

Chapter 3 The Transportation Vision

Each of the master plans and other local and regional programs outlined in Chapter 2 presents one element of a multi-modal future for Marin County. This chapter combines those studies and other ideas for an improved transportation system in Marin County and shows how mobility can be improved throughout the County.

This "transportation vision" is not constrained by existing transportation funding. In the final chapter of this plan, the costs and possible funding sources for making this vision a reality are considered. The purpose of *Moving Forward* is to act as a blueprint that will guide development of a detailed implementation or expenditure plan that establishes priorities against a framework of financial opportunities and constraints.

Using the goals and principles outlined in Chapter 2, this section outlines the transportation vision for the County. For purposes of analysis and presentation, the plan is described in the following sub-areas:

- Countywide Programs
- U.S. 101 Corridor
- North Marin
- Central Marin
- South Marin
- Ross Valley
- West Marin

COUNTYWIDE PROGRAMS

Some proposed projects or programs are not targeted at a specific area but are designed to be implemented countywide. These programs, many of which were described in Chapter 2, are essential for improving transportation in Marin County and include:

Improvements in all modes can be combined to optimize our overall transportation system.

The purpose of *Moving Forward* is to act as a blueprint that will guide development of a detailed implementation or expenditure plan.

- Transportation Demand Management Strategies
- Transportation Systems Management
- Safe Routes to Schools Program and other school initiatives
- Bicycle and Pedestrian Programs including:
 - Bicycle Parking
 - Maintenance and Development
 - Pathway Rehabilitation
 - Rural Road Improvement
 - Signing and Stenciling
- Land Use Strategies including:
 - Preserving and protecting open space
 - Smart Growth
- Paratransit
- Local Streets and Roads Rehabilitation and Maintenance

These countywide programs offer a number of critical strategies for reducing congestion. They are designed to enhance individual capital projects in specific areas of the County, ensuring that the greatest benefit is achieved from each capital investment. These programs benefit from several important implementation strategies including the following:

Targeting Transportation Demand Management Efforts to Employers Served by Increased Transit Service

Coordinating and timing Transportation Demand Management (TDM) strategies with transit improvements will enhance the effectiveness of both measures. TDM efforts to encourage the use of alternative modes can only be effective to the extent that alternatives exist. The local bus transit plan outlined a strategy for a coordinated transit-TDM effort. This strategy will ultimately improve the effectiveness of transit improvements, as well as TDM programs.

Focusing Bicycle/Pedestrian Improvements to Transit Hubs

Increased bicycle use and transit patronage can be synergistic. Bicycle parking, improved bicycle and pedestrian connections, and other programs will be focused on improving access to the expanded transit services envisioned in this document.

These implementation strategies increase the effectiveness of investments in individual modes.

Coordinating Bicycle and Pedestrian Planning with the Safe Routes to Schools Program

This has already proven to be a positive strategy in Marin County. As the Safe Routes to Schools Program expands, local and county bicycle and pedestrian planning needs to be integrated along with local roads and transit projects. Successful implementation of the Safe Routes to Schools Program requires coordination among local, county and school officials and effective engagement of the many stakeholders involved.

Combining Land Use Strategies with Transit Investments

Accommodating Marin's development needs in areas receiving major transit investments will increase the number of trips that can be made on transit and will improve the cost effectiveness of transit investments. This "smart growth" strategy is not designed to encourage development, but rather to focus development to appropriate locations.

Smart growth strategies include policies and incentives to discourage "sprawl" and instead concentrate mixed-use, higher intensity development in areas that can be more easily served by alternative modes, encouraging transit, bicycle and pedestrian travel. To further reduce auto impacts, smart growth developments include multiple uses, allowing people to walk to shopping, errands and other short trips, and to take transit for longer trips. More specifically, smart growth strategies may include financial incentives in the form of reduced development fees or grants, reduced parking requirements, density bonuses, minimum density requirements, or design requirements. Broader smart growth strategies may include coordinated land use planning between individual cities, Marin County and Sonoma County to ensure a comprehensive approach to the siting and design of new development.

The following sections summarize the transportation vision investments that are targeted to specific areas of the County.

Highway 101 is the transportation spine in most of Marin County. Freeway conditions affect local routes as well as freeway trips.

The vision for the Highway 101 Corridor is one of spot relief and increased options.

U.S. HIGHWAY 101 CORRIDOR

Geography, development and travel patterns make U.S. Highway 101 the transportation spine of Marin County. It is also one of the most congested highways in the region, with the commute between Novato and San Rafael on U.S. Highway 101 ranking eighth worst in the Bay Area (2001). Because there are few alternatives to the freeway for both trips within the County and trips to destinations outside of Marin County, it is a primary focus of transportation improvements. The Highway 101 corridor impacts all of the local roads connecting with the highway, as congestion on the highway often spills over onto local streets. For this reason, solving congestion problems on this major artery is critical to improved mobility throughout the County. *Moving Forward* proposes a series of improvements along the corridor that will greatly expand travel choices. These projects, shown on Figure 3-1, are primarily designed to enhance regional travel. More specific benefits to communities along the corridor are presented later in this chapter.

The projects slated to address longer distance travel on the U.S. Highway 101 Corridor are:

- Marin-Sonoma Narrows HOV Lanes
- SMART Commuter Rail
- Marin-Sonoma Express Bus
- Local Express Bus Routes
- North-South Bikeway
- New and Expanded Ferry Service

All of these projects combined outline a vision of choice and increased mobility in the U.S. 101 Corridor. Sonoma to Marin commutes and some North Marin to Central Marin commutes will be served by express buses, commuter rail and increases in carpools and vanpools. Travel at all times will be improved with the elimination of bottlenecks between Marin and Sonoma Counties, and multi-modal focused interchange improvements will help reduce congestion on both the highway and local roads. The North-South bikeway will serve as a recreational

jewel and commuter resource (especially in terms of access to buses and rail stations serving the corridor) that could greatly expand bicycle use. Improved bus pads will make Highway 101 transit services safer and more comfortable. These improvements are projected to remove nearly 3,400 vehicle trips off of U.S. Highway 101 during peak periods, the equivalent of adding the capacity of one and a half freeway lanes. In addition, nearly 500 person hours of delay may be eliminated as a result of decreased congestion on Highway 101 through the Narrows.

Implementation Challenges

The variety of services anticipated for the U.S. 101 Corridor present a number of implementation issues. Planned properly, these projects will enhance and complement each other. To maximize the benefits to all travelers, the following issues will require consideration as implementation moves forward.

Emphasizing Pedestrian Safety and Access to Highway 101 Bus Pads

Current and future express bus users must interface with Highway 101 bus pads which are not easy to access for pedestrians, park and riders, or bicyclists. In most cases, sidewalks, which are essential for safe access, are not provided in the area around bus pads. Making travel in the U.S. 101 Corridor more multi-modal requires improving these interfaces. These issues have been highlighted in each of the Master Plans. The implementation challenge is to prioritize bicycle and pedestrian safety and comfort, while reducing vehicle delay and increasing safety in highway projects.

Sharing Right-of-Way between SMART Rail and the North-South Bikeway

Both the commuter rail and North-South Bikeway projects are important parts of the overall vision for improving transportation for many Marin residents. Both projects generally follow the former Northwestern Pacific right-of-way. The need for setbacks between a bicycle path and a working railroad makes placement of the bikeway a particular challenge when integrating it with rail

service. SMART remains committed to identifying the routing for this critical bicycle and pedestrian link, which will be developed along with the rail service and will improve local communities' access to stations. Providing bicycle and pedestrian facilities at train stations and accommodating bikes on trains strengthens this implementation strategy. SMART is currently undertaking an environmental review process, and development of the North-South Bikeway in conjunction with the development of SMART is a priority.

