

Lando, Carey

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**From:** Glenda Corning <glenda@meadowsweetdairy.com>  
**Sent:** Friday, September 29, 2017 12:04 PM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel Comment

**Follow Up Flag:** Flag for follow up ✓  
**Flag Status:** Flagged

To Whom It May Concern:

I am writing to voice my support for reopening the Alto Tunnel. I think it is a vital part of the transportation network in Marin County. It provides an alternate path for bicycle and pedestrian traffic that is safe and efficient as opposed to routes along 101 over Horse Hill or the terrifying Camino Alto grade. The tunnel would offer a place to shelter in case of an emergency and a way to evacuate if there was a fire or other obstruction of the roadways. I live on Meadowsweet, which is a main bicycle thoroughfare and have never found the passage of many bicyclists to be noisy or intrusive.

We must look forward to design infrastructure that anticipates the future needs of our community and works to get people out of their cars. We are gridlocked with vehicular traffic. Let's make it easier for people to ride bicycles by providing good infrastructure as modeled in Europe, where bicycles are not an anomaly, but a regular mode of transport for millions of people. This is a chance to be forward thinking, to help people get out of cars and to provide a vital link between communities. The tunnel will have to be fortified in some way to keep it stable. Let us be bold in our vision and look for the funds to open it.

Sincerely,

Glenda Corning

811 Meadowsweet Dr.  
Corte Madera, CA 94925  
415.519.6200  
[glenda@meadowsweetdairy.com](mailto:glenda@meadowsweetdairy.com)

Lando, Carey

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**From:** Karen Hawkins <hawks215@att.net>  
**Sent:** Sunday, October 01, 2017 5:06 PM  
**To:** Lando, Carey  
**Subject:** Alto tunnel

**Follow Up Flag:** Flag for follow up ✓  
**Flag Status:** Flagged

Hi Ms. Lando,

I was unable to attend the Sept. 27th informational meeting re the Alto tunnel. I live at 215 Willow and my back yard borders the path to the tunnel. My husband, Roland, and I are opposed to the reopening due to the high cost and concerns re pollution and noise, both during construction and afterwards. I know the Bicycle Coalition is pro tunnel reopening and they are very organized and vocal. I worry that the voice of the neighbors along the tunnel route will not be heard. I think the money allocated for the reopening could be used for much more pressing issues, especially since we have other options for pedestrians and cyclists between Corte Madera & Mill Valley.

I would appreciate it if you would add me to your email list for any future updates.  
Thank you,

Karen Hawkins  
215 Willow Avenue  
Corte Madera CA 94925  
[hawks215@att.net](mailto:hawks215@att.net)  
415-924-4290

Lando, Carey

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**From:** Cindy Winter <cinhiver@gmail.com>  
**Sent:** Sunday, October 01, 2017 2:10 PM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel – cost question

**Follow Up Flag:** Flag for follow up ✓  
**Flag Status:** Flagged

Hello Carey, and many thanks to you and your staff for the excellent work here. I'm grateful, too, to McMillen Jacobs for their exceptionally well-written report, clear and easy to follow.

Here is my question: Were the original tunnel width of 16 feet to be retained, how much more would that cost, above the 46.5 million estimate? This may seem a futile question, due to funding shortages, but it is not entirely an idle question either, and would help several of us in our broader discussions.

Again with thanks,

Cindy Winter  
Greenbrae

Lando, Carey

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**From:** Donald Herzog <geotech1@pacbell.net>  
**Sent:** Friday, September 29, 2017 6:44 PM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel Geotechnical Investigation

Hello Carey:

The community meeting was very well run and was very informative.

One question tunnel opponents keep raising is performance of the reconstructed tunnel in an earthquake. An equally important question that needs to be answered by the consultant is what is expected to happen in a major earthquake to houses, water mains, utilities, roads and other improvements located above and adjacent to the collapsing tunnel if it is not reconstructed or properly backfilled?

Thanks,

Donald Herzog, Geotechnical Engineer

Lando, Carey

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**From:** Mario Barrios <mjbarrios1@sonic.net>  
**Sent:** Saturday, October 07, 2017 3:04 PM  
**To:** Lando, Carey  
**Subject:** Rebuilding of Alto Tunnel

Hello Ms. Lando,

Please be advised that I am opposed to the above rebuilding of the Alto Tunnel mainly because of the potential costs of rebuilding the tunnel plus for the many other reasons that various residents of the adjacent areas in MV and CM have stated in the Next Door Horse Hill website. Also, i am sure that you have received a lot more feedback opposed to the Tunnel than in favor of it. I think it will be a colossal misuse of taxpayers' money, especially since we have so many other pressing needs for that money in Marin County, like improving traffic safety for cars, bikes and pedestrians on busy streets.

Thank you for your consideration to my opinion and concerns, Mario J. Barrios

53 Shell RD.

Mill Valley, CA. 94941

Lando, Carey

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**From:** Scott Garland <scottgarland413@gmail.com>  
**Sent:** Saturday, October 07, 2017 4:25 PM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel Project Support

Hello,

I live in the Chapman Park neighborhood of Corte Madera, not far from the northern end of the Alto Tunnel. I am very much in support of converting the tunnel into a bike path. Camino Alto is a dangerous road for bikes. I drive it regularly and have seen many near misses with bikes. Also, it's not suitable for children. A dedicated bike path through the tunnel is a much safer option. I also think that a bike path through the tunnel would encourage commuters from Mill Valley to ride their bikes to the Larkspur Ferry instead of driving, potentially reducing traffic.

Again, I am in full support of converting the Alto Tunnel into a bike path.

All the best  
Scott Garland  
Corte Madera Resident

Sent from my iPhone

Lando, Carey

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**From:** Laura Effel <laura.effel@gmail.com>  
**Sent:** Saturday, October 07, 2017 5:53 PM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel Rebuild Comments

Ms. Lando,  
Reopening the Alto Tunnel remains a colossal waste of money. It would add nothing to traffic management, which we sorely need.

The arguments in favor of reopening the tunnel are simply illogical. If we want to get people out of cars and onto bicycles, why would we start a mile west of Highway 101 and build a pathway from Mill Valley to Corte Madera? We wouldn't. It makes no sense. The right place for a bikeway that gets people out of cars is along 101, connecting to the unused but very expensive bike overpass over Sir Francis Drake. Maybe then the new bridge would get used, too.

Laura Effel  
Larkspur

Lando, Carey

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**From:** Brooke Smith <brookesmith329@yahoo.com>  
**Sent:** Sunday, October 08, 2017 7:21 PM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel Comment

Hello Carey,

Thanks for all your work on the Alto Tunnel project. I wanted to note that I am a strong supporter of Alto Tunnel being open to bikes. I enjoy biking, but my biking options have been limited since having two kids. I only ride with them on local bike paths, but most local paths are not connected. If the Alto Tunnel opened, I could actually bike with my kids between Corte Madera and Mill Valley. My children's pediatrician office is located very close to the MV-Sausalito path and I could actually ride with them there.

Thanks,  
Brooke Smith



Lando, Carey

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**From:** Peter Hensel <ptrhensel@comcast.net>  
**Sent:** Sunday, October 08, 2017 9:23 PM  
**To:** Lando, Carey  
**Cc:** 'Diane Furst (Diane Furst)'; jjackson@cityofmillvalley.org; Rodoni, Dennis; Sears, Kathrin  
**Subject:** Comments To County On Alto Tunnel Rebuild Project

## NEGATIVE NEIGHBORHOOD IMPACTS ARE JUST AS IMPORTANT COST IN CONSIDERING THE ALTO TUNNEL REBUILD

Though the county's latest cost estimate of \$46.8 to rebuild and reopen the tunnel for bicycle recreational use came in lower than the \$60 million estimated back in 2010, those following the issue need to know that the \$46.8 million does not include upgrading of approaches---the Scott Valley Multi-Use Path in Mill Valley and the Tunnel Lane Path on the Corte Madera side. That could easily add another \$8.7 million to the project.

And the \$46.8 million, after all, is a best case cost scenario.

The latest study shows that the tunnel is three-quarters filled with collapsed Franciscan Shale. No one knows exactly what engineers will find until they remove backfill within the reinforced southern portal and also 125 feet of concrete plugging the north portal.

There is big unanswered question there in that first phase or work.

Will the 132-year-old timber supports installed by the Union Pacific Railroad still be functional? They had better be. The county makes that best case assumption in their \$46.8 million plan to add a structural steel skeleton within the network of old timbers, shrinking the original bore's size, and subsequently reinforcing tunnel walls with concrete.

John Palmer, vice president of the Scott Valley Homeowners Association, is a professional builder with years of big project management experience. He has written an excellent Marin Voice opinion piece published September 25 in the Independent Journal titled "The Real Cost of Reopening The Alto Tunnel". View it here at <http://www.marinij.com/opinion/20170925/marin-voice-the-real-cost-of-reopening-the-alto-tunnel>

But the discussion at the local level needs to about more than simply cost. Environmental impacts are just as important.

As a local living in Corte Madera not far from Old Town Square and Tunnel Lane, I intend to highlight some of those potential environmental impacts here. Forgive me if that list is extensive. But the issues I raise are surely worth considering. I am a 45-year resident of Corte Madera who has been following this highly controversial project for a very long time.

For starters, I do applaud the county's study to evaluate the inner condition of the tunnel. But remote camera viewing through drill bore holes reveals that the Alto Tunnel, sealed at both portals since 1979, is already filled with collapsed Franciscan shale debris beneath the hill's high crown. Given that fact, isn't it reasonable to ask why the county suggests spending \$8.5 million to further stabilize the tunnel against cave-ins should we decide to "abandon" it?

But here's an even bigger question. Why don't tunnel advocates point out that this supposed ADA accessible tunnel serving ages "eight to 80-plus" will be only 11.5 feet wide along its artificially-lit 2,172 foot length? And that there will be only two claustrophobia-inducing lanes, north and south, in which those on foot will have to compete for space with a mighty stream of cycling tourists?

That's important because the county plans for between 850,000 and 1.85 million annual users, roughly equaling the 1.2 million visitation each year to Muir Woods. If even half of that unsettling forecast proves true---benefiting of course recreational cycling and local café owners---where does that leave the rest of us?

Should we ignore:

---A negatively altered soundscape affecting local residents in quiet neighborhoods on both sides of the tunnel when an exuberant spoked-wheel invasion rolls in.

---The county's ill-advised plan to "take" residential property above tunnel entrances to facilitate re-boring, debris clearing and re-bracing---a mega project taking 2 ½ years.

---Future stalling of peak hour traffic at Mill Valley's East Blithedale and Corte Madera's Tamalpais crosswalks when inevitably the paths and aims of cyclists and car commuters collide.

---The eventual takeover by a cyclist majority of what are quiet multi-use paths adjacent to the tunnel, now shared democratically by all user groups.

---Necessity of a redesign of Old Town Square in Corte Madera to accommodate the peleton passing through what is now the middle of two busy commuter parking lots.

---Possibility of mandatory rezoning of historic Old Town Square for high density development when regional planners decide that three square mile built-out Corte Madera should bear the burden of another "WinCup"-size housing allocation so locally housed cyclists can realize the MTC-ABAG Cycletopia Dream of "bike commuting" to San Francisco through a re-constructed Alto Tunnel.

---The fact that 1,100-foot Cal Park Tunnel rebuild, half as long but comparable in width at 11.4 feet, was pitched at costing \$5 million but completed at a whopping \$27 million, five times over budget.

---Annual maintenance costs pegged conservatively at \$308,000---who pays, the county or local jurisdictions?

Surely these potential negative impacts deserve the most serious consideration from local decision makers. It is my sincere hope that they will that will look at all sides of the issue and not simply rubber stamp this project so clamored for by the fulltime lobbyists of the powerful Marin County Bicycle Coalition.

Mega projects such as the Alto Tunnel Rebuild should be evaluated on their own merits, with consideration of all facets affecting various stakeholder groups. Final decision making should not be given over to politics, for in that there is much danger. Politics can often be a very uneven playing field. In this case, residents of what are now tranquil neighborhoods on both sides of the tunnel can in no way compete with the powerful political machine that MCBC has built over the last 20 years---spending as much as \$153,000 in lobbying in a single year, as declared on MCB C's Schedule C Tax Return for 2012.

My own personal thought is that surely there has to be a better way, without a slew of environmental impacts, to boost the profile of cycling in Marin---which is after all an enviable goal.

The irony is that MCBC's desired last link in the "North South Greenway" link already exists, circumventing Mill Valley's Horse Hill. Its overall length is about equal to the tunnel route. Upgrading and flattening Horse Hill's two short climbs to an easy five per cent grade would cost a seventh of the rebuild of the Alto Tunnel. And taxpayers would not have to worry about picking up the tab in the event of an Alto Tunnel budget overrun. After all, the county's estimate of \$46.8

million does not include upgrading approaches to the tunnel. That \$46.8 million estimate, cautions the county report, is only an "Opinion of Probable Costs".

Sincerely,

Peter Hensel

138 Willow Ave.

Corte Madera, CA 94925

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Lando, Carey

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**From:** Dawson, Dan on behalf of walkbikemarin  
**Sent:** Monday, October 09, 2017 7:41 AM  
**To:** Lando, Carey  
**Subject:** FW: Alto Tunnel Rebuild

Alto comment

-----Original Message-----

**From:** Elein & Dan Phipps [<mailto:demm@dpaweb.com>]  
**Sent:** Saturday, October 07, 2017 10:10 AM  
**To:** walkbikemarin  
**Subject:** Alto Tunnel Rebuild

I am interested in making comments and expressing my support for the Alto Tunnel. I live in Corte Madera on Chapman Drive where there are many families young and old. Rebuilding this tunnel for access to a safe route between Mill Valley and Corte Madera would be a great addition. Without the tunnel access is for those who are able to climb the steep hill and who will brave the dangerous traffic on Camino Alto. When my son had soccer practice in Mill Valley I always drove him. I would never think of allowing him to risk biking over the hill to Mill Valley. If we can open the tunnel I believe this would alleviate much of the traffic congestion that has become such a problem recently. Much of our traffic is due to parents driving their children back and forth to activities. Adding a safe route will help solve this problem. I also believe that this will provide a way for families and all ages to get out of their cars and enjoy long rides up and down the bike paths of Marin. I would like to support this project in anyway possible.

Thank you,  
Elein Phipps  
Corte Madera

Lando, Carey

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**From:** Dawson, Dan on behalf of walkbikemarin  
**Sent:** Monday, October 09, 2017 7:41 AM  
**To:** Lando, Carey  
**Subject:** FW: Alto Tunnel Rebuild Comment

Alto comment

-----Original Message-----

From: Robert Anderson [<mailto:docbobmail@gmail.com>]  
Sent: Saturday, October 07, 2017 5:47 PM  
To: walkbikemarin  
Subject: Alto Tunnel Rebuild Comment

Please proceed with the Alto Tunnel. The success of the Cal Park tunnel is an example of what can be done and makes for great walking and cycling in a quality environment. I love to bike and hike the area and the Alto Tunnel would be a great alternative for going to and from Mill Valley.

Thank you,  
Robert Anderson  
Larkspur Resident

Lando, Carey

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**From:** Dawson, Dan on behalf of walkbikemarin  
**Sent:** Monday, October 09, 2017 7:41 AM  
**To:** Lando, Carey  
**Subject:** FW: Alto Tunnel Rebuild Comments

Alto comment

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**From:** Nobody's watching? [<mailto:chewtoy2001-infinity@yahoo.com>]  
**Sent:** Saturday, October 07, 2017 7:09 PM  
**To:** walkbikemarin  
**Subject:** Alto Tunnel Rebuild Comments

My comment is:

I would really like to see this project done as it would cut down on bike traffic on Camino Alto. It would probably be a very lovely project as well.

However, I do have one concern. I live on Sycamore Ave. and bicyclists are LOUD. I don't understand why they can't pass through in silence early Sunday morning. I find cyclists, especially when in the pack mentality, extremely arrogant. I feel for those neighbors who will have to deal with the noise.

Lando, Carey

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**From:** Dawson, Dan on behalf of walkbikemarin  
**Sent:** Monday, October 09, 2017 7:41 AM  
**To:** Lando, Carey  
**Subject:** FW: Alto Tunnel Rebuild Comments

Alto comment

-----Original Message-----

**From:** Aaron Aubrey [<mailto:agaubrey82@gmail.com>]  
**Sent:** Sunday, October 08, 2017 3:48 PM  
**To:** walkbikemarin  
**Subject:** Alto Tunnel Rebuild Comments

I support the alto tunnel project. More bike accessible structures means less cars. And less cars means less pollution.

Lando, Carey

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**From:** Dawson, Dan on behalf of walkbikemarin  
**Sent:** Monday, October 09, 2017 7:42 AM  
**To:** Lando, Carey  
**Subject:** FW: alto tunnel rebuild

Alto comment

-----Original Message-----

From: Jennifer Corteville [<mailto:jdcorteville@gmail.com>]  
Sent: Sunday, October 08, 2017 4:10 PM  
To: walkbikemarin  
Subject: alto tunnel rebuild

Hi,

As a resident of Corte Madera who works in the old town square, I am opposed to the Alto Tunnel rebuild. I think it is a gross misuse of tax dollars when there are more economical alternatives (upgrading the Horse Hill path).

Best,  
Jennifer Corteville  
Sent from my iPhone



Lando, Carey

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**From:** Marilyn Filbrun <mfilbrun@icloud.com>  
**Sent:** Monday, October 09, 2017 8:40 AM  
**To:** Lando, Carey  
**Subject:** Horse Hill Tunnel

I would prefer that it be used as a part of extending the Smart Train as far south as Sauasalito ferry or the GG Bridge Area

Sent from my iPad

Lando, Carey

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**From:** Sears, Kathrin  
**Sent:** Monday, October 09, 2017 10:39 AM  
**To:** Lando, Carey  
**Subject:** FW: No Alto Tunnel

fyi

**Supervisor Kathrin Sears**  
Southern Marin - 3rd District, County of Marin  
3501 Civic Center Drive, Suite 329  
San Rafael, CA 94903  
P: 415.473.7331 F: 415.473.3060

[Visit Supervisor Sears' Website](#)  
[Sign Up](#) for Supervisor Sears' E-News  
[Follow](#) Supervisor Sears on Facebook

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**From:** Marjorie Shank [marjorie@shank.net]  
**Sent:** Monday, October 09, 2017 9:06 AM  
**To:** Sears, Kathrin; Brad Breithaupt  
**Subject:** No Alto Tunnel

Please fix our roads, the Alto Tunnel only serves the Bike Coalition which already has too much power for only 2000 people.

