

BCPUD RESIDENT PERMIT PARKING PLAN COMMITTEE UPDATE 9.9.24

1. **September 24**, is when the Marin County Board of Supervisors (BOS) will vote on the Bolinas residential parking permit and vehicle length ordinances brought forward as a traffic resolution.

2. On **July 15**, the committee and BCPUD staff met with Supervisor Rodoni via Zoom. The meeting was run by Daniel Del Monte, Deputy County Executive introduced as the person coordinating the passage of the new parking plan for downtown Bolinas. He explained that his was a relatively new position for the unincorporated areas of West County. Mr. Del Monte explained that the plan for moving the permit and vehicle length ordinances would be in the form of a traffic order, subsequently called traffic resolution, instead of an ordinance, as the county was in the process of updating ordinances.

3. On **August 29**, members of the committee invited Mr. Del Monte to walk through downtown Bolinas in advance of implementation of pending parking modifications on Brighton Avenue and Wharf Road. The 90 minute walk started on Wharf Road and ended at the intersection of Brighton Ave and Park near the entrance to the beach.

Participants also included Langston Hazen DPW Engineer, Belle Wood, Assistant Administrator, BCPUD, George Krakauer, Bolinas Fire Chief and Bruce Bowser, Sherry Hirsch, Al Minvielle, BCPUD Volunteer Resident Permit Parking Plan Committee members.

THE WALK - WHAT WAS DISCUSSED IN THOSE 90 MINUTES

Over the last four+ years members from our committee have taken this walk 3 other times with county staff from DPW, the Sheriff's office and Community Development. For this walk, county staff indicated that they would be following up on some of our questions and concerns.

Walking from the Dock to Wharf Beach Entrance and return to Dock

1. The primary purpose of the walk was to review the location of permit and vehicle signage following the map approved by the Coastal Commission. The areas shown on the Coastal Commission approved map were located, including a proposed location for the Wharf Road permit restricted area, leaving the non-residential portion of the hill side of the street to the beach with no permit restriction.

2. The timeline for implementation of the permit program and vehicle length was discussed. Wharf Road is to be phase 2 for implementation pending confirmation permit

area restrictions with eligible residents and a review of the plan for enforcement of the vehicle length limit of 22' at all times.

3. We saw how parked vehicles often block residents' entry to those properties eligible for the permit program as there is very little open footage from the road to the entry.

4. At the College of Marin Marine Biology Lab (COM) questions pending answers are: by when will the project be complete, what is the number of street parking spaces (this helps determine the overall number of permits to issue), what is the number of onsite parking spaces and will they be accessible at any time to the public, and will there would be no permit restriction in front of site.

5. Walking towards the beach we discussed the behavior of traffic scofflaws, the amount of fines they pay and signage for it. Suggestion is to post the amount of fines as visitors believe it is not as expensive as it can be and signs are often ignored.

Also discussed, the need for a *Turn Around* sign. There are three signs at the entry to downtown, including a NO OUTLET sign our Fire Chief advocated for Wharf Road. Vehicles don't realize they are in trouble until they get past the dock. They have to back out, traffic bottles up.

6. We looked at the condition of the street: There are 2 speed humps further down the road from the dock. Prior to that point, traffic speeds up once vehicles pass the congestion at the market and round the corner at the museum, just where the sidewalks end and pedestrians walk in the street. Further on, these speed humps slow them down. There is a need to investigate further traffic calming measures in this area before the speed humps.

Vehicles are now further slowed by the area (#99) becoming a one lane road with stanchions blocking the street. This blocked part of the road is undercut by the lagoon and needs to be repaired. Approximately 8-10 parking spaces are temporarily lost on the road. This loss of parking spaces could affect the timeline for the full implementation of a permit parking restriction, however first phase implementation of the vehicle length restriction would help here. Follow up needed: find out when the work to fix the street will begin and how long it will take so that affected residents can plan.

Walking from the Dock Area to Brighton Avenue

1. There will be no new parking signage on either side of the road starting at and including the Museum to the intersection with Brighton. The existing Measure x signage will also no longer apply. The market's green zone will be made permanent.
2. Recent striping on the street at the shop and museum adjacent to the market was placed there to demarcate the limit of the diagonal parking at the market. The new no parking area red zone will be revised as a parallel parking space.
3. During the walk we noted that more changes to street parking will most likely occur with the completion of the new housing adjacent to the bar.

At Brighton to County Park

1. We first stopped at the corner to once again talk about a *Stop Sign at the intersection with Olema Bolinas Road/Wharf Road*. This came up at a prior walk with DPW staff. Once again we have found that DPW does not support a sign here. One reason given, is that stop signs are not used to slow traffic, which has been the need. There are other methods. In the past, when this came up, DPW added striping on Brighton at the corner, to widen the turn. However, other traffic calming methods are needed. Due to a lack of sidewalks the rural streets downtown are shared by traffic and pedestrians.

Follow up: Explore methods such as speed tables to calm traffic at intersections, speed cushions, rumble strips, striping, diagonal parking, landscaping, etc. for the intersection of Brighton and Wharf Road and to slow traffic on the streets shared by pedestrians. Additionally look into speed limit reduction. Pedestrian traffic **explodes** on weekends, holidays, good surf days.....

2. The church at #1/#5 asked to be excluded from the permit restriction because of their activities. Signage will begin at the adjacent property.
3. We confirmed, once again, that the green zone at the post office will remain.
4. Future diagonal striping possibilities were discussed. It had been suggested in the past by DPW staff and by MCSO deputies. The idea could cut down on speed, potentially on camping, however may raise other safety issues. Striping the parking areas may help demarcate allowable size vehicles. Follow up: Further explore the possibilities.

Heading from the County Park to Beach

1. The problem with the signs on Park Street at the intersection of Brighton is that they give conflicting messages. One sign with the measure x restriction limits parking 11 pm- 5 a.m. with exceptions. The other, a county park sign says “no parking from dawn to dusk”. The county park sign has been enforced intermittently when complaints occur. We suggest that because the parking area is on county park property (like Agate Beach) they have the authority to enforce. However, the map submitted to the Coastal Commission shows the same area subject to the new overnight 22’ length parking restriction although the text in the written request to the Commission did not include Park. Follow up: Determine which restriction is in place and remove the incorrect signage.

2. We asked for a permit for *property #96* to be included as this residence on the park side of Brighton enters onto the street and has limited off street parking. Parking in front of the residence is restricted by a red zone.

Process and Timeline for Approval and Implementation

The resolution for the traffic orders for the permit program and vehicle length restriction will go before the Board of Supervisors on September 24. Signage can go up shortly thereafter. The non-residential side of the street on Brighton Ave. will have the same hours of overnight restriction as it does now (11 pm - 5 am) for vehicles over 22 feet. The timeline for issuing permits on the other side of the street for a 2 a.m. to 5 a.m. restriction is not yet set. Brighton Avenue will be implemented first for this restriction. The other actions noted in this summary do not have a timeline.

Permit Availability

Approximately one half of the spaces shown on the DPW parking inventory for downtown Bolinas can be restricted by permit. At this point the number shown is 181 spaces, however the number will increase slightly when COM gives us their number. The total number shown in the parking inventory needs to be used as a baseline to determine how many permits are allocated.

Wharf Road has approximately 9 permit eligible properties and Brighton Ave. approximately 27. With 2 permits per property, the total is 72, less than half of the 181 current spaces available.

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