



TRANSPORTATION AUTHORITY OF MARIN  
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MAY 16, 2023  
5:30 P.M.

TAM CONFERENCE ROOM  
900 FIFTH AVENUE, SUITE 100  
SAN RAFAEL, CALIFORNIA

*This meeting will be held in-person and via Zoom webinar.*

900 Fifth Avenue  
Suite 100  
San Rafael  
California 94901

Phone: 415-226-0815  
Fax: 415-226-0816

www.tam.ca.gov

Belvedere  
Nancy Kemnitzer

Corte Madera  
Pat Ravasio

Fairfax  
Chance Cutrano

Larkspur  
Kevin Carroll

Mill Valley  
Urban Carmel

Novato  
Rachel Farac

Ross  
P. Beach Kuhl

San Anselmo  
Brian Colbert

San Rafael  
Kate Colin

Sausalito  
Melissa Blaustein

Tiburon  
Alice Fredericks

County of Marin  
Mary Sackett  
Katie Rice  
Stephanie Moulton-Peters  
Dennis Rodoni  
Eric Lucan

**How to watch the live meeting using the Zoom link:**

<https://us02web.zoom.us/j/84696636973?pwd=Y3N4K3BtdkRuYnU5UUNQk8vWmJiUT09>

Webinar ID: 846 9663 6973  
Passcode: 325359

**Teleconference:** Members of the public wishing to participate via teleconference, can do so by dialing in to the following number at 5:30 PM on the day of the meeting: **+1 669 900 6833**; Access Code: 846 9663 6973; Passcode: 325359

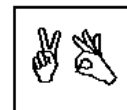
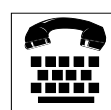
**How to provide public comment (limited to 3 minutes or less):**

**Before the meeting:** Please email your comment to [info@tam.ca.gov](mailto:info@tam.ca.gov), no later than 5:00 p.m. Monday, May 15, 2023, to facilitate timely distribution to Committee members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the Committee members and will be placed into the public record.

**During the meeting:** For members of the public participating in-person, the Committee Chair will recognize persons from the audience who wish to address the Committee during public open time or on a particular agenda item at the time that item is considered by the Committee.

If watching this meeting online, click the "raise hand" feature in the webinar controls. This will notify TAM staff that you would like to comment. If participating by phone, "raise hand" by pressing \*9 and wait to be called upon by the Chair or the Clerk. You will be asked to unmute your device when it is your turn to speak and your comments will become part of the public record.

Meeting-related comments may also be sent to [info@tam.ca.gov](mailto:info@tam.ca.gov), and will be read (up to 3-minute limit per comment) when the specific agenda item is considered by the Committee and will become part of the public record.



Late agenda material can be inspected in TAM's office between the hours of 9:00 a.m. and 5:00 p.m.  
The TAM Office is located at 900 Fifth Avenue, Suite, 100, San Rafael.

The meeting facilities are accessible to persons with disabilities. Requests for special accommodations (assisted listening device, sign language interpreters, etc.) should be directed to Jennifer Doucette, 415-226-0820 or email: [jdoucette@tam.ca.gov](mailto:jdoucette@tam.ca.gov) no later than 5 days before the meeting date.

## **AGENDA**

1. Call Meeting to Order
2. Committee Member Comments
3. TAM Updates
4. Open Time for Public Expression
5. Adoption of Minutes from August 29, 2022 (Action)
6. North-South Greenway & Cross Marin Bikeway Status Report (Discussion)
7. US 101 Interchange Study (Discussion)
8. Adjournment

\* Additional materials will be presented at the meeting



MEETING OF THE  
TRANSPORTATION AUTHORITY OF MARIN  
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)

AUGUST 29, 2022  
5:30 PM

Virtual Meeting

**MEETING MINUTES**

Members Present: Ben Berto, Chair  
Chris Blunk  
Don Magdanz  
Kristin Drumm  
Mark Birnbaum, Vice-Chair  
Mike Howe

Members Absent: Cheryl Longinotti

Staff: Bill Whitney, Principal Project Delivery Manager  
David Chan, Director of Programming & Legislation  
Jennifer Doucette, Executive Assistant/Clerk of the Board  
Molly Graham, Public Outreach Coordinator  
Scott McDonald, Senior Transportation Planner

**1. Introductions**

The meeting was called to order at 5:34 p.m. Vice-Chair Birnbaum welcomed everyone to the meeting and asked Executive Assistant/Clerk of the Board Jennifer Doucette to conduct a roll call to ensure a quorum. A quorum of the Committee was confirmed and detailed information about how the public may participate was provided.

