

**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 (<https://www.onetam.org/evolving-shorelines>) and by watching a recorded presentation of the concepts prior to taking the survey.

(<https://us02web.zoom.us/rec/play/pwZpm4gQmxoQuzni1E0AaNMeovjJVGUO-NefC7umMOWWBRGVbMkPkNUWBfbl3t2saXvE0XoputYdr-o.WfemA6A3ibzVRWew?continueMode=true& x zm rtaid=OWy44avXTrWRVHh8t8PWIA.1628036536715.3800567a06bb0f3743549eb5dabc4248& x zm rhtaid=80>).

SURVEY PARTICIPATION

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:

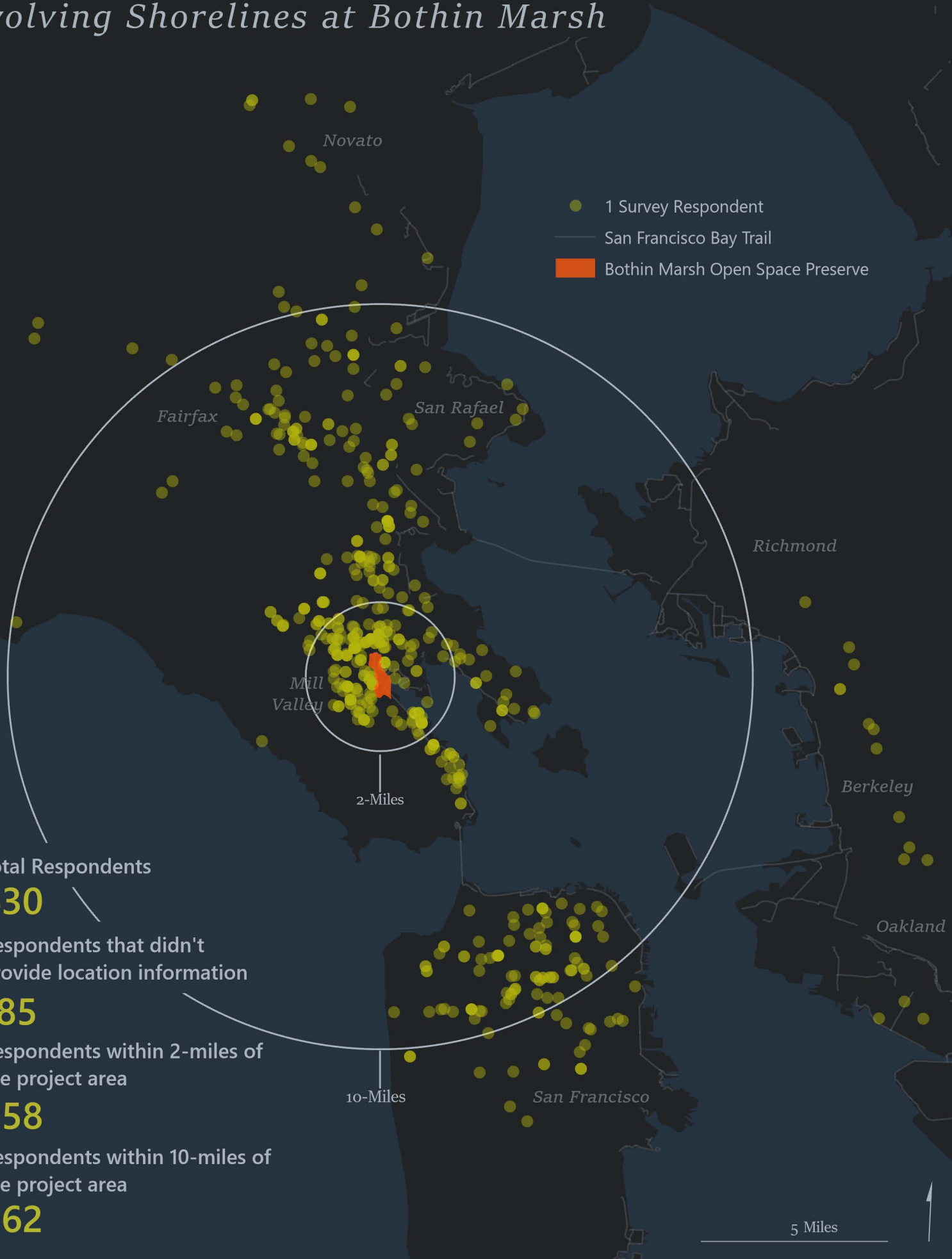
- Improve pathway safety for a wide range of users (width, surfacing, line-of-site, etc).
- Reduce trail flooding.
- Maximize the ecological benefits of the project.

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



- 1 Survey Respondent
- San Francisco Bay Trail
- Bothin Marsh Open Space Preserve

Total Respondents
630

Respondents that didn't
provide location information
185

Respondents within 2-miles of
the project area
258

Respondents within 10-miles of
the project area
562



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)

- Walk or jog for exercise
- Walk or jog to get somewhere
- Bike for exercise
- Bike to get somewhere
- To get to work or school
- See the marsh, shoreline and wildlife
- Drive by on the way to get somewhere

Other (please specify)

* 2. How often do you visit Bothin Marsh?

- Everyday
- Multiple times a week
- 1 or 2 times a month
- 1 time a year
- Never

Other (please specify)

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

- No, I've never seen it flood
- Yes, 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

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

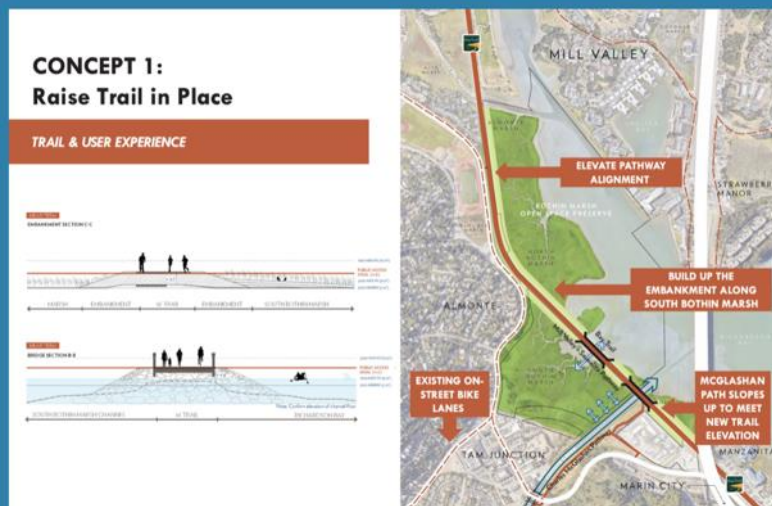
* 5. Did you know that sea level rise adaptation projects were being planned at Bothin Marsh?

- 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.



Concept 1 elevates the pathway in place by building up the existing embankment. It also would lengthen bridges to allow for restoration of tidal action to South Bothin Marsh. Some drawbacks of this approach are the large footprint of the elevated trail embankment over large areas of existing marsh habitat, its limited capacity for ecological connectivity between the North and South Bothin Marsh, and its limited sea level rise adaptation capacity due to likely subsidence of a heavy trail embankment.



