that the compensation to be paid to Consultant under this Section 4 represents the full amount due and owing to Consultant in connection with performance of the Work.

Consultant shall submit invoices on a monthly basis detailing the work performed and by whom, broken down into not less than 15 minute increments. At the request of the City, Consultant shall modify the billing statements to meet the requirements of the U.S. Department of Transportation which is the entity providing the grant funding for the work.

Section 5. Amendments.

In the event City desires to retain Consultant for the performance of additional services, or wishes to delete any services in connection with this Agreement, specifications of such changes and adjustments to compensation due Consultant therefore shall be made only by written and signed amendment to this Agreement.

Section 6. Independent Contractor - Subcontractors.

It is specifically understood and agreed that in the making and performance of this Agreement, Consultant is an independent contractor and is not and shall not be construed to be an employee, common law employee, agent or servant of City. The consultant shall be solely liable and responsible to pay all required taxes and other obligations, including, but not limited to, withholding and Social Security. Consultant shall be solely responsible for making payment to any subconsultants including without limitation SWA, Linda Carruthers and Associates, and/or Coastland Civil Engineering. Consultant acknowledges and agrees that he/she is not entitled to the benefits of civil service status and/or the rights and privileges enjoyed by civil service employees and Consultant hereby waives any and all claims to such rights and/or privileges.

Section 7. Consultant's Responsibility.

It is understood and agreed that Consultant has the professional skills necessary to perform the Work, and that City relies upon the professional skills of the Consultant to do and perform the Work in a skillful and professional manner in accordance with the standards of the profession. Consultant thus agrees to so perform the Work.

Acceptance by City of the Work, or any of it, does not operate as a release of the Consultant from such professional responsibility. It is further understood and agreed that Consultant has reviewed in detail the scope of the work to be performed under this Agreement and agrees that in his professional judgment, the Work can and shall be completed for a fee within the amounts set forth in Section 3 of this Agreement.

Section 8. Hold Harmless and Indemnification.

To the fullest extent permitted by law and without limitation by the provisions of Section 9 below relating to insurance, Consultant agrees to defend, indemnify and hold harmless the City, its elected and appointed officials, officers, employees and volunteers from any and all claims, demands, suits, losses, damages, injuries, and liability, incurred and to the extent caused by reason of any acts, errors, or omissions of Consultant, whether negligent or intentional, under or in connection with this Agreement. Consultant shall pay defense costs and any resulting judgments to the extent caused by the above. The Consultant's obligations under this Section 8 apply regardless of whether or not a liability is caused or contributed to by any act or omission of the City, except that the Consultant shall not be obligated to indemnify for liability arising from the negligence or willful misconduct of the City or of any third party. The provisions of this Section survive the completion of the Project and/or termination of the Agreement.

Section 9. Insurance.

Consultant shall take out and maintain during the life of the Contract: (a) Comprehensive or Commercial General Liability and Automobile Liability insurance in an amount not less than \$ 2,000,000 combined single limit applying to bodily injury, personal injury and property damage; (b) professional liability insurance in the amount of \$1,000,000 per claim and \$ 2,000,000 aggregate.

The general and automobile liability policy(ies) are to contain, or be endorsed to contain, the following provisions:

The City, its officers, elected and appointed officials, employees, Consultants and agents must be named as an Additional Insured under the coverage afforded with respect to the work being performed under the Agreement.

Section 10. Nondiscrimination.

There shall be no discrimination against any employee who is employed in the Work, or against any applicant for such employment because of race, religion, color, sex or national origin. This provision shall include, but not be limited to, the following: employment, upgrading, demotion, or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.

Section 11. City Personnel Conflict of Interest.

No officers, member, or employee of City and no member of the governing body of City who exercises any functions or responsibilities in the review, approval of the undertaking or carrying out of the project, shall participate in any

decision relating to this Agreement which affects his personal interest or the interest of any corporation, partnership, or association in which she is, directly or indirectly interested; nor shall any such officer, member or employee of City have any interest, direct or indirect, in this Agreement or the proceeds thereof.

Section 12. Consultant Conflict of Interest.

Consultant covenants that she presently has no interest and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of his services hereunder. Consultant further covenants that in the performance of this Agreement, no persons having any such interest shall be employed.

Section 13. Assignment.

Consultant shall not assign any interest in this Agreement, and shall not transfer any interest in the same (whether by assignment or novation) without the prior written consent of City.

Section 14. Ownership of Documents.

Consultant agrees that all documents produced in the performance of this Agreement shall be the sole property of the City including all rights therein of whatever kind and whether arising from common or civil law or equity. The Work shall be used solely for the project for which it was originally intended.

Section 15. Termination.

City may terminate this Agreement at any time without reason stated or required by giving written notice of the same and specifying the effective date thereof, at least seven calendar days before the effective date of such termination. If the Agreement is terminated by City as provided herein, Consultant shall be paid for all effort and material expended on behalf of the Work under the terms of this Agreement, less any charges against Consultant as otherwise provided herein, up to the effective date of termination, except that upon notification of such termination, Consultant shall immediately cease to undertake any duties under the Agreement not yet underway, and shall limit its further activities up to the effective date of termination to those duties necessary to wind up work then underway.

In Witness Whereof, City and Consultant have executed this Agreement as of the date first written above.

City of Sausalito

Consultant:Alta Planning and Design

By:Adam W. Politizer
City Manager

By:Randy Anderson
Its:Principal

Approved as to form:

Mary Anne Wagner
City Attorney

EXHIBIT A
SCOPE OF WORK

1. Proposed Approach

The revised approach is based on a combination of the required services identified in the RFP, additional tasks and deliverables that can be critical to a project's success and easily completed within the budget, and comments and concerns voiced by Council members, residents, community members and members of the City's Waterfront and Marinship and Transportation Advisory Committee. The proposed scope of services expressly recognizes, (1) existing route segments along Bridgeway and including the on-road bike lane are considered feasible and preferred, (2) all applicable and relevant planning documents and adopted plans, including but not limited to the current Marinship Specific Plan, the Sausalito Bike Plan-2008 Update and the current General Plan must be taken into account, as well as the fact that anticipated updates to those plans will be the overriding land use planning documents for those areas, and (3) no alternative that does not result in consensus among the participating stakeholders will advance to the level of "preferred".. Some of the additional tasks include:

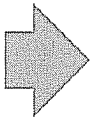
- Projections of economic and other benefits
- Needs analysis
- Pathway usage model
- Funding plan and completion of grant applications

Kick-off Meeting

An organization and scoping meeting will be held with staff and others (as directed) to:

- Review objectives of project
- Review scope of services
- Confirm study area
- Collect available data and published materials
- Establish meeting and presentation schedule
- Establish communication channels with other departments
- Review and list state and federal required elements
- Review and list all applicable design and planning standards
- Coordinate with local governments and agencies

Changes to the Study Methodology will be made (if necessary) at the conclusion of this effort, and an amended Study Methodology and Schedule will be published.

