



Hybrid meeting at Town Hall 2nd Floor Conference Room, 525 San Anselmo Avenue or via Zoom at:
<https://us02web.zoom.us/j/84403603044>

Bicycle and Pedestrian Committee Agenda

Wednesday, June 14, 2023

6:30 PM

1. CALL TO ORDER/WELCOME AND INTRODUCTIONS

Chair Kristin Sprincin

Vice Chair Bridget Clark

Katie Rice Jones

Ken Husband

William Wells

Greg Asterlind

Ted Fehlhaber

2. OPEN TIME FOR PUBLIC EXPRESSION

The public is welcome to address the Committee at this time on matters not on the agenda. Please be advised that pursuant to Government Code Section 54954.2, the Commission is not permitted to take action on any matter not on the agenda, unless it determines that an emergency exists, or that the need to take action arose following posting of the agenda. Each speaker is limited to 3 minutes and a spokesperson for an organization is limited to 5 minutes.

3. APPROVAL OF MINUTES

Minutes from last meeting were not available at time of agenda publication.

4. BUSINESS ITEMS

4.A INTERVIEW YOUTH MEMBER

[Youth Member Application.pdf](#)

4.B SAFE ROUTES TO SCHOOL PRESENTATION BY WENDI KALLINS - SUGGESTED WALKING/BIKING ROUTES

[Suggested Walking-Biking Routes RV School District.pdf](#)

4.C DISCUSSION ON SECURE BIKE PARKING/BIKE LOCKERS

[Bike Locker map.pdf](#)

4.D SORICH PARK TRAIL PLAN NEXT STEPS

[Sorich Park Trail Proposal.pdf](#)

4.E DISCUSSION OF ROLES/RESPONSIBILITIES OF CHAIR/VICE-CHAIR/SECRETARY

4.F APPOINTMENT OF YOUTH MEMBER

5. STAFF UPDATES

6. REQUEST FOR FUTURE AGENDA ITEMS

7. NEXT MEETING DATE

Tentatively Quarterly - first or fourth Wednesday in September

8. ADJOURNMENT

Any writings or documents provided to a majority of the Bicycle and Pedestrian Committee regarding any item on this agenda after the distribution of the original packet will be made available for public inspection at the public counter at Town Hall located at 525 San Anselmo Avenue.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Town staff at 415-258-4616. Notification at least 48 hours in advance will enable the Town to make reasonable accommodation to help ensure accessibility to this meeting.

Declaration of Posting

This Notice is posted in accordance with Government Code §54954.2(a) or §54956. Members of the public can view electronic agendas and staff reports by accessing the Town of San Anselmo website. Under penalty of perjury, this Agenda was posted to the public at least 72 hours prior to the meeting.

FORM CENTER

[VIEW SITE](#)

- MAIN
- FIELD SETS
- LEGACY FORMS
- PROPERTIES
- PERMISSIONS

- BACK
- PRINT

SAVE CHANGES

CANCEL

Form Center ▶ Administration Forms ▶ Youth Commissioner Application 2023 ▶ Submission #1842

YOUTH COMMISSIONER APPLICATION for July 1, 2023- June 1, 2024 (Application Deadline = March 31, 2023)

Please select which Committee you are applying for:

- ☐ Arts Commission
- ☒ Bicycle and Pedestrian Advisory Committee
- ☐ Historical Commission
- ☐ Library Advisory Board
- ☐ Open Space Committee
- ☐ Parks & Recreation Committee
- ☐ Climate Action Commission
- ☐ Racial Equity Committee

Today's Date: *

April 8, 2023

First and Last Name: *

Form Details

Submitted By:
Alexandra Stein

Submitted On:
April 8, 2023 8:18 AM

IP Address:
166.198.34.49

Referrer:
<https://www.townofsananselmo.org/Forms-4/Youth-Commissioner-Application-2023-517>
savedProgressID=168

Answered 29 of 30 (96.7%)

Alexandra Stein

Email: *

Are you a San Anselmo resident? *

Yes

High School Name: *

Archie Williams

What Grade will you be in, in the Fall? *

Senior

Favorite Subjects: *

Physiology

Other interests or hobbies:

Mountain Biking

Parent or Guardian Name(s): *

Dan Stein

Please list one or two organized activities that you have participated in:

Activity/Sport

Year

Coach/Teacher

Mountain Bike
Team

2022

Laura Childress

Activity/Sport	Year	Coach/Teacher
Basketball	2022	Coach Zach

Please tell us why you wish to apply for this appointment: *

I wish to apply because I'm passionate about mountain biking and want to contribute to my community.

Please tell us how you think you can help the Commission/Committee: *

I'm captain of the Archie Williams Mountain Bike Team and work at Sunshine Bikes. I have been riding bikes in San Anselmo my entire life!

Please tell us what you think are the most important issues facing the Commission/Committee: *

Safety for bike riders. Sir Francis Drake is a very busy, dangerous road.

Name and phone numbers of up to three adults who can be contacted for referral information (example: teacher, employer, coach, neighbor...):

1.) Name *

Laura Childress

Phone *

4152794469

2.) Name

Martin Hansen

Phone

7074811687

3.) Name

Bridget Clark

Phone

4153700740

I would be able to attend monthly (or quarterly) meetings of this Committee/Commission:*

☒ YES

☐ NO

I would be able to serve for a period of one year:*

☒ Yes

☐ No

I am familiar with the responsibilities & functions of this Committee/Commission:*

☒ YES

☐ NO

I understand that I and all other applicants will be personally interviewed by the Committee/Commission as part of the selection process for this appointment. I also understand that my application material will be a public document (email address will be redacted), and available on the Town's website. Sensitive materials that you don't wish to be posted on the website should not be included with the application.**

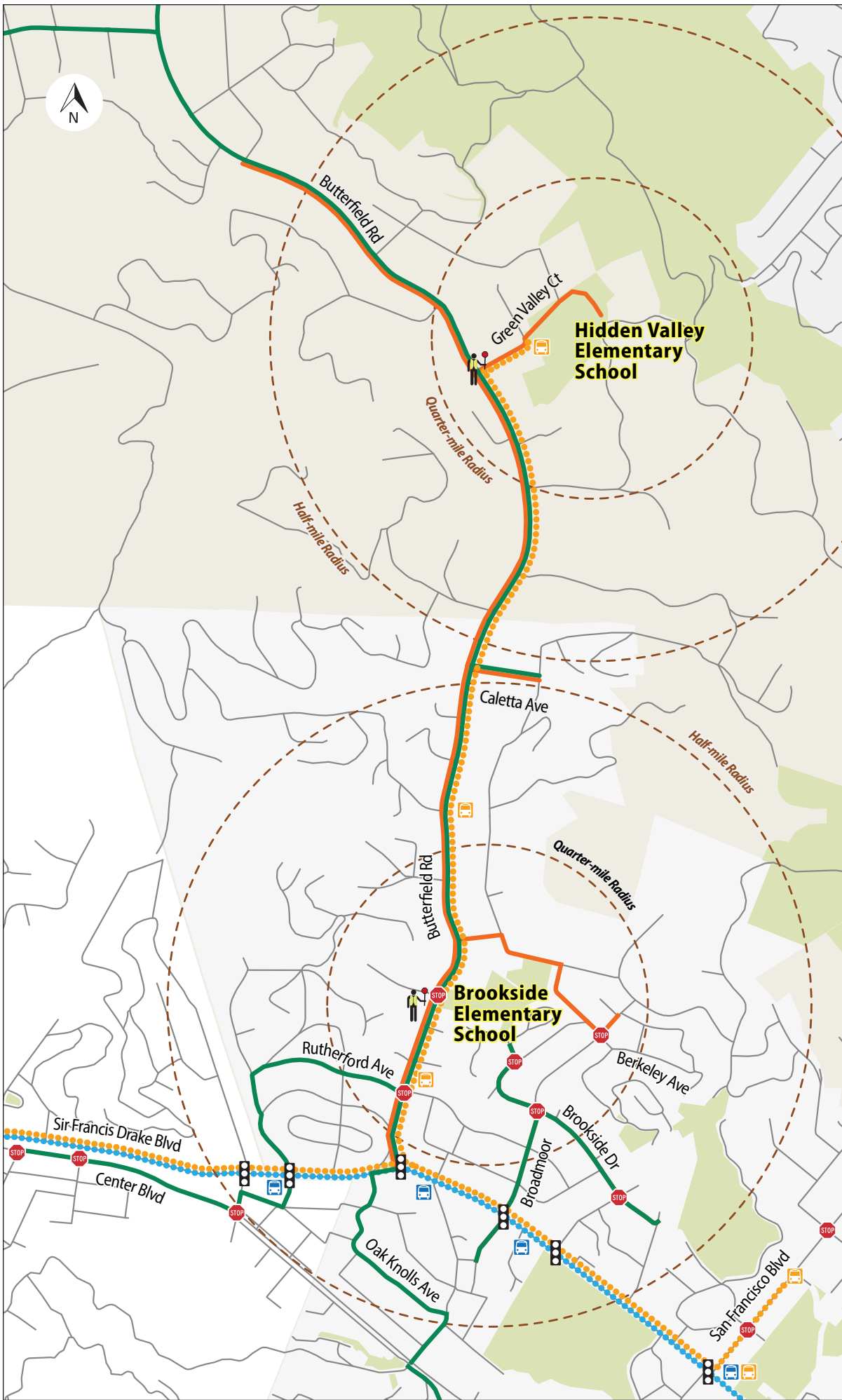
☒ Yes

Optional: You may attach resume or other documents that you believe will be helpful for the selection process:

Thank you for your interest in serving the Town of San Anselmo and its citizens. For further information, please contact

the Town Clerk, at 415-258-4660 or townclerk@townofsananselmo.org.