CONCEPT 2: Span the South Marsh

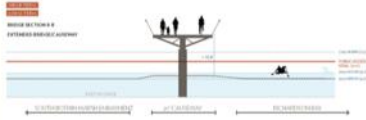


ELEVATED VIEW ALONG THE CAUSEWAY TOWARD MILLER AVENUE

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.

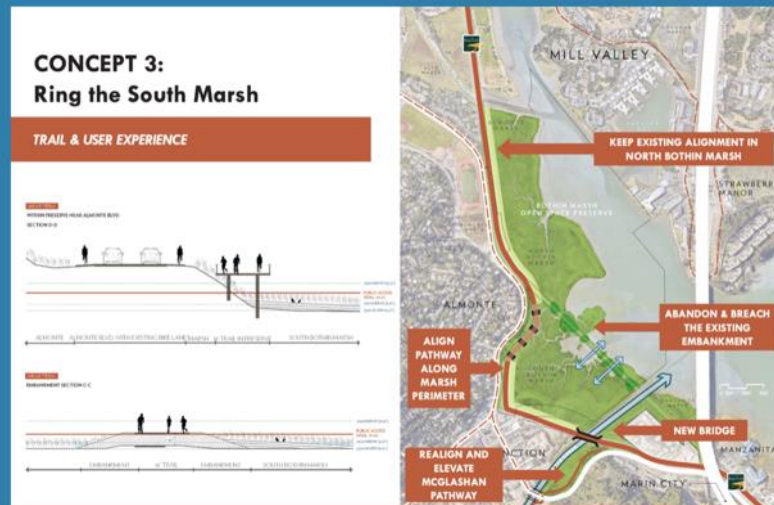
CONCEPT 2: Span the South Marsh

TRAIL & USER EXPERIENCE

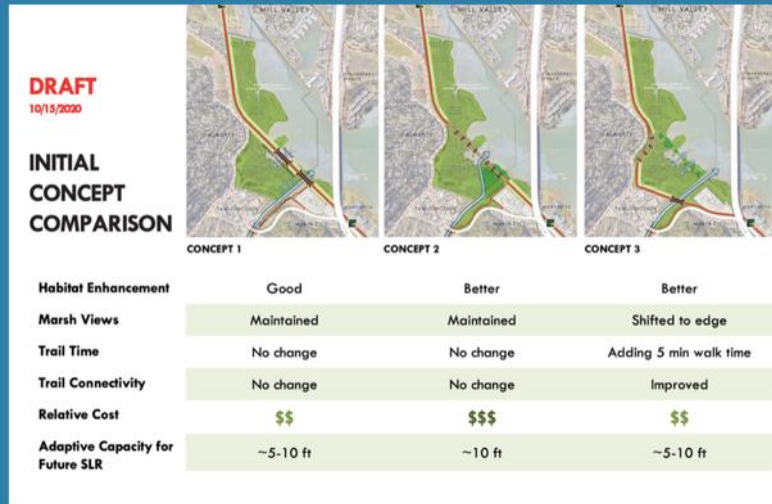




Concept 3 re-aligns large segments of the pathways out of the marsh to existing high-ground and allows for full hydraulic and ecological connections between the creek, marsh, and bay. This trail alignment provides more connectivity to Tam Junction but also increases the length of the pathway and offers 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
- Views from the pathway
- Safe access for pedestrians
- Views of the marsh and Bay from the community
- Safe access for bicyclists
- Wildlife viewing
- Short commute time or length
- Better connections to local businesses and neighborhood destinations
- Close proximity to the waters edge
- 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 the nearest street intersection to your home?

Your street

Nearest cross-street

Your zipcode

11. How old are you?

Years old

12. What is your racial or ethnic identity?

13. What is your gender identity?

14. Do you have school-aged children?

Yes

No

15. Are you a person living with a disability or mobility issue?

Yes

No

16. Which category best describes your school or employment status?

- In school
- Not employed
- Employed, working 40 hours or more per week
- Retired
- Employed, working under 40 hours per week
- Other (please specify)

17. Which of these categories best describes your income last year?

- \$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

Thank you for participating! We'd like to hear from everyone in your household individually (kids, adults, and seniors). Please let all of your family, friends, and neighbors know about this survey.

If you'd like to stay in touch with the project, please subscribe to our mailing list.

Check out the project website to get better acquainted with the project:
onfam.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	RESPONSES	
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	RESPONSES	
No, this is the first I've heard about it	66%	534
Yes, I hear updates about this project from time to time	24%	191
Yes, I've been very interested in what is being planned	11%	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	RESPONSES	
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
I 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?

ANSWER THEMES & EXAMPLES	RESPONSES
Safety - “Good separation so that cyclists who are actually commuting can go at good speeds without frightening the pedestrians or slower cyclists. “	105
Ecosystem - “I would favor whichever solution has the least impact on the ecosystem.”	62
Surfacing – “I do like the hard packed sides parallel to a center tar section. Gives runners a chance to be on softer ground. “	35
Marsh Experience – “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.”	28
Wildlife – “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.”	27
Connectivity – “I think there is an opportunity to bring together the marsh experience and tastefully tie in the local businesses and community.”	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

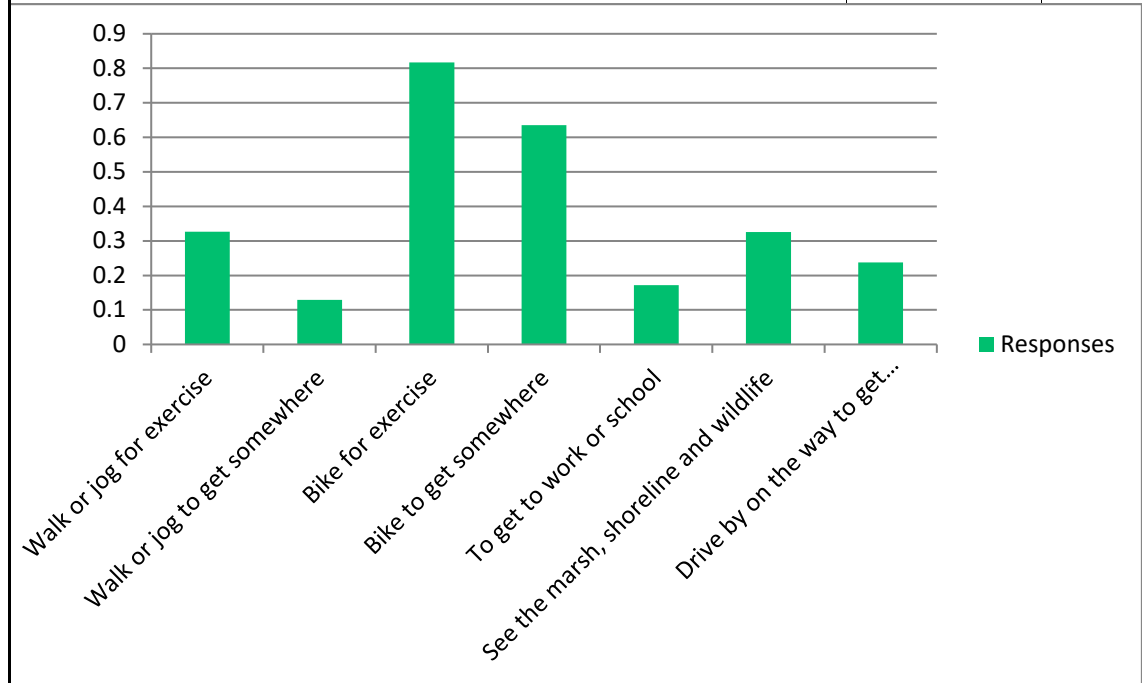
- **Improving pathway safety for a wide range of users (width, separation, surfacing, line-of-site, etc).**
- **Maximizing the ecological benefits of the project.**