Take care of your majority citizens not a select few.

Sincerely,

Marjie Shank

337 Lowell Av, Mill Valley

415 389 6382

Lando, Carey

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**From:** Chris White <bedaz@comcast.net>  
**Sent:** Monday, October 09, 2017 11:28 AM  
**To:** Lando, Carey; Sears, Kathrin; Rodoni, Dennis; jjackson@cityofmillvalley.org; jmccann@cityofmillvalley.org; delfurst@gmail.com; rvaughn@tcmmail.org  
**Subject:** Camino Alto Tunnel

I am writing to ask to you to NOT waste any further time or money on rehabilitating the Camino Alto Tunnel between MV and CM.

Take no action. There is no anecdotal evidence from residents or the engineers that indicates this tunnel needs to be filled anymore than it already is. SPEND ELSEWHERE! It's plugged, or collapsed at either end, where the tunnel is closer to the surface; it's "inferred" it may be open under the deeper parts. Collapse danger seems minimal even to the layman (me). Let it be. No need to fall for a red herring of additional work to further fill it. It appears to have been adequately taken care of YEARS ago by the engineers at the time. Filling the tunnel is a RED HERRING! Take the third option, Do Nothing. It's cheap! It doesn't cause new problems! It frees up money to do other things! Spend any available funds and staff time on smaller, more useful projects, including improvements to the Horse Hill bike route. Projects that benefit school kids, actual bike commuters proportionally, and projects that pedestrians and seniors might actually use.

This would be a massive waste of public funds to subsidize the hobby (and commute, but mainly the hobby) of a small percent of the population. Most of those would come from out of the county. And it is horrible for the people who live near or around the tunnel. Imagine it's 7 AM, it's hot and you have all the windows open and two (or 20) guys and gals ride down the path yelling at the top of their lungs about what happened with this chick they went out with last weekend (I hear this sort of thing regularly early in the AM on Tamalpais Dr where I live). I wouldn't want to live ANYWHERE in the amphitheater-bowls around that path. The geography amplifies the sound. I don't live near there and I wouldn't wish that sort of disruption on the people who do; they are my fellow Corte Madera and Mill Valley residents. Call me a NITBY'er Not In Their Back Yards....

This would be a bad use of public funds, it benefits the few at the expense of the many, benefits non-residents, impacts residents negatively, and costs in these kind of advocacy-pushed studies always go way, way up.

The idea that seniors, the disabled, and kids would use the Camino Alto Tunnel in numbers is almost laughable. This would be a long, claustrophobic tunnel with 200 lb riders, (or packs of riders) powering by at 13-20 MPH shouting "ON YOUR LEFT!!". The "Silver Tsunami" that the Grand Jury reports is coming to Marin will not be using the proposed tunnel in any significant numbers.

Take no action on the Tunnel, work to improve the Horse Hill Route.

Thank you,

Chris White  
Southern Marin Resident since 1967  
606 Tamalpais Dr.  
Corte Madera, 94925

PS: Carey – regarding the meeting on Sept 27<sup>th</sup>: It was a great presentation and very informative, and helped my understanding of the engineering issues, nice job. At future meetings I would like to see more re-statements of the findings from the presenters, rather than just saying "we already covered this..." in response to questions. In the future I would ask them to briefly restate what was already covered to clarify for those like myself who could benefit from

Lando, Carey

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**From:** joyce britt <joyceebritt@yahoo.com>  
**Sent:** Monday, October 09, 2017 11:45 AM  
**To:** Lando, Carey  
**Cc:** Supervisor Kate Sears; jjackson@cityofmillvalley.org  
**Subject:** alto tunnel rebuild comments

I am against this project. I find it incomprehensible that over 50 million dollars would be spent for a biking route when there are already two, one of which is a bike path with no cars and does not require extraordinary effort. We have other, pressing needs for this kind of money. I hope that the decision makers on this have some idea of math, just simple arithmetic. Joyce Britt, 3 Rose Ave., Mill Valley

Lando, Carey

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**From:** Lauri Harper <harpermv13@gmail.com>  
**Sent:** Monday, October 09, 2017 3:52 PM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel: open!

Dear Ms. Lando,

Although I was unable to attend the community meeting on Sept. 27, I am very interested in the fate of the Alto Tunnel and have read articles explaining the findings of the study on various options. I am very much **in favor of re-opening the tunnel** as a bike/pedestrian thoroughfare between Mill Valley and Corte Madera, sooner rather than later, as costs continue to escalate. Why?

Every current effort in the county (and elsewhere!) seems to be geared to getting people out of their cars and into more green ways of transportation. That is important for both the health of the planet and of individuals, but it is now nearly impossible to walk over the Corte Madera grade, and bicyclists take their lives in their hands riding over, especially on the southbound journey where there is no bike lane. Opening up the tunnel for a multi-use pathway would allow elders such as myself to walk to Corte Madera and beyond, or use their bikes or e-bikes to get to emeritus classes at the College of Marin or physicians in Greenbrae. It would allow young mothers with strollers to walk through, kids who want to get out of town (MV or CM) to walk through the tunnel (as I did when the tunnel was open in the 1950s) or ride their bikes even further on, and make life safer for the cyclists young and old who now ride over the hill causing traffic jams and motorists' frustration and anxiety.

Those who closed the tunnel were short-sighted indeed, given the lack of convenient public transportation in southern Marin Co. and the huge traffic burden we endure every workday on our city streets. When we add in the tourists on the weekends (MV Fall Arts Festival, MV Film Festival, hiking, beach-going, etc. ) driving short distances has become untenable for us residents.

I realize that filling in the tunnel would be considerably less costly, financially, than opening it back up, but doing so would prove more costly in terms of quality of life and Marin Co.'s reputation as a leader in environmental issues and personal wellness. We should be setting an example for the rest of the nation, especially since we seem to have greater levels of fiscal soundness than most other places in the country. Marin Co. could encourage other municipalities to re-purpose their disused resources for 21<sup>st</sup> c. priorities which would benefit all.

Very truly yours,

Lauri M. Harper  
124 Circle Ave.  
Mill Valley CA 94941  
[harpermv13@gmail.com](mailto:harpermv13@gmail.com)

Lando, Carey

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**From:** vernon@eventoftheseason.com  
**Sent:** Monday, October 09, 2017 4:12 PM  
**To:** Lando, Carey

Mr Cory Lando,

As a property owner and resident of Corte Madera for 30 years I would like to weigh in against the proposed Alto Tunnel project and say its cost (48+ million dollars) is absurd as is the proposed design. It seems to be unnecessary as well as ill conceived.

Thank you.

Vernon Jacobs  
148 Stetson Ave  
Corte Madera, CA 94925

Lando, Carey

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**From:** Doug Ehrenberg <doug.ehrenberg@gmail.com>  
**Sent:** Monday, October 09, 2017 10:53 PM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel

I am a 58 year-old Corte Madera resident and who bicycle rides 4-5 days per week over the hill to Mill Valley and beyond. I always use the Meadowsweet/Horse Hill route - which is safe, requires little effort and is a very pleasant ride. My wife is also a regular user of this route and last week we timed how long it takes for us to get from the Corte Madera Library to Edna Maguire School (Tunnel path intersection). We pedaled at a leisurely pace and it took us just under 10 minutes. I believe rebuilding the Alto Tunnel addresses a problem that doesn't exist, and no tunnel expenditures can be justified.

In regard to specifics of the study, the \$46 million estimate is based on a best-case scenario which is unrealistic as large portions of the tunnel were not visualized. To assume the timbers are sound in the area where 2-3 feet of water is present is absurd. I am very upset the county spent even spent \$600,000 on the tunnel study. I am convinced proponents of the Tunnel project live in an altered universe and haven't even bothered to get on a bike and experience riding in Marin. Any funds that are available for bicycle and pedestrian projects would be better spent on a variety of much-needed projects including:

- Improving safety at intersections.
- Proper roadway striping and widening. The lack of designated bike lanes along roadways throughout Larkspur and Corte Madera, particularly at freeway ramps & overcrossings, is ridiculous and creates very unsafe situations. The green lanes/markings are something that can really enhance safety.
- Better bike route signage and road markings throughout Marin in needed. I have assisted countless cyclists in finding the appropriate routes from Fairfax across Southern Marin to the bike path. It's shameful that Marin County which purports itself to be green does such a poor job with doing something so simple as clearly marking bike routes. Rather than wasting time money and energy on a tunnel- we should fix the roads.
- Some of the proponents of the tunnel have complained about the challenges of Casa Buena Drive, and that's not even the cycling-designated route over Horse Hill. In fact, a sign is present at the intersection on Meadowsweet and Madera by the library, which directs cyclists to Meadowsweet- not Casa Buena. In the Northbound direction, at the intersection of Horse Hill bike path and Meadowsweet, signage directs riders to Meadowsweet.
- Fix the bike paths in East Corte Madera between the Cost Plus and The Village.
- Realign and stripe Paradise Drive to create bike lanes from Prince Royal Drive to the Bike Path. Currently, no shoulder is present on the West bound side opposite the strip mall adjacent to the fire station.
- More police enforcement. Both aggressive motorists and cyclists who don't obey the rules of the road need to be called to task.

Lando, Carey

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**From:** Kathleen Boyle <kboyle@gmail.com>  
**Sent:** Monday, October 09, 2017 11:17 PM  
**To:** Lando, Carey  
**Cc:** Sears, Kathrin; jjackson@cityofmillvalley.org  
**Subject:** Alto Tunnel Rebuild Comments

Hello -

I am emailing to express my strong SUPPORT of the Alto Tunnel Rebuild. The project serves important environmental and health goals and would result in more trips by bike. On a personal level, rebuilding the tunnel would result in my own car being on the road less.

I live in Mill Valley and work in San Rafael at the Civic Center. I have a young son who is one. Prior to having my son, I was an avid cyclist and regularly commuted to work by bike at least once a week; I am therefore very familiar with the various route choices between Southern Marin and San Rafael. As a regular commuter, I greatly appreciated the opening of the Cal Hill Tunnel, which made bike commuting a bit easier and quicker and therefore increased the number days on which I was able to ride to work. I am currently beginning to bike commute again on occasion, and the opening of the Alto Tunnel would similarly make bike commuting easier and quicker for me, all the more important now that I have the increased time pressure of dropping off my son at child care.

I have been frustrated by the comments I have seen posted on Next Door by neighbors of the tunnel who seem to fear an invasion of law-breaking cyclists. Certainly these same individuals are inundating decision makers with their fears. I am sure you have statistics regarding the use of the Cal Hill Tunnel, which would seem indicative of the sorts of trips to be expected through the Alto Tunnel. Personally I have never seen any hordes of cyclists using that tunnel; what I have seen are people who would not be able to make it over the other, steeper routes now having the option of riding their bikes between San Rafael and Corte Madera / Larkspur / Greenbrae.

While Horse Hill is not as daunting as the alternate routes to Cal Hill, it is challenging and certainly dissuades casual riders. It is simply impossible to "flatten" the route sufficiently to make that an attractive option to families or other casual riders. Additionally, it is truly unpleasant and intimidating to ride right next to the freeway for both pollution and noise reasons.

I hope to be able to take my son on his first rides sooner rather than later; reconstruction of the Alto Tunnel would allow us to do this. While it is certainly the costlier option, it would pay huge dividends for years to come in encouragement of bicycle trips and their accompanying environmental and health benefits.

Thank you for your consideration of my comments,  
Kathleen



Lando, Carey

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**From:** Russell Wirth <[russellwirth@yahoo.com](mailto:russellwirth@yahoo.com)>  
**Sent:** Tuesday, October 10, 2017 10:37 AM  
**To:** Lando, Carey  
**Cc:** Sears, Kathrin; Rodoni, Dennis; Connolly, Damon; Arnold, Judy; Rice, Katie; Jim McCann; John McCauley; Jessica Jackson; Stephanie Moulton-Peters; Jim Wickham; Sashi McEntee  
**Subject:** Alto Tunnel - NO THANK YOU

Hello Cary:

I have read the analysis of the WalkBikeMarin Studies presented by John Palmer and the Scott Valley Homeowner's Association, and I agree with it.

**I do not support the Alto Tunnel project and request this initiative be stopped / with no next steps.**

Thank you,

Russell Wirth  
201 Benson Circle  
Mill Valley, CA 94941  
Mill Valley Meadows Homeowners Association  
Email: [russellwirth@yahoo.com](mailto:russellwirth@yahoo.com)  
Cell: 415-713-4806

Lando, Carey

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**From:** John Lane <lanejg@gmail.com>  
**Sent:** Tuesday, October 10, 2017 11:25 AM  
**To:** Lando, Carey  
**Cc:** jjackson@cityofmillvalley.org; Sears, Kathrin  
**Subject:** Support for the Alto Tunnel

Carey Lando  
Marin County Senior Planner

I am writing to voice my strong support for re-opening the Alto Tunnel.

I am a resident of Mill Valley with two small children, who join me for bike rides and walks along the shared-use path nearly every weekend. We have family and friends in Ross Valley, but getting there via a bicycle on the current routes (Horse Hill or Camino Alto) are impractical and too challenging for small kids. Unfortunately, this means we often have to drive even though we'd rather ride bikes.

Considering the short term and long term benefits of opening this route, the costs estimates are a bargain, especially when compared to what is spent for automobile infrastructure.

Marin county has committed to making our communities more healthy, liveable, and environmentally sustainable. The Alto Tunnel project is a critical part of this vision, and not getting it completed would be a huge step backwards.

Sincerely,

John Lane  
53 Walnut Avenue  
Mill Valley  
[LaneJG@Gmail.com](mailto:LaneJG@Gmail.com)  
415-235-1726

Lando, Carey

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**From:** skopetsky@comcast.net  
**Sent:** Tuesday, October 10, 2017 11:18 AM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel

Mr. Lando -

I recently submitted my comment on the Nextdoor site, but wanted to ensure you saw my heart-felt comments, as follows:.

I am fascinated, though admittedly not in a good way, with the seemingly endless pursuit by a very vocal minority to reopen the Alto Tunnel. As a lifetime cyclist and committed outdoorsman, I understand some of the passion, but little of the objective logic for this project. I have listened to the inherently flawed assumptions of the MBC and their supporters about "projected" impact on everything from quality of life, carbon emissions, traffic and yes, even childhood obesity (really?) If this project, and the associated assumptions, was subject to a fair and objective cost-benefit analysis that took into account all of the existing and future critical issues for the tunnel, the decision would be relatively easy. It's just not even remotely a priority for our community. There are so many other needs in our neighborhoods where funds, *regardless of where they originate*, could be utilized. Infrastructure, education, elder care, affordable housing and *more substantial* environment preservation are much, much more important for all of us. It is time for pragmatic and reasonable thinking to put this issue to rest. No tunnel.

Steve Kopetsky

363 Chapman Drive

Corte Madera, CA 94925

Lando, Carey

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**From:** Susanne Somerville <somersu@gmail.com>  
**Sent:** Tuesday, October 10, 2017 12:07 PM  
**To:** Lando, Carey  
**Subject:** citizen input on Alto Tunnel

Dear Mr. Lando:

I am writing to convey to you my support for the opening of the Alto Tunnel, and conversion to pedestrian .

My family moved to Corte Madera back in 1964 when I was a baby, and I had the blessing of growing up here; I moved back again at 40, and am enjoying raising my children here. Our community would be the envy of the Bay Area / State / Country to have such an extensive, accessible bike lane system. How amazing would that be that seniors and children could use such a system to stay active and connected - the current routes are too difficult to allow all fitness levels to participate.

I appreciate the dissenting opinion; I honestly think the comments are more due to fear of change than real concerns for the future of our community. We would only win with such an addition to our community.

thanks,

Susanne Somerville  
230 Baltimore Ave.  
Corte Madera, CA 94925  
415-755-3701

Lando, Carey

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**From:** Geoff Vaughan <vinylmusic@sbcglobal.net>  
**Sent:** Wednesday, October 11, 2017 4:42 PM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel opinion  
**Attachments:** Alto Tunnel Executive Summary & Analysis by SVHOA - 10-10-2017.pdf

Mr. Lando,

Please see the attachment regarding the potential Alto Tunnel project. This attached letter strongly illustrates my position on the matter. I live in Chapman Park in Corte Madera.

Thank you.

Geoff Vaughan  
235 Willow Ave  
Corte Madera

Lando, Carey

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**From:** Susan D. Sullivan <susandsullivan@comcast.net>  
**Sent:** Wednesday, October 11, 2017 4:59 PM  
**To:** Lando, Carey  
**Cc:** delfurst@gmail.com; JamesAndrews.CorteMadera@gmail.com; sloancbailey@yahoo.com; condon94925@yahoo.com; bobrvasio@comcast.net  
**Subject:** Alto Tunnel Rebuild Comments

My family has lived in Corte Madera for almost 30 years. We have made many longtime friends in the neighborhood and hope to be able to stay here for the rest of our lives.

Projects like the Alto Tunnel Rebuild put us at risk of having to leave. My husband is retired due to disability, I work part time, and we help support our adult autistic son who is employed part time. So we don't have the money to support a multimillion dollar tunnel rebuild. Our property taxes are currently difficult enough to pay. Adding more to pay for this project could force us and many other long time neighbors out.

The cost of the tunnel is estimated to be between \$46 to \$60 million. This doesn't include unknown problems and annual upkeep. At this estimate the cost to each person in Corte Madera will be approximately \$4500 to \$6000. This is way too expensive for a tunnel that will be used by a few. It's just not worth the price.