	<p>Products</p> <ul style="list-style-type: none">▪ Meeting agenda; Presentation materials▪ Revised scope and schedule▪ Data collection memo
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Task 1.0 Project Goals

Task 1.1. Technical Advisory Committee

Alta will work with the City to identify and invite stakeholders to join a Technical Advisory Committee (TAC). We will work closely with the TAC and staff over the course of the project in a collaborative fashion to ensure the plan and project meet their expectations. The purpose of the Committee will be to provide input during the planning and design process, assist in overcoming obstacles, represent their perspectives, and assist in building support for the final recommendation. The advantages of this Committee will be that it will allow early identification of obstacles, provide a forum for identifying realistic solutions, and serve as a built-in support mechanism once the plan has been presented to the public. We will organize and manage monthly meetings (up to six (6)) with this Committee throughout the project.

Meeting Topics

Alta team members will attend monthly TAC meetings over the course of the study. The following is a standard sequence of meeting topics. Actual topics may differ.

Working Session #1

Review scope and approach. Discuss technical approach, schedule for study and public meetings, meet TAC members, and review/comment on preliminary goals, policies, and standards. A presentation and slide show of planning issues along the corridor and in similar communities around the state and country will also be conducted.

Working Session #2

Discuss goals, policies, and standards. Review analysis of existing conditions and draft needs analysis survey, background information, environmental conditions and other findings. Discuss first public meeting objectives, schedule, location, and agenda. A field trip may be scheduled to observe existing facilities and other features.

Working Session # 3

Discuss results of public workshop and tour. Finalize goals, policies and standards. Identify any new tasks based upon public input. Begin working with large-scale maps and overlays. Begin to identify alignment options and issues. Identify activity areas, areas of deficiency, and opportunity zones. Begin overlaying opportunities and constraints on project area and discussing impacts and opportunities presented with existing conditions. Discuss user needs analysis and findings. Results of working session will be used to develop the preferred design and alignment.

Working Session #4

Review draft opportunities and constraints diagram. Review needs assessment. Discuss preliminary trail alignment options, needs for street crossings, destinations, trail improvements, approach to right-of-way issues, surfacing, signage, and other issues. Discuss feasibility and relative importance of various trail alignments and improvements and management/maintenance implications of each. A field trip may be

included as part of this session to gain a common understanding of the site-specific issues. Discuss upcoming public workshop and graphics/plans to be presented.

Working Session #5

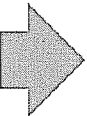
Review input from Public Meeting/Tours. Confirm direction on trail options and improvements. Discuss schedule and presentation materials for Public Meeting. Begin refinement of final trail alignment options and trail improvements. Begin cost estimates. Discuss interpretive opportunities and impacts of constraints. Discuss environmental findings, and need for environmental enhancements.

Working Session #6

Review presentation materials for Public Meeting. Discuss preferred alignment, cost estimates, and trail improvements. Discuss trail alignment evaluation framework options. Establish draft master plan review period.

Task 1.2 Project Goals and Objectives

Alta will work with agency staff and the committee to develop and refine an overall project vision statement and project goals and objectives building on existing documents such as the General Plan and community input. Project Goals will ultimately be used as Project Design Objectives that will help steer the alignment and evaluation process.

	<p><u>Products</u></p> <ul style="list-style-type: none">▪ Meeting Summaries and Graphics▪ Project Goals▪ Project Design Objectives
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Task 2.0 Data Collection

The Alta Team will collect and analyze all available materials in the study corridor. The Team already has or created many of these documents (including but not limited to the 1989 Marinship Specific Plan, Sausalito Bicycle Master Plan, the Sausalito General Plan), which will speed the process. Other data already collected by our team to be incorporated into the database and mapping for this project include:

- Aerial Photos
- San Francisco Bay Trail Plan
- Marin GIS layers (property ownership, land use)
- Caltrans Improvement Plans
- State Lands Commission Maps and Records
- General Plan Maps (land use, zoning, planned roadways, future development)
- Environmental Studies
- USGS Mapping and other topographic sources

Task 2.1 Initial Segment Evaluation

In order to maximize the efficiency and effectiveness of the study, an initial evaluation and screening of the proposed segments will be conducted. Working with staff and the TAC, we will identify potential new segments or alignments that may deserve to be studied based on a combination of field reviews and analysis of collected maps and information. Conversely, segments that appear to have fatal flaws may be dropped from consideration. This will allow the consultant team to focus resources on viable options. Fatal flaws may include major physical, environmental, right-of-way, and cost impacts on one segment when a parallel segment appears to be much more feasible.

Task 2.2 Segment Descriptions

Information collected from this effort will be used to create Segment Descriptions in a consistent format. These small reports will provide the consulting team, staff, and the TAC with detailed maps and written information on each segment including existing conditions, constraints, location of activity centers, existing and proposed trail and bikeway connections, property ownership, land use, a photo log, and other relevant information. The Segment Descriptions and large-scale Opportunities and Constraints maps will be the primary planning tools for evaluating alignments and implementation challenges.

Task 2.3. Data Collection Process

Alta employs a highly effective data collection system that allows us to quickly collect and analyze conditions so that they can be mapped and used in trail alignment studies. The system consists of three distinct efforts described below.

TIER ONE: Data Collection

Collect all available data, including relevant local, regional, and state planning documents as noted in RFP, including: Work with TAC and others to develop one comprehensive base map of existing conditions. Develop map and database of existing, proposed, and potential trails for field inventory.

TIER TWO: Field Inventory

Conduct field inventory of potential trail corridor, photographing or otherwise recording all conditions observed in the field. Compare field notes, photographs, and drawings with maps, aerial photos, and other documents to ensure that the base map accurately reflects existing conditions. Information to be field surveyed and mapped:

- Existing and planned bikeways, parks, trail segments, gaps, barriers; roadway traffic volume, collision data, roadway widths, subsurface drainage.
- Proposed land uses & major developments; environmentally sensitive areas; threatened species habitat
- Major destinations, access points, schools, parks, commercial centers, historic sites, museums, waterways
- Property ownership and easements; demographic data; special needs populations that may use the trails.

TIER THREE: Data Synthesis & Presentation

Synthesize field data and printed data into a user-friendly map. Opportunities and constraints will be clearly identified as will the overlap and conflicts between various plans. We will present all information on large-scale color maps using available GIS, Digital Orthophotos, and digital parcel maps. We will supplement maps with our field notes so that they offer an accurate portrayal of existing and proposed conditions.

Task 2.4. Perform a Site Review

Alta will conduct a site inventory of the study area with City staff and members of the City staff/advisory committee including site photography, assessment of traffic conditions and bicycling and walking patterns, and other features and information. Our fieldwork effort will be summarized and presented as a memorandum on existing conditions, which will include the site analysis diagram, site photography, field measurements, and descriptions of field observations and site conditions. Field measurements will be taken at key constraint areas. We will provide a site analysis diagram to be used in our discussion and decision-making throughout the preliminary design phase.

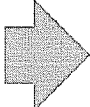
Task 2.5. Base Mapping

Alta will utilize available City base mapping (digitized aerial maps, topographic information, property maps, GIS maps, and other sources) for use in the initial base mapping effort. We propose using available City base mapping for the project, unless additional detail is required. If more detailed mapping is required, we propose conducting a field survey at specific locations to accurate mapping with relevant property line and lease information to within 1" = 40' (or more, if needed). We will supplement this survey effort with aerial surveys if that approach proves more effective from an accuracy and cost perspective.

We will utilize the City provided data to prepare standard base map sheets at 1"=40' or 50' scale, utilizing the City of Sausalito's title block. The base maps will show the corridor location, right of way and adjacent roads, buildings, fences, utility poles, vegetation, surface drainage facilities, road right of way, and other key features.