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.**

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

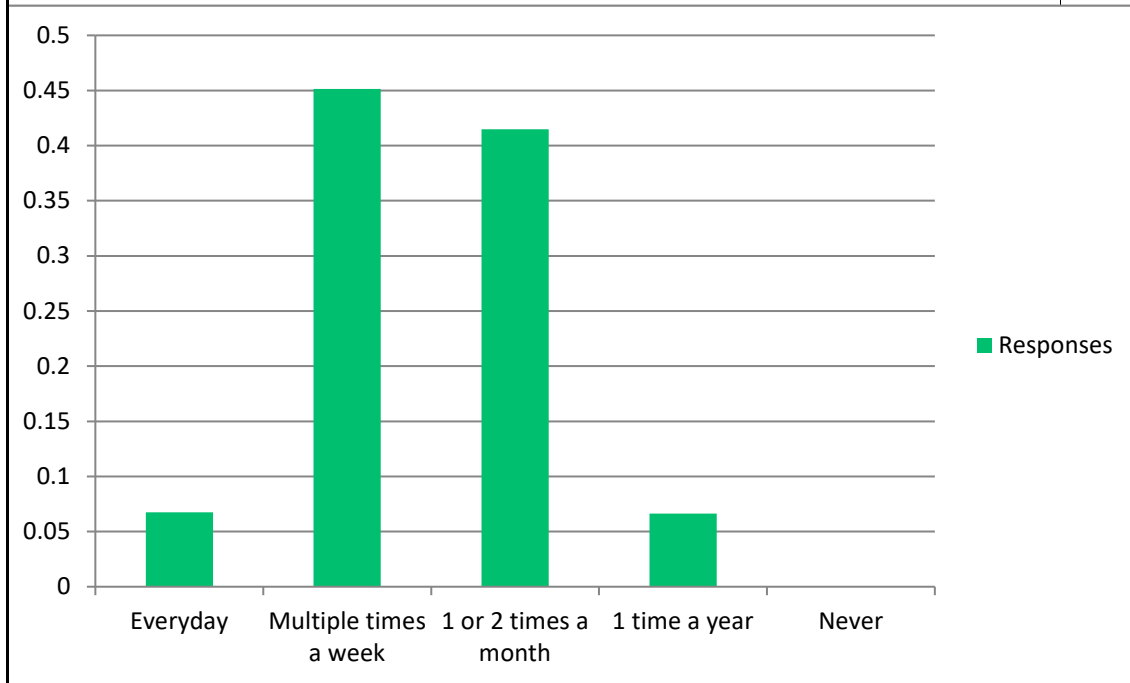
Answer Choices	Responses	
Walk or jog for exercise	32.64%	266
Walk or jog to get somewhere	12.88%	105
Bike for exercise	81.72%	666
Bike to get somewhere	63.56%	518
To get to work or school	17.18%	140
See the marsh, shoreline and wildlife	32.52%	265
Drive by on the way to get somewhere	23.80%	194
Other (please specify)		40



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 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					

How often do you visit Bothin Marsh?

Answer Choices	Responses	
Everyday	6.75%	55
Multiple times a week	45.15%	368
1 or 2 times a month	41.47%	338
1 time a year	6.63%	54
Never	0.00%	0



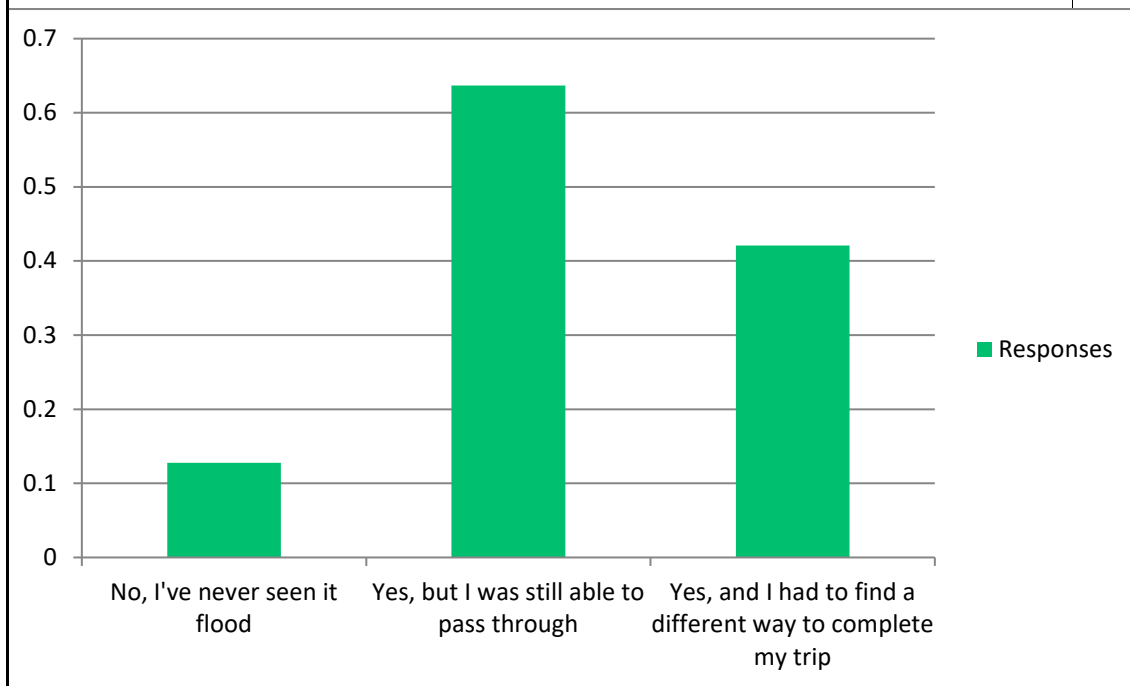
Other (please specify)	OTHER ANSWERS INCLUDED IN COUNTS ABOVE	
Used daily for years. The fumes from early morning commute traffic negated the benefits to health. .	Everyday	2

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	16
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 week	7
1 or 2 per/ month for pleasure 1 or 2 per week on AIDS Life Cycle training rides	Multiple Times a week	
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	14
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 commuted 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.		

