

## Executive Summary

In a meeting with a group of Tam Valley residents, local advocate organizations, and representatives from Marin County Public Works, Office of Supervisor Charles McGlashan, Office of Assemblyman Huffman, Office of Senator Mark Leno (see attendant sheet below), in January 2010, a number of issues of concerns have been identified.

Following is summary of Caltrans' investigation findings, proposals, and actions.

Issue of Concern	Investigation Finding	Proposal	Action	2012
1. Two power poles sitting in the middle of the narrow (4' approx.) sidewalk/island need to be removed: one in front of the Arco gas station and one on southbound side of Almonte Avenue.	<p>a) The power pole in front of Arco gas station is not sitting in a sidewalk. It appears that the curb island was installed to shield the pole from the roadway. The pole can be removed or relocated only if removal is part of a roadway rehabilitation project or roadway improvement project; or if the utility company has a project to remove/relocate it.</p> <p>b) The pole on Almonte Ave. is sitting in a narrow sidewalk. Almonte Ave. is a County road, not under Caltrans' jurisdiction.</p>	<p>a) Since Caltrans currently has no rehab or roadway improvement project at this location, Caltrans can restripe southbound roadway to provide 4' shoulder along the frontage of the Arco station for bikes and pedestrians.</p> <p>b) County can request or initiate the removal or relocation of the utility pole.</p>	<p>a) Caltrans - Roadway restriping in front of the power pole island has been completed.</p> <p>b) County to handle.</p>	<p>b) The utility pole in front of the Rug House on Almonte will need a survey. It has been determined that it is located on Caltrans R-O-W.</p> <p>Caltrans is working on ADA compliance for sidewalks. PG&amp;E is waiting for the Caltrans survey before moving the pole.</p> <p>County has signed a resolution not to accept grants until 2013</p>
2. Need a bicycle loop on the southbound Hwy 1 approach left turn lane to northbound Almonte.	Existing loops on this approach do not detect bike because the signal was installed many years ago.	Caltrans will replace existing loops with bike loops and others per current standards.	Caltrans - Work order is underway. It is estimated that new loops will be in placed in about 6 months.	
3. Extend bike lane in southbound Almonte from Helen Ave. all the way to Hwy 1 intersection (for approximate 200')	Existing roadway pavement does not accommodate additional bike lane. This is likely why the existing bike lane terminates at Helen Avenue. Almonte Avenue is a County road, not under Caltrans' jurisdiction.	<p>a) Almonte Blvd. needs to be widened for the bike lane. This would be a major, long lead-time project.</p> <p>b) Further investigation and study to see if it is possible to eliminate one traffic lane and convert into a bike lane. This option may cause adverse impact on traffic queue along southbound Almonte, and the operation of the intersection.</p>	County - Since Almonte is a County road, County to take the lead for both (a) & (b) proposals. County may explore other options at their discretion (recommend: advance warning sign for southbound Almonte of the termination of the bike lane ahead).	no survey conclusions to date

