APPENDIX 3: ADAPTATION CONCEPTS SURVEY RESULTS MEMO

Evolving Shorelines Project at Bothin Marsh Re: Adaptation Concepts Survey Results Memo To: File From: Rob LaPorte, Golden Gate National Parks Conservancy, rlaporte@parksconservancy.org Date: 8/18/2021

INTRODUCTION

This Memo documents the Adaptation Concepts Survey which was broadly circulated for community input on the conceptual design of the Evolving Shorelines Project at Bothin Marsh Open Space Preserve. This Memo includes an overview of the survey intent and design and a discussion of survey participation and key results. For reference and attached to this Memo are screen shots of the survey as it was presented on surveymonkey.com, a presentation of tabulated survey results, and excel sheets of the actual survey responses.

SURVEY INTENT AND DESIGN

The Adaptation Concepts Survey was intended to solicit broad community input on the Conceptual Design Concepts developed for the Evolving Shorelines Project at Bothin Marsh. The project team was primarily interested in community priorities for the different concept trail alignments and methods for elevating the trail out of the flood zone. Another key input was on shared community values regarding the ecologic impacts and benefits of the different trail concepts. The focus on the trail concepts was intentional because the alignment of a future trail, especially through South Bothin Marsh, is a key driver for the placement of the various tidal marsh enhancement project measures. Finally, the survey helped inform criteria and community-based considerations for evaluation of each of the conceptual options.

The survey was designed so it could be completed by anyone who was not familiar with the project, as such it included graphic representations of the project concepts with simplified descriptions of the key differences.



Screen shot of the survey from surveymonkey.com showing the graphics and description of Concept 2: Span the South Marsh.

Participants were also encouraged to have familiarized themselves with the project through the Evolving Shorelines Storymap (<u>https://www.onetam.org/evolving-shorelines</u>) and by watching a recorded presentation of the concepts prior to taking the survey. (<u>https://us02web.zoom.us/rec/play/pwZpm4qQmxoQuzni1E0AaNMeovjJVGUO-NefC7umMOWWBRGVbMkPksNUWBFbI3t2saXvE0XoputYdr-o.WfemA6A3ibzVRWew?continueMode=true& x zm rtaid=OWy44avXTrWRVHh8t8PWIA.162 8036536715.3800567a06bb0f3743549eb5dabc4248& x zm rhtaid=80).</u>

SURVEY PARTICPATION

Community engagement continues to be integral to the project design process. Beginning in early 2018, the community was engaged in conversations and events to help craft the project vision. Throughout this planning phase, the design team has continued to present findings and collect feedback from the community. Three key meetings most recently helped inform this study: an Initial Planning Community

Presentation on July 16, 2020; a Design Concepts Community Presentation on October 15, 2020 and a Design Concepts Evaluation Community Presentation on June 8, 2021. After the design concepts were presented to the community on October 15, 2020, and the community survey was shared and circulated to several thousand people through email and social media which resulted in 815 survey participants.

SURVEY RESULTS

815 people from the community responded to the survey, including locals, Marin County residents, and others from across the Bay Area. It represented a wide swath of user groups that frequently went through the site including 87% of respondents having experienced flooding on the Mill Valley-Sausalito Pathway. Cyclists were the most represented group, with safety for bicyclists being a top priority, followed closely by safety for pedestrians.

Concerns such as adding length to the trail, were of minimal concern with most respondents being comfortable with additional trail length. A resounding majority of survey respondents were supportive of relocating the trail for increased ecological benefits, keeping in mind, this must be done with design elements that provide physical separation from roads and maintain an inviting visual experience of the marsh.

For those that answered a question regarding increased impacts from sea level rise, 100% acknowledged that this is a threat. These respondents already experience frequent flooding, though the actual impacts of sea level rise are not as widely recognized in day-to-day life.

Along with multiple choice answers, people responding to the survey had the opportunity to describe their considerations, values, and priorities in their own words. Through interpretation and tabulation of these open-ended responses, Concept 3: Ring the South Marsh, appears to be the community favored approach. Community support for this approach seems based largely on the understanding that removing the trail from the marsh and re-aligning it to the perimeter of the Preserve will provide the greatest opportunity for enhancing the tidal marsh. Concept 2: Span the South Marsh, also received support but also concern for engineering, and cost uncertainties and ecologic impacts. Concept 1: Raise the Trail in Place, received very little support with concern that it would have limited ecologic benefits. Finally, the following top priorities and key considerations that were expressed in open-ended responses put Concept 3 most in alignment with the community vision for the Preserve and trails.

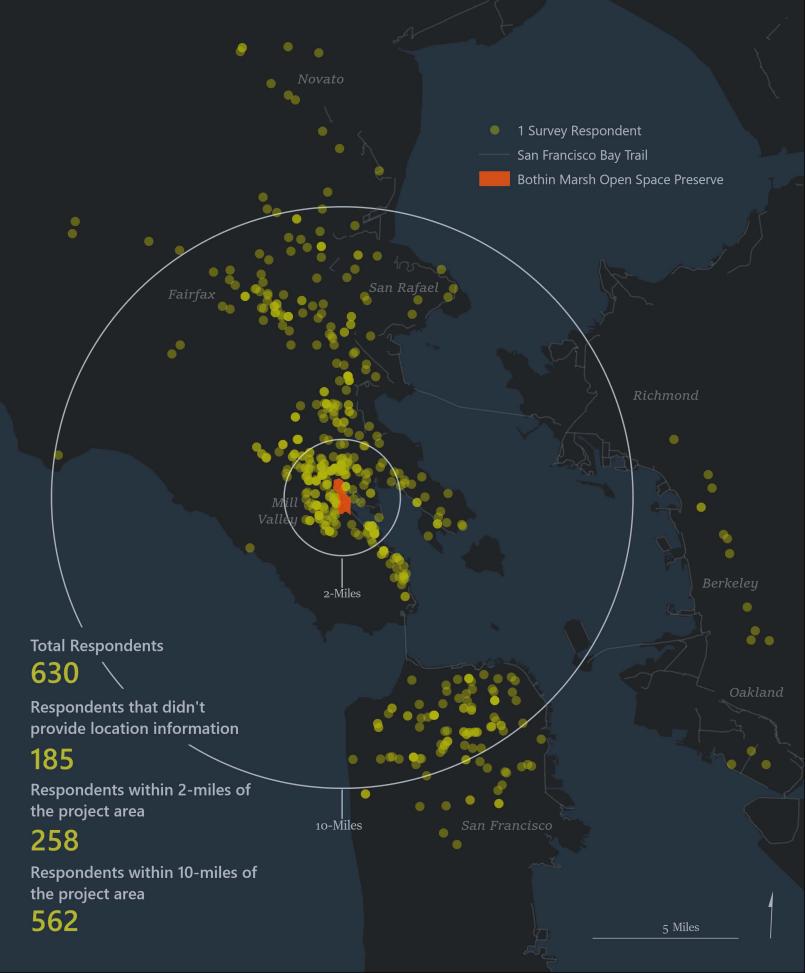
Top priorities:

- Improve pathway safety for a wide range of users (width, surfacing, line-of-site, etc).
- Reduce trail flooding.
- Maximize the ecological benefits of the project.

Key considerations:

- Maintain views of open space and wildlife.
- Protect the trail experience from roads and pollution.
- Enhance trail connectivity to the community.
- Minimize impacts to public access and habitat during construction.
- Responsibly manage costs and align with funding sources.

ADAPTATION CONCEPT SURVEY RESPONDENTS Evolving Shorelines at Bothin Marsh



Evolving Shorelines Project at Bothin Marsh: Adaptation Concepts Survey

Welcome!

One Tam is planning for the future of the Bothin Marsh Open Space Preserve in order to maintain public access to Marin's shoreline throughout future challenges associated with climate change and sea level rise. The Evolving Shorelines Project is focused on maintaining safe and equitable active transportation and public access through the Preserve in a way that supports the highly-valued marsh habitats along the shoreline. Please take 10 minutes to look at three different concepts and share your thoughts.

The map below shows the Bothin Marsh and the Mill Valley-Sausalito Multi-Use Pathway segment of the Bay Trail, which are the focus of the Evolving Shorelines Project.



First, tell us about how you visit the Bothin Marsh Open Space Preserve today.

* 1. How do you visit Bothin Marsh and it's multi-use pathways? (Check all that apply)

W	alk or jog for exercise
□ w	alk or jog to get somewhere
🗖 Bi	ke for exercise
🗌 Bi	ke to get somewhere
🗖 То	get to work or school
Se	ee the marsh, shoreline and wildlife
D	ive by on the way to get somewhere
Other ((please specify)
2. H	ow often do you visit Bothin Marsh?
• E/	reryday
• м	ultiple times a week
•10	
• 1 t	ime a year
• N	
Other	
	ave you ever experienced flooding along the p ck all that apply)
N	o, I've never seen it flood
Te Ye	es, but I was still able to pass through
-	

Yes, and I had to find a different way to complete my trip

Other (please specify)

* 4. Does sea level rise impact your daily routine?

- 🔘 A great deal
- 🔵 A lot
- 🔵 A moderate amount
- 🕘 A little
- 🔘 Not at all

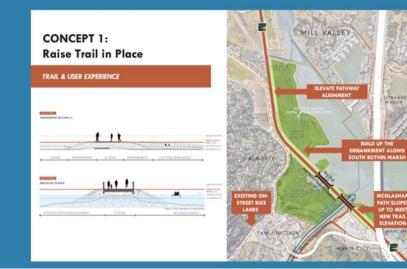
o you believe impacts from sea level rise will increase in the next 10 years?

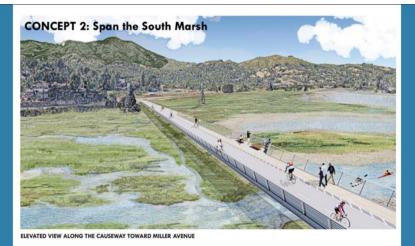
- No, this is the first I've heard about it
- Yes, I hear updates about this project from time to time
- Yes, I've been very interested in what is being planned

Please review the following concept graphics and descriptions before answering questions 6 through 9.

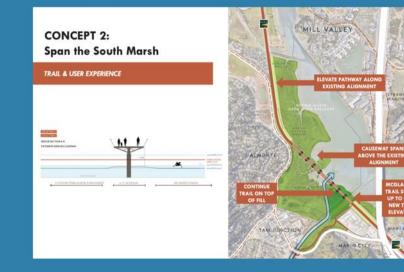


capacity for ecological connectivity between the North and South Bothin Marsh,



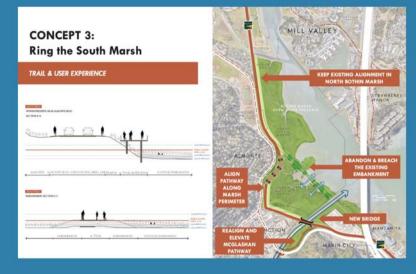


Concept 2 elevates the pathway with a causeway in the existing alignment allowing for restoration of tidal action and ecological connectivity to North and South Bothin Marsh. It also allows for connection of Coyote Creek and fluvial sediment delivery to the marsh. Some drawbacks to this approach are the impacts to existing marsh habitat to redirect the creek and the high cost of an elevated causeway.





Concept 3 re-aligns large segments of the pathways out of the marsh to existing high-ground and allows for full hydraulic and ecological connections between the creek, marsh, and bay. This trail alignment provides more connectivity to Tam Junction but also increases the length of the pathway and offers a different experience of the marsh. Some drawbacks of this approach are the potential impacts to the existing upland and transition zone habitats of South Bothin Marsh.



The chart below provides a preliminary evaluation of the three concepts.



* 6. As the Bay Trail is elevated out of the flood zone, it could end up having a much different trail experience. What are the most important considerations for the future pathway? (Check all that apply)

* 6. As the Bay Trail is elevated out of the flood zone, it could end up having a much different trail experience. What are the most important considerations for the future pathway? (Check all that apply)

- Close proximity to the marsh
- Safe access for pedestrians
- Safe access for bicyclists
- Short commute time or length
- Close proximity to the waters edge
- Views from the pathway
- Views of the marsh and Bay from the community
- Wildlife viewing
- Better connections to local businesses and neighborhood destinations
- Places to sit and look out

are there other considerations?

* 7. What is your willingness to extend the length of the Bay Trail?

- I prefer not to extend the length, even if there are ecological benefits.
- I am comfortable adding about 5 minutes of walking time.
- I am comfortable adding any length, as long as it is protected from vehicles.

Tell us more..

8. What about the concepts for the pathway excites you most? What is concerning?

	9. Tell us more about your vision for the adaptation of the Bothin Marsh Open Space Preserve. What would you like to see? What did we miss? Are there ways you would like to be involved?
	Your answers to the remaining questions are optional and will be confidential. Your answers will help us understand how well the entire community's voice is represented in the survey results.
10. What is t	he nearest street intersection to your home?
Nearest cross-s	treet
Your zipcode	
11. How old a	are you?
12. What is y	our racial or ethnic identity?
13. What is y	our gender identity?
14. Do you h	ave school-aged children?
O Yes	
O No	
15. Are you a	person living with a disability or mobility issue?
O Yes	

) In school	O Not employed
Employed, working 40 hours or more per week	Retired
Employed, working under 40 hours per week	
Other (please specify)	
\$0	Between \$50,000 and \$74,999
Between \$1 and \$14,999	Between \$75,000 and \$99,999
Between \$15,000 and \$29,999	Over \$100,000

Check out the project website to get better acquainted with the project: onetam.org/bothin

Adaptation Concepts Community Survey Results

Evolving Shorelines Project at Bothin Marsh

Q1. How do you visit Bothin Marsh and its multi-use pathways? (Check all that apply)

Answered: 815 Skipped: 0

ANSWER CHOICES	RESPONSES	
Bike for exercise	82%	666
Bike to get somewhere	64%	518
Walk or jog for exercise	33%	266
See the marsh, shoreline and wildlife	33%	265
Drive by on the way to get somewhere	24%	194
To get to work or school	17%	140
Walk or jog to get somewhere	13%	105

Takeaway: This survey reflects a range of user groups with recreational and active transportation bicyclists well represented.

Q2. How often do you visit Bothin Marsh?

Answered: 815 Skipped: 0

ANSWER CHOICES	RESPONSES	
Multiple times a week	45%	368
1 or 2 times a month	41%	338
Everyday	7%	55
1 time a year	7%	54
Never	0%	0

Takeaway: This survey reflects good knowledge of the site in all conditions.

Q3. Have you ever experienced flooding along the pathways at Bothin Marsh? (Check all that apply)

Answered: 815 Skipped: 0

ANSWER CHOICES	RESPO	NSES	
Yes, but I was still able to pass through	64%	519	
Yes, and I had to find a different way to complete my trip	42%	343	
No, I've never seen it flood	13%	104	

Takeaway: Flooding is experienced and can frequently disrupt access to the trail network.

Q4. Does sea level rise impact your daily routine?

Answered: 815 Skipped: 0

ANSWER CHOICES	RESPONSES	
A little	39%	320
Not at all	33%	267
A moderate amount	19%	153
A lot	6%	46
A great deal	4%	29

Takeaway: Flooding is a frequent nuisance, but sea level rise impacts are not yet prevalent or fully understood.

Q4 - Optional. Do you believe impacts from sea level rise will increase in the next 10 years?

Answered: 455 Skipped: 360

ANSWER CATEGORIES	RESPONSES	
Yes	97%	442
No / Don't know / Maybe	3%	13

Takeaway: There is near hundred percent understanding that sea level rise is a threat.

Q5. Did you know that sea level rise adaptation projects were being planned at Bothin Marsh?

Answered: 815 Skipped: 0

ANSWER CHOICES	RE	SPONSES	
No, this is the first I've heard about it	66	% 534	1
Yes, I hear updates about this project from time to time	24	% 191	
Yes, I've been very interested in what is being planned	119	% 90	

Takeaway: We've done a decent job of spreading the word about this project but there is likely a large number of users and community members that we need to reach.

Q6. As the Bay Trail is elevated out of the floodzone, it could end up having a much different trail experience. What are the most important considerations for the future pathway? (Check all that apply)

Answered: 815 Skipped: 0

ANSWER CHOICES	RESPONSES	
Safe access for bicyclists	88%	718
Safe access for pedestrians	78%	639
Views from the pathway	49%	401
Wildlife viewing	42%	340
Better connections to local businesses and neighborhood destinations	37%	303
Places to sit and look out	33%	264
Close proximity to the marsh	24%	194
Views of the marsh and Bay from the community	22%	178
Close proximity to the waters edge	18%	146
Short commute time or length	17%	142

Q6 – Optional. Are there other considerations?

Answered: 193 Skipped: 622

ANSWER EXAMPLES

"Safe access for equestrians."

"ADA accessibility and use."

"Get kids to ride their bikes to school."

"Should have some widened passing lanes for faster users to safely get around peds and strollers."

"The trail must be designed to accommodate a wide range of users moving at different speeds (walking, cycling, skating, e-bikes, etc.) Let's design this properly so trail user conflicts can be minimized."

"Provide a high-quality pathway experience for all users while maximizing habitat restoration opportunities. The current immersive experience is so special and hopefully that can be preserved in the new scheme."

"The environmental impact and sustainability should be the primary considerations."

"Cost-benefit analysis of the impacts on the marsh ecosystem itself."

"The section south next to 101 is often the most impassable when there's flooding."

"Which design will actually happen in my lifetime. If fighting over money and design stalls the project excessively, I vote for the more expedient solution."

Q6. As the Bay Trail is elevated out of the floodzone, it could end up having a much different trail experience. What are the most important considerations for the future pathway? Are there other considerations?

Top consideration:

- Safety for all users

Important considerations:

- High-quality experience of the marsh including views and wildlife viewing.
- Minimal trail impact on the marsh ecosystem and wildlife.

Q7. What is your willingness to extent the length of the Bay Trail?

Answered: 815 Skipped: 0

ANSWER CHOICES	RESPONS	ES
I am comfortable adding any length, as long as it is protected from vehicles	72%	587
I am comfortable adding about 5 minutes of walking time	16%	132
l prefer not to extend the length, even if there are ecological benefits	12%	96

Q7 – Optional. Tell us more...

Answered: 137 Skipped: 678

ANSWER EXAMPLES

"If the trail is relocated away from the marsh, it should run parallel to roads (such as Highway 1) for as little as possible or it should be buffered or protected from automobile pollution (exhaust and noise) as much as possible."

"I prefer that length he added but not a significant elevation increase (option 2 would be long ramp up and down)."

"As a cyclist, having tight corners or turns is also challenging. Travel time changes are fine if the path is safe for both cyclists and pedestrians co-existing."

"Add any length and do what is best for the ecological benefit."

"If it is moved it will be closer to the road and the buildings at Tam Junction, which will reduce the quality of the experience"

"Please keep away from cars. This is the one area in Mill Valley where we can walk without risk of traffic and traffic noise."

Q7. What is your willingness to extent the length of the Bay Trail? Tell us more...

Takeaway: A resounding majority of survey respondents are supportive of extending the trails length, however, this most be done with the upmost consideration for physical separation from roads and maintain the open space experience.

Q8. What about the concepts for the pathway excites you most? What is concerning?

Answered: 586 Skipped: 229

ANSWERS	Exciting	Concerning	Net
Concept 3 (Ring the South Marsh)	103.5	16	87.5
Concept 2 (Span the South Marsh)	84.5	17	67.5
Concept 1 (Raise Trail in Place)	28	16	12

This open-ended question generated written responses which expressed positive and negative comments on the three concepts. The chart reflects an interpretation of those comments and the net results.

Q8. What about the concepts for the pathway excites you most? What is concerning?

ANSWER THEMES	Exciting	Concerning	Net
Enhancing wildlife habitat and the marsh	181	-5	176
Improving trail safety	171		171
Flood resilient trail	115		115
Experience of the marsh	69	-23	46
Cost	29	-58	-29
Connectivity of trails to the community	52	-9	43
Improving Surfacing	58		58
Aesthetics of the trail and proximity to roads	22	-38	-16
Enhancing access to active transportation	29		29
Construction impacts or disruption		-24	-24
Sea level rise resiliency	17		17
Increasing trail length	15		15

Q8. What about the concepts for the pathway excites you most? What is concerning?

Example Answers:

"Raise Trail in Place [Concept 1] is significantly less exciting than the other concepts. There is a preference for the concept Ring the South Marsh [Concept 3]."

"Enhancing the marsh ecosystem, improving trail safety for all users, and ensuring that the trail is moved out of the flood zone are the most exciting aspects of this project."

"As the pathway is designed, of particular concern is cost, maintaining a high-quality experience of the marsh, and ensuring that the trail is protected from roadways and associated noise and pollution."

Q9. Tell us more about your vision for the adaptation of the Bothin Marsh Open Space Preserve. What would you like to see? What did we miss? Are there ways you would like to be involved?

Answered: 339 Skipped: 464

ANSWERS	Positive	Negative	Net
Concept 3 (Ring the South Marsh)	94	19	75
Concept 2 (Span the South Marsh)	66	22	44
Concept 1 (Raise Trail in Place)	26	13	13

This open-ended question generated written responses which expressed positive and negative comments on the three concepts. The chart reflects an interpretation of those comments and the net results.

Q9. Tell us more about your vision for the adaptation of the Bothin Marsh Open Space Preserve. What would you like to see? What did we miss? Are there ways you would like to be involved?

RESPONSES
105
62
35
28
27
25

Q9. Tell us more about your vision for the adaptation of the Bothin Marsh Open Space Preserve. What would you like to see? What did we miss? Are there ways you would like to be involved?

ANSWER THEMES	RESPONSES
Cost – "Create a viable plan that can be more easily financed and implemented in less years of consideration/construction."	21
Seating / Overlooks – "Having area where people with families or seniors can sit / rest and admire the view out of the main line of the path is very welcome."	18
Volunteering – "If there are volunteer cleanup crews during the construction / re routing process I would be happy to participate."	14
Interpretation – "A path that is both healthy for the habitat and filled with interp signs that explain why that is, and talk about the marsh, climate change, and wildlife."	14
Flood Protection – "This project should be coordinated with the ongoing studies to address generalized flooding from Richardson Bay. Perhaps the trail could be part of a dike system."	10
Adaptability – "While I support the proposed adaptation, it seems like it would be ideal to consider it in conjunction with sea level rise adaptations that will be needed for the Tam Valley Junction in general (roads, shopping areas, etc.)"	8
Others – Equestrian Access. Carbon-free Transit. Water Trail Access. Lighting. Accessibility.	20 total

Notes on survey participant demographics: All demographic questions were optional.

- 5.5% of respondents were 29 or less.
- 68% of respondents were male.
- 32% of respondents have school age children.
- 5% of respondents live with a disability or mobility issue.
- 58% of respondents have incomes over \$100,000 per year.
- 43% of respondents providing location information live within 2 miles of Bothin Marsh.

The survey demographic does not reflect the demographics of Marin County as a whole nor the community in the vicinity of the Bothin Marsh and this data-set should be interpreted as such.

Key Community Feedback for Concept Evaluation

Top Priorities

- Improving pathway safety for a wide range of users (width, separation, surfacing, line-of-site, etc).
- Maximizing the ecological benefits of the project.

Key Considerations

- Maintaining views of open space and wildlife.
- Protecting the trail experience from roads and pollution.
- Enhancing trail connectivity to the community.
- Minimize impacts to public access and habitat during construction.
- Responsibly managing costs and aligning with funding sources.

Evolving Shorelines Project at Bothin Marsh: Adaptation Concepts Survey			
How do you visit Bothin Marsh and it's multi-use pathw	ays? (Check all	I that apply)	
Answer Choices Responses			
Walk or jog for exercise	32.64%	266	
Walk or jog to get somewhere	12.88%	105	
Bike for exercise	81.72%	666	
Bike to get somewhere	63.56%	518	
To get to work or school	17.18%	140	
See the marsh, shoreline and wildlife	32.52%	265	
Drive by on the way to get somewhere	23.80%	194	
Other (please specify)		40	
UNANOTIDE TO BE A DEVELOPMENT OF TO BE A DEVE	Respons	Ses	

Other (please specify)			
Ride by (on public transit) on the way to get somewhere			
the also use scooters and skateboards on the path.			
walk to get to dog park			
Horseback riding connection to Tennessee Beach.			
Ride my horse			
Ride my horse			
I do ride my horse on the multi path.			
Horseback			
Walk dog and smoke ganja			
SUP and kayak			
fishing, dog walking			
dog park			
BIRDING!			
fishing			
Recreational ride to Sausalito with friends			
Visit local businesses / restaurants			
Bike for fun			
I do habitat restoration and shoreline cleanup work for MCP in the	ne marsh		
bike and walk , exercise and transportation			
Usually part of a longer destination ride in Marin County			
dog walk across path to the dog park			
Watch the birds			
Kayak near the marsh			
teach safe routes for cycling			
Walk dog			
Just plain beautiful to walk or bike on this path			
Enjoy the tranquil environment-no cars/motorized vehicles.			
Please doggie walk			
address roadway flooding			

Evolving Shorelines Project at Bothin Marsh: Adaptation Concepts Survey			
How often do you visit Bothin Marsh?			
Answer Choices			ponses
Everyday		6.75%	55
Multiple times a week		45.15%	368 338
1 or 2 times a month		41.47%	
1 time a year		6.63%	54
Never		0.00%	(
0.5			
0.45			
0.4			
0.35			
0.3			
0.25			
0.2	Response	S	
0.15			
0.1			
0.05			
0 Everyday Multiple times 1 or 2 times a 1 time a year Never a week month			
Other (please specify)	OT	HER ANSWERS INCL	JDED IN COUNTS ABOVE
Used daily for years. The fumes from early morning commute traffic negation			
the benefits to health.		eryday	

Used to be on it daily on foot or by bike then moved to CM so am there less		
now	Everyday	
couple times a year.	Few Times a year 1	
Once every couple months	Few Times a year	
a few times per year	Few Times a year	
a few times a year	Few Times a year	
A few times a year	Few Times a year	
A few times a year.	Few Times a year	
About every 3 months	Few Times a year	
2x-3x/year (pre-COVID) on group social or training rides with friends	Few Times a year	
About 5 times a year	Few Times a year	
every other month	Few Times a year	
A few times a year	Few Times a year	
actually 6 times a year	Few Times a year	
really closer to every other month, but the survey seems to require I check one o	Few Times a year	
I live in the east bay and drive by quite a bit; cycling probably once per quarter	Few Times a year	
a few times a year - 5-6 times a year	Few Times a year	
a few times a year	Few Times a year	
Multiple times per year	Few Times a year	
during school it is 5-7 days a week	Multiple Times a wee	
1 or 2 per/ month for pleasure 1 or 2 per week on AIDS Life Cycle training rides		
3-6 times a month	Multiple Times a week	
1-2x weekly	Multiple Times a week	
5-day commuting	Multiple Times a week	
Used to be every week day when I was commuting to work by bike	Multiple Times a week	
precovid I commuted to SF by bike 2-3x per week	Multiple Times a week	
4 times/month	Once a Week	
4-5 times a month	Once a Week	
Multiple times a month	Once a Week	
Once a week	Once a Week	
At least once a week	Once a Week	
About once a week	Once a Week	

Several times a month	Once a Week	
4 to 5 times a month	Once a Week	
about 1x week	Once a Week	
2-4 times a month	Once a Week	
3 to 4 times per month	Once a Week	
4x per month	Once a Week	
several times a month	Once a Week	
Once a week	Once a Week	
Nearly weekly	Once a Week	
6-10 times a year	Several Times a year	
Several times a year	Several Times a year	2
Used to go more before Covid		
I have communted to the city on the bike in the past, I hope to again		
though not so much since covid-19		
Just yesterday I biked from home to Equator in Tam Junc for coffee and		
exercise		
I am a senior and live nearby and it is a wonderful place to go. I am concerned		
about safety due to speeding bikers, electric bikes, oblivious non-locals.		