Have you ever experienced flooding along the pathways at Bothin Marsh? (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

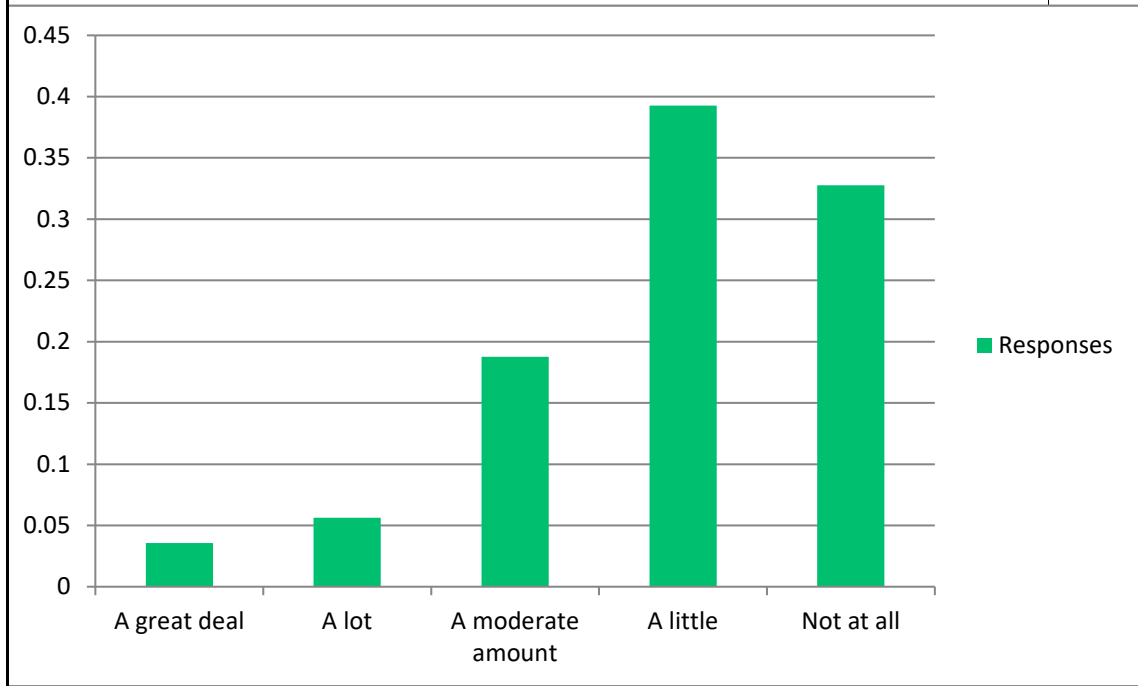


Other (please specify)		
We watch the tides/weather and choose a different route when we know it will be flooded.		
I avoid if it's flooded and just drive if I need to get somewhere		
Cut behind mikes bikes		

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 experienced 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			

Does sea level rise impact your daily routine?		Responses	
Answer Choices			
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



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	Yes		
Yes	Yes		
yes	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	Yes		
yes	Yes		
Yes	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		
Yes	Yes		
yes	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		
Yes	Yes		
Yes	Yes		
Yes	Yes		
Yes	Yes		
Yes	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		
Yes	Yes		
Yes	Yes		
yes	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	Yes		
Yes	Yes		
yes	Yes		
Yes	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		
Yes	Yes		
Yes	Yes		
Yes	Yes		
Yes	Yes		
Yes	Yes		
Yes	Yes		
Yes	Yes		
of course	Yes		
yes	Yes		
yes	Yes		
Yes	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	Yes		
Yes	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		
Yes	Yes		

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 course...follow the science.	Yes		
Definitely	Yes		
yes	Yes		
YES!	Yes		
Yes	Yes		
Yes	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	Yes		
Yes	Yes		
Yes	Yes		
Yes	Yes		
Yes	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		

Yes	Yes		
yes	Yes		
yes	Yes		
Yes	Yes		
Yes	Yes		
Yes	Yes		
Yes	Yes		
Yes	Yes		
Yes!	Yes		
yes	Yes		
YES	Yes		
Yes	Yes		
Yes	Yes		
YES!!!	Yes		
yes	Yes		
Yes	Yes		
Yes	Yes		
yes	Yes		
Yes	Yes		
Yes	Yes		
Yes	Yes		
yes	Yes		
yes	Yes		
probably	Yes		
Yes.	Yes		
yes	Yes		
Yes	Yes		
yes, definitely.	Yes		
Yes	Yes		
Yes.	Yes		
yes	Yes		
Yes	Yes		

Of course!	Yes		
Yes - a lot!	Yes		
yes	Yes		
Yes	Yes		
Yes	Yes		
Yes	Yes		
Yes	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		
Yes!!	Yes		
yes!	Yes		
Yes!	Yes		
Yes	Yes		
Yes	Yes		
Yes	Yes		
Yes	Yes		
Yes	Yes		
Yes	Yes		
Yes	Yes		
yes	Yes		
Yes	Yes		
yes	Yes		

Yes	Yes		
Absolutely	Yes		
yes	Yes		
yes	Yes		
Absolutely	Yes		
yes	Yes		
yes	Yes		
Yes	Yes		
Yes	Yes		
yes	Yes		
Yes	Yes		
Yes	Yes		
Yes	Yes		
yes	Yes		
Yes	Yes		
Obviously yes.	Yes		
Yes	Yes		
yes	Yes		
Yes! I've always wondered when the path will become fully submerged!	Yes		
Yes	Yes		
Yes	Yes		
yes	Yes		
Yes	Yes		
Yes	Yes		
yes	Yes		
Yes	Yes		
Yes	Yes		
yes	Yes		
Absolutely!	Yes		
Yes	Yes		
Yes	Yes		

yes	Yes		
Yes	Yes		
absolutely and it's a big concern	Yes		
yes	Yes		
Probably	Yes		
yes	Yes		
yes	Yes		
Yes	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		
Yes	Yes		
yes	Yes		
yes	Yes		
yes	Yes		
Yes	Yes		
y	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	Yes		
yes	Yes		
Yes	Yes		
YES (all caps stresses the expectation)	Yes		
Absolutely	Yes		
Yes.	Yes		
Yes	Yes		
Yes	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		
Yes	Yes		
Yes	Yes		
Yes	Yes		
yes	Yes		
Of course	Yes		
Yes	Yes		
yes	Yes		
Yes	Yes		
yes	Yes		
yes big time	Yes		
Yes	Yes		
Yep.	Yes		
Yes	Yes		
Yes	Yes		
yes	Yes		
Yes.	Yes		
yes	Yes		
Yes	Yes		
Yes	Yes		
Yes	Yes		
Absolutely	Yes		
Yes! folks who don't get this are delusional.	Yes		
Yes - pretty sure it is a proven fact!	Yes		
Yes	Yes		
Yes.	Yes		
YES	Yes		
Yes	Yes		
Yes	Yes		
Of course!	Yes		

Yes	Yes		
yup.	Yes		
yes	Yes		
Certainly	Yes		
Yes	Yes		
Yes	Yes		
Yes	Yes		
Yes	Yes		
yes	Yes		
yes	Yes		
Absolutely!	Yes		
Yes!	Yes		
yes	Yes		
Of course	Yes		
yes	Yes		
Yes	Yes		
Absolutely	Yes		
yes	Yes		
Yes	Yes		
Yes	Yes		
Yes	Yes		
Yes	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		
Yes	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	Yes		
Yes	Yes		
Yes	Yes		
Yes	Yes		
Yes	Yes		
Yes	Yes		
yes	Yes		
Yes	Yes		
yes	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		