Task 2.6. Traffic Analysis

We will collect and analyze traffic information in the study area, including existing and cumulative traffic volumes, intersection level of service, and other information related to existing/proposed signal and crossing equipment and treatments, type of signals, signal timing, truck and bus volumes (if available), and bicycle/pedestrian volumes and collision data (as available). Selected new counts (up to 3 weekday/weekend) may be conducted as needed to determine potential impacts/capacity constraints.

	<p><u>Products</u></p> <ul style="list-style-type: none">▪ Base mapping▪ Summary of Existing Conditions▪ Summary of Traffic Conditions▪ New counts (as needed)
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Task 3.0 Existing Conditions

Task 3.1. Opportunities and Constraints

Alta will prepare a written and illustrated summary of the physical and environmental constraints to establishing a trail along the Sausalito Waterfront corridor from the Ferry Landing to the Gate 6/Bridgeway Intersection. The summary document will help the public, staff, elected officials, and others understand the challenges of the project and especially the likely trade-offs between trail alignments, right-of-way availability, accessibility, functionality, and potential impacts on the environment and adjacent properties. The document will include easy-to-read aerial photos with overlays showing potential alignments and likely constraints.

The chapter will include a summary of the historical planning efforts in the area, the physical setting, and existing physical, cultural, land use, and other relevant conditions.

We propose to use a large-scale set of maps that clearly show opportunities and constraints. This map will be refined and expanded as part of later tasks as more data and research is collected, and it will serve as one of the major planning tools for the project. The initial map will show the constraints that are known at the beginning of the project from available resources.

We propose to supplement this base data with a **field review** with staff and the TAC members. The corridor will be photographed and videotaped for further review in the planning process. Advanced permission will be obtained from property owners as needed.

Task 3.2. Existing Conditions

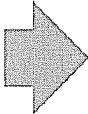
Existing conditions collected from the previous tasks will be summarized, and any deficiencies addressed with further field review and data collection. For example, sample roadway cross sections, topographic mapping, and other information may be collected and developed as part of this effort. This will include all segments along roadways, shoreline areas, flood channels, sloughs, public and private lands, local parks, and other settings. The Segment Descriptions will be enhanced based on this additional information. Each segment will include an assessment of environmental, accessibility, aesthetic, safety, and other issues.

Task 3.3. Property Needs

Using the GIS property ownership layer, Alta and its surveyor (Carruthers & Associates, based in Sausalito) will identify public and private parcels where additional right-of-way may be needed. Based on our experience, acquiring right-of-way from private property owners needs to be handled very carefully for several reasons. First, property owners will need to be contacted so that they do not find out plans in a public forum without being advised and consulted beforehand. Second, the alignment, design, and management of the trail are all factors in mitigating potential concerns from public and private property owners. Third, the cost and process of acquiring land needs to be understood by the implementing agency—since this may affect overall segment feasibility. Finally, the implementing agency will want to keep at least one other viable segment alive if it appears it will need to negotiate for the purchase of easements or property.

As part of this effort, we will advise the City and the TAC on the various types of right-of-way acquisition options available and the implications of each of the options. Alta has helped agencies obtain trail easements and license agreements for free and in exchange for tax other benefits. We have also helped public agencies obtain corridors as part of outright purchases and friendly and unfriendly condemnations.

We will produce right-of-way information for each segment that identifies needed right-of-way, current ownership, land use, zoning, estimated value, acreage, and other information. The request for parking and restroom facilities will be considered along each segment of the trail. We will also advise the City on the expected difficulty or ease with which the easement or property could be obtained and will provide model easement agreements.

	<p><u>Products</u></p> <ul style="list-style-type: none"> ▪ Opportunity and Constraints Summary & Map ▪ Inventory of Corridor ▪ Existing Conditions ▪ Property Needs
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Task 4.0 User Needs Analysis

Task 4.1. Needs Analysis

Understanding who will be using the trail, how they will be accessing the trail, and different user needs and destinations is an important component to any master plan. While some of this will be collected in the public workshops, other material can be based on existing patterns in the corridor and experiences on similar trails. User needs are a key criteria in determining the optimal alignment and design of a proposed trail or bikeway. Aside from indicating user preferences, ideas, and concerns, needs as an evaluation criteria include the functional design of an alternative (directness and accessibility), suitability for a wide variety of user groups (on-road, off-road), and capacity to accommodate a diverse range of user groups.

Task 4.2 Demand Analysis

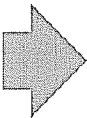
Alta has developed the most sophisticated **Bikeway Demand Model** available in the United States, and currently being used by agencies around the country. The model is the first of its kind to utilize actual empirical data and other sources such as the National Personal Transportation Survey to establish a link between trail facilities and usage. We will use the model to establish a baseline of trail usage for each project, including: (1) employed adults, (2) school children, (3) college students, (4) bike-transit users, (5) recreation, and (6) persons making utilitarian (shopping, etc.) trips. This will provide the most accurate estimate of existing and potential trail usage possible.

The current and potential trip-making patterns and purposes for which trail access is desired will be identified. Alta will develop a large-scale map of the existing and planned trails in each corridor, along

with major regional activity centers including commercial businesses, employers schools, multi-modal, transportation connections, parks, and major residential concentrations.

Task 4.3. Other Public Input

Other than the workshops and outreach identified in task 8, Alta proposes a variety of effective means of gathering public input including an on-line survey, a survey mailed out to property owners as part of existing newsletters, a Project Fact Sheet and maps posted on a Project Web Page, and other measures.

	<p>Products</p> <ul style="list-style-type: none">▪ Needs Analysis▪ Demand Projections▪ Surveys
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Task 5.0 Alternative Alignment Screening

The primary objective of this task is to develop alternative alignments that minimize traffic, property and other impacts while providing a safe and enjoyable experience. Based upon field reconnaissance work, site analysis, and input from neighbors, we will graphically depict alignment options that meet the City's objectives, we will discuss those options with the City and arrive at a preferred alignment that can ultimately be carried into construction document preparation. It is possible that multiple alignments may be retained if they serve distinct user groups and trip types (transportation v. recreation, for example). Alternatives may also include crossing types and design features discussed later in this scope of work.

Task 5.1. Alternatives Evaluation

The alignment alternatives will be screened according to some or all of the following evaluation criteria:

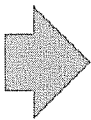
- **Safety and Liability:** Based on conformance with state and federal standards and guidelines, input from experienced planners and engineers, and design of roadway crossings.
- **Bikeway and Community Connections:** Highest priority given to alternatives that provide the most direct and convenient access to other trails or bikeways, schools, parks, commercial or employment areas
- **Functionality/Efficiency:** Providing a positive user experience that reflects the need for access to the corridor and nearby destinations. The cross section should be designed to accommodate the range and volume of path users.
- **Environmental Impacts:** Identify environmental impacts and opportunities for pre-mitigation through re-routing, native species re-vegetation, and design.
- **Cost:** Cost estimation of alternatives, especially where crossing improvements, fencing, or other expensive infrastructure improvements are being considered.