This site is powered by [CivicPlus](#) Rev. 5.0.87301 | For assistance, please [visit our support site](#) | Learn more about the [CivicPlus Service](#)



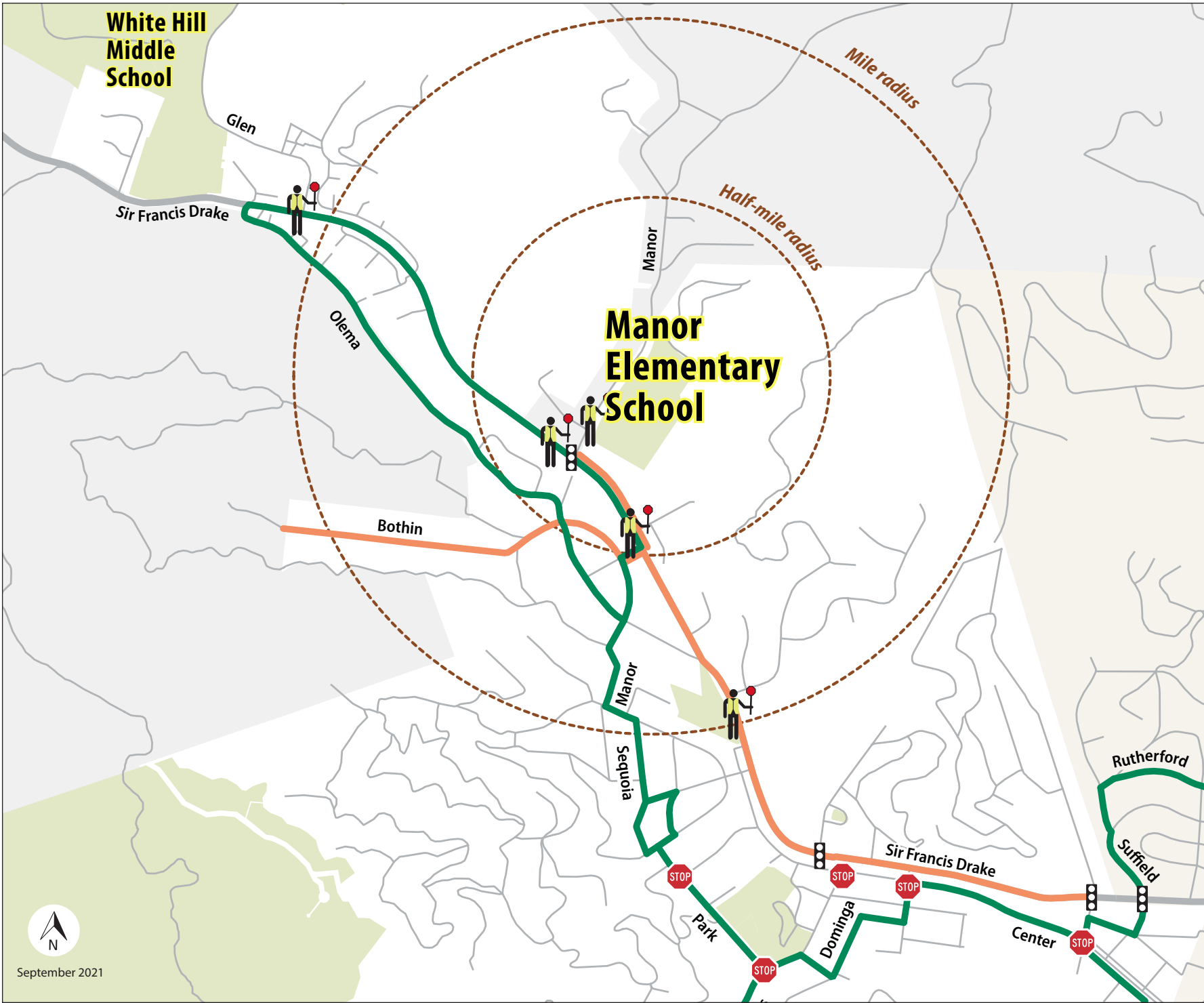
Suggested Routes to School

HIDDEN VALLEY & BROOKSIDE ELEMENTARY SCHOOLS

Ross Valley School District

- LEGEND**
- Recommended Walking Routes
 - Recommended Bike Routes
 - All-way Stop
 - Traffic Signals
 - Crossing Guard
 - Marin Transit Route 23
 - Route 23 Bus Stop
 - Yellow School Bus Route
 - Yellow School Bus Stop





Suggested Routes to School

MANOR ELEMENTARY SCHOOL ROUTE MAP

Ross Valley School District

LEGEND

Recommended Walking Routes

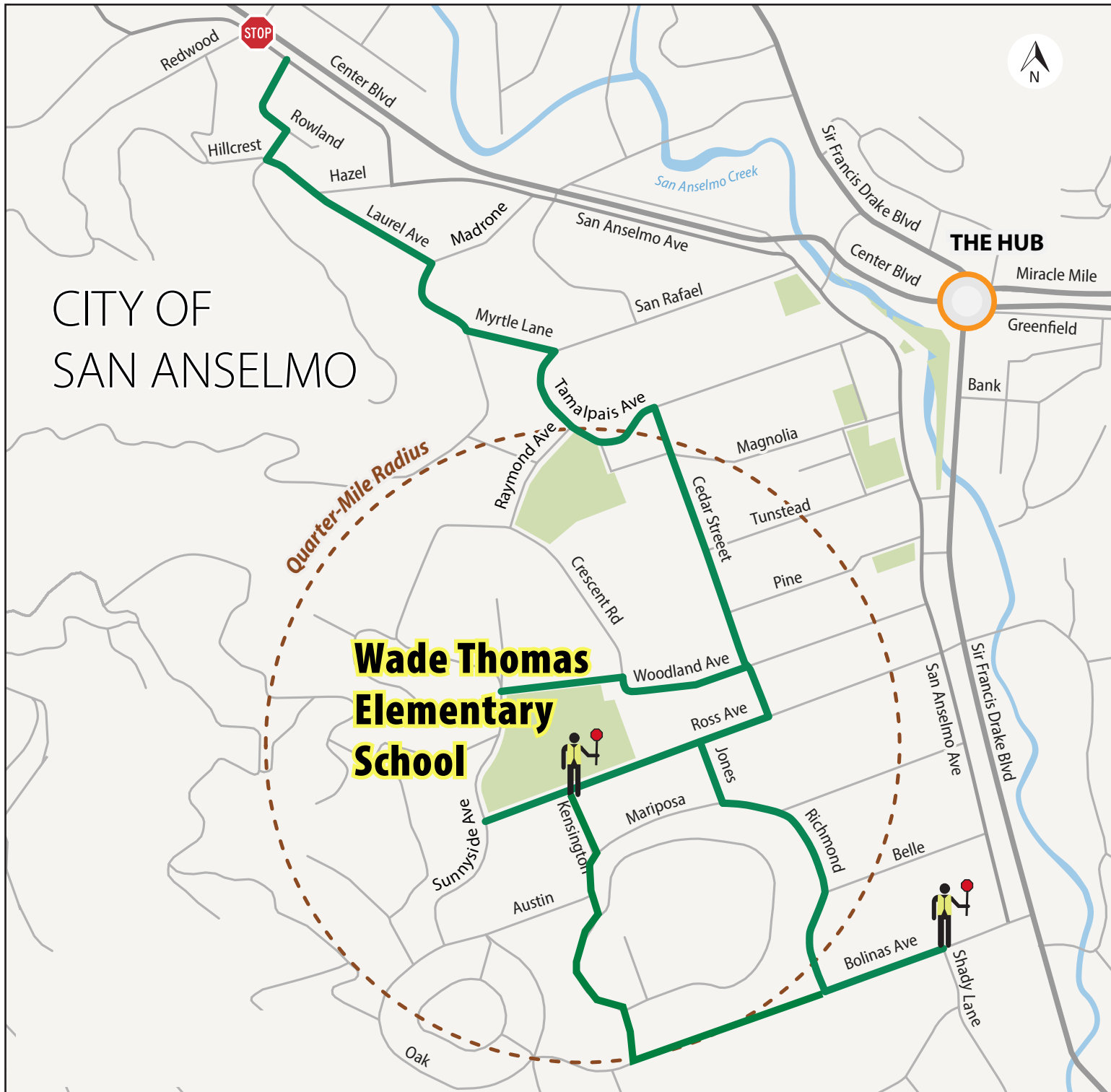
Recommended Bike Routes

Traffic Signals

All-way Stop

Crossing Guard





Suggested Routes to School

WADE THOMAS ELEMENTARY SCHOOL

Ross Valley School District

Safe Routes Safety Tips

WALK SAFELY



- Be alert. Look left, right and left again before crossing the street. At a four-way intersection, also look over your shoulder for cars that may be turning.
- Cross at corners or at a marked crosswalk. This is where drivers expect you.
- Don't assume drivers see you! Use eye contact and hand signals to communicate before crossing.
- Walk with a parent, other students or a buddy.

BIKE SAFELY



- Always wear your helmet and buckle it every time; it's the law!
- To best protect your head, your helmet must fit properly: snug and level on your head, just above your eyebrows.
- Be predictable. Follow the same rules of the road as drivers when riding your bike. This includes obeying ALL stop signs and traffic signals, as well as yielding to pedestrians.
- When riding on the street, ride on the right hand side of the road, in the same direction as traffic. Watch out for turning cars and cars coming out of driveways.
- Make eye contact and use hand signals to communicate with drivers and pedestrians.