Evolving Shorelines Project at Bothin Marsh: Adaptation Concepts Survey		
Have you ever experienced flooding along the pathways at Bothin M	larsh? (Check all that apply)	
Answer Choices	Responses	
No, I've never seen it flood	12.76% 104	
Yes, but I was still able to pass through	63.68% 519	
Yes, and I had to find a different way to complete my trip	42.09% 343	
Other (please specify)	34	
0.7		
0.6		
0.5		
0.4		
0.3 Resp	ponses	
0.2		
No, I've never seen it Yes, but I was still able to Yes, and I had to find a		
flood pass through different way to complete		
my trip		
Other (please specify)		
We watch the tides/weather and choose a different route when we know it will b		
flooded.		
I avoid if it's flooded and just drive if I need to get somewhere		
Cut behind mikes bikes		

I have seen it flooded but never have been on it during that time.		
Yes, near the Manzanita Park & Ride.		
yes, from afar. Saw it when I was at Tam on rainy days.		
I once had to ride my bike through several feet of water on the pathway, as the		
roadway was also flooded.		
I've experienced flooding on the road, but still able to pass through, no		
experience on the pathways.		
Due to the King Tides and flooding I have to re-route onto highway 101 to		
complete my commute. A dangerous predicament as a result of inactive and		
incompetent city management.		
I only moved here in March so I haven't been here in the winter		
Rode through it one time, which destroyed all of the bearings in my wheels and		
bottom bracket		
Yes, and had to abandon my trip		
yes and I turned around		
I've expereinced up to 8" of water, OK to ride through slowly.		
I like concept 3		
I have seen people on bike ride on 101 because of the flooding.		
Even though flooded, I still used the path it was an exceptional way to see the		
bay and loved it as a reminder that we MUST address climate change.		
Two occasions last year i had to reroute onto highway 101.		
It only really covered the path on storms with highest tide combined		
Seen it at all conditions (used to work at Glassdoor there) including some		
impassible events.		
I kinda like it when the path is about 2" below the water amazing to be riding		
across the bay water!		
I have not been flooded out of the segment shown here, but have had to go		
around the segment to the south via the freeway.		
i avoid the area during times of flooding		
Passed on bike with several inches of water		
It rarely actually floods. It's never impacted me.		
in various spots - sometimes so high you can't see the path at all.		

If I know it is flooding, I go somewhere else.		
I pay attention to the tide tables to avoid total flooding		
Tam valley get flooded		
As a cyclist, was trapped on the north side needing to head home to San		
francisco. Had to ride Hwy 1, then wrong way on the 101 shoulder to get back to		
Bridgeway		

Evolving Shorelines Project at Bothin Marsh: Adaptation Concepts Survey			
Does sea level rise impact your daily routine?			
Answer Choices		esponses	
A great deal	3.56%	29	
A lot	5.64%	46	
A moderate amount	18.77%	153	
A little	39.26%	320	
Not at all	32.76%	267	
Do you believe impacts from sea level rise will increase in the next 10 years?		554	
0.45			
0.4			
0.35			
0.3			
0.25			
0.2 Re	sponses		
0.15			
0.1			
0.05			
A great deal A lot A moderate A little Not at all			
amount			
Do you believe impacts from sea level rise will increase in the next 10 years?			
Yes	442	97%	
No	3	3%	
Don't Know	3		

Maybe	7
I have not seen it flood yet(new to area)	Don't know
I do not know.	Don't know
No	No
don't believe, I know. Its science not religion	No
not to the point that we need an elevated path	No
Prior to the pathway to Tennessee valley being elevated I used to show up to	
school soaked when the tides were high.	
I drive, ride and run through Tam Valley and Manzanita daily and the flooding	
can have a substantial impact on traffic and parking!	
Hard to say how much it will affect our area, Don't have much education on the	
topic.	Don't know
Yes, but not nearly to the extent you claim on the project website. Please add a	
citation for this prediction as it exceeds even the most severe climate.gov	
estimate	Yes
yes, my entire back yard floods during king tides	Yes
Yes. That is why I think it should be an operating dike just like I have seen in	
Amsterdam/Netherlands. Not sure I understand why this is so hard for such a	
simple stretch.	Yes
The impacts of sea level rise are and will be drastic given the existential threat	
of climate change. Marin needs to take action now to face this threat and build	
infrastructure that will last in the event extreme weather events and sea level	
rise. Marin needs to invest in bicycling and walking to make this county less car	
dependent and far healthier for youth and families.	Yes
yes	Yes
Yes	Yes
Yes.	Yes
Yes	Yes
Yes. Very concerned, especially with respect to access to 101 and points	
north and south.	Yes
Yes	Yes

Yes, we live in birdland so we have 3 sump pumps and pay atten to king tides	
and the weather. We've also called flood control when it appears that there	
may be an issue with one of the pump stations.	Yes
yes. And, although currently it only impacts my daily routine a little, on the	
days it does impact my routine the impact is significant.	Yes
100%	Yes
Yes	Yes
Yes. No way to deny it. The bigger issue will be an associated Tsunami /	
Large Storm	Yes
Yes	Yes
Absolutely. CalTran's struggles at Manzanita point to the difficulty of managing	
this looming consequence of climate change.	Yes
likely	Yes
Yes	Yes
Yes. I believe it will certainly be getting worse soon.	Yes
YES	Yes
Absolutely	Yes
yes	Yes
YES!!	Yes
yes	Yes
Yes, for certain	Yes
yes	Yes
yes	Yes
Yes	Yes

Yes	Yes
Yes	Yes
Yes	Yes
Absolutely	Yes
Yes	Yes
Absolutely	Yes
Heck yes.	Yes
yes. I have seen even the last few years that the flooding seems to be worse.	Yes
Yes	Yes
Yes	Yes
Yes, we have been seeing this.	Yes
yes	Yes
Absolutely. I design and maintain critical flood control infrastructure and am	
aware of the impact it will have	Yes
yes	Yes
Yes, definitely!	Yes
yes	Yes
yes, unfortunately	Yes
yes	Yes

oh, for certain. Mill valley, I believe is below sea level so it's just waiting to be	
impacted by this.	Yes
Yes	Yes
Yes, impacts from sea level rise will increase in the next 10 years.	Yes
Yes	Yes
Indeed.	Yes
For sure, that is what the experts say is going to happen.	Yes
yes	Yes
Uh, completely.	Yes
yes	Yes
absolutely yes	Yes
Yes	Yes
Yes	Yes
Absolutely	Yes
Absolutely	Yes
Yes	Yes
Absolutely	Yes
yes	Yes
Yes, due to the climate change.	Yes
YES	Yes
Yes	Yes
Yes, significantly	Yes
Duh	Yes
yes, I sure do. SLR has been well studied and modeled.	Yes
yes.	Yes
Yes	Yes
yes	Yes

yes	Yes
yes	Yes
of course	Yes
yes	Yes
Most definitely	Yes
Hell, yes	Yes
yes	Yes
Yes!!!	Yes
Yes	Yes
Yes	Yes
Yes	Yes
absolutely	Yes
Sea level rise plus subsidence	Yes
Yes	Yes
Yes. If we do not address climate change aggressively, it is inevitable.	Yes
yes	Yes
Yes. I witness the rise living in a floating home. It's already causing issues of	
erosion and flooding impact.	Yes
	105

Yes of course	Yes
Yes - absolutely	Yes
yes	Yes
I think this path will become unusable soon	Yes
Absolutely, in the same way I believe in gravity and photosynthesis	Yes
Yes	Yes
Yes!	Yes
yes!	Yes
yes	Yes
Absolutely with out a doubt!!	Yes
yes	Yes
Yes, for sure.	Yes
Yes. I believe the sea level rise due to climate change.	Yes
yes	Yes
Yes	Yes
Yes of coursefollow the science.	Yes
Definitely	Yes
yes	Yes
YES!	Yes
Yes	Yes
Yes.	Yes
Of course.	Yes
Yes	Yes
Absolutely!	Yes
Yes there are tides to deal with the worst being KIng tides	Yes
yes	Yes
Hard to determine impact since I haven't lived here for a year yet. Yes I do	
believe it'll increase	Yes

Yes definitely	Yes
Yes	Yes
100%	Yes
Yes	Yes
Yes	Yes
yes unfortunately	Yes
Yes	Yes
Absolutely	Yes
Yes	Yes
Yes. I have not been affected yet but my daughter has seen flooding on the	
trail.	Yes
Yes	Yes
Probably	Yes
yes	Yes
Yes	Yes
Yes	Yes
Yes!	Yes
Yes, undoubtedly.	Yes
Yes	Yes
Yes	Yes
Definitely	Yes
Yes	Yes
Yes	Yes
Almost certainly, but how and where will be hard to predict	Yes
Yes	Yes

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Yes. Y	/es
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Yes Y	/es
yes, definititely.	/es
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	/es

Of course!	Yes	
Yes - a lot!	Yes	
yes	Yes	
Yes.	Yes	
YES and beyond the next 10 years increasingly	Yes	
YES. We live on the main island in Alameda.	Yes	
More than likely	Yes	
absolutely	Yes	
yes	Yes	
Yes!!	Yes	
yes!	Yes	
Yes!	Yes	
Yes	Yes	

Absolutely Yes Yes yes Yes Image: Constraint of the set of t	Yes	
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Obviously yes.YesImage: second	Yes	Yes
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yesYesYesYesYesYesYesYesYesYesYesYesYesYesYesyesYes	Obviously yes.	Yes
Yes! I've always wondered when the path will become fully submerged!Yes	Yes	Yes
Yes! I've always wondered when the path will become fully submerged!Yes	yes	Yes
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yes Yes Absolutely! Yes	Yes	Yes
Absolutely!YesYesYes	Yes	Yes
Absolutely!YesYesYes	yes	Yes
Yes		
Yes	Yes	Yes

yes	Yes
Yes	Yes
absolutely and it's a big concern	Yes
yes	Yes
Probably	Yes
yes	Yes
I see pictures of a lot of ice disappearing. yes	Yes
I'm retired and can adapt my daily routine, but I believe sea level increase is a	
major issue	Yes
of course	Yes
Yes	Yes
У	Yes
Absolutely, all the science I've seen confirmed what I'm seeing with my own	
eyes - higher and higher tides more and more frequently.	Yes
Yes but the subsidence is moving far faster than the sea level at this point from	
my observation	Yes
Yes	Yes
Of course	Yes
YES	Yes
yes	Yes
Yes	Yes
Strong yes.	Yes
Yes its only going to get worse for low lying areas.	Yes
Most likely	Yes

Yes!	Yes
yes	Yes
Yes	Yes
YES	Yes
Yes!	Yes
Yes	Yes
Yes.	Yes
Yes	Yes
YES (all caps stresses the expectation)	Yes
Absolutely	Yes
Yes.	Yes
Yes	Yes
duh! yes	Yes
yes	Yes
Yes. This is not a matter of "belief", it's a fact!	Yes
Yes	Yes
yes	Yes
yes	Yes
yes. It's been getting worse over the past two decades.	Yes
Absolutely	Yes
yes	Yes
increase	Yes
yes	Yes
if the scientists say it will, it will.	Yes
certainly	Yes
Definitely, at which time it will impact my/our lives more.	Yes
	· · · · · · · · · · · · · · · · · · ·

Yes! Yes Yes yes Yes Yes Of course Yes Yes Of course Yes Yes Yes Yes Yes yes Yes Yes yes Yes Yes yes big time Yes Yes Yes Yes	Vee	
yes Yes Yes	Yes	Yes
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YesYesYesYesYesYesyesYes		Yes
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Yes - pretty sure it is a proven fact!YesYesYesYesYesYes.YesYesYESYesYesYesYesYesYesYesYesYesYesYes	Yes! folks who don't get this are delusional.	Yes
YesYesYes.YesYESYesYesYesYesYesYesYes	Yes - pretty sure it is a proven fact!	Yes
YES	Yes	Yes
YES Yes Yes Yes Yes		Yes
Yes Yes Yes Yes	YES	
Yes	Yes	
Of coursel Vac	Yes	Yes
	Of course!	Yes

N 2	
Yes	Yes
yup.	Yes
yes	Yes
Certainly	Yes
Yes	Yes
Absolutely!	Yes
Yes!	Yes
yes	Yes
Of course	Yes
yes	Yes
Yes	Yes
Absolutely	Yes
yes	Yes
Considering the impacts have been increasing yearly, yes I believe they will	
continue to increase.	Yes
yes	Yes
Yes!	Yes
Yes	Yes

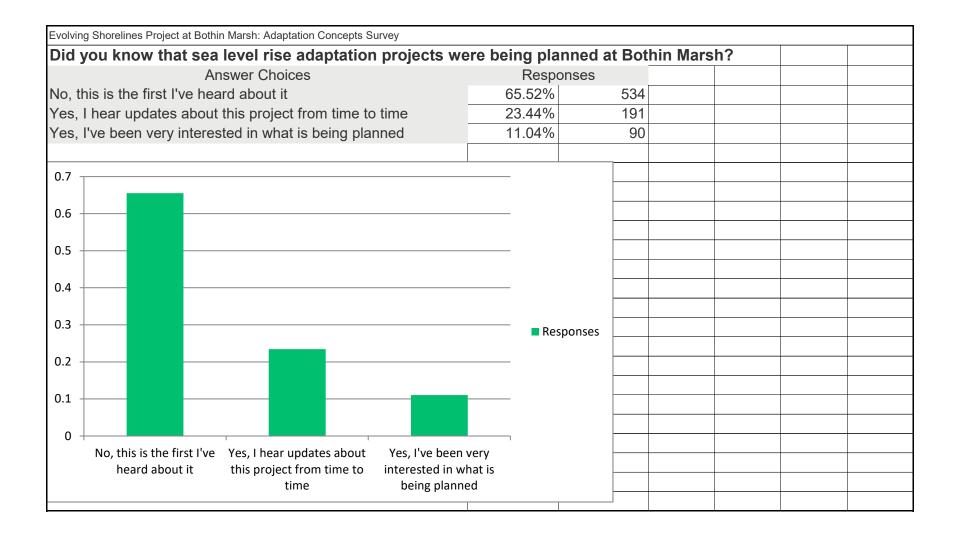
Yes	Yes	
Yes	Yes	
Most likelydefinitely in 30 yrs	Yes	
100% yes	Yes	
of course	Yes	
Yes	Yes	
Yes	Yes	
Yes	Yes	
Absolutely	Yes	
yes	Yes	
Probably	Yes	
Definitely	Yes	
Yes	Yes	
Yes. It could.	Yes	
Yes	Yes	
Yes	Yes	
Yes	Yes	
clearly	Yes	
Yes 100%	Yes	
Yes	Yes	

Yes, definitely.	Yes
Definitely.	Yes
Yes	Yes
Without a doubt	Yes
Yes	Yes
absolutly	Yes
Yes	Yes
Yes, most definitely	Yes
definitely	Yes
Hell yeah.	Yes
yes	Yes
YES!	Yes
Yes	Yes
yes! I think it will impact housing & density, people's living situations, whether	
or not people choose to live in/own property in the bay area at all, where	
businesses choose to operate and build, etc.	Yes
Yes	Yes
Yes	Yes
yes of course.	Yes
Yes	Yes

Yes Yes Yes, significantly Yes Absolutely Yes yes Yes	
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YesYesyesYesYES! We are already seeing the impacts of sea level rise NOW.YesMaybeMaybe	
yesYesYES! We are already seeing the impacts of sea level rise NOW.YesMaybeMaybe	
YES! We are already seeing the impacts of sea level rise NOW. Yes Maybe Maybe	
Maybe Maybe	
Maybe Maybe	
heavy rain and a high tide are a problem	
maybe, slowly Maybe	
possibly Maybe	

Unsure how fast. 3 cm in 10 years is the accepted satellite evidence currently.	Maybe
The rise in tide is not a daily occurrence but it's definitely worse at certain times	
of the year during the king tides	
Yes	Yes
Definately	Yes
Maybe	Maybe
It's very possible	Yes
Yes	Yes
most likely, yes	Yes
Yes	Yes
Yes	Yes
yes. but that doesn't mean we should bypass the marsh.	Yes
It is definitely more than possible with global warming.	Yes
Yes	Yes
Yes. I live in Santa Venetia (I don't think this needs much more of an explanatio	Yes
Yes	Yes
Yes	Yes
Yes!	Yes
A bit, but the impacts are often overstated.	Maybe
Yes	Yes
Yes. Significantly. Expectation is that in 50 years our current king tides will be th	Yes
There's no doubt. Exponential problems are arising.	Yes
Yes	Yes

Yes	Yes
I don't know enough about this issue to say.	l don't know
Absolutely	Yes
yes, most definitely	Yes
1000%	Yes



Evolving Shorelines Project at Bothin Marsh: Adaptation Concepts Survey		
As the Bay Trail is elevated out of the flood zone, it could end up having a m	uch different trail experie	nce. What are
the most important considerations for the future pathway? (Check all that ap	oply)	
Answer Choices	Response	es
Close proximity to the marsh	23.80%	194
Safe access for pedestrians	78.40%	639
Safe access for bicyclists	88.10%	718
Short commute time or length	17.42%	142
Close proximity to the waters edge	17.91%	146
Views from the pathway	49.20%	401
Views of the marsh and Bay from the community	21.84%	178
Wildlife viewing	41.72%	340
Better connections to local businesses and neighborhood destinations	37.18%	303
Places to sit and look out	32.39%	264
Are there other considerations?		193
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0.9		
0.8		
0.7		
0.2		
0.1		
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the time to the sets path ban te ve to thom		
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Are there other considerations?	
Marsh Preservation	
Flood protection	
Best for the environment, most cost effective, and future proof for sea level rise. Why are	
these not preferences above?	
Make sure the path is widened to accommodate future increases in use.	
1) Minimizing negative impacts on wildlife and habitat. 2) Avoiding having pedestrians	
immediately adjacent to roadways with their noise and exhaust. (The plan that realigns the	
McGlashan Trail sends pedestrians away from the creek and closer to the road - this is a	
negative.) 3) Any plan MUST segregate the bicyclists from the pedestrians. The bike riders	
are dangerous and need to be kept separate from everyone else.	
Improved ecology, habitat restoration, species preservation, SLR adaptation	
The least amount of impact to resident and migrating species and associated refugia/habitat	
I'd go for concept 3 for the best ecological solution, but don't like being next to the road.	
Noise from cars is a consideration. I love getting away from the road.	
bike commuters separated from pedestrians. While I like circuitous route I worry too many	
fast speed bikes will endanger experience for pedestrians. Maybe both routes are needed	
or a separation alternative.	
Please consider tsunami or tidal wave impacts.	
ecological health of the marsh	
Of course: keeping it out of rising waters!	
Better Connection of Mill Creek Meadows Bridge with pathway.	
Safe access for horse riding	
Least impact on the wildlife of the marsh.	
Ecological impact important to do what's right for the habitat	
separate from cars	
Safe access for equestrians	
Horseback capabilities	
consideration of wildlife nesting habits.	
The environmental impact and sustainability should be the primary considerations.	

Impact on through bike traffic	
I am a bike rider and walker, I would prefer bikers are on the road rather then the path. As	
too many riders do not respect the speed signs and are moving way to fast around other	
riders and walkers. I like to see multi use among families of all ages.	
Bike and peds need to be seperate	
ADA accessibility and use.	
I like Concept 2	
Ease of maintenance/repair over the lifetime of the structure. Impact of construction outside	
the footprint of the project	
How high will elevated portion(s) be? How long will it take before the new structure(s) are	
overcome by sea rise? What are your projections regarding the longevity of the project in	
the face of climate change?	
sufficiently safe path width , habitat preservation	
Despite loving the proximity to the marsh, I do think the ecological impacts are important.	
Doubling as a flood control	
Safe separation of cyclists and pedestrians	
cost	
Not having to wait 20 years for crappy pavement to be fixed	
An iterative solution that can be adjusted over time	
Cost, environmental impact	
Provide a high-quality pathway experience for all users while maximizing habitat restoration	
opportunities.	
The current immersive experience is so special and hopefully that can be preserved in the	
new scheme.	
Cost!	
Cost-Benefit Analysis of the impacts on the marsh ecosystem itself.	
Preservation of natural habitat and wildlife	
get kids to ride their bikes to school	
Restoring and protecting the ecosystem to its original state.	
Impact of windy conditions on the changed environment. Concepts 2 and 3 appear to have	
railings that could block/disrupt wind as it passes across the path.	

Marsh and wildlife takes priority over human experience. I want the best ecological solution	
for the marsh and Bay.	
Wildlife connectivity	
Coexistance between cyclists and pedestrians- enabling speedy passage when needed, but	
without interference to pedestrians	
A note: straight lines allow bicyclists to go at crazy speeds, if you make the path	
meandering it will slow them down.	
what is best for the ecology of the marsh and what is best for future sea level rise.	
The path must be wide enough to allow reasonable transportation cyclists, recreational	
cyclists, and pedestrians to share the path 20' total should be a minimum	
Habitat protection	
Planning should embrace all electric forms like bikes and skateboards and should have	
some widened passing lanes for faster users to safely get around peds and strollers	
width of trail to account for popularity	
Adaptability of path to continued rising water levels seem to support the more costly choice	
of a span, rather than to encroach on homes and businesses (which the rising water levels	
will do already)	
Wildlife protection/preservation; minimal impact to wildlife.	
The trail must be designed to accommodate a wide range of users moving at different	
speeds (walking, cycling, skating, e-bikes, etc.). Let's design this properly so Trail user	
conflicts can be minimized.	
Marsh preservation and future proofing	
This is a Main Bike connector to San Francisco from North. Really need good design for all	
trail users and separated cycle track	
Whichever option has the least environmental impact I would consider the best option.	
Nature first. Humans second.	
Add features to reduce bicycle speeds, especially if bikes and peds share a common path.	
No	
This plan is only addressing part of the issue. The section south next to 101 is often the	
most impassable when there's flooding.	
Positive impact on the marsh ecosystem	

Ecological impact	
I used to commute 1 hour each way on bike here but COVID shut down the SF office. You	
need to think long term that commute times will matter.	
cost effectiveness	
cost, cost, cost. these are taxpayers (us) dollars that will be used	
prefer to spend less and use funds to open alta tunnel	
It's well over due. Which is fastest and most practical to achieve. It is used for bike	
commuting so no sharp curves and Pedestrian/bicycle separation is req'd.	
Preserve and enhance habitat for resilience against SLR.	
aesthetics and sustainability	
I don't want to put a band aide on this solution, I want a permanent fix.	
Connections to Tam Junction pathways for commuters entering at Tam High or TN Valley	
Least human impact on ecosystem	
Capacity. I am a regular commuter, and have a long ride. The narrow mix of pedestrians,	
slow bikers, and commuter bikers does not work well. If Marin is serious about reducing	
vehicle travel, the capacity of the path must be increased.	
the safe interaction of cyclists and pedestrians are paramount to the success of the	
redesigned path	
Could a combination of #1 and #2 (elevated causeway and raising the trail w/ a higher	
embankment) work?	
better connections to local business in Tam Junction. Create a park in Tam Junction for the	
community to congregate near the marsh.	
Separation between autos, walkers and cyclists. Some adaptation for the pervasiveness of	
ebikesspeed limits? fast ands slow lanes?	
If wood boards are used for the surface, they should be oriented ALONG the path of travel,	
not across it, for smoother riding.	
Building in flexibility and adaptability in case sea level rise exceeds assumptions.	
cyclists move quickly currently, which is fine. It often feels unsafe to peds. create safer	
separation	
dedicated and clearly delineated space/interface between cyclists and pedestrians	
the path should be as wide as possible to minimize conflicts between pedestrians and	
cyclists	

Separation of bikes and walkers is very important. I feel views will actually be best from a	
path along the edge of the larger restored marsh.	
low environmental impact; sustainable maintanance and longevity	
Best long term viability	
cost, environmental impact	
Pathway between Sausalito and Manzanita is lower and more impacted by flooding than the	
Marsh crossing. Suggest addressing the Sausalito side first.	
Furthest distance from vehicle traffic	
Ecological impact	
All new proposed "pathways" are very large and obtrusive. How much damage to	
ecosystem will occur from construction? The scope of concepts hint of crowded walkways,	
diminishing the experience. Diminishing the ecosystem?	
minimizing impact to environment	
I only use the path for transportation on my bike. I never stop to look at sites because I have	
limited time during my commute. The most important thing is to have a safe separate	
section for cyclists away from cars and pedestrians whether it is on the road or a path.	
Smoother path and perhaps wider path to enhance safety	
Minimal persistent impact to marsh ecosystem should be a primary consideration	
Being a part of nature, rather than apart from nature	
Habitat enhancement	
Since the plans will require money I think the most important consideration is given the	
projection of sea level rise in the area which plan will last the longest and also provide safety	
for users.	
least impact on the marsh	
Ecological impact. Cost.	
improve quality of paving	
Adequate space for all intended users - walking, biking, jogging etc. Let's not cram	
everyone into a tight space	
Please preserve this unique trail experience of viewing wildlife and taking in the beautify of	
the wetlands at all times of day and all seasons	

Cost, the existing path works fine it has just sunk due to the small bridges there should be Imaintain or improve marshland ecosystem health Clearly Cost, assuming someone has to pay for it. Imaintain or improve marshland ecosystem health Clearly Cost, assuming someone has to pay for it. Imaintain or improve marshland ecosystem health Clearly Cost, assuming someone has to pay for it. Imaintain or improve marshland ecosystem health Clearly Cost, assuming someone has to pay for it. Imaintain or improve marshland ecosystem health Cast, the existing to come alive with more life. Having an easy and safe path Imaintain or improve marshland ecosystem. Tam junction is starting to come alive with more life. Having an easy and safe path Improved marshland ecosystem. Improved resilience Improved resilience Improved resilience NONE OF ABOVE!!! Changes appear to greatly increase coyote consumption of pets. Coyotes use path faor hunting. Improved marshlated (thousands) of people right through the marsh to Protecting the marsh latel fshould be a priority Imminizing the impact on the local ecosystem. Imminizing the impact on the local ecosystem. away from traffic noise Immediate and all its inhabitants, instead of just for usselfish Immarsh is experience for trail users. Vest! Which ones are better for the marsh and all its inhabitants, instead of just for usselfish Immarsh is experience fundin		
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idea of a concrete causeway over a natural marsh.		
	idea of a concrete causeway over a natural marsh.	