- **Roadway Crossings:** Evaluate alternative crossing options based on traffic speed, visibility, and volume data, using state guidelines and experience.
- **Security:** Review accident data, police reports, crime statistics, and other data with strategies to address those concerns.
- **Consistency with Local Plans:** Evaluate local pedestrian/trail/bikeway plans and policies, and determine the compatibility/conflict with the proposed project.
- **Multiple Users/Level of Use:** Develop alternatives with potential users in mind, including: walkers, joggers, in-line skaters, motorized and non-motorized wheelchair users, bicyclists, maintenance vehicles, and security vehicles.
- **Private Property Impacts:** Identify impacts of alignments on private properties and opportunities to avoid or mitigate those impacts.
- **Traffic Impacts:** Identify impacts of alignments on traffic capacity and level of service, bus and truck traffic, bicycle and pedestrian traffic, and identify feasible mitigations as appropriate.

Typical cross sections and details will be developed for the trail, promenade, bikeway, crossings, and other features that conform to the above criteria. All materials will be developed in the Project Report format for ease of Caltrans review.

Evaluation and screening of the preferred alignment will be accomplished by constructing a **decision-matrix** that scores the alignment by the criteria described above. Other items to be noted in this phase include trail-roadway crossings, driveway crossings, environmental impacts, property encroachments, and other items impacting trail alignment.

A key ingredient to success of this project will be the screening of alternatives with Staff to isolate alternatives that merit further review. Without this step, time and resources may be wasted and the public would be unnecessarily confused. The screening effort focuses on fatal flaws, which could be in the form of environmental, cost, aesthetic, functional, safety, or maintenance impacts. From this process, a **preferred alternative** (possibly with sub-options) will emerge that will allow the consulting team, City staff, and the public to focus on a single potential trail alignment based on pre-established goals and objectives. Alta will prepare text, sections, plans, maps, and diagrams as necessary to convey the preferred alignment.

	<p><u>Products</u></p> <ul style="list-style-type: none"> ▪ Evaluation Criteria ▪ Alternatives Evaluation ▪ Preferred Alignment(s) and Treatments ▪ Recommended System Map
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Task 6.0 CEQA/NEPA


Alta Planning + Design will complete an environmental constraints analysis of the proposed and alternative trail routes to identify potential impacts and preliminary mitigation measures. This information will be used to guide trail planning and to prepare cost estimates, and can serve as the basis for future preparation of project-level CEQA (and potentially NEPA) documents. Issues of particular importance include biological resources, cultural resources, aesthetics, and land use impacts.

The environmental constraints analysis will include:

- An inventory of available environmental resources and a list of the potential project issues/impacts that could significantly delay the project or affect the viability of any alternative trail route. Environmental issues may include, but are not limited to, impacts on listed and special-status species, presence of sensitive habitats, Eel Grass and other tidewater impacts, erosion and water quality impacts, cultural resource impacts, hazardous material impacts, and short-term construction impacts.
- A determination of the type of environmental document proposed for CEQA (and potentially NEPA).
- A determination of the potential permits required for the project. Potential permits and clearances for this project include, but are not limited to, Section 401 Water Quality Certification (Regional Water Quality Control Board), Section 404 permit (U.S. Army Corps of Engineers), Section 1601 Streambed Alteration Agreement (California Department of Fish and Game), Section 7 consultation (U.S. Fish and Wildlife Service), Section 106 clearance (Federal Highway Administration), Coastal Development Permit (Marin County), and grading permits (City Planning and Building Inspection Department).

Biological Impacts

We will identify the biological resources associated with the project alignment including preliminary identification of potential wetlands (jurisdictional waters of the U.S.) and potential habitat for and occurrence of special-status plants and animals. Data sources will include the National Wetland Inventory map, the records from the California Natural Diversity Data Base, the California Native Plant Society Inventory, Marin County Environmental Sensitivity maps, and published and unpublished project related materials. Referenced materials will be confirmed in the field with brief reconnaissance-level surveys of the project alignment. This scope does not include a wetland delineation or consultation with U.S. Fish and Wildlife or other federal agencies.

	<p><u>Products</u></p> <ul style="list-style-type: none">▪ Environmental constraints analysis▪ Determination of potential permit requirements
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Task 7.0 Coordination with Regulatory Agencies and Stakeholders

The Alta Team will coordinate the preparation of the route plans and maps with the following agencies and organizations, at a minimum, seeking consensus where needed, and will act as the City's representative in discussions and negotiations related to bikeway and pedestrian path design and routing.

Agency/Group/Area	Context
Caltrans District 4	Roadway encroachments, design, NEPA
County and City Public Works	Traffic, drainage, and maintenance impacts
BCDC	Initial and CEQA environmental compliance, shoreline setbacks
Calif. Dept. of Fish & Game	River, creek, and slough segments, standards, and mitigations
U.S. Army Corps of Engineers	Permits required along some waterways
U.S. Fish & Wildlife	Permits required along some corridors
National Marine Fisheries	Permits required along some corridors
City and County Utilities	Trail impacts
Golden Gate Bridge District	Interface with ferry landing and service
Richardson Bay Sanctuary	Coordination with NOA/Audubon
State Coastal Conservancy	Coordination with State Coastal Conservancy
US Army Corps of Engineers	San Francisco Bay Model
California State Lands Commission	Property ownership and rights
MTC	Coordination on funding, project development, and trail plans with AMBAG
Marin County Bicycle Coalition	Input from local bicyclists

These agencies and groups will be interested in the alignment, design, and potential impacts of the project to determine how it relates to their organization and any required approvals or permits. In addition, they will want to know how the trail will be managed to understand how issues such as operations, maintenance, security, liability, and other items will be addressed.

Additional stakeholders may include local property owners, Visitor's Bureau, school district, police and fire departments, and other groups.

Task 8.0 Public Outreach

The Citizen Participation Program is a critical piece to the design effort, and is structured to be open, interactive and dynamic with the intent of having the process build a solid citizen support group for the project. We view all of the meetings required to complete this master planning effort as working sessions, and as the forum where all major decisions will be made. Each meeting will have a specific purpose and will result in decisions or further follow up tasks with responsible parties identified to complete the follow up.

Alta will manage two (2) public workshops to receive public comment. We will provide all of the required materials, including press releases, flyers, feature articles for local papers, agendas, maps, PowerPoint presentations, and other materials. Based on our experience managing over 250 workshops, we have found the following agenda to be most effective.

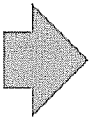
- **Introductions:** City representative(s) introduce themselves, and explaining briefly the background, history, context, and major goals of the project.
- **Project Description:** Alta staff will give a 30-minute overview describing trails and bikeways in similar settings. We have a ready-made presentation that describes trails in similar settings around the country and some of the key issues that are likely to be relevant on this project. This will be followed by a visual review (using PowerPoint slides) of the corridor focusing on some of the key areas.
- **Opportunities and Constraints:** Alta staff will discuss some of the key opportunities and constraints that will drive the feasibility analysis. This includes concerns of the public (privacy, noise, crime, vandalism, property values), concerns of trail users (safety, access, pavement surface, linkages), concerns of the adjacent property owners (liability, safety, maintenance), and concerns of the public agencies (cost, maintenance, crossings).
- **Break (10 minutes)**
- **Public Comment:** We have found the single most effective means of obtaining comments is to (a) distribute comment cards for those who prefer to write, and (b) ask each member of the audience to express their interests and concerns. Alta will respond to specific concerns by relating how similar problems were addressed on other projects and how they may be applicable to this project. Should concerns persist, Alta staff will offer to meet individually with key people and help address their concerns in more detail. For example, on other projects, Alta staff have led members of the public on a field tour of other trails so that they can see for themselves how the neighborhood has responded to the trail.

