Project Purpose:
Planning, public outreach, preliminary engineering, and preliminary design study for three specific bike/pedestrian routes from Mill Valley to Corte Madera:
A- Horse Hill Route
B- Alto Tunnel Route
C- Camino Alto-C.M. Ave. Route
Mill Valley to Corte Madera Bike and Pedestrian Corridor Study

Study relationship to regional bike network
Study Team

Technical Advisory Committee Members:

- Jill Barnes, Senior Engineer, City of Mill Valley
- Dan Dawson, Principal Transportation Planner, Marin County Public Works Dept.
- Ed Hulme, Superintendent, Marin County Parks and Open Space Dept.
- Debra Sue Johnson, Public Works Manager, Town Of Corte Madera
- Bill Whitney, Associate Project Delivery Manager, Transportation Authority of Marin
- Caltrans District 4 representative

Project Manager/information coordinator:

- Carey Lando, Senior Transportation Planner, Marin County Dept. of Public Works
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  http://www.walkbikemarin.org/projects_millvalley.php
Consultants:

- Alta/LandPeople
  Randy Anderson, Landscape Architect, Principal,
  Bike and Pedestrian Planning

- Jacobs Associates,
  Blake Rothfuss, P.E.,
  Tunnel Evaluation, Geology

- LSA Associates
  Laura J. Lafler, Principal,
  Environmental Analysis

- Nolte Associates
  Mike McNeely, P.E.,
  Drainage, Survey

- Parisi Associates
  David Parisi, P.E.,
  Traffic Engineering
Methodology

- Research, document existing conditions,
- Technical/engineering and environmental studies
- Public input on conditions, issues, desires and concerns
- Analysis of routes based on criteria
- Concept-level design and costs for improvements
- Public review of draft report
- Finalization of Alternatives Study report through County DPW
Tonight’s Agenda

- Open House – chance to review exhibits, talk to staff and consultants
  (PowerPoint)
- Project background, objectives and steps
- Slide tour of the Study Routes
- Key existing conditions

- Breakout groups – 3 equal stations with facilitator and recorder, chance for everyone to comment or ask questions
- Comments on all 3 routes, draft criteria for evaluating routes
- Report out comments to entire group
- Summarize next steps, other ways to participate, close
Comments and Response

- Breakout group comments recorded in Study appendix
- Written comments reproduced in Study appendix
- Comments summarized by theme and frequency
- All comments related to study scope will be carefully considered
- Please submit written or email comments to Carey Lando by April 1, 2009
View south on path near Maguire Elementary, toward E. Blithedale
View east on path junction at Maguire Elementary
Horse Hill Route

View east along Lomita Drive, near Maguire Elementary
View north at Hwy 101 path at Horse Hill parking area
View north on path approaching summit of climb
Horse Hill Route

View south at northern end of path and intersection with Casa Buena Drive
Horse Hill Route

View south along Meadowsweet Drive
Horse Hill Route

View north along Meadowsweet Drive
Horse Hill Route

View north along Casa Buena Drive
Mill Valley to Corte Madera Bike and Pedestrian Corridor Study

Horse Hill Route

View south along Casa Buena Drive
Horse Hill Route

Separate study – Highway 101 Greenbrae/Twin Cities Corridor Improvements

View north along Tamal Vista Blvd, near intersection with Sandra Marker Trail
Horse Hill Route

View west from intersection of Sandra Marker Trail and Tamal Vista Drive
Existing Conditions
Horse Hill Route

- Existing designated route
- Sidewalks don’t exist on some of northern portion
- Sidewalks discontinuous on Lomita
- Weekend 2 hour count: 99 bicyclists, 10 pedestrians
- Weekday 2 hour Count: 26 bicyclists, 8 pedestrians
- Indirect connection to central MV and CM
- Some steep hills
- Freeway noise and proximity
- Traffic entering freeway
- Narrow stretches along Lomita
- Passes through school parking area
Alto Tunnel Route

View north on path at E. Blithedale
Alto Tunnel Route

View north on path at intersection with Vasco Court
Alto Tunnel Route

View north on path
Alto Tunnel Route

View south on path about 1000' north of Vasco Court
Alto Tunnel Route

View of collapsed area at south portal of Alto Tunnel

Do not try to access- overgrown, not a designated route
Alto Tunnel Route

South portal approach in 2001

Do not try to access- overgrown, not a designated route
Alto Tunnel Route

View of north portal of Alto Tunnel

Do not try to access - overgrown, not a designated route
Alto Tunnel Route

Mill Valley to Corte Madera Bike and Pedestrian Corridor Study

View north on path

Do not try to access - overgrown, not a designated route
Alto Tunnel Route

View north on path
Alto Tunnel Route

- 2100’ long converted single track rail tunnel,
- Approximately 13’ wide by 16’ tall (between timbers)
- Constructed in 1884, last used in 1971
- System of timber supports
- Documented in Jacobs Associates 2001 Alto Tunnel Scoping Study
Alto Tunnel Route