Considering Express Bus Operations in the Marin-Sonoma Narrows Design

The *Express Bus Study* examined the use of HOV lanes completed with the Marin-Sonoma Narrows project. To maximize the use of express bus services, direct access should be provided for buses to enter and exit the HOV facility via special ramps connecting to park-and-ride lots. An implementation challenge for the Marin-Sonoma Narrows design team is to provide HOV facilities in a way that maximizes transit access.

Seamless Intermodal Connections

Rail, ferry, local bus and express bus connectivity is critical to maximize the use of alternative modes. As new transit hubs are developed, the need for closer coordination with rail and ferry facilities becomes even more critical. This implementation strategy should be considered in the evaluation of fixed facilities for any mode.

Implementing Express Bus and SMART Rail So That They Complement, Not Compete

The *Express Bus Study* and SMART Rail each intend to serve commuters in the Highway 101 corridor destined for employment sites in Marin and Sonoma Counties. Planned correctly, these services can serve different markets, rather than compete for the same one. The current Master Plans outline the opportunity for complementary services. Commuter rail will provide fast, traffic free service but will often require a shuttle transfer to connect riders with job sites away from the stations. The preferred strategy of the express buses is a network of routes which

directly link residential areas with Marin and Sonoma County employment sites that are not directly connected by rail. This will appeal to commuters for whom direct service patterns (and the avoidance of transfers) are paramount. Others will prefer the general appeal of rail service in its speed, frequency and simplicity of routes.

The implementation challenge is to develop these two systems in a way that increases overall use of transit in the corridor by complementary, rather than competitive, means.

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Marin-Sonoma Express Bus Origins in Sonoma County not shown:

- North Santa Rosa
- East Santa Rosa
- Rohnert Park
- Cotati
- Petaluma

Projects Not Shown:

- Paratransit programs
- Individual shuttle routes
- Safe Routes to Schools
- Additional bicycle/pedestrian enhancements
- Transportation Demand Management strategies

Note: Transit routes and specific project locations to be refined through environmental studies and local input.

SMART/ferry connection location to be determined.

Location to be determined.

SMART/ferry connection location to be determined.

Location to be determined.

Legend

Major Bicycle/ Pedestrian Projects	Modernized Bus Pads
Local Express Bus	Major Transit Centers
Marin-Sonoma Narrows	SMART Rail Station
SMART Rail Alignment	Intermodal Hub
SMART Ferry Connection Options	Bus Transfer Hub
Existing Ferry Service	Marin-Sonoma Express Bus Service Origin/Destination
Potential Ferry Service	Interchange Improvements



Figure 3-1: U.S. Highway 101 Transportation Vision

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NORTHERN MARIN

North Marin includes both residential areas and dense employment corridors. It is the part of the County most dependent on travel to/from Sonoma County to the north.

Figure 3-2 illustrates the projects that would benefit the communities of Northern Marin.

Transportation in 2020 in Northern Marin would be changed in a number of ways. Commuters to the area from the north would have four express bus routes serving the four primary employment areas of Northern Marin (the Fireman's Fund area north of downtown Novato at San Marin Drive, central Novato, Hamilton Field and the Bel Marin Keys employment area). Shuttles would connect these areas with other modes as well. Commuters leaving Northern Marin would have access to two commuter rail stations, express buses, and an express shuttle or rail connection to ferry service in Central Marin or Port Sonoma.

An important component of express bus service will be the construction of an HOV on-ramp along the Marin-Sonoma Narrows portion of U.S. 101 either at Atherton Avenue or Rowland Boulevard. This on-ramp will enable buses, carpools and vanpools to avoid backups and quickly access HOV lanes on U.S. 101 from local streets. The Marin-Sonoma Narrows project will also include construction of an additional Highway 101 interchange in the area between Atherton Avenue and the landfill. An exact location will be determined after further study.

All day local bus service running every 30 minutes will connect Novato with Marin County communities south to Sausalito. Southwest Novato, Hamilton, Ignacio and Black Point will each be served by new fixed route transit lines operating all day, every 30 minutes. The new routes will have timed transfers at a new primary transit junction in Northern Marin County.

Bicycle safety and access to new transit services will be improved with bike lanes in Novato, a gap closure project between Ignacio/Bel Marin Keys and Novato, and a new bike lane to help

Enhanced local and regional mobility is key in Northern Marin.

connect Ignacio, Hamilton and Marinwood. Bicycle/Pedestrian and Highway Interchange improvements at Atherton Avenue and Highway 101 will improve safety, relieve congestion and help connect communities east of the freeway with those west of Highway 101. Targeted bus and shuttle transit service will improve access to schools in Northern Marin and community service/shuttle routes will improve mobility for seniors and for local trips. The key implementation challenges for projects in this area are highlighted below:

- Coordinate the location of the SMART rail station in northern Novato with the planned Transit Center.
- Coordinate highway and bicycle/pedestrian improvements at the Atherton Avenue/San Marin Drive and U.S. 101 interchange without compromising the existing bus pad.
- Optimize the U.S. 101 Express Bus service originating in northern Novato and serving Southern Marin envisioned in both the Marin-Sonoma Express Bus Study and Marin Bus Transit Futures.
- Coordinate SMART Rail Plans with the Novato Connector Bikeway Gap Closure Project.
- Continue to serve the local transportation needs of Northern Marin residents, particularly seniors, with services such as the EZ Rider Shuttle.
- Coordinate shuttle services with other transit services, such as SMART Rail and the ferry.
- Provide a ferry connection from Port Sonoma to San Francisco in order to reduce the number of trips from Sonoma County and Northern Marin through Central and Southern Marin.

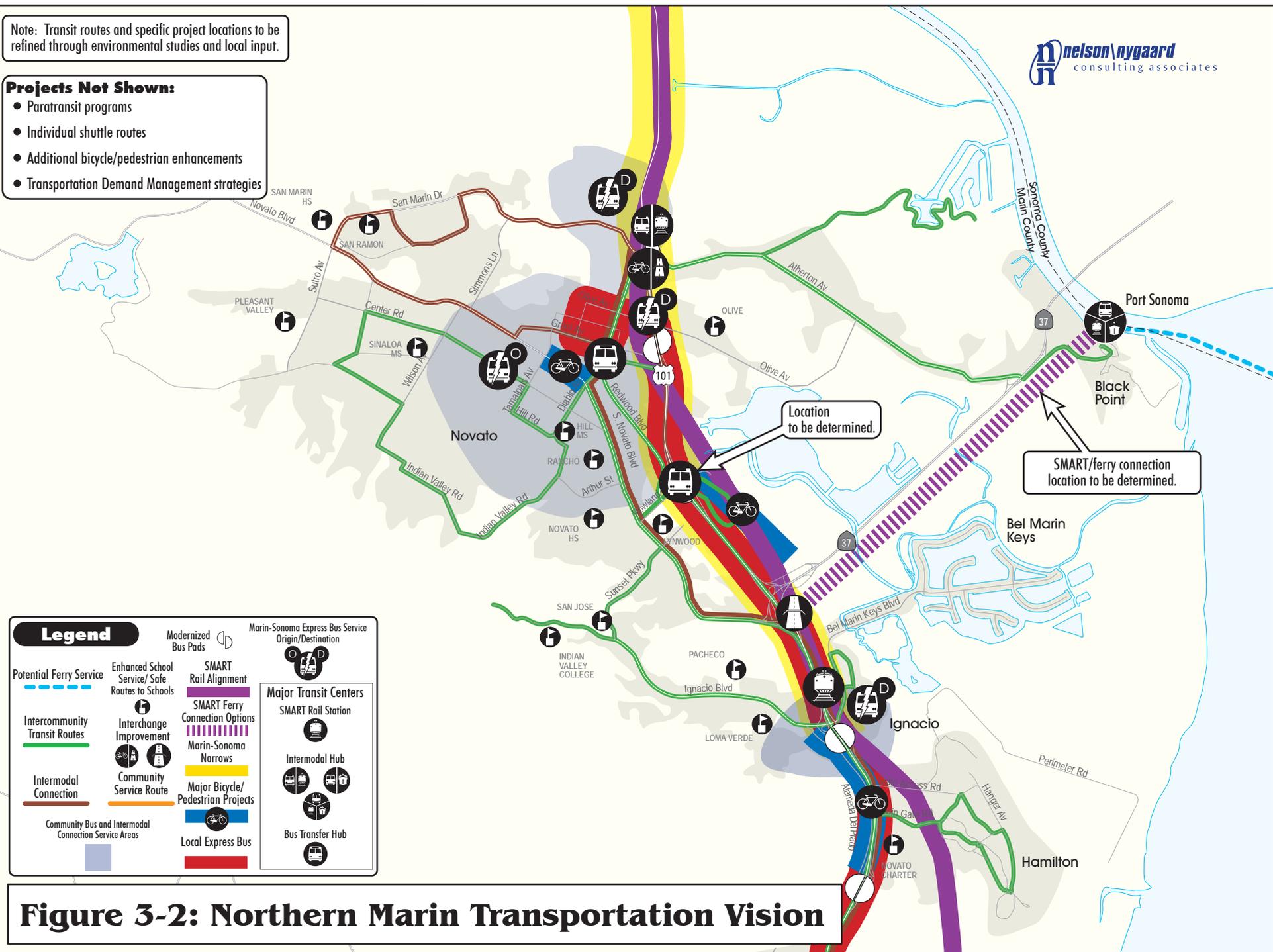
Note: Transit routes and specific project locations to be refined through environmental studies and local input.