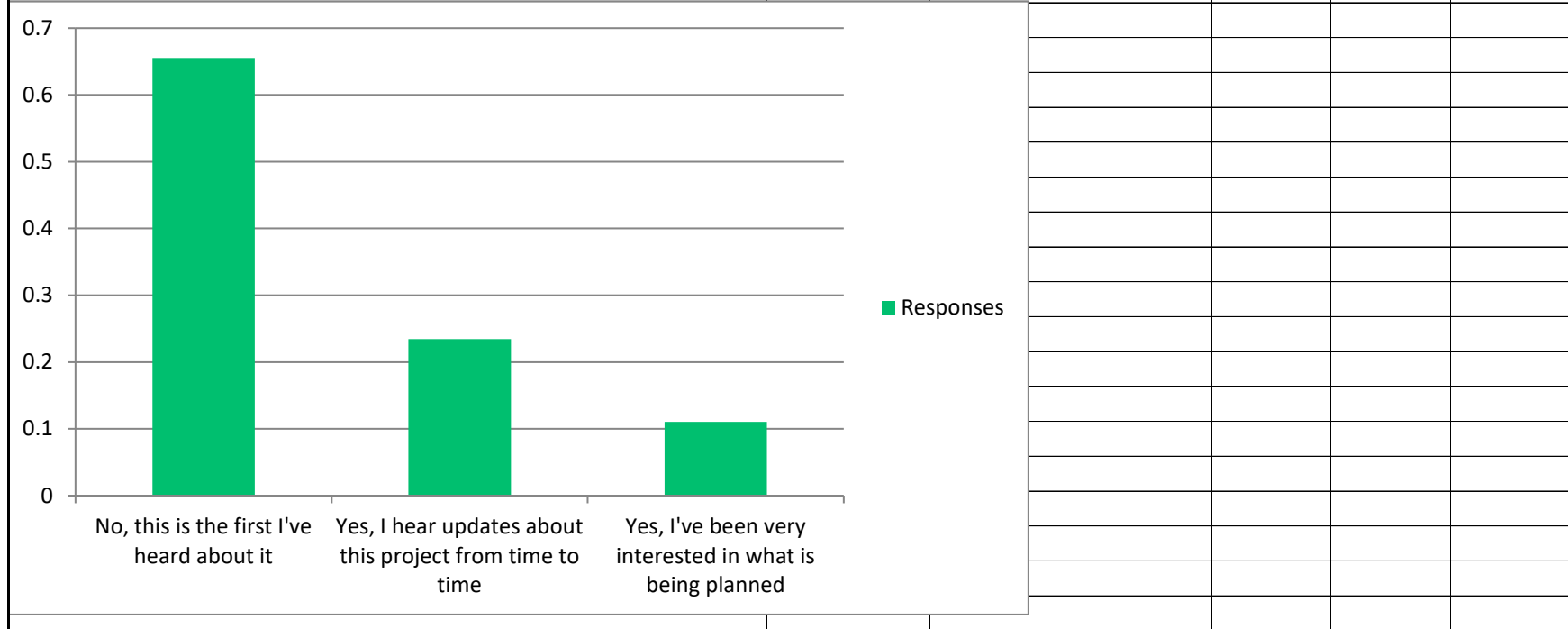
Yes	Yes		
Yes	Yes		
Yes	Yes		
Yes	Yes		
Yes	Yes		
yes	Yes		
Yes, significantly	Yes		
Absolutely	Yes		
yes	Yes		
Yes	Yes		
Yes!	Yes		
yes	Yes		
Absolutely	Yes		
Yep I will have a beach house	Yes		
Yes	Yes		
yes	Yes		
Yes!	Yes		
YES	Yes		
Yes	Yes		
Yes	Yes		
yes	Yes		
Yes.	Yes		
Yes	Yes		
Yes	Yes		
Yes	Yes		
yes	Yes		
YES! We are already seeing the impacts of sea level rise NOW.	Yes		
Maybe	Maybe		
Possibly	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		
Yes	Yes		
Yes	Yes		
Yes	Yes		
Yes	Yes		
Definatly	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	Yes		
Yes	Yes		
Yes	Yes		
yes	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.	I don't know		
Absolutely	Yes		
yes, most definitely	Yes		
1000%	Yes		

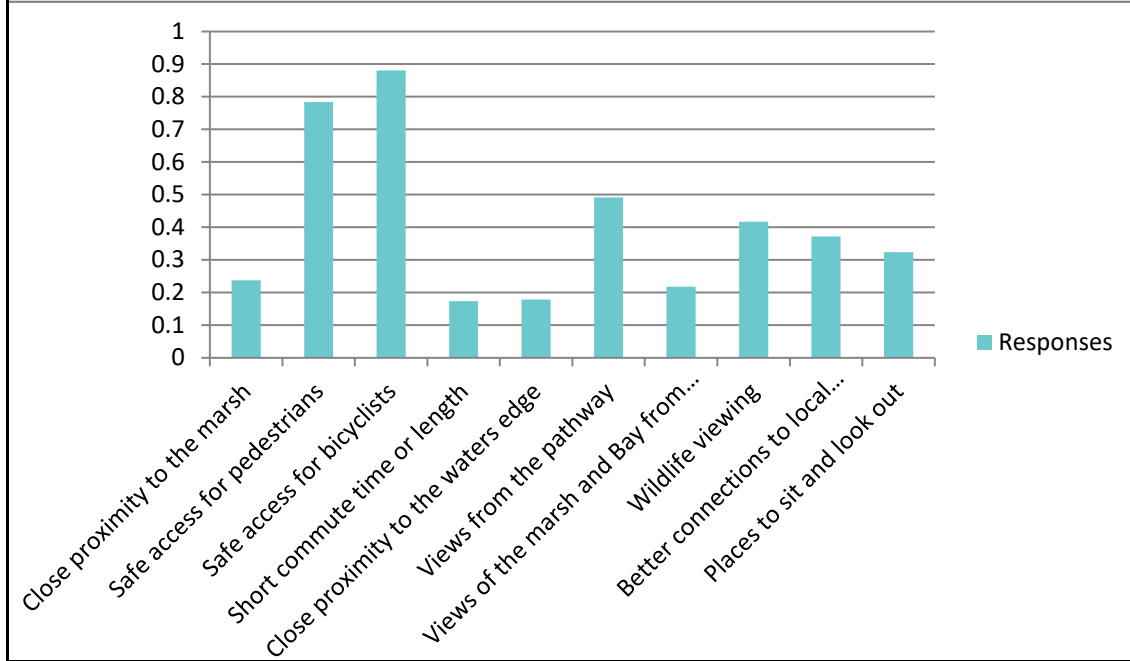
Did you know that sea level rise adaptation projects were being planned at Bothin Marsh?