- Potion at south end collapsed in 1975
- Necessitated demo of one house
- South portion filled with gravel, both ends plugged with concrete
Alto Tunnel

- North portal investigation
- 2001 – tunnel plug
Existing Conditions
Alto Tunnel Route

- A relatively level and direct route
- Separated from traffic
- Geological and structural stability needs to be addressed
- Emergency access needs to be addressed
- Drainage and wet areas
- Maintenance and management
Camino Alto/Corte Madera Avenue Route

View north on Camino Alto
Camino Alto/Corte Madera Avenue Route

View north on Camino Alto
View north on Camino Alto
View north on Camino Alto
Camino Alto/Corte Madera Avenue Route

View north on Camino Alto
View south on Corte Madera Avenue, trees along edge of road
Camino Alto/Corte Madera Avenue Route

View north on Corte Madera Avenue
Camino Alto/Corte Madera Avenue Route

View north on Corte Madera Avenue
Camino Alto/Corte Madera Avenue Route

View north on Corte Madera Avenue
Existing Conditions - Camino Alto/Corte Madera Ave. Route

- Relatively direct route to central areas and destinations
- Already heavily used by bicyclists
- Scenic/aesthetic surroundings
- Some portions have sidewalks/paths, wide shoulders
- Winding route
- Portions are steep
- Adjacent steep slopes, trees
- Drainages and culverts
- Adjacent residences, walls, parking on north portion – little room to widen
- Weekend 2 hour count: 308 bicyclists, 13 pedestrians
- Weekday 2 hour count: 39 bicyclists, 30 pedestrians
Elevation Profile for All Routes

Mill Valley to Corte Madera Bike and Pedestrian Corridor Study

Camino Alto/Corte Madera route

- E. Blithedale
- Corte Madera city limits
- Start of Sandra Marker trail
- End of Sandra Marker trail

Length: 3.6 miles  Elevation Change: +319'-337'
Weekend 2 hour count: 308 bicyclists, 13 pedestrians
Weekday 2 hour count: 39 bicyclists, 30 pedestrians

Horse Hill/ Casa Buena Route

- E. Blithedale
- Edna Maguire School
- Start of bike path
- End of bike path
- Madera Blvd.
- End of Sandra Marker trail

Length 3.2 miles  Elevation Change= +160'-164'
Weekend 2 hour count: 99 bicyclists, 10 pedestrians
Weekday 2 hour Count: 26 bicyclists, 8 pedestrians

Alto Tunnel Route

- E. Blithedale
- South portal Alto tunnel
- North portal Alto tunnel
- Start of Sandra Marker Trail
- End of Sandra Marker Trail

Length 2.8 Miles  Elevation Change= +66'-67'

Horse Hill/Meadowsweet Drive Route

- E. Blithedale
- Edna Maguire school
- Start of bike path
- End of bike path
- Madera Blvd.

Length 3.3 miles  Elevation Change= +265'-262'
Weekend 2 hour count: 99 bicyclists, 10 pedestrians
Weekday 2 hour Count: 26 bicyclists, 8 pedestrians
Elevation Profile for All Routes

- **Cal Park Tunnel Route**
  - Length: 1 Mile
  - Elevation Change: +211’-192’

- **Marinwood Hill Route**
  - Length: 1.2 Miles
  - Elevation Change: +172’-108’

- **Puerto Suello Hill Route**
  - Length: 2.1 Miles
  - Elevation Change: +307’-268’

- **Wolf Grade Route**
  - Length: 1.4 Miles
  - Elevation Change: +233’-239’

Mill Valley to Corte Madera Bike and Pedestrian Corridor Study
Bicycle and Pedestrian Collision Data 2004-2008
Environmental Conditions and Issues

- Wet areas and drainage at tunnel portals
- Cultural resources
- Minimizing visual and vegetation impacts
- Potential for rare plants along wooded portions Camino Alto and Corte Madera Avenue

A review of conditions relevant to CEQA, not a formal CEQA document
Potential Criteria for Evaluating Routes

- Safety and liability/security
- Bikeway and community connections
- Pedestrian and ADA connections
- Functionality/efficiency for users
- Environmental impacts
- Neighborhood/private property impacts
- Roadway crossings
- Cost
- Permitting requirements
- Consistency with local plans
- Others?
Next Steps

Tonight:
- Breakout exercise
- Review breakout input

Thereafter:
- Additional comments to Carey Lando by April 1
- Comments complied in study document
- Workshop summary and materials posted on project website: [www.walkbikemarin.org/projects_millvalley.php](http://www.walkbikemarin.org/projects_millvalley.php)
- Consultants analyze comments relevant to study scope
- Draft study presented in public meeting in early fall 2009
- Study finalized and provided to County Public Works Dept.
Breakout Group Exercise

- 3 equal stations with facilitator and recorder, 40 minutes
- Asking for comments on all 3 routes and on overall route evaluation criteria
- Give everyone multiple chances to comment
- Capture key ideas – detail can be submitted as follow-up
- Will report out comments to entire group
- All comments documented, those specific to the study routes analyzed as part of study