

Public Comments
Mill Valley to Corte Madera Bicycle and Pedestrian Corridor Study
Public Workshop #1
March 4, 2009 Edna Maguire Elementary School

Breakout Group Comments

GROUP 1:

Alto Tunnel Route (Group 1)

- Too expensive, illumination and security issues
- Chapman Meadows; Scott Hill disruptions
- Would best serve commuters and recreational users
- Would break barrier between communities
- Links both sides with continuous class I facility
- Most direct and flat route, would attract more users
- Emergency egress route
- Only route that would be ADA (American Disabilities Act) compliant
- Only route that can really increase non-motorist users
- All routes-education-“stop”, share the road, etc
- Could accommodate electric bikes, wheelchairs
- Tunnel already exists, use it

Camino Alto Route (Group 1)

- Need wider shoulders/ calming treatments
- Chapman used as alternative route
- Northbound congested during p.m. peak; lots of deer
- Concerned widening will affect private property
- Camino Alto is too scary
- Poor pavement
- Needs to be safer for bikes and autos
- “Share the Road”
- Downhill is unsafe, too fast for bikes
- Differentiate between serious and non-serious riders

Horse Hill Route (Group 1)

- Potential solution-overhang to US101
- Northbound bicyclists blinded by car lights at night
- Will lighting be considered?
- Is it possible to make path through open space?
- Pathway narrow- could cause potential conflicts
- Make it ADA (American Disabilities Act) compliant
- Unsafe; tough to traverse with kids in tow
- Unpleasant; steep and difficult to maneuver
- Air pollution along route, freeway noise
- Least direct of three routes, convoluted route
- Consider team riders for all routes
- Consider future potential riders

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- Concerned about stop signs
- Casa Buena-lots of conflict points-lack of safety signage
- Northbound-difficult awkward to access Meadowsweet

Evaluation Criteria (Group 1)

- Evaluate estimated number of users
- Evaluate estimated types of users
- Evaluate potential for emergency egress routes
- Evaluate cost of doing nothing with the tunnel
- Evaluate economic impacts to communities
- Evaluate quality of life questions
- Estimate potential to reduce auto traffic
- Address community of seniors
- Evaluate enjoyment of each route
- Evaluate potential to reduce greenhouse gases
- Cumulative impact in regards to entire north/south route
- Evaluate ability to affect/improve health
- Ability to increase usage by different users
- Evaluate impact routes would have on property values

GROUP 2

Alto Tunnel Route (Group 2)

- Could provide positive economic impact
- Great for pedestrians
- ADA (American Disabilities Act) compliant
- New tunnel could be wider (add streetcar)
- Great route for recreational riders
- This route would be an asset to the community
- Small kids would not mix well with recreational riders
- Tunnel is under peoples homes
- Would be expensive
- Would get more people on to bikes
- Too many pedestrians would make it hard to bike
- Tunnel will continue to collapse if nothing is done
- Tunnel needs to be fixed and a path should be added
- Nearby homes don't want trail
- Homes may encroach on public right-of-way
- Potential reversion rights in easements
- Show tunnel study on map
- Will increased bike traffic be addressed?
- Issue at Tamalpais Dr/Corte Madera intersection
- Does tunnel have slight curve?
- Will tunnel be lit?

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- Could pose security issue to nearby homes and people using tunnel
- Could be emergency access

Horse Hill Route (Group 2)

- Headlights from 101 are a hazard
- Blind curve at low point of existing trail is dangerous
- Making turn onto Meadowsweet is difficult
- Making turn onto path is difficult
- Can we lower grade and make it a better bike path?
- 3 way stop and shell road is dangerous should be a 4 way stop
- Closing non-conforming on-ramp to 101 could add more room
- Trail prone to landslides
- Trail is out of the way and unpleasant
- Indirect route to Magnolia
- Can't ride bikes from Corte Madera into Mill Valley
- Disjointed route-No way finding signs
- Noisy
- Needs pedestrian connection from east side of Lomita to school and Community Center

Camino Alto Route (Group 2)

- Will improving route increase ridership?
- Deer are along route
- Bikes compete with cars and Blithedale and Corte Madera intersection
- No easy access from Camino Alto to bike path
- Gravel at turns is dangerous to riders
- Route is only for advanced riders
- Riders go too fast because of grades
- Widening could make more dangerous
- Not efficient commute route
- Need bike/vehicle separation
- Poor visibility
- Dangerous (especially uphill)
- Need wider striping (uphill)
- Road becomes congested during commute
- Uneven road surface is dangerous for riders

Evaluation Criteria (Group 2)

- Add mode shift
- Add economic benefits
- Sustainable
- Greenhouse gas benefit
- Most popular for bike/ped
- Long term benefits
- Compatible w/ public transit

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- Consider other ways money could be used
- Emergency access
- Cost/risk of not fixing tunnel
- Bike parking
- Need for sound walls

GROUP 3

Alto Tunnel Route (Group 3)