Answer Choices	Responses				
No, this is the first I've heard about it	65.52%	534			
Yes, I hear updates about this project from time to time	23.44%	191			
Yes, I've been very interested in what is being planned	11.04%	90			



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)

Answer Choices	Responses	
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



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 than 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		
Coexistence 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 ebikes--speed limits? fast and 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 maintenance 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 beauty 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 another bridge to reduce the tidal pressure		
maintain or improve marshland ecosystem health		
Clearly Cost; assuming someone has to pay for it.		
ability to get there by public transit, diminish any interactions with cars, traffic or highway noise		
Tam junction is starting to come alive with more life. Having an easy and safe path connecting to it would be amazing!!!		
Improved resilience		
NONE OF ABOVE!!! Changes appear to greatly increase coyote consumption of pets. Coyotes use path faor hunting.		
Protecting the marsh itself should be a priority		
Minimizing the impact on the local ecosystem.		
away from traffic noise		
The current path brings hundreds (thousands) of people right through the marsh to experience nature. Building around the marsh will just add to road width and degrade the experience for trail users.		
Yes!! Which ones are better for the marsh and all its inhabitants, instead of just for usselfish humans? I can't believe you left that answer out!!		
Concept 3 seems to allow flexible phasing; the new path route can be built separate or simultaneous to reworking the existing path that will remain. This flexibility could be important if total project funding becomes delayed. Also does not shut down existing path while new is being built.		
Access to Tam Junction for cyclists. Not just pedestrians.		
COST!!!!		
Least impact on the marsh		
Keep it short and direct. No detour.		
Minimal impact to wildlife, improve their well being in the area		
Distance from cars.		
Plenty of space for pedestrians and cyclists to pass each other safely		
I am in favor of concept three, as it is a good solution at a reasonable price. I don't like the 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 not 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		

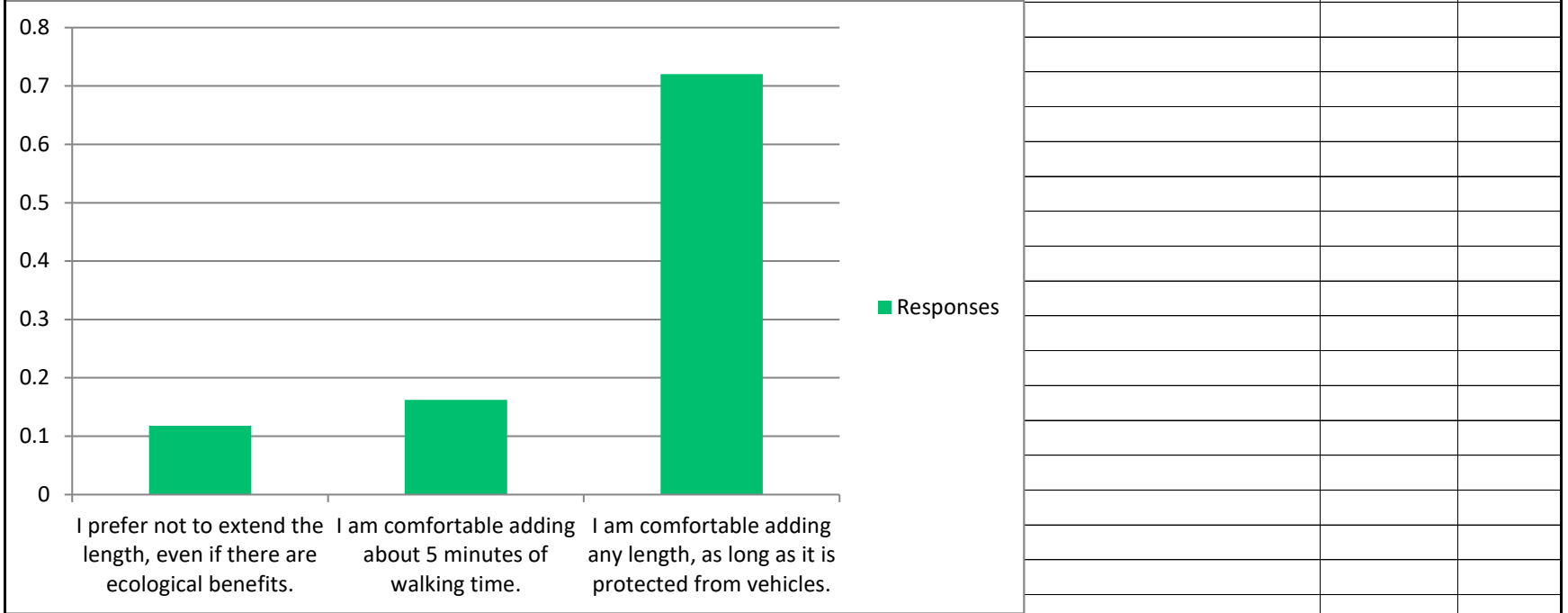
Tranquil setting, i.e. protected from noises of cars on nearby roads.		
Most future-proof - sea levels will continue to rise		
Habitat connectivity		
soft walking surface (dirt, gravel, wood) which is easier on the body.		
The trail will still be located in/next to the marsh which still allows viewing/bird 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)		

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 be 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 of 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 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 launch--proximity 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?		

Ensuring the longevity of the path, and being ecologically friendly to the marsh		
Better habitat conservation		
Allocation of limited resources (money) to projects that have reasonable impact per dollar spent. Spending twice as much for 20% gain does not make sense. Go with Concept #1. The marsh behind the trail will develop just fine into a slightly different, but still good, ecology.e		
I ride and run on this path daily. Separation of cyclists and pedestrians is critical.		
Easy, adaptable solutions that can be revisited if sea level rise is faster than expected.		
Seems Option 3 could also serve as a levee to protect Tam Junction and other areas from sea level rise? I worry about a path being close to a busy and noisy roadway. It's nice and peaceful on the path today. I would like to see the path be wider though, if possible.		
During this 6th mass extinction on Earth, we should protect natural habitat as much as possible.		
Impact / benefit to wildlife		
Just make it safe for riders and pedestrians to coexist		
Improve connection between South Marsh and bay to allow more free flow of water and wildlife, perhaps by additional conduits, bridges.		

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

Answer Choices	Responses	
I prefer not to extend the length, even if there are ecological benefits.	11.78%	96
I am comfortable adding about 5 minutes of walking time.	16.20%	132
I am comfortable adding any length, as long as it is protected from vehicles.	72.02%	587
Tell us more...		137
	Answered	815
	Skipped	0



Tell us more...		
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.		
Do what it takes to preserve the Marsh		
I do not like redirecting the path to along the road for any reason.		

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 to 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 leash--everything 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 growth...build 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 not 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 the marsh is a unique experience. Moving the path to the side will detract from 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 gem 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 marsh, 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 pedestrians 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		

<p>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.</p>		
<p>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.</p>		
<p>I don't think concept 3 adds an additional 5mins. FYI. Think it's longer than that</p>		
<p>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.</p>		
<p>Marsh benefits aside, we need better bike/waking connectivity to Tam Junction. Wish we could have both 2 & 3 :)</p>		
<p>The increase in time that was referenced in your presentation (5 minutes) is negligible and should not be considered as a prohibitive factor.</p>		
<p>Most important is protecting from vehicles, second most important is shorter length.</p>		

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld 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 hstoric 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					

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld Prot
<p>1) maintaining the beauty of the marsh and not expanding the footprint of the path. □</p> <p>2) Extending the life of the path so people can use it daily without□</p> <p>3) How will spanning the marsh impact the ebb and flow of water and where does the current path go? Is it removed completely?□</p> <p>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.</p>	0.5	0.5		1								1				
<p>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.</p>		-1	1	1		1					1					
<p>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.</p>		1											1			
<p>2 seems best. Basically keeps the same 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.</p>			1											1		