Speed variations: Electric bike commuters vs. walkers vs. joggers more lanes!	
Since there is not much choice of route for bikes I feel that should be a primary	
consideration	
allow for local biodiversity to thrive	
Wider pathway to reduce crowding and conflicts between different trail users.	
ecological impacts. what's best for the flora and fauna of the marsh? what about the ability	
of the marsh to absorb storm surge?	
Cost, no?	
Which design will actually happen in my lifetime. If fighting over money and design stalls	
project excessively, I vote for more expedient solution.	
Health of the natural systems and wildlife is very important. minimize any driveway	
crossings. maximize distance from auto traffic.	
separate cyclists who commute at higher speeds	
Not having to redo the work again for a considerable amount of time. I.e. do it right the first	
time.	
Above all, I think the first consideration should be the environmental impact of the proposal.	
I don't know anything about the wildlife that lives in and around the marsh, but I'd want that	
to be the first priority. As a cyclist, I don't much care what route the path takes (since I'm no	t
on the path for wildlife viewing, etc.)	
Safe use by multiple user types	
Restoration of marsh habitat	
Bikes in mass groups race along this path all the time. When I'm walking or riding alone, I	
stay off the path just to avoid being passed by packs of speeding bikers.	
maintain somewhat limited entrances and exits from the path that is a good long	
uninterrupted path is a benefit	
better ecologically for the path to allow water connections?	
current trail is too narrow and creates conflicts	
Habitat impact long term	
Maintaining current Trail function while new Trail is constructed.	
Smoothness/safety of the trail	
Create better separation/markings for cyclist use vs pedestrian use	
best outcome for health of the bay and environment	

Tranquil setting, i.e. protected from noises of cars on nearby roads.	
Most future-proof - sea levels will continue to rise	
Habitat connectivity	
soft walking surface (dirt, gravel, wood) which is easier on the body.	
The trail will still be located in/next to the marsh which still allows viewing/bird watching etc I	
rarely see anyone on the path sitting or standing looking at the marsh or birds. We enjoy	
being "out" there in the marsh, near water, but I don't think it can be considered an active	
birding or congregating area.	
Preserve the marsh as much as possible	
Permeable surfaced	
Construct a levee to save the Junction and Bird land. Have CalTrans reroute route 1 to	
follow plan C.	
Cost. All municipalities have had huge budget hits from covid. Lower cost alternatives will	
be more practical	
I think safety of the habitat and existing wildlife/plantlife should be an option! I would rather	
sacrifice a little bit of my view and my convenience to make sure we keep the natural	
elements maintained.	
The health and preservation of the marsh	
Future adaptability - long term capability for change beyond 5-10ft slr without losing the	
asset	
If rerouted, possibility for out/back path/trail spurs to provide up close marsh viewing	
Wildlife safety and health	
resilience to rising sea level; adaptability over time; multi-benefits to the ecology and	
resilience of the marsh	
Maximum climate change resilience with minimal environmental cost.	
Good long-term investment	
alleviating traffic in tam junction; enabling safer pedestrian and cycling connections across	
the community (there are ZERO safe paths from Tam Valley to connect with the path, for	
example)	

	1
The health of the marsh and protections against sea level rise are my primary concerns. I	
believe Concept 3 would be the best match for both on both of these points - and may even	
be adaptable in the future if it was to decided to use the redirection of Coyote Creek	
element (in Concept 2) to add sediment where there is currently marsh erosion.	
Restoration of marsh/reduce human impact.	
Low impact on wildlife important	
Leave it as it is	
Moderate cost	
There are often cyclists who ride way too fast and in large groups with other cyclists all	
going too fast. The width of any of these options needs to take that into consideration for	
the safety of pedestrians. This happens daily and I know 9f two incidents where a child and	
an elderly woman were taken to the hospital due to cyclists hitting pedestrians.	
Yes, horse riders need to be able to use it	
Horses need to have access as well.	
Safe access for horses / gravel side trail	
Continue to provide both hard paved and loose gravel surfaces.	
Horses frequently use this path. It is very important for those who ride there to have the	
gravel part along side the bike path. Horses are large animals and take up a good amount	
of space, everyone on that trail should have a way to pass safely. We really need that	
gravel side for everyone's safety and the horses comfort. Horses would mush rather walk	
somewhere softer than the hard pavement. Please consider equestrians needs as well.	
Finding ways to reduce speed of wheeled traffic.	
Safe access for horses. Keeping the gravel on the side of the path	
kayak launchproximity to parking	
Resting areas for wildlife, better connectivity of marsh to the Bay	
Opening tidal circulation	
Least environmental impact in any changes to be made; no increase in taxes to pay for trail	
I appreciate the work to develop the concepts. However, It's irresponsible for staff to not	
provide estimated cost for each concept and likely hood of funding. Concept #2 is not a	
realistic option because of the lack of funding . Why waste time and money studying options	
that cannot be built?	

Evolving S	Shorelines Project at Bothin Marsh: Adaptation Concepts Survey					
What i	is your willingness to extend the length of the	Bay Trail	?			
	Answer Choi	ces			Respons	ses
l prefer	11.78%	96				
I am co	16.20%	132				
I am co	omfortable adding any length, as long as it is protected	d from vehic	les.		72.02%	587
Tell us	more					137
					Answered	815
					Skipped	0
0.8						
0.7						
0.6						
0.5						
0.4						
0.4						
0.3			Responses			
0.2						
0.1						
o —						
	prefer not to extend the I am comfortable adding I am comforta	-				
Ie	ength, even if there are about 5 minutes of any length, as ecological benefits. walking time. protected fro	-				
	Tell us more	Э				
	ail is relocated away from the marsh, it should run par					
	e - or it should be buffered or protected from automob	oile pollution	(exhaust and	noise) as much as		
possibl						
	at it takes to preserve the Marsh					
do no	t like redirecting the path to along the road for any rea	ason.				

The increased time resulting from an increased length is a minimal inconvenience and after a few years no one	
will care.	
But not in regards to rerouting the trail to uplands, as this will impact part of the existing marshland.	
longer is better as it means even more trail time :)	
But I do not prefer riding alongside roads	
I'd be happy adding more than 5 minutes of walking time, though it seems much more isn't necessary.	
I have never heard anybody say "that is too long" about any trail anywhere	
If it is going to handle runners, walkers, bikers it has too be much wider.	
extension option requires more mix/adjacency to motor traffic that is undesirable.	
I don't mind concept 3, as long as there are good connections to the local businesses in Tam Junction with	
places to park bikes, shore access for SUP and kayak, and places to sit for marsh enjoyment.	
Truly, whatever doesn't harm the existing ecosystems and habitats for animals	
Protection from vehicles is a given, also cyclist need protection from walkers, children on scooters, dogs on and	
off leasheverything that is out there not on a two wheel bike is dangerous to cyclist.	
Rerouting seems like it would be great and tie in Tam Junction to the trail.	
The minimal added length would not be a burden to trail users, as the trail would remain along the marsh,	
giving users the experience of this beautiful place, while removing the fill the current trail is located upon. It's a	
fantastic solution.	
OK with slight added length, though I do enjoy how it is a straight shot right now and in concepts 1+2.	
I prefer that length he added but not a significant elevation increase (option 2 would be long ramp up and down).	
I like concept 2. As it seems like it would lessen the impact to the Marsh and still allow the path to exist!	
You don't list the ecological benefits so It's difficult to answer this question. Driving people towards biking brings	
with it enormous environmental benefits so we should make it as easy as possible. Don't extend.	
I am comfortable as long as the natural habitat of the marsh is protected and preserved throughout the design.	
I may be a slow walker (I usually bike) but the 5 minute estimate seems a bit misleading. I would expect that	
extension to be closer to 10-15 min but maybe I am not understanding the proposed location.	
concept #3s the best	
Ecological benefits are priority.	
add any length and do what is best for the ecological benefit.	

It's fine to extended it according to Concept 2. But, it needs to be wider. Add a four foot shoulder on the west	
side so a cyclist has space to repair his bike or a pedestrian has the necessary space to observe the marsh	
from the west side. In Concept 2, a bike repair in the east side pedestrian lane would force pedestrians into the	
bike lane and cause unnecessary collisions. Also, a pedestrian stopping to gawk on the west side in Concept 2	
would force cyclists into oncoming traffic. Thus, a four foot shoulder on the west side addresses this short	
coming in Concept 2.	
A direct and safe access for commuters and future e-bike growthbuild it right to promote transportation use	
As a cyclist, having tight corners or turns is also challenging. Travel time changes are fine if the path is safe for	
both cyclists and pedestrians co-existing.	
The more length the better! More time in a beautiful environment.	
My family likes to ride our bikes along this trail. I like the fact that it feels safer for my daughter to ride her bike	
because it's protected from cars.	
If the idea is to maintain and protect the marsh and its inhabitants then option 3 is the best option.	
Love to be isolated from vehicles and provide distinct pedestrian and bike lanes for safety	
Keeping the path as a path and not just a sidewalk alongside a road is very important.	
Do not want to here all the cars.	
Again whichever option least impacts the local ecosystem.	
As a cyclist, the added length discussed doesn't put me off. But I know it might matter more to other trail users,	
especially those with mobility issues.	
can't you provide ecological benefits without changing the length? You are missing that option.	
Do not add sharp or blind curves.	
I use the path for cycling so I'd love to see it longer	
Extending the trail length seems to be required to better protect habitat.	
The pathway is a delight. I only wish there was more of it (for example, extending it along the Strawberry	
peninsula)	
I have no problem making it a bit longer, as most that use the pathway for work are cycling and the approach to	
elongate the trail wouldn't be a major impact to cycling time.	
I ride that trail for exersize, longer is just fine, perhaps better.	
as long as we have a feel of freedom without fences, it will be good.	
I support making it environmentally more sustainable. I use it for pleasure, not convenience, so adding to the length is AOK.	
If it is moved it will be closer to the road and the buildings at Tam Junction, which will reduce the quality of the	
experience	
Good separation for bikes and peds is key.	
I prefer the safest option for everyone	

Also ok with 10 or 15 added minutes, just don't want an extremely long addition	
I'm happy so long as any bike-accessible path is above water at high tide.	
Prefer niot to extend the length but am OK with extending the time 5 minutes if it is best for the marsh. I am not	
a local.	
Please keep away from cars. This is the one area in Mill Valley where we can walk without risk of traffic and	
traffic noise.	
Cutting thru the center of he marsh is a unique experience. Moving the path to the side will detract form that.	
Also as long as it's not too close to the roadway which would take away from the experience of being on the	
trail.	
Widening the path is more important than adding a few minutes	
This is a beautiful walk or bike ride. The longer the better, even when I was a daily commuter. The ride was the	
point, not just getting to work.	
nobody is commuting via foot here. 5 mins on foot is nothing on a bike. but I still like the direct alignment better	
It is important to keep pedestrians and cyclists OFF the streets as is currently the case. Concept 3 would	
work only if path kept separate from street.	
Length does not matter but I want it far away from vehicle traffic like it currently is	
Longer is even better	
Protected from vehicles can also mean having a bike lane. I am positive that the road between Pohono street	
and Tam Junction (Shoreline) should have room for cyclists and pedestrians. The Manzanita Connector is nice	
but it is out of the way for so many pedestrians and road cyclists are not going to leave the road to ride along a	
boardwalk.	
keep a good distance from the tam junction clusterfuck, but would be great to have linkages to local business	
at tam junction	
The longer the trail the better the experience.	
It is one of the few places where you can get away from cars don't mess that up	
but I prefer the more direct marsh experience	
change is necessary and adapting to changes is a plus for me	
I would like the trail to safer cross the wetlands for wildlife viewing and the serenity of being far from cars on the	
water	
I believe that protecting the marsh is the most important consideration, even if it means adding a few minutes to	
the journey.	
This is an established commuter corridor and the new proposal is going to be a disaster with the bicycle	
community	
Make something that lasts a least 50 years. Do it once do it right	

Keep the trail away from the noisy smelly cars. We have a jem where it's now located. Don't change the	
location. It would be a big shame to move it towards the road. Bikes can already ride on the road. Moving it	
closer would be a big mistake.	
It's also important that the connection to Sausalito is also accessible without flooding	
I like the quiet you get in the march, keeping away from road traffic	
1. It's nice being in the middle of the marsh / nature. 2. If you're going to build at the edge of the marsh, add a	
lane for cars to exist Mill Valley.	
I am comfortable adding about 5 minutes of biking time	
Corners on a bike path seem concerning.	
Comfortable adding no more than 5min of walking time	
Admittedly I mostly bike this stretch so some added distance isn't a huge burden for me	
This seems like a false choice. We can protect the environment with the current trail.	
I believe the slightly extended length is negligible and users of the trail would easily adjust to it.	
Five extra minutes is nothing fiord our recreational use of the pathway.	
Concept 3 seems the most practical as bridging the marsh would impact bike commutes for many years.	
I'm ok with extending it, but don't love being right next to traffic. One of the things I love about the path now is	
that it feels like you are getting away and into nature.	
Too much energy as I age to have to go further to get to the same destination. Not the desire line.	
and if it is protected from sea level rise	
I generally use the trail for exercise, not commuting, so extending it would not have a major impact.	
It sounds like there are ecological costs as well as the proposed route does have a tidal ecosystem.	
Although I can see the reasoning for Option C, I believe it will be quite expensive and not as resilient as Option	
B.	
I would prefer not to lengthen it, but it is acceptable if necessary.	
I don't mind a longer trail, but would prefer the path wasn't exposed to traffic noise and pollution while	
exercising by putting it next to car traffic.	
I am primarily a cyclist, so I'd defer to pedestrian/runner concerns on how a longer path affects people.	
The drawback of lengthening the trail could be offset if easements could be found to link the trail to businesses	
in Tam Junction where the street is chaotic.	
Tam Junction is becoming pretty cool new business region (mine is there). Design 3 will safely bring non-	
driving customers to the area.	
need to see A LOT more detail of how the path goes under 101 and is protected from traffic and is adequate in	
width	
Longer bike ride for exercise is great!	

The Bay trail is a community gem, and it should remain as close to water as possible, including around Point	
San Quentin in Larkspur.	
Yes! I'd like it to be safe both for pedestians and cyclist, so do whatever you need to do to make it safe	
I prefer to not have the extra walking time, but if it's necessary due to constraints, 5 minutes isn't that bad	
just use for biking route	
Protect us from the speeding bikes. THAT'S the danger. It's still happening regularly, especially where the path	
narrows right where Mike's bike is. Some bikers speed through here even faster when they see the light	
changing and it's really dangerous for anyone walking or biking who is moving at a moderate pace.	
No concerns with longer on this part of the bay trail	
I don't use the trail for any time sensitive purpose, and most often bicycle on it, so the added distance is not an	
issue for me.	
As long as turns are kept to a minimum; even if there are marked bike lanes pedestrians will share.	
Enormous amounts of wetlands have/are being restored. No need to worry too much about this one.	
For recreational cyclists additional length shouldn't matter. Concept 3 may even finally encourage most cyclists	
to simply take the road instead, though roadway improvements for cyclists through Tam Valley would be	
required.	
Protected cycling infrastructure is more important to me than adding distance/time	
I prefer #2 option, and don't see the benefit of #3	
i see the realignment as being less direct and a disadvantage for commuters, but a potential advantage for	
local TJ businesses, IF connections are made from the path to TJ. However the reduced nature experience of	
not going THRU the marsh is very undesirable.	
Strongly prefer the existing alignment on the historic railroad ROW.	
And protected from E bikes. As a daily walk her along this pathway the non-E bike speeders are quite	
frightening. Another frequent frightening site is dogs off leash and children running, weaving, getting in harms	
way.	
I ride my bike mostly so an extra minute is no problem. Ecological benefits and pedestrian/cyclist safety are the	
most important!	
I think the trail should be redirected from the middle of the marsh	
length does not matter to me, ecological benefits do matter to me.	
Directness is important, but so is safety. Right now it is a safe ride/walk to Sausalito. Tam Junction is unsafe.	
Any replacement needs to keep existing safety levels.	
The current alignment is the most direct but if there are environmental benefits of relocating it to follow the	
shoreline, that would be acceptable (within reason).	
I only ride here, cannot comment on need of pedestrian users	

I need more information to be able to answer this question. Tam Junction is a complete mess from a traffic and	
infrastructure stand point. Funneling more pedestrians and bicycles into that area could make it worst - or	
better. I can't tell from this report.	
Any option must absolutely positively be fully protected and as far from vehicles as possible! That this is even	
referenced is a concern. Is there an option that is NOT protected from vehicles? If so, please highlight so	
people understand that is being considered.	
I don't think concept 3 adds an additional 5mins. FYI. Think it's longer than that	
Having been involved in an accident involving myself on a bicycle being hit by a car in front of the dipsea cafe, I	
feel strongly that precautions need to be taken to protect non motorized transportation through this area.	
Marsh benefits aside, we need better bike/waking connectivity to Tam Junction. Wish we could have both 2 & 3	
:)	
The increase in time that was referenced in your presentation (5 minutes) is negligible and should not be	
considered as a prohibitive factor.	
Most important is protecting from vehicles, second most important is shorter length.	

Evolving Shorelines Project at Bothin Marsh: Adaptation Co	ncepts S	Survev															
What about the concepts for the path		-	s vou	most?	Wha	at is	s cor	nce	rning	?			11	1			
SUMMARY OF COMMENTS																	
Concept 1 - Excited	28																
Concept 1 - Concerning	16	Net	12	5%													
Concept 2 - Excited	85																
Concept 2 - Concerning	17	Net	68	25.4%													
Concept 3 - Excited	104																
Concept 3 - Concerning	16	Net	88	33%													
Habitat / Wildlife	181																
Habitat / Wildlife - Negative	5	Net	176	19.7%													
Safety	171			18.6%													
Flood Resilience	115			12.5%													
Marsh Experience - Positive	69																
Marsh Experience - Negative	23	Net	46	7.5%													
Cost Positive	29																
Cost Negative		Net	-29	3.2%													
Connectivity - Positive	52																
Connectivity - Negative	9	Net	43	5.7%													
Surfacing	58			6.3%													
Aesthetics / Noise - Positive	22																
Aesthetics / Noise - Negative	38	Net	-16	2.4%													
Active Transportation	29			3.2%													
Construction Impacts	24			2.6%													
SLR Resiliency	17			1.9%													
Trail Length	15			1.6%													
Flood Protection	5			0.5%													
COMMENTS AND INTERPRETATION																	
Comment	1	2	3	Habitat/ Wildlife	Cos		Aeth/ Noise		onnct	Safety	Resil	Length			Cnstrt Impact		Fld Prot

				Habitat/		Ae	th/						Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	No	oise	Conr	nct Sa	afety	Resil	Length	Ехр	Res	Impact	Trans	Surfac	Prot
I worry that Concept 1 will not be sufficient for more than 10 years. While it is thrilling to ride through the Marsh, it is still very exciting riding along the edge.		1		1	1													
Bridges over water are always nice but not at a great expense to the environment and budget.							_			1								
#1 thing I like about the new plans is the designated bike vs walking/running space. The trail feels unsafe to bike on when it's crowded as many people do not stay to one side when they are walking.			1	1							1							
#3 is most exciting. The ecologic considerations are foremost and is the most resilient to future SLR.	0.5	0.5	0.5	1	1		_											
1 is a good solution but not without impacts to the established marsh; I like preserving the hsitoric rail route as long as we can. 2 looks good but \$\$ and if you have ever walked a powerlne catwalk, you know that shadows, rain drip, and disturbance causes a gully under the catwalk). I like 3 because marsh can become whole (though of course path then impacts uplands more).	1	-1	1	1	1			1										
effective. 2. Seems like a large expense and may not solve the marsh reclamation.				1									1					

				Habitat/		Aeth	ו/ו					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Nois	e	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
 maintaining the beauty of the marsh and not expanding the footprint of the path. Extending the life of the path so people can use it daily without 3) How will spanning the marsh impact the ebb and flow of water and where does the current path go? Is it removed completely? 4) As a Mill Valley cyclist and runner, I'm always aware of my speed and others on the path. I'm hoping we can find a way to slow folks down a touch. I believe most of the speeders are not locals and rather come over on the weekends. The long straight is tempting and weekends tend to bring kids. I too have kids and tend to avoid the pathway with them because of it. 	0.5	0.5											1				
1) Maintaining year-round, long-term access and marsh integrity are important. A hybrid of concepts 1 and 2 might be worth looking at: use raised causeway in more- sensitive areas, adding fill in less- sensitive ones.	0.0	-1	1	1			1					1					
 Potential in Concept 3 to move activity west of marsh to allow less disturbance 2) Concept 2 is so massive and unnatural. Really a jarring structure in the midst of the marsh. 2 seems best. Basically keeps the same 		1												1			
path, but bridge is a nice feature. Also, kayaks can pass underneath. I don't like the idea of not being able to use the path during construction, though.			1											1			

			ŀ	Habitat/		1	Aeth/						Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3 \	Wildlife	Cost	: 1	Noise	Co	nnct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
3 allows use of existing path while									_									
improvements occur			1							1						1		
3 is best. Crucial to separate bikeway.																		
Marsh is a marsh. Bikeway connects SF																		
with Marin without cars, especially as e-																		
bikes proliferate.																	1	
A better pathway. More user friendly if																		
possible. No water crossings																	1	
A better surface to ride on would be																		
amazing.										1							1	
A better surface. Wider path to support the																		
diversity of users.										1	1		1	1				
A comfortable separation of																		
pedestrians/joggers and bikers, perfecting																		
against flooding and sea level rise, and																		
maintaining the connection to the marsh																		
and the bay.											1					1		
A long term plan to address rising sea																		
levels and □																		
Maintain this key transit and recreation																		
Corridor		1 0	.5			1	_		_				1					
A modern, clean, safe, environmentally																		
healthy plan is best. 2 is the best because																		
it will have the best views. 3 is second best.																		
I am concerned that it will take forever and																		
cost a fortune.						_		1				1						1
A more thoughtful and longer trail, and																		
gives more options to cyclists to avoid																		
roads.						_								1			1	
A new path surface is exciting, the existing																		
surface is old and rough. \Box																		
Will the new path be actually high enough																		
against the predicted sea rise?										1						1	1	

				Habitat/		Aeth/	'					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Noise	Cor	nnct	Safety R	esil L	Length	Exp	Res	Impact	Trans	Surfac	Prot
A new WIDER path with fewer conflicts																	
between peds and bikes. Any new surface																	
would excite me now after 5+ years of																	
waiting for basics repave ; South section is																	
horrible now and discouraging for all active																	
transport users!									1							1	
A newly paved road is most exciting and																	
the separation of bicyclists and walkers									1			1					
A safe are from biking and viewing nature.				1					1								
A sustainable solution that is best for safety																	
of trail users and restoration of, or minimal																	
impact to, natural tide and wildlife patterns.									1				1			1	
A wider, smoother pathway protected from																	
flooding.												1	1			1	
Able to use it during king tides. Continued																	
scenic (even with concept 3). Possibility of																	
paved biking, paved rolling, and unpaved																	
running surfaces. Concerns: none																	
Addresses multiple conditions and																	
problems simultaneously.													1				
Addressing sea level rise is real and good																	
to see big plans beginning to take shape	-1	-1			1	1	l	1		1			1				
addressing sea level rise. Concerns about																	
moving the trail next to houses. Concern																	
about the height rise of an elevated trail																	
over the marsh. Concern about cost of an																	
elevated walkway, unnecessary.									1				1				1

				Habitat/		Aeth	/				Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Noise	Connc	t Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Addressing the long-term flooding issues is great. Providing multiple benefits, e.g. raising the path and providing flooding protection is a win-win. Given its usage, a realigned path should not have abrupt changes in direction, e.g. use sweeping curves, not abrupt corners. Affording Future mobility in a healthy and														1		
sustainable way								1								
All plans as depicted seem to separate bike traffic from pedestrian traffic, and that is a great idea! Cyclists don't know to ring bells or otherwise alert runners, and cyclists worry that runners will move left before bridges leading to a collision. All the solutions look like highly engineered concrete/roadway style interventions. Construction of all of these will be expensive and highly destructive to the marsh during construction. I strongly object to treating this like a roadway for heavy vehicular use.				-1	1		1					1		1		
Allowing cyclists and pedestrians to											<u> </u>	<u> </u>				
continue to enjoy the path despite rising sea levels				1		1	1	1			1				1	
An uplifting connection to nature and water, away from traffic on an esthetically pleasing and safe pathway excites me. Too much road noise and an increase of fill in the marsh concerns me.	1	1	1													
any of the concepts would be acceptable to me. I prefer the											1	1				

				Habitat/			Aet	h/					Marsh	Flo	od C	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	t	Noi	se	Connct	Safety	Resil	Length	Exp	Res	Ir	mpact	Trans	Surfac	Prot
Anything that makes me not have to look at a tide chart before using my bike would be great. Losing the connection to the marsh would be a big minus.								1						1					
Artificial feeling of the oath- isoltated and away from nature and the rhythm of the marsh										1							1		
As a bike commuter as well as a parent with young children (on foot and bike), the width of the path for all types of users is most important to me.						_		-		1									
As a cyclist I see the need for more room for walkers			1	1	1			-											
As a cyclist that uses the pathway about once a month, Concept 3 seems the best option that protects the wildlife habitat at the lowest cost.			1			_		-				1	1						
As a cyclist, the third concept is very attractive. A curving path will be much more interesting to ride, and the extra distance is of no concern. And, it will still be close enough to the water for birders and sightseers.				1				1						1			1		
As above. The scope of the project is of concern. Damage by the construction and future ultimate experience. This brings the current more "natural" parkways to crowded public bike-walkway.						1				1								1	
At least it is a grand plan and I hope that is is much smoother and wider than the current pathway. Concerned that it will take too long to finish and excessive cost is a given when anything is constructed in Marin.										1					1				

			Hab	itat/		Aet	:h/						Mar	sh	Flood	Cnstrt	Active		Fld
Comment	1	2	3 Wil	dlife	Cost	Noi	ise	Cor	nnct	Safety	Resil	Length	Exp	b	Res	Impact	Trans	Surfac	Prot
Availability and safety				1	1										1				
Avoiding flooding of the pathway at a																			
reasonable cost as well as restoring																			
marshlands would be a great outcome.				1		1													
beautification and caring for wildlife							-			1					1				
Being able to ride the pathway in all							-												
conditions regardless of the tides; having																			
bikes and pedestrians be allowed to share																			
the path while giving each their own space.												1	1		1		1		
							-												
Being able to ride to work and back and not																			
worry about the tide being too high. I																			
don't mind the extra distance of option 3																			
but I do see the benefit of being "in" the																			
marsh and seeing the wildlife up and close.																			
This is the most peaceful portions of my																			
bike commute to my office in Sausalito.								1											
Being closer to businesses so you can stop																			
and grab a drink, snack, coffee.										1					1			1	
being higher, smoother path, safer.							-												
best part is that you're soliciting community																			
input this far in advance of anything! shows																			
real care about climate adaptation. hats of																			
to onetam										1									
Better bike/pedestrian separation							-			1									
Better conditions for cyclists.								1											
Better connections to other trails and							-												
business'				1				1											
Better connectivity to existing paths/trails																			
excites me most, followed by the potential																			
to improve the marsh ecosystem habitat.				1						1					1				
Better ecology. A path that doesn't flood.																			
Separated spaces for per and bikes.				1															