Task 8.1. Web Based Materials

Alta will post all of its materials, including a public survey, on the City or Alta website or on its own website linked directly to local agency websites. This will facilitate distribution of materials and collection of input.

Task 8.2. Site Tour

Within a two-week timeframe after the initial public meeting, we recommend a follow up site tour with the public and/or TAC. Our responsiveness to citizen concerns is critical to the success of the public process and in building support for the project. We do not want to be perceived as conducting our work behind closed doors. A quick and timely site tour will send a message back to the citizens that we want to hear their concerns and work with them to find solutions. It also provides us with an opportunity to hear and see first-hand from the residents what the trail issues are. Because of the length of the project and the anticipated concerns along the trail based upon location and adjacent land-use conditions, this tour may be split into two specific areas. City Staff and political leaders could join us on this tour.


	<p><u>Products</u></p> <ul style="list-style-type: none">▪ Meeting flyers, press release▪ Meeting materials▪ Presentation materials
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Task 9.0 Plans and Maps

Up to two design alternatives will be prepared at a scale of 1" = 50' depicting the design options, with blow-up details where needed at a scale of 1" = 10' to 20'. We will use AutoCAD and City provide aerial orthophotographs, along with other available sources. The Detailed Study Report will be shown in plan, profile, and sections as needed, showing all program elements, ADA access, crossing locations (unsignalized, signalized), pathway sections, signage location, and other improvements.

Blow-up details may include:

- Street Sections
- Intersection Plans
- Proposed Structures such as Boardwalks or Floating Structures
- Piers
- Shoreline erosion control
- Proposed new easements

	<p><u>Products</u></p> <ul style="list-style-type: none">▪ Plans and Maps▪ Right of way ownership▪ Blow up details
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Task 10.0 Design Standards

Task 10.1. Design Standards and Best Practices

Alta's staff consists of some of the foremost bikeway and pedestrian design experts in California, with an in-depth knowledge of every aspect of design from ADA through MUTCD and the Caltrans Highway Design Manual. Alta staff, including registered landscape architects and traffic engineers, will develop a series of design standards for the project that will include:

- ADA access
- Conformance with Caltrans standards and practices
- Minimum and recommended bikeway, pathway, boardwalk widths
- Vertical and horizontal clearances
- Type of barriers and screening
- Signing and striping
- Lighting
- Roadway crossings
- Ramps and access routes
- Visibility and line of sight
- Interface with existing uses in the area

In addition, all published design criteria will be used as well including:

- Caltrans Highway Design Manual on Bikeway facilities (Chapter 1000)
- Manual on Uniform Traffic Control Devices (MUTCD), part 9 and California Supplement
- Americans with Disabilities Act (ADA)
- AASHTO Guide for the Development of Bicycle Facilities (1999)
- Non-Motorized Technical Reference Guide, Caltrans/Alta Planning + Design (2005)

Typical cross sections and details will be developed for the pathway, fencing, driveway crossings, and other features that conform to the above criteria. All materials will be developed in the Project Report format for ease of Caltrans review.

Task 10.2. Trailhead Design and Layout

SWA will help develop circulation design and layout plans for trailheads along the trail corridor. The trailheads may include vehicle parking, restrooms, trail information and regulation signs, signage, and bike racks and the layout for all other needed site furnishings.

Task 10.3 Sign Plan Design

SWA will develop a preliminary signage plan including placement of signs and concept sketches for signs that will provide key trail user information and add to the unique identity of the trail through

material, forms, logo image, and colors. Signage will include directional, regulatory and interpretive signs.

Task 10.4. Other Design Elements

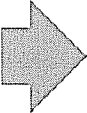
Other landscape elements that are expected to be considered include:

- **Rest Areas:** Provide rest areas at scenic locations including a shelter, benches, tables, drinking fountain, grassy areas, or other features. The structures can be designed to match the historical or natural theme of the pathway.
- **Capitalize on Physical Attributes:** Where possible, take advantage of the physical legacy in and around a corridor, whether that is an abandoned trestle, steep topography, levees, on bringing the trail down to the water's edge, etc.
- **Areas for Commerce:** Where possible, provide opportunities to link to existing commercial areas so that path users can arrive at work destination, purchase food, and use restrooms.
- **Structural Elements:** On pathways that include bridges, retaining walls, boardwalks, explore innovative structural solutions (such as cable-stayed bridges, floating walkways, living retaining walls) and selection of materials (such as recycled plastic for fences and recycled asphalt for the surface).
- **Entry Treatments:** Probably the most overlooked component of trails, consider a creative and beautiful landscape treatment at a pathway entrance including a distinctive entry sign with a customized logo, plantings, lighting, water features, and map.
- **Environmental Enhancement:** A new pathway could be part of a major environmental enhancement project, for shoreline, wetland, or riparian enhancements, re-vegetation, or restoration.
- **Surface Treatment:** Examine a variety of surface treatments, from asphalt, concrete, stamped or colored concrete, decomposed granite, "resin-based hybrid surfaces," in-pavement art and other features. Provide textured pavement at crossings.
- **Signs and Logos:** Create a customized trail logo and include the logo on all signs. Provide directional signage to nearby stores, parks, schools, streets, and other amenities. Provide mileage markers to help identify locations for emergency access to help people gauge their distances.

Task 10.5. Interpretive Opportunities

Upon determining the appropriateness of including amenities (such as interpretive exhibits) in the plan, Alta and SWA will provide the concepts for wayside exhibits and interpretive signage along the corridor. We can assist with identifying interpretive locations, programming areas, sign materials, and topics for wayside signage. We integrate a wide variety of elements into the pathway design process to make them lively and interesting experiences for residents and visitors, and to reflect the local culture and environment. Typical elements include:

- **History:** Provide a series of interpretative signs along the route that tell the history of the adjacent area or corridor. Include maps, photos, and historic narrative. Supplement the signs with actual artifacts, historical details in the signs, fences, mile markers, and rehabilitation of historic features.
- **Nature:** Provide interpretive signs along the route identifying and explaining unique environmental features, including topics such as plant life, nesting areas, or wildlife that uses the corridor. Provide opportunities for pathway users to experience nature at selected locations by bringing them down to water's edge, across a wetland, or through dense underbrush.
- **Maritime Life:** Provide interpretive signs explaining adjacent maritime uses, including the types of boats, shipyard activities, role in the local economy, and the importance of staying off private docks and maritime industrial areas.

	<p>Products</p> <ul style="list-style-type: none"> ▪ Design Standards ▪ Recommended Best Practices ▪ Prototype Designs ▪ Concept Landscape Plan ▪ Concept Trailhead, Sign Plans ▪ Interpretive Sign Concepts ▪ Sign Locations and Themes
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Task 11.0 Implementation Strategy

Task 11.1. Phasing Plan

A **Phasing Plan** will be developed identifying the phasing of the project so that an accurate financing and funding strategy can be completed. Phasing of distinct segments will be based (a) input from the TAC, public, and staff, (b) estimated usage and benefits, (c) engineering feasibility, (d) availability of right-of-way, and (e) ensuring that the project is implemented rationally rather than as a series of disconnected pieces over time.