DRIVE AND CARPOOL SAFELY



- Slow down in school zones or when students are nearby. The safest speed may be below 25 mph; students may struggle to accurately judge speed or distance.
- Do not use your cell phone while driving, even hands-free.
- Yield to pedestrians and bicyclists crossing the street and always follow the directions of crossing guards.
- Make sure students enter and exit the vehicle on the side next to the sidewalk.
- Avoid making U-turns, double-parking, blocking crosswalks and other unsafe movements.
- Consider parking a few blocks away and walking your student the rest of the way.
- Stop for school buses with red flashing lights on both sides of the street.

SAFE ROUTES TO SCHOOL PROGRAMS promote walking and biking to school to decrease traffic and pollution and increase the health of students and the community.

WHETHER YOU WALK, BIKE, DRIVE OR RIDE THE BUS REMEMBER TO ALWAYS:

- **BE PREDICTABLE** – follow the rules of the road.
- **BE ALERT** – Expect the unexpected.
- **BE VISIBLE** – The more other road users can see you, the safer you will be.

PARENTS:

- Teach your student how to share the road safely.
- Help your student choose the best walking or cycling route – it may not be the same way you would drive in a car!
- Students who regularly practice safe walking and biking skills when young are more likely to make safer choices as teenagers.
- Obey adult crossing guards. They are there to help you cross congested intersections safely.

RESOURCES:

Safe Routes to Schools: saferoutestoschools.org

Street Smarts Marin: streetmartsmarin.org

TRANSIT LINKS:

Public Transit: marintransit.org



**SAFE ROUTES
TO SCHOOLS**
MARIN COUNTY

Consejos de Seguridad para Rutas Seguras

CAMINA CON SEGURIDAD



- Esté alerta. Mire a la izquierda, a la derecha y otra vez a la izquierda antes de cruzar la calle. En una intersección de cuatro vías, mire también por encima del hombro para ver si hay vehículos que estén girando.
- Cruce en las esquinas o en un cruce de peatones marcado. Aquí es donde los conductores lo esperan.
- ¡No asuma que los conductores lo pueden ver! Use el contacto visual y las señales de manos para comunicarse antes de cruzar.
- Camine con un padre, otros estudiantes o un amigo.

MONTA EN BICICLETA DE FORMA SEGURA



- Siempre use un casco bien abrochado ¡Es la ley!
- Para proteger mejor su cabeza, su casco debe ajustarse correctamente: cómodamente ajustado y nivelado en su cabeza, justo por encima de sus cejas.
- Sea predecible. Siga las mismas reglas de tránsito que los conductores de autos al andar en bicicleta. Esto incluye obedecer TODAS las señales de «PARE» y semáforos, incluyendo ceder el paso a los peatones.
- Al montar bicicleta en la calle, hágalo por el lado derecho de la carretera, en la misma dirección que el tráfico. Tenga cuidado con los vehículos que giran y los que salen de los caminos de entrada.
- Haga contacto visual y use señales de manos para comunicarse con los conductores y peatones.

MANEJA Y CARPOOL CON SEGURIDAD



- Reduzca la velocidad en las zonas escolares o cuando haya estudiantes cerca. La velocidad más segura puede ser debajo de 25 mph; los estudiantes pueden tener dificultades para juzgar con precisión la velocidad o la distancia.
- No use su teléfono celular mientras maneja, ni siquiera con las manos libres.
- Ceda el paso a los peatones y ciclistas que cruzan la calle y siempre siga las instrucciones de los guardias de cruce.
- Asegúrese de que los estudiantes entren y salgan del vehículo por el lado de la acera.
- Evite hacer vueltas en U, estacionarse en doble fila, bloquear cruces peatonales y otros movimientos inseguros.
- Considere estacionarse a unas cuadras de distancia y caminar con su estudiante el resto del camino.
- Pare a ambos lados de la calle cuando hayan autobuses escolares con luces rojas intermitentes.

LOS PROGRAMAS DE RUTAS SEGURAS A LA ESCUELA promueven el caminar y andar en bicicleta a la escuela para disminuir el tráfico, la contaminación y mejorar la salud de los estudiantes y la comunidad.

Ya sea que camine, ande en bicicleta, maneje o viaje en autobús, recuerde siempre:

- **SEA PREVISIBLE** - siga las reglas de la carretera.
- **ESTÉ ALERTA** - Espere lo inesperado.
- **SEA VISIBLE** - cuanto más otros usuarios de la carretera puedan verlo, más seguro estará.

PADRES:

- Enséñele a su estudiante cómo compartir el camino de manera segura.
- Ayude a su estudiante a elegir la mejor ruta para caminar o andar en bicicleta - ¡puede que no sea de la misma manera que manejaría en un automóvil!
- Los estudiantes que practican con regularidad habilidades seguras para caminar y andar en bicicleta cuando son jóvenes tienen más probabilidades de tomar decisiones más seguras en la adolescencia.
- Obedezca a los guardias de cruce. Están ahí para ayudar en cruzar intersecciones congestionadas de manera segura.

RECURSOS:

Rutas seguras a las escuelas: saferoutestoschools.org

Street Smarts Marin: streetmartsmarin.org

ENLACES DE TRÁNSITO:

Transporte público: marintransit.org

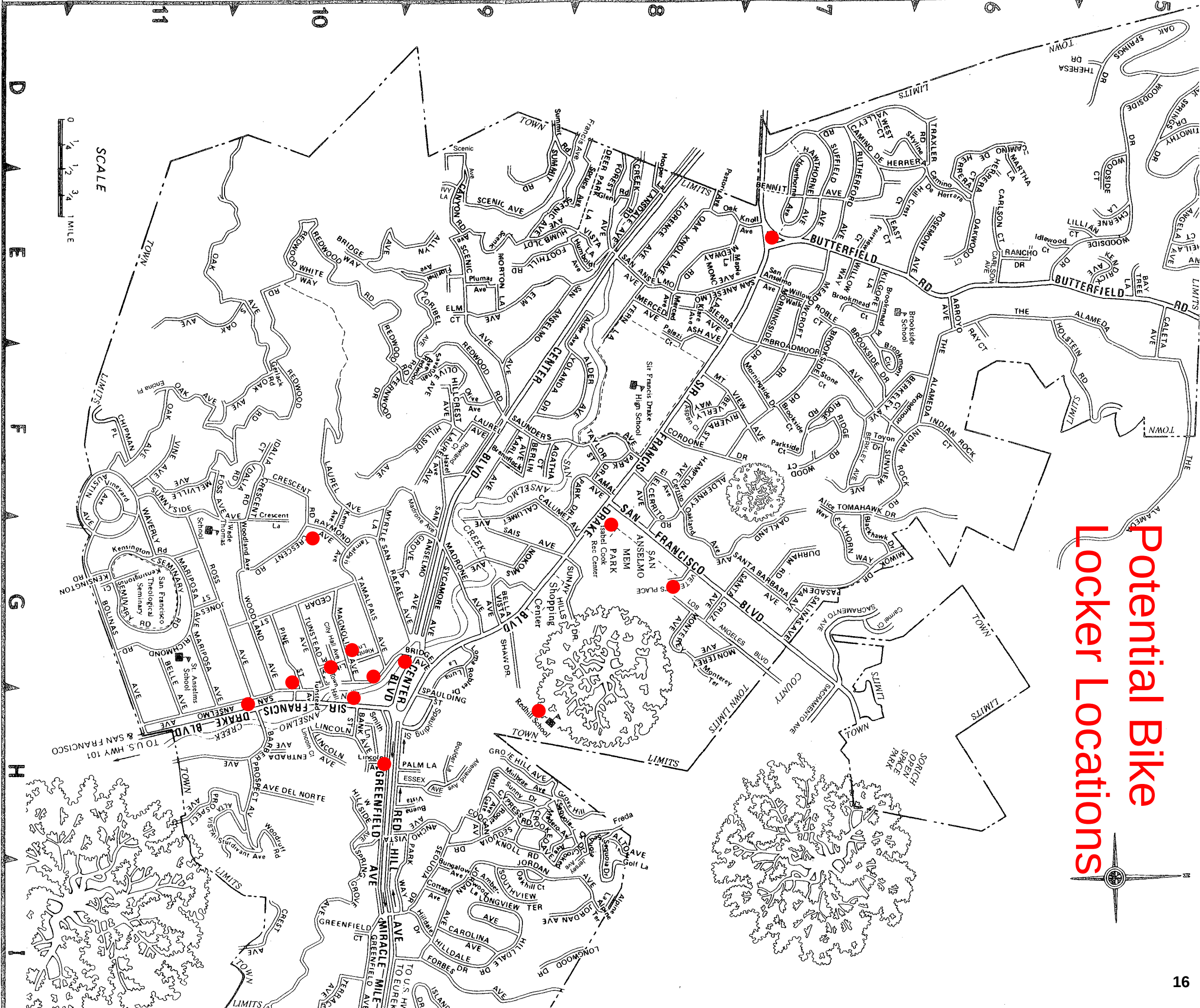


**SAFE ROUTES
TO SCHOOLS**
MARIN COUNTY **15**

The Town of San Anselmo

STREET GUIDE

Agatha Ct	F-9	Brodmoor Ct	F-7	East Ct	E-7	Herrera Ct	D-6	Lillian Ct	E-6
Alder Ave	E-F-8	Brookmead Ct	E-7	East La	H-8	Hillcrest Ave	F-9	Lincoln Ave	H-10
Alderney Rd	F-8	Brookmead Pl	E-7	El Cerrito Ave	H-8	Hillcrest Ct	E-6	Lincoln Ct	H-10
Alice Way	F-7	Brookmont Cir	F-7	Elkhorn Way	G-7	Hilldale Dr	F-8	Loma Robles Dr	G-9
Allemand Ave	H-9	Brookside Dr	E-7	Elm Ave	E-9	Hillside Ave	F-9	Longview Ave	1-9
Allyn Ave	E-9	Buena Vista	H-9	Elm Ct	E-9	Hoag Ave	E-9	Longwood Dr	1-8
Alpine La	1-8	Bungalow Ave	H-9	Encina Pl	F-11	Hoisten Rd	E-6	Los Angeles Blvd	G-8
Alpine Ter	1-8	Butterfield Rd	E-6	Entrada Ave	H-10	Hooper La	D-8	Luna La	G-9
Alta Vista	H-11		Essex Ave		H-9	Humboldt Ave	E-9		
Amberwood La	H-8								
Ancho Vista Ave	1-9	Caleta Ave	E-5					Madero Ave	H-9
Angela Ave	H-9	Cataluel Ave	F-9	Fairview Ct	E-7	Idalia Ct	F-10	Madrone Ave	F-9
Arroyo Ave	E-6	Carmino De Herrera	D-6	Fern La	E-8	Idalia Rd	F-10	Magnoha Ave	G-10
Asp Ave	E-8	Canyon Rd	E-9	Fernwood Dr	F-10	Idlewood Ct	E-6	Maple La	E-8
Aspen Ct	F-8	Carmel Ct	G-7	Florence Ave	E-8	Indian Rock Ct	F-6	Mariposa Ave	G-11
Austin Ave	F-11	Carlson Ave	E-9	Florbel Ave	E-9	Indian Rock Rd	F-7	Martha La	D-6
Avenue Del Norte	H-10	Carlson Ct	E-6	Florbel Ave	E-9	Island Dr	1-9	Meadowcroft Dr	E-7
		Carolina Ave	1-9	Foothill Rd	E-9	Ivy La	E-9	Medway Rd	E-8
		Cedar St	G-10	Forbes Ave	1-9			Melville Ave	F-11
Bank St	H-10	Center Blvd	F-G-9	Forest Ave	E-8	Jersey Ave	1-8	Merced Ave	E-8
Barber Ave	H-10	Cherne La	F-11	Foss Ave	F-11	Jones St	G-11	Milbrae Ave	H-9
Bay Tree La	E-5	Chipman Pl	F-11	Francis Ave	D-8	Jordan Ave	1-8	Miracle Mile	1-10
Bella Vista Ave	G-9	City Hall Ave	G-10	Freds	H-8			Miwok Dr	G-7
Belle Ave	G-11	Coogan Ave	H-9					Mono La	E-8
Bennit Ave	E-7	Cordone Dr	F-8	Garlick Rd	F-10	Karl Ave	F-9	Monterey Ave	F-10
Berkley Ave	F-7	Cordone Dr	1-9	Glen Rd	E-8	Kemp Ave	F-10	Montrose Ter	G-8
Berlin Ave	F-9	Creek Rd	E-8	Golf La	1-8	Kendrick Ave	E-5	Montgomery Dr	E-7
Beverly Way	F-8	Crescent La	F-10	Greenfield Ave	H-G-10	Kensington Ct	G-11	Morton La	E-9
Blackhawk Dr	G-7	Crescent Rd	F-G-10	Greenfield Ct	1-10	Kentz La	G-10	Mountain View Ave	F-8
Bolinas Ave	G-11	Crest Ave	1-10	Grove Hill Ave	G-9	Kilgore La	E-7	Myrtle La	F-10
Boulder La	H-9	Crooket Ave	H-9			Klare Ave	E-8		



SORICH PARK TRAIL PROPOSAL

**Town of San Anselmo
Marin County, CA**



**Prepared for Marin County Bicycle Coalition
& San Anselmo Bicycle Pedestrian Advisory Council
Sandor Lengyel
February 2020
Resubmitted April 2023**

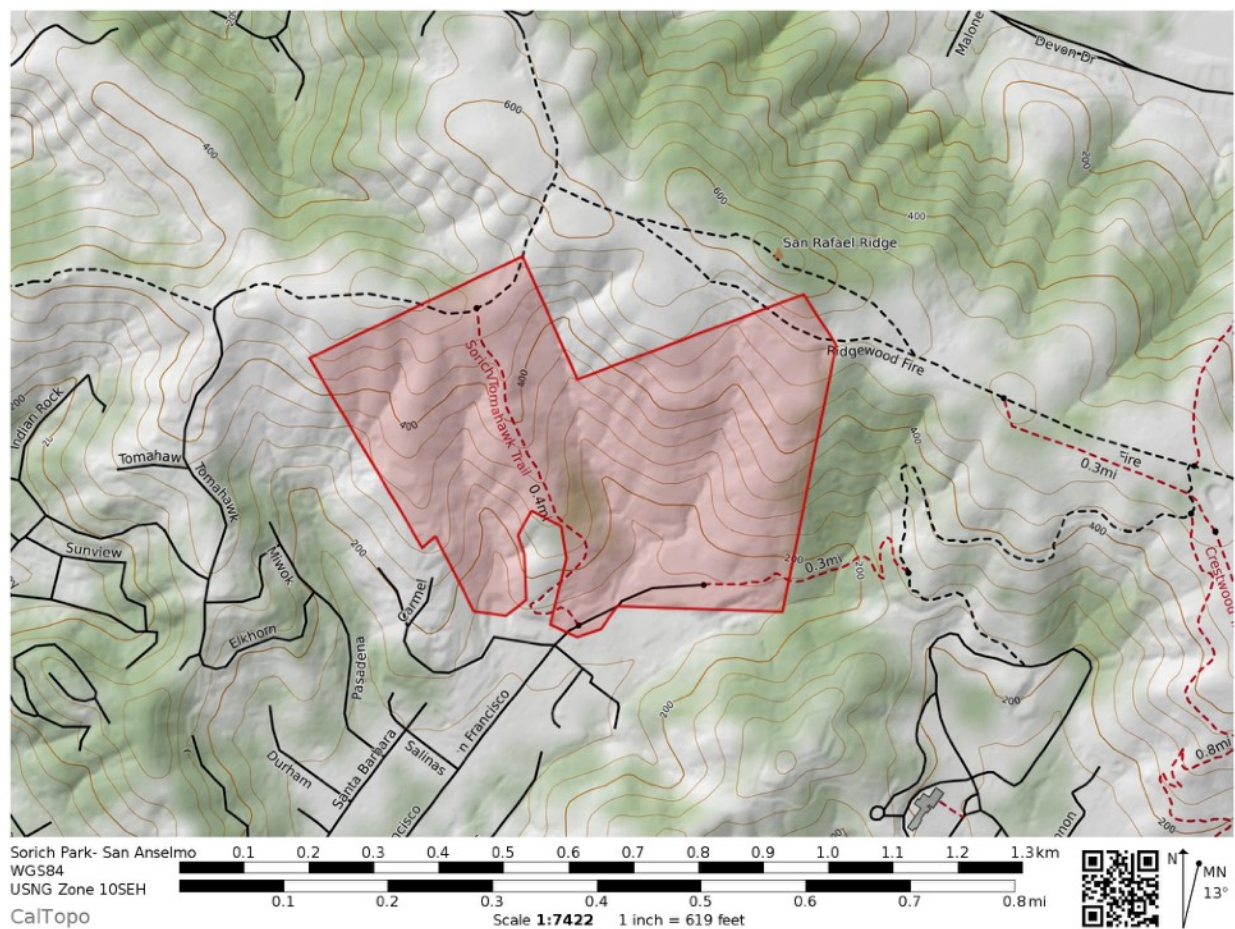
SUMMARY

This document outlines a proposal to create a bicycle legal non-motorized multi use trail from Sorich Park to San Rafael Ridge. This trail would close a critical connection gap for bicycles, and create new routes for community recreation.

This trail would mostly benefit hikers/runners/and bicyclists who live in Ross Valley. It is not a destination trail but closure of a connection gap between San Anselmo and San Rafael Ridge.

This is located in Sorich Park at the end of San Francisco Boulevard in San Anselmo.

Project Area Overview



INTRODUCTION

This proposal is written in “Forest Service” style with presentation and discussion of a variety of alternatives to accomplish the stated goal.

Alternative A- Change of Use- Sorich Park Trail **PREFERRED ALTERNATIVE**

Alternative B- Trail from Sorich Parking lot to Cemetery Fire Road

Alternative C- Trail from Sorich Parking lot to Ridgewood Fire Road

Alternative D- Re-route and new trail along the Tomahawk Sorich Road corridor

PURPOSE AND NEED

The purpose and need for action reflect the difference between the existing condition and the desired condition for meaningful bicycle connectivity from San Anselmo to San Rafael Ridge, Loma Alta, and Terra Linda.

Bicycle access from central San Anselmo to San Rafael Ridge is limited to Fawn Drive (Sleepy Hollow), Sun Valley (San Rafael), and Tomahawk. All options are steep and inaccessible to many cyclists. There are currently no beginner/intermediate trail options for bicycles.