				Habitat/		Aeth	n/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Nois	se	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Better health for the marsh, Bay, and																	
wildlife.				1													
Better marsh for wildlife and fixes problem				1								1				1	
Better path for cycling - protecting the																	
marsh - retaining access to the beauty of																	
the place																1	
Better pavement				1					1							1	
Better pavement, restoring more of the																	
marsh for wildlife. Better managed																	
pedestrian and bike interactions.									1							1	
Better riding!				1					1							1	
Better road conditions for cyclists;							_										
protecting the environment																1	
Better trail																	
biggest concern is top notch engineering.																	
This whole issue of sea level rise in this																	
area requires top notch civil engineering for																	
the path, but also cars and roads. The																	
expertise exists, but will we use it?									1						1		
Bike and walker separation □																	
I'm a regular bike commuter, so having a																	
direct route is important.							_	1	1							1	
Bike usability. Access to businesses.																	
Concerning is if the path is too narrow and																	
leads to accidents among users.				1			_										
Breaching the existing path/levee and																	
restoring the wet lands - like the SF																	
Presidio					_		_										
C should include road	-1				1												
Calling concept 1 only good is biased.																	
Adding 4 ft seems like a waste. 2' would be																	
adequate and save \$\$.																1	

				Habitat/		Aetł	n/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Nois	se	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Can the pathway be resurfaced before																	
2025 to reduce the rough pavement																	
experienced on bikes?									1								
Clear directional segmentation for cyclists																	
and pedestrians in both directions. Right																	
now the path has no delineation South of																	
Tam High, which leads to conflict between																	
bicycles and pedestrians.		1		1			_		1				1				
Clear lanes for pedestrians and cyclists.																	
Concept 2 is elevated out of the path of																	
flooding and benefits marsh with less																	
impact.	1												_				
concept #1	1	1	-1														
Concept 1 and 2 hold the most appeal.																	
Concept 3 is bad as it jeopardizes the lives																	
of cyclists by forcing them to merge with																	
regular traffic on Hwy 1 and Almonte Blvd.																	
Not asking respondents to choose between																	
Concept 1, 2 or 3 is a big mistake. Next																	
time include this question in the survey:																	
Which Concept do you like? 1, 2 or 3.	1						_										
Concept 1 is best. But silly to make it so																	
much heavier and wider than current berm.																	
Use foam blocks like they did to lighten the																	
San Rafael 580 flyover eastbound from																	
southbound 101 a few years back.	-1	0.5	1	1	_		_	1									
Concept 1 seems like it's bad for habitat																	
and thus tough to pass CEQA																	
requirements. Concept 2 is better for																	
habitat but seems costly. Concept 3																	
seems great and connects with Tam																	
Junction.	1						_										
Concept 1 seems like the best option	1	-1	-1		1							1					

				Habitat/		Aeth/	'					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Noise	Сог	nnct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Concept 1 seems most reasonable and will allow a continued immersive experience as one walls the path. I enjoy the path the most bc it allows close proximity for viewing the wildlife. Concept 2 seems very expensive. Concept 3 send like it will obliterate ask usage of the trail, and not allow the same exposure to wildlife. I will never use the trail in concept 3		1	1	1													
Concept 2 and 3 excite me the most since it improves the connectivity of the natural habitat.		1	1				1	-									
Concept 2 is definitely cool, the elevated path could be its own sort of draw. Concept 3 also seems great, closer to businesses and a little less isolated.		1										1	1				
Concept 2 is exciting as it protects from sea level rise but keeps the existing pathway. I really feel like the magic of the pathway is that it is surrounded by the marsh. I would love to see that remain.		1		1	1							1					
Concept 2 is the wisest and most ecologically sensitive decision for Bothin Marsh. It will enable even more beautiful views for trail users while tidal waters can freely flow and mix below, and species connectivity is greatly improved. It is worth the cost and many of us in Marin would support Concept 2 monetarily, whether by temp tax increase, endowment, grants, or direct donation.		1	1									1					

				Habitat/			Aeth	ו/ו						Marsh	Floo	d Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	t	Nois	se	Cor	nnct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
concept 2 looks like it would be good for								_											
wildlife and improve views from the path.																			
concept 3 looks interesting in that there																			
would be more places to enter/exit the bike																			
path.		1				1	_	_											
concept 2 looks super cool, but concern for																			
cost is important.		1		1		1		-			1		1			1			
concept 2 seems great - it's also the widest																			
(an extra 2 feet! but any extra space is																			
better) - it wouldn't add any time and it																			
would allow habitat restoration. Any of the																			
options would mean that I wouldn't get																			
sprayed with sorta gross water when riding,																			
so that makes me happy! □																			
I do worry about budgets. If option 2 is																			
chosen, what will be sacrificed to pay for it?																			
Would that mean less money is available																			
for other bike and pedestrian projects?	0	.5	1	1				_											
Concept 2 seems like a refinement of the																			
current path, but 3 seems the most eco																			
friendly		1			_	_	_	_											
Concept 2 seems to be the long-term best																			
and an example of who we want to be in																			
California - environmentally aware and																			
making the best solution with no																			
compromise.		1				_	_	_				1		1					
Concept 2 with the bridge. We need to																			
think long-term. What will last given																			
extreme sea level rise. Also opportunities																			
for people to experience bay wildlife, see a																			
wetland up close, and connect with nature																			
in daily life.		1			_	-	_	-											
Concept 2. No concerns.			1																

				Habitat/			Aeth/						Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	t	Noise	Co	nnct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Concept 3			1			_												
Concept 3 all the way			1															
Concept 3 appears to be the best choice						-												
from a number of angles.			1	1	1	_		-	-		1							
Concept 3 appears to have the most																		
ecological benefit and potentially the lowest																		
cost for a viable, long term solution.			1	1														
Concept 3 improves the marsh habitat, in						-	_		-									
particular by reconnecting the parts now																		
divided by the MUP			1	1														
Concept 3 is exciting since it allows for full						-	_		-									
hydraulic and ecological connections																		
between the creek, marsh and bay.			1		1										1			
Concept 3 is in my opinion the best option						-												
as it can be accomplished at less cost,																		
quicker, and with less approvals.			1															
Concept 3 is the way to go. what I'm						_												
concerned about is that other affected																		
areas (Manzanita, Sausalito path) need to																		
coordinate with this project!	-1	-1	1			_	1	1					1					
Concept 3 makes a lot of sense and																		
seems to create more access points.																		
Concept 1 is a temporary solution and																		
concept 2 feels too engineered and out of																		
touch with the marsh experience			1			_			_	1								
Concept 3 might slow cyclists down (no																		
bad thing) as it has turns. It's not a race																		
track			1	1	1													
Concept 3 seems like a good approach to																		
raise the pathway while mitigating																		
environmental impacts at a reasonable																		
cost.			1	1							1							

				Habitat/		Aet	th/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	No	ise	Connc	: Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Concept 3 seems to be less invasive of the marsh and most flexible depending on how high SL rises at various points in time.			1														
Concept 3 seems to be the best tradeoff between ecosystem restoration, cost, and trail improvements so that one seems great! Biggest concern is that nothing will happen and it gets flooded permanently in a decade or two.			1	1	1												
Concept 3. It allow the marsh return to more natural state. I expect it costs less than concept 2.	1	-1	-1		1				1								
Concept one looks to be the least expensive and quickest to complete. Concept two will wind up a boondoggle and require loads of time and money for completion as well as continuous maintenance. The infrastructure is simply too complicated for its intended utilization. Concept three adds multiple curves that will add much risk to cyclists and pedestrians - from cyclists riding too fast and joggers running on the wrong side of the trail through potentially blind corners.			1										1				
Concept three seems the most promising in terms of use year-round.	1	1	-1		1		1		-1			1					

				Habitat/		Aeth	/				Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Noise	e Co	nnct	Safety Res	I Length	Exp	Res	Impact	Trans	Surfac	Prot
Concepts 1 & 2 look good to me. Slight preference for 2, but I realize financial realities may be prohibitive. Concept 3 seems bad in 2 ways: 1) putting the path along the roadway near Floodwater & the Holiday Inn with cross- traffic seems like a recipe for car vs. pedestrian/cyclist problems. 2) staying along the roadway keeps users closer to cars' noice and pollution, and more separate from nature.	1	1	-1			1					1					
Concerned that concept 3 removes the best section of the MUP for views (including direct view to Mt. Tam), access to marsh, and opportunities for wildlife viewing. Concepts 1 & 2 are preferred because they are away from roads.								_	1							
concerning- fast bicyclists separated from pedestrians. concerning- partnership to make this happen- good job!	-1			1				_								
concerning: concept #1 widening the footprint, impact to marshland.		-1					1									
concrning - keep modern look and feel away - metal guard rails and a bridge type look is not a preference of mine.							1									
Connection to Tam Junction								-					1			
Construction closures Cost					1			_								
Cost and connections to other pathways				-1	1	_		- 1		_						
Cost and connections to other pathways Cost and desire to spend far too much to				-1				-								
protect a very small area of marshland				-1	1				1					-1		

		_	-	Habitat/	_		Aeth/	-						Cnstrt			Fld
Comment	1	2	3	Wildlife	Cos	t	Noise	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Cost and environmental impact are concerning, because those could be barriers to building a sustainable, safe option for everyone. I'm also worried that bikers may be forced to share the road with cars and the whole point of the trail is to offer a protected means of affordable transit for all people living and working in Marin.						1											
Cost is a big consideration						1											
Cost is my major concern.			-1			1	1		1			1					
Cost of alternatives is a concern- may delay the project. Concept 3 degradation of the user experience of the marsh and difficulty in achieving a through and fluid/obstruction-free route from end-to- end. Option 3 looks great, but will it be continuous from end-to-end, i.e. no compromises to the contiguous and flowing pathway critical for cyclists. Do not underestimate the cycling traffic on this path it is very heavy and will only grow with time. Cycling and ped separation is critical for safety and user experience.	1	0.5	1			1		1						1			
Cost, construction time and path disruption are most concerning. All 3 options seem like good options with 1 & 3 being the most practical. 2 looks amazing but could be too expensive? Regardless of the option, improved connectivity to Tam Junction would be amazing!																	
Costs				1						1		_	1				

				Habitat/		Aeth/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Noise	Connct	Safety	Resil	Length	Ехр	Res	Impact	Trans	Surfac	Prot
Creating a trail that can survive the next few decades of climate change is great. I'm most concerned about habitat impact.				1				1				1				
Dedicated paths for cyclists and pedestrians and fixing the flooding issue which damages the path are exciting. I worry that some of the construction might damage and change the marsh (even though some might help it).								1								
Dedicated sections for pedestrians and bicyclists. Copenhagen has this figured out. It is safer								1								
Dedicated space for pedestrians is very exciting, and should make the trail more usable for everyone.		0.5									1					
design # 2 seems the more practical but is completely out of character for a natural habitatand it will remove us from proximity to the natural experiencewe will be apart from, not one with the marsh	-1	0.5	1	1		1	1			1	1					

			Habitat/		Aeth/						Marsh	Flood	Cnstrt	Active		Fld
Comment 1	. 2	3	8 Wildlife	Cost	Noise	Con	nct S	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Design 1 seems like it is a straightforward																
solution to SLR, but the amount of fill																
required to raise the pathway, and the																
reinforcement of an existing alignment																
through the marsh built by the railway more																
than a century ago, should rule this option																
out. Habitat impacts are too high.□																
Design 2 reduces impacts to the marsh																
and restores hydrology with removal of a																
significant amount of fill, and the elevated																
causeway would provide a very appealing																
21st century pathway in a beautiful																
location. However, much fill would remain																
in place, costs would be very high, and the																
marsh would continue to be bisected by a																
busy multiuse pathway, disturbing wildlife																
for ∼16 hours a day.□																
Design 3 provides the greatest opportunity																
for removing artificial fill in the wetlands,																
restoring habitat and natural marsh																
hydrology, and keeping costs within																
reason. The pathway location, on the																
marsh edge, would continue to give trail																
users an immersive experience along the																
wetlands, while adding an insignificant																
amount of trail distance not a drawback,																
but a benefit in this very special location. It																
also improves pathway connectivity to																
nearby trails and the Tam Junction																
businesses, bringing year-round visitor								1								
Designated signage delineating bike lanes		1					_									
from pedestrian lanes. Simple but critical.							1									
Don't want the path to be near commercial				_			-									
area.								1								

				Habitat/		Aet	th/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Noi	ise	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Each concept seems to show separated																	
bike and foot traffic. As someone who both																	
bikes and runs along the pathway, I like																	
this approach.				1		1	_		1			1					
Easier, safer, separate from cars and																	
closer to nature. Elevated pathway let's																	
wildlife endure.							_	1									
Easy ability to Tam Junction. And we live																	
closer to your new path with less roadway																	
to ride along to get to the path.		1		1								1	1				
Ecological benefit, improved viewing	T																
opportunities, and resilience against future																	
SLR in concept 2.				1		1											
ecological benefits. Concerning are costs.				1													
Ecological preservation and restoration	1			1													
elevate where it is, environment be																	
dammed		1	-1		1							1					
Elevated across the marsh (#2) is the best																	
solution even given the price. Not a fan of																	
#3, not as much futureproofings (5-10 feet																	
versus 10 feet of #2) and people are no																	
longer in the marsh at all.		1				1											
Elevated concept (#2) looks killer, but I																	
don't thing you put enough \$\$\$ in your																	
relative cost, gut tells me it'll be quadruple																	
the other designs.		1		1									1				
elevated is nice, having the marsh return to																	
a more natural state would also be nice as																	
it's a bit gross now.		1											1				
elevated pathway (concept #2) appears to																	
be the most efficient and improved means																	
to counter rising sea levels for the future.		1					1										

				Habitat/		Aet	th/						Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	No	ise	Con	nct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Elevated pathway is the future! □																		
└ Concerned about rerouting closer to the																		
freeway, roads or pollution from cars.		1		1														
elevated pathway restoring the original								_										
flood patterns		1		1									1					
elevated, keeping it close to the waters																		
edge, restoration of tidal action and																		
ecological connectivity to North and South																		
Bothin Marsh													1	1				
Elevating above flood levels is great but																		
making the shoreline less accessible is																		
disappointing.		1	-1				1							1				
Elevating and restoring the marsh																		
enviroment are preffered. I don't want to																		
ride along the roadway.		1		1		_												
Elevating it above the natural tidal patterns																		
is exciting. This feels least interruptive and																		
most 'magical' or unique of an experience.														1				
Elevating it to prevent high tide from								_										
blocking route.														1				
elevation of the path.														1			1	
eliminate flooding and provide a smoother																		
surface														1				
Enhanced recreational opportunities for																		
walking, running, and biking. Heavy use of																		
these activities does warrant action as the																		
tides increase.										1								

				Habitat/		Aeth/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Noise	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Excite - Safe and easy to use for those walking and those on wheels. Concern - changes are made to the path that do not address the safety of those walking and those on wheels (physically divided lanes make sense to mepainted lines on pavement are not effective in terms of safety)															1	
Excited about a smoother surface for cycling.												1	1			
Excited about not biking through salt water. Concerned about the trail being closed for a long time during construction.				1							1	1				
Excited for a solution to rising water levels! I just hope the ecosystem stays healthy and that we can still have the opportunity to observe it up close.								1							1	
Excited that it will be widened and smooth!																
Excited that someone is concerned about this. I am concerned that it is not being addressed as part of a plan to protect Shoreline Hwy and Almonte they will probably flood at less than 5ft so the pedestrian path will be moot.				1				1				1				
excited to have dedicated bike and pedestrian pathways and no flooding while saving the habitat				1			1									
Excited to preserve the marsh and natural area. I am concerned that the bigger picture of traffic and creating easy access to path from Tam Valley for pedestrians and bicycles is not outlined.	-1	-1	1					1					1			

				Habitat/		Ae	eth/						Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	N	oise	Со	nnct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Excites me to know you are planning for SLR and we will make the changes needed now, not wait until the trail is always awash. I like #3 as #1 & #2 seem like brute force and are more invasive. Concerns: 1) Delays due to expense or approvals. 2) e-Bikes are heavy and fast. If you're hit by one it's really going to hurt. They need to be better segregated or moved off the paths and into a bike lane on the roadway.														1				
Excites: Not having to de-salt my hubs & bottom bracket after king tides. Concerns: None				1										1				
Excites: Preserving bike access and accordingly planning for sea level rise.□ Concerns: Preservation of habitat (impacts from construction and heavy use)										1			1			1	1	

				Habitat/		Aet	th/						Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	No	ise	Cor	nnct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Exciting aspects: Wider section to better accommodate all users. Smoother pavement for my bike commute. Ecological design and exemplary coastal adaptation project in our own backyard. Concerning items: losing the immersive experience we now share with wildlife, scents, sounds, light off the water and mudflats, being less connected to the tidal patterns. That it only includes this segment when it needs to be holistic approach all the way through Marin City. Also, are you addressing connection to Manzanita and to underrepresented																		
people in Marin City?				1			-							1				
Exciting to see so much good planning. Concerned about balancing public access with habitat needs (I'd prioritize the ecosystem).				1														
Exciting to see the crash health improved				1														
Exciting to see the habitat restored. Most concerning is if a project is completed and needs to be done again in the future if sea levels continue to rise.		-1											1		1			
Exciting: improved match views□ Concerning: time to complete concept 2		1			1					1							1	

			Habitat/		Aeth/					Marsh		Cnstrt			Fld
Comment 1	2	3	Wildlife	Cost	Noise	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Exciting: repair of its current awful riding surface, and bike/ped separation. Concerning: That cost concerns will severely diminish the quality, and therefore the appeal to more/new riders (i.e. options 1, 3 or something worse) to use the new pathway. If it "costs" too much, then let's hold out until the money comes through.							1								
fast moving cyclists and e-bikes are a concern										1					
Feeling close to the marsh and in particular the shorebirds.							1		1					1	
Fewer narrow bridges would be nice. A better maintained riding surface would be welcomed. At first I was a little concerned about the extra distance, but I don't think it would be very significant really.							1								
Find a way to deal with the speeding packs of bikers. Most bikers are fine, but the speed demons are a serious danger. By keeping us all on the same path, they just ram through everyone else trying to use the path.															
Fixing an important multi-use pathway.	1										1			1	
Flooding proof, fixed pavement. The causeway concept looks sleek & elegant, but given how excessively long it has taken to repair just a partial section of the pathway, I'd much rather see a plan that includes much better pavement surface maintenance than what's been in place for the last few decades.										1					

				Habitat/		Aeth	ו/ו					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Nois	e	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Fun and beauty of nature - being close to																	
nature.				1													
Get out of marsh and allow for moving it																	
again as sea level will rise faster than we																	
think					1												
Getting the best value for money				1													
Glad to think that marsh habitat and natural																	
flows could be improved. Concerned about																	
impact elsewhere in option 3 but don't																	
know enough to be sure. Wise to consider																	
now SLR in the future. Any option must be																	
convenient and usable to hopefully even																	
increase use.																	
Global Warming + Sea Level rise is most																	
concerning						1	1										
good: isolated from car traffic,□																	
bad: oversized structure													1			1	
Great path being made better-																	
dry/smoother (I actually ride on the dirt next																	
to pavement because it is smoother).												1					
Great to keep the trail near or within the																	
marsh habitat				1													
Happy to hear the restoration of the habitat																	
is being considered			1			1		1	1				1				
Having a car-free/separated-from-traffic																	
route that won't become impassable with																	
high tides and storm events. I do like the																	
path / business district access																	
improvements offered by Concept 3.									1							1	1
Having a wider path to accommodate																	
walkers and bikers as well as a properly																	
surfaced path that is well maintained for																	
the years to come. Will this design assist																	
in flood control?										1			1				

				Habitat/		Aeth/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Noise	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Having already been regularly affected by sea level rise along the path I am excited to have a solution. I would want maximum accommodation of greater than anticipated rise.								1				1				
Having the ability to safely use the trail at all times					1		1									
How to access the path along the route□ Repair and realignment of existing bridges and access points. Costs !!!														1		
I am concerned that local environmental groups will try to block the path adaptation with CEQA litigation or threats of this. I hope the project can be exempt from CEQA, as some bike lane projects are. I was disappointed when speed limits were reduced on this path in the past - this discourages people from using bikes for transportation.									-1					-1		
I am concerned that none of the solutions are long term. How long would the improvements provide flood free transit?				1												
I am excited about the multi-benefits that improvements to the pathway could bring about for the marsh, i.e., restoring tidal flows and hydrology, improving resilience of the ecosystem, protecting endangered species, etc.		1														
I am excited about the raised path in Concept 2. What a great idea. Very impressive. What an experience that will be.							1									
I am excited it might better connect with Tam Valley/Mill Valley				1												

				Habitat/			Aeth	/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cos	st	Nois	e	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
I am glad that the health of the marsh is being considered.						1								1				
I am most excited about a path that does not flood, my concern is the absurd amount of money that it will take to implement plan 2 and 3					1									1				
I am most excited about addressing the issue. I am most concerned about failing to protect from long-term sea level rise by seeking the cheapest alternative.				1							1		1			1		
I am most excited about creating a pathway that will allow the natural ecology of the marsh to thrive. The marsh is stunning and provides a wonderful dose of nature on my daily commute. In addition, it is an essential buffer to the rising tides caused by climate change. We need to plan for the longest term possible as sea level rise predictions are only likely to increase.				1														
I am most excited about the redevelopment of this path as a restorative measure for the marsh. So many people use and enjoy this path, it needs help. However, this improvement should also include active and passive restoration to wildlife areas and reduction of human impact to the marsh ecosystem.										1								
I am please to see the proposed increased width, which will allow more comfortable use by an increased number of pedestrians / runners / cyclists / strollers.																		

				Habitat/		Aeth/	,				Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Noise	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
I am still waiting for the tunnel from Corte Madera to Mill Valley. That seems to me the higher priority. It will still take years to fund and to build. Yes, flooding will be an issue with climate change, but the tunnel could provide benefit tomorrow. Even with the despicable trump policies, he isn't going to completely flood this path right away. But, changing it is definitely a good idea.			1													
I didn't initially like the idea of ringing the marsh but it actually makes sense and could be good, so long as a new path is created rather than shunting traffic into a very dangerous set of roads between Tam High and the Richardson Bridge.																
I do NOT like the fence. I think the elevated wooden walkway from the Tennessee Valley bridge to the bike path is tastefully done. Do NOT raise the new marsh crossing so high as depicted in your drawings.		-1		1	1											
I don't like the extra expense or the look of the raised causeway.□ I do like the idea of efforts to improve the Bothin Marsh's health.		-1													1	
I don't like the idea of a raised causeway. I really enjoy running in the dirt next to the path or can ride in the dirt if needed due to lots of traffic on the weekend. I have a little one who needs space to ride slowly and hit the dirt if she feels like she might fall.													1	1		

				Habitat/		Aeth	/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Noise	e Co	nnct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
I don't want this to kill my bicycle commute																	
to work for 3 years while you make the																	
changes.									1								
I enjoy that the path is literally all walks of																	
Marin life - cyclists, runners, walkers,																	
skaters, people out on a stroll. I hope that																	
the future path has room for all to interact																	
comfortably.				1								1					
I find the path along the shoreline the most								_									
exciting and having the marshland restored																	
a terrific idea.	1	1															
I like #1 and #2 except I think trying to								-									
redirect the creek is ridiculous and I can't																	
see why that would be necessary.	0.5		1														
I like #3 best,#1 second best	1		1					-									
I LIKE 1 AND 3 BOTH. COMPLETE 3								_									
FIRST AND THEN IMPROVE/RAISE THE																	
ROADBED ON 1.			1	1													
I like better environmental impact of option								_									
3			1														
I like concept #3 the best.	1	0.5	-1					-				1					
I like concept 1 best, concept 2 is ok.								_									
Concept three is a non starterit's very																	
important to experience be IN the																	
marshnot avoiding it on the edges.		1			1												
I like Concept 2 a lot and hope money can																	
be found for it. We really should not cheap																	
out on projects with a 100 year horizon.		1	0.5						1							1	

			Habitat/		Aeth	h/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3 Wildlife	Cost	Nois	se	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
I like concept 2 the most although I think the pedestrian way should be elevated and have a mountable curb, should be wider too, to allow to people to walk side by side. The existing boardwalk is fine, but the surface is too bumpy for the main pathway. Concept 3 is nice too, for health of the marsh and distancing nature from us, although constraints for going under 101 are most concerning, the new path should have no bottlenecks or width reductions for																
any reason.			1			_	1									
I like concept 3 A LOT. It would be very cool to have the path go along the back side of those businesses in Tam Junction.			1		1											
I like concept 3 as long as it is large enough and away from road noise, cars etc			1 1				1									
I like concept 3 the most, as it provides better connectivity to Tam Junction, and the removal of the current route frees the ecology of the march from human incursion.			1 1			-					1					

				Habitat/		Aeth/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Noise	Connct	Safety	Resil	Length	Exp	Res	Impact		Surfac	Prot
I like concept 3 very much. The idea of allowing the marsh to function as a whole without humans zipping back and forth in the middle would be a big jump forward. We don't have to intrude ourselves on every little scrap of natural land. And my experience from living next to a biking/walking path is that people are noisy, they use it as a chance to talk and shout back and forth as they ride. This undoubtedly has an effect on the birds in	1	2		vilume		NUSE			Resil			nes			Junac	
particular.			1	1	-	_					1					
I like concept 3, it is the best for the wildlife habitat and still lets me enjoy the views of nature.			1	1						1						
I like Concept 3. It disturbs the marsh the least. I suspect most people view extending the path as a plus.			1		1			1			1					
I like concept 3. Separation between hikers and cyclists. Views are essentially the same. Still have access to seeing wildlife, etc. Cost is the only issues.	1	1	-1			1					,					
I like concepts 1 and 2 the most. Concept 1 seems more practical and economical. But Concept 2 has a nice futuristic quality and great views that might sway me towards it, if we can afford it. I don't like Concept 3, which takes us too close to cars and their emissions and moves us away from nature.			1	1												
I like getting the path out of the marsh and ringing it.	1				1			1			1					

				Habitat/		Aeth/					Marsh		Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Noise	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
I like just raising the existing bed. I like being able to see marsh on both sides. The elevated structure is unnecessarily expensive. I will like there to be separate lanes for pedestrians and cyclists. There have been too many accidents and close calls.			1	1												
I like number 3 because it gets the path out of the marsh and provides a more natural setting, which should benefit the Bay and its wildlife.□	1	-1	0.5		1											
I like option 1. 3 also seems a viable option. 2 seems overkill and unnecessary expense.			1				_									
I like option 3			1	1	1		1				1					1
I like Option 3 for being a potentially lower cost alternative that also improves the ecology of the area and connects better with Tam Junction. I also think it could play a role as protecting the commercial area there from sea level rise if it's built as a levee. Option 2 could be a great way to experience the marsh without disturbing it, but the cost magnitude is not clear.	1	0.5				1					1					
I like plan #1 because it's most like the current path. #2 is the next best but seems prohibitively expensive. If you choose #2, be sure to use railing that only minimally interferes with the beautiful views (for example thin wire fences with thin posts, NOT big fences where you see more fence than nature)			1				1									