The plan will clearly show how each segment scores based on set criteria, while retaining some flexibility to implementing agencies that may need to take advantage of opportunities as they arise.

An important consideration for the Phasing Plan will address required land acquisition or trail access points that may affect the design and implementation of the trail project. Land ownership and parcel maps will be assessed and documented to determine if additional land area may be required. The land ownership data will be mapped using GIS mapping techniques. This information will be provided as necessary in the Master Plan report and used to determine priority phasing and implementation strategies.

Task 11.2. Funding

Alta will identify potential matching and major funding sources, compile criteria and requirements, assist with completing applications, design the study to serve as an appendix to the funding application, and relate the anticipated schedule of funding to the prioritized list of segments. Costs of the phased improvements will be compared with funding needs so that long term programming for local matching funds can be accomplished.

Staff assigned to this project have assisted over one hundred (100) cities, counties, and regions around the United States receive funding. This funding has come from a variety of sources, including:

- Local public works and parks and recreation CIP budgets
- State agencies – Land & Water Conservation Funds, Regional Trails Program
- Federal government SAFE TEA-LU (composed of eight separate funding sources)
- Non-profit organizations
- Corporate sponsors
- Zoning requirements
- Development fees
- State Parks Trails Programs

We will explore all funding options from public and private sources, contacting our network of funding specialists around the U.S. to determine the availability and requirements for grants. We will also help complete **one (1) grant application** as part of this contract.

Task 11.3. Cost Estimates and Economic Benefits

Our consulting team will develop cost estimates for each segment of the project and any alternative alignment. The costs will include Estimates of Probable Cost for right of way, whether as fee single acquisitions or as easements; itemized construction costs; professional fees for design, environmental processing, public outreach, construction management and overall project management; and contingencies. These fees will include allowances for interpretive signing, safety provisions, and parking access, as well as the primary features of the facility. The cost estimates will include allowances for the public agency project development team.

Benefits

Along with the costs of the proposed trail, we will identify the health, safety, recreation, and economic benefits of the trail. This information is important in promoting and building support for the trail, to justify public expenditures of funds, and to help overcome concerns from neighborhoods and adjacent property owners.

The multi-use path will provide a **safe** bicycling and walking opportunity for residents and tourists away from busy highways and most automobiles. Increasingly, bicycle and pedestrian projects have become one of the most important parts of a community's infrastructure. Many of the trips that Americans make every day are short enough to be accomplished on a bicycle, on foot or via wheelchair. The 1995 National Personal Transportation Survey (NPTS) found that approximately 40% of all trips are less than two miles in length, which represents a 10-minute bike ride or a 30-minute walk, and well within the

range of options provided by the multi-use path. In fact, a 1995 Rodale Press survey found that Americans *want* the opportunity to walk or bike instead of drive; 40% of U.S. adults say they would commute by bike if safe facilities were available.

More and more people are rediscovering the **health** benefits of walking, jogging and bicycling. The health benefits of regular physical activity are far-reaching: reduced risk of coronary heart disease, stroke, and other chronic diseases; lower health care costs; and improved quality of life for people of all ages. Regular exercise provides a myriad of health benefits for senior adults including a stronger heart, a positive mental outlook and an increased chance of remaining independent – a benefit that will become increasingly important as our population ages in the coming years.

The **recreation** benefits of bicycling and walking are clear. According to the *Report of the President's Commission on Americans Outdoors* (1990), nearly 90 % of Americans age 12 and older go outdoors for recreation. This research found that 60 million Americans are bicyclists and 100 million walk for pleasure. Improved sidewalks, trails and bikeways make an evening stroll or bike ride possible and provide public areas where neighbors can get to know each other.

The **economic** benefits of regional trail systems are well understood and documented around the country. For example, the summer season is now the prime visitor period for Lake Tahoe (versus the winter season) mainly due to the development of the Lake Tahoe trail system. Economic benefits include increased visitor expenditures, increases in real estate values, and other tangible benefits for local communities.

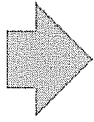
Task 11.4. Management Plan

We will prepare a **Trail Management Plan** based on successful efforts on more than 50 other multi-jurisdictional projects throughout the Western United States. The Plan will consist of several distinct elements. An Operations and Maintenance section will address future needs of the corridor, including enforcement, routine and annual maintenance, operating and maintenance costs, agency responsibility, capital needs, staging, response procedures, and design elements that will facilitate this process. The Plan will include a section on emergency response systems, construction management techniques, and techniques for closing the trail as needed over time for maintenance.

The Operations section will provide details on how the trail should be designed and managed in terms of safety for trail users. This includes signing, striping, speed limits, visibility, user conflicts, trail distance markers, pavement width, trail etiquette signs, and other measures to ensure that trail safety is maintained.

A Trail Management section will be developed that focuses on the administrative side of the trail, including maintenance activities and purchases, funding strategies, administrative needs and costs, and other information. Alta will meet with appropriate agency staff to present options, best practices, and proposed management strategies. Sample agreements and other Management Plans will also be presented.

Maintenance and other operating expenses (including added policing costs) will be estimated based on experiences in comparable regions. A recommended maintenance program will be developed that identifies minimum tasks and schedules including erosion control, sweeping, surface repair, and other efforts.



Products

- Phasing Plan
- Funding Plan
- One (1) grant application
- Trail Management Plan
- Detailed cost estimates by segment
- Summary of trail benefits

Task 12.0. Project Update Meetings

Alta staff and team members (as needed and appropriate) will attend monthly project update meetings, along with progress reports and meeting summaries.

Task 13.0 Project Updates

Alta will provide monthly schedule/milestone updates in Microsoft Office or similar format. Updates will be included in a Status of Open Items (SOI) list showing tasks/deliverables, priorities, responsible person, and a brief description of status. We will also provide a semi-annual report.

Task 14.0 Draft and Final Plan

Alta will develop ten (10) copies of the draft feasibility study with appropriate maps and plans in Word. Upon receiving comments that have been compiled and approved by the City, we will prepare ten (10) copies and a digital copy in Microsoft Word of the Final Feasibility Study.

EXHIBIT B
FEE SCHEDULE

hout

Requisitions Proc st

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Time: 10:18:36

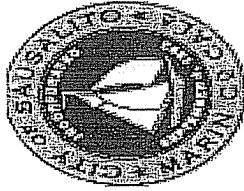
<u>Req No</u>	<u>Req Date</u>	<u>Item Name</u>	<u>Vendor No</u>	<u>Appr Status</u>	<u>Account No</u>	<u>PM Task and Type</u>	<u>Quantity</u>	<u>Price</u>	<u>Amount</u>
410									
00567	01/08/2009	Employee No:TEACT	ALTAPLAN	Approved	140-410-4116-450	CI08002-100 Service	1.00	100,000.00	100,000.00
Warning: General Ledger									
The budget for account 140-410-4116-450 is exceeded by \$100,564.00									
								Employee Total:	100,000.00
								Dept Total:	100,000.00
								Grand Total:	100,000.00