Projects Not Shown:

- Paratransit programs
- Individual shuttle routes
- Additional bicycle/pedestrian enhancements
- Transportation Demand Management strategies

Legend		Modernized Bus Pads	Marin-Sonoma Express Bus Service Origin/Destination
Potential Ferry Service	Enhanced School Service/ Safe Routes to Schools	SMART Rail Alignment	SMART Ferry Connection Options
Intercommunity Transit Routes	Interchange Improvement	Marin-Sonoma Narrows	Major Bicycle/Pedestrian Projects
Intermodal Connection	Community Service Route	Major Bicycle/Pedestrian Projects	Local Express Bus
Community Bus and Intermodal Connection Service Areas		Major Transit Centers	
		SMART Rail Station	
		Intermodal Hub	
		Bus Transfer Hub	

Figure 3-2: Northern Marin Transportation Vision



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CENTRAL MARIN

The majority of Marin's residents and jobs are concentrated in Central Marin. Congestion is heavy not only because of locally generated trips, but also because Central Marin is the access point for transportation to and from West Marin and Ross Valley communities, as well as to the East Bay via the Richmond-San Rafael Bridge and to San Francisco via the Larkspur Ferry Terminal and Golden Gate Transit hub.

Figure 3-3 shows the projects that would benefit the communities of Central Marin.

Because Central Marin is home to the primary junction between east-west and north-south roadways in the County, key interchange improvements are a critical part of the transportation vision for this area. Sir Francis Drake Boulevard, which is the main arterial serving the Ross Valley and West Marin communities, intersects Highway 101 at the Greenbrae Interchange. Cross traffic to the Larkspur Ferry Terminal and the East Bay via I-580 also passes through this area, making the Greenbrae Interchange one of the most congested in the County. The Congestion Management Agency, Caltrans, and the cities of Larkspur and Corte Madera are working together to develop options for relieving this bottleneck. Improving the connection between westbound I-580 and southbound Highway 101 is also being studied as another means to keep highway traffic off of local streets. The county is currently working with Caltrans to develop a Project Study Report for this area as a first step in gauging federal and state support for a project to address this problematic connection.

As the center of residential and employment activity, Central Marin is expected to receive significant transportation investment that will improve mobility, choice, connectivity and safety. The activity center of the Terra Linda/North San Rafael area (including the Civic Center) will be served by a new commuter rail station and four express bus routes from Sonoma County. Similar service will be provided to the employment sites in and around downtown San Rafael. The San Rafael Transit Center will offer

**Central Marin
will benefit from
investments that
improve mobility,
choice, connectivity
and safety.**

connectivity with the proposed SMART rail station in downtown San Rafael. The transit center will be enhanced with advanced technology informing passengers of bus arrival times and other information. New bus transit routes will operate all day every 30 minutes, connecting:

- Mill Valley – San Rafael – Sausalito
- Greenbrae – Corte Madera – Strawberry – Marin City
- Two-way loop service for San Rafael – San Anselmo – Ross – Kentfield – Greenbrae – Larkspur – Canal
- Canal – San Rafael – Santa Venetia
- Canal – Northgate – Kaiser Hospital

New transit routes will run every hour between:

- Larkspur ferry terminal and Woodacre via Sir Francis Drake Boulevard
- Downtown San Rafael and Pt. Reyes Station

Four bicycle gap closure projects will connect Central Marin communities with convenient, safe bicycle/pedestrian routes:

- San Rafael – Larkspur gap closure
- Corte Madera – Larkspur gap closure
- Puerto Suello gap closure
- Mill Valley – Corte Madera gap closure

Bike safety will be improved and congestion reduced with improvements to the U.S. 101 Interchanges at Lucas Valley Road, Sir Francis Drake Boulevard, and Tamalpais /Paradise Drive. Numerous schools will be served with School Tripper buses, the School Pool ridesharing program and the Safe Routes to Schools program. Community bus and shuttle service routes will serve local travel primarily for seniors and youth in Terra Linda, Santa Venetia, Central San Rafael, Fairfax/San Anselmo, and Corte Madera.

The primary implementation challenges for Central Marin projects include:

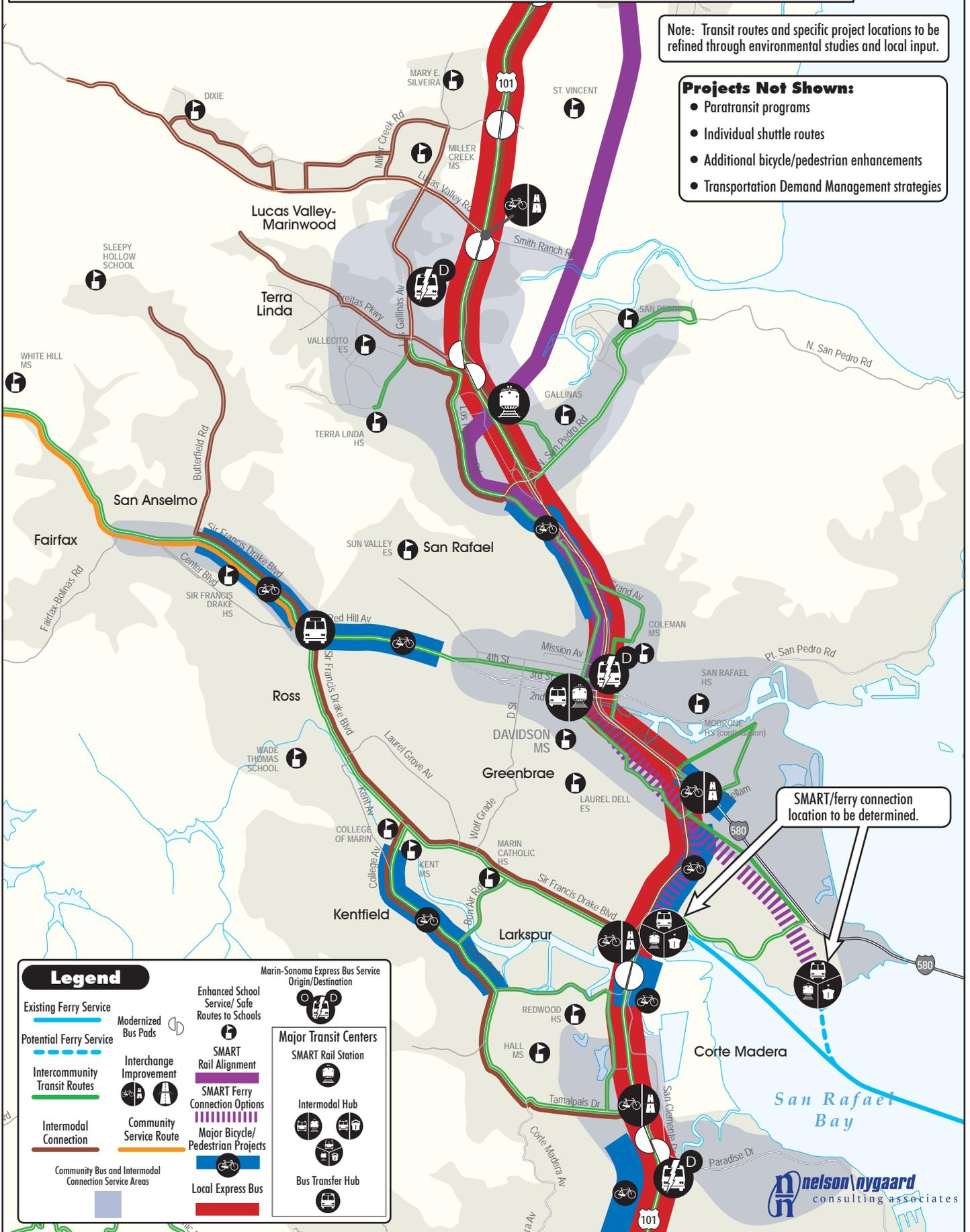
- Improving the Greenbrae Interchange (where Sir Francis Drake Boulevard intersects Highway 101) in order to relieve congestion on highways and local streets and roads.
- Identifying a site for rail/ferry connectivity, relieving demand for expanded auto access at Larkspur.
- Improving the connection between westbound I-580 to Highway 101 in order to reduce traffic on local streets, such as Sir Francis Drake Boulevard.
- Coordinating a number of bike/pedestrian safety projects, highway interchange projects and bus pad modernization projects which are co-located.
- Providing a clear pedestrian connection between the San Rafael bus plaza and the proposed downtown rail station which will depend heavily on transit access.
- Planning bike/pedestrian gap closure projects without compromising implementation of Commuter Rail on the former NWP right-of-way.