- Mode shift
- Don't need a shower after
- Safety +++
- Direct route
- Property values up
- Neighbors thoughts
- Lighting and ventilation issues
- Shuttle over Camino Alto
- Faster than by car
- Time consideration- modal choice
- neighborhood impact of construction
- Offers evening and night usage
- Intermediate rider- best use, no hill
- Good with children
- "no brainer" for non experienced
- Social and safety concerns
- Connection to Larkspur
- Best route to get people out of cars
- Cost per user goes up
- Cost benefits of all routes including all operating and maintenance costs
- Desire for pedestrian walkway
- Usage predictions
- Easements tied to railroad usage
- Impacts/issues for homes on either side of tunnel and at both ends
- Safety on Camino Alto-safer for all users-pedestrians, bicyclists and motorists
- Potential for collapse if left alone
- Climate benefits and air quality benefits

Horse Hill Route (Group 3)

- Light shield at path and better freeway separation
- Highway section unpleasant/unhealthy/noisy
- Camino Alto- great climb=personality
- Camino Alto traffic and sight and centerline issues

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- Not as steep
- Camino Alto- experience and skill needed
- NMTTP-mode shift as criteria
- Independent living on Corte Madera side. ADA (American Disabilities Act) compliant?
- Camino Alto narrow - Chapman alternative not in scope
- Camino Alto- better bike lanes
- Fewer on Horse Hill, why?
- Signage is very different- need more for Horse Hill
- Smelly, noisy, less pretty
- Less direct, more residential traffic
- Less fun
- Horse Hill more practical=flat
- Camino Alto=workout
- Less known
- Dangerous intersections/stop signs Lomita and Shell
- Schools – Edna and Ring
- Visibility bad @ crest
- North end onto Meadowsweet = traffic
- Meadowsweet to bike path-dangerous
- 101 corridor as transportation route
- Another study at north end of Horse Hill
- Tunnel ties to existing paths

Evaluation Criteria (Group 3)

- Connectivity to other modes
- Mode shift
- If you build it-they will come
- Use study as evaluation criteria
- Operations and maintenance costs
- Open to electrical bikes
- Propensity to use
- Cost of acquisition estimates
- Property ownership/right of way
- Survey detail difficulties/issues
- Marin County - 8 criteria for bike paths
- Environmental impacts including climate change
- Environmental costs
- Survey of people using tunnel

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Write-in Comments Submitted at Workshop

“Your study concentrates exclusively on the west side of US101 until one reaches Wornum Dr. To go to San Rafael and north of there, it is advisable to take E. Sir Francis Drake by San Quentin thus requiring bicyclists to get to the east side of 101. While traveling along Wornum is much safer than taking Paradise of the 101, the bike path and roadway on the east side is much safer and relaxing and enjoyable than riding past the Corte Madera Town Center and on Tamal Vista. So is any consideration being given to making the Paradise overpass over 101, more bicycle friendly?”

-Tom Lacchia
383-3700

“Attempting to reopen tunnel is a poor expensive solution

1. Cost-wildly expensive vs widening Camino Alto
2. Neighborhood preferences-90% of homeowners near the bike path prefer to keep the tunnel closed. Why? Bike racing enthusiasts already crowd out children, elderly walkers, and leisure riders. This problem will be much worse if tunnel is opened
3. The bike enthusiasts are avid exercisers, not commuters. This will not change with tunnel opening. A wider Camino Alto will please them while keeping homeowners happy.
4. The cost to maintain and keep the tunnel safe might be prohibitive.
5. The bicycle coalition folks do not live near the tunnel or the bike path. Yet they are excessively vocal and arrogant towards parents, homeowners, etc. who have valid concerns about reopening the tunnel
6. Take an informal vote of Scott Valley and Corte Madera homeowners who live near the path before committing more taxpayer money toward this idea!!”

-Scott Fearon
55 Vasco Ct

“Bicycle shoulders on Camino Alto are totally feasible and should be installed now. They can be done in a visually acceptable way. In addition, better signage would be helpful. Cost should be less than 10% of the Alto Tunnel project.

I would support the Alto Tunnel only if Camino Alto is improved first”

-Jerry Cahill
25 Sidney ST

“I live in Larkspur and periodically ride my bike to work in San Francisco via the Camino Alto or Horse Hill routes. Neither route is suitable for bicycles due to their steep profiles and safety issues, and each is a serious obstacle to bike transit.

Every effort should be made to reopen the alto tunnel to promote bicycle use and offer a safe and viable alternative to getting in a car.

As a licensed Civil Engineer, I have worked on many tunnel construction projects, both drill-and-blast and bored, and am quite familiar with all methods of support for both rock and soil. I

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am confident that the Alto tunnel can be reopened (for non motorized transportation. It's only a matter of will and funding.

It's hard to imagine that anyone who has ever ridden a bicycle over Horse Hill or Camino Alto wouldn't select Alto Tunnel as the preferred alternative. And for those who haven't ridden either route maybe re-opening the tunnel will help remove the obstacles that keep them in their cars."

-David Moller

dxma@pge.com