**2. Committee Member Comments**

None.

**3. Open Time for Public Expressions**

Vice-Chair Birnbaum asked if any members of the public wished to speak or had submitted a comment by e-mail.

WTB-TAM representative Matthew Hartzell expressed his support for the southern segment of North-South Greenway Gap Closure Project, located along the historical Northwestern Pacific railroad right of way.

Larkspur resident Kevin Carroll expressed concern about the level of communication to local residents regarding current and future bicycle and pedestrian improvements. Mr. Carroll encouraged an increase in public outreach from the City of Larkspur and other jurisdictions.

Greenbrae resident Jean Severinghaus thanked TAM for the completion of the Corte Madera Creek Overcrossing and expressed her support for the southern segment of North-South Greenway Gap Closure Project. Ms. Severinghaus also encouraged more public outreach to the local community.

WTB-TAM representative Patrick Seidler thanked TAM for the ongoing sustainable mobility work, including the Corte Madera Creek Overcrossing; and also expressed his support for the southern segment of North-South Greenway Gap Closure Project along the railroad right of way.

#### **4. Adoption of Minutes from April 13, 2022 (Action)**

Vice-Chair Birnbaum asked if any members of the public wished to speak or had submitted a comment by e-mail, and hearing none, he asked for a motion.

Member Howe moved to approve the Minutes of the April 13, 2022 meeting, which was seconded by Member Blunk. A roll call vote was conducted, and the motion passed unanimously.

#### **5. Local Road Safety Plan Update (Discussion)**

Mr. McDonald introduced TAM Principal Project Delivery Manager Bill Whitney to present this item for discussion, which included background on Vision Zero; Marin crash data; and current road safety efforts.

Mr. Whitney also provided local planning information, including the Systemic Safety Analysis Report (SSAR), which was used to obtain funding to improve 59 intersections throughout the County. Mr. Whitney further reported on state and federal funding opportunities, including Safe Streets & Roads for All (SS4A). Lastly, Mr. Whitney provided an overview of Marin's local road safety plan and next steps.

Member Howe expressed the need for increased education and awareness surrounding the dangers of driving under the influence. Mr. Whitney explained that a multi-disciplinary group will be formed to implement components of the local road safety plan, including education and outreach.

Chair Berto expressed his concern with the increased usage of e-bikes by inexperienced riders and encouraged additional education and outreach to address safety concerns. Mr. Whitney explained that both the Street Smarts and Safe Routes to Schools programs provide education, including bike rodeos.

Vice-Chair Birnbaum asked if any members of the public wished to speak or had submitted a comment by e-mail.

In response to Ms. Severinghaus, Mr. Whitney indicated that some jurisdictions may be applying for the SS4A program; and explained that the SSAR should allow TAM to apply for grant funding. Ms. Severinghaus also expressed concern about the impact of larger vehicles on bicyclist and pedestrian safety.

San Anselmo resident Dave Troup commented on a recent study that used California Highway Patrol crash data to rank intersections in the County and inquired if that study would influence efforts to increase bicycle safety.

#### **6. One Bay Area Grant Cycle 3 Project Nominations (Action)**

*Member Blunk recused himself from this item.*

Mr. McDonald introduced TAM Director of Programming & Legislation David Chan to present this item, which recommends that the Bicycle Pedestrian Advisory Committee (BPAC) reviews applications received and provides feedback on staff preliminary recommendations for ranking/funding projects for the One Bay Area Grant Program Cycle 3 (OBAG 3) funds.



Mr. Chan provided background for the OBAG 3 program; sponsor requirements; policies and nomination targets; call for projects; application evaluation process; a tentative schedule/timeline; and a preliminary staff recommendation list.

Vice-Chair Birnbaum expressed his support of prioritizing near-term projects that benefit the most users, including the Second and Fourth Street Intersection Improvements and the SMART Pathway-Great Redwood Trail-Novato project.

In response to Chair Berto, Mr. Chan explained that TAM provided feedback on the selection process to the Metropolitan Transportation Commission (MTC) and that 7 out of 12 criteria are required by MTC, including prioritization of projects within a PDA and Equity Priority Communities (EPC). Mr. Chan also explained that all of the sponsors are subject to the local road safety plan and have met those requirements.

In response to Member Howe, Mr. Chan explained that no proposals were submitted by the County of Marin for OBAG 3; and that TAM has received grant funding to complete the Local Road Safety Plan. Member Howe expressed the need to provide road safety improvements in West Marin to accommodate an increase of users resulting from additional housing.

