

From: Dave Rhoads [REDACTED]
Sent: Sunday, May 3, 2026 1:29 PM
To: Distrib- City Clerk <city.clerk@cityofsanrafael.org>; Lindsay Lara <Lindsay.lara@cityofsanrafael.org>
Cc: April Miller <April.Miller@cityofsanrafael.org>; Margaret Kavanaugh-Lynch <margaret.kavanaugh-lynch@cityofsanrafael.org>; Mayor Kate <kate.colin@cityofsanrafael.org>; Eli Hill <eli.hill@cityofsanrafael.org>
Subject: Public comments May 4 Council agenda Item 4.a

Hi City Council and Staff,

Walk/Bike San Rafael agrees with WTB-TAM's recommendation and Staff's recommendation on Page 3 of the Staff Report that BioMarin should still be obligated to fulfill its commitment despite abandoning its proposed project at 999 Third Street. BioMarin should deliver its promised financial contribution to the City to install bike lanes on Lindaro Street from Third Street to Andersen Drive.

We also agree with WTB-TAM's proposal (in the attached letter) to install Class IV bike lanes on Lindaro. This is a key route north from schools to 4th Street. I personally ride my bicycle with my preschool aged children and the current condition is extremely unsafe. Let's use every opportunity to create protected bike and pedestrian routes in our city.

Thank you,
Dave

Dave Rhoads
Co-Chair, **Walk/Bike San Rafael**, A Marin County Bicycle Coalition Local Team

W: www.walkbikesanrafael.org

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MCBC
MARIN COUNTY BICYCLE COALITION
LOCAL TEAM



April 30, 2026

San Rafael City Council
1400 Fifth Ave
San Rafael, CA 94901

RE: May 4, 2026 City Council Agenda Item 4.a

Dear Mayor Kate and the San Rafael City Council,

WTB-TAM supports the recommendations on Page 3 of the Staff Report that despite the abandonment of its proposed project at 999 Third Street, BioMarin should still be obligated to deliver its promised financial contribution to the City to install bike lanes on Lindaro Street from Third Street to Andersen Drive.

WTB-TAM recommends that the City look at the feasibility of installing Class IV protected bike lanes instead of the Class II bike lanes specified in the Staff Report. Class IV bike lanes only require slightly more space but they offer bicyclists a much greater degree of protection and separation from vehicle traffic, improving safety and the desirability of cycling as a mode choice.

We have attached a concept drawing for your reference. It demonstrates how Class IV bike lanes could fit onto Lindaro Street with some creative modifications to lane markings and on-street parking (see Appendix Exhibit A).

Respectfully submitted,

Patrick Seidler
President, WTB-TAM

Matthew Hartzell
Director of Planning, WTB-TAM

Appendix Exhibit A