Marin County Parks is about to begin construction of a new trail from San Rafael Ridge to Terra Linda. This new trail will provide a dedicated environmentally sustainable route with modern erosion controls and close a connection gap to Terra Linda. The Marin County Parks project will allow the decommissioning of many highly eroded hiker created social trails. The Terra Linda side needs a corresponding multi-use connector to San Anselmo in order to be a meaningful connection. A multi-use trail from San Anselmo to Terra Linda would create a non-motorized recreation and transportation corridor allowing safe easy access from downtown San Anselmo to Northgate and the Marin County Civic Center.

There is a need for a bike legal trail in San Anselmo that would accomplish the following goals:

- Closure of connection gap for bicycles from San Anselmo to San Rafael Ridge
- Benefit Ross Valley residents
- Create more high quality outdoor recreation opportunities for Ross Valley residents
- Ease crowding in a high use area
- Create more car-free recreation opportunities for.
- Addresses need for more recreational opportunities away from vehicle traffic
- Connection to the new Marin County Parks trail.

PROJECT GOALS

- Closure of decades long connection gap for bicycles
- New recreational and transportation options for Ross Valley residents
- Trail that meets modern erosion control standards
- Great views of Ross Valley and Mt. Tamalpais
- Minimize construction cost.

NOTES ON LEGACY “TRAILS”

In evaluating construction of new trails, consideration of the history of legacy trails is important.

Many of Marin’s ranch and fire roads were never built for recreation. Bulldozer operators often followed the path of least resistance, following ridgelines and fall lines (Fall lines run straight down hillsides. They are often unsustainably steep and subject to constant erosion). Unsustainably steep grades and erosive alignments are common in legacy alignments.

Outdoor recreation, erosion control, sustainable trail grades and maximizing trail user experience were not considerations of legacy alignments.

Many ranch roads have unsustainable grades in excess of 20%. By comparison, ideal recreational trail grades range between 5-10%.

This is not an issue isolated to Marin. There are thousands of miles of poorly aligned bulldozer tracks that are grandfathered into poor quality recreational trails. In the Sorich Park, there are at least six bulldozer trails that do not meet any sort of modern sustainability guidelines.

Location- Sorich Tomahawk Fire Road
This legacy fall line bulldozer alignment is over-grade, highly erosive and does not meet standards for recreational trails.
(Approximately 22% grade in this photo).



Location- Sorich Tomahawk Fire Road
Bulldozer ridgeline alignment. Cupping of road
bed channels water down trail. (Approximately
26% grade in this photo).



“Cupping” of road
prism and fall line
alignment channel
water onto road
surface.

TRAIL CONSTRUCTION GOALS

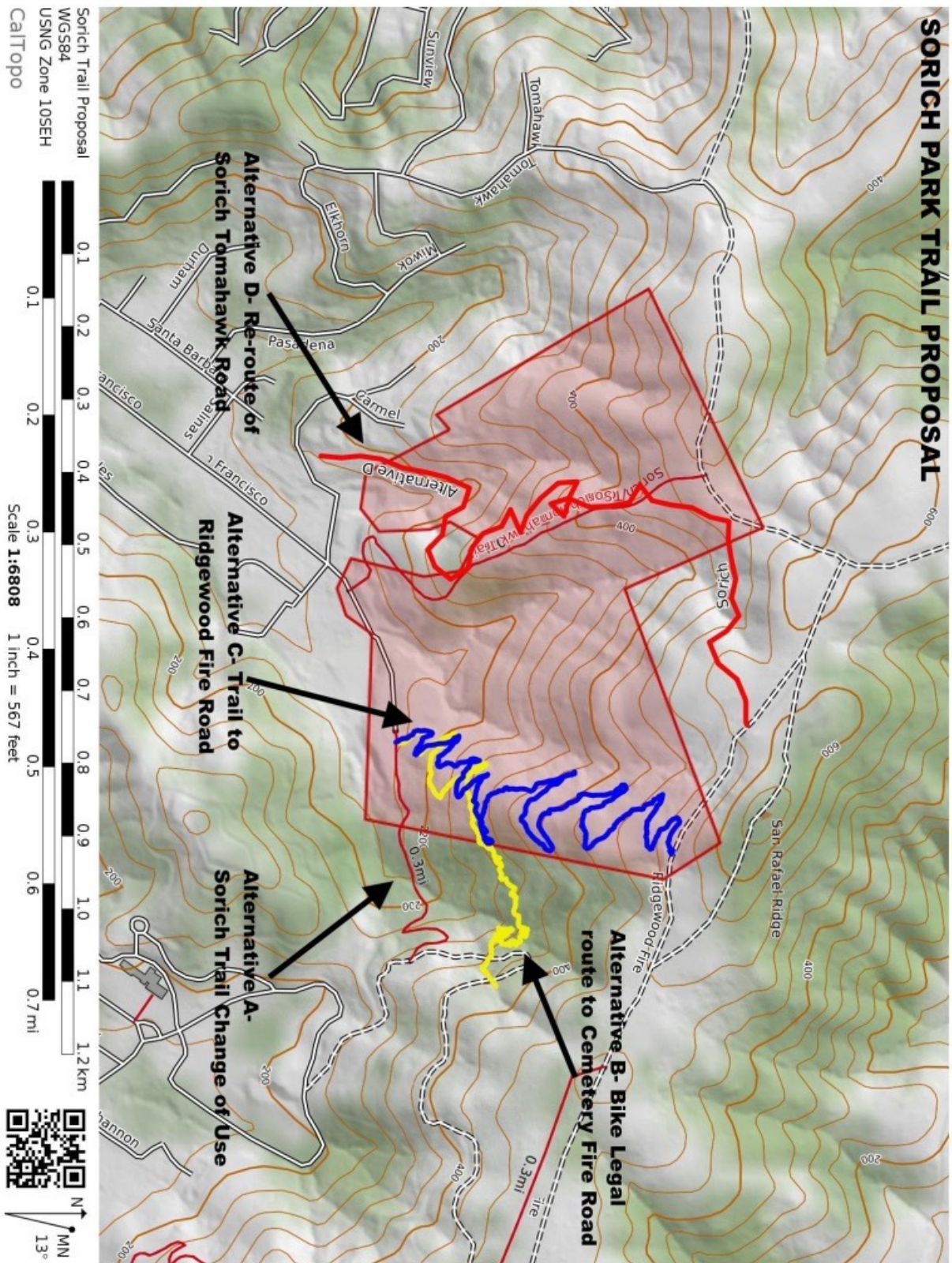
- Meet modern erosion control standards through sustainable alignment and erosion controls (outslope, frequent large grade reversals, and tread armoring where necessary)
- Maximize trail user experience with a visually interesting alignment
- Avoid waterways and sensitive areas where possible.
- Beginner to intermediate difficulty trail.
- Bi-directional trail. Trail should be an easy climb and descent for trail users
- Maintain less than 10% average grade.
- Avoid the use of stairs and waterbars

- Cost effective- Trail design should minimize cost by avoiding expensive trail features (e.g. engineered bridges)

TRAIL DESIGN AND CONSTRUCTION

- “Best practices” trail building consistent with USFS, BLM, and IMBA standards for non-motorized recreational trails
- 36-48” wide- similar to other multi-use trails in Marin County.
- Drainage accomplished through frequent grade reversals and outslope
- “Half rule” in effect- Trail grade shall not exceed 1/2 the hillside slope.
- Large radius “climbing turns” where feasible
- Trail should integrate with the flow the the land, using natural benches where possible.

ALTERNATIVES MAP



ALTERNATIVE A- PREFERRED ALTERNATIVE Sorich Park Trail Change of Use

This option is a Change of Use of Sorich Park Trail to allow bicycle use between the Sorich Park parking lot and Cemetery Fire Road. This is the easiest and lowest cost solution to close the connection gap for bicycles. The Sorich Trail is approximately 0.3 miles long. Most of the Sorich Trail is on Marin County Parks land. Marin County Parks would need to be a partner in this project. This alternative would be coupled with maintenance and improvement to the existing trail.

Maintenance and improvement should be performed prior to change in use. Many of the trail improvements could be accomplished with volunteer trail crews from Marin County Bicycle Coalition and Access4Bikes.

Sorich Park Trail is 36-60+ inches wide. It is similar in width to other multi-use (bike legal) trails in Marin County. Comparable width multi-use trails in Marin include- 680 Trail, Ponti Big Rock Trail, China Camp State Park Trails, Octopus Trail, Miwok, Coast View, Dias Ridge, Tenderfoot, Porcupine, and others. Other Marin County multi-use trails of this width successfully accommodate both bicycle, equestrian, and pedestrian traffic.

Alternative A is split between two land managers. The western end is on Town of San Anselmo property and the eastern end is on Marin County Parks land. Change of use would require cooperation of both land managers.

Maintenance and improvements are as follows:

- Widening the trail as necessary to allow passing
- Restoration of outslope as necessary
- Installation of grade reversals for drainage above and below switchbacks
- Increase the size of turning platforms at switchbacks as necessary.
- Removal of trench drains and replacement with armored grade reversals as necessary
- Change of signage

Alternative A is the lowest cost alternative. A Change of Use coupled with improvements to the existing trail would close the connection gap at the lowest cost. No new trail construction would be necessary.