In response to Member Drumm, Mr. Chan explained that the funding for the Transit Corridor Improvements was split into both PDA and non-PDA categories due to the various locations within the project scope. Mr. Chan also explained that the California Transportation Commission (CTC) will release the staff recommendations for Active Transportation Program (ATP) projects in October 2022. Mr. Chan further explained that TAM has requested that MTC provide contingency awards to lower-ranked projects if higher-ranked projects received ATP funding.

Member Drumm expressed her support for the SMART Pathway-Great Redwood Trail-Novato project.

Chair Berto commented that the PDA studies are not specifically oriented towards bicycle and pedestrian planning; and inquired if Marin Transit's (MT) Transit Corridor Improvements project would include real-time Global Positioning System (GPS) technology.

Marin Transit Director of Finance & Capital Programs Lauren Gradia explained that the bus fleet is currently GPS enabled and may be tracked on the MT website, as well as high priority bus stops. Ms. Gradia further explained that the Transit Corridor Improvements project would increase the number of bus stop locations that have real-time information capability.

San Rafael Community Development Director Ali Giudice explained that both the Canal Area and Northgate Area PDA studies will provide a broad evaluation of the PDA, including opportunities for bicycle and pedestrian connections to transit.

Mr. Chan explained that TAM is also tracking regional programs as a funding source for the PDA studies.

Member Magdanz commented that it would be helpful to categorize projects by type (e.g., bike/ped, transit); and expressed his support for the percentage of projects on the recommendation list that are related to bicycle and pedestrian improvements.

Vice-Chair Birnbaum asked if any members of the public wished to speak or had submitted a comment by e-mail.

Mr. Hartzell expressed his support for the Second and Fourth Street Intersection Improvements in San Rafael, the Bridgeway Bike Lane Project - Princess Street to Richardson in Sausalito, and the Paradise Drive project in Corte Madera.

Ms. Severinghaus expressed her overall support for the preliminary staff recommendation list; and inquired if the Second and Fourth Street Intersection Improvements would be eligible for a higher rank if the San Rafael/Canal Active Transportation Improvements receives ATP funding. Ms. Severinghaus also expressed her support for the SMART Pathway-Great Redwood Trail project in Novato; and inquired if it was possible to assign a higher weight to construction ready projects.

Mr. Chan explained that a shovel-ready criterion was not included in the guidelines provided by MTC.

Mill Valley Director of Public Works Andrew Poster explained that the Pedestrian Gap Closure Project is scalable and inquired if the funding amounts recommended for the PDA studies could be allocated to non-PDA projects.

Marin County Bicycle Coalition Executive Director Tarrell Kullaway expressed her support of the Bridgeway Bike Lane Project - Princess Street to Richardson in Sausalito and the SMART Pathway-Great Redwood Trail project in Novato.

Mr. Seidler expressed his support of projects that focus on bicycle and pedestrian improvements, with strong support for the SMART Pathway-Great Redwood Trail project in Novato; and inquired about reallocating funds to non-PDA projects.

Ms. Severinghaus commented that there may be other funding sources for the Green Facility Improvements projects.

Chair Berto expressed his support of projects that focus on bicycle and pedestrian improvements, including a higher ranking for the SMART Pathway-Great Redwood Trail project in Novato; and recommended a lower ranking for the PDA study projects in San Rafael.

Mr. Chan explained that removal of funding for the PDA study would elevate the Paradise Drive project in Corte Madera.

Ms. Giudice explained that the PDA boundary areas were nominated in part to create bicycle and pedestrian connections that will be incorporated into housing solutions near transit. Ms. Giudice also explained that any city, town or county may nominate certain areas as PDAs to improve funding opportunities.

Member Magdanz commented that funds could be reallocated to partially fund more projects.

Mr. Chan explained that MTC requires projects to be submitted in a ranking system of TAM's choice.

Chair Berto expressed his support for partially reallocating funds to include more projects.

In response to Chair Berto, Ms. Giudice clarified that the City of San Rafael will be providing the required local funding match for the estimated total project cost.

Mr. Chan further explained that TAM staff will continue to seek additional funding sources for lower ranked projects.

Chair Berto inquired if reduced funding for the PDA studies would result in adequate funding for a portion of the City of Mill Valley's Pedestrian Gap Closure Project.