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Figure 3-3: Central Marin Transportation Vision

Note: Transit routes and specific project locations to be refined through environmental studies and local input.

- Projects Not Shown:**
- Paratransit programs
 - Individual shuttle routes
 - Additional bicycle/pedestrian enhancements
 - Transportation Demand Management strategies



Legend

Existing Ferry Service	Modernized Bus Pads	Enhanced School Service/ Safe Routes to Schools	Major Transit Centers
Potential Ferry Service	Interchange Improvement	SMART Rail Alignment	SMART Rail Station
Intercommunity Transit Routes	Community Service Route	SMART Ferry Connection Options	Intermodal Hub
Intermodal Connection	Local Express Bus	Major Bicycle/ Pedestrian Projects	Bus Transfer Hub
Community Bus and Intermodal Connection Service Areas			

Marin-Sonoma Express Bus Service Origin/Destination

SMART/ferry connection location to be determined.

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SOUTHERN MARIN

Southern Marin acts as a gateway to the North Bay from San Francisco and the Peninsula and is the primary access to many of Marin's recreational areas. It is more residential in nature than Northern and Central Marin with fewer concentrations of employment. Southern Marin residents are more likely to commute into San Francisco than are other residents of the County. They tend to be more impacted by conditions on the Golden Gate Bridge and by visitor travel, especially on weekends. Southern Marin also has one of the greatest income disparities among its residents – this subarea is home to some of the highest and lowest income households in the County.

Figure 3-4 illustrates the transportation improvements envisioned for Southern Marin. The local bus transit plan includes the development of a Southern Marin Transit Junction which will be a focus of new and better coordinated transit service. The three potential sites for this junction — Manzanita, Marin City and Strawberry — are still being studied. Once the junction site is selected, significant improvements to local services can be made for travel within the area and to destinations countywide. An intercommunity bus transit route will provide all day service from Sausalito to Novato. One leg will serve Mill Valley via Blithedale and Miller Avenue to the proposed Southern Marin Transit Junction. The other leg will serve the Southern Marin Transit Junction and then proceed to Sausalito. Another route will serve Marin City, eastern Mill Valley / Strawberry and then connect to Larkspur, Kentfield and Greenbrae. A less frequent route will connect the Southern Marin Transit Junction with Bolinas.

In addition to core bus transit service, express bus service will connect Sausalito with Novato. Local services will connect Southern Marin with the proposed SMART rail project as well as enhanced ferry connections in Larkspur. Community service routes, which could include local shuttles, will improve mobility for seniors, low-income households, and youth in the area. A number of schools in South Marin are slated for enhanced school service as well.

Connectivity between communities is critical to Southern Marin.

Both visitors to and residents of Southern Marin will benefit from various plans to improve access to parks and relieve related congestion.

The Bridgeway project will provide critical bike lanes from downtown Sausalito to the Gate 6 road intersection and connect with the Mill Valley-Sausalito Bike Path. Bicycle safety will be improved on Alexander Avenue from Sausalito to the Golden Gate Bridge, the most heavily used bicycle and pedestrian corridor in the county. Bicycle safety and congestion will be addressed with improvements at the Blithedale Avenue/Tiburon Boulevard/U.S. 101 Interchange. The Tennessee Valley Trail upgrade project will improve bicycle and pedestrian access to the trailhead at the end of Tennessee Valley Road from the Mill Valley-Sausalito Bike Path.

As the gateway to many of the recreational areas in Marin, Southern Marin will benefit from the various plans to improve access to parks and relieve related congestion. The Southern Marin Parklands Comprehensive Transportation Management Plan (CTMP) is a large-scale planning effort intended to quantify current and future demand for park visitation and to identify broader strategies for reducing the number of vehicles accessing the parklands along Shoreline Highway. The main strategy being studied is a satellite parking intercept facility, reservation, and shuttle bus system in the vicinity of the Manzanita Park-and-Ride Lot. The Tamalpais Transportation Improvements Project (TTI) is focused on two related construction projects designed to improve congestion, safety and circulation in, around and through the Tamalpais Valley, and provide alternative transportation access to the parklands.

Key implementation challenges include:

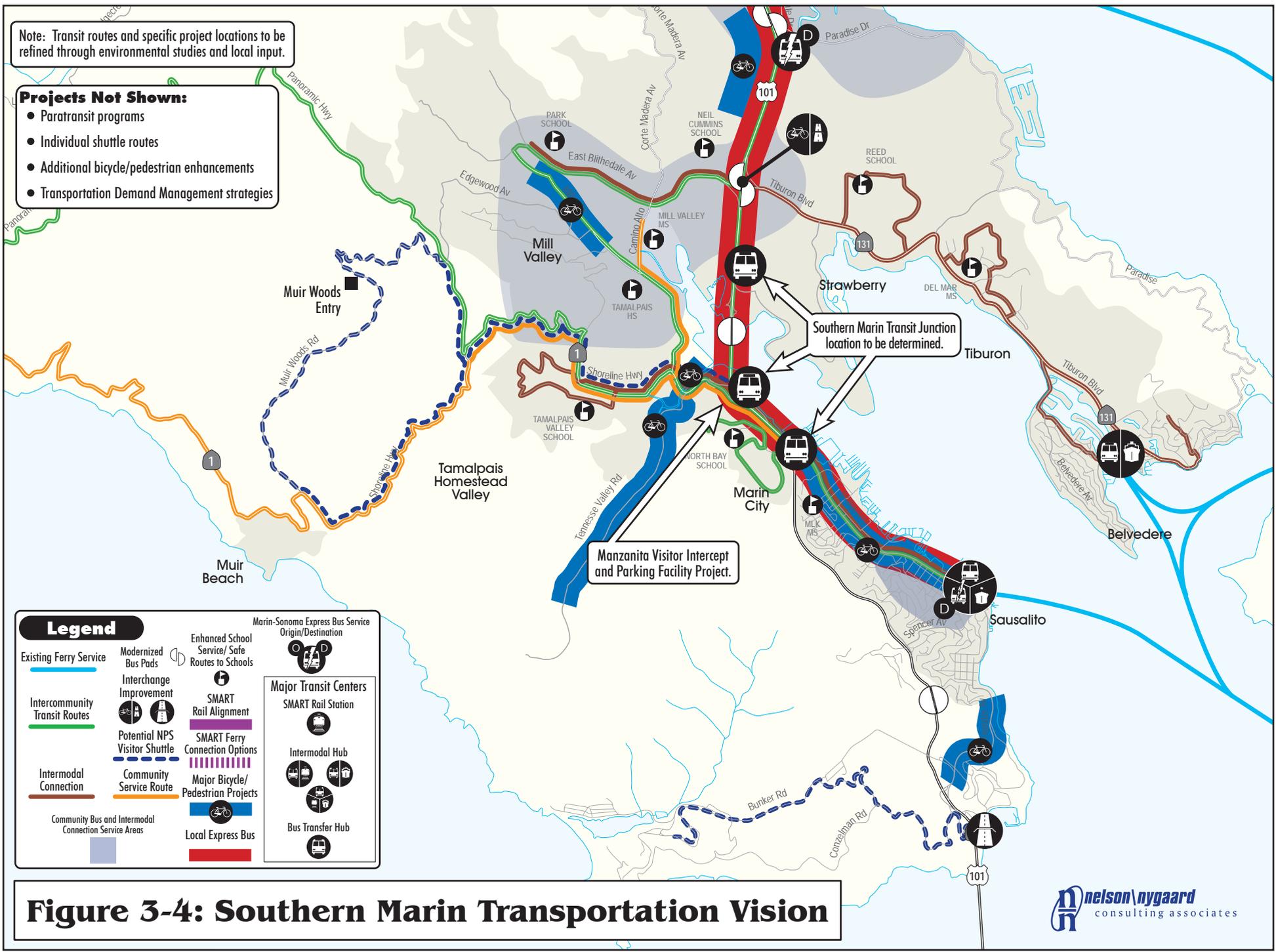
- Locating a new transit junction at either Manzanita, Marin City or Strawberry to best coordinate with new and existing transit routes and optimize bicycle and pedestrian access.
- Coordinating services controlled by the County with the Park Service plans for visitor shuttles and access enhancements.
- Integrating the Parklands Plans into countywide planning efforts.

- Meeting the transportation needs of local residents as well as the needs of different types of park and recreation area users.
- Serving the intracommunity transportation needs of Southern Marin residents through local shuttles.

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Note: Transit routes and specific project locations to be refined through environmental studies and local input.

- Projects Not Shown:**
- Paratransit programs
 - Individual shuttle routes
 - Additional bicycle/pedestrian enhancements
 - Transportation Demand Management strategies



Legend

Existing Ferry Service	Modernized Bus Pads	Enhanced School Service/Safe Routes to Schools	Marin-Sonoma Express Bus Service Origin/Destination
Intercommunity Transit Routes	Interchange Improvement	Potential NPS Visitor Shuttle	Major Transit Centers
Intermodal Connection	Community Service Route	Community Bus and Intermodal Connection Service Areas	SMART Rail Station
			Intermodal Hub
			Bus Transfer Hub
			Bus Hub
			SMART Rail Alignment
			SMART Ferry Connection Options
			Major Bicycle/Pedestrian Projects
			Local Express Bus

Figure 3-4: Southern Marin Transportation Vision

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ROSS VALLEY

Ross Valley extends from Fairfax east along Sir Francis Drake Boulevard to Greenbrae and Larkspur. As a link between West Marin and Central and Southern Marin, this area presents both opportunities and challenges for improved east-west connectivity for all modes of travel. Congestion on Sir Francis Drake Boulevard, which is the main east-west arterial serving the Ross Valley and on into West Marin, is this area's most critical transportation issue. Sir Francis Drake Boulevard is analogous to Highway 101 in that it is the transportation spine of the Ross Valley, and it is consequently the focus of transportation improvements in this area.

The projects described in this document are just the beginning of efforts to address mobility and safety on Sir Francis Drake Boulevard. Representatives from Ross Valley communities are convening to discuss comprehensive, intercommunity strategies and projects aimed at reducing congestion on this key arterial.

Figure 3-5 shows some of the services and improvements that have already been envisioned for Ross Valley. Primarily a residential area with neighborhood activity centers located in Fairfax and San Anselmo, Ross Valley has a significant number of school-age children. School Tripper shuttles and buses and the School Pool ridesharing program will work together with an enhanced Safe Routes to Schools program to reduce school-related traffic, a key component of congestion on Sir Francis Drake Boulevard. As outlined in *Marin Bus Transit Futures*, new intercommunity bus services will provide service with 30-minute frequencies between Fairfax and the Larkspur Ferry Terminal via Sir Francis Drake Boulevard. A bi-directional intercommunity bus service running on 30-minute intervals will connect San Anselmo, which is a secondary bus transit center, with locations in Central Marin. Primary east-west bus service will travel from the San Rafael Transit Center through San Anselmo and Fairfax on to Samuel P. Taylor State Park and Pt. Reyes Station.

Addressing congestion on Sir Francis Drake Boulevard is a key issue in Ross Valley.

Commuter-oriented minibuses with regularly scheduled stops will provide service to hillside areas. Route deviations will offer enhanced flexibility and access to lower density areas that do not support traditional transit service. An intercommunity shuttle service could provide a similar type of service during midday and weekends.

