

Please enter problems or ideas you'd like to discuss further at a future meeting.

DATE ENTERED	ENTERED BY	BRIEF DESCRIPTION
10/19/2022	Sasha Madfes	NO WALKING signage - paint on the ground and place bright traffic lights at the start of each side of the West path - using universal symbols, not words.
10/19/2022	Sasha Madfes	Current sign placement vs the previously used A-frame signs, as to whether bikes are permitted at the approach of the East side path.
10/19/2022	Sasha Madfes	Require helmets be worn by all.
10/19/2022	Sasha Madfes	Install round mirrors around the tight turns of the bridge posts.
10/20/2022	Sasha Madfes	The new radar devices show cyclists how fast their are going, but nowhere near them does it let them know the speed limit for that section.
10/20/2022	Sasha Madfes	Add NO STOPPING signage along the narrower parts of the West side path.
10/20/2022	Ray Scherck	Stop sign for vehicles exiting from 101 north at Alexander and bike/Ped crossing w/ push button activated flashing light and proper painted cross walk needed coming south to crossing Alexedander to access East side of GG.
10/20/2022	Ray Scherck	Agree with Death trap on Alexander too- Protected Class IV bi-directional bike/ped path on East side of road stating at Vista point to down ALEXANDER to East Road (long term) vegetation removal the length of Alexander, pot holes and k-rail (near east road) need immediate attention (short term)
10/20/2022	Ray Scherck	Have West side open during peak hours daily to seperate Bike and Peds
10/20/2022	Ray Scherck	GG Bridge west side storage box's need to be reshaped (maybe shortened & elongated) so they don't stick out so far into the path.
10/20/2022	Warren Wells	The signs at every entrance of the bridge are wildly confusing even for a native speaker. There needs to be a substantial consolidation of the signage.
10/20/2022	Warren Wells	Heavy crosswinds create significant handling challenges for even experienced cyclists, and recent railing changes (a design which did not consider the safety issues) makes matters worse, leading more commuters to skip the bridge on windy days.
10/20/2022	Warren Wells	Sharp turns combined with strong wind currents at the two towers creates dangerous conditions for even the most experienced cyclists.
10/20/2022	Warren Wells	Tactile pavement on heavy bike-traffic stretch in vista point area is a crash hazard especially on foggy mornings (which is like 85% of the time)
10/20/2022	Warren Wells	Light pole 26 (the pinch point on the west sidewalk) is the location of the plurality of bike crashes
10/20/2022	Warren Wells	Bicycles must ride in travel lane just south of Sausalito city limits due to unaddressed "temporary" k-rails.
10/20/2022	Warren Wells	The corner between Alexander and Conzelman is quite blind until at the limit line because of vegetation and the shape of the hillside. This creates a conflict risk especially for bicycles coming down Conzelman and turning left on Alexander

10/20/2022	Warren Wells	Bicyclists traveling southbound on the west sidewalk face a very tight 90 degree turn where they cannot see people approaching from the other direction. There is a convex mirror, but it doesn't suffice.
10/20/2022	Warren Wells	The sidewalks are closed completely to pedestrians and cyclist to accommodate major events
10/20/2022	Warren Wells	There is no ADA route between the bridge and Sausalito
10/20/2022	Warren Wells	The bridge is closed to pedestrians after 8 or 9 PM. I have seen people get stuck on the Marin side of the bridge. Once the suicide deterrent system is in place, is this ban necessary.
10/22/2022	Charles Metzler	West side north bound entrance 90 degree turn needs the large stump removed expanding the access to make it safer
10/22/2022	Charles Metzler	West side needs dashed lines to demark the middle at the light poles
10/22/2022	Charles Metzler	West side needs solid center line around towers for easier and safer navigation
10/22/2022	Charles Metzler	Light pole 26 is narrow and feels dangerous - maybe give the up hill side right of way (same rule when cars come together on a narrow road, the up hill has the right of way) if needed
10/22/2022	Charles Metzler	Direct bikes over the ramp at light pole 26 onto the roadway next to the bridge for safer navigation, This would allow easy access to Sausalito
10/22/2022	Charles Metzler	Going West the underpass has not enough markings and feels unsafe
10/22/2022	Charles Metzler	Going west after the underpass before the lot, the bike lane is not clearly marked and has branches blocking the entire lane at times - needs green bike lane symbols on the road
10/22/2022	Charles Metzler	The west side south bound entrance near the parking lot needs repainting and better put a green strip the whole way to the bridge saying "bikes only"
10/22/2022	Charles Metzler	Agree (26) yellow bumps extremly hazardous and need to be removed from all bike lanes
10/19/2022	Susan Nawbary	Alexander Ave safety; traffic calming and addition of stop sides, vehicle traffic lane diet
10/19/2022	Susan Nawbary	Bus can only accommodate 2 bikes and no flat bars. Riders with bikes wait for bus only to find bus is full and have to wait 45 more minutes.
10/19/2022	Susan Nawbary	Ferries don't have enough bike spots for peak commute hours. GGBHTD pretends that commuters are not back but they've already had to add 2 evening ferries. On-foot passengers not at capacity but bikes are. Remove indoor seats for an indoor bike rack.
10/19/2022	Susan Nawbary	There is no order to people on foot or hike unloading and as a result both jockey to get off the ferry. Means some bike owners yank bikes from bottom of pile causing damage to other bikes
10/19/2022	Susan Nawbary	Vegetation at larkspur ferry terminal blocks visibility of bike path so riders on the SFD sidewalk cannot see people exiting the ferry and vice versa, as well as pedestrians walking to the SMART train
10/19/2022	Susan Nawbary	The SMART train is way too long of a walk for very pregnant people, children under 5, and elderly. It can take 10 minutes when a family includes all three. Need a shuttle or a connection from the train across SFD that isn't a sojourn for those walking with canes, small children or a large fetus
10/20/2022	Candy Doran	Better access to West side of GGB instead of blind 90 degree turn around the cement pillar; included here needs to be some type of diversion to keep the pedestrians from entering. The trail from the Merchant parking lot puts them right onto the bike path