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld 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. Will the new path be actually high enough against the predicted sea rise?								1						1	1	

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld 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	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

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld 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.														1		
Affording Future mobility in a healthy and 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.				-1	1	1								1		
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				
Allowing cyclists and pedestrians to 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				

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld 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					

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld Prot
Concept 1 seems most reasonable and will allow a continued immersive experience as one walks 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					

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld 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							

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld 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					

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld 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' noise 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. □ exciting- partnership to make this happen- good job!	-1			1												
concerning: concept #1 widening the footprint, impact to marshland.		-1				1										
concerning - 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					1											
Cost					1											
Cost and connections to other pathways				-1	1		1									
Cost and desire to spend far too much to protect a very small area of marshland				-1	1			1						-1		

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld 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				

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld 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 habitat...and it will remove us from proximity to the natural experience..we will be apart from, not one with the marsh	-1	0.5	1	1		1	1			1	1					

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld 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 me....painted 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			

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld 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. <input type="checkbox"/> <input type="checkbox"/> I like #3 as #1 & #2 seem like brute force and are more invasive. <input type="checkbox"/> <input type="checkbox"/> 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. <input type="checkbox"/> Concerns: Preservation of habitat (impacts from construction and heavy use)								1			1			1	1	

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld 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. I'm for option 2.								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					

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld 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/smoothier (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				

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld 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.						1										
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	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		

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld 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					

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld 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 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					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					

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld Prot
I like the idea of using the pathway for walking, 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 concern.								1				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		

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld 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. <input type="checkbox"/> 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 is the gravel. Please keep the gravel path way besides the pavement, horses use it all the time and it benefits everyone else also using the path!	-1	0.5	1	1			1				1					

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld 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				

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld 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			

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld 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						

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld Prot
I'm concerned about additional length making it harder for kids from Marin City and Sausalito to get to Tam High. <input type="checkbox"/> 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 <input type="checkbox"/> <input type="checkbox"/> 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		

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld 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									
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							

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld Prot
Improving the path while protecting the amazing marsh and it's assorted wildlife. <input type="checkbox"/> <input type="checkbox"/> 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. <input type="checkbox"/> <input type="checkbox"/> 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. <input type="checkbox"/> <input type="checkbox"/> The multi-year timeline for flooding issues that are already very disruptive is my biggest concern. I am currently limited as to when I can cycle to work due to flooding.							1								1	
increase accessibility and promote bike commuting								1								
Increased width!														1		
investing in the maintenance of bike/ped infrastructure												1				

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld 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					

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld Prot
Minimal adverse effect to wildlife and habitats 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					

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld 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. <input type="checkbox"/> 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. <input type="checkbox"/> <input type="checkbox"/>												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				

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld 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				

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld 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 <input type="checkbox"/>								1								
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.								1								
Separating bikers and pedestrians								1						1		

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld 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			

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld Prot
The ability for walkers/runners and bikers to safely co-exist. <input type="checkbox"/> <input type="checkbox"/> 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.			1		1											
The cost and improvements of concept 3 is appealing and promising.					1						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				

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld 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			

Comment	1	2	3	Habitat/ Wildlife	Cost	Aeth/ Noise	Connct	Safety	Resil	Length	Marsh Exp	Flood Res	Cnstrt Impact	Active Trans	Surfac	Fld 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! <input type="checkbox"/>																				
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	38	36	5	120	9	15	69	23	115	24	29	58	5

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?

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 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 that look like and how much damage to the marsh would it cause	Flood Protection, Habitat, Wildlife
Should be more integration with efforts to protect Tam Valley and the Manzanita interchange against SLR. In Concept 3, I'd like to see Coyote Creek redirected into the marsh to help with sediment buildup.	Flood Protection, Concept 3 +
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, 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 consideration	Habitat, Wildlife, Concept 2 +
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 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 the Redwoods. Are we going build levees? Do we put floating foundations or stilts under our buildings?	Flood Protection, 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

<p>Your renderings are wonderful! 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!</p>	Safety
<p>More community involvement</p>	
<p>Larger pathway. Between walkers, joggers, cyclists it can be quite busy. Dirt lane along the path on each side.</p>	Surfacing, Safety
<p><input type="checkbox"/> 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.</p>	Interpretation
<p>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.</p>	Habitat, Wildlife
<p>It looks good. <input type="checkbox"/> Option 3 is preferred. <input type="checkbox"/> Why doesn't this survey let me state which option is preferred?</p>	Concept 3 +
<p>I prefer Concept 3. This has been a worthy collaboration with a lot of thoughtful planning. Thank you!</p>	Concept 3 +
<p>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.</p>	Carbon-free
<p>Simply that you heighten the areas that flood but leave the rest alone.</p>	
<p>Do you know that many people use this route as a training ground?</p>	
<p>don't over spend and don't do the causeway either - crazy expensive and will change the natural beauty too</p>	Concept 2 -, Cost
<p>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.</p>	Surfacing, Safety
<p>I like design 2 with the raised walk way. This seems the most viable for the long run.</p>	Concept 2 +

would love a smoother ride for my bicycle, separation from pedestrians, but not necessarily a speedway for bicycles.	Surfacing, Safety
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/pedestrian path that runs along the marsh 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. □ □	Surfacing, Seating, Accessibility
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?	Surfacing, Seating, 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.	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 the natural habitats it is borrowing space from.	Flood Protection, Habitat, Safety, Accessibility
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/	Volunteer
I'd like the trail to be wider.	Safety
Flexible space/park-like alcoves?	

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
Good work on the 3 designs!	
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.	Habitat, Carbon-free
All good.	
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 vover 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. <input type="checkbox"/> <input type="checkbox"/> Safety exits for quake/other exit needs. <input type="checkbox"/> <input type="checkbox"/> 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.	Safety
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 intrusion	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 dam could control the amount of water allowed in all parts of Mill Valley.	Flood Protection
Your proposals look great, provided the cost is not too onerous	Cost

There needs to be an interpretive element. Visitors should be reminded of the old alignment and how anthropogenic climate change that drove sea level rise led to the need for the new alignment. The signage should both remind us of our past mistakes and celebrate our ability to adapt. I'm a social scientist and would be happy to contribute my skills to the process of planning an interpretive component for the project.	Volunteer, Interpretation
What other impacts will the proposed changes have (on car traffic, business, residential). What's the difference in time frames for each proposal?	
none	
These proposed improvements are exciting to see.	
I'd like to see the financial resources for this go to something more important.	Cost
Good to see thoughtful planning and options - thanks	
I would like to see the length of the whole path addressed.	Connectivity
Preference for concepts 2 and 3. Would like to see more consideration of connectivity and continuity of pathways entering Sausalito and Mill Valley.	Concept 2 +, Connectivity, Concept 3 +
3 seems like a good long term solution. 2 sounds cool but will be too expensive. 1 is going to damage the marsh ecology.	Concept 2, Habitat, Cost, Concept 3 +
Instead of doing the typical Marin thing of passing some huge bond to pay for a gold plated infrastructure, you should consider a way to train local kids and volunteers to help with this effort. I see how much young people mobilized for BLM. They are hungry for ways to be useful. This is also right in front of the only public high school in the area. Is there a way to save money and train kids?	
No further thoughts.	
Don't waste our money. Keep it simple. Even 18" height increase would solve the problem for the next 50 years.	Cost
Wider space	Safety
I am thrilled that this important and beautiful path is being rethought. It is an incredible asset to this community and the bike network. Investing in it is critical. Riding The Bothin Marsh pathway is one of the reasons I moved to Mill Valley. There is nothing more inspiring than seeing 100 kids riding their bikes to school on their own—especially through such an incredible natural area.	
sustainable materials, benches, aesthetic design	Surfacing, Seating
Don't overthink it. Please get it raised and paved. Should have been done 10 years ago.	
I just hope we are looking at a solution that will last the longest.	
I'd like to see better segregation of foot travelers vs. cyclists.	Safety