				Habitat/			Aeth	ו/ו						Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Co	st	Nois	se	Con	nct	Safety	Resil	Length	Ехр	Res	Impact	Trans	Surfac	Prot
I like proposal 3 and running it closer to the businesses taking off at Tam Junction.											1								
I like that a solution is being considered.□ I'm happy to see that safety is a large concern.																			
I like that progress is being considered. as a path user of 23 years, improvement is needed and all options are better than "no action'				1		1						1							
i like that they are making accommodations for future 10' sea level rise. i think ecological benefits are most important. and cost to the taxpayer.		0.5	1		1									1					
I like the elevated bikeway for the proximity to the marsh, but understand the expense. So maybe the alternative 3 is best.		1	-1					1											
I like the elevated one. It looks the most long-lasting and also is aesthetically pleasing. I really don't like the re-routed one. That would be such a pain and would look very bad.		1				1									1				
I like the elevated path. It seems like it will last longer and not experience the flooding. I do worry about groups being able to find funding sources.	1	1													1				
I like the elevated pathway in concept 2 and keeping the original pathway. The one thing that concerns me is making sure it's still high enough to account for future sea level rise.		1															_1		

				Habitat/		Aeth/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Noise	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
I like the elevated pathway. We need to																
make serious commitments to climate, and																
that means serious commitments to biking																
and walking. Marin has a poor record on																
this front (e.g. much of existing bike path																
has not been paved for 25 years). The																
county talks a good game, but the reality is																
far short.		1		1												
I like the elevated solutions, as they seem																
more permanent and less impactful on the																
environment.				1				1	1							
I like the idea of a solution that will allow for																
the maximum rise in sea level with minimal																
damage to the natural habitat. I also really																
like the idea of offering a separate lane for																
pedestrians.								1								
I like the idea of having a designated bike					_											
area and designated pedestrian area.				-1				1			1			1		
I like the idea of having a safer, elevated																
path just for non motorized vehicles and																
pedestrians, that really puts people in the																
midst of this natural setting. Disturbance to																
existing wildlife/habitats is most																
concerning.								1				1				
I like the idea of not having to ride through																
marsh water! Helpful to have designated																
bike and walking lanes.				1												
I like the idea of restoring the natural cycles																
in the marsh			1													
I like the idea of the pathway that skirts the																
marsh, since its engineering will blend well																
with that needed for the adjacent roads																

				Habitat/			Aet	h/						Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cos	st	Noi	se	Conn	ct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
I like the idea of using the pathway for wlaking, running, families with little kids on scooters. But when you add fast moving cyclist it seems to add a very different feel.				1		1		1						1					
I like the intentional effort to plan ahead and look out for the natural marsh habitat. My biggest concern is cost. I also have a slight preference for having the trail be not immediately next to heavily trafficked roadways it is really pleasant to bike across the marsh and feel away from from cars but that is at best a secondary conern.											1								
I like the notion of a wider pathway and separation of walking and biking as options because I think that enhances the experience for both types of users (walkers, bikers). Of course, I think it's great that this will reduce flooding and protect against sea level.				1			1				1			1			1		

				Habitat/		Ae	th/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	No	oise	Conno	t Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
I like the opportunities to enhance views, protect wildlife/habitat, and protect pedestrians from bicyclists. □ I like the idea of being able to integrate the two portions of the marsh, while still maintaining visual access to the tidal action and wildlife.□ □ I worry that the trails will be re-aligned so that they are adjacent to the roadway, resulting in the use of the paths being more practical than recreational. □ I worry that the designers will not take sufficiently seriously the need to protect pedestrians from bicyclists. Perhaps this can be done with concrete pylons which allow transition from pedestrian path to "bike" path, but allow pedestrians to "amble" without fear of being mown down by endorphin-fueled cyclists. There should also be consideration for the safety of beginning bike riders and even the distracted tourist bike riders, to protect them from the aggressive, "racing" riders.									1		1	1					
I like the path appears to be divided into pedestrians and bike lanes. I'm happy to have a longer path. I would love to have it look more natural. I want to make sure that we still have access to walk out the marsh and sit at the water's edge.			1					1					1				
I like the perimeter path because it takes care of the rising sea levels but also gives better access to more of Tam Valley.			1	1													

				Habitat/			Aet	h/						Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cos	st	Noi	se	Cor	nnct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
I like the realignment concept because it																			
seems like a better path to strengthening																			
the habitat											1							1	
I like the separation of cyclists &																			
pedestrians. But with longer bridges, the																			
dirt edges of the trail will be shortened.											1								
I like the separation of pedestrians and																			
bikers			1	1								1							
I like the third concept best. Seems most																			
suited ecologically and longer term in its																			
effectiveness.	0.5	1	0.5		1														
I like them all. #2, is best even though most																			
of expensive		0.5					1												
I like to avoid straight lines int the bridge								_											
design.			1	1				_	1										
I like version 3. Closer to Tam Junction and																			
has greatest positive impact on the marsh								1											
I live on Beryl and I wonder about noise								•											
level increase in concept 3																		1	
I look forward to an improved surface for								_											
cycling. The current surface is poorly																			
maintained and actually quite																			
uncomfortable to ride.														1			1		
I love cycling to work in SF. I love seeing																			
the water fowl and kids on bikes		1		1															
I love option 2, it would be cool to be on an																			
elevated pathway and it has the least																			
negative environmental impact			1						1		1								
i love that concept 3 is better connected to																			
Tam Valley, which can be precarious for																			
cyclists trying to link the current trail with																			
the road by Almonte				1							1								

				Habitat/		Aeth/									Cnstrt			Fld
Comment	1	2	3	Wildlife	Cost	Noise	Conr	nct	Safety	Resil	Length	E	хр	Res	Impact	Trans	Surfac	Prot
I love that the new concepts respect the																		
ecology of the marsh and wildlife, while at																		
the same time improving path conditions																		
for cycling and walking				1					1									
I love the idea of maintaining a safe																		
pathway and at the same time improving																		
the natural environment by re-establishing																		
something closer to original tidal																		
movement.			1	1				_										
Llove the idea of action maying the																		
I love the idea of safely moving the																		
pathway to the edge of the marsh, allowing for restoration of more of the marsh.		0.5																
		0.5	1			1		-	1				1					
I love the idea of spanning the marsh, but																		
am concerned re cost, permitting, length of																		
time to implement. Option 3 seems viable																		
and has a lot of plusses, but it will be																		
important that the vertical and horizontal																		
separation that is shown in the artist																		
renderings is actually achieved. It would be																		
a shame to support moving the Bay Trail																		
off of the beautiful RR alignment with the																		
expectation of a realigned but still marsh-																		
edge experience to then find the trail																		
smashed against the road with cars and																		
busses zooming and spewing by.			1				1	-	1		1							
I love the idea of widening the path and																		
getting closer to Tam Junction. Honestly itd																		
be nice for the path to be longer.								_	1						1			
I love the idea of widening the pathway to																		
allow for cyclist and pedestrian walking. I																		
prefer an option that takes the least																		
amount of time to complete thus having																		
less detours on the busy Mill Valley roads.						1			1									

				Habitat/		Aeth/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Noise	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
I love the separation of bicyclists and walkers. This is key! I am concerned about the unpleasantness of walking/biking next to a road (car noise and fumes).												1				
I love this bikeway and look forward to the tunnel that will connect to Corde Madera. In the meantime, my concern is that we will raise this portion of the bikeway, but other parts will become impassible.		0.5	1	1							1					
I personally LOVE Concept 2 because this keeps the path out in view of the tidal action and among beautiful local and migratory birds and ducks . However, I can see that Concept 3 is better for the environment so I support Concept 3. I'm not sure about the proposed placement for the new bridge and how that would connect back to the current path location.	-1	1	0.5	1	1						1		1			
I prefer Concept 2 which is longer term (albeit more expensive) and really avoids the marsh, allows for the creek realignment while preserving views. I prefer to take the pain of larger expense and be done with it. I'd rather disrupt once versus having to do all this work again. Why kick the can down the road? Having said that Concept 3 has it's merits. NOT Concept 1.		1		1							1					
I prefer Concept 2. It keeps the same route, allows for improving the health of the marsh, and provides the most interesting viewing			1	1			1									

				Habitat/		Aeth/				Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Noise	Connc	t Safety Resi	Length	Exp	Res	Impact	Trans	Surfac	Prot
I prefer Concept 3. It raises the path in sections while creating ecotone slopes, further protects the marsh, and likely creating new habitat in the process. It builds connections to the businesses in Tam Junction (which is a definite improvement from how it is currently). Of the three concepts, it is the one that most closely takes into account the future and health of the marsh itself - by re-routing the trail around it.			1	1	1		1			1	1			1	
I really like the idea of improving the ecological connection - the effluvial hydraulic system. But I also very much enjoy being right over the marsh on the path. I like the idea of elevating or "ringing" the south end especially if this offered more access to Tam Junction. I also think that elevating or getting out of the wash would maintain the quality of the surface - which as a cyclist is right now AWFUL! I am unconcerned about the expense - this is such a vital connector, and part of my everyday life it would be great to see a path that we can be proud of. but do it sooner rather than later.		1	1				1								
I really like the idea of spanning the marsh in option #2, however I also like the greater community access of option #3.			1	1			1		1						
I strongly prefer option 3. It appears to have the best ecological and local connectivity benefits and the extra distance doesn't bother me		-1			1										

				Habitat/		Ae	th/						Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	No	ise	Con	nnct	Safety	Resil	Length	Ехр	Res	Impact	Trans	Surfac	Prot
I suspect an elevated pathway will uncover																		
significant issues is setting piles into																		
bedrock. That will likely cause cost																		
overruns.		1	1	1														
I think 2 or 3 are both interesting. I am																		
concerned about impacts to the marshland																		
ecosystem.		1	-1		1													
I think concept 2 is the best (if it can be																		
financed) and concept 3 the least																		
attractive, with concept 1 in the middle.														_		1		
I think creating even more space for active																		
recreation would be great										1		1						
I think I it would be great for it to be longer.																		
I believe it'll help lots of others. \Box																		
My only hope is that you do not shrink the																		
size of the path or take away the side																		
gravel. I ride multiple horses on that path																		
and we use the gravel path all the time! It																		
provides everyone a safe distance to pass.																		
Our horses often avoid walking on the																		
pavement because it can be very hard on																		
their feet. They usually pick the most																		
comfortable path for them which in most																		
cases in the gravel. Please keep the gravel																		
path way besides the pavement, horses																		
use it all the time and it benefits everyone	4	0.5		4														
else also using the path!	-1	0.5	1	1				1					1					

				Habitat/		Aeth/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Noise	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
I think the elevated pathway is most exciting since it would maintain the experience, but feel safer and less intrusive to the wildlife (i think?) However the 3rd concept seems to make the most sense to me, since it could keep the people closer to the actual roads & businesses, and not be as costly in																
maintaining/upgrading. The first option is most concerning since it seems to be the most damaging to the ecological habitat.				1	1											
I think the path could be left as is. I don't think extensive new construction in the marsh makes sense ecologically or economically. Better to put the money towards a safe bike way on the perimeter. The marsh route can become a seasonal path.																
I think they are all fine and would be happy with whatever is feasible								1								
I think you are missing the most important improvement. Safety. The light at Marin City is insanely dangerous. I deal with flooding of the path 3x per year but that stupid light is an everyday threat to my life. Also, in that same space is where there is always flooding (in front of Mike's Bikes). I would fix those two things first before doing a super expensive causeway.						1		1			1				1	
I use this pathway on bike and walking with my partner almost daily. Im excited about new views, safer and more accessible areas, and better concrete surfaces.								1				1				

				Habitat/		Aeth	/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Nois	e C	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
I want smooth dry pavement and Bicycle- pedestrian(& pets) separation.									1								
I welcome additional space to separate cyclists and pedestrians for safety of all.	-1		1														
I would be concerned with alternative 1, which appears to have the most likely chance of problems due to subsidence and long term adaptability. Alternative 3 is my top choice.									1						1	1	
I would be excited for a wider path to accommodate larger demand and more sustainable transportation. I would also be excited for a smooth surface. The current surface is uncomfortable for people on bikes.				1													
I would like to see the Marsh restored so that impact from the path is minimized.			1					1									
I would like to see the Tam Junction area and Bothin Trail have much more synergy. Concept 3 with additional thougths on sea rise and wave management would make a lot of sense.					1			1									
I would love better connectivity to Tennessee valley and am concerned that an excessive amount of money will be spent.				1													
I wouldn't want to see anything more invasive in the landscape. People already have the run of the land. Let's put animals first in this project.				1					1								

				Habitat/			th/						Marsh		Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Nc	oise	Conne	t Safe	ety I	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
I'd like to preserve the habitat as much as possible while providing a wide enough and safe route for both bikes and pedestrians. Ideally, there would be a separate space for bikes and pedestrians.							1						1					
I'm a bit concerned that widening the path obscures more of the marsh and that the whole project will change the atmosphere of the area - more urban, less "natural", even though I understand the need for the change.Gat							1											
I'm concerned about any material that isn't natural that might be used as support for a pathway that would be placed in the marsh floor specifically what I see in Concept 2.					1		1											
I'm concerned by changing the landscape significantly along with cost - all three options look great but shifting a waterway is massive undertaking.										1		1					1	
I'm excited about the path getting repaved and widened. The surface is in very poor condition now. □ I am okay if the path is lengthened by 5 mins, but I'm concerned about changing it from a straight path to a path with almost 90 degree turn near Tam junction. This would increase likelihood of crashes and it would be an inconvenience.		1		1						1			1					
I'm excited for concept 2 so that marsh can act more effectively & people can still have access to the marsh/bay border. The concern that I have is the potential congestion along the viaduct.				1							1				1			

			Habitat/			Aet	:h/						Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	8 Wildlife	Co	st	Noi	ise	Conr	nct	Safety	Resil	Length	Ехр	Res	Impact	Trans	Surfac	Prot
I'm excited for long term sustainability of the pathway with sea level change. I'm concerned about how long and impactful the construction might be to the marsh and use of the existing pathway before it's finished.			1										1					
I'm excited to help maintain a happy and healthy ecosystem as well as creating access to natural areas that take into consideration climate change as this will have a great effect.			1				1		_									
I'm excited to improve ecological benefits. Concerned about road noise if go with option 3.					1		-		-									
I'm happy that you're planning ahead. Most concerning is the cost										1								
I'm most excited that there will be dedicated separate pathways for pedestrians and bicyclists. It feels a little unsafe for pedestrians walking on the pathway because bicyclists go so fast.			1	1														
I'd prefer the path to follow same footprint that it does today but would be OK changing it, if there are ecological or maintenance cost benefits.										1								
I'm a cyclist.To keep it safe for everyone including walkers it needs to be to handle cyclists going up to 20 mph. An example how not to proceed is Marina Green. It is dangerous and doesn't work for anyone. Thx and good luck.										1		1						

			Habitat/		Aeth/								Active		Fld
	1 2	2	3 Wildlife	Cost	Noise	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
I'm concerned about additional length making it harder for kids from Marin City and Sausalito to get to Tam High. I'm concerned that the causeway spanning the marsh would be windy and therefore difficult for Cyclists and unpleasant for pedestrians.						1									
I'm concerned number three would add traffic to Tam Junction which is already pretty terrible□ I think even foot traffic increases the amount of Pedestrian crossing at the key															
junction where shoreline turns west.			1							_	1				
I'm excited that the improvement will reduce the amount of flooding the path experiences. I'm concerned about ecological impacts of the new trail construction.							1								
I'm excited to hear about the possibility on a safe and reliable access to the route between Sausalito and Mill Valley. My concern is that the portion of the path between Donahue St. and Seaplane Adventure has also been flooded. Would this project address that portion as well?			1												
If you could restore the ecosystem better by doing this, then that would be a wonderful improvement.															
If you're going to have a pathway around the bay there should be campsites sprinkled throughout the entire area so that people can actually circumnavigate the Bay and Camp								1					1		

				Habitat/			Aet	h/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cos	st	Noi	se	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Improve for the long term, this vital section																		
of path to connect Marin and SF				1				_	1									
Improved habitat and improved trail																		
connectivity are both upgrades I would like								_	1	-1							1	
Improved road surface, better access.																		
Concerned that elevated trail will have																		
reduced space bringing more pedestrians																		
onto the bike path						_	1	-		1							1	
Improved surfaces, guard rails and																		
stopping points for walkers. Cyclists want																		
to be able to bike swiftly and not risk hitting peds, this should be accommodated						1												
Improvement of the path for cyclist. not						'-		-										
enough focus on the cost. These things																		
ALWAYS run over budget			1						1									
						-	-	-	<u> </u>					-				
Improving access is great. I like the reroute																		
option the best as it ties in the commercial																		
area which will greatly improve access and																		
use. The only reason the trail is located in																		
it's current place is because it made sense																		
for a railroad line not public access.				1						1								
Improving marsh habitat, a modern bigger																		
path for all users				1														1
Improving natural habitat, protecting use																		
into the future, helping protect the																		
community against SLR.				1							1							

			Ha	abitat/		Aet	:h/						Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3 W	ildlife	Cost	Noi	ise	Conn	ct Saf	fety	Resil	Length	Ехр	Res	Impact	Trans	Surfac	Prot
Improving the path while protecting the amazing marsh and it's assorted wildlife. I'm concerned that we may not be accounting for enough sea level rise or ways to leverage the improved path to help mitigate sea level rise in Mill Valley				1			_							1	1			
Improving the pathway for use in the future is exciting, but the most exciting aspect is to redesign the pathway with modern ecological and environmental considerations that weren't addressed during original construction. Concerning is how long the project will take and it's impact on access during that time			1					1						1				
Improving the reliability of being able to bike, run and walk all year. Really like how concept 3 improves access to Hwy1. The multi-year timeline for flooding issues that are already very disruptive if my biggest concern. I am currently limited as to when I can cycle to work due to flooding. increase accessibility and promote bike commuting							-	1		1						1		
Increased width! investing in the maintenance of bike/ped infrastructure						-	-							1		1		

			Habitat/		Aeth/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3 Wildlife	Cost	Noise	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Is this elevated enough? doesn't seem high enough to avoid flooding with anticipated sea level rise from climate change.				1											
It concerns me that this would be very costly and overengineered compared to other community needs.														1	
It has needed to be re-surfaced for 30 years											1				
It is concerning to risk losing or reducing the path's straight, direct, and separate from motor vehicle pollution bike and pedestrian link between Mill Valley and Marin City/Sausalito. It is exciting to make the path more resilient in the face of sea level rise.															
It is hard to evaluate the benefits and drawbacks of each concept without knowing an estimate of the cost for each scenario								1							
It is important for nature and the shoreline contours to be known and emphasized as part of travel. Pretending we can just obliterate natural obstacles with straight- line-convenience has brought us to the problems we now have. I do not want to see lots of money spent when the solutions can't possibly last decades. Even 10 feet may be a problem in the next generations. Anything we do should be possible to rejigger easily.							1								
It looks safer for pedestrians and cyclists to share the path.			-1				1								

				Habitat/		Aeth/				Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Noise	Connct	Safety Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
It seems silly to build concept #2 because there is already an existing bike lane through tam junction and onto mill valley. The concept image for #2 shows a new bike path adjacent to an existing bike path on the road? There is already an existing connection to Tam Junction. The Tam Junction businesses are located on shoreline highway. Concept #2 would not provide a better connection. Those business are currently industrial where the concept #2 is proposed.								1			1				
It will be great to have the path above tideline. Making sure that the width is adequate to accommodate pedestrians and cyclists.								1							
It would be better with a clear demarcation between cyclists and pedestrians. It's often dangerous.			1	1											
It's a beautiful multi-use park that I'm excited to see continue to service the community while protect biodiversity in the marsh. I'm excited to see what the process and considerations that have gone into Concept 3.															
it's a sobering reality that there will this development which improves our access but is in response to a changing climate. It's not all that exciting, just keep us away					_	1									
from vehicles. Just to be able to continue using the path in the face of sea level rise.											1				
keep current format.								1							

			ł	Habitat/		Aeth/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3١	Wildlife	Cost	Noise	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Keeping it accessible to equestrians! What is concerning is that chaotic bike traffic that do not ride a safe speed.							1	1								
Keeping pedestrian and cycling traffic separated and not creating a pedestrian only access to Tam Junction.								1								
Keeping pedestrians and cyclists separated unless it's families with kids on bikes who should stay on the pedestrian lane.				1												
Keeping the ecology of the area protected. That is wildlife and waters												1				
keeping the pathway open and no flooded by king tides							1	1							1	
Larger, safer, smoother path that connects mill valley to sausalito and beyond. Fully separated and away from cars.			1				1	1				1				
Less flooding (and maybe additional width?) would be nice. If routed closer to businesses a la option three, it could be pretty cool to be close to Equator, the Junction, etc. by bike - with maybe even rear access?								1				1				
Less flooding and better ped/cyclist separation on the path□ □ No concerns				1								1				
less flooding, more healthy marsh					_	1						<u> </u>				+
lets make sure there is a natural feel to the project. metal and fences will very much disrupt the natural experience.								1								

				Habitat/		Aeth	n/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Nois	se	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Like all, but so think there is a need for																	
safe biking/pedestrian and avoid risk of																	
children being hit etc. I'm a cyclist, but																	
some riders are not so safety conscious.																	
So routes without lots of turns/risk of																	
collisions are preferred. This can also be a																	
"world example" for design/sea rise model																	
societal response, so consider the																	
opportunity for that in design																	
elegance/form: tourism.							_							1			
Long term construction noise and debris				1			_			1							
long term solution and ecologically sound			1	1		1	_					1					
Long term solution, strongly prefer option																	
3. What makes this area special is																	
preserving the natural beauty, waterflow																	
and habitat for wildlife. We should not																	
disrupt the marsh and put large structures																	
on it. Taking the path out of the marsh is																	
the best long term solution as stewards of																	
the natural habitat.						1	_		1								
Long-term solution. Safety. Natural beauty																	
retained.					1		_					1					
Losing the close-up experience of the																	
marsh is very concerning. Paying for this																	
project is a concern.		1					_										
Love Option 2! That would be amazing if																	
costs permit. Ok with either option in the																	
end and I appreciate your consultation.		1					_										
Love the causeway best, but could live with]
any of the alternatives.									1							1	
Love the raised and new surface and most]
important the visual separation of walking																	
and riding areas for safety				1	1												

				Habitat/			Aeth/	'					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cos	st	Noise	Co	nnct	Safety	Resil	Length	Ехр	Res	Impact	Trans	Surfac	Prot
Low ecological impact and reasonable																		
costs excites me the most				1									1					
Low impact to the habitat and wild life																		
viewing				1										1				
lower impact to the marshland and less									_									
damage to the bike with salt water.						1												
Main concern: High cost to taxpayers when																		
there are greater needs.				1										1				
Maintaining a bike/per connection and									_									
improving the wetlands.							1						1	1	1	1		
Maintaining a protected (car free) riding																		
zone, still close to the water and views.																		
Concerns are schedule and completion																		
time for construction				1												1		
Maintaining a vehicle-free open space									_									
while improving the ecology of a natural																		
flood barrier is a great step for the area. I																		
am a bit concerned about the hard turn																		
north of Tam Junction in Concept 3, but it																		
might be a small price to pay.				1				_						1				
Maintaining the pathway for the future and																		
preserving the marsh.														1				
Maintaining them and not having detours																		
during tidal events.				1						1				1				
Making a better solution that benefits																		
cyclists, pedestrians, and the environment.								_		1				1				
Making more room for peds and cyclists																		
and addressing the issue of the bike path																		
flooding.				1						1								
Marsh protection. Wold prefer separate																		
bike / ped.				1			1						1					
Marsh restoration, wildlife draw and																		
beatification				1	1								1					

				Habitat/			Aet	h/						Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Со	st	Nois	se	Con	nnct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Minimal adverse effect to wildlife and																			
hábitats and most ecologically sound for																			
SLR are best. If cost is kept down, it'll be																			
more likely to happen. I'd be concerned if																			
wildlife or habitats were adversely affected.						1										1			
Minimizing flood effects is exciting. The																			
heavily elevated path on #2 seems like it																			
would be expensive.				1												1			
mitigating flooding of the pathway and re-								-											
establishing natural tidal water movement																1			
Mitigations for flooding							1	-			1							1	
Modern look, railings, wider, designated																			
lanes, better surface.											1								
More protection for pedestrians from																			
cyclists. Now they zoom by and as																			
pedestrians, we can't hear and it's makes																			
the experience much less enjoyable. It																			
feels like it is being taken over by bicycles.											1								
More space for walkers, runners, and								-											
cyclists.											1								
Most concerning is the addition of																			
restricted areas for walkers/bicycles. I feel																			
this will lead to more conflicts as it is not																			
always possible to remain constrained.																			
Essentially it will get ignored.				1															
Most concerning is you have crafted this																			
survey more like a vote on a new rec																			
center than a vital intertidal habitat. I want																			
what's best for the marsh. We are lucky to																			
have any path.								1		1	1			1					

				Habitat/		Aeth/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Noise	Conn	ct	Safety Resi	Length	Exp	Res	Impact	Trans	Surfac	Prot
Most concerning would be having portions of the path exposed to motor vehicles. I																
would be less likely to go to tam junction																
area or use path. I like that it is at the level																
of the marsh its connected to nature.									1							
Most concerning would be the hazard of																
falling down and off the elevated path.									1			1				
Most excited about making it safer for																
biking and walking - out of the reach of																
rising waters.				1							1	1				
Most excited about something functional at																
all tides. Concerned about losing																
views/proximity to wildlife, and cutting off																
tidal action which would affect marsh																
health b	-1	1	1	1												
Moving the pathway out of the southern																
marsh or fully spanning the southern																
marsh, and redirecting coyote creek to a																
location that will promote natural																
rebuilding/sediment replenishment on the																
marsh are some of the most exciting																
aspects of the project to me. I am very																
concerned with concept 1 being an																
impactful Project on the marsh and not																
sustainable or resilient long-term.				1							<u> </u>					
natural area renewal, people not being	4															
polite	-1										<u> </u>	1	1			
New elevated route would be great. in																
place enhancement seems short sighted																
and would close existing path while work is									4							
being done.									1							

				Habitat/		Aeth/							Cnstrt			Fld
Comment	1	2	3	Wildlife	Cost	Noise	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
No concerns. Again we need to look ahead and plan for a project that will last through time. But safety of users is also a most important concept to guide the decision.												1				
No flooding				1	_							1				
no flooding is good and better wetlands.					_							1			1	
No guessing on whether the water level will be an issue. It also mucks up the path.								1				1	1		1	
No more flooding is the most exciting! Also better pavement and a wider trail. I'm concerned about how we can pass through during construction.												1				
No more flooding problems						1					1	1				
No more flooding would be great. Loss of horse access would be bad. Having to go next to the road (even if divided) would take much of the pleasure out of it											1					
Nobody wants to hurt nature, but neither do we want to walk/bike around it. A HUGE advantage to bike commuting, for example, is the immersion into nature one gets. It's very healthful and beneficial to the rider, and with minimal intrusion on nature. If you can hike in the woods, you can bike through the marsh.												1	1			
Not have to stop for flood waters. Can't use trail while construction is going on.					_	_						1				
Not having to ride on 101 when the path floods on my commute.						_		1				1				