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General Ledger

Detailed Trial Balance

User: teachout
 Printed: 01/08/2009 - 10:26
 Period 1 to 7, 2009



CITY OF SAUSALITO

420 Lillo Street
 Sausalito, CA 94965
 tel (415) 289-4100
 fax (415) 289-4167

Account Number	Description	Budget	Beginning Balance	Debit This Period	Credit This Period	Ending Balance
140	General Capital Proj					
EXPENSE						
140-410	Engineering					
140-410-4116-450	North South Greenway Planning	0.00		564.00	0.00	564.00
07/12/2008 PM 01 000167	Teachout 6/29/08-7/12/08					
	140-410-4116-450 Totals:	0.00	0.00	564.00	0.00	564.00
	Var: -564.00					
	140-410 EXPENSE Totals:	0.00	0.00	564.00	0.00	564.00
	EXPENSE Totals:	0.00	0.00	564.00	0.00	564.00
	140 Totals:	0.00	0.00	564.00	0.00	564.00
	Report Totals:	0.00	0.00	564.00	0.00	564.00

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67

Pedestrian and Bicycle Task Force (Updated 2/14/2009)

Established 10/5/1999 by Resolution 4489

Reauthorized 6/12/2007 until 6/30/2010 per City Council Motion

Member	Home # Work #	Fax #	E-mail
Vacant , <i>City Council Representative</i> (formerly Paul Albritton)			
Bill Keller <i>Planning Commission Representative</i> 35 Lower Crescent Avenue Sausalito, CA 94965	H: 331-2392 W: 576-2904		bill.keller@ubs.com
Melissa Mooney <i>Parks & Recreation Commission Representative</i> 44 Gordon Street Sausalito, CA 94965	H: 332-3836 C: 505-0036		lis_mooney@yahoo.com
Todd Teachout , <i>City Engineer</i> 420 Litho Street Sausalito, CA 94965	W: 289-4111	339-2256	tteachout@ci.sausalito.ca.us
Vacant , <i>Sausalito Business Community Representative</i> (formerly Michael Fabian, Bicycle Odyssey)			
Dorothy Gibson , <i>Resident Pedestrian Advocate</i> 429 ½ Johnson Street Sausalito, CA 94965	H: 332-1935		
Allan Nicol , <i>Resident Bicycle Transportation Advocate</i> 61B Sunshine Ave. Sausalito, CA 94965	H: 331-1459		architect@villagematters.org

Length of Term: N/A

Meets: On an as-needed basis

Requirements: Per Structure defined in Council Resolution 4498

Purpose: The purpose of this Committee is to guide the update of the Sausalito Pedestrian and Bicycle Plan and to make recommendations regarding its adoption.

William Arno Werner
213 Richardson Street
Sausalito, CA 94965-2422

RECEIVED

FEB 09 2009

CITY OF SAUSALITO
COMMUNITY DEVELOPMENT DEPT.

February 5, 2008

Sausalito City Council
c/o City Clerk
City of Sausalito
420 Litho Street
Sausalito, CA 94965

Subject: "Bridgeway Path Specific Plan"; or, is it a,
"Class I Multi-use Path Plan"; or, maybe, it is a,
"CalTrans Project Study Report"; on the other hand, it might be a,
"Continuous Shoreline Trail"

The Staff Report makes it difficult to grasp what is being funded by this \$100,000 windfall, where it is proposed to go, and why.

According to the draft City Council Resolution, the Federal funding seems to have been explicitly designated for a "*Bridgeway Path Specific Plan*".

The Staff Report of January 13, 2009 (page 3) identifies three alternate routes: "1) *within the current Bridgeway roadway right-of-way*; 2) *along the former railroad right of way that was abandoned years ago*; (and) 3) *along the Richardson's Bay shoreline as has been recommended by the Vision Sausalito Working groups.*"

The consulting proposal from the ALTA Planning + Design Team (page 3) states that, "*...there are two basic alignments: (1) a shoreline alternative and (b) a right-of-way roughly following the old Northwestern Pacific Railroad right-of-way*". There is no mention of the Bridgeway alignment in either the proposal summary or the scope of work.

While some would question whether the Federal Government cares where our money is spent, someone in City Hall must have applied for this grant and defined its use as a "Bridgeway Path Specific Plan". Do the terms of the Federal grant allow staff to modify or expand the scope? Is ALTA being non responsive by ignoring the Bridgeway alternative? Do we care? Should we care? Will the work product of this \$100,000 worth of consultant time and talent be of any value and consequence to the citizens of Sausalito? Is this just one more case of "use it or lose it"? Or, is there another agenda lurking in the confusion?

Purpose of the Legislation

The federal Transportation Act, SAFETEA-LU enacted in 2005, and establishing Section 1807 - Nonmotorized Transportation Pilot Program, states the following:

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41

February 5, 2009

“(b) PURPOSE.-- The purpose of the program shall be to demonstrate the extent to which bicycling and walking can carry a significant part of the transportation load, and represent a major portion of the transportation solution, within selected communities.”

Where do *“Pocket Parks...used for active and passive recreation, from picnicking to playing Frisbee to concerts”* (ALTA page 20), and *“Task 10.5 Interpretive Opportunities”* (ALTA page 21) fit into this statement of purpose?

The legislation further requires:

“(d) STATISTICAL INFORMATION.--In carrying out the program, the Secretary (DOT) shall develop statistical information on changes in motor vehicle, nonmotorized transportation, and public transportation usage in communities participating in the program and assess how such changes decrease congestion and energy usage, increase the frequency of bicycling and walking, and promote better health and a cleaner environment.”

Does the ALTA proposal include the development of the considerable data necessary for the Department of Transportation to generate this required Statistical Information? Isn't this the kind of information that constitutes a fundamental needs assessment? Shouldn't the determination of probable benefit precede the pretty pictures of design? The ALTA proposal presumes that the non-Bridgeway multi-use paths are both needed and wanted. The scope of work is oriented toward reaching a preconceived conclusion. Wouldn't it be wise to determine whether the whole planning and design exercise was warranted before it was executed?

Transportation versus Recreation

The ALTA Proposal states (page 4), *“The Non-motorized Transportation Pilot Project (NTPP) is, as its name implies, a grant program for transportation versus recreation projects.”* ALTA then goes on to justify *“residents and visitors, whose primary goal is to be in a scenic environment preferably along the water”* as conforming to the transportation purpose of the grant funding.

While the Bridgeway alignment can be defined as a primary transportation corridor, and the railroad right of way might qualify as a parallel route, the Shoreline Trail is distinctly recreational and provides no measurable decrease in congestion and energy usage. More to the point, the primary function of the Shoreline Trail would be to draw visitors and tourists from downtown Sausalito to the Marinship area thereby increasing demand for services. The primary transportation route through Sausalito – Bridgeway – remains unexamined though it is fundamental to the federal grant.

Justification for a Shoreline Trail

Much is made of the September 2006 Community Poll. In that poll, 2,000 people were called. 172 responded (8.6% of those called and 2.3% of the 7,325 population per the

February 5, 2009

2000 census); in itself, not an overwhelming sample. The proponents of the Shoreline Trail claim that 80% of those surveyed strongly or somewhat supported a "continuous pedestrian and bicycle pathway for the full length of Sausalito's waterfront." That amounts to 138 people (1.9% of the population). It is a statistical fabrication to claim that these 138 people represent a common vision of Sausalito residents. It would be equally disingenuous to say that the 2% population loss in Sausalito over the past few years (about 140 people) included all those who supported the Shoreline Trail.