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?	Flood Protection, Volunteer, Safety
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 pedestrians, strollers, 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
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 plans--I 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
I prefer concepts 2 & 3. I dont think it's worth the ecological damage to raise the current path.	Concept 2 +, Concept 3 +, 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. <input type="checkbox"/> <input type="checkbox"/>	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 trail--dedicated 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 docket. <input type="checkbox"/>	
<input type="checkbox"/> After studying Copenhagen's superlative bicycle and pedestrian infrastructures, I'd love to advise my thoughts on how the two groups can have a harmonious trail.	Concept 3 +, Habitat, 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 experience 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 more rapid pace; safely and on a smooth surface would be a 'nice to have'.	Safety, Marsh Experience, 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
Smooth safe path with natural beauty	Surfacing, Safety, Marsh 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.	

<p>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 issue should be defined as to what extent ABAG requires if option 3 is decided on.</p>	<p>Connectivity, Concept 3 +</p>
<p>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...</p>	<p>Connectivity, Commuting</p>
<p>Connections to Tam Junction and Tam High</p>	<p>Connectivity</p>
<p>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.</p>	<p>Surfacing, Cost</p>
<p>Would like to see improvements to the trail that minimize impact to the march and wildlife. If possible to provide additional entry and exit points that would be beneficial.</p>	<p>Habitat, Connectivity, Wildlife</p>
<p>the biggest problem I have as a cyclist is the poor trail surface of this section of the bike path...it'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.</p>	<p>Surfacing</p>
<p>I would like to continue to be informed of plans and decisions.</p>	
<p>Width of causeway? Separation of bikes and pedestrians? What is proposed</p>	<p>Safety</p>
<p>Light touch...but keep the passage were it is</p>	
<p>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.</p>	<p>Concept 1 +</p>

interpretive graphics/way finding would enhance the experience for walkers, bird watchers, in particular the youngsters.	Interpretation
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 trail users with striping to separate bikes from pedestrians.	Interpretation, Safety, 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 marsh.	Habitat, Safety, 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 involved for the foreseeable future.	Wildlife, Marsh Experience, 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 because...humans.	
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
I enjoy my commute to SF along the path, seeing wildlife and the beautiful marsh.	Marsh Experience, 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 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 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. <input type="checkbox"/> <input type="checkbox"/> 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. <input type="checkbox"/> 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 concept diagrams. Concepts 1 & 2 likely take the existing Trail out of use throughout construction, which should make them non-starters. Concept 3 seems the most obvious option.	Marsh Experience, Connectivity, Concept 3 +, 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 preferred as it creates the best nature experience.	Marsh Experience, Concept 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 the views from both sides but I understand that would be expensive.	Safety, Wildlife, Marsh 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 impact on wildlife or dangerous flooding.	Flood Protection, Habitat, Wildlife

<p>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.</p>	<p>Surfacing, Habitat, Safety, Seating</p>
<p>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...</p>	<p>Habitat, Connectivity, Concept 3 -</p>
<p>Provide additional renderings</p>	
<p>Concept 3 is the most attractive.</p>	<p>Concept 3 +</p>
<p>Use this opportunity to make world class architecture. Get some Bilbao going. As is, it's very boring.</p>	
<p>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. <input type="checkbox"/></p> <p><input type="checkbox"/></p> <p>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 1 from Pohono Street connecting to Alemonte Blvd to avoid this conflict altogether and leave the path to recreational users.</p>	<p>Safety</p>
<p>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?</p>	<p>Water Trail</p>
<p>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</p>	<p>Habitat, Concept 2+, Concept 3 +</p>
<p>Concept 2 is great. Don't want it to look like a freeway overpass. <input type="checkbox"/></p> <p>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 wildlife that is undisturbed and it's nice in concept 3 to divert foot traffic into tam Valley business.</p>	<p>Habitat, Marsh Experience, Concept 3 +, Concept 2, Connectivity</p>
<p>I really like proposal 3.</p>	<p>Concept 3 +</p>

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 adaptation of the trail be used for long term resiliency?	Surfacing, Habitat, 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. <input type="checkbox"/> 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 with wildlife far away.	Marsh Experience, Wildlife, 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

Cyclists and pedestrians are equally important in this discussion. I think there's a decent amount of respect between each currently but I like the idea of giving each their own space - like they do on the GG Bridge (the pedestrians get the east span, the cyclists the west). I'm not advocating for separate paths but rather separate spaces. I really like the idea of an elevated pathway, but it seems the most expensive to execute and would be just as happy with a "middle" ground solution -- the idea of a path that skirts the marshland sounds pretty cool.	Safety, Concept 2, Concept 3 +
As 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 community of Mill Valley and Tam Valley. Concept #1 provides great opportunities for wildlife viewing. Additionally, I would like to see a safe Kayak launch on the path near Manzanita Junction for easy access to parking.	Concept 1 +, Wildlife, Kayak
Ensure that whatever solution is chosen provides enough capacity for growth in usage	Safety, Capacity
I have concerns about pedestrians and cyclists on the same path. I prefer the paths to be separate, like they are in other countries such as Japan. (I am both a pedestrian and cyclist; also push baby strollers on paths!)	Safety
I hope the path alternative chosen yields a wider path (though I know that is a higher cost) and is also routed in a way to avoid vehicular noise. We are bombarded by noise in our lives so it's nice to get away from it. The current path alignment is great as it is better immerses one in the landscape but I would understand if it was rerouted to the edges. Hopefully Option 3 would still provide a quiet ride that feels immersed in the natural landscape.	Safety, Marsh Experience, Noise
Don't know what is meant by "adaptation".	
Environmental protection should be the chief consideration. If there are ways to make the marsh better able to adapt to sea level change, I'd be all for it.	Habitat
I hope you include nature-interpretive signs.	Interpretation
Views of wildlife and being able to access the wildness of the marsh itself. And more width to the path as it is getting more and more crowded.	Wildlife, Marsh Experience, Safety
Expand the skate park!	
The necessity of the elevation of the trail is a certainty. But we have to maintain the connection to nature while enhancing the natural flow of the tidal waters...and we could add walkways that extend out into the bay as the PGE pylon maintenance walkways already are doing ...	Habitat, Marsh Experience
More benches, maybe a pavilion or two for shade & gathering	Seating

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