



Agenda Item No. (3)(a)–(3)(d)

To: Transportation Committee/Committee of the Whole  
Meeting of October 24, 2024

From: Ron Downing, Director of Planning  
Denis J. Mulligan, General Manager

Subject: **REPORTS OF DISTRICT ADVISORY COMMITTEES**  
(a) **ADVISORY COMMITTEE ON ACCESSIBILITY**  
(b) **BUS PASSENGERS ADVISORY COMMITTEE**  
(c) **FERRY PASSENGERS ADVISORY COMMITTEE**  
(d) **PEDESTRIAN AND BICYCLE ADVISORY COMMITTEE**

### **Recommendation**

There is no recommendation associated with this item.

### **Summary**

The purpose of the formation of the above-mentioned Advisory Committees is to provide the public a forum by which they can communicate their viewpoints and suggestions on the operations of the Golden Gate Bridge, Highway and Transportation District (District), as well as on the bus and ferry transit systems, to the District Board of Directors and staff. These Advisory Committees meet regularly, and designated District staff participates in these meetings. From time to time, these Advisory Committees submit recommendations to the District’s Transportation Committee (Committee) for its consideration.

The Secretary of the District is required to provide packets of the Advisory Committees to the Committee.

The documents attached to this report are as follows:

- (a) **ADVISORY COMMITTEE ON ACCESSIBILITY**  
No information available at the time of this meeting.
- (b) **BUS PASSENGERS ADVISORY COMMITTEE**  
No information available at the time of this meeting.
- (c) **FERRY PASSENGERS ADVISORY COMMITTEE**  
No information available at the time of this meeting.
- (d) **PEDESTRIAN AND BICYCLE ADVISORY COMMITTEE**  
Agenda Packet of October 9, 2024.

### **Fiscal Impact**

There is no fiscal impact associated with this item.

Attachments

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# PEDESTRIAN AND BICYCLE ADVISORY COMMITTEE (PBAC)



## *Agenda for Wednesday, October 9, 2024*

**Convene at 5:00 p.m. – Adjourn by 6:30 p.m.**

Golden Gate Bridge Toll Plaza, Board Room, San Francisco, CA.

- 1. Call to Order (5 Minutes)**
- 2. Roll Call and Introductions (5 Minutes)**
- 3. Consent Calendar (5 Minutes)**
  - a. Approval of Meeting Minutes from August 14, 2024
- 4. Committee Business (60 Minutes)**
  - a. ~~Bike Storage on Buses Discussion (Bus Safety and Training)~~
  - b. Bridge Sidewalk Maintenance Tool Storage & Bike/Ped Needs (Dave Rivera)
  - c. Recent Bicycle and Pedestrian Issues/Observations - Ongoing (PBAC Members)
  - d. Outreach for Vacant PBAC Spot (PBAC Members)
  - e. PBAC 2025 Schedule and Topics
  - f. Other Business
- 5. Public Comment - 3 Minutes per Speaker (10 Minutes)**
- 6. Adjournment**

Attachments:

1. Draft Minutes of August 14, 2024 PBAC
2. PBAC Advice Summary re: Alexander Avenue, W. Wells

**Public Comment Note:** If you know in advance that you would like to make a public comment during the meeting, please email [PAC@goldengate.org](mailto:PAC@goldengate.org) with your name and item number you would like to provide comment on no later than 15 minutes prior to the start of the meeting. During the public comment period, speakers will be allotted no more than 3 minutes to speak and will be heard in the order of sign-up. Said time frames may be extended only upon approval of the Committee Chair.

Public comments may also be submitted by e-mail to [PAC@goldengate.org](mailto:PAC@goldengate.org). Comments submitted before the meeting will be provided to the Committee members before or during the Committee meeting. Comments submitted after the meeting is called to order will be included as an attachment to the minutes for this meeting.

Upon request, the Golden Gate Bridge, Highway and Transportation District will provide written agenda materials in appropriate alternative formats to individuals with disabilities. In addition, the District will arrange for disability-related modifications or accommodations, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please

## REVISED AGENDA

send a written request, including your name, mailing address, telephone number and brief description of the requested materials, preferred alternative format, and/or auxiliary aid or service at least three (3) days before the meeting. Requests should be made by mail to: Amorette M. Ko-Wong, Secretary of the District, Golden Gate Bridge, Highway and Transportation District, P.O. Box 29000, Presidio Station, San Francisco, CA 94129-9000; or e-mail to [districtsecretary@goldengate.org](mailto:districtsecretary@goldengate.org); or telephone at (415) 923-2223, or the District's ADA Compliance & Program Manager at (415) 257-4416, or California Relay Service at 711.

