



**MARIN COUNTY
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March 17, 2015

Board of Supervisors
County of Marin
3501 Civic Center Drive
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SUBJECT: REQUEST TO CONDUCT THE FIRST READING OF AN ORDINANCE AMENDING TITLE 10, SECTION 10.05.040 OF THE MARIN COUNTY CODE, PERTAINING TO SPEED LIMITS ON THE MILL VALLEY- SAUSALITO MULTI-USE PATHWAY

Dear Board Members:

RECOMMENDATION:

1. Direct the Clerk of the Board to read the ordinance by title only.
2. Direct the Clerk of the Board to schedule a merit hearing for March 31 at 10:30 a.m.

SUMMARY:

The Mill Valley-Sausalito Multi-Use Pathway (Path) extends for 3.1 miles from Gate 6 Road in Sausalito to Vasco Court in Mill Valley. As one of the first "Rails to Trails" projects in the nation and originally intended as a recreational trail corridor, the popularity of the Path has grown steadily since its completion in the early 1980s. Counts taken this year show that average daily use during the summer months is 3,080 users, of which 2,330 are bicyclists and 750 pedestrians. In addition to its recreational use, the Path's functions have evolved to include commuting by bicycle, not surprisingly given the county's success in encouraging alternative transportation modes.

With increased use and the mix of recreational and transportation users have come increased conflicts. While user conflict along the Path is not new, an incident that occurred along the Path on September 6, 2014, in which a bicyclist and two pedestrians were sent to the hospital with injuries, has focused community attention on the safety of Path users. In response, representatives from the County – including Marin County Parks, the Department of Public Works, the Sheriff's Office, and Supervisor Sears's Office – are working together with representatives from the City of Mill Valley and the Marin County Bicycle Coalition toward the goal of increased safety for all Path users by means of a combination of public outreach, physical changes to the Path, new regulation, and enforcement. This group, the Path Safety Working Group, has met four times to date, and within a short time

much has been accomplished by all partners, including stepped up enforcement, new surface markings along the Path, and deployment of a trailer-mounted radar device that shows the speed of bicyclists. A safety campaign, which can apply to other multi-use pathways throughout the county, is nearing completion. And finally, a roundabout along the Path at its intersection with Sycamore Avenue was recently completed. This improvement, as a traffic calming and speed reduction measure for Path users, was under development by the county months before the incident on September 6.

Another method to address the issue of speed along the Path is by regulation. Speed was reported to be a contributing factor to the September 6 incident, which the recommended action is intended to address. On January 13, staff asked your board to consider an ordinance amending the county code to reduce the speed limit along the path from 15 to 10 miles per hour for a 1,800 foot segment extending from a point 50 feet north of the intersection with Sycamore Avenue southward. This Path segment is subject to congestion and diverse use as a consequence of the Path's adjacency to a park, playfields and a school. Your board took no action on that date and instead asked staff to study an extension of the proposed speed reduction zone to a point at which residents of The Redwoods senior community are likely to enter the path. Subsequently, the county received requests from the Mill Valley Department of Public Works and the Mill Valley City Council to extend the speed reduction zone an additional 650 feet south to the junction of the Path with a proposed multi-use path along Miller Avenue.

The Marin County Department of Public Works (DPW) has studied these additional requests, and its recommendations were presented to the Working Group at a meeting on February 18. The Working Group unanimously accepted DPW's recommendation to extend the speed reduction zone in a southerly direction to a point just beyond where a feeder path leading to The Redwoods enters the main Path. Based on further study after the Working Group meeting, DPW amended its recommendation to extend the speed reduction zone an additional 250 feet to the north as well. The new proposed speed reduction zone is shown in the attached map, and extends for a distance of 2,325 feet. In comparison, the speed reduction zone that staff proposed in January was 1,800 feet. The attached ordinance amendment reflects these changes..

The Working Group also recommends that the county consider extending the speed reduction zone to the Paths' junction with the proposed Miller Avenue path at a later date, when that project nears completion. This will give the Working Group time to evaluate how all efforts – safety campaign, enforcement, speed limit reduction, and physical path improvements (regulatory signs, rumble strips and/or other pavement treatments) – are working together to improve path safety, and whether further extension of the speed reduction zone is necessary.


FISCAL IMPACT:

The recommended action has no fiscal impact.

REVIEWED BY:

Dept. of Finance N/A
 County Counsel N/A
 Human Resources N/A

Respectfully submitted,



Ronald Miska
Assistant Director