As the ALTA proposal accurately observes on page 1, "...there are already routes along the shoreline and through developed areas for people to walk and bicycle for virtually the entire length of the area. There is already a 'necklace' of public shoreline access points." Most residents know this, enjoy the diversity of experiences, and would probably shun the gentrified, well identified, interpretive promenade that is sure to come from this study.

In June 2008, the Marin County Department of Public Works published, "2010 Campaign for Active Transportation: Marin County as a Nonmotorized Demonstration Community." In the list of "Unfunded Primary Network Projects" was the "Bridgeway Path" (Project Number 2627) with an estimated Project Cost of \$2,400,000. Given the past history of public agency cost estimates (the Bridgeway bike lane project which cost almost double the estimate, for example) the citizens of Sausalito can probably expect to spend at least \$5,000,000 to provide a Shoreline Trail they don't need or want.

"Bridgeway Path Specific Plan" versus the Marinship Specific Plan

Since well over half of the Shoreline Trail will run through the Marinship, it seems remarkable that the Marinship Specific Plan is not mentioned once in either the Staff Report or the ALTA proposal. It becomes less curious when one recognizes that the apparent objective of the proposed Shoreline Trail is to bring tourists and visitors to the Marinship. ALTA, in this proposal, specifically assigns itself the task of meeting with private property owners to remove obstacles to achieving the Shoreline Trail. In doing so, the property owners will make great strides toward undermining the intent of the Specific Plan.

The General Intent of the Marinship Specific Plan is:

- "1. To promote the waterfront area and promote diversified water-dependent uses."*
- "2. To promote the development of other lands in the Marinship with industrial uses and uses compatible with an industrial area."*

Among the many goals to accomplish the General Intent is the following:

- "4. It is the intent of the plan to preserve the Marinship as an area primarily oriented to the use and service of Sausalito residents, not tourists."*

February 5, 2009

As more and more tourists are directed to the Marinship, the demand for activities to support and entice them will increase. In return for voluntarily granting easements for the Shoreline Trail rights of way, the land owners will undoubtedly benefit from development density bonuses, uses (commercial, residential, retail, etc.) until now disallowed, and the opportunity to participate in the rumored redevelopment area.

In the Draft "Existing Conditions Analysis Report" of the "Central and Southern Marin Transit Study" dated December 23, 2008, it is pointed out that "*Traffic congestion levels are not severe.*" in the Mill Valley – Sausalito Transit Corridor. It was further concluded that, "*Little change in the activity centers generating transit trips is expected, unless discussions regarding the possible redevelopment of the area in the former shipyard in Sausalito are taken further.*" It seems clear that the proposed Shoreline Trail will not alleviate a congestion problem but rather contribute greatly to creating one by undermining the development limitations of the Marinship Specific Plan.

This study is not about alternative transportation. It is not about reducing traffic congestion. It is not about pedestrian and bicycle safety. It is not about enhancing the quality of life for the residents of Sausalito. Whether intentional or not, it is about driving a stake into the heart of the Marinship Specific Plan and the industrial, marine, and water dependent uses that the land owners claim are not sufficiently profitable to be viable.

Council should reject this proposal and refocus the scope of work on the subject for which the federal grant was intended – a Bridgeway Path Plan. To do otherwise could be interpreted as a deliberate misappropriation of the federal grant funds.

Respectfully,



William A. Werner

Cc: Adam Politzer, City Manager
Mary Wagner, City Attorney
Jonathan Goldman, Director of Public Works
Todd Teachout, City Engineer
Senator Diane Feinstein
Senator Barbara Boxer
Congresswoman Lynn Woolsey
Assemblyman Jared Huffman
Supervisor Charles McGlashan

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from the chamber on the local business scene and business opportunities, we'll offer up our favorite upcoming event and a best-kept Sausalito secret.

The goal is to make a difference in 2009 — to make a difference for our members by adding value, especially in this challenging economy, and make a difference for our chamber with a long-range plan that ensures a self-sufficient, sustainable future for the organization. We intend to build on the legacy

a 2007 study by Civic Economics that found dollars spent at independent businesses yielded nearly three times more local economic benefit than those spent at chain competitors, and created about 80 percent more jobs.

It's time that we become more savvy about understanding local economies and recognize that directing growth and protecting community character are not obstacles to economic vitality, but rather are effective means to

SEE CHAMBER, PAGE 5

Letters to the editor

Rustico was a loss

Editor:

How sad to see Rustico shuttered. My husband and I and various guests have spent many delightful evenings at Rustico, enjoying good food, great music and the warm and welcoming hospitality of Antonio Ruggieri. The Marin Scope's item on the restaurant's closure was inappropriately harsh and careless.

Mary Hudson
Sausalito

Sausalito doesn't need Marinship multi-use pathway

Editor:

On Tue., Feb. 10, the City Council was to have voted on whether to go forward with a contract to develop plans for a multi-use bike path through the Marinship. The contract appears to be endorsed by the Transportation Action Committee of the "Imagine Sausalito" Visioning Process. Why should we as residents be concerned?

• At a time when our town is already over-run with cyclists, we would be encouraging more to come and to meander through the Marinship, compromising its industrial zoning. Rather than a piecemeal approach to cyclist paths, this project should be considered part of an overall bicycle plan for the city. We need to find a way to control the bicycle traffic we already have, not entice more.

• Inviting cyclists and tourists into the Marinship, our industrial area, is the first step in converting this area to a tourist attraction and the "Fisherman's Wharf-izing" of our entire waterfront. Over the years, Sausalito residents have fought to contain tourists in the appropriate downtown zone and fight tourism encroachment (aka T-shirt shops) into other parts of Sausalito. The goal is to preserve our quality of life in this small town. We do not want to replace our maritime industries and artists with gaudy knick-knack stores, T-shirt shops and wax museums and all the traffic congestion and parking lots

that come with it.

This project is not in compliance with the Marinship Specific Plan; it should be considered in a residents' review of the Marinship Specific Plan, which is long overdue. The city-appointed Imagine Sausalito committee for the Marinship is not a residents' committee. It is composed of residents, nonresidents and Marinship landowners and managers, all with equal votes. Does anyone see a conflict of interest here?

• The funding for the study is a federal grant; this money is specified for improving traffic by getting people out of their cars and into alternative nonmotorized transportation. How does attracting tourists to the Marinship improve traffic conditions? This is misuse of the federal grant. Some view the \$100,000 grant as "free money," but as taxpayers, it's our money. This money should be spent on an overall bike plan for Sausalito, one that looks at the different types of cyclists: the spandex groups, the tourists and the resident cyclists. Let's look at the big picture and assess our needs before we build another bike path.

• The residents have not weighed in on this project. Aside from the Imagine Sausalito visioning committees, there has been zero public input. The city should not proceed with a project that could change our town forever without vetting by Sausalitans. Proponents of the Marinship bike path claim that 80 percent of the residents want this path, based on a 2006 survey of only 172 respondents. Hello? That represents 2.3 percent of the population! What about the other 97.7 percent? Does our City Council care?

The City Council should vote against moving forward with this multi-use path through the Marinship and redirect the funds to an overall solution for the city's bike problem. At the very least, the City Council should redirect city staff to apply funding to Bridgeway bike paths and the Bridgeway right of way — not redefining our waterfront and our industrial zoning. Let's not start the "End Path," the path that is the beginning of the end of our industrial and marine-oriented Marinship.

Carolyn Ford
Sausalito

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Contact John P
jphilipp@marin.

Talk to us

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