I hope you will consider dropping this expensive project for the sake of many people who would like to be able to stay in Corte Madera.

Thanks!

Susan Sullivan  
415-924-0690  
[susandsullivan@comcast.net](mailto:susandsullivan@comcast.net)

Lando, Carey

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**From:** svenson4@comcast.net  
**Sent:** Wednesday, October 11, 2017 5:09 PM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel

Dear Ms. Lando,

I would like to add my name to those that support the opening of the Alto Tunnel to pedestrian and bicycle traffic. It is a vital link to the Marin County bike/pedestrian path network. It would make bike passage from Corte Madera and points north to Mill Valley and points south much easier. The route over Meadowsweet Drive is difficult enough to dissuade many of us from making the trek on our bikes.

Thank you,  
Eric Svenson

Lando, Carey

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**From:** Lucinda Smith <Lucinda.m.smith@gmail.com>  
**Sent:** Wednesday, October 11, 2017 5:39 PM  
**To:** Lando, Carey; David Zeff; Randolph Basia; Barbara Babow  
**Subject:** Fwd: Alta Tunnell Issue

Ms. Clando

I fully second the email David Zeff sent you re the Alto Tunnel project. It is appalling that it is even under consideration as the estimate will surely rise when access paths are added to/from the tunnel and included in or added to the plan going forward. We need to be judicious with funds and spend them to enhance the larger community and not just the bicycle riders and supports.

This is definitely a folly and a costly one at that!

Lucinda Smith  
Alta Way  
Corte Madera

----- Forwarded message -----

From: <zefflaw1@aol.com>  
Date: Wed, Oct 11, 2017 at 12:58 PM  
Subject: Alta Tunnell Issue  
To: [clando@marincounty.org](mailto:clando@marincounty.org)

Hello! I write in opposition to the proposed rebuilding of the Alto Tunnel at a cost of more than \$50+ million. It seems to me that the Horse Hill route is the better, more economical way to close Marin County Bicycle Coalition's North-South Greenway gap. This route can be quickly upgraded with easier grades for youth/seniors, a shielded sunken path along Highway 101, new bike lanes and other requested features, all for \$7.7 million to \$8.9 million, with annual maintenance of \$16,000 to \$32,000, according to the county's 2010 estimates.

If the county foolishly agrees to spend the money for the tunnel it should require every bike going through it to have a Fastpass transponder to charge the users \$6 for the benefit. If they are so happy to spend the money of others, surely the bikers should be willing to help foot the bill.

The rebuilding of the Alto Tunnel at a cost of more than \$50+ million would be a lavish waste of funds. Please direct that money to housing and reduction of congestion by less expensive means.

Thank you!

David M. Zeff, Chapman Drive, Corte Madera



Lando, Carey

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**From:** Anne Graham <anneg7943@gmail.com>  
**Sent:** Wednesday, October 11, 2017 6:01 PM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel

Dear Ms. Lando,

I attended the meeting on Sept. 27 regarding the construction of the Alto Tunnel. It was distressing how the following questions were not able to be clearly addressed:

- 1) The size of the staging area.
- 2) The amount of noise that would occur and for how long.
- 3) The effect on the stability of the homes in our area.
- 4) The health effects of the incurring dust stirred up by the construction.

An overwhelming number of neighbors share the above concerns and more.

As a senior citizen, (and one who would be unable to take advantage of this tunnel due to health issues,) I would much prefer to see the money that would be used for this tunnel to be put into public transportation. It is my firm belief that the tunnel would primarily be used for recreational use and not as a way to cut down on traffic on our local roads and highways.

For all of the above these reasons and many more, I DO NOT SUPPORT THE construction of the Alto tunnel. Please take my concerns and the concerns of many, many Mill Valley residents into consideration.

Best regards,  
Anne Graham  
Scott Valley resident

Lando, Carey

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**From:** Suzanne Leon <suzannels@comcast.net>  
**Sent:** Wednesday, October 11, 2017 6:21 PM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel Rebuild project

Dear Ms. Lando,

I would like to vehemently voice my disapproval of the Alto Tunnel project. I attended the meeting in Corte Madera and felt very dissatisfied by the way the consultant responded to our questions. He was definitely biased in favor of the project, and also chose to evade answering some of our more pointed questions. My family and I are greatly concerned about having to live through at least 2 years of construction noise, traffic, chaos in our tranquil neighborhood, and destruction of our beautiful and sylvan enclave. Our house is within yards of the South Portal in Scott Valley, and our back yard is all wooded open space, one of the main reasons why we purchased our home. It would be criminal to have that destroyed or altered. Having 2 family members with asthma, dealing with construction toxins in the air would be deleterious to our health. Currently, there has been a repaving of Lower Drive in front of our house for weeks, and this much smaller project has been a great source of stress. I am having to wear a surgical mask everytime I leave my home. Also, being professional musicians with the San Francisco Symphony and having to perform in the evening requires us to have peace and quiet in order to practice during the day, and take naps to prepare for concerts, all of which would prove impossible with all the noise and construction pounding.

Please take to heart John Palmer's critical analysis of the project, which is supported by so many of my neighbors. I think this huge sum of money could be better spent and appreciated by a broader group of people.

Thank you,  
Suzanne Leon  
8 Lower Dr  
Mill Valley, CA 94941

Lando, Carey

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**From:** Lois Ashley <mvashley@aol.com>  
**Sent:** Wednesday, October 11, 2017 6:40 PM  
**To:** jmccann@cityofmillvalley.org; j.j.mccauley@comcast.net; jessica.jackson@gmail.com; smoultonpeters@gmail.com; wickhamjames@comcast.net; Sashi@pobox.com; Lando, Carey  
**Subject:** Alto Tunnel

We live in Scott Valley on 10 Lower Dr. We are definitely opposed to the reopening of the Alto tunnel. It would cause a huge disruption to the entire Scott Valley neighborhood. Please consider using the available funds to make the bike lane on Camino Alto wider and safer for cyclists.

Sincerely,  
Lois and Tom Ashley

Sent from my iPhone

Lando, Carey

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**From:** Carlos Fretes <uro1cjff@gmail.com>  
**Sent:** Wednesday, October 11, 2017 8:38 PM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel

Dear Ms. Lando,

I am writing to express my concern about the development of the Alto Tunnel. I am a 28 year Scott Valley resident, a long time biker and a concerned Mill Valley resident. I am opposed to the creation of the Alto tunnel, primarily because of the cost and also because of the lengthy time it would take to construct it, among other things.

I highly doubt that the opening of this tunnel will do much to relieve traffic and my preference is that public transport would be a more cost effective way of using time, money and resources. Tunnel construction will be lengthy, noisy, expensive and primarily used for recreational use. Given that there are other alternatives for bikers to get back and forth from Corte Madera to Mill Valley, I feel that the tunnel is overall a bad idea.

Thank you.

Sincerely,

Carlos Fretes

Lando, Carey

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**From:** Carlos Fretes <uro1cjff@gmail.com>  
**Sent:** Wednesday, October 11, 2017 8:38 PM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel

Dear Ms. Lando,

I am writing to express my concern about the development of the Alto Tunnel. I am a 28 year Scott Valley resident, a long time biker and a concerned Mill Valley resident. I am opposed to the creation of the Alto tunnel, primarily because of the cost and also because of the lengthy time it would take to construct it, among other things.

I highly doubt that the opening of this tunnel will do much to relieve traffic and my preference is that public transport would be a more cost effective way of using time, money and resources. Tunnel construction will be lengthy, noisy, expensive and primarily used for recreational use. Given that there are other alternatives for bikers to get back and forth from Corte Madera to Mill Valley, I feel that the tunnel is overall a bad idea.

Thank you.

Sincerely,

Carlos Fretes

Lando, Carey

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**From:** John Murray <johnamurray@me.com>  
**Sent:** Wednesday, October 11, 2017 10:45 PM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel rebuild comments

I wish to strongly object to your analysis of opening the Alto Tunnel. I believe your estimates to be unrealistically low in this time of skyrocketing construction costs, and based on unproven assumptions of the tunnel's current condition that no contractor could stand behind. And then there is the additional \$8.5 million necessary for path access that you chose to separate from your construction costs figures? Your report repeatedly appears to have a strong bias for reopening the tunnel and ignores the property rights and ownership issues of several long time residents who have the support of the vast majority of neighbors should any legal battles result.

There are other satisfactory alternative bike routes to the tunnel at a fraction of the cost with minimal disruption to the citizens of Corte Madera and Mill Valley. Leave the already sealed Alto Tunnel as is. There is no need to "reseal" the tunnel. Should it ever need to be done in the future the railroad holds the liability and would be required to do so.

John Murray  
239 Willow Ave.  
Corte Madera, CA

Lando, Carey

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**From:** Mari Robinson <marirobinson@comcast.net>  
**Sent:** Wednesday, October 11, 2017 11:54 PM  
**To:** Lando, Carey  
**Cc:** Sears, Kathrin; Sears, Kathrin; Rodoni, Dennis; Connolly, Damon; Arnold, Judy; Rice, Katie; Jim McCann; jwickham@cityofmillvalley.org; smoultonpeters@cityofmillvalley.org; jmccauley@cityofmillvalley.org; jjackson@cityofmillvalley.org; Sashi McEntee; tcusimano@icnmail.org; delfurst@gmail.com; condon94925@yahoo.com; sloancbailey@yahoo.com; jamesandrews.cortemadera@gmail.com; bobrvasio@comcast.net; bpac@cityofmillvalley.org  
**Subject:** Re: Alto Tunnel Petition

Hi Carey,

You have already received an executive summary and analysis of WalkBikeMarin's 2017 study on the Alto Tunnel from John Palmer and the Scott Valley HOA.

This penetrating analysis presents a host of exceptionally strong and comprehensive arguments that refute the reliability of the study's cost estimate to rehabilitate the tunnel.

It also convincingly argues against the proposed rebuilding of the tunnel as the best means of completing the North South Greenway at a reasonable cost to the taxpayer.

Please add my voice to those wholeheartedly endorsing the conclusion of this analysis—that regrading/upgrading of the Horse Hill route is the best, most economical way to connect cyclists of all ages more directly from Southern Marin to the SMART bike path.

Mari Robinson  
Mill Valley

Lando, Carey

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**From:** Anne Furstenberg Burke <anne@argyle-design.com>  
**Sent:** Thursday, October 12, 2017 7:46 AM  
**To:** Lando, Carey  
**Subject:** Alto tunnel

Hi Ms Lando,

I would like to add my support to the material John Palmer has presented regarding the Alto Tunnel project. I and my family agree with all of the points he has made in the past, and presents in the material he has most recently prepared.

Please consider improving the Horse Hill route instead. For a lot less money the bike path could be improved and connected by using this existing route. If the freeway is a concern, a "tunnel" could be built around the existing path, or vegetation could be used as a barrier.

Regards,

Anne Burke, Corte Madera resident  
cell - 415-329-0220



Lando, Carey

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**From:** John Mott <jkm383@icloud.com>  
**Sent:** Thursday, October 12, 2017 8:44 AM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel

The Tunnel cannot be opened soon enough. This is an ADA issue. Old people like me or people in wheelchairs cannot use Horse Hill or Camino Alto. We demand equal access.  
Thanks, John mott.

Sent from my iPad

Lando, Carey

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**From:** John Mott <jkm383@icloud.com>  
**Sent:** Thursday, October 12, 2017 8:44 AM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel

The Tunnel cannot be opened soon enough. This is an ADA issue. Old people like me or people in wheelchairs cannot use Horse Hill or Camino Alto. We demand equal access.  
Thanks, John mott.

Sent from my iPad

Lando, Carey

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**From:** Lacey Dias <lacedias@gmail.com>  
**Sent:** Thursday, October 12, 2017 10:47 AM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel Rebuild Comments

Hello Carrie Lando and all those representing the proposal,

Before you read, please take a moment to clear your opinions and read this from an unbiased place as best as you can - one that allows you to really hear what is being stated here and please consider these statements without giving rise to emotional interference - we can all have differing opinions and it's easy to let emotions cloud sound judgement. Thank you in advance.

I am writing to make my opinion known that I am not in support of the Alto Tunnel Rebuild Project. Besides the misallocation of funds towards a project that absolutely is not necessary and shocking that anyone would see it as appropriate - given the state of our world, our neighbors in Santa Rosa and Napa (currently) -- we need to start looking at the big picture. We need to be change makers NOT focused on how much more money projects will bring in, that is not and should not be the underlying cause for how we operate as humans. It is more important to do the moral and ethically best we can, and appropriate these funds towards more important issues and that benefits ALL people in the community rather than a select few that would stand to gain from this rebuild. Please look within your heart, take a look at the community and the world and what needs more attention - is it really building this tunnel?

I am quoting a good neighbor with the best of intentions because I value their statement and share their beliefs as well:

"For starters, I do applaud the county's study to evaluate the inner condition of the tunnel. But remote camera viewing through drill bore holes reveals that the Alto Tunnel, sealed at both portals since 1979, is already filled with collapsed Franciscan shale debris beneath the hill's high crown. Given that fact, isn't it reasonable to ask why the county suggests spending \$8.5 million to further stabilize the tunnel against cave-ins should we decide to "abandon" it? But here's an even bigger question. Why don't tunnel advocates point out that this supposed ADA accessible tunnel serving ages "eight to 80-plus" will be only 11.5 feet wide along its artificially-lit 2,172 foot length? And that there will be only two claustrophobia-inducing lanes, north and south, in which those on foot will have to compete for space with a mighty stream of cycling tourists? That's important because the county plans for between 850,000 and 1.85 million annual users, roughly equaling the 1.2 million visitation each year to Muir Woods. If even half of that unsettling forecast proves true---benefiting of course recreational cycling and local café owners---where does that leave the rest of us? Should we ignore: ---A negatively altered soundscape affecting local residents in quiet neighborhoods on both sides of the tunnel when an exuberant spoked-wheel invasion rolls in. ---The county's ill-advised plan to "take" residential property above tunnel entrances to facilitate re-boring, debris clearing and re-bracing---a mega project taking 2 ½ years. ---Future stalling of peak hour traffic at Mill Valley's East Blithedale and Corte Madera's Tamalpais crosswalks when inevitably the paths and aims of cyclists and car commuters collide. ---The eventual takeover by a cyclist majority of what are quiet multi-use paths adjacent to the tunnel, now shared democratically by all user groups. --Necessity of a redesign of Old Town Square in Corte Madera to accommodate the peleton passing through what is now the middle of two busy commuter parking lots. ---Possibility of mandatory rezoning of historic Old Town Square for high density development when regional planners decide that three square mile built-out Corte Madera should bear the burden of another "WinCup"-size housing allocation so locally housed cyclists can realize the MTC-ABAG Cycletopia Dream of "bike commuting" to San Francisco through a re-constructed Alto Tunnel. ---The fact that 1,100-foot Cal Park Tunnel rebuild, half as long but comparable in width at 11.4 feet, was pitched at costing \$5 million but completed at a whopping \$27 million, five times over budget. ---Annual maintenance costs pegged conservatively at \$308,000---who pays, the county or local jurisdictions? Surely these potential negative impacts deserve the most serious consideration from local decision makers. It is my sincere

hope that they will that will look at all sides of the issue and not simply rubber stamp this project so clamored for by the fulltime lobbyists of the powerful Marin County Bicycle Coalition. Mega projects such as the Alto Tunnel Rebuild should be evaluated on their own merits, with consideration of all facets affecting various stakeholder groups. Final decision making should not be given over to politics, for in that there is much danger. Politics can often be a very uneven playing field. In this case, residents of what are now tranquil neighborhoods on both sides of the tunnel can in no way compete with the powerful political machine that MCBC has built over the last 20 years---spending as much as \$153,000 in lobbying in a single year, as declared on MCB C's Schedule C Tax Return for 2012. My own personal thought is that surely there has to be a better way, without a slew of environmental impacts, to boost the profile of cycling in Marin---which is after all an enviable goal. The irony is that MCBC's desired last link in the "North South Greenway" already exists, circumventing Mill Valley's Horse Hill. Its overall length is about equal to the tunnel route. Upgrading and flattening Horse Hill's two short climbs to an easy five per cent grade would cost a seventh of the rebuild of the Alto Tunnel. And taxpayers would not have to worry about picking up the tab in the event of an Alto Tunnel budget overrun. After all, the county's estimate of \$46.8 million does not include upgrading approaches to the tunnel. That \$46.8 million estimate, cautions the county report, is only an "Opinion of Probable Costs".

Thank you for your time and consideration,  
Lacey Dias  
Sausalito, CA resident  
[lacedias@gmail.com](mailto:lacedias@gmail.com)

Lando, Carey

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**From:** Louis Smith <chapmanprk@att.net>  
**Sent:** Thursday, October 12, 2017 11:48 AM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel

Carey,

I am writing to you to voice my concerns about the potential use of the Alto tunnel as a multi-use path. I am opposed to the use of this multi-use path because:

- This path will be connected to a bike path around the bay. As soon as the bike path from the East Bay is opened the biking traffic will increase exponentially.
- Increased bike traffic will significantly alter the small town demeanor of Corte Madera especially around Menke Park. Menke Park provides a space for small town atmosphere. It would be a 'destination' for meeting up for our of town long bike rides. The character and purpose of the area would be changed to accommodate out of town riders.
- Tamalpias Avenue curves near Menke Park and the traffic patterns based on the traffic light and people going toward Corte Madera Ave would cause further congestion based on two stops for increased pedestrian and/or biking activities at the corner of Montecito.
- There have many incidents of road rage concerning between bikers and drivers at the corner of Redwood and Corte Madera Ave. I see an opportunity to increase same at Montecito and Tamalpias. Double trouble.
- The use of the Alto Tunnel does not provide a viable bike commute option because it is not a direct route and forces commuters through small towns.
- I do not approve of spending money to re-open the tunnel because I believe that the money would be better spent on an alternative that has not been proposed.

I have walked 1800 miles within the last year around larkspur and Corte Madera. In my travels, I see many problems and think about solutions.