			Habitat/		Aet	h/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3 Wildlife	Cost	Nois	se	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Not having to worry about tide schedules will be nice, but I hope there's sufficient																
width to accommodate cyclists and pedestrians/runners in both directions.																
Not sure						-	-				1	1				
Not worrying about the tides flooding the trail while keeping views				1												
Nothing exciting here, the current trail is fine. Most concerning is squandering funds on this.	1															
number 1, keep in the same location - raising the grade feels natural for this location				1		-										
Number 2 is the best design but I would expect it to cost significantly more that either of the other two.						-						1			1	
Obviously, avoiding flooding of the path, but also the opportunity to provide a better cycling surface (than the current wood planks).	0.5		1	1		1		1								

				Habitat/		Aeth/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Noise	Connc	t Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
One thought I have affects all 3 options and that is the potential need to increase the capacity of the path. Already on weekends, it's tight, and the disparity between the fast riders and slow cyclists/pedestrians creates a bit of a hazard. As cycling continues to increase, especially with E-bikes, I would think we'd need a wider path and perhaps even a barrier between cyclists and peds. Those options, of course, increase costs. □ □ That said, any of the 3 concepts seem acceptable. I like #2 for its clean look and the elevation. I also prefer that to # 3 because if #3 runs along side Almonte,, Wouldn't it be a noisier ride? But if it doesn't make too much difference or for a very long stretch, #3 is still a good option.																
Only that the areas that flood 1) next to Mikes' Bikes and 2) by the roundabout near the soccer field is included in whatever change happens. These seem not be included in the study area.			1	1												
open up the marsh to the Bay. Less impact with #3			1	1												
opening up the estuary and protecting the wetlands and habitat is exciting - why I favor Option 3															1	
Opportunity to improve the paving (currently ridden with potholes) along this multi-use pathway	1					1										
Option 1. Doesn't look as over engineered.		1														

				Habitat/		Aeth	/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Nois	e	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Option 2		1		1								1					
Option 2 excites me the most because it maintains the position of the trail in the marsh but improves the ecological impact.		1								1							
option 2 excites me, because it looks to be more adaptive to future sea level rise and would likely be more stable structurally to tidal forces					1												
Option 2 seems too expensive. Could use funds elsewhere if picked a cheaper option.			1	1	1												
Option 2 unlikely due to cost. We aren't in China. #3 best environmentally and seems like a good choice.		1						1									
Option 2 will look beautiful and will adapt best to continued rising water levels. Pushing the path to the edge of businesses and homes is not only intrusive but will not working as a long term solution when facing continued rising water levels		1															
option 2, my preference, seems to consider future expansion/growth and less of a bandaid fix.		1															
Option 2.		1															
Option 2. Lets water flow beneath the trail.			1														
Option 3 looks the most practical and effective.			1	1													
Option 3 seems to make the most ecological sense to me, to allow the marsh to be fully connected to itself and not divided.			1														

				Habitat/		Aet	:h/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2		3 Wildlife	Cost	Noi	ise	Connc	: Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Option 3 seems to strike the best cost- benefit balance.	0.5	1	0.	5										1			
Option B seems to be a long-term solution that enhances use. Option A would be fine, but it's a lot of trouble for a 10-year solution. C works, but I see a lot of design/cost risk in the increased length. That said, one real and important advantage fo C is that it can be built while the current path is in operation.				1				1									
Particularly like integrating it with Shoreline and Almonte connections making it a path to get around rather than a roadway to get THRU this part of unincorporated Mill Valley							1		1								
Path is quiet and mostly restricted for leisure for locals - not a fan of connection to commerce and shops.				1													
Paths existence in the future. Salt marsh not able to expand due to surrounding development																1	
pathway needs to be repaved							-		1								
Pedestrian safety							-		1								
Pedestrians deserve to be free of bike warriors. The young, old, disabled, families, All of those walking should feel protected from bikes.				1									1				
perserving the marsh while avoiding the flooding that presently occurs (and will likely increase in the future).							-										

				Habitat/		Aeth	n/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Nois	e	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Planning ahead to maintain it as sea level rises is good.□ Unclear what is happening to the surrounding area as waters rise, haven't heard any plans from schools/sewage/other businesses likely to be flooded. Feels like this should be a coordinated response.																	
Planning for sea level rise								1							1		
Please include e-bikes in any discussion of access, specifically that they should be included.better functionality in that I could grocery shop as well as have better connectivity to other paths				1													
Positive is planning for the future.□ Con is impact on local ecosystem. Ideally we would improve the ecosystem with any changes.								1									
Potential for revitalizing Tam Junction. Could create a large park (small amphitheater, playground, park) and access to Tam Junction shops and restaurants. Would be a place where the community could come on bikes, or walking.				1			1					1					
Potential to better protect environment and wildlife. Potential to enhance views. Potential to separate bike riders from pedestrians. Concern is potential to have path adjacent to road with consequent noise and fumes negatively impacting experience of path users.				1													
Potential to connect fragmented habitat. Better connections to Tam Junction.			1														

				Habitat/		Aeth/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Noise	Con	nnct	Safety Resi	l Length	Exp	Res	Impact	Trans	Surfac	Prot
Prefer concept 3	1															
Prefer to raise existing pathway. Other two																
options seem \$\$\$				1								1				
Preserving marsh. Ecological. Natural																
Adapted environment. New access without																
flooding				1												
Preserving the marsh										1						
Primarily a cyclist. I have mostly																
experienced flooding in Sausalito.□																
Extra distance not a problem.											1	1				
Pro: Elevated paths bring a new way to																
enjoy the marsh. Con: just following the																
roadway takes away a special part of this																
pathway				1	1	[]										
Pros: planning for the certainty of sea level																
rise before it is any harder to deal with;																
restoration of tidal actions. Cons: Cost.				1												
Protecting marsh				1					1							
Protecting the environment and wildlife																
while making it safe for walkers and biking									1			1		1	1	
Protection from flooding is a huge benefit,																
makes the path reliable for both recreation																
and transport. New paving and wider																
pathway will improve safety for path users.							1					1				
Protection from flooding, connection to																
Tam Valley				1					1							
Providing designated space for pedestrians																
and cyclists and allowing the marsh to flow																
naturally.							1									
Proximity to local tam businesses!				1					1			1				

				Habitat/		Aeth/								Cnstrt			Fld
Comment	1	2	3	Wildlife	Cost	Noise	Connct	Safety	Resil	Length	Exp	Re	s I	mpact	Trans	Surfac	Prot
raising it and widening it, trying to minimize negative environmental impact. the cost to elevate it is a lot, but would be ideal		1	1										1				
really like #2 and #3. #2 would be beautiful and amazing but understand it would be expensive. #3 feels like a solid plan that doesnt impact too much but solves the problem of the flooding.																	
Removing existing bridge structure			1	1													
Rerouting the path described in the third concept makes the most sense to me. Getting off the sensitive marsh seems like a good priority. Maybe a small spur can be added in the future giving some access to the waterfront and wildlife. If possible provide separate paths for bikes and pedestrians.				1			1	1									
Restoration of the marsh is important. A safe experience for all users is important. Maintaining/improving bike and ped connectivity is very important and has SLR benefit connotations.				1				1									
Restoration of tidal flow, and marked pedestrian / cyclist lanes.				1													
restore flow of the marsh				1									1				
Restoring Bay habitat while relocating the trail to higher ground seems to be a win/win. My only concern is that the current trail has good sightlines and no real turns, so it would be nice to try to maximize those concepts as much as possible with a perimeter solution.				1													

				Habitat/			Aet	h/						Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	Э	Wildlife	Co	st	Nois	se	Cor	nnct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Restoring the working of the creek,																			
sediments etc				1															
Restoring tidal action is a plus.						_								1					
Riding through the marsh is a unique and						_													
special experience. I hope we can keep																			
that			1	1	1				1										
Ringing the marsh and providing better						_													
ped/bike access to businesses in Tam																			
Junction directly from the path seems to be																			
the most logical option from an economic																			
and ecological perspective.			-1																
Ringing the marsh is a terrible idea.						_					1								
Rising water levels is a concern, but seems						_													
you're getting ahead of the issue and																			
planning now.											1								
Safe for all travelers, separate bike and						_													
walking paths.											1								
safe for pedestrians and families.						-			1		1								
Safer cycling with access to businesses						_									1				
Safety and permanence of structure for						_													
future generations.											1				1				
Safety and prolonged access. Marked bike						-													
lanes and pedestrian walkway.											1								
Safety separating cyclists from																			
pedestrians.				1	1						1								
Safety, room for all users, good for																			
ecosystem.				1		1									1				
Safety. Cost. Longevity.																			

				Habitat/		Ae	th/						Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	No	oise	Cor	nnct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Sea level rise is nothing.□ □																		
#1 flooding problem is 'triple water event'.																		
+ tide (Nov 15 2020 it will be about 7 ft above mean water)□																		
offshore wind (common condition) - raises water 3-5 ft. □																		
Snow melt (spring time) raises water up to 7 ft□																		
FYI: High rain design criteria is 6" in 30 minutes. This puts 3' at head of marsh																		
(Tam High)□			1	1										1				
Sea level rise protection and ability to restore the marsh. Option 3 is best in my opinion.																		
Sea levels have only been rising 10 inches a century. Most of this is overkill based on							_											
unproven science and forecasts which are unrealistic.	1																	

				Habitat/		Aeth/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Noise	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
See my notes above. Strongly support Concept #1. In Concept #2, the idea that the marsh behind the pathway must be just like the marsh in front of it (closest to the bay) is false. Imagine if the "blockage" formed by the pathway were made by natural geology instead of manmade - would we be discussing blasting new holes in it to get more water into the area behind it? It will be fine with the limited connection to the bay, just different. Spend the extra money on a different project (Alto Tunnel?).	1															
Seems that option 1 is being downplayed. It seems logical to me that option 1 couple be used to help block water to flooding in the road and highway if structured as a dike as well. Just like we see in Amsterdam.				1				1				1				
Separate bike and walk paths, Marsh restoration and avoiding flooding are most exciting. No concerns.								1								
Separate bike lanes			1					1								
separate bikers from walkers⊡ concept #3								1								
Separated bike and pedestrian paths is the most important								1								
Separating bicyclists from pedestrians very important to me. Ability to walk my dog along the edge on the pedestrian path. Separating bikers and pedestrians								1						1		

				Habitat/		Aeth/				Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Noise	Connct	Safety Res	l Length	Exp	Res	Impact	Trans	Surfac	Prot
Separating cyclists and peds for safety and harmony; a safe way to commute to SF Separating the cyclists and pedestrians					1			1							
separating walkers from bikes that go too					'			- 1							
fast⊡ □															
money spent on short term fixes								1							
Separating walkers from cyclists is very important.								1							
separation between cyclists and pedestrians given the new concepts will be a confined space. i'm comparing it with riding over the GGB when cyclists are forced to share the east sidewalk. this is a very unsafe situation.						1		1							
size to accommodate safer pedestrian and bike use, as well as continued separation from vehicles											1			1	
Smooth dry path. Costs must be reasonable. I'd rather see more projects than fewer pricey once. What about Camino Alto tunnel?														1	
Smooth pavement					1			1						1	
Smooth, safer path for all. Cost.											1			1	
smoother dryer surface														1	
Smoother pavement excites me															
So											1				
Solving the flooding problem.											1				
Solving the frequent flooding.					1						1				
stop flooding; cost and nimby people								1							
Sufficient room and separation for bike and peds.				1				1							

				Habitat/		Aeth/				Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Noise	Connct	Safety Res	l Length	Exp	Res	Impact	Trans	Surfac	Prot
Supporting the changes in climate and preserving the marsh and the wildlife dependent on this shoreline. Only concerns are that safety for cyclists and whether avid cyclists are involved in this project planning to advocate for this?				1				1							
supporting the marsh ecosystem and creating a safe path for bikes and pedestrians, ideally with dedicated lanes.								1							
Thank you for being proactive. I welcome ease access and safety.											1				
That all three are only looking to provide 5 - 10 year protection against sea level rise. The most robust solution should be chosen											1				
That elevating plans are in the works, the southern segment is more problematic but this is a great start															
That it is a long term plan in regards to sea level rise				1							1				
that it not be flooded! □ that it not intrude overly on the marsh.														1	
That it will finally be resurfaced.								1							
That it won't be wide enough to accommodate the extremely large number of people who are already jostling for space on The Weekends				1											
That the marsh is unimpeded by solid pathway as it is now.				1											
That the new path would effect the natural marsh less		1	1	1				1				1			

				Habitat/		Ae	th/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	No	oise	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
The ability for walkers/runners and bikers to safely co-exist. I like option 2 the best but option 3 would be the least disruptive to the environment. It could mean that while the new path is being built, the existing path could stay open. This would drastically, if not almost completely, reduce any closure of the path.									1								
the bridge looks so cool! if the cheap, sorry, "on shore" version is what's chosen, it MUST have good, safe bike connections to Tam Junction with a crosswalk on the north side of the Almonte / Shoreline intersection.														1	1		
The concerning part for me is how long it will take and what will be available in the interim. Cyclists rely on the path as a safe route to mt. Tam and el camino among others. The cost and improvements of concept 3 is			1		1	_											
appealing and promising.					1	I		_				1					
The costs of course. but also that it changes the experience of being in nature by being too built up		1					1					1					
The current south marsh part of the path is my favorite part. You are so far from cars and get to be in the marsh area. Old like to maintain that. I like solution 2.	-1	-1	1		1	1		1	1			1 1					

				Habitat/		Aeth	/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Noise	e C	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
The ecotone slopes with each concept will provide excellent habitat restoration opportunities; I am excited to work with volunteers on these efforts. Sustainability of this popular pathway is exciting. More concern with option 1 is it feels like a bandaid- that the footprint will need to expand in future years (lots of fill right in the middle of the marsh). Concern with option 2 is that the raised pathway feels disconnected from the landscape. Also cost could slow implementation. Concern with option 3 is line of sight and crowding/safety issues, though I think the potential to connect with Tam Junction is exciting.		1															
The elevated approach makes a ton of sense. The pathway would be protected from waters and the water could flow freely under the pathway. Excellent approach if its feasible.		1			1	1											
The elevated causeway design is beautiful, it reminds me of infrastructure I have seen in Denmark and would be a real point of pride for the region and a model for the country. I am concerned that the cost would cause the project to bog down due to the inevitable opposition from the usual suspects, and that nothing would get done as a result.							1										
the elevated causeway looks cool in the drawing, but might be a bit of an eyesore compared to just moving the path elsewhere.		1				1											

				Habitat/			Aet	th/						Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Со	st	No	ise	Cor	nnct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
The elevated concept appeals to me																			
because it would seem like I am flying over																			
the marsh.						1					1								
The elevated one is super cool but would																			
be crazy costly. The vehicular intersection																			
and roadway there at the park and ride and																			
road by the hele-pad needs the \$. I think																			
just elevating and widening the bike path																			
that's there is fine.		1		1										1					
The elevated path seems most appealing																			
to me, with its good views, ecological																			
benefits, and straight route for path users		1		1							1								
The elevated path seems really exciting as																			
a way to cater to cyclists, pedestrians, and																			
wildlife. Hoping it will improve the safety																			
and access for all.		1																	
The elevated pathway is exciting but I																			
worry the high cost could mean it getting																			
stalled. I also worry about any option being																			
good only for a short time. What is the best																			
long term solution?														1					
The elevated pathway seems like a really																			
nice way for people to see the wildlife and																			
tidal changes in the marsh.	0	.5	1			1	1				1			1		1			

				Habitat/		Aeth/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Noise	Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
The elevated platform would be great, but looks expensive, and it would restrict access to the path during construction. The route change to the edge of the marsh seems like a good alternative that is cheaper and would leave the trail open during construction, but I'm not sure what the views would be like with this route, and whether it would be close to traffic, which would not be good. I like the idea of dedicated lanes for bikes and pedestrians.		1														
The elivated platform seems like a beautiful and elegant solution.	-1					_					1					
beautiful and elegant solution.	- 1															
The exciting plans are those that can preserve views and connection to the wildlife area. My concern is a half-measure which is at risk to a more rapidly changing climate and sea level rise (I.e. option 1)												1				
The fact that all address sea level rise and the frequent flooding of the path.																
The illustrations are beautiful and have a feeling that some combination of the 3 will present the optimal solution. I am a heavy Bay Trail user up and down the coast			-1			1					1					
The last one is the most concerning as it's putting cyclists and pedestrians by cars, making it unpleasant. The area is so beautiful and many people use it for relaxing and enjoying the marsh habitat				1												

				Habitat/			Aet	h/						Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Co	st	Noi	se	Con	nnct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
The ones that allow for sea-level adaptation and habitat connectivity. Salt marsh harvest mouse have not been proven to NOT be in the marsh yet, so they are also a concern. Just because one round of surveys did not find them does not mean they're not there, and more surveys should be done just in case.			1	1	1									1					
The option called Ring the South Marsh is the best solution in my opinion. It is less expensive than the span and preserves the integrity of the marsh best. Transecting this marsh was a terrible idea to begin with! The path obviously needs raised. Best to take existing path and raise it. Less money, should be relatively benign to existing infrastructure.					1		_				1				1			1	
The pathway is too small on busy days it gets dangerous. The pavement is very hard to ride through as it's rutted and uneven. Going over the wood bridges is not biker friendly. I like the idea of the pathway being a little larger and a place designated for bikes and a place for walkers. Having the path wider and easier to ride over and safer excites me.											_1				1		1		
The pathway must be wider with designated pedestrian and separate bicycle lanes. The flooding impedes my access to work approximately one week per month in the winter. It's unsustainable as is.				1				-			1								

				Habitat/			Aet	h/						Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Со	st	Nois	se	Con	nct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
The potential to make it safer for bikes and walkers and to do something that is ecological with a long-term vision.	-1	-1		-1		1													
The raised pathway seems absurd and would be a gross mis-use of public funds; that along with the first option don't provide the expressed result of maintaining and protecting the marsh.			1						1										
The re-alignment excites me the most as it would actually help tie the existing retail businesses along Hwy 1 to the marsh. We should aim to open up the backside of places like Fish Hook, Equator, the new pizza place, etc so that cyclists and pedestrians can access all of these from a new marsh-side path, rather than riding or walking down/across Hwy 1		-1				1					1								
the span could be beautiful, but it is assuredly more expensive and likely insanely so. Can it be done cheaply?□ And then: even at whatever cost, what is to think it will last 100 years? □ Finally what if the width ends up being too narrow?		1						-											
The span is very exciting			1						1										
The third concept could really improve access to local businesses which is cool		-1																	
They all actually look fine. I'm concerned that #2 is to expensive to get done in a reasonable timeframe.				1															
They're all mostly exciting. My main concern is reducing impact on the marsh as much as possible.				1															

				Habitat/		Ae	th/						Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	No	ise	Cor	nnct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Think it is great to see thought going in to																		
how to preserve the trail as eater level																		
rises. And so happy to see this opportunity																		
being taken to enhance the ecological																		
system.			1	1			_											
Third option is best because rerouting path																		
along edge of marsh would have least																		
impact on the ecology of the marsh. Having																		
large uninterrupted areas of the marsh																		
would be best way to improve natural																		
hydrodynamics and to protect wildlife from																		
noisy people and dogs.							_			1		1				1		
This pathway is a very crucial bike route for																		
both families and experienced recreational																		
cyclists. I think maintaining adequate lane																		
width and separation from pedestrian lanes																		
is key. This path is one of my favorite																		
aspects of the Marin bike infrastructure. As																		
a recreational user of the path, I do not																		
mind the added walking time			1				_											
Three 3							_								1			
Time to build;				1														
Uniting north and south marshes is a no-																		
brainer. Prototypes don't seem to																		
accommodate foot traffic quite as																		
generously as they do bikes.				1	1									1				
Usability in winter high tides. Ecology							_											
important, but cost needs to be a factor.				1									1	1				
Views but primarily accommodations for																		
sea level rise upland					1								1					
Views of the marsh are important but so is																		
the cost.										1							1	

				Habitat/		Aeth	ו/ו					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Nois		Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
We need safe access for horses. The gravel on the side keeps our horses from walking/trotting extensively on the pavement, which is hard on their hooves.			1	1				1						1			
What concerns me most is the disruption to wildlife that any construction will cause. Why disrupt the environment twice,repaving in 2021 and then construction years later of a new path? I'm excited about Concept 3,constructing a ring around the Marsh & providing greater access by foot or bike to the businesses at Tam Junction. I could see taking the path from the Middle School and walking for a coffee at Equater or a bite to eat at Floodwater or Hook Fish.													1				
what is concerning is the roadway flooding around the manzanita junction							1					1					
What's cool about it now is it's away from the road out in the bay.							-									1	
Whichever is less bumpy tha current one		1		1								1					
While the cost of elevating the path seems highest of all options, I would prefer it as it would keep the same experience of riding through the marsh and seeing it all around while improving the ecological impact.				1					1								
Widening for bike/ped safety, habitat enhancement									1								
Widening the path to safely accommodate all users.									1				1				
Wider and safer. Immune to flooding, at least for quite a long time.									1								

				Habitat/		Aeth/							Cnstrt			Fld
Comment	1	2	3	Wildlife	Cost	Noise	Conno	t Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Wider path for bikes. It is really crowded																
there. □																
							_				_					
Wider pathway making it safer for																
bikes/pedestrians				1	_		_				_					
Wider pathway with separate bike and																
pedestrian lanes, positive ecological impact				1							1					
width increase for bikes vs peds				· ·	_		_				<u> </u>					
protecting the environment while still																
providing access.□																
love the idea of keeping experience																
bisecting (over) the marsh rather than																
pushing to edge, creates more unique																
experience, more appreciation for wildlife.																
add breakout seating areas!																
Will this impact the Alto Sutton area by					_				•		-					
"forcing" more water north?																
1. Climate change work and 2. separating																
walkers and bikers (2019 on Bike to Work																
Day we counted almost 400 bike																
commuters on the path!)																
With the new jogs of concept #3,					_						-					
concerned about some bikers zipping																
around the new turns. Provide speed																
reduction features for all 3 concepts.																
Would like to see current path access																
maintained until the new path is ready.		1														
2		1			1											
Moving the pathway seems concerning																
because of the likelihood of future sea level																
rise impacts, whereas raising the pathway																
seems like a more viable long term solution																
even given the higher cost.																

				Habitat/		Aeth	/					Marsh	Flood	Cnstrt	Active		Fld
Comment	1	2	3	Wildlife	Cost	Nois	e (Connct	Safety	Resil	Length	Exp	Res	Impact	Trans	Surfac	Prot
Leave it as it is																	
Raising path or causeway		1	1						1								
I like concept 2 and 3 most. My concern																	
with 2 is it needs to be fairly wide to allow																	
safe distance for cyclists and pedestrians.		1		1					1								
Better ecological impact. I like the raised																	
bridge idea the most for the ecology. But																	
as someone who uses the path daily for																	
exercise i do like and have needed the																	
flexibility to move way off the path to avoid																	
collisions. Disrespectful attitude by users is																	
very common. In a bridge I'd have nowhere																	
to move								1							1		
Connecting the communities by																	
walking/biking trails to reduce car																	
commuting.																1	
I'm excited the bumpy path will finally get																	
resolved				1													
That the marsh is unimpeded by solid																	
pathway as it is now.									1								
Keeping it accessible to equestrians!□																	
What is concerning is that chaotic bike																	
traffic that do not ride a safe speed.							_		1								
totals	13	67.5	88	176	29 58	22 3	8 3	36 5	120	9	15	69 23	115	24	29	58	5

Evolving Shorelines Project at Bothin Marsh: Adaptation Concepts Survey	
Tell us more about your vision for the adaptation of the Bothin M	larsh Open Space Preserve. What would you like to
see? What did we miss? Are there ways you would like to be inv	
SUMMARY OF COMMENTS	
Concept 1 - Negative	13
Concept 1 - Positive	26
Concept 2 - Negative	22
Concept 2 - Positive	66
Concept 3 - Negative	19
Concept 3 - Positive	94
Safety	105
Habitat	62
Surfacing	35
Marsh Experience	28
Wildlife	27
Connectivity	25
Cost	21
Seating/Overlooks	18
Volunteer	14
Interpretation	14
Flood Protection	10
Adaptability	8
Equestrian	7
Carbon-free	4
Water Trail	4
Lighting	3
Accessibility	2

COMMENTS AND INTERPRETATION	
Comments	Interpretation
Nearby public transit stops should in no way be diminished as a result of any changes to this multi-use	
path and the marsh. We must all utilize and support public transit to help reduce climate change and sea	
level rise.	
I'd like to see the marsh be kept as 'natural' as possible as my family and I love it as a haven for wild birds	S
and various sea creatures.□	
That said, I wonder if the pathway could be leveraged to help mitigate sea level rise and if so what would	Flood Protection, Habitat,
that look like and how much damage to the marsh would it cause	Wildlife
Should be more integration with efforts to protect Tam Valley and the Manzanita interchange against	Flood Protection, Concept 3
SLR. In Concept 3, I'd like to see Coyote Creek redirected into the marsh to help with sediment buildup.	+
Don't over engineer this. Please make the best use of materials with minimal long term environmental	
impact.	Habitat
I think I'm leaning more towards #1 since that seems least restrictive. I like the open feeling, I would be	
concerned about the elevated option feeling constricted. Also I can see how litter could be a problem or	
just people losing glasses/phones, etc. Things dropped on the ground in concept one could easily be	
retrieved.	Concept 1 +
While none are perfect, all three plans seem to be on the right track. My biggest concern is that I don't	
see that the proposals sufficiently protect the pedestrians from the bicyclists.	Safety
Would love to see the habitat restored, continue with safe access for pedestrians and bicycles. SLR	
adaptations for the community and region.	Habitat, Safety, Adaptability
Again, please strongly consider Concept 2 to provide the most benefit to all beings who use Bothin Marsh	1,
from humans to plants and animals. All species have a stake and deserve representation in this	
restoration decision. I would be happy to help with any wildlife restoration projects as part of the final	
concept implementation. I am a wildlife biologist and long time citizen of Marin. Thank you for your	Habitat, Wildlife, Concept 2
consideration	+
Great options you put together. I can't think of another one.	
Good interpretive signage, view areas with seating.	Interpretation, Seating

The current path follows the old rail trail to mill valley. It is the most direct line between two points. There was no planning on how it effected the marsh ecologically. Allowing the marsh to recover would add	3
beauty and help deal with sea level rise. my 2 centavos.	Habitat
Happy to learn more how to help.	
would love to do volunteer work. I think the bike community which traverses the trail every weekend in	
the 100's should donate time and money (I'm part of that group)	Volunteer
I hope you will be removing the paving on the old stretch of walkway if you go with concept 3 so it is	
natural.	Concept 3
So nobody's considering getting rid of the colossally-ugly power towers that span the bay? Their grim	
functionality sets an exceedingly low expectation of caring natural stewardship at the gateway to Tam Valley (and Mill Valley).	
Pull outs for bike to get off paths to allow for slower/faster. As on the GGB - just a place to help keep the	
peace.	Safety
My home is about 30 feet from the edge of the marsh and is partly in the flood zone. I think we also need	
to consider what will happen to the low-lying places like Mill Creek Meadows, Pickleweed housing, and	Flood Protection,
the Redwoods. Are we going build levees? Do we put floating foundations or stilts under our buildings?	Adaptability
Please preserve safe horse access	Equestrian
I like the idea of sitting areas to observe wildlife.	Seating, Wildlife
I am responding because I feel that the "10 inches in ten years" is misleading and such hype about	
climate change does the entire movement a disservice. Please use official estimates and cite verified	
scientific sources.	
The most important considerations to me are safe access for pedestrians and cyclists. In my few times	
visiting the trail I have seen several near-accidents between pedestrians and cyclists. Any path with	
protections for this would make me happy.	Safety
I use McGlashan trail daily, and the wood can be slippery and inches from flooding. I'd like to see	
Highway 1 have protected bike lanes or bike path, or McGlashan trail raised & textured.	Surfacing, Safety
wide enough for walkers and bikes	Safety
more informational signs abut wildlife and flora that describe seasonal changes, behavior	Interpretation
I would like to see speeding road bicycles on the road, not the multi-use path. I would like to feel safe	
walking on the path.	Safety
I would like for there to continue to be dirt paths on either side of paved areas.	Surfacing