Mr. Poster explained that the minimum amount of funding required would be approximately \$503,000 for the Hilarita Avenue Eastside component of the project and that the City of Mill Valley is prepared to provide the required local funding match.

Chair Berto made a motion to support staff recommendation with the revision of reducing the two PDA Study requests by \$250,000 each in order to support a portion of the Mill Valley project with the difference of \$500,000; including the Mill Valley project in the list of recommended projects; and lowering the PDA Study requests to the bottom of the recommended projects list, which was seconded by Member Howe. A roll call vote was conducted, and the motion passed unanimously.

## **7. Adjournment**

The meeting was adjourned at 7:31 p.m.

DRAFT

THIS PAGE LEFT BLANK INTENTIONALLY



**DATE:** May 16, 2023

**TO:** Transportation Authority of Marin  
Bicycle/Pedestrian Advisory Committee

**FROM:** Anne Richman, Executive Director  
Scott McDonald, Principal Transportation Planner

**SUBJECT:** North-South Greenway & Cross Marin Bikeway Status Report (Discussion), Agenda Item No. 6

---

## **RECOMMENDATION**

This item is for discussion only.

## **BACKGROUND**

Based on TAM Board direction, TAM staff is working with consulting firms TYLin and Sam Schwartz to develop a status report that will illustrate the progress of the North-South Greenway (NSGW) and Cross-Marin Bikeway (CMB), two primary bicycle/pedestrian corridors in Marin County running north-south and east-west, respectively. Over the years, TAM and other agencies have contributed significant resources to plan, fund, and deliver infrastructure improvements at various locations throughout these corridors. While major milestones have been celebrated in recent years, such as the completion of the Central Marin Ferry Connector Bridge across Sir Francis Drake Boulevard and the NSGW Project Over Corte Madera Creek, there are still major gaps within the two corridors. The progress made over the years to complete these two corridors and the status of the remaining gaps are highlighted in the attached report (Attachment A).

## **DISCUSSION**

To develop a common understanding of the two corridors, which have not been formally adopted by local agencies, and to shed light on the status of remaining gaps, the attached report (Attachment A) contains information gathered over the past several months from local agencies within the corridors, which have been closely collaborating with TAM staff to ascertain work completed, currently being done or planned for the future. Based on the information gathered from the agencies, along the NSGW, the report identifies that 63% of the corridor has been completed, while 37% of the corridor remains incomplete. Along the CMB, it was identified that 81% has been completed, while 19% remains incomplete.

The report summarizes the incomplete segments along the two corridors, describes work being done to close these gaps, and identifies short-term alternative routes (when available). Note that for some gaps, clearly defined gap closure projects have either been planned or are underway. For these locations, details related to costs and schedules are provided. In other cases, addressing gaps may require further study to determine next steps. For these locations, more limited information has been provided to TAM staff for inclusion in the report. Finally, please note that the report does not identify or develop new pedestrian/bicycle connections or project scopes as this was not the intent of the study.

## **NEXT STEPS**

Following the TAM BPAC presentation, TAM staff will evaluate any necessary edits upon additional review by local agencies before presenting a revised draft for the TAM Board in the coming months. Once completed, the report should inform next steps and opportunities, while in many cases more advanced planning will be necessary to identify specific improvements or projects to address remaining gaps.

## **ATTACHMENTS**

Attachment A – DRAFT North-South Greenway (NSGW) & Cross Marin Bikeway (CMB) Status Report  
Attachment B – PPT Presentation

# North-South Greenway & Cross Marin Bikeway Status Report

Transportation Authority of Marin

Draft Report  
May 9, 2023



# Acknowledgements

The completion of this status report would not have been feasible without the collaboration of the jurisdictions that are connected by the North-South Greenway and Cross Marin Bikeway. As such, we would like to thank the towns of Corte Madera, Fairfax, Larkspur, Mill Valley, Novato, San Anselmo, San Rafael, and Sausalito for the involvement of their staff in this project. Additionally, we would like to thank the County of Marin and SMART for their helpful contributions.

Finally, we would like to express our sincere gratitude to WTB-TAM, MCBC, and TAM's Bicycle & Pedestrian Advisory Committee (BPAC) for meeting with us and sharing their extensive knowledge of the two corridors and future projects that will help close the remaining gaps.