Walking back from San Rafael through the tunnel in Greenbrae, I see bikers free to ride at 25 miles an hour as they use this path for their daily commute. Exiting the tunnel one sees Ring Mountain and the straight shot to Mill Valley via 'Koch Luggage'. Paths exist and only minor infrastructure (or at least less expensive) changes would be required to provide the bike path over the hill and through Strawberry. I don't know how it would play out, but I see the bikers going through Sausalito, a bridge path over Richardson Bay, past Silva Island, through Strawberry and over the hill into Corte Madera.

Bikers should have the option of traveling West at a convenient place as opposed to being forced to traverse through small towns. This is a Wheel and spoke approach. The wheel travels around the bay near the high density and the spokes allow travel to desired locations. We have been planning our communities in the fashion for 50 years.

Additionally, another problem I see is that the egress/ingress between East and West Corte Madera is insufficient. I propose an underpass between Koch Luggage and Case Buena Drive. This underpass needs to include a multi-use path for pedestrians and bikers.

There you go Carey, Please feel free to contact me to discuss further,

Sincerely,

Louis Smith

67 Buena Vista Dr

415 924-4377

Lando, Carey

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**From:** Renee Lister <luckyrenee@aol.com>  
**Sent:** Thursday, October 12, 2017 4:47 PM  
**To:** Lando, Carey  
**Subject:** Alto tunnel rebuild

I live on Willow Ave near the tunnel. I walk my dogs twice a day on the only path in Corte Madera that has no signs requiring leashes. My dogs love that. I'll miss that.  
I also do not want the years long work in the neighborhood or the noise that all those bikers will bring to our quiet neighborhood Thank you for your time John Lister

Sent from my iPhone

Lando, Carey

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**From:** Benjamin Matthews <ben.c.matthews@googlemail.com>  
**Sent:** Saturday, October 14, 2017 8:07 AM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel reopening

I am writing to voice my strong support for re-opening the Alto Tunnel for bikes and pedestrians.

The Alto Tunnel Pathway provides a critical connection for bikes and pedestrians in Southern Marin, and will be a much safer and easier route for cyclists and pedestrians of all ages.

Marin county has committed to making our communities more healthy, liveable, and environmentally sustainable. The Alto Tunnel project is a critical part of this vision.

Sincerely,

Ben Matthews  
(+1) 415 798 7062  
[ben.c.matthews@gmail.com](mailto:ben.c.matthews@gmail.com)  
284 Sycamore Avenue, Mill Valley, CA 94941

Lando, Carey

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**From:** Dan Smiley <dnsmiley@comcast.net>  
**Sent:** Wednesday, October 11, 2017 4:35 PM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel

Dear Ms. Lando,

Why does the language in the study use "will" in the section about reconstructing the tunnel, as in the tunnel "will be 11 feet wide", but the study uses "would" in the option about closing the tunnel? If the study is supposed to present options without bias, is this language reflecting a prejudgment? Shouldn't the same language and future tense, either both "will" or both "would" be used?

Also, I asked this question at the Corte Madera meeting. Why was it not addressed at the meeting?

Sincerely,

Dan Smiley



Lando, Carey

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**From:** Liz Muller <lizmuller@mac.com>  
**Sent:** Wednesday, October 11, 2017 4:41 PM  
**To:** Lando, Carey; Goralka, Robert  
**Cc:** walkbikemarin; Tackabery, Craig; Dawson, Dan  
**Subject:** Re: Comments and Requested Corrections to Alto Tunnel Investigation and Cost Estimate

Hi Carey,

I am resending my comments below because I don't believe you have addressed many of them in the report or presentation to date.

I would also like to request clarification on who - the Board of Supervisors or the public - requested the quote to fill in the tunnel. The Marin IJ stated it was the public while you stated it was BoS.

Kind regards,  
Liz

On Sep 14, 2017, at 7:53 AM, Elizabeth Muller <lizmuller@mac.com> wrote:

Dear Carey,

Thank you for allowing the neighbors to discuss the geotechnical report last night and to provide comments. As you can ascertain, I feel the report and news release must be corrected and contextual information be include to provide the entire truth about the tunnel's condition and cost estimates to reconstruct it. Please confirm that the following changes will be made to the news release and report immediately and to the final report PRIOR to the Sept 27 meeting. In addition, the County should a handout at the meeting that highlights these and all changes to the report since many community members will have already reviewed the report.

Throughout the report: change "the tunnel is intact" (e.g. page 12, paragraph 4, 1st sentence) to "the areas inspected by Boreholes B-4 and B-5 are intact".

Change the term under the north portal section on the diagram to read "Intact (assumed)". Please change the color to further clarify this point.

Remove the northern portal section in the cost estimate to fill and abandon the tunnel. Additionally, remove any mention of "abandon" that infers this is a future action because the tunnel has already been abandoned (as evident by the sections that are filled in, sealed entrances and Union Pacific's lack of any monitoring or maintenance).

Move the entire discussion of the fill and abandon option to an appendix and do not present at the public meeting. This is not a topic that warrants public discussion. It is solely a Marin BoS decision based on the complete facts. If you choose to include this information in an appendix, you must provide the complete context - that there is no need to do so because access is closed to this section, it below Marin County Open Space (with a portion under Chapman Drive), and - most importantly - there has been no change to the surface topography at the locations of confirmed cave-in (rubble debris inside the tunnel) as would be expected given the type and amount of rock between the tunnel and surface at these locations.

Include a line item or incorporate into an existing line item a cost to accommodate all of us who run our businesses from our home and will not be able to do so when the staging, boring, construction occurs (e.g. office rental for the entire period of construction).

Provide a cost estimate range that covers the worst case and best case scenarios based on the limited assessment conducted during this study as we discussed at the meeting.

Remove the following and any other information that is not directly related to the facts of the tunnel geotechnical study. The following paragraph should be removed from the news release (and report it is included there).

*If reconstructed, the Alto Tunnel would be an alternative and more direct route between central and southern Marin than what is currently available for nonmotorized traffic. Bicyclists and pedestrians traveling between Corte Madera and Mill Valley have the option of the Camino Alto/Corte Madera Avenue roadway or the Highway 101 "Horse Hill" bike path. Both choices create challenges for travelers because of the steepness of those routes and the close presence of motorized vehicles. If rebuilt, the Alto Tunnel would provide a safer, more attractive and relatively flat nonmotorized route between the two communities.*

I have not read the report but will do so and let you know if I have additional comments or requests for correction or clarifications.

Lastly, I wish we could develop a more trusting, respectful and cooperative relationship. Please let me know if you would like to find time to discuss how we could do so moving forward. Otherwise, this journey will be riddled with unnecessary challenges and friction.

Regards,  
Liz

liz muller & partners  
scaling up positive change  
T. +1.415.924.2335 | M. +1.415.609.9040  
[www.lizmuller.com](http://www.lizmuller.com)

Lando, Carey

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**From:** Kett Kettunen Zegart <kettz@aol.com>  
**Sent:** Wednesday, October 11, 2017 12:45 AM  
**To:** Lando, Carey  
**Cc:** webmaster@cityofmillvalley.org; Crawford, Brian; rgoralko@marincounty.org; boardofsupervisors@marincounty.org; townmanager@ci.corte-madera.ca.us  
**Subject:** ALTO TUNNEL REBUILD for commuters and to enable safe and scenic use by families; other bike riders

October 10, 2017

Dear decision makers for a rebuilding process for the Alto Tunnel:

Impressed with the engineer's professionalism and reduction of cost estimates at the very well presented informational meeting recently in Corte Madera, I urge you to open the Alto Tunnel as a necessary link in coordinated transportation options for the commuters, families, recreational and for "rent bicycle riders".

- ° Those willing now to be challenged by biking on Camino Alto, by the tunnel's opening date may be "elderly" and breathless with lessened reflexes,
- ° The option of Camino Alto is hazardous for automobile drivers as well as the biker routed on a varying and narrow space riding steep uphill. and downhill *share the road* sections are often unsafe with riders going at too rapid speeds around corners and ahead of vehicles.
- ° The alternative connection between Mil Valley and Corte Madera and the regional bike path is on a steep hillside westerly adjacent to 101.
- ° These alternative two options are dangerous and difficult and unhealthy for even most agile riders and impossible for families, youth and those "commuting" on a time table for jobs or a course at College of Marin.
- ° Tamalpais High School students and those using the Tamalpais Union High School's and Redwood High School playing fields and the alternative Madrone campus adjacent to Redwood - shall benefit in time and energy saved by traveling the opened tunnel. ° An opened tunnel enables travel for those without an automobile and shall enable more learning options for the gifted, or for those wishing to enroll in more varied or specialized College of Marin courses.
- ° Accelerated learning through junior college are a benefit for the student selecting a career choice, by applying more specific explorations (in addition to placement interest tests).
- ° Best of all - for those with limited incomes there is the tuition savings by having credited on admittance to college or University a wider variety of career courses and more academic advancement placement (AP) options than are offered in a high school curriculum.
- ° Families and youth groups would have a safer route to travel.
- ° Scenic and more healthy air on this tunnel route than along 101.
- ° Bay Area Bike Path users would have a more level path connecting to northerly biking routes.
- ° Commuters shall use the tunnel as an option for a connection with Richardson Bayfront Bike Path to Larkspur to the Smart Smart train or a Larkspur or a Sausalito ferry.
- ° This may be a safety consideration -A rebuilt tunnel other than the southerly end eventually collapsing.
- ° A tunnel, God willing that it would not be needed. is a safe place for populations warfare; an alternate escape or providers' access if firestorms ravage the area.
- ° Following the last train that traveled weekly to Sausalito in 1981 when the tracks were removed; the County Board of Supervisors voted 3 / 2 to turn this RR right-of-way into a recreational / commuter bicycle path and with an option to return it to transit.
- ° Those homeowners purchasing property over the tunnel and building homes there knew that an opened tunnel was in a viable future.
- ° Rebuilding the tunnel, is an expense that becomes a good investment for the community and a viable transportation alternative to 101 and Camino Alto congestion that continues through the main streets of Corte Madera and Larkspur communities , an ever increasing during rush hours.
- ° Neighbors should be relieved that this rebuilt Alto Tunnel homeowners would not be damaged further on its south end and repeat that 1981 tunnel collapse that damaged a home. An opened rebuilt Alto tunnel would a safe, level, paved, and ADA-accessible bicycle and pedestrian path with a greenway providing commuters and Marin neighbors a healthy and scenic recreation and transit alternative while reducing congestion on roads for visitors to Marin in automobile or bus.
- ° A generation of elementary, junior high and senior high school students already own bikes and are future commuters and parents who will benefit from this rebuilt and needed Alto Tunnel.
- ° A rebuilt tunnel with a connecting greenway to other major bike routes is a wise financial investment as a transit alternative.

A one time registration and small license fee for all new bike purchased as there was in the 1960's and a one time license for each bike already in use would augment a tunnel budget and all bike paths' and trails' maintenance. Bike rental firms would register each rider to the identified rental bike. The very few irresponsible riders could be identified. Biking is a transit option and the registration process would not hamper bicycling in California because of an already momentum for this transit alternative.

Sincerely,

**Kett Zegart**

Margaare Kettunen Zegart

118 Higland Lane

Mill Valle, CA 94941

Lando, Carey

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**From:** Dawson, Dan on behalf of walkbikemarin  
**Sent:** Wednesday, October 11, 2017 7:50 AM  
**To:** Lando, Carey  
**Subject:** FW: Alto Tunnel Rebuild Comments

Alto study comment

-----Original Message-----

From: John Murray [<mailto:johnamurray@me.com>]  
Sent: Tuesday, October 10, 2017 10:19 PM  
To: walkbikemarin  
Subject: Alto Tunnel Rebuild Comments

I wish to strongly agree with Peter Hensel's well written Post in opposition to the Alto Tunnel and voice my own strong opposition as well. I believe your estimates to be unrealistically low in this time of skyrocketing construction costs, and based on assumptions that no contractor could stand behind. And then there is the additional \$8.5 million necessary for path access that you chose to separate from construction costs? There are other satisfactory alternative bike routes to the tunnel at a fraction of the cost with minimal disruption to the citizens of Corte Madera and Mill Valley. Leave the already sealed Alto Tunnel as is. There is no need to "reseal" the tunnel. Should it ever need to be done in the future the railroad holds the liability and would be required to do so.

John Murray

Lando, Carey

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**From:** Fort, Ben - SAN FRANCISCO CA <ben\_fort@ml.com>  
**Sent:** Wednesday, October 11, 2017 8:39 AM  
**To:** Lando, Carey  
**Subject:** support for Alto Tunnel

Hi Carey,

I am writing to voice my strong support for re-opening the Alto Tunnel for bikes and pedestrians.

The Alto Tunnel Pathway provides a critical connection for bikes and pedestrians in Southern Marin, and will be a much safer and easier route for cyclists and pedestrians of all ages.

Marin county has committed to making our communities more healthy, liveable, and environmentally sustainable. The Alto Tunnel project is a critical part of this vision.

I was part of the Jensei bike Fondo this past weekend and rode past the scene of the hit and run where 4 cyclists were injured by a car, possibly intentionally. It really hit home with me that we need to do anything we can to reduce friction between bikes and cars. I also really hope that Marin continues to be a great place for my kids to ride their bikes.

Thanks for reading.

Sincerely,

Ben Fort  
101 Valley Circle, Mill Valley

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This message, and any attachments, is for the intended recipient(s) only, may contain information that is privileged, confidential and/or proprietary and subject to important terms and conditions available at <http://www.bankofamerica.com/emaildisclaimer>. If you are not the intended recipient, please delete this message.

Lando, Carey

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**From:** Annette DiSano <a.disano@comcast.net>  
**Sent:** Wednesday, October 11, 2017 8:53 AM  
**To:** Lando, Carey  
**Cc:** Rodoni, Dennis; delfurst@gmail.com  
**Subject:** Alto Tunnel - feedback

Dear Carey:

I have been a Corte Madera home owner for the past 15 years (and a Bay Area resident for longer than that in San Francisco and Tiburon.)

I am adamantly opposed to any expenditure (even if we lose the funding) to reopen this tunnel. From my small perspective we seem to have a wide variety of walking/hiking trails and numerous bike paths. It appears irresponsible to spend several million dollars just to facilitate a reopening of thoroughway that would only benefit a very small percentage of Marin County residents. (even if I am one of those residents)

I think a better use of our resources would be spent on investigating ways to improve the education of our citizens (both children and adults) or affordable housing or mass transit. I am hopeful that this project will be cancelled and more productive use of our resources will be considered and implemented.

Sincerely,

Annette DiSano  
347 Chapman Drive  
Corte Madera, CA. 94925  
415-924-7867

Lando, Carey

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**From:** Dawson, Dan on behalf of walkbikemarin  
**Sent:** Wednesday, October 11, 2017 10:32 AM  
**To:** Lando, Carey  
**Subject:** FW: Alto Tunnel Concerns

Alto comment

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**From:** Dorothy Callan [<mailto:katzthree3@yahoo.com>]  
**Sent:** Wednesday, October 11, 2017 12:05 AM  
**To:** walkbikemarin  
**Subject:** Alto Tunnel Concerns

The thought of opening the Alto Tunnel and turning our quiet, natural dirt path along Montecito Drive into a paved thoroughfare for 850,000 to 1.85 million annual bikers gives us nightmares!

The constant noise and potential excessive garbage that the bikers would bring, would destroy our tranquil neighborhood.

The daily dog walkers would no longer have a peaceful, natural walkway.

The length of time and money that it would take to open the tunnel would be astronomical, not to mention the noise caused by the years of use of heavy equipment to accomplish the opening of the tunnel. The millions of dollars necessary to complete the opening could well be used to fund **necessary** projects.

We have lived here for 37 years and the opening of the Alto Tunnel would cause a HUGE negative impact on our quality of life.

Thank you for considering our thoughts.

Joe & Dorothy Callan  
451 Montecito Drive



Lando, Carey

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**From:** Dawson, Dan on behalf of walkbikemarin  
**Sent:** Wednesday, October 11, 2017 10:33 AM  
**To:** Lando, Carey  
**Subject:** FW: Alto tunnel rebuild comments

Alto comment

-----Original Message-----

From: Tracy Lauterman [<mailto:tlauterman@mac.com>]  
Sent: Wednesday, October 11, 2017 9:39 AM  
To: walkbikemarin  
Subject: Alto tunnel rebuild comments

The opening of the Alto Tunnel would be devastating to the neighborhoods it will run directly through. We chose our street Montecito Dr. 22 years ago for its quiet seclusion, a dead end street that offers additional security. The natural path across the street is enjoyed year round by children climbing trees, playing in the creek and an abundance of wildlife. Opening the tunnel would be putting a freeway right down the middle of our neighborhood and destroying the natural beauty and wildlife that exists currently.

There are plenty of bike paths throughout Marin for everyone to enjoy. We need money spent on some serious infrastructure for the current congestion throughout our entire city with all the new construction and residences being built.

Here is a list of negative effects opening the Alto Tunnel will have:

Construction for years in our neighborhood Opening a passage for anyone to come through our neighborhood increasing our crime rate The cost to maintain the path: Refuse, lighting, closure of the tunnel at night? Parking on our very small street with no sidewalks How are packs of bikers to cross Tamalpais? Teenagers hanging out in the tunnel drinking and doing drugs. This is already happening at the closed entrance on the Corte Madera side. Transients sleeping in the tunnel of just having easy access through our neighborhood. We are just below Horse Hill which I hear has a huge homeless encampment up on the hill.

Some Questions to ponder:

Will families really use this path? The tunnel is going to be long, dark and claustrophobic. I can't imagine that will be too appealing for kids and strollers, especially when you have a bunch of bikes zooming by that you need to move over for.

Will the serious bikers who are pushing this opening so hard really going to use it? The true bike enthusiasts like Camino Alto for the challenge it present.

It's upsetting how much money has already been spent to investigate a possibility when there are so many more worthy causes to fund that would make a huge difference in our area.