Trail Statistics

Length- 0.3 miles

Average Grade- 9.8%

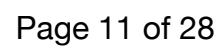
Vegetation

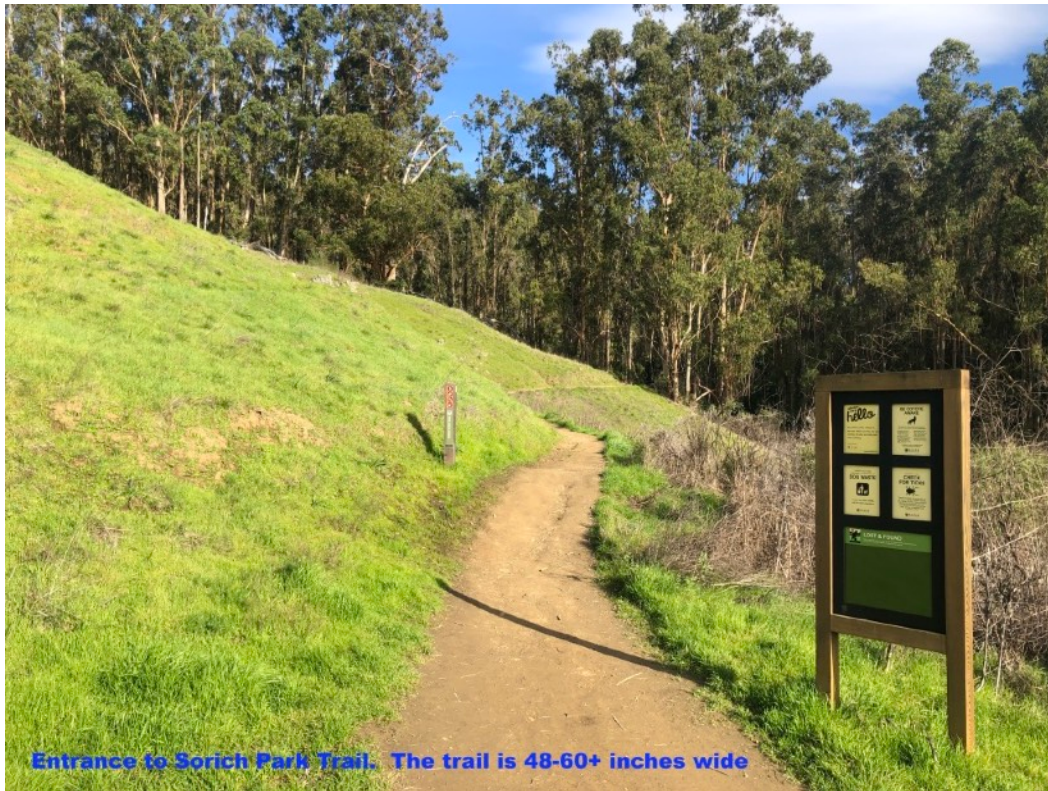
Sorich Park trail is a mix of native grass (approximately 0.1 miles) and a dense stand of eucalyptus, poison oak, and broom. This area does not meet Wildland Urban Interface (WUI) standards for fire protection. The eucalyptus stand should have major thinning and fuels from Marin County Measure C funds.

Waterways and Stream Environmental Zones (SEZs)

Sorich Park Trail has one seasonal stream crossing with an existing bridge. Apart from winter/spring ground water seepage onto the trail surface, there are no waterway or drainage issues. Cemetery Fire Road has large drainage swales and excellent erosion controls.

Sorich Trail Proposal







ALTERNATIVE B- Trail from Sorich Parking Lot to Cemetery Fire Road

This alternative is a new 0.46 mile long trail at 7% average grade from Sorich Parking lot to Cemetery Fire Road.

This alignment provides a separate multi-use trail from Sorich Parking Lot to separate bicycle and pedestrian traffic on Sorich Park Trail. This trail could connect to Cemetery Fire Road near the old quarry.

While this trail is the shortest distance to close the connection gap for bicycles, it is also a difficult project.

Issues with this alignment include:

- A seasonal drainage crossing that would require two bridges.
- A dense stand of eucalyptus, poison oak, and broom.
- This alignment falls on both Town of San Anselmo and Marin County Parks property.

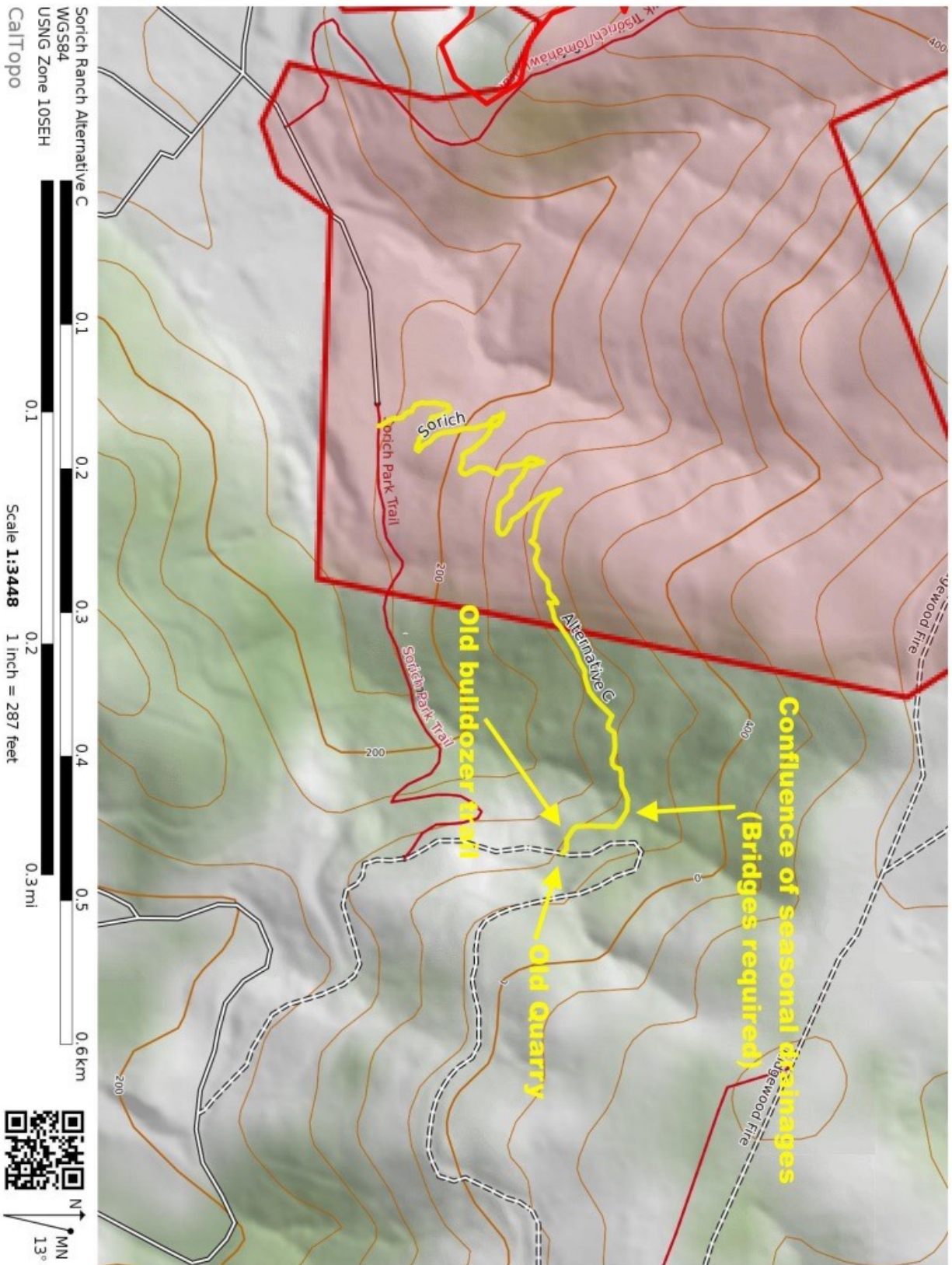
Vegetation

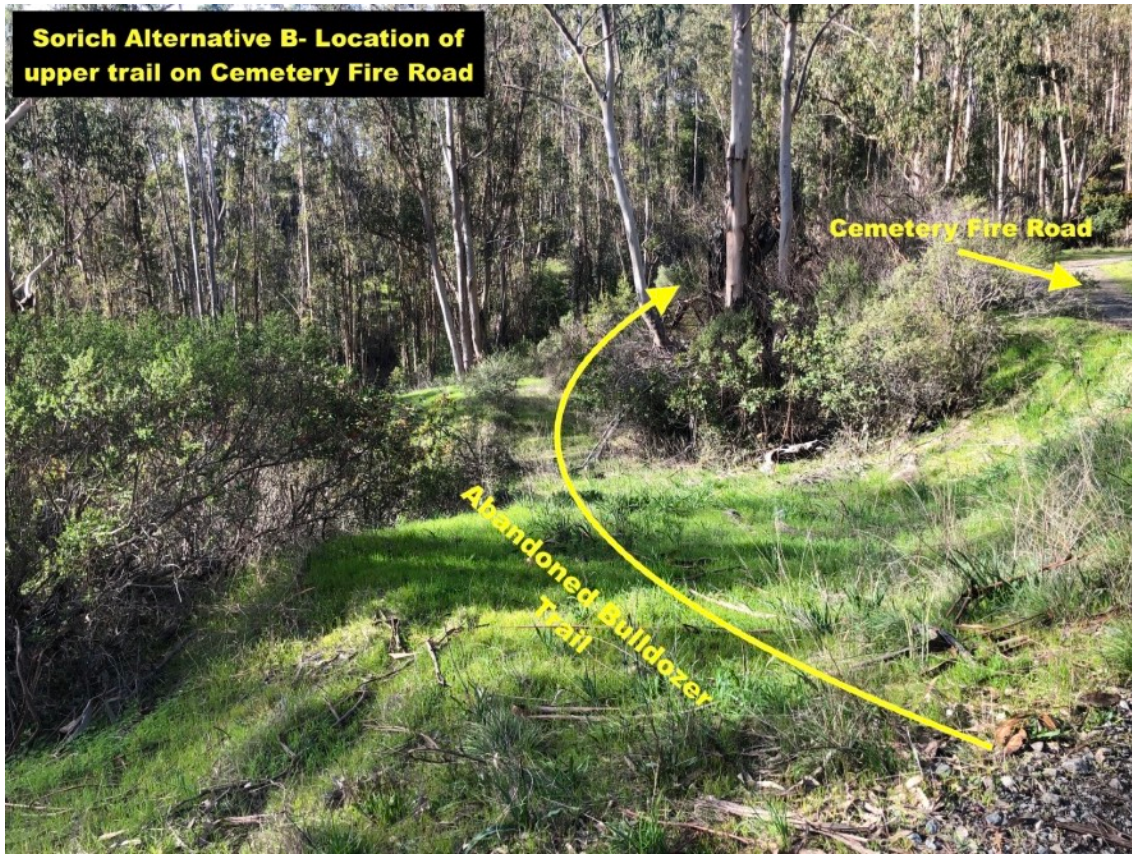
Alternative B is a mix of open grassland (lower section, approximately 50%) and a dense eucalyptus and poison oak grove.