# Table of Contents

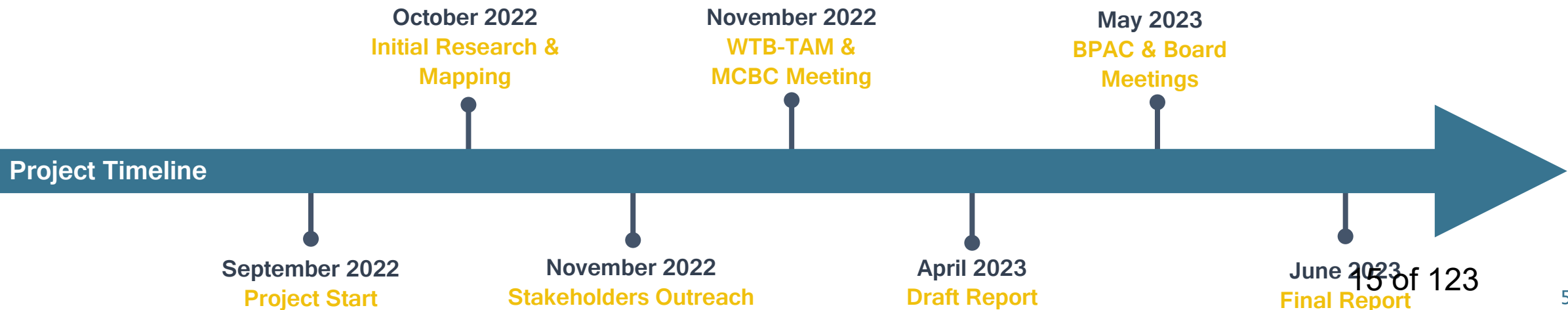
- 1** Introduction
- 2** Corridor Quick Facts
- 3** North-South Greenway Status Report
- 4** Cross Marin Bikeway Status Report
- 5** Conclusion

# 1. Introduction.

# About the Project

This status report identifies the remaining gaps in the North-South Greenway (NSGW) and Cross Marin Bikeway (CMB) corridors. These corridors are integral to Marin County's local transportation system, along with routes such as Bay Trail, Hwy 101, and North-South Bikeway. Their completion will therefore mark a major milestone in the region's push towards creating an extensive active transportation network. While the report identifies several planned improvements to completed segments along the corridors, the main goal of this research effort was to identify any incomplete segments, discuss their status, and identify potential short-term alternative routes. This effort was not intended to identify or develop new pedestrian/bicycle connections that were not part of the original vision for the NSGW and CMB corridors. However, potential extensions of the corridors are discussed in this report.

The project team, composed of staff from TAM and Sam Schwartz, investigated online resources, maps, and project reports to compile a comprehensive list of incomplete segments along the two corridors. Relevant agency and local partners were contacted for input and verification, and through a robust coordination effort, the team was able to summarize the status of the corridors, as presented in the maps and summary tables included in this report.





# Corridor Highlights

Closing the gaps for the NSGW and CMB corridors is an on-going effort, and a lot of progress has been made over the past few years, thanks to the dedication and hard work of public agencies, local jurisdictions, pedestrian & bicycle advocates, and residents. Federal and local grant programs, such as the federal Non-motorized Transportation Pilot Program (NTPP) and the One Bay Area Grant program (OBAG), have also played a crucial role in helping multi-modal transportation options in Marin County.

The **Non-motorized Transportation Pilot Program** was a federal initiative that provided approximately \$25 million each to four communities selected at a national level (Columbia, MO; Marin County, CA; Minneapolis area, MN; Sheboygan County, WI) between 2006 and 2010 to increase levels of walking and cycling.

Local agencies and organizations are determined to make Marin County accessible, connected, and safe for pedestrians and cyclists. The next few pages highlight some key projects that have recently transformed the NSGW and CMB. Note that the corridor highlights showcase a small sample of completed segments along the corridors.



# Corridor Highlights

## Cal Park Hill Tunnel



Originally built in 1884, the recently reconfigured Cal Park Hill Tunnel offers a “climb-free” experience for bicyclists and pedestrians between Larkspur and San Rafael. The 1.1-mile-long Class I multi-use pathway is an important part of the **North-South Greenway** and connects directly to the Central Marin Ferry Connection project.

Completed: 2010

## Andersen Drive to Rice Drive Path



The Class I multi-use pathway was built within SMART’s right-of-way and runs parallel to the train tracks from Andersen Drive to Rice Drive. The half-mile-long segment helped close an important gap in the **NSGW**, connecting the recent Cal Park Hill Tunnel to Downtown San Rafael.

