

CALIFORNIA COASTAL COMMISSION

NORTH CENTRAL COAST DISTRICT OFFICE
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W12a

Prepared March 6, 2017 for March 8, 2017 Hearing

To: Commissioners and Interested Persons
From: Nancy Cave, North Central Coast District Manager
Subject: **Additional hearing materials for W12a**
CDP 2-17-0018 (Caltrans, Marin Co.)

Where checked in the boxes below, this package includes additional materials related to the above-referenced hearing item as follows:

- Staff report addendum
- Additional correspondence received in the time since the staff report was distributed
- Additional ex parte disclosures received in the time since the staff report was distributed
- Other:



MARIN COUNTY BICYCLE COALITION

March 3, 2017

Commissioners
Attn: Shannon Fiala, Coastal Program Analyst III
California Coastal Commission
111 Grand Avenue
45 Fremont Street – Suite 2000
San Francisco, CA 94105-2219

Dear Commissioners:

Marin County Bicycle Coalition (MCBC) greatly appreciates what has been a multi-year collaborative process with Caltrans and the Coastal Commission on the Caltrans Marin Highway 1 Rumble Strip and Shoulder Widening project.

As noted in the staff report, the project corridor is an incredibly popular route for people bicycling and driving, drawing high volumes of visitors from around the world throughout the year. To this point, it is crucial that signage and striping is employed to make roadway operations intuitive for all users, especially in areas where passing distances are constrained and people bicycling should feel compelled to 'take the lane' for safety reasons.

In these areas, we have requested the inclusion of signage and lane markings that clearly demonstrate cyclists' right to use the full lane (Exhibit 6, pg. 5). We applaud staff's inclusion of Special Condition I, which would allow the project to move forward while ensuring continued collaboration between MCBC, Caltrans, and the Coastal Commission as signage and striping plans are developed.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Bjorn Gripenburg', with a stylized, overlapping structure.

Bjorn Gripenburg
Policy & Planning Director
Marin County Bicycle Coalition

Cc:

Shannon Fiala, Coastal Commission
Eddie Kim, Caltrans
Sergio Ruiz, Caltrans
Dan Dawson, County of Marin

Fiala, Shannon@Coastal

From: James Sutton <jamie@v-dac.com>
Sent: Wednesday, March 01, 2017 9:31 AM
To: Fiala, Shannon@Coastal
Subject: RE: Permit # 2-17-0018 California Coastal Commission

I request that this email be put in the Comment File for the above matter

I am a resident of Stinson Beach and a frequent motorist and bicycle rider on Highway 1. This proposal has the broad support of the Community of Stinson Beach.

This is a thoughtful proposal. It is in direct response to the issues raised to Cal Trans by me and my neighbors. The Safety Walkway along the highway will be a great benefit to all of us., residents and visitors alike. The pull-outs and safety features to be added to the length of Highway 1 through Marin County will be of great benefit to both motorists and cyclists.

I and our whole Stinson Beach community endorse this Permit.
Thank you.

James Hepburn Sutton, Esq.
PO Box 146
Stinson Beach, CA 94970
415-868-1960 (office)
415-298-1960 (cell)

Fiala, Shannon@Coastal

From: Dawson, Dan <DDawson@marincounty.org>
Sent: Monday, February 27, 2017 2:06 PM
To: Fiala, Shannon@Coastal
Cc: Havel, Curtis; Bjorn Griepenburg; Goralka, Robert; Galvez-Abadia, Stefan@DOT; MacCarthy, Arnica@DOT
Subject: RE: Marin Highway 1 rumble strip staff report now available

Shannon,

Thanks for the opportunity to review the staff report. As it jibes with what was discussed at the most recent working group meeting we have no further comments. I appreciate CCC's flexibility in conditioning and tiering the recommended project approval to enable Caltrans to move forward with the rumble strip and shoulder projects while providing additional time to develop a signage program that everyone can get a better understanding of and hopefully rally around.

Dan

Dan Dawson, AICP
Principal Transportation Planner
Marin County Department of Public Works
1600 Los Gamos Drive, Suite 350
San Rafael, CA 94903
415-473-6287
415-473-7847 (fax)

From: Fiala, Shannon@Coastal [<mailto:Shannon.Fiala@coastal.ca.gov>]
Sent: Friday, February 24, 2017 4:17 PM
To: Dawson, Dan
Subject: Marin Highway 1 rumble strip staff report now available

Hi Dan,

The Marin Highway 1 rumble strip project staff report (CDP 2-17-0018) has been posted on our website (<https://documents.coastal.ca.gov/reports/2017/3/w12a-3-2017.pdf>). Please let me know if you have any questions. If you plan to submit a comment letter, please do so as soon as possible, but no later than next Friday, 3/3, in order for us to distribute it to Commissioners.

Best regards,
Shannon Fiala
Coastal Program Analyst III - Transportation Specialist
California Coastal Commission
45 Fremont Street – Suite 2000
San Francisco, CA 94105-2219
415-904-5266
<http://www.coastal.ca.gov/>



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Fiala, Shannon@Coastal

From: John Harland <jharland@vaxart.com>
Sent: Thursday, March 02, 2017 5:20 PM
To: Fiala, Shannon@Coastal; Robert.Solatar@dot.gove
Cc: Cynthia Harland (cynthiहारलंद@gmail.com)
Subject: Rumble strips - location 66

Importance: High

Hi Shannon and Bob,

We live at 17523 Shoreline Hwy, which seems to be adjacent to the rumble strips planned at location No. 66, near PM 35.9. Our house is the southern-most house in the photo below.

I note you mentioned to George Clyde that rumble strips would not "be installed adjacent to residential zones." Yet, there are four houses along locations 66 and 67, including our house where we live full time, which is just a few yards from this installation, it appears.

If the strips create additional noise, we would strongly object to their installation, as it would definitely disturb our sleep, and create noise at other times.

I would suggest as a better alternative that the 35mph speed limit in Marshall be extended South of these residences (which are in Marshall), maybe even beyond the Tomales Bay Oyster Company; also the addition of signs and better markings would help.

I am not sure what the implications of the strips are, but I note that they are not being installed in residential areas. Where we live is a residential area, and I am wondering why the strips would be installed there?

Thanks for your consideration. If you would like further information, please let us know. And we look forward to your feedback.

Regards,
John and Cynthia Harland