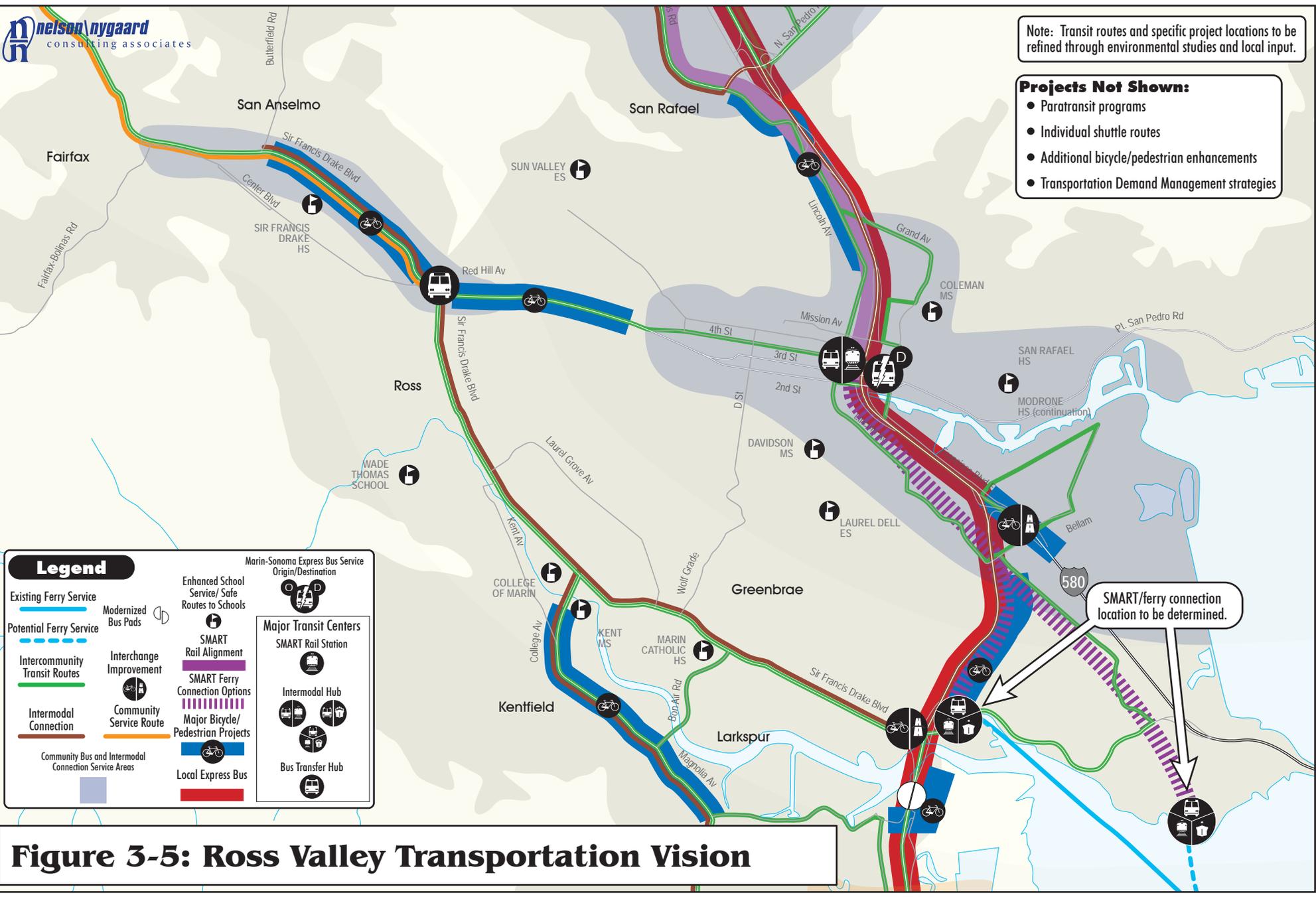
Bicycle and pedestrian projects in Ross Valley also are focused on enhancing east-west connections and intercommunity travel. The Sir Francis Drake Bicycle/Pedestrian Project, focused on the portion of Sir Francis Drake Boulevard through San Anselmo, includes safety improvements of key intersections and the development of a bike route on the north side of Sir Francis Drake, or on a parallel roadway, between the Hub and Butterfield Road. The connection between San Anselmo and San Rafael via Greenfield Avenue will be studied for potential safety improvements. These projects work in conjunction with bicycle and pedestrian gap closure and safety projects in West and Central Marin to create an East-West Bikeway through the County.

The transportation vision for Ross Valley provides an opportunity for improved east-west connectivity across the County, and for better connections, particularly for alternative travel modes, between communities in Ross Valley, Central, Southern and West Marin. There are several key implementation challenges, however, that will need to be addressed:

- Improving coordination between communities in Ross Valley so that individual transportation projects are complementary and work toward the same overall purpose.
- Addressing competing demands for travel on Sir Francis Drake Boulevard given the physical and topographic constraints in the area.
- Addressing the transportation needs of youth and seniors in innovative ways that best fit the characteristics of the Ross Valley community.
- Using fuel and size-appropriate transit vehicles suited to hilly terrain, narrower streets and lower densities.

Note: Transit routes and specific project locations to be refined through environmental studies and local input.

- Projects Not Shown:**
- Paratransit programs
 - Individual shuttle routes
 - Additional bicycle/pedestrian enhancements
 - Transportation Demand Management strategies



Legend

Existing Ferry Service	Modernized Bus Pads	Enhanced School Service/ Safe Routes to Schools	Marin-Sonoma Express Bus Service Origin/Destination
Potential Ferry Service	Interchange Improvement	SMART Rail Alignment	Major Transit Centers
Intercommunity Transit Routes	Community Service Route	SMART Ferry Connection Options	SMART Rail Station
Intermodal Connection	Community Bus and Intermodal Connection Service Areas	Major Bicycle/Pedestrian Projects	Intermodal Hub
		Local Express Bus	Bus Transfer Hub

SMART/ferry connection location to be determined.

Figure 3-5: Ross Valley Transportation Vision

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WEST MARIN

West Marin includes more than 50% of the County's land area but less than 5% of its population (12,000). However, the area is home to many major recreational destination with six parks and beaches of state or national significance.

Figure 3-6 shows services envisioned for West Marin. *Marin Bus Transit Futures* outlines two new routes with hourly service, offered seven days a week. One connecting Point Reyes Station and downtown San Rafael; the other linking Bolinas, Stinson Beach and the Southern Marin Transit Junction. Demand response bus routes would serve Inverness to Bolinas and Forest Knolls, San Geronimo and Woodacre.

The West Marin Stagecoach, a pilot transit project which has received funding for one year, was initiated in Spring 2002. This transportation vision would continue and expand existing shuttles to create an enhanced local network of services.

Bicycle and pedestrian projects in West Marin will help complete the East-West Bikeway across the County. The White's Hill Gap Closure bicycle and pedestrian project could entail reuse of a closed rail tunnel that would provide a level, direct connection between Fairfax and the San Geronimo Valley.

The primary implementation challenges in this section of the County are:

- Developing unique alternatives suited to the lower density activity in West Marin.
- Coordinating with existing and proposed visitor services anticipated on National Park lands.

West Marin will benefit from intercommunity bus and shuttle services, as well as from completion of the East-West Bikeway.

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Note: Transit routes and specific project locations to be refined through environmental studies and local input.

- Projects Not Shown:**
- Paratransit programs
 - Individual shuttle routes
 - Additional bicycle/pedestrian enhancements
 - Transportation Demand Management strategies



Legend

Major Bicycle/ Pedestrian Projects 	Intercommunity Transit Routes
NPS Visitor Shuttle 	Community Service Route
Enhanced School Service/ Safe Routes to Schools 	Route Deviation Service



Figure 3-6: West Marin Transportation Vision

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THE BENEFITS OF MOVING FORWARD

Moving Forward provides for an integrated multi-modal transportation system that reduces congestion by increasing transportation choices for all people in Marin County. Figure 3-7 summarizes many of the benefits by mode and by location in the County. The vision focuses on responding to today's travel demands.

- The improvements to the Highway 101 corridor allow commuters to choose from express buses, commuter rail, carpooling, bicycling, or expanded ferry service, each of which will benefit users and all travelers by relieving a congested freeway. These services will focus on both trips within the County and the vital exchange between Marin and Sonoma counties.
- Extensive new local bus and shuttle transit service will focus on trips that take place entirely within Marin, serving the dominant type of travel in the County and the type of trip which currently has the least viable alternatives to driving.
- Extensive community service bus or shuttle routes will provide for Marin's growing population of seniors as well as youth and other transit-dependent riders.
- New creative alternatives to standard "big bus" transit will ensure that this service is accessible to all.
- New and expanded ferry service will provide additional transit options for travel from the North Bay to San Francisco, providing additional congestion relief to the Highway 101 corridor.
- New train stations will serve as a focus for smart growth options and for the seamless coordination of modes.
- Completion of the HOV network will create the opportunity for high quality express bus service and an incentive for carpooling, providing a time advantage over driving alone.
- Transit will be easier to use thanks to new transit junctions with passenger amenities and renovated bus pads that are friendlier and safer to access.
- Bicycle use and walking will serve more trips, reducing pollution and congestion from vehicle trips and promot-

***Moving Forward
offers more choices
and less congestion.***

ing the physical health of the community as projects big and small make cycling or walking a convenient, safe, and easy option for both work and recreational trips.

- Paratransit services will improve mobility for elders and the disabled.
- Getting children to schools will generate less congestion, as walking, cycling, buses and carpools grow as viable options.
- Our local roadway network – the basic building block of our transportation network – will be enhanced and maintained throughout the County. Roads will serve a variety of users from local auto trips to bicyclists, pedestrians and transit users.

Realizing this vision will not be simple. How we get from here to there is discussed in our next chapter.