# PEDESTRIAN AND BICYCLE ADVISORY COMMITTEE (PBAC)

*Meeting Minutes for Wednesday, August 14, 2024*



**Location:** Board Room, Administration Building  
Golden Gate Bridge Toll Plaza, San Francisco, CA 94129

**Members Present:** Parker Day, Candy Doran, James Grady, Sasha Madfes, Charles Metzler, Susan Nawbary, David Pilpel, Ray Scherck, Warren Wells

**Members Absent:** Dan Federman, Kevin Gammon, Timothy Hunter

**District Staff Present:** John Gray, Director of Engineering and Maintenance, Ferry Division; Wilson Lau, Directing Civil Engineer, District Engineering; Josh Widmann, Planning Department

**Guests Present:** Matthew Hartzell, WTB-TAM; Barbara Jean Jones, Prospective Member; Michael Jones, Michael Jones Consulting

1. **Call to Order.** Warren Wells called the meeting to order at 5:07 p.m. A quorum of members was present.
2. **Roll Call and Introductions.** Committee members, staff, and visitors introduced themselves.
3. **Consent Calendar. Approval of Meeting Minutes from April 10, 2024.** A motion to was made to approve the minutes, followed by a second. The April 10, 2024 PBAC meeting minutes were approved with a suggested addition of “2024” to one of the dates listed under Item 6, on page 2. All voted to approve the amended minutes.
4. **Committee Business.**
  - a. **Alexander Avenue Presentation.** Wilson Lau, Directing Civil Engineer for the District, shared a PowerPoint on the status of the Alexander Avenue Improvement Project. He discussed pavement conditions, guard rail conditions, and fencing, along with other aspects of the approximate one-mile stretch of Alexander Avenue that is maintained by the District. An RFQ for improvements will be issued in late 2024 with anticipated completion by fall 2025. The project footprint extends from the City of Sausalito limit on the north end and Caltrans right-of-way on the south end, which is approximately 600 feet south of the Bunker Road intersection. The existing facility width will be maintained, or two 12-foot lanes of traffic and two four-foot lanes for bikes.

A suggestion to paint the bike lanes was made by Charles Metzler. Safely connecting the Alexander Avenue bike lanes to the Sausalito entrance was also discussed. Parker Day requested that bike counts and speed counts be conducted on the facility, by possibly installing a permanent counting device under the pavement. James Grady mentioned the high speeds at which automobiles travel can be a problem for bike safety. Warren Wells stated that 12-foot widths are highway design standards but that this facility could be

reduced to 10.5-foot lane widths. Warren Wells requested the District return and present the project when 10 percent design plans have been completed.

- b. Ferry Bicycle Rack Discussion.** John Gray, Director of Engineering and Maintenance for the Ferry Division presented on potential bike rack styles and configurations of the new build high-speed ferry vessel. The future ferry fleet will be standardized, and bike racks will be the same configuration on each vessel. Two levels of bicycle storage will be utilized on the new build vessels, with ramps going up and down. The committee discussed the issues of effectively and safely loading and unloading bicycles mixed with ferry patrons. As a wide variety of bicycle styles are utilized, rack design specifications will be devised to avoid bikes bumping into one another while in storage. The future popular bike model styles were discussed, as well as how to accommodate them. Warren Wells suggested a survey of bike riders to determine the percentage breakdown of each style of bicycle being used in order to support multiple styles of bike racks.
- c. Recent Bicycle and Pedestrian Issues/Observations.** Candy Doran stated that the Golden Gate Bridge sidewalks have become crowded with bicycles mixed with pedestrians. Many visitors are not aware of their surroundings and accidents can occur, even if bicycles are traveling at slow speeds. Michael Jones suggested picking the top issues related to mixed mode travel on the sidewalks for a future PBAC discussion. Barbara Jones stated there are no mixed mode issues at early hours of the day when less visitors are present.
- d. Outreach for Vacant PBAC Spot.** Barbara Jones became the thirteenth member of the committee after attending two consecutive meetings. The bylaws suggest a membership size of six to 16 individuals. Warren Wells mentioned he could reach out to MCBC.
- 5. Public Comment.** Matthew Hartzell, representing the WTB-TAM group, recommended the Larkspur Ferry Expansion Project look at multi-modal access to Larkspur Ferry. He requested a presentation from the consultants at a future PBAC meeting and was told the project scoping would begin in October 2024. Matthew Hartzell stated that Alexander Avenue does not contain sidewalks and the pedestrian element should be considered. Matthew Hartzell also requested that the FY25 Alexander Avenue project consultant also study some of the bigger Alexander Avenue facility re-working topics to prepare for the future larger budget overhaul project later in the decade.
- 6. Adjournment.** The meeting adjourned at approximately 6:45 p.m.