Tracy Lauterman

Lando, Carey

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**From:** Mari Robinson <marirobinson@comcast.net>  
**Sent:** Wednesday, October 11, 2017 12:54 PM  
**To:** Lando, Carey  
**Cc:** Sears, Kathrin; Sears, Kathrin; Rodoni, Dennis; Connolly, Damon; Arnold, Judy; Rice, Katie; Jim McCann; jwickham@cityofmillvalley.org; smoultonpeters@cityofmillvalley.org; jmccauley@cityofmillvalley.org; jjackson@cityofmillvalley.org; Sashi McEntee; tcusimano@icmmail.org; delfurst@gmail.com; condon94925@yahoo.com; sloancbailey@yahoo.com; jamesandrews.cortemadera@gmail.com; bobrvasio@comcast.net; bpac@cityofmillvalley.org  
**Subject:** Alto Tunnel Petition  
**Attachments:** Alto Tunnel Petition with signatures 2.pdf

Dear Carey,

Attached is a petition from 67 (93%) Mill Valley Meadows homeowners in opposition to the Alto Tunnel and in support of Horse Hill as the more appropriate and cost effective route to close the North South Greenway between Mill Valley and Corte Madera.

Please confirm your receipt of this email sent today by the county's deadline date of October 11 for submission of comments in this matter.

Thanking you in advance for your assistance,

Mari Robinson  
Member, MVM HOA Alto Tunnel Subcommittee

October 11, 2017

TO: Mill Valley City Council, Corte Madera City Council, Marin County Board of Supervisors and Project Planner Carey Lando

We, the undersigned, represent 93% of the Mill Valley Meadows HOA membership. Our development of homes is located at the end of Underhill Avenue in Mill Valley, a street that serves as the sole access for both Scott Valley and Mill Valley Meadows homes.

We oppose reconstruction of the Alto Tunnel for the following reasons:

1. The cost of the tunnel and access roads at \$55.5M, and yearly maintenance of more than \$308K, is an exorbitant and unwise use of limited government funds when Marin faces other pressing transportation needs like the 580 connector. There is also a better and less expensive means of "closing the gap" in the North South Greenway desired by cyclists.
2. The North South Greenway is primarily composed of the SMART bike path, with its Cal Park tunnel terminating in Larkspur Landing. The Horse Hill connector from Mill Valley to Corte Madera leads more directly to this terminus along 101 and provides a more continuous route to the SMART path.
3. The Horse Hill connector can be upgraded to an easy 5% grade for youth and senior users at a more reasonable cost of \$7.7 to \$8.9M with yearly maintenance of \$16-32K (2010 county estimates). It would also feature a shielded sunken path along 101, new lane striping and other upgrades requested by the biking community.
4. Multimillion dollar bridge crossovers (e.g., Larkspur Landing) needed to accommodate larger numbers of cyclists over E. Blithedale and Tamalpais arterials are more appropriately placed nearer 101 than in small town squares and closer to city centers.
5. When a better connector already exists, there is no good reason to subject hundreds of Mill Valley and Corte Madera homeowners to two or more years of pneumatic drilling, boring and other large-scale construction, along with years of lowered home prices and ability to sell homes.

Thanking you for choosing a smarter and more economical connector between Mill Valley and Corte Madera for cyclists and other users of all ages, we are:

George Benson	Lindsay Gratry	Martha Labat	Jamie Passot	Alan Spiegelman
Christine Berg	Oliver Gratry	Paul Labat	Roland Passot	Naomi Spiegelman
Jordan Berg	Bill Hagbom	Martin London	Maryann Pearson	Ashley Sternfels
Deborah Cole	Vickie Hagbom	Suzan Lowe	Abigail Pease	Bob Sternfels
Anne Connolly	Kristen House	Tom Lowe	Andrew Posselt	Chuck Szabo
John Connolly IV	Pat House	Madeleine Meyer	Ari Rabin	Anjuli Valdivia
Kipp Delbyck	Faye Jamali	Christina Michael	Sarah Rabin	Jose Valdivia
Roy Delbyck	Bob Keyes	Tom Moffett	Gloria Rashti	Eve Wirth
Cyndi Devereaux	Terry Keyes	Susan Moxon	Mari Robinson	Russell Wirth
Judith Evans	Angie Knauf	Laila Munib	Richard Robinson	Amy Zech
Peter Evans	Noah Knauf	Kevin Murphy	Anne Sandlund	Kurt Zech
Tom Fischer	Kishore Kripalani	Laura Murphy	Eric Sandlund	
Alexander Fraser	Lynda Kripalani	David Parks	John Sandlund	
Wendy Fraser	Sandhya Kripalani	Shirley Parks	Loren Siebert	

\* Note: Signatures available upon request.

Lando, Carey

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**From:** zefflaw1@aol.com  
**Sent:** Wednesday, October 11, 2017 12:58 PM  
**To:** Lando, Carey  
**Subject:** Alta Tunnell Issue

Hello! I write in opposition to the proposed rebuilding of the Alto Tunnel at a cost of more than \$50+ million. It seems to me that the Horse Hill route is the better, more economical way to close Marin County Bicycle Coalition's North-South Greenway gap. This route can be quickly upgraded with easier grades for youth/seniors, a shielded sunken path along Highway 101, new bike lanes and other requested features, all for \$7.7 million to \$8.9 million, with annual maintenance of \$16,000 to \$32,000, according to the county's 2010 estimates.

If the county foolishly agrees to spend the money for the tunnel it should require every bike going through it to have a Fastpass transponder to charge the users \$6 for the benefit. If they are so happy to spend the money of others, surely the bikers should be willing to help foot the bill.

The rebuilding of the Alto Tunnel at a cost of more than \$50+ million would be a lavish waste of funds. Please direct that money to housing and reduction of congestion by less expensive means.

Thank you!

David M. Zeff, Chapman Drive, Corte Madera

Lando, Carey

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**From:** Carsten Andersen <c2flylow@gmail.com>  
**Sent:** Wednesday, October 11, 2017 2:18 PM  
**To:** Lando, Carey  
**Subject:** The Alto Tunnel analysis in the U by John Palmer

As a former President of Marin Cyclists, I find the \$55MM Alto Tunnel project an incredible waste of tax payers money.

There are several low cost solutions available, and I hope the county can properly allocate our funds to the really important transportation projects.

Thank you

Carsten Andersen  
22 Chapel Cove Drive  
San Rafael, Ca 94901  
(415)309-5886

Lando, Carey

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**From:** Tom Geidt <tomgeidt@gbgllp.com>  
**Sent:** Wednesday, October 11, 2017 3:44 PM  
**To:** Lando, Carey  
**Cc:** Jamie Geidt (jamiegeidt@gmail.com); jmccann@cityofmillvalley.org;  
j.j.mccauley@comcast.net; jessica.jackson@gmail.com; smoultonpeters@gmail.com;  
wickhamjames@comcast.net; Sashi@pobox.com  
**Subject:** Alto Tunnel Rebuild Comments

Ms. Lando,

Thank you for the opportunity to provide our comments on the proposed Alto Tunnel project. My wife and I strongly oppose reconstruction of the tunnel. We urge the County to focus instead on improving the Horse Hill route, which is the far better alternative.

As members of the Scott Valley Homeowners Association, we have read John Palmer's critique of the tunnel project submitted yesterday by our Association. We agree with this analysis in every respect.

Our home is located directly adjacent to the South Portal of the Alto Tunnel in Mill Valley – several dozen yards from the tunnel entrance. What is behind our backyard now is a tranquil woodsy setting. This is our “view,” and we wouldn't trade it for a hillside view looking down over the City or the Bay. We are particularly concerned about the lengthy construction process and what effect it will have on everyone in our neighborhood. If the project goes forward, we expect that most of the existing trees and shrubs will be cleared out, and the whole area will be turned into an unsightly paved construction zone, filled with noisy beeping trucks and heavy equipment operating for eight hours every weekday for at least two years and three months – probably much longer – with all the accompanying dust, fumes, vibrations, and unbearable noise.

We attended the September 27 meeting in Corte Madera and were troubled by how few of our questions the consultant could answer about the construction process – about the noise factor, the plans to clear out the woods, the size and location of the staging area, whether some of us may need to vacate our homes during construction for safety reasons, the effect of the construction on the stability of our homes, the potential asthmatic effect on those of us located immediately adjacent to the construction zone, the traumatic effect on our pets, etc.

We have spoken with many of our Scott Valley neighbors, and they share these concerns, not only about the construction chaos but about the project in general, including its enormous cost. We take it as a given that the actual cost of the project would turn out to be much higher than the current estimate. For all of these reasons, the County should abandon this proposal and focus on the Horse Hill route.

Thank you for your consideration of these comments. Please confirm that you have received this email.

Tom and Jamie Geidt  
6 Lower Drive  
Mill Valley

Lando, Carey

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**From:** Tom Geidt <tomgeidt@gbgllp.com>  
**Sent:** Wednesday, October 11, 2017 3:44 PM  
**To:** Lando, Carey  
**Cc:** Jamie Geidt (jamiegeidt@gmail.com); jmccann@cityofmillvalley.org;  
j.j.mccauley@comcast.net; jessica.jackson@gmail.com; smoultonpeters@gmail.com;  
wickhamjames@comcast.net; Sashi@pobox.com  
**Subject:** Alto Tunnel Rebuild Comments

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Thank you for your consideration of these comments. Please confirm that you have received this email.

Tom and Jamie Geidt  
6 Lower Drive  
Mill Valley

Lando, Carey

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**From:** DEBORAH COLE <dcole3@sbcglobal.net>  
**Sent:** Wednesday, October 11, 2017 3:49 PM  
**To:** Lando, Carey; Sears, Kathrin; Rodoni, Dennis; Jessica Jackson; jmccann@cityofmillvalley.org  
**Subject:** Alto Tunnel concerns

Hi All,

Many of you have heard from me over the years. My concerns about this misguided initiative on the part of MCBC are exactly the same as they were years ago when the MV-CM Gap study was done. With the addition of #1.

1. It's terrible waste of money to keep studying the tunnel in an effort to find a way to work around the earlier findings of the exhaustive study. The short time that the recent costly boring project was going on was very disruptive to the neighborhood, noisy (this is a valley and noise reverberates and magnifies as it carries up hill.) and felt like an invasion. That money could have been used to upgrade the Horse Hill route and we would have had the use of that path all these years! There is huge support for the Horse Hill route and next to none in the neighborhoods affected for the Tunnel. And having experienced the recent project, we are very disturbed about the noise to be expected from a multi-year project (It seems disingenuous to claim this major infrastructure project could be completed in 2 years!) Many of us work at home and do not want to live through the noise for years and have our quality of life degraded.

2. The biggest issue I have is the incredible expense (the budget in the latest study - \$55M? - can be expected to come in much higher and doesn't include the access to the MUP and the Tunnel and the expense for taking homes via eminent domain which is many millions more). And then there are the yearly expenses for policing and maintenance - we don't have the resources in Mill Valley, Corte Madera or the County to pay for these.

There are so many other important projects for funds of this magnitude to reduce traffic w/ shuttles or other transit and outreach to drivers to make the streets safer for cyclists in Mill Valley, to reduce the terrible congestion on E Blithedale that is an every day occurrence, and to greatly improve the paths for non-motorized transit in our towns versus providing a way for recreational bikers from other communities (San Francisco and other Marin towns) to have a great recreational experience at the expense of our own communities.

3. I'm very concerned about what would happen to the current users of the multi-use path on the north side of E. Blithedale if it were to be turned into a biking freeway. The problems abound, are well documented and an ongoing source of concern through towns that get 1000 or so recreational bikers racing through them on weekends (Larkspur San Anselmo, Fairfax etc where they don't stop at intersections and can be very disrespectful and a real challenge for the police to keep pedestrians, cyclists and drivers, for that matter, safe.) Currently, the large packs of bikers on the south side of the MUP race along dangerously for peds and younger cyclists. Folks from the Redwoods have to put lights on themselves to be sure no one will hit them. Parent's can't venture out there w/ their younger kids and dogs are at risk.

These are ongoing, documented problems that can be expected to be replicated if the Tunnel is opened and the MUP becomes the feeder to it. Edna Maguire is the largest school in Mill Valley (600+) and draws from all over Mill Valley. It was one of the original pilots and continues to have a robust Safe Routes to School program which includes really little kids biking w/parents and older ones biking together alone! These kids and families from all over Mill Valley will not be able to use the path to Edna safely if it becomes a feeder to the Tunnel.

4. And finally, it's really discouraging that the tunnel studies ignore the shared wisdom in our communities about dealing w/ the influx of travelers who would be introduced to the area due to the Tunnel being opened. There are people in our neighborhood and throughout Marin who remember when the tunnel was open, it was a top destination for teen agers to hang out and party and get in trouble, there were homeless hanging out in it etc. PLUS by bringing attention to the great open space areas around it, it would only increase the issue of us having to get camp sites cleaned up and the occupants moved out of our grounds - most recently Mill Valley Meadows finally had to get a restraining order to get a man out of his camp of many months were he was building fires and smoking and leaving waste etc. MVM is responsible for maintaining a lot of acreage around the path to the tunnel but the rest is also at risk of being used for camps.

We have to do this every few years, it's worrisome due to the fire danger and concern for kids walking to school by themselves and women walking dogs alone, etc, on the off road path behind Scott Valley, These are the occasional



itinerate travelers or young people who discover the area on their own by coming down the MUP and decide it's a good place to camp out in; imagine if this became an active recreation area! The school, the fields and their facilities, the swim club and the homes in Scott Valley, Mill Valley Meadows and Chapman Park would be significantly affected.

5. And finally, I would like to mention the tactics being used by MCBC. We are a respectful bunch of citizens who are being labeled as NIMBY's because we won't just roll over and let MCBC have the the tunnel regardless of the irresponsibly high cost financially and to the quality of life for the neighbors to the tunnel.

There are no studies showing this will reduce greenhouse gas emissions by offsetting vehicle trips. There is no evidence that a wider group of stakeholders is for it, there is just a very well organized, large group of rather intimidating MCBC members who show up at every meeting and shout down the poor neighbors who dare to show up.

This a neighborhood where many people have lived for decades. They aren't used to having to defend themselves from a bullying onslaught, they are not an organized advocacy group. They expect cooler, wiser heads to prevail and not move forward wasting money to continue to study a project that should never and probably will never be built. Meanwhile, the Horse Hill route has so much to offer at such a lower price tag. It could be finished in a few months effectively making the Gap a non issue! Perhaps that is exactly why it hasn't been finished?

And finally, it's taking a lot of time (and expense) at the County and local levels and among the advocates and the opponents to keep dragging this on and on trying to find a way around the inevitable. Isn't it time to throw in the towel, go to work on our other important projects that can improve life in Mill Valley and Corte Madera or elsewhere in the County and have the support of the people who live there and will benefit from the needed solutions to many other problems.

Respectfully,

Deborah Cole

Lando, Carey

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**From:** Loryn Sweetwiner <smartdog@sbcglobal.net>  
**Sent:** Wednesday, October 11, 2017 4:13 PM  
**To:** Lando, Carey  
**Subject:** John Palmer's assessment if Alto Tunnel

Greetings. Just wanted to voice my support of John Palmer's assessment of the Alto Tunnel plans. I am completely against the plan to reopen the tunnel. Just for the record.

Loryn Sweet-Winer  
23 Underhill Road  
22 year resident of Scott Valley

Sent from my iPhone

Lando, Carey

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**From:** Rick Brodersen <greenlitebikes@yahoo.com>  
**Sent:** Wednesday, October 11, 2017 4:21 PM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel

It is a huge expense, will take a long time, fix Horse hill ,it's cheap and will solve the problem in weeks not decades

Sent from Yahoo Mail on Android

Lando, Carey

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**From:** Kat O'Loughlin <kathleeno@gmail.com>  
**Sent:** Wednesday, October 11, 2017 4:29 PM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel Rebuild Comments

I live on Montecito Dr. on the lower part of the street. Our quiet street and our lovely quiet neighborhood would be negatively impacted. I can not believe we are honestly talking about a \$100 million project. The sense of entitlement is embarrassing. There are already two routes to get to and from Mill Valley. Either one of them could be improved with a fraction of the money. End this ridiculous debate.

Thank you  
Kathleen O'Loughlin

Lando, Carey

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**From:** Barbara Freitas <freitasb@sbglobal.net>  
**Sent:** Tuesday, October 10, 2017 12:37 PM  
**To:** Lando, Carey  
**Cc:** delfurst@gmail.com; Rodoni, Dennis; Sears, Kathrin; jjackson@cityofmillvalley.org  
**Subject:** Opposition to the expenditure and environmental impact of Alto Tunnel project

This study is not an inaccurate assessment of actual cost of opening the Alto Tunnel between Corte Madera and Scott Valley in Mill Valley. The cost to build the approaches to the tunnel have not been addressed. The environmental impact has not been addressed. The maintenance of the tunnel has not been provided and will be unknown until the actual tunnel is opened. When actual cost is known, then a true assessment could be made. There is too much information lacking on the condition of the interior of the tunnel. It would be frivolous to spend more funds on studies to open the tunnel for the benefit of the bike clubs that would be its primary users and beneficiaries.

If this proposed project is approved, it is an unnecessary, huge expenditure of funds. I've read the bike lobbyists' reports of how this is "federal" funding that will be spent elsewhere if not spent on the tunnel. Those funds are from our taxes. We, the taxpayers, have the right to oppose a project that is hugely expensive and speculative for the privilege of a few instead of the good of the majority.

The bike crowds from all over the state, county and beyond would be the benefactors of opening the tunnel for their weekend rides, not the residents of Marin County. A study should be made of the privileged arrogant spandex crowd that currently clog our streets on every weekend to determine if they are locals or from riding clubs from other areas that drive here and unload their bikes. These bike riders, riding 3-4 across, show no respect for local residents, don't use the existing multi-use path and only care to make their speed and distance records.

Why should our local towns be subjected to a deluge of riders like the problem that Sausalito experiences constantly? Opening this tunnel will be an attractive nuisance that will have little benefit to our local communities, in my opinion. Mill Valley, Corte Madera and Larkspur should not become Disneyland for bike riding clubs.

