



Figure 7-51 Gate 5 Road Intersection Improvement Option - Bike Signal

7.8.2. Gate 6 Road

The Bridgeway and Gate 6 Road intersection is a complex intersection and an important link for the overall success of the proposed path. This is the point of entry into Sausalito for bicyclists and pedestrians travelling south from the Mill Valley-Sausalito Path. Caltrans, the County of Marin and the City of Sausalito operate the Bridgeway and Gate 6 Road intersection. There are a series of different options in Figure 7-52, Figure 7-53, Figure 7-54, and Figure 7-55 that could improve this intersection for bicyclists and pedestrians. The differences between these four options are in Table 7-10. With all of these options, right turns on red signals would not be permitted.

Table 7-10 Gate 6 Road Intersection Improvement Options

Option	Name	Improvements
A	Gate 6 ½ Road Connection	• Mill Valley-Sausalito Path Connection to Gate 6 ½ Road north of Shopping Plaza • Gate 6 ½ Road Shared Lane Markings
B	Bike Signal	• Dedicated Bicycle and Pedestrian Signal Phase • Bicycle Signal for southbound bicyclists exiting the path and entering Bridgeway bicycle lanes
C	Gate 6 Road Path Improvement	• Improve Gate 6 Road Path • Stop lines and stop bars on path and Gate 6 ½ Road intersection
D	Bike Box	• Bike box on east leg in advance of vehicle travel lanes

This Study recommends the installation of a bicycle signal. This device is approved by the CA MUTCD and based on a qualitative review of the intersection it would provide the most benefit for bicyclists in comparison to the other options. The three jurisdictions must determine if there is adequate time in the signal phasing to allow a dedicated bicycle and pedestrian phase.

For the Gate 6 Road improvements to occur, the City, County of Marin, and Caltrans must work together in developing the solution. However, if improvements are not possible at the Bridgeway and Gate 6 Road intersection, a bicycle signal is recommended for the Gate 5 Road intersection as shown in Figure 7-51. The Gate 6 Road intersection is preferable because bicyclists wishing to use the southbound bicycle lanes will either ride on the recommended path where there will be a slower design speed than the Bridgeway bicycle lanes or cross as they do under the existing conditions at Gate 6 Road.

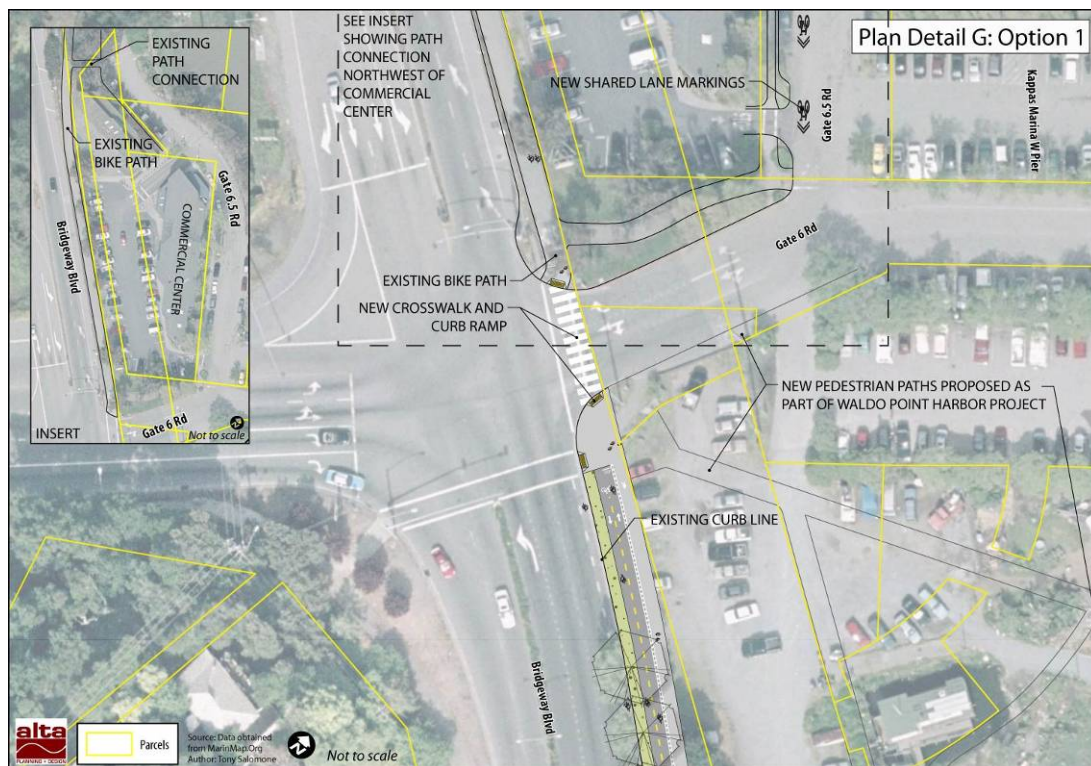


Figure 7-52 Gate 6 Road Intersection Improvement Option A
Gate 6 1/2 Road Connection

