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**MEASURE SUBMITTED TO THE VOTERS**

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**DISTRICT**

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**BOLINAS COMMUNITY PUBLIC UTILITY DISTRICT  
PROJECT TO ADD BICYCLE/PEDESTRIAN LANES ON  
OLEMA-BOLINAS ROAD  
MEASURE D**

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**D**

**ADVISORY VOTE ONLY**

Shall a project be implemented to widen Olema-Bolinas Road (4 feet on each side), from the school to downtown, by adding bicycle/pedestrian lanes, with a white stripe separating the bicycle/pedestrian lanes from vehicular traffic; to be paid for by a grant from the State Safe Routes to School Program and Marin County Transportation funds?

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**BOLINAS COMMUNITY PUBLIC UTILITY DISTRICT  
PROJECT TO ADD BICYCLE/PEDESTRIAN LANES ON  
OLEMA-BOLINAS ROAD  
IMPARTIAL ANALYSIS BY COUNTY COUNSEL  
MEASURE D**

This Measure is advisory only. The Measure asks the voters of the Bolinas Community Public Utility District whether a project shall be implemented to widen a portion of the Bolinas-Olema Road by adding bicycle/pedestrian lanes from the school to downtown, to be paid for by a grant from the State Safe Routes to School Program and Marin County Transportation Funds.

Dated: December 14, 2001

PATRICK K. FAULKNER  
County Counsel

**ARGUMENTS FOR AND AGAINST**

**THIS MEASURE**

**START ON THE NEXT PAGE**

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**MEASURE D CONTINUED ON NEXT PAGE**



## ARGUMENT IN FAVOR OF MEASURE D

For the sake of the children now growing up, and ourselves, let's help make it safer to walk and bike our way to a more sustainable future.

Each walking or bicycling trip takes one car off the road, reduces pollution, traffic, parking congestion, and dependence on non-renewable fuel like oil from the Middle East. Walking and bicycling are healthful for all ages, and increase independence for those without cars. All over the country and the world, communities recognize the benefits of walking and biking by providing safer, better access for pedestrians and cyclists. The distances in Bolinas are ideal for walking and biking, but some of our narrow roads are now so busy that walkers and cyclists are afraid to use them.

The short route between the school and downtown must accommodate everybody. The addition of ped/bike lanes will make it safer and more comfortable for walker, cyclists, and motorists. The Bolinas school campus serves grade 3 and up. Parents will decide when their children are ready to take to the road. Many are ready and eager now. The popular Walk and Bike to School Days, part of Safe Routes to School Program's educational component, demonstrate this.

This ped/bike lane proposal was endorsed by the BCPUD last spring, would be part of the existing roadway, meets state and county safety standards, would be funded by our already paid tax dollars coming back to town through the Safe Routes to School Program, and has a completion date of 10/03.

Twenty-five years ago, the Bolinas Community Plan envisioned the creation of safe bicycle and pedestrian paths throughout the community. It's time to act. A doable proposal is finally before us. Vote "YES", make it happen.

s/ Nina Bellak  
Bicycling Advocate

s/ Joan Bertsch, Director  
Bolinas Community Public Utility District

s/ Donald W. Murch  
Olema Bolinas Road Resident

s/ Jennifer K. Pfeiffer  
Teacher

s/ Ward A. Young  
Parent and Preschool Teacher

## REBUTTAL TO ARGUMENT IN FAVOR OF MEASURE D

### LET'S BUILD A BIKE PATH THAT SUITS OUR COMMUNITY

We agree. Walking and bicycling is beneficial to all, reduces pollution, traffic, parking, oil use. We applaud parents who encourage children to walk or bicycle to school.

But we advocate an environmentally friendly country bike path, mostly running well away from the road, that will serve children and the general Bolinas community.

We do not believe bike lanes are safe for children. And we do not believe it is necessary to turn our historic country-town entryway into a broad suburban thoroughfare.

Nor do bike lanes necessarily reduce traffic. They can attract SUV's loaded with bikes.

Who is this path for? Is it really for kids and our community, or does it serve the larger aspirations of the recreational bicycle lobby?—and the larger plan of the local bike committee, whose vision may be idealistic, but not necessarily appropriate to our specific locale (e.g., they advocated bike lanes around the lagoon).