Do the right thing, consider the residents of the area. Don't yield to the powerful, well-organized bike lobby.

If a benefit to transportation is the goal, spend money on the existing Horse Hill bike route.

Barbara Freitas  
Larkspur

Copy sent to:

Supervisor Dennis Rodoni, drodoni@marincounty.org Mayor Diane Furst, delfurst@gmail.com Supervisor Kate Sears, ksears@co.marin.ca.us Mayor Jessica Sloan, jjackson@cityofmillvalley.org

Lando, Carey

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**From:** 4kolesnikov@gmail.com on behalf of Andrey Kolesnikov <akolesnikov@neteasier.com>  
**Sent:** Tuesday, October 10, 2017 1:23 PM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel Pathway

I am writing to voice my strong support for re-opening the Alto Tunnel for bikes and pedestrians.

The Alto Tunnel Pathway provides a critical connection for bikes and pedestrians in Southern Marin, and will be a much safer and easier route for cyclists and pedestrians of all ages.

Marin County has committed to making our communities more healthy, liveable, and environmentally sustainable. The Alto Tunnel project is a critical part of this vision.

Sincerely,

Andrey Kolesnikov  
15 Alta Vista Ave,  
Mill Valley, CA 94941

Lando, Carey

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**From:** 4kolesnikov@gmail.com on behalf of Andrey Kolesnikov <akolesnikov@neteasier.com>  
**Sent:** Tuesday, October 10, 2017 1:23 PM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel Pathway

I am writing to voice my strong support for re-opening the Alto Tunnel for bikes and pedestrians.

The Alto Tunnel Pathway provides a critical connection for bikes and pedestrians in Southern Marin, and will be a much safer and easier route for cyclists and pedestrians of all ages.

Marin County has committed to making our communities more healthy, liveable, and environmentally sustainable. The Alto Tunnel project is a critical part of this vision.

Sincerely,

Andrey Kolesnikov  
15 Alta Vista Ave,  
Mill Valley, CA 94941

Lando, Carey

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**From:** Mark Shaw <mshaw@strava.com>  
**Sent:** Tuesday, October 10, 2017 1:34 PM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel Project

Carey Lando  
Marin County Project Manager

I am writing to voice my strong support for re-opening the Alto Tunnel for bikes and pedestrians.

The Alto Tunnel Pathway provides a critical connection for bikes and pedestrians in Southern Marin, and will be a much safer and easier route for cyclists and pedestrians of all ages.

I'm especially interested in the ways in will open up cycling for my two young children, giving them access via bikes to new parts of Marin.

Marin county has committed to making our communities more healthy, liveable, and environmentally sustainable. The Alto Tunnel project is a critical part of this vision.

Sincerely,

Mark Shaw  
20 Sycamore Ave.  
Mill Valley

--  
Mark Shaw  
CTO  
[www.strava.com/athletes/21](http://www.strava.com/athletes/21)  
**STRAVA**



Lando, Carey

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**From:** Alice Tanner <Alice@BayArea-Intervention.com>  
**Sent:** Tuesday, October 10, 2017 1:39 PM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel Rebuild Project

Dear Mr. Lando,

I would like to formally voice my sincere and vehement objection to the Alto Tunnel Rebuild. The reasons are many. If the staggering and outrageous cost (Rebuild, plus ongoing maintenance and security) alone were not enough to cause one of sound mind to object, then move to necessity and citizens served. Currently, there are two routes for bicyclists and/or pedestrians to go to/from CM and MV. One of them is, in part, not even open to vehicular traffic and the part that does allow vehicles is quite lightly used. As for citizens served, well, ALL of these routes combined are used by only a few. To think that the Alto Tunnel would bring the riders out is ludicrous and factually unsupported. Just look at the SR/Greenbrae tunnel and bridge. I have been driving by that expensive, state-of-the-art bridge many times/week (including weekends) since it opened and have only seen a handful of cyclists and pedestrians using it in all that time. Those who use the tunnel the most are the homeless who quickly found a way to tap into the power. Not only did they find the shelter of an expensive tunnel, but power which we citizens pay for as well. Bravo county politicians and leaders . . . you managed to squander even more of the tax-payers' hard-earned tax dollars by pandering to a few very loud, well-funded activists.

Instead of indulging in extravagant unnecessary luxuries used by a very few fix potholes and sidewalks used by many, ease traffic congestion for thousands of daily users by building additional lanes for vehicles and the 580 flyover.

Thank you for your consideration.

Alice Tanner  
Addiction Recovery Consulting  
[www.bayarea-intervention.com](http://www.bayarea-intervention.com)  
(415) 717-3675

Lando, Carey

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**From:** ahtossa@whfsf.com  
**Sent:** Tuesday, October 10, 2017 2:25 PM  
**To:** Lando, Carey  
**Cc:** Rick Fullerton  
**Subject:** Alto tunnel comment

Hello.

I am a homeowner living at 26 Vasco Drive, Mill Valley. I am also the court-appointed attorney for the court dependent minors (foster kids) of Marin County. My backyard abuts the trail that leads to the Alto Tunnel. I am the second to last house on the paved area that then crosses Vasco Court leading to the dirt road that hits the tunnel. I am writing to convey my concern regarding opening the Alto tunnel.

If there is a way to guarantee the safety of the pedestrians who walk on the bike path, then I am open to it. There are literally hundreds of children who cross the bike path at Edna Maguire School, on both school days and weekends, from Azalea Street down to the school. Unfortunately, not all bikers are safe riders. I personally know the child who was hit a couple of years ago by a biker at the path at Bayfront Park whom I believe still suffers from hearing loss to this day as a result of that collision. I had assumed that when that path reopened after adding the bike circle, it would be more safe. Unfortunately, the circle does little to slow down the few bikers who seem uncaring about the people who cross the path. I thought speed bumps would be the answer to slowing down high speed bikers, but did not make that suggestion at the time. I am making it now.

The only way making that tunnel a thoroughfare for bikers which will be safe for people is to force a slow-down for all those bikers. The ones who are safe won't mind the slow down. The others should not be there.

Again, if even one person is injured as a result of this very expensive project, then it is not worth it.

Thank you,

Ahtossa Fullerton  
415-786-3494

**Ahtossa P. Fullerton**  
Attorney at Law, MBA, CWLS\*  
Wasacz Hilley & Fullerton LLP  
459 Fulton Street, Suite 209  
San Francisco, California 94102

Tel and Fax: (888) 942-8881  
Email: [ahtossa@whfsf.com](mailto:ahtossa@whfsf.com)

\*Child Welfare Law Specialist, certified by the National Association of Counsel for Children Accredited by the State Bar of California, Board of Legal Specialization.

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Lando, Carey

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**From:** Philip Pillsbury III <philip\_pillsbury@mac.com>  
**Sent:** Tuesday, October 10, 2017 2:35 PM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel Project - Please support the funding of this important project

Carey Lando  
Marin County Project Manager

I am writing to voice my strong support for re-opening the Alto Tunnel for bikes and pedestrians.

The Alto Tunnel Pathway provides a critical connection for bikes and pedestrians in Southern Marin, and will be a much safer and easier route for cyclists and pedestrians of all ages. I bike to work 3-4 times a week and always feel that this section (camino alto section) is the most unnerving at night especially. Usually in the morning it's pretty early.

Marin county has committed to making our communities more healthy, liveable, and environmentally sustainable. The Alto Tunnel project is a critical part of this vision.

Sincerely,

Philip

Philip Pillsbury III  
52 Millard Road  
Larkspur, CA 9439  
[philip\\_pillsbury@mac.com](mailto:philip_pillsbury@mac.com)  
415-497-0800 (c)

Lando, Carey

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**From:** Adrian Fadrhonc <afadrhonc@gmail.com>  
**Sent:** Tuesday, October 10, 2017 2:38 PM  
**To:** Lando, Carey  
**Subject:** Camino Alto Tunnel

I am writing to voice my strong support for re-opening the Alto Tunnel for bikes and pedestrians.

The Alto Tunnel Pathway provides a critical connection for bikes and pedestrians in Southern Marin, and will be a much safer and easier route for cyclists and pedestrians of all ages.

Marin county has committed to making our communities more healthy, liveable, and environmentally sustainable. The Alto Tunnel project is a critical part of this vision.

Sincerely,  
Adrian Fadrhonc

193 Buena Vista Ave  
Mill Valley, CA 94941

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Adrian Fadrhonc  
SKYPE: adrianfadrhonc  
US: +1 (415) 793-9820

Lando, Carey

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**From:** dwhip11 <dwhip11@gmail.com>  
**Sent:** Tuesday, October 10, 2017 2:56 PM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel Pathway

Att: Carey Lando  
Marin County Project Manager

I am writing to voice my strong support for re-opening the Alto Tunnel for bikes and pedestrians.

The Alto Tunnel Pathway provides a critical connection for bikes and pedestrians in Southern Marin, and will be a much safer and easier route for cyclists and pedestrians of all ages.

Marin county has committed to making our communities more healthy, liveable, and environmentally sustainable. The Alto Tunnel project is a critical part of this vision.

Sincerely,

Derek Whipple  
214 Laurel Ave  
San Anselmo, CA 94960

Lando, Carey

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**From:** MaryJane Schramm - NOAA Federal <maryjane.schramm@noaa.gov>  
**Sent:** Tuesday, October 10, 2017 3:48 PM  
**To:** Lando, Carey  
**Cc:** Rodoni, Dennis; delfurst@gmail.com; Sears, Kathrin; jjackson@cityofmillvalley.org  
**Subject:** Statement in OPPOSITION to Alto Tunnel

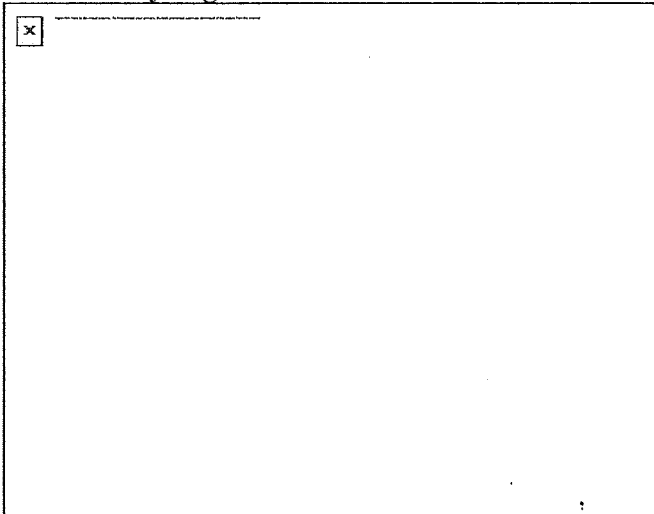
*(The following is a strictly personal comment, not reflecting any agency or other opinion or position)*

Dear Ms. Lando, and others:

I am writing to oppose the Alto Tunnel (Alto) rebuild. A review of government documents, studies, news accounts, neighborhood blog discussions and MCBC materials makes it clear that the Alto rebuild has been misrepresented by its supporters and will serve only a very few people at a very great cost to many.

Alto will fail to fulfill Marin Co. Bicycle Coalition's many unfounded promises of benefits to all; it is, in fact, a low-potential, primarily **recreational** link between two bedroom communities - of little practical benefit to the rest of the county. Since Alto is a recreational, not a transportation project, *it would constitute a misuse of state, county, federal and local transportation funds* to build it.

Please take a moment to look at this photo (again, I'll bet!). The usable space in Alto will be only 11.5 feet total - in which two bike lanes and one pedestrian lane will be fitted. (This is the space of two office desks, plus an 18-inch ruler). Realistically, just *how* many people are likely to squeeze through Alto on any regular basis?



***Yet MCBC claims it will have traffic remission impacts!***

In a jaw-dropping display of bombast and imagination, MCBC implies that Alto would fulfill several CA state mandates. Per Bjorn Greipenburg's Sept. 28, 2017 verbatim quote on the MCBC website,

*"The state recently committed \$1 billion over the next 10 years to walking and bicycling projects in order to meet mobility, climate change, public health and equity goals. These funds*

*could come to Marin toward reopening Alto Tunnel — the final significant gap in the North-South Greenway..."*.

But in fact, the Alto addresses none of these to any meaningful extent:

1. Mobility: This is already served by Horse Hill, and will increase with proposed improvements (at 1/10th the cost of Alto) with its adjacent public transit services (SMART/Ferry/GGT Bus).
2. Equity? To the contrary, the primary users of the Alto would likely be residents of some of the wealthiest towns in the county, tucked well inland, away from the more "egalitarian" 101 corridor with its public transit facilities.
3. Public Health: A walk through an artificially lit tunnel is not likely to serve public health interests as much as a stroll along a well graded hill in fresh air and sunlight. And on a larger scale -
4. Climate change impacts? The Alto, with its minuscule traffic capacity, would decrease carbon emissions far less than Horse Hill with its greater capacity would.

The Horse Hill option will fill the gap in the North-South Greenway, at a far lower cost, with far more socially equitable and financially responsible benefits. Price tag: Figure around \$70M; around \$50+M for the tunnel rebuild alone, plus property purchases, cost of lawsuits by displaced homeowners, and other attendant costs outside its north and south portals. (It's more difficult to estimate the cost of justifiable public outrage that a planning commission would allow this debacle to occur).

The Alto plan "dog-leg" detours the North-South Greenway a full mile away from the existing Greenway route with its SMART/Ferry/GGT Bus services at Hwy 101, into a small, inland park area on the Corte Madera end. It would empty into a residential neighborhood in Mill Valley, requiring yet another cutback to Hwy 101 services.

The proven-use Hill route can be upgraded, enlarged and made more accessible for cycle and pedestrian traffic of all ages, with a sunken path paralleling Hwy 101, additional bike lanes and other features, for less than \$10 million, with low annual maintenance costs. The Hill path can easily be maintained, repaired and expanded without extensive closures, as need arises. *The Hill has a future: none of this can be said for the Alto.* Any emergency maintenance on Alto would shut it down completely. Further, the study that was commissioned shows that the 2,000 foot tunnel's lack of emergency access would need to be addressed, and that it has existing drainage problems. There is no guarantee that these problems will be wholly resolved with the proposed rebuild.

As a group MCBC has accomplished many good things. It is disappointing that they should diminish their reputation and damage their credibility by promoting and misrepresenting a pet project that will not materially serve the general good, but serve mostly recreational use by a minority.

I hope the commission will champion the interests of the greater Marin County community, and not indulge this special interest group's "playground" project.

Respectfully submitted,

Mary Jane Schramm

Lando, Carey

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**From:** Susan Kirsch <susankirsch@hotmail.com>  
**Sent:** Tuesday, October 10, 2017 4:13 PM  
**To:** Lando, Carey  
**Cc:** Diane Furst; Sears, Kathrin; jjackson@cityofmillvalley.org; Rodoni, Dennis; John Parulis; Mari Robinson; Peter Hensel; CityCouncil  
**Subject:** NO to Alto Tunnel Rebuild

Dear Carey,

I urge you to recommend a NO vote on the Alto Tunnel Rebuild. The project fails to meet essential criteria for approval.

1. Fails to meet a clear need of residents in the area. Instead it fulfills a long-time dream of recreational bikers who wish they had an easier route around the Bay. The wishes of the people who live with the impact of the decision every single day deserve priority over the "let's go for a bikeride" crowd.
2. Fails to be cost effective. The estimates are all over the place from \$46.8M to \$60M, but either cost is an inappropriate expenditure to benefit a limited number of recreational cyclists and do little or nothing to impact traffic congestion.
3. Fails to adequately measure environmental impacts.
4. Fails to demonstrate safety.

Long-time, credible, highly respected residents John Palmer, Mari Robinson and others have battled as citizens for many years. They don't have the lucrative backing of a well-funded coalition of bicycle interests. Nor do they make special interest contributions to elected officials in an attempt to sway their votes. They simply look for the protections of democracy to preserve their property rights and the promise to preserve their quality of life.

I hope you will honor the wishes of the residents most impacted by this decision. Urge a NO vote on the Alto Tunnel Rebuild.

**Susan Kirsch**  
**415-383-3999**



Lando, Carey

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**From:** Matthew Gilmartin <matthew\_gilmartin@yahoo.com>  
**Sent:** Tuesday, October 10, 2017 4:28 PM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel Support

Ms Lando,

I would like to express my strong support for the reopening of the Alto Tunnel as a multi - use path connecting Mill Valley and points south to Corte Madera and points north for bicyclists and pedestrians. Let's get it done!

Matthew Gilmartin  
68 Wilson Way  
Larkspur

Lando, Carey

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**From:** Jennifer Larson <jlarson@labfive.com>  
**Sent:** Tuesday, October 10, 2017 4:53 PM  
**To:** Lando, Carey; Rodoni, Dennis; Sears, Kathrin  
**Cc:** Rebecca Vaughn; jjackson@cityofmillvalley.org  
**Subject:** No Alto Tunnel Construction - NOT FRIENDLY to the ENVIRONMENT

Dear County Neighbors, Administrators,

The proposed Alto Tunnel construction is not the right decision.  
In fact, it would be among the most hypocritical projects ever for Marin County to undertake.

Marin prides itself on being environmentally friendly, savvy, conscientious.  
This project, even the concept of this project, flies in the face of that.

The Public Relations machine, lobbying, has gone into overtime - cyclists clamoring and claiming it's "Sustainable" suggests they haven't spent 20 minutes looking into it.

I'm against the tunnel for many reasons but the most serious are Environmental from the perspectives of A) impact on climate, B) human health, C) damage to the current area

This project would:

A) Have a major negative impact on climate issues on a macro scale.  
The production of concrete accounts for between 3.4-5.00% of all the CO(2) emissions in the US and globally. The use of explosives, production of rebar, transport of construction materials and fossil fuels required for lights, fans, cooling, etc.....for the tunnel is of course, NOT SUSTAINABLE.

The Construction of the tunnel is going to result in far more CO(2) and pollutants than would be saved by the few commuters using that to take a car off the road. Esp as more and more cars are electric.

It's a clever PR exercise to call it 'sustainable' but it's....not true.