Trail statistics

Length- 0.46 miles

Average Grade- 7.0%





Sorich Alternative B- Trail alignment and vegetation.
Trail alignment runs through dense stand of eucalyptus and
poison oak



ALTERNATIVE C- New Trail from Sorich Parking Lot to Ridgewood Fire Road.

This option follows the lower alignment of Alternative B but continues to Ridgewood Fire Road. Alternative C keeps the trail entirely on Town of San Anselmo property. It closes the connection gap and would provide an easy climb to San Rafael ridge for all trail users (7.2% average grade).

This alignment avoids crossing drainages and seasonal waterways. The trail corridor is entirely native grass with light brush.

Alternative C is a visually stunning alignment with continuous views that would provide new recreational opportunities for Ross Valley residents.

Proposed use of this trail is for bicycle and foot traffic only. Equestrian use is currently permitted on Sorich Park Trail/Cemetery Fire Road. This would provide separation of bicycle and equestrian traffic.

This alternative accomplishes the following:

- Avoids drainages and seasonal waterways
- Eliminates the need for high cost trail features (e.g. bridges)
- Keeps the trail entirely on Town of San Anselmo Property mitigating two separate permitting processes
- Trail is routed away from homes
- Requires no cutting of trees and minimal brushing
- Visually stunning alignment! Continuous views of Mt. Tamalpais and Ross Valley.
- Interesting natural features
- Open sightlines will help mitigate user conflict.
- Upper end of trail uses an existing social trail (an abandoned bulldozer trail)
- Existing trailhead infrastructure (parking, water fountain, trash, etc.)

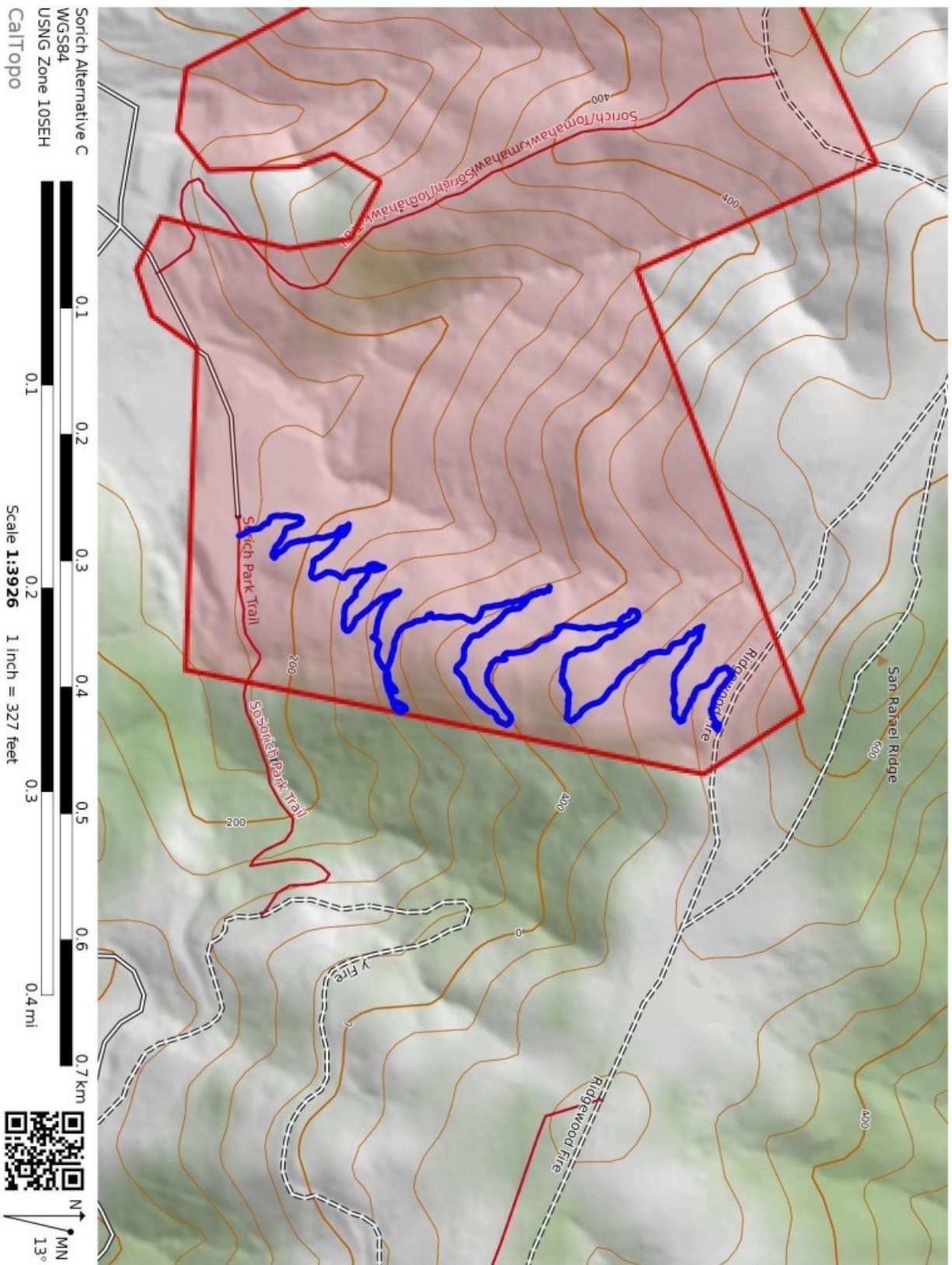
Vegetation

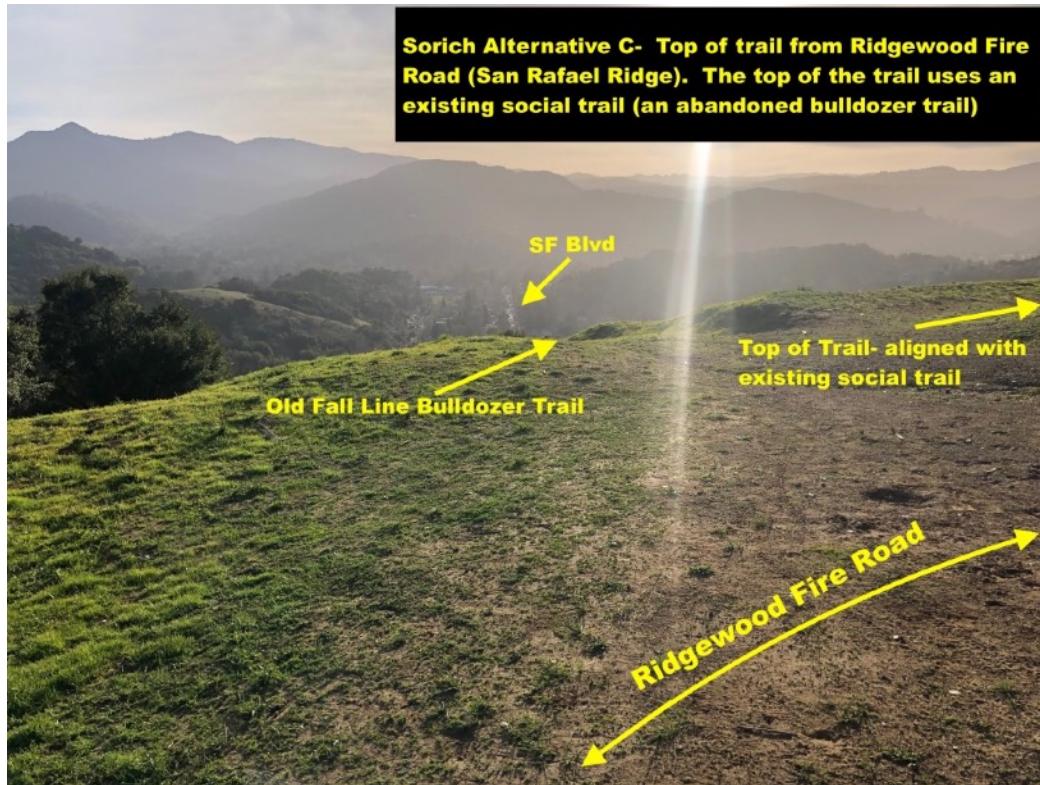
This alignment is dominated by native grasses. There are a few oak and laurel trees and some light brush. This alignment does not require removal of any trees (though some limbing may be required).