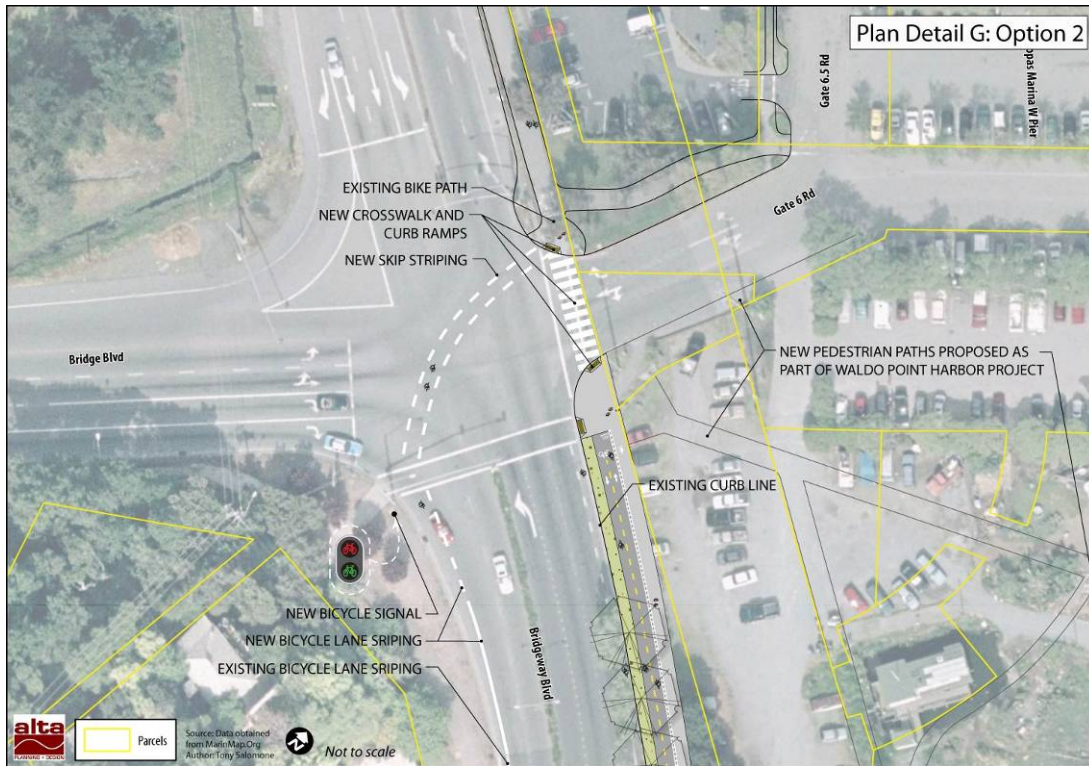


Figure 7-53 Gate 6 Road Intersection Improvement Option B Bike Signal

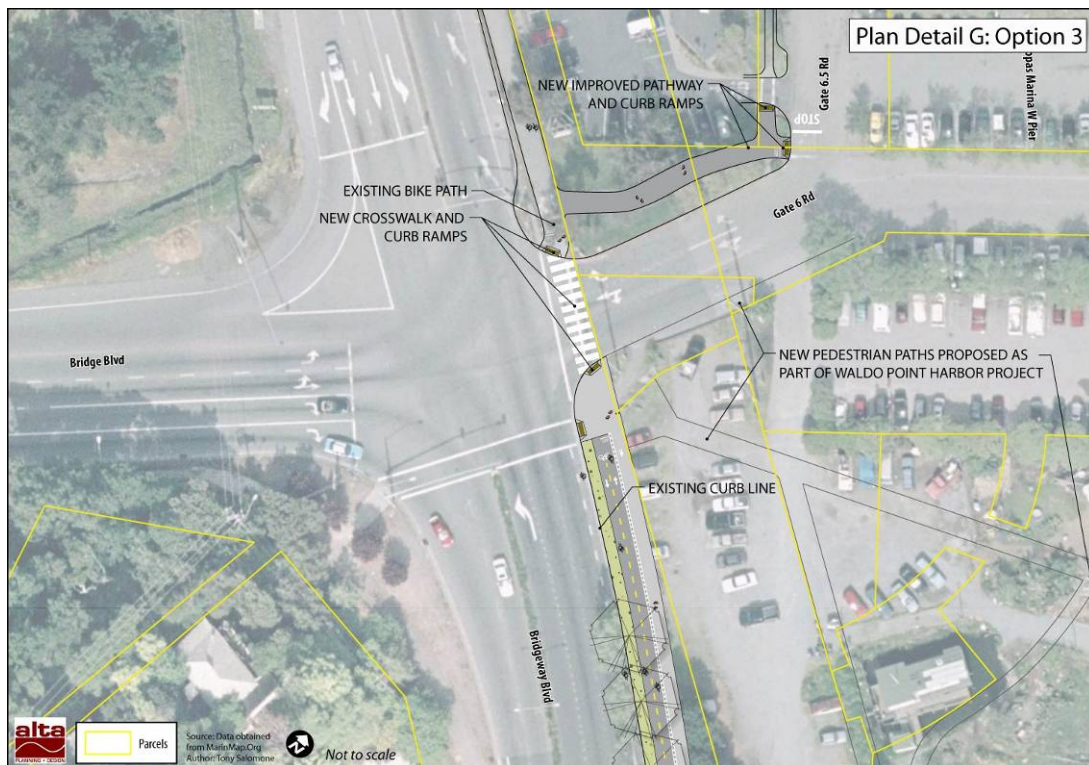


Figure 7-54 Gate 6 Road Intersection Improvement Option C Gate 6 Road Path Improvement

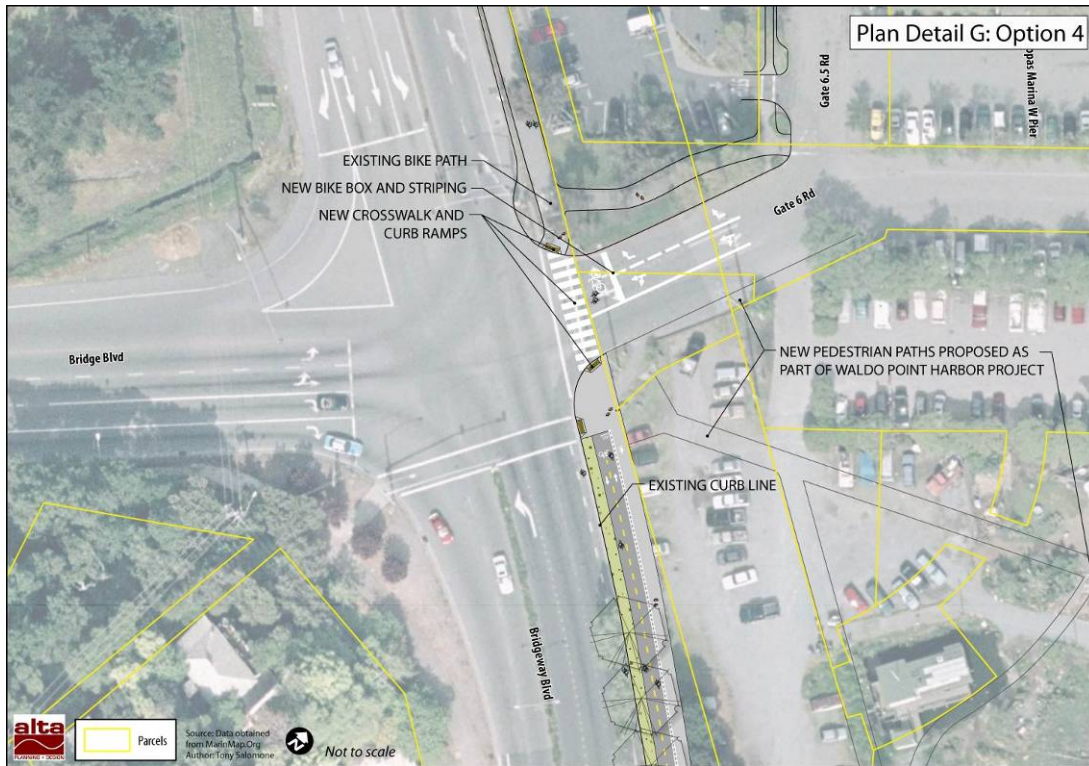


Figure 7-55 Gate 6 Road Intersection Improvement Option D Bike Box

7.8.3. Segment 6 Cost Estimate

Table 7-11 presents the cost estimate for the completion of Segment 6, from Harbor Drive to Gate 6 Road. The cost estimate includes all construction, landscaping, and lighting improvements as well as design and permitting. For the north section of this segment, the estimate assumes a bike signal as Figure 7-53 shows, at the Gate 6 Road intersection and not at the Gate 5 Road intersection.

Table 7-11 Segment 6 Cost Estimate

Item	Cost
Construction Subtotal	\$758,436
Landscaping & Lighting Subtotal	\$175,645
Design and Permitting (15%)	\$140,112
Contingency (20%)	\$186,816
Total Cost	\$1,261,000