Ask Jacobs Engineering to do an analysis then decide.

Just one of many pieces detailing the issue of carbon dioxide emissions, impacts of concrete production.

<https://www3.epa.gov/ttnchie1/conference/ei13/ghg/hanle.pdf>

B): Jeopardize the health of every person who lives near the tunnel.

The construction including blasting open long-closed plugs at either end would release massive dust and particulate matter that can't be contained.

Concrete "excavation" requires either an initial blast or chemicals.....

These processes throw off massive amounts of toxins, dust that gets into people's throats, on their skin, in the soil and contaminates the nearby environment.

**Labfive**

3030 Bridgeway, ste. 217  
Sausalito, California 94965  
415.725.2017 - cell  
415.409.2729 - office

Lando, Carey

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**From:** David Hyams <djhyams@att.net>  
**Sent:** Tuesday, October 10, 2017 5:02 PM  
**To:** Lando, Carey  
**Subject:** Alto Hill

I do not see the expenses for this project outweighing the benefits. Please count me in the negative.

David Hyams

Lando, Carey

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**From:** Hilary <hfhmvca@gmail.com>  
**Sent:** Tuesday, October 10, 2017 5:07 PM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel

I am in favor of this project to continue the link of bay area trails for walkers, bicyclists and wheelchairs. It is too dangerous to use Camino Alto, and the hilly trail along Hwy 101 is not possible for many. Let's continue being progressive, and get this one done! Everyone complains about traffic, and this is another solution.

Thank you  
Hilary Hyde

Lando, Carey

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**From:** hildesimon@comcast.net  
**Sent:** Tuesday, October 10, 2017 5:52 PM  
**To:** Lando, Carey  
**Subject:** alto tunnel

Hi Carey,  
I live at 5156 Paradise Drive, Corte Madera, and I support the Alto Tunnel project, with the huge caveat that I am not able to address engineering issues.

On Paradise Drive, I hear cyclists go by all the time. I hear them, yes, but it's not offensive at all and much easier to take than the noise of my neighbors' leaf blowers.

The big picture is this: 50 years from now, when all these anti-tunnel folks have checked into assisted living for the next chapter in their lives, the tunnel will be the coolest draw that Marin can offer. It will promote real estate values and the overall outdoor life style aesthetic of Marin far more than we can imagine now as we poke tentatively at sustainability as a concept for the future. Once it's done and people realize they can use the tunnel and get to Mill Valley or Corte Madera in 5 minutes by bike instead of 20 minutes or more by car, its use will increase exponentially and the car traffic will ease. All those errands and child oriented trips can be accomplished using the tunnel instead of a major commute artery.

When ocean rise threatens some of the 101 corridor, wouldn't it be nice to have a green and pre-existing alternative?

Let's move into the 21st century and get on with it.

Hilde Simon

Lando, Carey

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**From:** Nancy Sheppard <nancyesheppard@yahoo.com>  
**Sent:** Tuesday, October 10, 2017 6:51 PM  
**To:** Lando, Carey  
**Subject:** Alto Tunnel

I do not support using taxpayer funds, whether state, federal or local money, for the Alto Tunnel. Leave the tunnel as is.

The millions of dollars needed for this project could be better spent in other ways. Just doing an analysis of how much each bike ride through the tunnel for the next 20 years should be a clue to the wastefulness of this approach!

I do not live near the tunnel, so I am not a NIMBY, but I am a concerned taxpayer. I do like riding my bike in Marin County, but this expense is unreasonable.

Sincerely,

Nancy Sheppard  
89 Via La Brisa  
Larkspur, CA 94939

Lando, Carey

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**From:** Dylan Swift <yodylan@gmail.com>  
**Sent:** Tuesday, October 10, 2017 7:37 PM  
**To:** Lando, Carey  
**Subject:** Camino Alto Tunnel

Hi Carey,

I am writing to voice my strong support for re-opening the Alto Tunnel for bikes and pedestrians.

The Alto Tunnel Pathway provides a critical connection for bikes and pedestrians in Southern Marin, and will be a much safer and easier route for cyclists and pedestrians of all ages.

Marin county has committed to making our communities more healthy, liveable, and environmentally sustainable. The Alto Tunnel project is a critical part of this vision.

Sincerely,

Dylan Swift  
66 Walnut Ave  
Mill Valley, CA



Lando, Carey

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**From:** Marla Orth <dhsys@sbcglobal.net>  
**Sent:** Tuesday, October 10, 2017 8:04 PM  
**To:** Lando, Carey  
**Subject:** RE: Alto Tunnel

The thought of spending precious taxpayer money to fund the folly known as "Reopen Alto Tunnel" is unfathomable. The project has no merit. It is ridiculous that this project continues to be contemplated. Our infrastructure is crumbling. Many more worthy projects go without recognition or funding. There are many of us like me who are seniors and disabled who cannot walk on the streets because there are no sidewalks, there is no lighting and there is no safe passage. Our sewage is going into the bay because of long decayed clay piping and decrepit sewage processing plants. Our neighborhoods flood due to tidal breaches and ill-advised developments. Our emergency preparedness in this county is an absolute joke. We have no reliable transportation. We have elderly and needy who go wanting. No matter who ends up paying for this folly it is the taxpayer's money and it is being WASTED.

The proposed project serves no purpose but to satisfy the needs of a special interest group that want everything now and the taxpayer be damned. The County Board of Supervisors will breach their solemn fiduciary responsibility and confound all common sense if they approve such outrageous expenditures at the expense of all others. The public will look closely at those generous campaign contributions and targeted "support" and threats upon others that do not subscribe to the chosen agenda.

I urge all of you to reject without reservation this project now and forever more. Enough is enough already. Too many hundreds of thousands of dollars have been spent on this ridiculous endeavor already ..

Lando, Carey

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**From:** Carrie <carriev@gmail.com>  
**Sent:** Tuesday, October 10, 2017 9:22 PM  
**To:** Lando, Carey  
**Subject:** I fully support opening the Alto Tunnel

Dear City/County Leaders-

Thank you for presenting the study findings on the cost to open the Alto Tunnel. Please work with us to make opening the Alto Tunnel a reality for people interested in spending less time in our cars.

Sincerely,  
Carrie Varoquiers

Lando, Carey

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**From:** Francine Millman <francine@promptconsulting.com>  
**Sent:** Tuesday, October 10, 2017 9:31 PM  
**To:** Lando, Carey  
**Cc:** Sears, Kathrin; Rodoni, Dennis; Connolly, Damon; Arnold, Judy; Rice, Katie; 'Jim McCann'; 'John McCauley'; 'Jessica Jackson'; 'Stephanie Moulton-Peters'; 'Jim Wickham'; 'Sashi McEntee'; 'Todd Cusimano'; 'Carla Condon'; sloancbailey@yahoo.com; JamesAndrews.CorteMadera@gmail.com; delfurst@gmail.com; bobravirusio@comcast.net; Ann Dye; Bob Mithun; Ken Campbell; Peter Kaukonen; Richard Jardine  
**Subject:** Alto Tunnel Analysis with Executive Summary from SVHOA  
**Attachments:** Alto Tunnel Executive Summary & Analysis by SVHOA - 10-10-2017.pdf

Dear Carey:

Please find the attached Alto Tunnel Executive Summary and Analysis submitted on behalf of the Scott Valley Homeowners' Association (SVHOA).

Please confirm your receipt of this email and the attached document for review.

With kind regards,

*Francine Millman*

President

Scott Valley Homeowners' Association

415-388-5809

[www.scottvalleyhoa.org](http://www.scottvalleyhoa.org)

email: [info@scottvalleyhoa.org](mailto:info@scottvalleyhoa.org)



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# SCOTT VALLEY HOMEOWNERS' ASSOCIATION

PO Box 392 ♦ MILL VALLEY, CA 94942

EMAIL: [info@scottvalleyhoa.org](mailto:info@scottvalleyhoa.org) ♦ PHONE: 415 388-5809

October 10, 2017

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---

## VIA E-MAIL

Ms. Cary Lando  
Marin County Dept. of Public Works  
3501 Civic Center Drive  
San Rafael, CA 94903

## RE: ALTO TUNNEL EXECUTIVE SUMMARY

Dear Ms. Lando:

Attached to this Executive Summary is a detailed analysis of the flaws in the WalkBikeMarin (WBM) 2010 Mill Valley-Corte Madera Corridor Study and the 2017 Alto Tunnel Study (collectively, the Study). Please refer to the relevant section in the accompanying analysis for a more complete explanation of the points presented here.

## THE PROCESS:

1. The Study does not objectively evaluate the three alternative routes on their merits.
2. The language in the 2017 Alto Tunnel Study is biased toward the Tunnel.
3. The public was not given enough time to respond to the 2017 Alto Tunnel study.

## THE STUDY:


1. WBM frequently supplied the public and local decision makers with unclear or incorrect information in the past and continues to do so.
2. The section on easements is incomplete and deceptive.
3. All previous cost estimates for the Tunnel have been low, and the current one is no exception.
4. WBM has ignored Mill Valley's official position on the Tunnel and its requests for specific data with regard to the lack of seismic modelling, etc.
5. Every time there was any question of negative vs positive outcome regarding conditions in the Tunnel still unknown, WBM and the consultants both chose the best-case scenario and estimated from there.
6. There is no planning for the disruption this proposal would cause to the affected neighborhoods.

7. There is no planning for neighborhood opposition.
8. There is no budget for an EIR of the scope required.
9. Cost overruns are the norm on these projects.
10. The update never states or clarifies the total estimated project cost.
11. The study is deceptive in that it never clearly states that if county does not reconstruct the Tunnel, it has no liability for the sections under homes.
12. The Tunnel is far from a "shovel ready" project, with complex and expensive access, liability, and construction issues threatening its very viability.
13. There is no cost/benefit analysis.
14. The Horse Hill route would provide better and more immediate connectivity.
15. The Tunnel option fails the County's own standards as detailed as the 2008 Marin County Bicycle and Pedestrian Master Plan.
16. The proposal for the Tunnel would yield a long, dark, narrow tube with no aesthetic value.

**WHAT SHOULD BE DONE:**

1. Stop spending money on study after study on the Alto Tunnel.
2. Abandon the Tunnel proposal and focus on improving the Horse Hill route.

Sincerely,



John Palmer  
Vice President



Francine Millman  
President

cc: SVHOA Board of Directors

## SCOTT VALLEY HOMEOWNERS' ASSOCIATION

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October 10, 2017

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VIA E-MAIL

Ms. Cary Lando  
Marin County Dept. of Public Works  
3501 Civic Center Drive  
San Rafael, CA 94903

### RE: MAJOR FLAWS IN THE MILL VALLEY CORTE MADERA CORRIDOR AND THE ALTO TUNNEL STUDIES

Dear Ms. Lando:

This letter aims to do three things: critique the public process by which WalkBikeMarin (WBM), the County agency tasked with studying the three routes for non-motorized connectivity between Mill Valley and Corte Madera, produced its 2010 Mill Valley-Corte Madera Corridor Study and the 2017 Alto Tunnel Study (collectively, the Study); present facts glossed over, left unclear, or inaccurately addressed in the Study; and show how the public is best served by abandoning the Alto Tunnel option and instead choosing the Horse Hill option, and improving that route.

#### THE PROCESS:

1. **THE STUDY DOES NOT OBJECTIVELY EVALUATE THE THREE ALTERNATIVE ROUTES ON THEIR MERITS:** As much as WBM attempts to characterize its process and findings as unbiased, they are not. For example, the current press release states that "Bicyclists and pedestrians traveling between Corte Madera and Mill Valley have the option of the Camino Alto/Corte Madera Avenue roadway or the Highway 101 Horse Hill bike path. Both choices create challenges for travelers because of the steepness of those routes and the close presence of motorized vehicles. If rebuilt, the Alto Tunnel would provide a safer, more attractive and relatively flat nonmotorized route between the two communities", essentially repeating, without basis, incorrect information about the Horse Hill route put forth by MCBC on their website and in their comments on the Study.

Contrary to the current WBM press release, on page 2-5 the 2010 Study points out that the steepest section of the Horse Hill multi-use path is less than a 10% grade, which is nowhere near as steep as Camino Alto; however, this section is very short. On page 3-1, the 2010 Study notes that the Alto Tunnel route itself has a 5% grade, and that the approaches to the Cal Park Tunnel are considerably steeper than those on the Alto Tunnel route. In fact, graphic 3-2 on page 3-2 of the 2010 Study shows that the Cal Park Tunnel's approaches are almost as steep as the steepest sections of the Horse Hill route, although shorter. Local bicycle activists, recreational riders, and commuters alike are justifiably proud of their success in the

reconstruction of the Cal Park Tunnel yet perpetuate the fiction that the Horse Hill route, at an almost identical degree of steepness, is too steep for the same purpose. And now WBM merely repeats this canard, ignoring its own earlier findings.

2. **THE LANGUAGE IN THE REVISED STUDY IS BIASED TOWARD THE TUNNEL:** Throughout the Study, the writers used the future tense, essentially assuming that the Tunnel will be reconstructed, as opposed to using conditional language. There are many examples, such as the one on page 14, paragraph 2: "The new Tunnel will have a clear opening 11.5 feet wide and over 14 feet tall." Further examples can be found on page 14, last ppg, page 15 Section 6.2, Section 6.2.1, 6.2.2, page 19, Section 8.1. County consultants used similar language indicating bias toward the Tunnel option in presenting this Study to the Tunnel neighbors as well as in the general meeting on 9/27.

3. **THE PUBLIC WAS NOT GIVEN ENOUGH TIME TO RESPOND TO THE 2017 ALTO TUNNEL STUDY:** Our biggest complaint with the process is reserved for the disdain demonstrated by WBM, which took seven years to refine its cost estimates and easement research, then gave the public a deadline of two weeks from the public presentation of the Study on 9/27 within which to prepare and present comments on it.

This hyper-short deadline is an affront to those whose lives would be disrupted by this proposal, and frankly does not serve the decision makers at either the city or County level. One of Marin's many resources is its highly educated and involved citizenry, who are dedicated to this place and the many things that make it special. Many of us can contribute knowledge and experience to the process.

Giving us a two week window to comment on a project of this magnitude sends the message that our views and insights don't really count – that WBM is just checking off a necessary box. That's the message WBM sent, and we received it loud and clear.

#### **THE STUDY:**

In the course of 2 ½ decades of working on the Tunnel, I have found that WBM and County officials have made many factual errors and have frequently published biased, incomplete, or incorrect statements despite the fact that in many cases I supplied these agencies with factually accurate material well before their results were published. The current revision to the Study lacks clarity on several important points, and contains several material omissions, all in service of the Tunnel option.

1. **WBM FREQUENTLY SUPPLIED THE PUBLIC AND LOCAL DECISION MAKERS WITH UNCLEAR OR INCORRECT INFORMATION IN THE PAST AND CONTINUES TO DO SO.** For one example, the County's real estate department issued an opinion letter to the Board of Supervisors over 15 years ago stating that the County controlled all the land and/or easements necessary to access the south portal of the Tunnel. Many years ago, I proved this to be

incorrect and gave the County real estate department and WBM copies of the relevant deeds and all my work product; yet as late as November of 2015, WBM's published materials still did not acknowledge that fact. It was not until three weeks ago when the 2017 Alto Tunnel Study was posted on the WBM website that WBM finally acknowledged some of the facts I presented almost a decade ago. Others are still either omitted or misrepresented. (See Section 2 below).

**2. THE SECTION ON EASEMENTS IS INCOMPLETE AND DECEPTIVE:** In 2005, in response to the letter cited above, I researched the access issues on both sides of the Tunnel. In addition to proving the existence of the blocking parcel, I located the easements on the 6 Corte Madera properties above the Tunnel and presented copies to the homeowners and to WBM. WBM and County DPW still do not recognize them as expired, despite the clear language in them, or even acknowledge them as disputed. The affected homeowners dispute WBM's position on the easements, and have put their title companies on notice that they expect their rights to be defended; WBM was advised of the dispute long before issuance of the current Study. Despite those facts, WBM's updated estimate gives the absurdly low figure of \$1,500,000 to solve all 7 access issues, including the true blocking parcel in Mill Valley where the home in question alone is worth at least \$2,500,000 according to recent sales.

We do not dispute the statement in the Study that the County has the rights to use the rights-of-way leading to the Tunnel at both entrances, except of course for the blocking parcel at the southern portal itself. What is perhaps more important, however, is that which is unstated, namely that WBM is refusing to acknowledge the language in the six easements, which states in very clear terms that if the rail use is abandoned, the rights granted in the easements are terminated. Here is an excerpt from the easement with the exact language: *"...and provided also that the lands conveyed shall be used for the purpose of a right-of-way for said Railroad and for no other purpose, and if not so used and the Railroad maintained, then this agreement shall be null and void"*.

By skirting that issue, County representatives are now saying, between the lines, that the reversion language in these easements, the existence of which they acknowledged on page 2 of Appendix G of the 2010 Study, is not valid and that, if the project is to move forward, the County claims the right to use the land without compensation to the rightful owners.

It's one thing to say that the existing multi-use paths outside the Tunnel are in continuous use, but quite another to say that the County has the right to access and use those lands in the Tunnel itself which are the subject of those easements. The Alto Tunnel was abandoned nearly 50 years ago and was filled at both ends with concrete and gravel 36 years ago; the last train rolled through the Alto Tunnel about 47 years ago. In 1981, the Southern Pacific Rail Road (SPRR) issued a letter on its letterhead formally acknowledging its abandonment of the Tunnel. In 1982, the SPRR deeded away access to the south portal. These are incontrovertible facts.

We have it on good authority that WBM's position with regard to the easements under those 6 homes is legally incorrect, and that any attempt to access these lands to reconstruct the Tunnel without proper compensation to their owners would constitute a taking. Such a taking would



not only involve the affected homeowners, but would also draw in their supporters, including the homeowners associations on both sides of the Tunnel. The grant was of an easement, not a fee, and if, as County representatives maintain, the easement itself is valid, then the language in it should be valid also. You can't have it both ways.