Trail statistics

Length- 0.98 miles

Average Grade- 7.2%





Sorich Alternative C- Terrain example



Sorich Alternative C- Example Terrain of Alternative C



ALTERNATIVE D- Realignment of Sorich Tomahawk Fire Road.

This alternative involves a realignment of Sorich/Tomahawk Trail to a recreational trail that meets modern grade and erosion control standards. This project would also decommission parts of the old road. The upper part of the trail would adopt and improve a popular social trail on MCOSD land to make the connection to Ridgewood Fire Road.

The Fire Road is no longer needed for fire protection or ranching purposes.

Sorich Tomahawk Trail is a legacy fall line ranch/bulldozer road. It has an average grade of 17.7%. Most of the Sorich Tomahawk Road runs in a straight fall line alignment over 20% grade. Most erosion controls have failed. The road prism is cupped and directs water and erosion down the old road. This "trail" does not meet any standards for erosion control or recreational trail alignment.

Additionally, the road runs along the spine of a ridge flanked by two drainages. Slope angle on either side of the ridge runs in the 25-40+% range. There is very little working room to build a properly graded recreational trail.

Sorich Tomahawk Fire Road is the only unpaved bike legal connection for San Anselmo residents to access San Rafael Ridge. This road is so steep that it is unrideable for the vast majority of bicyclists in the uphill direction. In the downhill direction, the trail is so steep that many cyclists will skid to try to maintain speed control.

The proposed trail starts on Town of San Anselmo property between 140 and 152 Sacramento Avenue.

Alternative D would require the construction of two bridges and one armored drainage crossing.

Starting the trail here reduces the grade and avoids the stairs at the end of San Francisco Blvd. Stairs are not appropriate for a bike legal trail of this type.

This alignment has several challenges. Because of its proximity to houses on Sacramento, there is the possibility for neighborhood opposition.

This fire road should be considered for decommissioning or for complete realignment to meet modern erosion control standards.

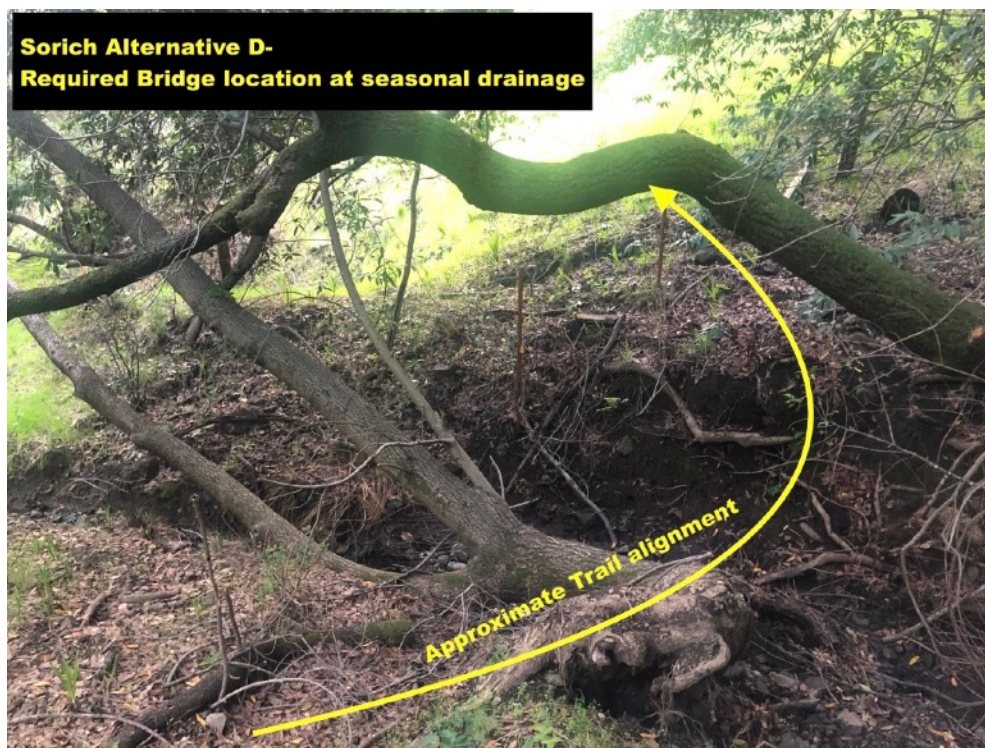
Vegetation

Mix of native grasses, oaks, laurel and brush.

Proposed Trail Statistics

Length- 0.84 miles

Average Grade- 9.2%



COMPARISON OF ALTERNATIVES

Comparison of Alternatives					
	Length	Average Grade	Cost	Project Complexity	Notes
Alternative A- Sorich Park Trail Change of Use. Preferred alternative	0.3 Miles	9.8%	Low- mostly accomplished by maintenance pass and strengthening of erosion controls.	Low. Maintenance and drainage improvements only. Larger turning platforms on switchbacks.	Easiest, lowest cost. Potential for hiker opposition. Volunteer trail crews can do much of the work.
Alternative B	0.46 Miles	7%	High- Requires two bridges and significant tree removal	Medium- Requires bridged and	Shortest length of new trail construction to close connection gap.
Alternative C- New trail from Sorich to Ridgewood Fire Road	0.98 Miles	7.2%	Moderate- Easy building terrain. Trail can be built mostly with volunteer crews	Low- Easy building terrain, single land manager, avoids drainages and waterways	Visually stunning alignment. Open sightlines.
Alternative D- Realignment of Tomahawk Sorich Fire Road.	0.84 Miles	9.2%	High- Requires bridges and armored crossings. Difficult terrain with some evidence of prior slope instability	High- Difficult terrain, bridges are required, limited space on ridgeline makes it difficult to meet desired grade.	High potential for neighborhood opposition. Trail is located between homes. Bridges are required for drainage crossings. potential for complex EA due to drainage crossings.

Discussion of Alternative A- Preferred Alternative

In evaluating all potential alternatives, Alternative A is a clear winner. The existing trail is as wide as other bike-legal multi-use trails in Marin. A change of use and cooperation with Marin County Parks is the easiest way to close this connection gap at minimal cost.

Cost of this alternative is low. Volunteers from Marin County Bicycle Coalition and Access4Bikes can perform much of the work.

There is a long history of prior use. At least three abandoned bulldozer trails cross the area, along with evidence of past ranching. There is an existing social trail from Sorich Park Trail to the ridge (fall line trail following the bulldozer cut).

Sightlines along the trail can be improved to reduce potential user conflict. The bottom end of the trail (At the Sorich park parking lot) has existing facilities for trail users. Parking, water, trash collection, and picnic tables are already at the trailhead.

Grade of the trail is in the beginner-intermediate range.

Social and traffic impacts

It is unlikely that this would generate excessive parking or overuse concerns. At approximately 0.3 miles, this trail is not a destination trail. Trail users are likely to be current Ross Valley residents using the trail to access Loma Alta, Terra Linda or Sun Valley. Bicycle users will likely ride from their homes. It is unlikely that this trail would create a spike in trail usage.

Creation of a dedicated bike legal route will reduce unauthorized riding on adjacent trails.

Short Term impacts

Spoil from maintenance will be visible for 1-2 years. Clearing poison oak and eucalyptus along the route will improve sightlines. The trail may need to have short closures to public use during the maintenance process.

Trail Construction Standards

- Trail width will be 36-48" width (similar to other multi-use trails in Marin County)
- Full bench construction with spoil distributed downhill
- Frequent large grade reversals (minimum 72" long- ideally 10-30 feet in length).
- Trail outslope for drainage
- Large radius "climbing turns" where possible with grade reversals above and below all turns.
- Use of small retaining walls may be necessary at the two switchbacks to improve the turning platform. to construct turning platforms where large radius turns aren't possible. (Materials used would be railroad ties or similar material).

- Trail construction will meet construction standards as outlined by best practices from the US Forest Service, BLM, and IMBA.

Trail Construction Resources-

US Forest Service Trail Construction and Maintenance Notebook

<https://www.fs.fed.us/t-d/pubs/pdfpubs/pdf07232806/pdf07232806dpi72.pdf>

Sustainable Trail Development- A guide to designing and constructing native surface trails

<http://crgov.com/DocumentCenter/View/1430/Sustainable-Trail-Development-Guidelines->

BLM Guidelines for a Quality Trail Experience

<https://www.blm.gov/sites/blm.gov/files/Guidelines-for-a-Quality-Trail-Experience-2017.pdf>

AUTHOR NOTES

I have been hiking, riding bicycles, walking my dog, and trail running in and around Sorich for over 40 years. I am a San Anselmo resident and have lived in the Ross Valley for most of my life. I have nearly 30 years of volunteer experience in trail work and outdoor stewardship. I have been a student of sustainable trail building most of my adult life.

I began working on trails at Camp Tamarancho in Fairfax in when I graduated from college. Since then I have continued to be active in volunteerism and trail work. Most of my volunteer work is now in Tahoe where I am a trail crew leader and lead large trail building and maintenance projects. I have been involved in leadership roles at a number of large trail building projects and road-to-trail conversions (converting steep eroded logging roads into modern sustainable recreation trails). I have led more than 200 volunteer trail building days and cleared hundreds of downed trees from trails in Tahoe. I have years of experience in all aspects of sustainable trail building from planning and scoping, writing proposals, to trail construction, managing paid trail crews, and running volunteer trail events. Professionally, I am a firefighter in the Bay Area.