Your renderings are wonderfl! I really like how all 3 concepts show 2-way bike lanes and a separate	
pedestrian lane. However, I would like to see a wider, 2-way pedestrian lane if possible to accommodate	
baby strollers, walking groups, dog walkers including the inevitable off leash dog walkers The Mill Valley	
Sausalito path is Marin's highest used open space and when it gets crowded out there it is like an	
obstacle course of hazards!	Safety
More community involvement	
Larger pathway. Between walkers, joggers, cyclists it can be quite busy. Dirt lane along the path on each	
side.	Surfacing, Safety
I wish more people cared about the potential archaeological significance And history, if you guys added	
more stuff about our local coast miwok that would be bad ass	Interpretation
I would like to see care and consideration given to existing patterns of wildlife habitat. Too often I see	
people wandering around the marsh during nesting season.	Habitat, Wildlife
It looks good. 🗆	
Option 3 is preferred.	
Why doesn't this survey let me state which option is preferred?	Concept 3 +
I meeter Concernt 2. This has been a worthwardlaheretion with a lat of the worktful planning. The playerul	Concert 2 1
I prefer Concept 3. This has been a worthy collaboration with a lot of thoughtful planning. Thank you!	Concept 3 +
Question misframed. Focus on patch of greenery looking through wrong end of telescope. Please focus	
on how path as bike infrastructure alternative to cars on 101 affects thousands of people daily. Net	
natural and human impact will be much larger, though diffuse. Don't spend extra \$ maximizing the 3 acres	
in front of your nose.	Carbon-free
Simply that you heighten the areas that flood but leave the rest alone.	
Do you know that many people us this route as a training ground?	
don't over spend and don't do the causeway either - crazy expensive and will change the natural beauty	
too	Concept 2 -, Cost
Elevate both the shoulder(s) and the paved portion of the pathway high enough so it rarely, if ever, gets	
flooded, which rapidly degrades the quality of both the shoulders and the asphalt, particularly for use by	
bicycles, joggers, and baby buggies, and costs money to repair (which rarely happens currently).	
Segregation of bicycles and pedestrians is a nice concept, but which option do children on bicycles use;	
also skaters and other difficult to classify users.	Surfacing, Safety
I like design 2 with the raised walk way. This seems the most viable for the long run.	Concept 2 +

As mentioned above, I'd like to see a vibrant opening and connection between the restaurants and shops that line the east side of Hwy 1 and a new bike/pdestrian path that runs along the march edge. It would cool if those establishments could actually open back side open spaces to this new orientation, which would take a lot of dangerous traffic/congestion off 1 Concept 3 +, Connectivity Easy access for wheelchairs and folks with disabilities. So parking (handicap placard)/public transit near the trailheads and adequate benches and areas for folks to rest on their walk through the marsh. This would also include proper maintenance of the pathway to maintain pavement/trail smoothness and grades. U What are the other low spots in the nearby area? Are there plan to raise that area or create a sea-wall/berm to prevent SLR impacts there? How will that impact the plan for this potential trail realignment? Accessibility a hybrid of option 2 and 3 would be best. keeping high speed commuters/runners to the straight path and safety. Concept 2 +, Concept 3 + I envisioned a path that would continue to serve as a multi-use path, in its same footprint, as well as a tool in controlling flooding in Mill Valley/Tam Junction/Manzanita, etc. while maintaining/restoring the marsh health. Additionally, I do access the creek by SUP and kayak which I'd still like to do. Flood Protection, Water Trail, Habitat Protects from sea-level rise, safe for pedestrians, is accessible to those of all abilities, is not disrupting to address the right issues. If it's helpful, I would be open to contributing my creative services to help visualize the different options, using either multimedia or physical models, for discussion purposes. This path means a lot to me, and I would be open to volunteer some time to help our community make informed decisions. My name is Fabrice Florin, I run GreenChange.net . If you like, you can reach me at fabriceflorin@gmail.com or check my online bio: https://fabriceflorin.com/about/	would love a smoother ride for my bicycle, separation from pedestrians, but not necessarily a speedway for bicycles.	Surfacing, Safety
the trailheads and adequate benches and areas for folks to rest on their walk through the marsh. This would also include proper maintenance of the pathway to maintain pavement/trail smoothness and grades. What are the other low spots in the nearby area? Are there plan to raise that area or create a sea- wall/berm to prevent SLR impacts there? How will that impact the plan for this potential trail realignment? Accessibility a hybrid of option 2 and 3 would be best. keeping high speed commuters/runners to the straight path and making the Tam Valley edge slower and engaged with local future retail and business. I envisioned a path that would continue to serve as a multi-use path, in its same footprint, as well as a tool in controlling flooding in Mill Valley/Tam Junction/Manzanita, etc. while maintaining/restoring the marsh health. Additionally, I do access the creek by SUP and kayak which I'd still like to do. Protects from sea-level rise, safe for pedestrians, is accessible to those of all abilities, is not disrupting the rail. Habitat si is borrowing space from. I like the way you are thinking about this. The concepts seem well thought out and you are trying to address the right issues. If it's helpful, I would be open to contributing my creative services to help visualize the different options, using either multimedia or physical models, for discussion purposes. This path means a lot to me, and I would be open to volunteer some time to help our community make informed decisions. My name is Fabrice Florin, I run GreenChange.net . If you like, you can reach me at fabriceflorin@gmail.com or check my online bio: https://fabriceflorin.com/about/ I'd like the trail to be wider. Suffactore to the protection in the bio: https://fabriceflorin.com/about/ Suffactore to the protect my online bio: https://fabriceflorin.com/about/ Suffactore to the protect in the suffactore to the protect in the pro	As mentioned above, I'd like to see a vibrant opening and connection between the restaurants and shops that line the east side of Hwy 1 and a new bike/pdestrian path that runs along the march edge. It would cool if those establishments could actually open back side open spaces to this new orientation, which would take a lot of dangerous traffic/congestion off 1	
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address the right issues. If it's helpful, I would be open to contributing my creative services to help visualize the different options, using either multimedia or physical models, for discussion purposes. This path means a lot to me, and I would be open to volunteer some time to help our community make informed decisions. My name is Fabrice Florin, I run GreenChange.net . If you like, you can reach me at fabriceflorin@gmail.com or check my online bio: https://fabriceflorin.com/about/ Volunteer I'd like the trail to be wider. Safety	protects from sea-level rise, safe for pedestrians, is accessible to those of all abilities, is not disrupting the natural habitats it is borrowing space from.	
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	I'd like the trail to be wider. Flexible space/park-like alcoves?	Safety

I like all three plans and I will be happy with the final decision. I would like to be on an advisory committee	
if one is going to be established.	
plan 3 sounds good to me, plan 2 seems like a poor return on large, investment	Concept 2 -, Concept 3 +
Widen to separate bike and pedestrian users. More places to sit.	Safety, Seating
All three concepts are super. I don't think Concept 1 makes a sufficient change, but either of the other two	
options are inspiring.	Concept 2 +, Concept 3 +
I always enjoy biking over the two creeks, and seeing the tidal flow of waters there. Makes the environment feel alive and connected to SF Bay and the Pacific Ocean. I just hope something happens for progress with this path; we've been hearing about re-paving and widening projects on the path for years with no significant improvements; just pavement paint with silly messages and graphics that are	
childlike/infantile.	Surfacing, Habitat, Safety
See #8	
The solution does not have to be either/or for the solutions presented above. Currently we have relatively short bridges that are not highly engineered. Construction/repair of the current bridges does not require specialized heavy equipment. The same concept could be followed, wherein there is a series of short bridges that span to short sections of built-up pathways. This would allow more interconnection of the marsh, without huge civil infrastructure type bridges or continuous embankments. More boardwalk-style walkways could be used where it's impractical to use a bridge - similar to the Mcglashan pathway. It would also allow it to be built piecemeal over a number of years, which is much more adaptable. Ironically, the worst flooding happens where the most infrastructure intervention has happened. Large one off infrastructure development projects time and again make mistakes that are hard and expensive to correct later, and require heavy up-front costs. Keep it simple and adaptable.	Adaptability
I'd like to see a bridge over Blithedale, to better connect to continuation of path without traffic signal.	
If it's going to be changed, better to reroute out of marsh.	
Safety and flow for cyclists and peds. A design that fully appreciates the very heavy cycling usage of this	
pathway.	Safety
Do it soon.	
Pull outs/rest/seating areas on elevated causeway; dirt pathway for running	Surfacing, Seating, Concept 2 +

All 3 proposals are good. It would be good to know the approximate cost of the options. Option 1 sounds like it will be the lowest cost to implement. Save funds to complete the Alto tunnel!!	Cost, Concept 1 +
Smooth dry surface implemented sooner rather than later. Low cost is important due to increasing likelihood	Surfacing, Cost
I think concept 3 provides minimal disruption to wildlife and visitors alike which is the main goal for me	Habitat, Wildlife, Concept 3 +
The elevated causeway looks great!	Concept 2 +
Keep me posted and ways to offer to help.	Volunteer
Hopefully, there would be several places where users of the path could safely enter or depart along the route, rather than having to stay on the path until the end.	Safety, Connectivity
I think you've done a nice job with the three options. I think the re-route is the best long term solution.	Concept 3 +
Do plan 2	Concept 2 +
I believe this proposal gives the County a fabulous opportunity to remove legacy railroad fill of high quality wetlands, restore Bothin Marsh habitat and hydrology, and construct a modern multiuse pathway that accommodates the ever-growing use of this busy transportation and recreation facility as well as SLR. Design 3 is cost-effective, has the least environmental impact and greatest restoration opportunity, retains a superb pathway experience, and links pathway visitors to the community in a sustainable manner.	Habitat, Concept 3 +, Connectivity, Cost
More tidal wetlands is a good thing from what I understand. Improving infrastructure that makes it easier to get around by bike or walking instead of driving is also a wonderful and important thing. All good.	Habitat, Carbon-free
Hope that the trail includes Environmental education sign and experiences; citizen science to monitor SLR; active design elements like water fountain, bike fixit station and tire pump; ecological restoration for threatened species; carbon sequestering materials and soil management; ecotone slopes for adaptation volver time.	Volunteer, Habitat, Interpretation

Increased bike transportation north to south in Marin is a very high priority for me. I look forward to riding from Novato to the GG Bridge without encountering auto-based roads or substantial hills. This will require a major transportation restructuring for pedestrians, acoustic bikes and electric bikes. Over time, car travel will be reduced as people gain the benefits. My view is that any substantial capital improvements	
should take the long view as personal auto transportation is gradually reduced. Before building bike	
lanes, consider where the electric bikes are going to go with the acoustic bikes, or with the autos?	Carbon-free
Concept 3 would be great	Concept 3 +
Ideally a full integration with the natural environment. Both to lessen the impact, but also to encourage users to recognize the importance of wetlands.	Habitat
concept #1	Concept 1 +
I love the idea of full restoration And would hope to see more native plants and animals, birds, etc emerge	Habitat, Wildlife
I am interested in being part of a working group of panel of resident advisors to the planning process.	Volunteer
Please do not make a simple rustic environment and change it into a slick urban environment. Keep it as simple and natural as possible. Protect the habitat, water flow and wildlife.	Habitat, Wildlife
Should bear in mind that Tam Valley needs to be redeveloped to reduce traffic bottlenecks for cars too and that the pathway should be compatible future Tam Valley redevelopment.	
I'd like to see close access to the marsh, and a healthy marsh	Habitat, Marsh Experience
I'm primarily interested in continuing to access the running/biking path that's safe for everyone and also provides an interesting/beautiful view of the marshlands and their inhabitants. Maybe it would be fun to have more of those narrow footpaths where we can go find birds but also not disturb them?	Safety, Wildlife, Marsh Experience
Subtle Lighting - ideally solar powered for night use/commute.□	
Safety exits for quake/other exit needs.□	
Plans for other changes in infrastructure eg roads, manzanita bus stop - perhaps links to see the bigger picture.	Lighting, Safety
n/a	
-	

My comments above answer this. I support an investment to the path way because the current one can	
be unsafe with the tides, debris from the tides and walker/cyclists contention.	Safety
I'd love to see more seating areas that are out of the way of regular path users. All options looks great	
really. I love the look of the spanning concept and see that as the best option overall if cost is not a factor.	
I think you nailed it there.	Seating, Concept 2 +, Cost
New path from marsh to downtown Sausalito along waterfront. Hate riding on Bridgeway	
I think even basic improvements would be vastly appreciated: new tarmac, delineations painted on the	
surface for walkers + cyclists— avoiding flooding would be fantastic with any of these options, so thank	
you for taking this challenge on!	Surfacing, Safety
I'm delighted we are Oman I got to preserve both the marsh and the path. I like concept 2, but would be	
open to concept 3 (although not a fan of paths that cut through shopping areas as I use the path for	
jogging and shoppers tend to congregate in clusters that congest leisure paths	Concept 2 +, Concept 3 +
My vision is for this open space to be safer at high tides and for cyclists and pedestrians alike	Safety
I'd like to see clear separation for bikes and pedestrians.	Safety
Needless to say the path should've been elevated, widened and repaved years ago. The pedestrian	
bridges/crossings to need to provide better ingress and egress to Miller Ave. Presently, the pedestrian	
bridge (and crossing) is perpendicular to the bike path, which is a major design failure as it creates a	
poor, if not dangerous, merge with vehicle traffic (bikes, cars, buses, etc) with Miller Avenue. An	
intelligent traffic engineer or urban planner could have spotted this limitation during the design process.	
Correct it by angling the bridge to allow the cyclists to maintain speed and visual eye contact when	
merging northbound with Miller Ave. The same rings true with the Almonte Blvd / Miller Ave intersection.	Safety
I think that Concept 3 is the most viable.	Concept 3 +
I love the experience my children have with the wildlife. As a cyclist, I also want this to be a safe path for	
groups passing through, children learning to ride and people walking. So please give consideration to all	
these trail user types. Cyclists are not the enemy here and I hope they are not portrayed in that light as is	
the case on almost all forums.	Safety, Wildlife

It is a real asset for the community, a National Park level experience for anyone visiting it. Unfortunately it has huge amounts of deferred maintenance and is used by a community of people who on balance do not play well together. Separating pedestrians and bicycles is probably the highest priority, along with facilitating use of the path as a transportation link for bicycles rather than just as a recreational asset. The large packs of sport cyclists using the pathway and travelling at unsafe speeds should also be planned for, and mitigated.	
Moving the path towards the edge is not ideal for active transport and concerns about degraded experience due to adjacent traffic on portions. The viaduct would be best solution and elevate the experience for all users as well as allow the marsh to have improved circulation/flows. I am a CA Civil PE and would be glad to do some pro-Bono reviews	Carbon-free
The costs appear to be a big hurdle to 2 and 3.	Cost
It would be great to restore a more natural marsh ecosystem while also ensuring this path is better suited for rising sea levels.	Habitat
minimize visual impact of artificial structure□	
minimize wetland ecosystem intruption	Habitat, Marsh Experience
Passing lanes! It can get congested and it's tough to communicate when peds have headphones	Safety
Looks great tbh	
A span bridge for peds and bicycles would be a beautiful and long lasting architectural legacy. Should the design be not just utilitarian but also architecturally elegant, it will fit the aesthetic of a county which boasts the Golden Gate Bridge and the Marin County Civic Center as it's gems	Concept 2 +
While the pathway is a crucial connection for folks wanting to explore Marin by bike and foot, the	
protection and support of the marshland needs to be a priority.	Habitat
In addition to threatening the path, the rising sea level threatens many other parts of Mill Valley. A more	
holistic solution that protects both the path, Camino Alto, Almonte, MV Middle School, Tam High, etc.	
would be to place a dam next to the Highway 101 bridge at the narrow straight of Richardson Bay. This	Flood Protection
dam could control the amount of water allowed in all parts of Mill Valley. Your proposals look great, provided the cost is not too onerous	Cost
Tour proposais rook great, provided the cost is not too onerous	CUSI

hat other impacts will the proposed changes have (on car traffic, business, residential). What's the fference in time frames for each proposal? One these proposed improvements are exciting to see.	olunteer, Interpretation ost onnectivity oncept 2 +, Connectivity,
gnage should both remind us of our past mistakes and celebrate our ability to adapt. I'm a social identist and would be happy to contribute my skills to the process of planning an interpretive component r the project. Vol hat other impacts will the proposed changes have (on car traffic, business, residential). What's the fference in time frames for each proposal? Vol one Image proposed improvements are exciting to see. Image to see the financial resources for this go to something more important. Con	ost onnectivity
Second	ost onnectivity
r the project. Voltation of the proposed changes have (on car traffic, business, residential). What's the fference in time frames for each proposal? If the proposed improvements are exciting to see. If the to see the financial resources for this go to something more important. Correct to see thoughtful planning and options - thanks	ost onnectivity
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l like to see the financial resources for this go to something more important.	onnectivity
ood to see thoughtful planning and options - thanks	onnectivity
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5	oncept 2 +. Connectivity
reference for concepts 2 and 3. Would like to see more consideration of connectivity and continuity of Co	······································
athways entering Sausalito and Mill Valley.	oncept 3 +
seems like a good long term solution. 2 sounds cool but will be too expensive. 1 is going to damage the Co	oncept 2, Habitat, Cost,
arsh ecology.	oncept 3 +
stead of doing the typical Marin thing of passing some huge bond to pay for a gold plated infrastructure,	
ou should consider a way to train local kids and volunteers to help with this effort. I see how much	
oung people mobilized for BLM. They are hungry for ways to be useful. This is also right in front of the	
nly public high school in the area. Is there a way to save money and train kids?	
o further thoughts.	
on't waste our money. Keep it simple. Even 18" height increase would solve the problem for the next 50	
	ost
ider space Sa	afety
am thrilled that this important and beautiful path is being rethought. It is an incredible asset to this	
mmunity and the bike network. Investing in it is critical. Riding The Bothin Marsh pathway is one of the	
asons I moved to Mill Valley. There is nothing more inspiring than seeing 100 kids riding their bikes to	
hool on their own-especially through such an incredible natural area.	
· · · · · · · · · · · · · · · · · · ·	urfacing, Seating
on't overthink it. Please get it raised and paved. Should have been done 10 years ago.	
ust hope we are looking at a solution that will last the longest.	
like to see better segregation of foot travelers vs. cyclists.	afety

Separation between Bike and Pedestrians for added safety in dangerous spots would be awesome.	Safety
a bit wider path	Safety
Would be nice to consider the material used for construction. The current pavement is super rough and the wood on the bridges is awful for bike tires. If possible it would be nice to have a smooth surface be a priority. Thank you for doing this!	Surfacing
I have had to run through high water (soggy shoes) or face a decent reroute. I know this is needed. It is such a great connection for so many people.	
I would like to see the first concept pursued with the paved portion of the pathway widened, the crushed shale shoulder stabilized and a few bulb-outs placed for benches/bird watchers.	Surfacing, Safety, Seating, Concept 1 +
Let's hear about how this can be financed. And can we acknowledge that sea level rise will not stop at any typical planning horizon? This is just one adaptation step that will be the first in a series into the more distant future.	Adaptability, Cost
More nature interpretation would be really valuable. The marsh ecology, sea level rise, the wildlife. Bonus if we can fit an acknowledgment of Mrs Terwilliger in there (there are many who knew her love of local nature well)	Interpretation, Habitat, Wildlife
Something between Concepts 1 and 2 seems more prudent	Concept 2, Concept 1
There should be clear separation between cyclists and walkers. Ideals a median.	Safety
It's critical that good line of sight be maintained, and pathway safety be promoted as much as possible. That said, I want to see the pathway continue to be a major attraction for both serious and casual bikers and runners. In any case, I want to see robust volunteer opportunities for habitat restoration work as part of the implementation of the projects, and certainly with long term maintenance. On that note, what about the slope below hwy 1 to the south of McGlashan boardwalk? And the backsides of the ecotone slopes at Tam Junction with option 3, what coordination with businesses needs to happen in terms of flood control, etc?	
I would love to volunteer or do a focus group, as I bike commute and use this trail almost daily (without Covid would likely be daily). As long as we can keep cars out of the equation and make the trail safe for everyone, I think that is a win.	Volunteer, Safety
A well designed trail along the edge of the marsh sounds great. Need to allow bikes and pedetrians, stollers, dog walkers, etc to be separated	Safety
I would like to restore to its original state without a pathway through it. While I love riding through it and have for years, for me the environment comes first	Habitat

today theyre are a lot of people on the path. the trail is almost too narrow on week ends when bikes and pedestrian share the same path. this needs to be addressed, which call for a wider trial	Safety
	5
More space.	Safety
This is a main corridor for cycle-commuters between Marin and SF, keep it efficient.	
All of the proposals looks very well thought through, and all would offer an improved experience for all trail	
users. I noted that my preference would be not to extend the trail length; my primary reason for that	
selection was not concern over the length itself, but the proximity to vehicular traffic. One of the benefits	
of the trail today is being far away from even the noise of traffic - if it was decided that moving the trail	
was best, my hope would be that distance from traffic noise would be maintained since that greatly	
enhances the experience of traveling through a nature-abundant marsh.	Marsh Experience
Love the new plansI would be happy with ANY of the three options honestly, so long as they are wider, and elevated. I also want whichever version will protect the natural habitat the most.	
Would also love drinking fountains and public restrooms put in somewhere!	Habitat, Safety
Allow extra places on the sides for both pedestrians and cyclists to pull over out of the throughways.	Safety
Thanks for the hard work.	
It would be nice to clear up the parts of the path from the area under the freeway to the area next to the	
beginning of Bridgeway	
I would love to see it made safer for children - it tends to be a bit of a highway for commuters. Is it	
possible to have a fast lane/slow lane in each direction? I usually ask my children to stay on the dirt path	
to the sides of the pavement in order to stay safe.	Safety
	Concept 2 +, Concept 3 +,
I prefer concepts 2 & 3. I dont think it's worth the ecological damage to raise the current path.	Concept 1 -
Smoother riding surface for bikes, current pavement is awful. Good separation so that cyclists who are	
actually commuting can go at good speeds without frightening the pedestrians or slower cyclists. This is	
a commute route for many weekday cyclists. Cyclists should be able to go 18-20 mph.	Surfacing, Safety
This trail has historically been poorly maintained as well as a nightmare for mixed-use transportation. I	
just would like to see a space where cyclists have their dedicated lane, and a path that is maintained	
efficiently throughout the years. I don't really care about the view, or spending anytime here, I'm mostly	
using the path to get to other areas in Marin.	Surfacing, Safety
Lookouts or "jettys" to ensure you still get great views of the marsh even with the adjusted positioning as	
is proposed in Concept 3	Marsh Experience
Prioritize safety for humans and a thriving wetlands.	Habitat, Safety

I would favor whichever solution has the least impact on the ecosystem.	Habitat
Having a fresh water faucet is very useful.	
Having area where people with families or seniors can sit / rest and admire the view out of the main line of	
the path is very welcome.	Seating
Curious to see a hybrid of Concepts 1 and 2 explored if it makes sense and helps habitat.□	
	Concept 1, Concept 2, Habitat
Launch for stand up paddle, kayak. There are few places for the community to access the bay south of	
Almonte. Access to coffee shops, restaurants in Tam Junction. Park, amphitheater, bike parking. lighting along path.	Tam Junction, Water Trail, Connectivity, Lighting
While I support the proposed adaptation, it seems like it would be ideal to consider it in conjunction with	
sea level rise adaptations that will be needed for the Tam Valley Junction in general (roads, shopping	
areas, etc.) It may be too much to bite off all at once, but even if the path revision continues as a modular	
project I hope that its longer-term integration with a climate-adapted Tam Junction is also taken into	
account.	Tam Junction, Adaptability
Separate bike and pedestrian/runner traffic flow. I'm increasingly concerned about accidents during	
crowded times. It is the safest way for bicycles between MV and the bridge, so I would not want to restrict	
the access.	
What is the transition plan for while work is being completed?	Safety
What I mentioned above plus dealing with the access to Bridgeway southbound at the south end of the	
traildedicated bike signals?	Safety, Connectivity
Low level, low output LED strip lighting both sides of the path for better night time use and safety.	Lighting, Safety
I like the work and would be supportive of Concept 3 as not as expensive as Concept 2 but more of a	
game-changer as Concept 1.	Concept 3 +, Cost
how is this being funded?	Cost
Re-routing of high voltage power lines. Such an eye-sore on the marsh	
Please keep cyclist's bi-directional lanes separate and distinct from walkers/joggers lane(s).	Safety
Concept 2 nails it.	Concept 2 +
I would like to see both the rerouting and the elevated pathway both. This area is a treasure for everyone and deserves first-class concern and attention.	Concept 2, Concept 3

I used to ride this path 2x day when I biked to work in SF. This path gets a lot of use by cyclists of varying	
speeds (roadies, tourists on rental bikes, etc.) and pedestrians of varying speeds (runners, kids on bikes,	
moms with strollers and dogs, etc.). The path really needs to be as wide as possible, ideally with some	
kind clear way to separate pedestrians from cyclists.	Safety
I love the project.	
While I use the path nearly daily for exercise and commuting, I'd really like to see some of the marsh	
reclaimed in favor of the wildlife that calls the area home. Ostensibly, it looks like this can be at least	
partially achieved with proposal C in your dockett. 🗆	
After studying Copenhagen's superlative bicycle and pedestrian infrastructures, I'd love to advise my	Concept 3 +, Habitat,
thoughts on how the two groups can have a harmonious trail.	Wildlife
in a perfect world, there could be dedicated access areas for peds and vbikes.	Safety
I like concept 3; i think there is an opportunity to bring together the marsh expereience and tastefully tie in	
the local businesses and community. Having used the trail as a commute option for some time on a bike I	
would speculate that speed and time will be a concern. Finding a solution that allows cyclist to move at a	Safety, Marsh Experience,
more rapid pace; safely and on a smooth surface would be a 'nice to have'.	Concept 3 +, Connectivity
Create a viable plan that can be more easily financed and implemented in less years of	
consideration/construction.	Cost
make a better pathway for all that won't flood, uses natural resources and lets all of us view the beauty of	
the mountain and march	Marsh Experience
I've always thought that a raised causeway across the marsh would be a great alternative for all vehicular	
traffic so as to avoid flooding at the freeway off ramp, but I am happy with either option 2 or 3 as a way to	
improve bike and foot traffic	Concept 2+, Concept 3+
I like all the concepts but Concept 3 seems most lucrative.	Concept 3+
I like the option that moves the trail out of the marsh as it seems to be the "cleanest" way to build a long-	
term solution at the lower price.	Concept 3+, Cost
I am an environmental law student so I'd be willing to help with permitting in the summer if I can.	Volunteer
separate bikers from walkers - emphasize natural beauty of area	Safety, Marsh Experience
Separation of bikes and walkers	Safety
	Surfacing, Safety, Marsh
Smooth safe path with natural beauty	Experience

As noted above. Please ensure pathway is not visually/physically intrusive. That it does not diminish the current "natural" experience.	Marsh Experience
My main concern is for kids who commute to Tam high from Marin city. It would be best to compensate	
for any increase in length of the path by adding shorter access from Marin city along the west side of 101	
to the creekside motel. Your plans should prioritize safe connection to that area above all else. I'm opposed to any changes that do not make improvements for people from Marin city and the creekside inn.	
The changes suggested ignore the parts of the path closest to Marin city and the dependence of the	
population that lives there on the path for education and work and the plans are therefore racist. At a	
minimum you should be planning with the corresponding organization from Marin City, and you should	
also share your funding and resources.	Safety, Connectivity
More specific solutions for separating bicycle from pedestrian traffic. If after all the expense, a design did	
not consider and solve for this issue would be a huge mistake.	Safety
I am concerned that the existing path, and that future plans, are insufficient for safe bicycling in proximity	
to pedestrians.	Safety
this is an awesome shared space unique to the Bay Area. Riding through it is a pleasure (despite the	
terrible surface).	Surfacing
Surface needs to be appropriate for skating and boarding as well as cycling.	Surfacing
As stated above I do not understand why this is so difficult. A dike with a path on top with a functional	
dike seems like it could solve lots of problems for the highway, park omg lot at manzanita. Your	
questions seem to be steering participants to want something that you want rather than really looking for	
a practical solution.	