Figure 3-7 Highlights of Improvements from Moving Forward by Community

	Population	Local Transit	School Services	Regional Transit	Bicycle/Pedestrian	Auto
Belvedere	2,130	<ul style="list-style-type: none"> Late night subsidized taxi service Intermodal connection to Hwy 101/Tiburon Blvd. bus pads 	<ul style="list-style-type: none"> Safe Routes to Schools School Pools 	<ul style="list-style-type: none"> Ferry shuttle bus route at peak periods Expanded ferry service to San Francisco 	<ul style="list-style-type: none"> Safer connection west of 101 from Tiburon Interchange Project 	<ul style="list-style-type: none"> Congestion relief at Tiburon Blvd/101 Interchange Street repairs, drainage improvements, utility undergrounding, and pedestrian safety and accessibility improvements
Corte Madera	9,100	<ul style="list-style-type: none"> Intercommunity service linking Corte Madera and other communities in 101 corridor between Novato and Sausalito Intercommunity routes connecting to Greenbrae, San Rafael, Larkspur, Kentfield, Ross and San Anselmo Community service routes for seniors 	<ul style="list-style-type: none"> Safe Routes to Schools School Pools School Tripper buses and shuttles to middle and high schools 	<ul style="list-style-type: none"> Express bus service from Novato Modernized bus pad at Tamalpais Dr/ Paradise Dr and 101 	<ul style="list-style-type: none"> Improved safety at the Tamalpais Dr/101 Interchange Alto Tunnel Rehabilitation Central Marin Ferry Connection 	<ul style="list-style-type: none"> Congestion relief at Tamalpais Dr/Paradise Dr and Hwy 101 Interchange Street repairs, drainage improvements, bridge repairs, traffic safety improvements, utility undergrounding, and pedestrian safety and accessibility improvements
Fairfax	7,320	<ul style="list-style-type: none"> Intercommunity route linking Fairfax with communities along Sir Francis Drake Blvd corridor from Pt. Reyes Station to San Rafael Community service routes for seniors Late night subsidized taxi service 	<ul style="list-style-type: none"> Safe Routes to Schools School Pools School Tripper buses and shuttles to middle and high schools 	<ul style="list-style-type: none"> Ferry shuttle bus route at peak periods 	<ul style="list-style-type: none"> White's Hill Gap Closure connects Fairfax to Woodacre and West Marin 	<ul style="list-style-type: none"> Street repairs and maintenance, bridge repairs, traffic safety and pedestrian safety and accessibility Safety improvements and congestion relief measures along Sir Francis Drake Blvd will be further studied.
Larkspur	12,000	<ul style="list-style-type: none"> Intercommunity route connecting Larkspur with Greenbrae, Kentfield, Corte Madera and Mill Valley Two intercommunity routes connecting with Kentfield, Greenbrae, Ross, San Anselmo, and San Rafael Intercommunity route from ferry terminal serving communities along Sir Francis Drake Blvd to Woodacre 	<ul style="list-style-type: none"> Safe Routes to Schools School Pools School Tripper buses and shuttles to middle and high schools 	<ul style="list-style-type: none"> Commuter rail linked to final location of ferry terminal Expanded ferry service to San Francisco 	<ul style="list-style-type: none"> Gap closure between Larkspur and San Rafael Central Marin ferry connection CalPark Hill Tunnel and Bike/Ped Pathway High Canal (Sandra Marker) Pathway Safety improved at Sir Francis Drake Blvd/101 Interchange 	<ul style="list-style-type: none"> Congestion relief at Sir Francis Drake Blvd/101 Interchange Street repairs, drainage improvements, bridge repair, traffic safety improvements, utility undergrounding Improved connection from westbound I-580 to Hwy 101 will help reduce congestion on local roads
Mill Valley	13,600	<ul style="list-style-type: none"> Intercommunity service linking Mill Valley and other communities in 101 corridor between Novato and Sausalito Intercommunity route on Blithedale and Miller Avenue Late night subsidized taxi service Community service routes for seniors Intercommunity routes to West Marin 	<ul style="list-style-type: none"> Safe Routes to Schools School Pools School Tripper buses and shuttles to middle and high schools 	<ul style="list-style-type: none"> New Transit Junction with advanced technology (location TBD) Potential NPS visitor shuttle from Manzanita park-and-ride to Muir Beach Modernized bus pad at Tiburon Blvd/101 Interchange 	<ul style="list-style-type: none"> Improvements on Miller Avenue Flat, safe linkage to Corte Madera 	<ul style="list-style-type: none"> Congestion relief at Tiburon Blvd/101 Interchange Street repairs, slide prevention, storm drain repairs, utility improvements, traffic safety improvements
Novato	47,630	<ul style="list-style-type: none"> Intercommunity route serving area south of Novato Blvd connecting to Downtown Novato Intercommunity route connecting Novato east of 101 to Downtown Novato Intercommunity routes connecting Ignacio, Hamilton and the Bel Marin Keys employment area to the transit junction at Hwy 101 & Rowland Blvd. Late night subsidized taxi service Community service routes for seniors 	<ul style="list-style-type: none"> Safe Routes to Schools School Pools School Tripper buses and shuttles to middle and high schools 	<ul style="list-style-type: none"> Commuter rail stations at the Fireman's Fund Area and Bel Marin Keys employment area Employment areas further served by shuttles from junctions and rail stations New Transit Junction with advanced technology (location TBD) Express bus service to Novato employment areas from Sonoma Express Bus service to San Rafael/Corte Madera/ Sausalito New bus on-ramp at either Atherton Ave. or Rowland Blvd. Potential new ferry terminal at Port Sonoma and ferry/rail intermodal connection Modernized bus pads along Hwy 101 	<ul style="list-style-type: none"> Safety improved at San Marin Dr/Atherton Ave/101 Interchange Novato Connector Bikeway Project Alameda Del Prado bike lanes 	<ul style="list-style-type: none"> Marin-Sonoma Narrows will ease congestion on U.S. 101 and provide HOV lanes for carpools & buses Congestion relief at San Marin Dr/Atherton Ave 101 Interchange Street resurfacing and rehab, storm drain improvements, sidewalk improvements/access ramps, utility undergrounding As part of Marin-Sonoma Narrows, potential new interchange in the area between Atherton Ave and the landfill Interchange improvements at Hwy 101/Rte 37 New traveler information system along Rte 37
Ross	2,330	<ul style="list-style-type: none"> Intercommunity route along Sir Francis Drake Blvd connecting Ross to communities from Woodacre to the Larkspur ferry terminal Two intercommunity routes connecting with Kentfield, Larkspur, Greenbrae, San Anselmo, and San Rafael Late night subsidized taxi service 	<ul style="list-style-type: none"> Safe Routes To Schools School Pools School Tripper buses and shuttles to middle and high schools 	<ul style="list-style-type: none"> Ferry shuttle bus route at peak periods 	<ul style="list-style-type: none"> Sir Francis Drake Blvd bike/ped improvements 	<ul style="list-style-type: none"> Safety improvements and congestion relief measures along Sir Francis Drake Blvd will be studied further
San Anselmo	12,380	<ul style="list-style-type: none"> Intercommunity route along Sir Francis Drake Blvd connecting San Anselmo to communities from Woodacre to the Larkspur ferry terminal Two intercommunity routes connecting with Kentfield, Larkspur, Greenbrae, Ross, and San Rafael Late night subsidized taxi service Community service routes for seniors 	<ul style="list-style-type: none"> Safe Routes to Schools School Pools School Tripper buses and shuttles to middle and high schools 	<ul style="list-style-type: none"> Ferry shuttle bus route at peak periods 	<ul style="list-style-type: none"> Improvements to bike/ped circulation across and along Sir Francis Drake Blvd corridor Improved connection to San Rafael 	<ul style="list-style-type: none"> Various local roadway improvements throughout the town Safety improvements and congestion relief measures along Sir Francis Drake Blvd will be studied further