<p>4. Cars exiting 2 driveways (next to Arco, one for the short cut to the shopping center and one for the Adobe Pet Hospital) don't yield to bikes and pedestrians.</p>	<p>Traffic exiting the driveways is supposed to yield. Existing landscape and a block wall on the property of Adobe limit the visibility between an exiting vehicle and pedestrian or bike in the roadway shoulder.</p>	<p>a) Caltrans, County, the Supervisor, and local residents can bring this matter to the attention of local law enforcement agencies. b) County, the Supervisor can contact business owners/operators to educate their customers, employees to follow traffic laws. c) County, the Supervisor can contact Adobe's owner to lower the planting and the block wall to improve the visibility between exiting vehicle and pedestrian or bike in the roadway shoulder.</p>	<p>a) Caltrans will contact CHP of Marin Area. b) County and the Supervisor to handle. c) County and the Supervisor to handle.</p>	<p>a) CHP has been informed. Traffic is more aware of speed. b) Planning and education is still needed. c) Parking and mobility of exiting vehicles has not been addressed.</p>
<p>5. What can be used, in term of improvement of the roadway to accommodate bikes &amp; pedestrians, with the vacant lot -owned by Caltrans- across from Dolan.</p>	<p>The lot's frontage with the highway is a little more than 200'. Majority of the lot is lying about 4' below the existing roadway. There is an existing 4' shoulder along the frontage of the lot. Any roadway widening will require filling over the lot.</p>	<p>The lot may be used for any roadway improvement project in the future.</p>	<p>Caltrans will work with the County to require any development on the current vacant lot, just east of the Caltrans-owned lot, at Flamingo to provide sidewalk along the lot's frontage with the highway.</p>	
<p>6. Some paving on the north side of the Hwy (along northbound direction) from Dolan to Flamingo to provide a shoulder.</p>	<p>At some locations, there is gravel area wide enough for a 4' shoulder. In between, there is location with an existing 2' shoulder next to the hill side. Providing 4' shoulder may involve cutting into the hill side, cutting some driveways on the slope, modifying drainage system, and utility relocation. This would result in a long lead-time project.</p>	<p>Given the current funding constraint and a significant need for other high priority safety improvements, Caltrans are unable to program such a project at this time. However, we will look for any opportunity to program such a project in the earliest time possible.</p>	<p>Caltrans - To warn traffic of the presence of bikes and pedestrians, more pedestrian warning signs and share-the-road signs (for bikes) will be installed along this stretch. Work order has been sent out, signs are expected to be installed in 4 weeks.</p>	<p>Signs have been installed. A new issue of parked cars along Shoreline is blocking cyclists. Caltrans is asking the County to resolve citizen concern before "no parking" signs are permitted.</p>
<p>7. Shifting roadway toward the south side between Ross and Pine Hill where it appears to have 14' paved shoulder on the south side of the Hwy (along southbound direction)</p>	<p>Actually, existing paved shoulder in southbound direction is about 2' wide. Beyond the shoulder, for a majority of the stretch, there is wide gravel area that gives the impression that the shoulder is as wide as 14'. This was explained in the field meeting in January.</p>	<p>Shifting the roadway will require a new shoulder on the south side, same as widening to re-align the roadway. This would be a major improvement project with long-lead time. See also #6 above.</p>	<p>Last year, Caltrans installed a marked crosswalk at Tennessee Ave. and pedestrian warning signs between Tennessee Avenue and Pine Street, and near Dolan Avenue to increase traffic's awareness of pedestrian presence in the area.</p>	
<p>8. Ina to get back to Patrick about getting a Project Study Report (PSR) programmed for comprehensive improvements along this segment of Hwy 1.</p>	<p>Patrick and others wanted to work with County on getting a PSR for comprehensive improvements along Shoreline Highway.</p>	<p>Given State's lack of funding for such a project, it is recommended that local groups work with County and Transportation Authority of Marin (TAM) to get a PSR as locally proposed project in TAM's Project Initiation Document (PID) Work Plan.</p>	<p>Caltrans - Ina has provided Patrick information regarding TAM's existing PID Work Plan, time lines, critical information needs, PID/PSR funding challenges given the State budget problems and the option to reimburse the State for PID/PSR work. Funding would have to be provided by locals.</p>	<p>Caltrans and TAM are working together to decide if the CBTP grant is necessary before going straight to a PSR.</p>

## **Long-Term Planning**

To accommodate local needs, it is recommended that the County prepare a master plan addressing all the needs and initiate appropriate improvement project(s). Caltrans has a program of competitive planning grants for which the County may apply. One of these is the Community-Based Transportation Planning (CBTP) grant program, which funds the development of transportation plans that are coordinated with local land uses, with an emphasis on community involvement and partnership, sustainability, and community identity and quality of life. The next round of grant applications will be due to Caltrans in approximately one year. If selected for funding, the planning project would get under way in winter 2012.

Regardless of how a master plan is funded, the County should work closely with the Transportation Authority of Marin (TAM) in planning for the area, given that TAM programs the majority of funds for capital projects on local streets and surface highways in Marin county. Throughout the process, Caltrans will provide input and assistance in developing the plan and projects in terms of technical support, reviews, and seeking possible funding sources. For further questions regarding the CBTP program or other planning issues, please contact Keith Wayne, Caltrans' Office of Transit & Community Planning, at 510-286-5679.