I think its important to make sure the path is concrete and not a wooden boardwalk. I also think there should be an exit off the main path to go into the business area after the Charles McGlashan path. I think its important to have paths that lead to specific destinations and business districts and design 3 does that. Currently the main path completely bi-passes Tam Junction, which is a whole community with schools and businesses. The 3rd option also looks like it would utilize the Manzanita Connector. This is also an area where new housing exists. People currently walk along a narrow shoulder on Shoreline Hwy to get to Tam Junction. I think this design would create a better choice for a shorter walk than what they have now. One fear the community has according to Sharon Rushton, ED of Sustainable Almonte, is that by having improvements to biking and walking in Tam Junction there will be mandates to build 1000's of affordable housing units. I know Tam Junction and Mill Valley cannot handle more traffic so I hope that would not be the case. This is also and would not be the case.	
the case. This issue should be defined as to what extent ABAG requires if option 3 is decided on.	Connectivity, Concept 3 +
access to businesses at tam junction in a cool/sneaky backdoor way while bypassing the crazy traffic. would likely increase ped traffic in this area, which is a major concern for maintaining it as a bike	
commuting route	Connectivity, Commuting
Connections to Tam Junction and Tam High	Connectivity, Community
	,
I hope there is a chance to do a short-term repair on about 200 to 300 yards of asphalt on the section just east of where the southbound path bends to the left toward the Buckeye. That section between the bridge	
and Almonte is really chewed up. I think seeking private donations to offset some of the public cost is	
reasonable.	Surfacing, Cost
Would like to see improvements to the trail that minimize impact to the march and wildlife. If possible to	Habitat, Connectivity,
provide additional entry and exit points that would be beneficial.	Wildlife
the biggest problem I have as a cyclist is the poor trail surface of this section of the bike pathit's	
incredibly bumpy. second problem is the occasional flooding, but I only had to leave the trail once in 8	
years of riding in the area.	Surfacing
I would like to continue to be informed of plans and decisions.	
Width of causeway? Separation of bikes and pedestrians? What is proposed	Safety
Light touchbut keep the passage were it is	
I think we need to balance the ped/bike path to ecological issues. Option #1 seems best - raise the 'bed'	
to the path and keep/update existing infrastructure. It's a known entity from multiple perspectives.	Concept 1 +

interpretive graphics/way finding would enhance the experience for walkers, bird watchers, in particular	Interpretation
the youngsters. A very wide pathway. Why do these need to be so narrow? different activities require a variety of distance between users. Walking with a family of three and a dog takes up at least 6feet. Add in bypassers	
running, biking etc they should have the same type of space allowed at a minimum. I do like the hard packed sides parallel to a center tar section. Gives runners a chance to be on softer ground.	Safety, Surfacing
I would like the path to safely span the marsh, last in the advent of extreme sea level rise and extreme weather events, connect other trails and on-street protected bike lanes. Have benches for signage (interpretive, wayfinding, mileage markers). I would like the trail to be very wide to accommodate different	Interpretation, Safety,
trail users with striping to separate bikes from pedestrians.	Seating, Connectivity
My concern is that the bike path as a whole needs to be addressed, this is not just Bothin marsh. The crosswalk at the heliport has had many fatalities and the section by Mikes Bikes needs to be raised and a concrete barrier needs to be implemented because cars are crashing through the fence there. Bottom line the bike path is our main commute to work and school as well as our escape route in case of a natural disaster, Mill Valley is a death trap if there is a fire and the bike path is our escape route. People in cars will be fought in gridlock and perish due to lack of flow. Please raise the path and focus on other more needed projects	
Places to pull aside and go fishing or picnic.	Seating/Overlook
Build the elevated pathway!	Concept 2 +
Keeping the pathway far from automobile traffic as much as possible is great, including distance from auto emissions and noise. Marshland health and shoreline resilience is also a top priority.	Habitat, Adaptability, Marsh Experience
Flooding that prevents passage doesn't happen often. Raising a few minor low sections, especially near the middle school would prevent 90% of the problem, cost almost nothing, and could be done very quickly. Similarly, raising the path another 12-18" would also cost very little and might solve 98% of the problem. Both would eliminate the extreme expense of raising it much higher and adding ugly fences. Consider these options to save money and esthetic beauty.	Cost, Aesthetic
Great	
make sure there's more space for walkers and strollers to safely interact with the huge amount of cyclists	Safety
A raised existing trail seems like the best solution	Concept 1 +
A couple off-shoots to local businesses and other bike paths would be great. Also great if it's not bone- shockingly bumpy.	Surfacing, Connectivity

Making sure that the path is wide enough for all uses is very important. The current path is not enough on	
busy days especially weekends.	Safety
I would like to see otters.	Wildlife
It should add visual beauty, traffic safety, access to nature and wildlife and contribute to the health of the	Habitat, Safety, Marsh
marsh.	Experience, Wildlife
I mainly use it for commuting to SF on my bicycle, but I often stop to look at the wildlife/views. I'm hopeful	
there will still be places to stop & take it all in. You didn't miss anything &, unfortunately, I cannot get	Wildlife, Marsh Experience,
involved for the foreseeable future.	Commuting, Overlooks
I like the elevated path the (#2) the most.	Concept 2 +
Make sure its wide enough for safe multi use.	Safety
Go after to people who let their dogs eat the eggs and chicks of nesting birds. I see it almost every day	
as they walk to the dog park along the path.	Dogs, Wildlife
Separate bicycles from pedestrians.	Safety
I would love to see the pathway taken out of the Southern portion of the marsh and increase the expanse	
of the marsh.	Habitat, Concept 3 +
I would like to see the path connected to Tennessee Valley, Downtown Mill Valley, and through Sausalito	
(the current path is bumpy and not bike friendly)	Connectivity, Surfacing
I am happy to be involved as a student at tam high in any way needed, whatever that means to you.	Volunteer
Wider path	Safety
Safe access for all, restore wetlands.	Habitat, Safety
Trail should have as little impact on the marsh as possible.	Habitat
I vote for Option 1 - it is more fun and more beautiful, and offers a very special space in a marsh.	Concept 1 +
I use the path a great deal and would love to be involved.	Volunteer
low impact	
I'm sure the experience of the marsh-land from a strictly anthropocentric point of view will be wonderful no	
matter how you improve it. So please plan this for the overall health of the woodlands which have already	
been so disrupted by having a freeway overpass built through them. Anything you can do to mitigate	
these severe impacts would at least be some kind of offset to that, and so definitely worth pursuing.	Habitat, Marsh Experience
I like that bikes and peds would be slightly separated.	Safety
The dirt/paved combo assumes walkers will use the dirt, which is not the case.	Surfacing
I'd be okay with concept 3. Seems like the least environmental impact at best cost.	Habitat, Cost, Concept 3 +

This is a heavily used pathway so I would suggest 4 lanes, 2 walking and 2 for bicycles	Safety
Are these the only options? How are you consider human factors when designing this? As in, walkers	
walk and take up space. Cyclist cycle and get yelled at for going too fast. I've been both groups and get	
tired of the rudeness. That said, I would love a project the considers how humans fundamentally are, so	
that we don't have to put all sorts of rules on the trail that will just be broken becausehumans.	
Keep it simple and keep it the same. Repave Almonte to Sausalito. Don't overthink it.	Surfacing
I like the idea of being "in" the marsh, but understand that taking the pathway out of the marsh is a better	
fix for the habitat.	Habitat, Marsh Experience
	Marsh Experience,
I enjoy my commute to SF along the path, seeing wildlife and the beautiful marsh.	Commute, Wildlife
I would like to see a wider path with more trees	Safety
I would like it first and foremost to prevent future flooding for the residents of Mill Valley. Then I would like	
it to continue to be a protected path to walk, ride and enjoy wildlife.	Flood Protection, Wildlife
Reclaim and preserve the marsh. Create a two way bike path removed from cars and pedestrians.	Habitat, Safety
Dedicated & separated bike vs. pedestrian lanes would be amazing!	Safety
I would enjoy seeing more wildlife and knowing what I am seeing.	Interpretation, Wildlife
I would like to be kept in the loop - please add me to the mailing list.	
Plan for the construction process which ever option is selected - the path should not be out of commission	
for a long time. Note that fancy surface engineered for motor vehicles is not required - keep it light.	
Make sure the project is integrated with the adjacent Mill Valley/Marin County parts of the trail - it is one	
system. What about the hotel that depends on the embankment for protection? In my experience the	Sofoty Surfacing
part that floods is south of your proposed project - that should be dealt with first. Suggest not striping a separate bike lane - will just encourage more speeding. See Jan Gehl's work on traffic on shared streets.	Safety, Surfacing, Connectivity, Phasing
Could a new elevated section go on the bay side of the hotel and Kristal's property? This would maintain	Connectivity, Flashig
the bay-path connection and stay away from the busy road by the highway on ramp.	Marsh Experience
Would like to see the trail widened so that walkers, runners, and bike riders can pass each other safely	
and comfortably. Currently many walkers/runners use the unpaved shoulders, I am concerned that those	
don't look like they are counted as trail space in the diagrams.	Safety
I think these are good proposals. I like the concept os still being able to ride through the marsh.	
I'd hope that the project would be developed in concert with the Sausalito path that also gets submerged	
during king tides.	

restored natural environment	Habitat
I'd like to see fewer of those elevated wooden pathways going out to the power towers.	
Ease of use for bikes and pedestrians that enables all to use without conflict.	Safety
I think my preference is option 3 but maintaining foot access to all or most of the existing path as it appears today. The foot path would allow continued cont within the marsh while directing the majority of the users around it.	Concept 3, Connectivity, Marsh Experience
If option 3 is pursued, then that option should include safe crossings of Almonte at Helen and Rosemont	
More room for the various user types, especially bike commuters. Safe surfaces.	Surfacing, Safety
Safe for both bikes and walkers. There is plenty of room to have separation.	Safety
It is an amazing space. Please make sure people can use it while you are remodeling it. To some of us who cycles to work, its the best part of our day.	Phasing
I like further preserving the Marsh while providing a protected space for cyclist and pedestrians.	Habitat, Safety
you covered it	
The flooding can be an issue in the marsh area, but it's much more important to solve the flooding issue south of the highway overpass, where there is no option for throughway other than the path, and where most of the flooding occurs. That is the biggest impediment to access/use.	
Maybe have a pedestrian only trail going along Almonte and keep the straight path multi-use, just so pedestrians have a loop to themselves without crazy packs of bikers.	
If it would be possible to have a wide-enough path to separate bikes from pedestrians that would be great and a nice safety bonus. □ □	
On the 3rd concept it seems like the path is continuing to route under 101 and through an area that also gets flooded regularly, so hopefully the path would be somewhat raised/isolated from that flooding. That said, for commuting purposes if there is flooding at that point, there will be flooded path along 101 into	
Sausalito as well.	Safety
Nothing to add.	
Concept three is really nice.	
Seating areas would make it really special	Seating, Concept 3 +
The span is neat-looking but the money is better spent on other projects that do not offer alternative and	
less expensive solutions as this one does.	Cost
i may volunteer to help and may be interested in donating.	Volunteer

Na	
This project should be coordinated with the ongoing studies to address generalized flooding from	
Richardson Bay. Perhaps the trail could be part of a dike system. I am concerned that any real	
improvements will be stopped by the environmental groups.	Flood Protection
Option 1 seems short-sighted in terms of sea-level rise impacts.	Concept 1 -
I'd like to see more evidence that costlier alternative have real impact at a meaningful scope. I like this	
little marsh with its birds and habitat but is it significant compared to the big north bay and salt pan	
restorations? Do more birds/fish/oysters, etc. really end up benefiting from extra cost? Just raise the	
path with reasonable improvements. Quit polishing the turd.	Cost, Habitat
As more people buy and use electric bikes it will increase traffic on this path. separating walking and	
cycling would be great. I am also worried as a Sausalito resident already overwhelmed by tourists on	
bikes that Ebikes are going to extend the range of tourists farther into Marin.	Safety
If this project can dovetail with roadway improvements thru Tam Valley to push "serious" cyclists off the	
Trail, that could be a benefit to all. Concept 3 could use elements of the current Trail to create viewing	
access platforms within the marsh to compensate for moving the Trail to the edge. These platforms could	
also contain history markers to note the former railway on which the Trail sits (or so I've always	
thought). Concept 3 may allow better access from/to adjacent neighborhoods; this isn't indicated in the	Marsh Experience,
concept diagrams. Concepts 1 & 2 likely take the existing Trail out of use throughout construction, which	Connectivity, Concept 3 +,
should make them non-starters. Concept 3 seems the most obvious option.	Overlooks, Phasing
If there are volunteer cleanup crews during the construction / re routing process I would be happy to	
participate.	Volunteer
slightly wider lanes allowing for pedestrians and bikes and a better road surface for running and cycling.	Safety
Sustainability	
Seems like the concept that cyclists are the "problem" has not been adequately addressed	
The elevated design appears to allow for water and wildlife to flow naturally in and out of the marsh.	Habitat, Wildlife
Please consider expanding the size of the current pathway and dedicated lane for walking. The pathway	
is already close to its capacity and gets very crowded.	Safety
I'm also concerned about flooding at the exit of the path near the freeway onramp. This area often	
becomes impassable during king tides and would require mitigation as well.	
Remain on email list	
Invest invest invest! I am willing to pay high taxes for great bicycling infrastructure	
Separate the bikes from the walkers	Safety

I like number 3	Concept 3 +
I'm glad there is a plan to fix this portion of the path, but the issue is that when the current path is flooded, so are the adjacent areas, especially Manzanita. What good is a protected path if you can't either get to it or off of it at the ends?	Connectivity
A path that is both healthy for the habitat and filled with interp signs that explain why that is, and talk about the marsh, climate change, and wildlife.	Habitat, Wildlife, Interpretation
Outcroppings off the path for seating and viewing would be ideal with some informative panels about the local fauna and flora. A slightly wider path than there is currently would be ideal to welcome pedestrians and cyclists safely.	Interpretation, Safety, Seating
I don't see where benches could go.	Seating
I am excited that the conversation is happening. I am both walker and bicyclist and hope these can be separated somehow, or at least anyone riding over 10mph should be on the street. I like the berm in Novato/Hamilton with increased marshlands. They grew their own plants!	Habitat, Safety
I am a regulator from the SF Bay Water Board and our vision would be the Project that provides the most ecological benefits to the marsh and aquatic habitat. Concept 3 is our most preferred and we strongly support the realignment of Coyote Creek as an ecological engineering solution for naturally rebuilding a resilient marsh. Concept 2 is also acceptable, though I am curious why it cannot be as adaptable long-term. I know that house foundations on overwater homes can now be constructed to have adjustable	
heights over time, so I wonder if the elevated trail structure could incorporate adjustable height components to make it more resilient long-term.	Habitat, Adaptability, Concept 3 +, Concept 2
If out of the marsh make it wider	Safety
Top priority for me after environmental protections is to protect pedestrians from the bicyclists. I am not comfortable walking the MUP because of how fast and aggressive the bike riders are. It's too dangerous to have endorphin-fueled "vehicles" sharing a narrow path with pedestrians.	Habitat, Safety
See above for involvement	Safety
I think we should retreat from the marsh areas stop building on marshes in for god sake stop putting in impermeable surfaces	Surfacing, Habitat
Option 2 has a negative effect on experiencing nature because the required guardrail creates separation from nature subtle but profound. Option 3 greatly reduces the experience of the marsh, because you are no longer immersed in the marsh, you have to go around it. Option 1 would be better if the 2 bridges were connected to 1 bridge - it allows for better flow of water into marsh. This modified option 1 is	Marsh Experience, Concept
preferred as it creates the best nature experience.	1, Concept 2, Concept 3

I would love to see a redevelopment of the businesses on the marsh side in Tam Junction. It's such a	
mess and an eyesore now. Would be great to get rid of Martin Brothers, car repair shops, liquor store, old	
Uhaul site and put in parks, cafes, etc.	Tam Junction, Connectivity
This is a major transportation and recreation corridor and its functions need to be maintained and	
enhanced. 4' bicycle lanes are too narrow for family cyclists to coexist with high speed pelotons.	Safety, Commute
the experience of being out in the marsh is special, away from the roads	Marsh Experience
I think I'm most concerned about having wide enough pathways that are safe for bikes and pedestrians,	
and making sure the pathways are well-maintained and smooth for bikes. As well as limited	
damage/interruption to the habitats.	Surfacing, Habitat, Safety
Its ok to add length in my mind as long as its car free. A beautiful bridge would be nice to see wildlife an	Safety, Wildlife, Marsh
the views from both sides but I understand that would be expensive.	Experience
It could be worth considering how to separate cyclists and pedestrians to increase pedestrian safety. That	
said, this might require more construction, which I would be opposed to.	Safety
I would like the project to happen sooner rather than later. I would like to see the repaving project set	
aside in favor of the long term project. I would like to see the project put the environment and habitat	
restoration at the top of the list and I don not want to see more infill and construction called for in Options	
1 and 2. Adding another four feet in width to a pathway is only considering the convenience of people and	
not the enviornment	Habitat
We are lucky to be able to enjoy the wetland habitats in Richardson Bay, we should not further degrade	
them. Habitat protection is a priority, it would be a shame for this project to impact the marshland by	
expanding the footprint of the bay trail (alt 1). I grew up using this trail every day between school and	
home, and I return regularly to exercise.	Habitat
Passive recreation and educational opportunities, reduce bike/ped conflicts.	Interpretation, Safety
I like concept 3 the best. The trail should be routed around the marsh to allow it to return to as natural a	
state as possible.	Habitat, Concept 3
The third concept in particular seems quite compelling as it could provide bike friendly access to the tam	
junction businesses.	Connectivity, Concept 3 +
I'd like many generations to be able to enjoy the wildlife and scenery of the marsh without worrying about	Flood Protection, Habitat,
impact on wildlife or dangerous flooding.	Wildlife

The current path is too narrow and results in user conflicts. Ideally two paths, one for cyclists and one for pedestrians should be provided - something with an overall width of 16-20' would be great. Provide areas along the path outside of its mainline for benches, viewing areas, etc. It would be a challenge with a raised structure but joggers (and some walkers) prefer the softer DG shoulder surface of the current path that should be included as feasible. Even though the marsh resulted from man-made activities, to the extent it can be adapted to function "naturally" as much as possible would be fantastic, especially using treatments like the ecotone levees at the edges which can also provide flood protection.	5
The plans do a good job of making the marsh healthier and preserving a way to shop by bike at Whole Foods and Good Earth. I am not thrilled with #3 going by Manzanita Park n ride and in front of the hotel. Unless the hotel goes away	Habitat, Connectivity, Concept 3 -
Provide additional renderings	
Concept 3 is the most attractive.	Concept 3 +
Use this opportunity to make world class architecture. Get some Bilbao going. As is, it's very boring.	
Southern section of Mill Valley-Sausalito bike path suffers from the same issues of flooding. Will it be addressed at the same time? Particularly at Phono Street crossing, conflicts between drivers, pedestrians and cyclists are common.	3
Use of this trail by sports cyclists, slower cyclists, and pedestrians often causes conflict. sports cyclists need to slow down, though many do not. As a sports cyclist I would prefer a protected bike lane on Hwy from Pohono Street connecting to Alemonte Blvd to avoid this conflict altogether and leave the path to recreational users.	Safety
Current Water Trail launch at Bayfront Park is fantastic, but at low tide is unusable. Any other spots along Richardson Bay for additional non-motorized boat access?) Water Trail
I think the 2nd and 3rd plans are the best because they work to restore the marsh and reduce the impact of the trail on both sides of the marsh being disconnected	Habitat, Concept 2+, Concept 3 +
Concept 2 is great. Don't want it to look like a freeway overpass. □ Concept 3 is my best choice, however I would like to include extended observatory decks so you feel like your on the marsh. The nicest part of that walk was always being one with the ecology in the marsh. It was nice to have a straight shot, but feel it's more important to have the marsh take back over with wildlif that is undisturbed and it's nice in concept 3 to divert foot traffic into tam Valley business.	Habitat, Marsh Experience, e Concept 3 +, Concept 2, Connectivity
I really like proposal 3.	Concept 3 +

Just get the pathway out of the flood zone and make sure the surface is smooth.	Surfacing
What kinds of materials are proposed for the adapted walkway? I'd like to see eco-friendly/sustainable	
materials used. Could sediment (not sure if that is the proper term) from when Richardson Bay is dredged	
by used to build the ecotone slopes? In the OneTAM summit on Sea Level rise, they mentioned eel grass	
and oyster habitat - would either of these or other bio-engineered materials be used in conjunction with	Surfacing, Habitat,
adaption of the trail be used for long term resiliency?	Adaptability
I am a member of the Sausalito PBAC. I hope we can support these efforts as a group.	
I guess from this presentation I am a big fan of #3. I like that it brings the two parts of the marsh together	
and keeps you closer to the ground. #2 feels too much like the Highline in NY.	Concept 3 +, Concept 2 -
Side trail off hard surface in order to allow horses on non-slip single track trail adjacent to solid pathway.	Equestrians, Surfacing
Maintain equestrian access so it's truly multiuse	Equestrians
Concept 1 is all we need. Don't over-think it.	Concept 1 +
Separate lanes for paths users. No horses and dogs must be leashed at all times.	Equestrians, Dogs, Safety
I think it would be a very cool and fun idea but the horses need their space and softer footing. People	
riding horses use that path everyday!	Equestrians, Surfacing
Re-integrated fragmented habitat.	
You missed a key multi-use component: equestrian use of the path. I will be involved to see that omission	
corrected.	Habitat, Equestrians
As long as the gravel remains in the new concept for the path I have no objections	Surfacing
Some study or provisions for birds in the marsh (Pinheiro Marsh at Rush Creek the trail is too close and	
shy egrets are flushed forth and back by passing users); there's that section of EBRPD Bay Trail (Point	
Isabel?) that has view screens to keep birds from being bothered by passing trail users, but I'm not sure	
that's totally needed here.	Habitat
I would like to preserve the immersive nature experience, as it allows excellent bird watching and will	
allow me to teach my children to appreciate nature. Concept 3 is awful and has an industrial backdrop	Marsh Experience, Wildlife,
with wildlife far away.	Interpretation, Concept 3 -
How you're planning to preserve some marsh including habitat for Pt Reyes bird's-beak and other salt	
marsh plants. Will mounds be constructed?	Habitat

	afety, Concept 2, Concept
ridge (the pedestrians get the east span, the cyclists the west). I'm not advocating for separate paths but ather separate spaces. I really like the idea of an elevated pathway, but it seems the most expensive to xecute and would be just as happy with a "middle" ground solution the idea of a path that skirts the	
ather separate spaces. I really like the idea of an elevated pathway, but it seems the most expensive to xecute and would be just as happy with a "middle" ground solution the idea of a path that skirts the Sa	
xecute and would be just as happy with a "middle" ground solution the idea of a path that skirts the Sa	
	ц.
arshland sounds pretty cool. 3 -	т
s member of the Marin Audubon Society, I strongly disagree with Barbara Salzman recommendation for	
concept #3. Concept #1 is fiscally responsible and likely to be built in our lifetime. Concept #1 serves the	
ommunity of Mill Valley and Tam Valley. Concept #1 provides great opportunities for wildlife viewing.	
dditionally, I would like to see a safe Kayak launch on the path near Manzanita Junction for easy access	
parking. Co	concept 1 +, Wildlife, Kayak
nsure that whatever solution is chosen provides enough capacity for growth in usage Sa	afety, Capacity
have concerns about pedestrians and cyclists on the same path. I prefer the paths to be separate, like	
ney are in other countries such as Japan. (I am both a pedestrian and cyclist; also push baby strollers on	
aths!) Sa	afey
hope the path alternative chosen yields a wider path (though I know that is a higher cost) and is also	
puted in a way to avoid vehicular noise. We are bombarded by noise in our lives so it's nice to get away	
om it. The current path alignment is great as it is better immerses one in the landscape but I would	
nderstand if it was rerouted to the edges. Hopefully Option 3 would still provide a quiet ride that feels	afety, Marsh Experience,
nmersed in the natural landscape.	loise
on"t know what is meant by "adaptation".	
nvironmental protection should be the chief consideration. If there are ways to make the marsh better	
1 5 [,]	labitat
	nterpretation
	/ildlife, Marsh Experience,
	afety
xpand the skate park!	
he necessity of the elevation of the trail is a certainty. But we have to maintain the connection to nature	
hile enhancing the natural flow of the tidal watersand we could add walkways that extend out into the	
	abitat, Marsh Experience
lore benches, maybe a pavilion or two for shade & gathering Se	eating

Make sure the pathway is wide enough for both pedestrians and fast cyclists to coexist safely in both directions. It's been difficult to social distance on the path at times during COVID.	Safety
Leave it as it is	
Separate bike path from pedestrian /horse path	Safety, Equestrians
I love this path/marsh, I'm on it everyday. My priorities are preserving the marsh and the beauty for all to enjoy. Most people use it for exercise so I would consider more water fountains, trash cans and benches	
for enjoying the views. I'd be happy to get involved.	Habitat, Marsh Experience
I like where this is going. The flooding and poor pavement in some areas are annoying . I also wished there were more opportunities to volunteer to clean the marsh. There is so much trash. Having said that,	
I usually run at sunrise and I'm always in awe of the beauty right outside my front door.	Surfacing, Volunteer
I would like to see the most money spent possible for this and other projects like it. "if you build it they will come" mentality, plus we already know everyone loves that path so it's worth the effort to make it the best	
possible.	Cost