**The next meeting of the Pedestrian and Bicycle Advisory Committee will take place on Wednesday, October 9, 2024 at 5:00 p.m., at the Golden Gate Bridge Board Room, San Francisco, CA.**

September 30, 2024

Board of Directors  
Golden Gate Bridge Highway and Transportation District  
P.O. Box 29000, Presidio Station  
San Francisco, CA 94129-9000

Dear President Cochran and Members of the Board of Directors,

Alexander Avenue is one of the most-ridden roads in the San Francisco Bay Area. Serving as the only link for bicyclists between San Francisco and Marin County, the road is heavily trafficked by commuters, local recreational riders, and tourists on rental bicycles. In the summer months, the road can see multiple thousands of daily riders, according to the most recent counts at Sausalito's southern city limit.

However, the road does not serve all these users well. In part due to its heavy use and many inexperienced riders, but also due to poor roadway conditions and auto-centric design, the road sees a shockingly high number of reported bicycle injury crashes. As of 2022, no single mile of road in Marin County saw as many bicycle injury crashes as Alexander Avenue. Since 2012, at least 50 people have been reported injured while riding on the District-owned segment of Alexander Avenue, 11 of them seriously enough to cause life-altering injuries. In the recently released Marin County Local Road Safety Plan, Alexander Avenue is on the county's high-collision network, the subset of streets that see the highest rates of injury collisions.

It is the opinion of the members of the Pedestrian-Bicycle Advisory Committee (PBAC) that Alexander Avenue, as the gateway to Marin and connection to one of the world's most famous bridges, should be safe for bicycle users of all ages and abilities. The District has an opportunity to achieve this goal with its upcoming repaving project on the corridor.

At its August 14th, 2024 meeting, the PBAC received a presentation from District staff about the planned repaving project on Alexander Avenue. After receiving the presentation, the PBAC made a number of recommendations for the project's scope and design, compiled and summarized below.

### **25 MPH Design Speed**

Alexander Avenue has a posted speed limit of 35 mph. Anecdotally, driver speeds can be much higher. For such traffic speeds, the Federal Highway Administration Bikeway Selection Guide recommends a separated bike lane or shared use path in order to protect bicyclists from injury crashes. Given the right-of-way limitations, a simpler and more cost-effective way of improving safety would be to design the road for slower travel speeds. Due to its short length, a motorist traveling the corridor at 35 mph will save just over 30 seconds compared to a motorist traveling 25 mph. A design speed of 25 mph would significantly improve safety by reducing the likelihood and severity of driver-bicyclist collisions.

### **Narrower Travel Lanes**

The roadway is currently configured with 12' travel lanes and 4' shoulders, encouraging high speeds and providing little space for bicyclists to travel out of the way of passing motorists. The PBAC recommends reducing the lane width to the minimum acceptable by staff at Golden Gate Transit, potentially as narrow as 10.5', and providing class 2 bicycle lanes with the newly-available space. Such lane widths are in line with the National Association of City Transportation Officials (NACTO) recommendations, as well as Caltrans Design Information Bulletin 94. In places where right-of-way is limited, the PBAC recommends prioritizing the width of the uphill climbing lane to maximize separation between slow-moving bicyclists and drivers.

### **Traffic Calming Gateway Treatment at Sausalito City Limit**

When traveling north, drivers and bicyclists entering Sausalito are presented with a tight left turn, steep downhill grades, and an advisory 15 mph speed limit. The PBAC recommends some sort of gateway treatment to alert roadway users that they are entering an urbanized area with a lower speed limit.

