
MEASURE SUBMITTED TO THE VOTERS

DISTRICT

**BOLINAS COMMUNITY PUBLIC UTILITY DISTRICT
PROJECT TO ADD A BICYCLE/PEDESTRIAN PATH
ADJACENT TO OLEMA-BOLINAS ROAD
MEASURE R**

R

ADVISORY VOTE ONLY

Shall a two-way bicycle/pedestrian path, 6 feet wide, except 8 feet on the steepest part of Phinney's Hill, with a minimum 5 foot separation from the road edge, be constructed by the County of Marin on the east side of Olema-Bolinas Road from the school to the Mesa Road intersection?

**BOLINAS COMMUNITY PUBLIC UTILITY DISTRICT
PROJECT TO ADD A BICYCLE/PEDESTRIAN PATH
ADJACENT TO OLEMA-BOLINAS ROAD
IMPARTIAL ANALYSIS BY COUNTY COUNSEL
MEASURE R**

This Measure is advisory only. The Measure asks the voters of the Bolinas Community Public Utility District whether a project shall be implemented to construct a two-way bicycle/pedestrian path on the east side of Olema-Bolinas Road from the school to the Mesa Road intersection to be constructed by the County of Marin.

Dated: August 22, 2002

PATRICK K. FAULKNER
County Counsel

ARGUMENTS FOR AND AGAINST

THIS MEASURE

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MEASURE R CONTINUED ON NEXT PAGE



ARGUMENT IN FAVOR OF MEASURE R

The Bolinas Community Plan calls for "a balanced transportation system that is not reliant on the private automobile and will not destroy either the village character or its surroundings". The proposed two-way, OFF-road path from the school to Mesa Road is designed for the safety of both pedestrians and bicyclists by a Bolinas group that includes both advocates for and opponents of the previous bike-lane proposal (Measure D). The proposed path addresses the safety issues while still preserving the village character and appearance of the route. It will be funded by a Transportation Equity Act (TEA) grant through the County.

The path is only as wide as it needs to be to assure safe two-way travel: six feet on Gospel Flats and eight feet where added safety is needed on Phinney's hill. The path is separated from the road by at least five feet of natural vegetation, and is farther away and out of view wherever possible. Plans may be inspected at the Bolinas library or BCPUD office.

To ensure that the County's design and implementation adheres to our plan, community representatives appointed by the Bolinas design group will participate in the County's path design process and monitor its installation. Our support for this project is contingent upon acceptable County plans being available prior to the election.

Supporters of this proposal working with other interested community members will also pursue plans to connect this path to the Mesa and downtown and will present future proposals to the community.

s/ Vic Amoroso

s/ Jill Whitcroft

s/ Jennie Pfeiffer

s/ Scott Finney

s/ Don Smith

REBUTTAL TO ARGUMENT IN FAVOR OF MEASURE R

Goals:

Landforms:

The unique aesthetic value of Bolinas landforms both spatially and visually shall be preserved. Areas of geologic and hydrologic hazard shall be defined, and limitations placed on their future development due to these hazards.

Bolinas Lagoon:

The Bolinas community shall be responsive to all the elements of this extraordinary lagoon including the effects of human activity in its watershed and on its shoreline.

Wildlife Habitats:

The Lagoon is in need of additional protection on the west side. Land disturbances along the Bolinas-Olema Road up to Pine Gulch Creek and on the east side of road from there to Wharf Road endanger the Lagoon, principally through siltation.

Geological Considerations:

A history of numerous landslides exists in the downtown area. Most of these slides were instigated by the disruptive process of cuts and fills required for road and house construction. The additional hazard of earthquake-trigger landslides exists because of Bolinas' proximity to the San Andreas Fault.

The above problems produce a great deal of sedimentation, much of which eventually ends up the Bolinas Lagoon, thus contributing to the filling process and the ultimate transformation of this body of water into a marsh.

How to Make the Vision:

What we can do for ourselves will more likely get done.

All of the above from **The Bolinas Community Plan**

VOTE NO ON MEASURE R to allow for appropriate and delicate repair and use of our pedestrian / bike pathways.

s/ Jody Angel, 30 Year Resident
Hearsay News Reporter

MEASURE R CONTINUED ON NEXT PAGE



ARGUMENT AGAINST MEASURE R

There is nothing safe about allowing fast moving bikes on walking footpaths -- slow moving kids on their kid bikes and adults on their country bikes, yes -- but speeding adults doing the Tour de Bobo on their hot skinny bicycle wheels on asphalt "paths" eight feet wide costing \$277,000 for less than one mile? We just voted no on this approach to transportation / recreation, remember?

We in Bolinas are privileged to caretake and honor an Historical Country Road that dates back to the early 1800s, not always paved, traversing Gospel Flats, crossing Pine Gulch Creek, conjunct a notorious flood plain, on top of a tribal Miwok trail, on the edge of two earthquake faults, above an ecologically sensitive Nature Preserve that borders the Bolinas Lagoon.

Why would anyone suggest destabilizing Phinney's Hill, severely wrecking havoc with the fragile drainage and propose the erection of a retaining wall, with false facade, to contain the erosion caused by this massive bulldozing scheme? There are better solutions for a bad ditch!

We need to obey and respect the Bolinas Community Plan's guidelines against becoming a recreational destination. Once we lose the laid back rural pace, and erode the land, both are gone forever.

I urge you to vote NO again, so that we can finally get on with the business of using local resources to restore our existing pathway for its traditional and appropriate use of walking and funky biking. Gravel paths work fine for locals on bikes and on foot, but who is the 8 ft. wide asphalt lane for?

This out of scale \$277,000 Federal Grant scam is just the newest ruse to shove the development camel's nose under the tent.

s/ Jody Angel, 30 Year Resident
Hearsay News Reporter

REBUTTAL TO ARGUMENT AGAINST MEASURE R

This consensus proposal was crafted by and for Bolinas residents in an open community forum to promote safe, non-motorized local transportation while preserving our village esthetic, as called for in our Community Plan. We believe this to be one of the most effective ways of honoring and stewarding the land we call home.

There is presently no safe way for kids to travel between school and Mesa Road without a car. Dependence on cars contributes to the urbanization of Bolinas and degradation of its environment. We welcome the opportunity to use grant money to address this problem.

This design clearly does not suggest "destabilizing" Phinney's Hill, erecting huge retaining walls or becoming a recreational destination. We are very sensitive to these issues because we live here, too. With anticipated future linkages to the Mesa and downtown, this path is designed to meet our community needs.

Jody's suggestion of restoring the gravel shoulder path along Olema-Bolinas Road is inappropriate. Gravel is marginal for walkers, unsafe for cyclists (especially on hills), unusable for anything with small wheels, and requires constant maintenance. Our OFF-ROAD paved path will safely support diverse trail users. Additionally, it will discourage use by fast cyclists because bike paths are slower, less safe and less convenient for them than the roadway. To further encourage fast cyclists to use the road, the plan calls for shifting the centerline of Olema-Bolinas Road to increase the width of the uphill lane, and culverting the deep roadside ditch.

s/ Thomas C. Williard

s/ Ward A. Young, President
Bolinas Community Center

s/ Zim Caroselli
School Bus Driver/Parent

s/ Tina Ann

END OF MEASURE R