Note: Population figures from the 2000 U.S. Census

Figure 3-7 Highlights of Improvements from Moving Forward by Community (continued)

	Population	Local Transit	School Services	Regional Transit	Bicycle/Pedestrian	Auto
San Rafael	56,060	<ul style="list-style-type: none"> Six New Intercommunity Routes: <ul style="list-style-type: none"> Novato-Mill Valley-Sausalito (101 corridor) Canal-San Anselmo-Corte Madera-Larkspur Ferry (2 routes) Canal-Civic Center-Venetia Late night subsidized taxi service Canal-Northgate-Kaiser Downtown San Rafael-Pt. Reyes Station Late night subsidized taxi service Community service routes for seniors 	<ul style="list-style-type: none"> Safe Routes to Schools School Pools School Tripper buses and shuttles to middle and high schools 	<ul style="list-style-type: none"> Commuter rail stations at Civic Center and downtown Express bus service from North and East Santa Rosa, Rohnert Park, Cotati, Petaluma and Novato Employment areas further served by shuttles from junctions and rail stations Addition of advanced technology to San Rafael Transit Center 	<ul style="list-style-type: none"> Gap closure between San Rafael and Larkspur ferry terminal Ranchitos Rd. Class II Bikeway Gap closure between downtown and northern San Rafael Improved connection to San Anselmo Improved safety in the Bellam and Francisco corridors Safety improved at Lucas Valley Rd/101 Interchange Ravelitos Rd Class II Bikeway 	<ul style="list-style-type: none"> Congestion relief at I-580/101 Interchange Congestion relief at Lucas Valley Rd/101 Interchange Street repairs and improvement, drainage improvements, traffic safety and operational improvements, utility undergrounding, and pedestrian safety and accessibility improvements
Sausalito	7,330	<ul style="list-style-type: none"> Intercommunity service linking Sausalito to other communities in 101 corridor up to Novato Late night subsidized taxi service 	<ul style="list-style-type: none"> Safe Routes to Schools School Pools School Tripper buses and shuttles to middle and high schools 	<ul style="list-style-type: none"> Express bus service from Novato Expanded ferry service to San Francisco 	<ul style="list-style-type: none"> Bike lines on Bridgeway from downtown to Gate 6 Rd and connecting to the Mill Valley-Sausalito Bik Path Better connection from Alexander Ave to Golden Gate Bridge 	<ul style="list-style-type: none"> Interchange improvements at Alexander Avenue and U.S. 101 Street repair, traffic safety improvements, drainage improvements/flood control, bridge repairs, utility underground districts, and pedestrian safety/accessibility
Tiburon	8,670	<ul style="list-style-type: none"> Late night subsidized taxi service 	<ul style="list-style-type: none"> Safe Routes to Schools School Pools School Tripper buses and shuttles to middle and high schools 	<ul style="list-style-type: none"> Ferry shuttle bus route during peak periods Expanded ferry service to San Francisco 	<ul style="list-style-type: none"> Safer connection West of 101 from Tiburon Interchange Project 	<ul style="list-style-type: none"> Congestion relief at Tiburon Blvd/101 Interchange Street repairs, drainage improvements, traffic safety improvements, utility undergrounding, and pedestrian safety and accessibility improvements
Unincorporated Communities						
Northern Marin: Black Point	1,140	<ul style="list-style-type: none"> Intercommunity service connecting Southwest Novato, Hamilton, Iganacio and Black Point Late night subsidized taxi service Community service routes for seniors 	<ul style="list-style-type: none"> Safe Routes to Schools School Pools 	<ul style="list-style-type: none"> Potential new ferry terminal at Port Sonoma and ferry/rail intermodal connection 	<ul style="list-style-type: none"> Improved safety at the Atherton Ave/101 interchange 	<ul style="list-style-type: none"> Marin-Sonoma Narrows will ease congestion on U.S. 101 and provide HOV lanes for carpools and buses Congestion relief at San Marin Dr/Atherton Ave/101 Interchange Interchange improvements at Hwy. 101/Rte. 37 Interchange New traveler information system along Rte. 37
Central Marin: Lucas Valley-Marinwood Terra Linda	6,360	<ul style="list-style-type: none"> Intercommunity service connecting the San Rafael Transit Center to the Northgate Shopping Center and Kaiser Hospital Late night subsidized taxi service Community service routes for seniors 	<ul style="list-style-type: none"> Safe Routes to Schools School Tripper buses and shuttles to middle and high schools School Pools 	<ul style="list-style-type: none"> Ferry shuttle bus route at peak periods New commuter rail station serving the Terra Linda/ North San Rafael area Express bus from North and East Santa Rosa, Rohnert Park, Cotati, Petaluma and Novato 	<ul style="list-style-type: none"> Improved safety at the Lucas Valley Rd/101 interchange 	<ul style="list-style-type: none"> Repairs and improvements to major roadways
Southern Marin: Marin City Strawberry Tamalpais/Homestead Valley	15,990	<ul style="list-style-type: none"> Development of a Southern Marin Bus Transit Junction at either Marin City, Strawberry or Manzanita Intercommunity service between Greenbrae-Corte Madera-Strawberry-Marin City and between the new Southern Marin Bus Transit Junction and Bolinas Late night subsidized taxi service 	<ul style="list-style-type: none"> Safe Routes to Schools School Tripper buses and shuttles to middle and high schools School Pools 	<ul style="list-style-type: none"> Potential location of Southern Marin Transit Junction at Marin City, Strawberry or Manzanita Manzanita Park-and-Ride facility and potential NPS visitor shuttle to Muir Beach 	<ul style="list-style-type: none"> Tennessee Valley Trail Upgrade Project 	<ul style="list-style-type: none"> Repairs and improvements to major roadways Congestion relief at Tiburon Blvd/101 interchange Coyote Creek Bridge Replacement Project
Ross Valley: Kentfield Greenbrae	6,350	<ul style="list-style-type: none"> Intercommunity service between Greenbrae-Corte Madera-Strawberry Village-Marin City Intercommunity service between San Rafael, San Anselmo, Ross, Kentfield, Greenbrae, Larkspur, and Canal Late night subsidized taxi service 	<ul style="list-style-type: none"> Safe Routes to Schools School Tripper buses and shuttles to middle and high schools School Pools 	<ul style="list-style-type: none"> Ferry shuttle bus route at peak periods 	<ul style="list-style-type: none"> Improved safety at the Sir Francis Drake Blvd/101 interchange Extension of the Sandra Marker Pathway north with bike lanes along Magnolia Ave 	<ul style="list-style-type: none"> Improvements to the Sir Francis Drake Blvd/101 Interchange and the I-580/101 interchange will help relieve congestion on local streets and improve safety at these critical interchanges
West Marin: Muir Beach Stinson Beach Bolinas Woodacre San Geronimo Nicasio Forest Knolls Lagunitas Olema Pt. Reyes Station Inverness Park Inverness	12,000	<ul style="list-style-type: none"> Intercommunity service between Downtown San Rafael and Pt. Reyes Station and between Bolinas, Stinson Beach and the Southern Marin Transit Junction Continued intercommunity shuttle service (West Marin Stagecoach) Demand response service for Inverness, Pt. Reyes and the San Geronimo Valley 	<ul style="list-style-type: none"> Safe Routes to Schools School Pools 	<ul style="list-style-type: none"> Bus service between the Larkspur ferry terminal and Woodacre via Sir Francis Drake Blvd NPS visitor shuttle to Pt. Reyes National Seashore 	<ul style="list-style-type: none"> The White's Hill Gap Closure and Inkwells/Samuel P. Taylor Bike & Ped Path projects will help complete the County's East-West Bikeway 	<ul style="list-style-type: none"> Repairs and improvements to major roadways Safety improvements and congestion relief measures along Sir Francis Drake Blvd through Ross Valley will be further studied
Total Incorporated	178,550					
Unincorporated Areas	68,740					
Total Marin County	247,290					