The local bike committee originally envisioned a separate path, such as we propose, but didn't think it possible. Now, promises of cooperation with our plan from Olema-Bolinas Road neighbors (like right-of-way easement), and pledges of private donations together with public funding, have made the separate path a practical possibility.

Both CalTrans and County officials have assured us that funding will still be available if Bolinas rejects Measure D, and that they will help us create the kind of path Bolinas wants.

Let's hold out for making our tax dollars create something that really serves our community.

s/ Don Deane  
Publisher

s/ Dale Johnson  
Parent, Nurse Practitioner, Fire Board Director

s/ Barbara Kayfetz  
Parent, Photographer, 30-year resident

s/ Zim Donald Carosell  
Parent, School Bus Driver

s/ Craig Ananda Brady  
Parent, Jeweler, 21-year resident

MEASURE D CONTINUED ON NEXT PAGE



## ARGUMENT AGAINST MEASURE D

### VOTE "NO" ON WIDE-ROAD PLAN

The County/CalTrans plan, to widen the road by eight feet for bicycle lanes, would place **kids on bicycles right beside speeding traffic, separated only by a white line.** And, it would permanently change the country-town entryway into Bolinas.

**A safer, better plan is available by improving and widening existing off-road paths;** private donors have pledged substantial support for whatever cost of this alternative isn't covered by public agencies or community fund-raising.

The county has not described its plan in any detail – **we are asked to approve a massive \$548,000 county intrusion into our town's historical entryway without knowing what is involved.**

**We do know that the county's funding application calls for \$16,000 for signs (abundant "No Parking") and a \$212,000 retaining wall.**

How will drainage to the flood-prone downtown be handled? (One neighbor has already promised a lawsuit over drainage.) How much tree removal? Would official bicycle access make Bolinas a destination for recreational bicyclists? (The wide-road plan is only Phase One of a much larger project proposed by the Bolinas-Stinson Beach Bicycle/Pedestrian Path Systems Committee.)

**The alternative plan:** a single paved path, separated from the road, along the east side of Olema-Bolinas Rd.; a cross-walk at Mesa Rd. stop sign; proceeding through the BCPUD land to a point nearly downtown. **This plan could be completed a full school-year sooner than the wide-road plan.**

Bolinas has historically rejected overkill projects and then realized preferable smaller-scale plans: a sewer project for 25,000 residents was rejected, the BCPUD sewer ponds realized; a massive beach groin voted down, the present groin realized; a proposal to move the school campus voted down, the present campus enlarged and improved.

**We can choose a bicycle path that is safer and more suitable for this community.**

- s/ Warren T. Weber
- s/ Glenn P. Stover
- s/ Paul Harris
- s/ Michael Aitken
- s/ Judy Molyneux Mc Camant

## REBUTTAL TO ARGUMENT AGAINST MEASURE D

This bicycle/pedestrian proposal, Measure D, originated in Bolinas and is in keeping with the Bolinas Community Plan.

Human-powered transportation is healthful for individuals, the community, and the planet. Shoulder-paving to create bicycle/pedestrian lanes is done all over the county, the country, and the world, providing the added margin of safety that multi-use traffic needs these days. The proposal to pave two four-foot shoulders, one on each side of the road, is simple, straightforward, and requires relatively minimal change to our entryway. The county has pledged that Bolinas will have ample opportunity for input on design details, and all ideas consistent with safety and available funding will be considered.

The "alternative" opponents cite, is a changing, shifting phantom. It's not on the ballot; a majority of BCPUD directors found it lacking in substance. It doesn't meet minimum safety standards, has no budget, relies for funding on mystery donors and other unspecified sources, and doesn't address problems of county approval and jurisdiction.

Is Bolinas a museum piece, or a community that can recognize when improvements are needed to keep up with changing times? Mesa Park is something new that has improved life in town, especially for young people. This project will too.

This vote is really a referendum on whether or not Bolinas wants improved bicycle/pedestrian safety and access between the school and downtown.

**Vote "YES" for a community that not only talks about a sustainable future, but also takes steps to make it so.**

- s/ Geoff Geupel  
Parent and Biologist
- s/ Jo McNaughton  
Parent and Teacher
- s/ Sally Stearns Peacock  
Parent
- s/ Mary Siedman  
Parent and Artist
- s/ Jack B. McClellan, Director  
Bolinas Community Public Utilities District

END OF MEASURE D