### **Safety Improvements at Bunker Road and Fort Baker Road Intersections**

The traffic collision data show significant hotspots at the intersections of Alexander Avenue/Bunker Road and Alexander Avenue/Fort Baker Road. The PBAC recommends "squaring up" these intersections (i.e. reducing curb radii), ensuring that motorists have to take slower, sharper turns (while accommodating any transit vehicles using the intersections). Left-turn hardening could also serve to slow driver turning speeds. Additionally, conflict striping be provided through the intersections to alert motorists to the presence of crossing bicyclists.

### **Pedestrian Crossings**

Although the vast majority of users of Alexander Avenue are riding bicycles or traveling in a car, there are a surprising number of pedestrians on the road given the lack of accommodations. While there is not sufficient space for travel lanes, bicycle lanes, *and* a sidewalk without widening the road, particular consideration should be given at the road's bus stops at Bunker Road and Fort Baker Road and how pedestrians can safely cross the road.

### **Bicycle/Pedestrian Counters**

Despite being one of the most ridden bridges in the United States, there is no automated bicycle counter on the Golden Gate Bridge or its approaches. This is in contrast to every other Bay Area bridge (those managed by the Metropolitan Transportation Commission), which all have automated counters that display use on an online web portal. The most recent user counts on the Golden Gate Bridge were collected by hand in 2015, nearly a decade ago. In order to better plan and understand usage patterns, the PBAC recommends that an automated bicycle/pedestrian counter be installed, as part of the Alexander Avenue repaving project. While not on the bridge itself, it would serve as a useful proxy for bridge counts. This could be done most cost effectively during construction when crews are already mobilized. Ideally the data from the counter would be displayed on an online portal, but would still be useful if accessible by staff.



**Design Process**

The PBAC politely requests that District staff present 10% conceptual project designs at a future meeting of this committee, so that valid feedback can be incorporated into the project without great expense or inconvenience. Additionally, the PBAC recommends that the District host a public meeting, either in person or online, to share information about initial concepts with nearby residents, commuters, and regular road users. Alexander Avenue is a critically important road for bicycle travel in the Bay Area, and keeping people informed will be appreciated by the wider community.

We, the members of the PBAC, sincerely thank District staff for the willingness to seek feedback on this project, and look forward to working closely to bring about substantial improvements to this important road.

Warren J. Wells, AICP  
Chair, Pedestrian-Bicycle Advisory Committee  
Golden Gate Bridge Highway and Transportation District

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# Bridge Maintenance Equipment on West Sidewalk

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October 09, 2024

Golden Gate Bridge, Highway and Transportation District



# Pictures

- Light pole #2  
North Anchorage  
Industrial Machine





# Pictures

- North Anchorage Porto-Potty





# Pictures

- North Anchorage Equipment Conexes & Porto-Potty





# Pictures

- North Anchorage Continued - Equipment Connexes





# Pictures

- Light pole #25  
Toolbox





# Pictures

- Light pole #30  
Painter's Equipment  
Boxes





# Pictures

- Light pole #30 - continued - Industrial machines





# Pictures

- Light pole #30 - continued  
Painter's Equipment Boxes





# Pictures

- Light pole #30 - continued - Industrial machines





# Pictures

- Light pole #32
- ## Scaffolding - Maintenance Project





# Pictures

- Light pole #32 -  
Continued /  
Scaffolding -  
Maintenance Project/  
Handwash station





# Pictures

- Light pole #45 -  
Porto-potty &  
Handwash Station





# Pictures

- Lightpole #64  
Rescue Equipment  
Box with Lifesaving  
Gear





# Pictures

- Light pole #84  
Industrial Machine





# Pictures

- Lightpole #86 -  
Supply Shack /  
Industrial Machine





# Pictures

- Lightpole #98 - Industrial Machine





# Pictures

- Lightpole #100 - Industrial Machine





# Pictures

- Light pole #100 -  
Toolbox





# Pictures

- Lightpole #102  
Supply Shack





# Pictures

- Light pole #116  
Painter's Equipment  
Boxes / Industrial  
Machine





# Pictures

- Light pole #118  
South Anchorage  
Porto-Potty





# QUESTIONS AND ANSWERS

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Thank you for attending.

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