*Timeline of a Caltrans' Minor B project - (This section is additional information. It gives the public an idea the procedure of a Caltrans' project and how long the procedure may take.)*

A minor B project costs up to \$250,000. This timeline doesn't count the time needed for investigation to identify the scope of the improvements, preliminary engineering design and a cost estimate (to determine whether it would be minor or major project).

- ◆ Preparation of Project Initial Documents (PID), normally a Project Report (PR), and an Environmental Document along with other required reports (Storm Water Data Report, Right-of-Way Data Sheets) - 12 months.
- ◆ Design Development and Review - 12 months.
- ◆ Approval and Bidding - 6 to 12 months (depending on funding priority).
- ◆ Construction - 6 to 12 months depending on timing (most construction work can be done during summer time only).

In summary, from the time the PID is initiated, it takes about 3 years for a minor B project to complete construction. With minor A and major projects (over \$250K), the timeline is longer (for example, an environmental study normally needs 2 years minimum).

## **January 2010 Meeting Attendants**

<b>Name</b>	<b>Representing</b>	<b>Email</b>	<b>Phone</b>
Jenny Callaway	Assemblyman Jared Huffman	jenny.callaway@asm.ca.gov	415-479-4920
Beth Thomas	Caltrans	beth_thomas@dot.ca.gov	510-286-7227
Ernan Acorda	Caltrans	ernan_acorda@dot.ca.gov	510-286-4554
Hung Tran	Caltrans	hung_q_tran@dot.ca.gov	510-286-4585
Ina Gerhard	Caltrans	ina_gerhard@dot.ca.gov	510-286-5598
Keith Wayne	Caltrans	keith.wayne@dot.ca.gov	510-286-5679
Philippe Van	Caltrans	philippe_van@dot.ca.gov	510-286-4589
Sean Nozzari	Caltrans	snozzari@dot.ca.gov	510-286-6345
David Hoffman	Marin County Bicycle Coalition	david@marinbike.org	415-456-3469 x4#
Eric Steger	Marin County Department of Public Works	esteger@co.marin.ca.us	415-507-2754
Carole Mills	Senator Mark Leno	carole.mills@sen.ca.gov	415-479-6612
Maureen Parton	Supervisor Charles McGlashan	mparton@co.marin.ca.us	415-499-7593
Lex Campbell	Tam Valley citizen	lexcamp@yahoo.com	415-380-1957
Michael Gaines	Tam Valley citizen	mgaines@stccg.com	415-609-6464
Kathy McLeod	Tam Valley citizen	komcleod@wheelescape.com	415-686-3805
Patrick Seidler	Transportation Alternatives for Marin	pseidler@wtb.com	415-827-6120

## February 2012 Meeting Attendants

<b>Name</b>	<b>Representing</b>	<b>Email</b>	<b>Phone</b>
Beth Thomas	Caltrans	beth_thomas@dot.ca.gov	510-286-7227
Alisha Oloughlin	Marin County Bicycle Coalition	Alisha@marinbike.org	415-457-0802
Andy Peri	Marin County Bicycle Coalition	andy@marinbike.org	415-456-3469 x4#
Kathrin Sears	Marin County Supervisor	Ksears@marincounty.org	415-499-7593
Maureen Parton	Marin County Supervisor Kathrin Sears' Aide	MParton@marincounty.org	415-473-7331
Dianne Steinhauser	TAM	Dsteinhauser@tam.ca.gov	415-226-0820
Dan Cherrier	TAM	Dcherrier@tam.ca.gov	415-226-0820
Stephanie Moulton-Peters	TAM BOD, Mill Valley City Council, SR2S Chair	smoultonpeters@comcast.net	415-302-6032
Kathy McLeod	Tam Valley Vision Group Research Committee	komcleod@wheelescape.com	415-686-3805
Lex Campbell	Tam Valley Vision Group Transportation Comm.	lexcamp@yahoo.com	415-380-1957
Robin St. John	Tam Valley Vision Group Co-Chair	corey-stjohn@comcast.net	415-479-6612
Michael Gaines	Tam Valley Vision Group	mgaines@stccg.com	415-609-6464
David Parisi	Transportation Consulting, Parisi Associates	david@parisi-associates.com	415-388-8978