**3. ALL PREVIOUS COST ESTIMATES FOR THE TUNNEL HAVE BEEN LOW, AND THE CURRENT ONE IS NO EXCEPTION.** The original estimate by County consultants to reconstruct the Alto Tunnel as published in the Brady Study of 1994 was \$4,600,000 for the Tunnel segment only, in other words, not including required improvements to access routes or right-of-way purchasing costs, a figure that was used in advocacy press releases for a decade. I published letters and appeared before the Board of Supervisors at the time and said that figure was absurdly low, even in 1994 dollars. The 2010 Study and its current revision now peg the cost for the Tunnel segment only at \$46.8m, a 1,017% increase over 23 years, or 44.2% per year. By contrast, in the revised Study, McMillan Jacobs uses an arbitrary 3% per year factor for estimated cost increases from now til date of construction (page 19, Section 3.1). The actual industry standard for annual cost increases for tunnels and bridges North America is 4.64% according to the Flyvberg study cited in Section 9 below.

The Tunnel's current design is conceptual, not approved, and therefore there are no approved plans, without which any estimate is preliminary at best. Additionally, there are many variables which could affect the estimates WBM currently offers, such as those detailed throughout this analysis. The consulting engineers acknowledged this fact in the 9/27 public meeting, and themselves used the word "conceptual" to describe their plan and estimate.

I recently engaged the services of ARUP, an international design and engineering firm which consulted on several major local infrastructure projects including the Doyle Drive replacement project, the Concord Naval Weapons Station reuse, the Transbay Transit Center, the UCSF Medical Center at Mission Bay, SF General Hospital, and the SF Museum of Modern Art, for a second opinion on the current WBM plan and estimate. ARUP also concluded that the estimates presented by WBM and the consultants were conceptual in nature with the following comment: "It is worth noting that the estimate was presented for planning purposes and is supported by only a very limited and conceptual level of design. This means that the estimate is inherently inaccurate..."

**4. WBM HAS IGNORED MILL VALLEY'S OFFICIAL POSITION ON THE TUNNEL AND ITS REQUESTS FOR SPECIFIC DATA, WITH REGARD TO THE LACK OF SEISMIC MODELLING, ETC.** I presented Resolution #00-36, Mill Valley's official position on the Alto Tunnel, to WBM (which had a copy) in 2009. Yet despite having this document for at least 10 years, neither the 2010 Study nor the 2017 revision address 9 of 11 of the City's concerns, particularly for a cost-benefit analysis, seismic modelling, evaluation of the proposal's costs on other worthy projects, neighborhood impacts, etc.

If the County needs the co-operation of the City of Mill Valley, ignoring their requests is not a good approach, but it is indicative of the WBM's attitude on the proposal, which amounts to "we don't really care what others think".

**5. EVERY TIME THERE WAS ANY QUESTION OF NEGATIVE VS POSITIVE INFORMATION ABOUT TUNNEL CONDITIONS STILL UNKNOWN, WBM AND THE CONSULTANTS BOTH CHOSE THE BEST-CASE SCENARIO AND ESTIMATED FROM THERE:** There are multiple sections in the Study where the consultants state that its investigation was limited and that they don't have certainty on some conditions in the Tunnel itself. Without exception, every time they faced a question for which they state they lacked data, they chose to present the best-case scenario, and used that as the basis for their estimate. Specific examples include page 6, Section 1.5, page 10 Section 4.0, page 12 Section 4.0 (three places), page 12 Section 5.2, page 13 Section 5.2, page 19 Section 8.1, page 21 Section 8.2.2,

**6. THERE IS NO PLANNING FOR THE DISRUPTION THIS PROPOSAL WOULD CAUSE TO THE AFFECTED NEIGHBORHOODS:** Reconstruction of the Alto Tunnel would be a massive infrastructure project, requiring the same heavy equipment as a new bore, with major off-haul of debris, and requiring a huge staging effort in the middle of two residential neighborhoods. There is no factor or budget for displacement of residents directly above the Tunnel portals, and no recognition of potential damage to neighborhood roadways required for access.

When the Alto Tunnel was in use, the land on both sides was open country. Once the trains stopped running, the neighborhoods known as Scott Valley and Chapman Meadows began to take shape. Now there are hundreds of homes in those neighborhoods, with dozens flanking the right-of-way and 7 above the concrete-filled sections of the abandoned tunnel. The Study fails to acknowledge the fact that residents of the expensive homes above the Tunnel's two portals would be displaced during construction.

Although the report mentions one of the two properties, 34 Underhill, a spacious modern home on a double lot above the Mill Valley entrance, there is no detail of an estimate for acquiring it or the right to pass below it. The prospect of large boring rigs and attendant construction activity beneath that home for a couple of years (not to mention that, after reconstruction, it would be located above what MCBC called a bicycle freeway) would a) render the home temporarily unlivable despite what the County's engineers might say, and b) have a dramatic impact on its value, at least temporarily and perhaps permanently. There is no discussion of any of that in the report. The second home, at 47 Stetson, sits above the north portal, and is home to a family with a single working mother. This property also would be reduced in value during, and perhaps after, any reconstruction of the Tunnel.

The County has no right to enter or pass through the property at 34 Underhill, which therefore fully blocks access to the Tunnel. The home at 47 Stetson is one of the 6 with the easement referenced above, which contains the language informing us that the easement is no longer

valid. We believe that it is improper for the County to consider access to the Tunnel, or to venture an estimate of acquiring the rights-of-way it does not control, without first realistically examining whether any reconstruction of the Tunnel could be undertaken with these homeowners in residence, which would necessarily include discussing these matters with them and/or their representatives. The authors of the Study made no attempt to speak to these homeowners about relocation before presenting the Study to the public.

We don't presume to speak for the owners of these homes, but we do note that both homeowners have appeared at recent meetings and flatly stated that they are adamantly opposed to the County's position with regard to their homes, and that they would not stand by silently to let the County take their homes or rights-of-way. Both homeowners have written to WBM to state their own positions, so I will only discuss the practicality of attempting such an undertaking with the owners in residence.

34 Underhill collapsed above the Tunnel's south portal when that portion of the Tunnel collapsed in 1982. The home was evacuated, condemned, and then completely rebuilt with a foundation containing enormous amounts of concrete and steel. As part of that reconstruction, a significant portion of the Tunnel, including the area diagonally beneath the home, was filled with pea gravel. The Study should at least acknowledge the possibility that the owners might, as they have already stated, resist any attempt to tear all that out and rebore the Tunnel while in residence.

The potential liability to the County, the City of Mill Valley, and the General Contractor and subs for any mishap during construction with owners in residence, or any injury to a member of the resident family, would be enormous. I doubt that an insurer would even underwrite such a risk, except perhaps for an exorbitant premium, for which again there is no budget.

The same construction-related issues discussed above apply to the home at 47 Stetson in Corte Madera. The County's lowball estimate of \$1,500,000 is insufficient to cover the cost of taking the blocking home at 34 Underhill (current value approximately \$2,500,000), of the other portal home, 47 Stetson (current value \$1,500,000-\$1,750,000). There is no mention in the Study of the possibility that these homeowners may, if they so insist, have to be relocated for an extended period, even if the County is able to negotiate access through their lands.

There is no detail in the Study's estimate for any of the costs involved in the acquisition of the several rights-of-way referenced herein, just a figure of \$1,500,000 with no supporting data whatever; nor does the Study offer any detail of the cost of acquiring the other two blocking segments still owned by the railroad, which would include assumption of the railroad's various liabilities. In addition to the deficiencies cited above, the Study fails to meet the standard of research requested in Mill Valley's Resolution #00-36 for all the reasons stated in this section.

**7. THERE IS NO PLANNING FOR NEIGHBORHOOD OPPOSITION:** Hundreds of neighbors in the affected neighborhoods are opposed to this proposal, and their opposition could create serious legal roadblocks regarding access, disputed easements, environmental impact report

issues, and other issues which would delay the project and lead to further costs, as the Study mentions but does not fully address.

**8. THE UPDATE NEVER STATES OR CLARIFIES THE TOTAL PROJECT COST.** It simply mentions that this new estimate of \$46.8m is for the Tunnel only. I recently pointed out to the Board of Supervisors and in the IJ the 2010 Study quoted a total of \$8.7 in access route costs (which by the way have not been adjusted for inflation since), for a minimum total estimated project cost of \$55.5m, not including all the omitted costs detailed here.

**9. THERE IS NO BUDGET FOR AN EIR OF THE SCOPE REQUIRED:** Nowhere in the 2010 study or the revision is there any budget for a full EIR for this massive project, a cost which would push the budget for the whole project over \$60 million, even using the county's optimistic numbers. Factor in inflation for the next 5-10 years of EIR preparation and analysis, settlement of easement and ownership issues, production of actual working drawings, real estimates and bid solicitation, contracting, prep, etc., and the budget grows a minimum of another 15 percent to around \$70m using the county's own 3 percent annual escalation figure, which is far below the national, let alone the region's, average.

**10. COST OVERRUNS ARE THE NORM ON THESE PROJECTS:** Professor Bert Flyvberg, a chaired professor at Oxford University, has written extensively on the subject of cost overruns; his analysis actually breaks down average cost overruns by type of project, by continent. He studied nearly 300 infrastructure projects overall, and stated that 90% of them have cost overruns; he studied 33 tunnel projects, and concluded that the average cost overrun for tunnel projects in North America is 48% (How Large and How Common Are Cost Overruns In Transport Infrastructure Projects, Volume 23, Number 1, page 80, Transport Review).

On the subject of underestimation of costs, Flyvberg concludes: "We have found that underestimation and escalation indeed appear to be intentional, and appear to be part of power games played by project promoters and forecasters aimed at getting projects started. Cost underestimation is used strategically to make projects appear less expensive than they really are in order to gain approval from decision-makers to build the projects." And "We conclude that cost estimates used in public debates, media coverage, and decision-making for transport infrastructure development are highly, systematically, and significantly deceptive." And "The problem is the pervasiveness of misinformation in the planning of transport infrastructure projects, and the systematic bias of such misinformation toward justifying project implementation." (Underlines are mine)

My favorite quote on this subject is from Willie Brown, discussing the large cost overrun on the Transbay Terminal, as quoted in the SF Chronicle on 7/28/13: "News that the Transbay Terminal is something like \$300 million over budget should not come as a shock to anyone. We always knew the initial estimate was way under the real cost. Just like we never had a real cost for the Bay Bridge or any other massive construction project. So get off it. In the world of civic projects,

the first budget is really just a down payment. (Underline is mine) If people knew the real cost from the start, nothing would ever be approved. The idea is to get going. Start digging a hole and make it so big, there's no alternative to coming up with the money to fill it in."

**11. THE STUDY IS DECEPTIVE IN THAT IT NEVER CLEARLY STATES THAT IF COUNTY DOES NOT RECONSTRUCT THE TUNNEL, IT HAS NO LIABILITY FOR THE SECTIONS UNDER HOMES.** The Study never states the fact that if the County does not build the Tunnel, the responsibility for any stabilization costs to protect homes above the Tunnel belongs to the owner of those sections of the easement, the Union Pacific Railroad. The Study gives the incorrect impression that the County would have to spend \$8.5m to fix the Tunnel if it is not reconstructed. The only place the ownership information appears is the initials UPRR in small print in a footnote to Figure B1 of the revised Study (See Exhibit A, attached), and nowhere is it stated. You have to look very carefully to find it. The reason I call it a deception is that several Tunnel opponents requested for the last two years that this ownership information be clearly included in the final report, and it wasn't. There is no good explanation for its omission.

**12. THE TUNNEL IS FAR FROM A "SHOVEL READY" PROJECT, WITH COMPLEX AND EXPENSIVE ACCESS, LIABILITY, AND CONSTRUCTION ISSUES THREATENING ITS VERY VIABILITY.** On page 24 of Appendix F, the 2010 Study notes that in order to proceed with the Tunnel option, ten different new studies are needed, mostly to deal with environmental and construction issues, in addition to which an EIR and other work to satisfy Federal requirements would most likely be required. The cost of these additional ten studies is pegged in the Study at \$165-270,000, but a thorough EIR, for which the local neighborhood associations would lobby aggressively, and a study to satisfy Federal environmental requirements, would add considerably to that total.

Factoring a few years of inflation into the too-low but already outrageous current estimated cost to reconstruct the Tunnel, it becomes apparent to us that the Tunnel option remains a distant and tenuous proposition, which, if pursued, would leave Mill Valley and Corte Madera with no improved connection for cyclists and pedestrians in the interim.

**13. THERE IS NO COST BENEFIT ANALYSIS.** Had this Study truly been unbiased, it would have noted that, according to the Study's own estimates, the combined estimated cost of improving Camino Alto and the Horse Hill route would be less than 1/5 the cost of reconstructing the Alto Tunnel (Table 4.1, page 4.2 of the 2010 Study), yet would produce nearly the same result in terms of reducing Vehicle Miles Travelled (VMTs) (Table 1-2, page 1-14), with a reduction 75% as large as the Tunnel option. Failure to highlight their own findings, which would demonstrate the failure of the Tunnel option, is typical for WBM, and the lack of any cost/benefit analysis, even as simple as the one presented here, further fails the request of MV's Resolution #00-36.

**14. THE HORSE HILL ROUTE WOULD PROVIDE BETTER AND MORE IMMEDIATE CONNECTIVITY.** Section 2.2 on page 2.1 of the 2010 Study states "Improving bicycle and pedestrian connectivity is the primary objective of the study ". In this regard, the Alto Tunnel is

clearly the frontrunner. However, the next sentence states, the "Avoiding or minimizing impact on adjacent land uses is a parallel objective". In this regard, the Tunnel option fails for the Mill Valley side, where the Tunnel route cuts across a quiet cul-de-sac and flanks the back yards of a couple of dozen homes, and fails even more dramatically in Corte Madera, where it cuts through a quiet box canyon full of homes and flanks the yards of many others. Additionally, on the Mill Valley side, it crosses sensitive wetlands and wildlife habitat, where deer, foxes, possums, owls, coyotes, wild turkeys, and raccoons are frequently seen.

Turning these quiet neighborhoods and habitat into a "Bicycle Freeway", as the Marin County Bicycle Coalition labeled this route, would certainly violate the referenced parallel objective.

On the other hand, Camino Alto and the Horse Hill route, the latter of which lies alongside Marin's main north-south artery, Highway 101, are already transportation corridors. Improving connectivity on these two routes would be far less disruptive, since they both are already used for exactly that purpose.

**15. THE TUNNEL OPTION FAILS THE COUNTY'S OWN STANDARDS AS DETAILED AS THE 2008 MARIN COUNTY BICYCLE AND PEDESTRIAN MASTER PLAN.** Pages 3-4 of the 2010 Study quotes extensively from the 2008 Marin County Unincorporated Bicycle and Pedestrian Master Plan, and in particular states "based on criteria specific to Marin County, the feasibility of any of the tunnels is based on several factors, including:

1. The willingness of local jurisdiction(s) to become project sponsor(s) and take on the cost and responsibility of building and operating the facility;
2. The political acceptability to local neighborhoods of these renewed corridors provided by reopened tunnels;
3. The lack of reasonable, less costly alternatives;
4. The expectation that they will significantly increase bicycling and walking;
5. Geological, drainage, or other physical factors posed by the reopening of tunnels;
6. Ability of project sponsoring agencies to resolve legal issues with affected property owners;
7. Cost of reconstruction and available funding;
8. The ability to address safety and security issues."

It's clear to us that the Alto Tunnel fails utterly on nearly all of these, except for #4, where it clearly succeeds, #1, where we believe it will fail due to costs, and #8, where many questions are still unanswered.

**16. THE PROPOSAL FOR THE TUNNEL WOULD YIELD A LONG, DARK, NARROW TUBE WITH NO AESTHETIC VALUE.** Aesthetically, the idea of a nearly half-mile long tube, 11 and a half feet wide, with a dogleg in the middle, artificially lit, and with only fans for ventilation does not

sound appealing. Would people actually use it if the alternatives were more attractive? There is funding, and community support, for improving the Horse Hill multi-use path, which as we have demonstrated, is relatively easy to use and its steeper section relatively easy to flatten out.

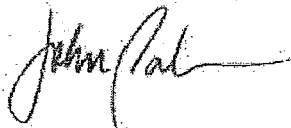
At 11'6" wide, the Tunnel would have 4 very narrow lanes: one for cyclists headed north, one for the hordes of pedestrians, dog walkers, and strollers that Tunnel advocates claim would flock to use it, all also headed north, and two similar lanes for the southern direction. That's 4 lanes averaging 2'10" each. We imagine that this configuration would feel cramped, especially given that the lanes would be flanked by high (14') walls, and that compressing all that traffic into 11 ½ feet of a walled-in in tube would not be safe for any of the users.

If the County had simply decided to improve the Horse Hill route 8 years ago when the current push for connectivity started, an aesthetically pleasing route there could have been completed years ago.

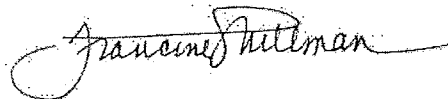
**WHAT SHOULD BE DONE NOW:**

1. **ABANDON THE TUNNEL PROPOSAL AND STOP SPENDING MONEY ON STUDY AFTER STUDY ON IT:** It's time to abandon this folly, stop throwing money at studies, and acknowledge that true connectivity can be achieved quickly and at a greatly reduced cost elsewhere. Why then, the continued push for a long, dark, narrow, disruptive, unconscionably expensive tube that no one will find aesthetically pleasing?
2. **FOCUS ON IMPROVING THE HORSE HILL ROUTE.** If the goal here really is improved connectivity, at the very least the County should improve the Horse Hill multi-use path, which can be done quickly and with neighborhood support. The City of Mill Valley did a great job on improving Camino Alto at a reasonable cost, so the County could also build on that work. For a tiny fraction of the cost of the Alto Tunnel, and with virtually no neighborhood, environmental or access issues, we could have the much improved connectivity and safety that all parties agree is a worthy goal.

Thank you.



John Palmer  
Vice President



Francine Millman  
President