Completed: 2019



# Corridor Highlights

## Central Marin Ferry Connector Bridge



The recently constructed bridge provides a safe and direct connection across Sir Francis Drake Boulevard for pedestrians and cyclists traveling from San Rafael through the Cal Park Hill Tunnel, to the Larkspur Ferry Terminal, and the Corte Madera Creek path. The Class I multi-use pathway closes a critical gap in the **NSGW** network and supports efforts to promote multi-modal transportation options, increase mobility, and promote active lifestyles.

**Completed: 2016**

## Corte Madera Creek Crossing



The Corte Madera Creek Crossing, also referred to as the Northern Segment of the **North-South Greenway Gap Closure Project**, replaced the existing narrow sidewalk within Caltrans right-of-way along the US 101 northbound off-ramp with a wider Class I multi-use pathway. The new bridge connects the Central Marin Ferry Connector Bridge to Old Redwood Highway. The pathway will extend to the south to the Greenbrae Pedestrian Overcrossing, in the future.

**Completed: 2022**

# Corridor Highlights

## Puerto Suello Hill Pathway



The Class I multi-use pathway was built west of Highway 101, between Mission Avenue in Downtown San Rafael and Merrydale Avenue, as part of the **NSGW**. The 1.2-mile-long segment connects to the North-South Bikeway via Lincoln Avenue and Los Ranchitos Road.

**Completed: 2010**

## Third Street Improvement Project



Source: [www.cityofsanrafael.org](http://www.cityofsanrafael.org)

The Third Street Improvement Project will improve traffic flow and improve bicycle & pedestrian safety along Third Street in Downtown San Rafael. Set to finish construction in Fall of 2023, the project will close one of the final five remaining gaps in the **CMB** by creating a Class IV bikeway from Miramar Avenue to Marquard Avenue.

**In-progress**



# Corridor Highlights

## Center Boulevard Bicycle Lane



Center Boulevard is an important east-west route that connects San Anselmo to Fairfax and functions as a parallel commute route to Sir Francis Drake. The Class II bike lanes were part of a project that resurfaced and restriped the road to improve safety, just after the publication of the **CMB** Feasibility Study.

Completed: 2009

## Rowland Boulevard Improvement Project



The project added a Class I pathway along the southern segment of Rowland Boulevard as well as new trees, enhanced crosswalks, and replaced sections of damaged pavement. Its completion marks a significant gap closure for the **NSGW** and will be part of the continuous pathway that is planned from Hanna Ranch Road to Rowland Way Bridge.

Completed: 2023



# Bicycle Facility Terminology

In the following pages, four different types of bicycle facilities are mentioned to describe the existing and planned routes along the NSGW and CMB corridors. The terminology presented below is widely accepted in the active transportation community. The characteristics of the four bikeway classes are described below.



## Class I Multi-Use Path

Class I bikeways are off-street pathways accessible to non-motorized users, including cyclists, pedestrians, skateboarders, roller-skaters, e-scooters, and certain types of e-bikes. They typically offer opportunities not provided by the roadway system.



## Class III Bike Route

Class III bikeways are shared lanes used by cyclists and motorists, typically considered on low speed/low volume roadways. They are indicated with signs and/or pavement markings. Traffic calming measures can transform a Bike Route into a Bike Boulevard.



## Class II Bike Lane

Class II bikeways are on-street facilities, typically striped adjacent to vehicular traffic travelling in the same direction using white paint. They are intended to improve safety by clearly designating the right-of-way assigned to cyclists and motorists.



## Class IV Separated Bikeway

Class IV bikeways are one-way or two-way on-street facilities that are reserved for exclusive use of bicycles and physically separated from vehicles. Typical physical separation include concrete curbs, on-street parking, landscaping, and painted buffers and bollards.

## 2. Corridor Quick Facts.



# Corridor Quick Facts

## North-South Greenway

Starting in Sausalito and extending north to the county line, Marin's **North-South Greenway** has been primarily developed along and within the Northwestern Pacific railroad right-of-way for the past 30 years. Envisioned by local stakeholders and active transportation advocates as a continuous bicycle and pedestrian pathway connecting communities along the US 101 corridor, more than half of the completed sections of the greenway are accessible to all active transportation users (Class I pathway), while other sections have been developed as dedicated bicycle facilities due to spatial or other conditions (Class II, Class III or Class IV). As shown in this report, several improvements that will help increase accessibility along the corridor are currently being considered or planned.

**From 1994 (when the first feasibility study was published) to today, immense progress has been made and closing the remaining gaps identified in this report is the final hurdle to completing this historic corridor.**

Multiple sections of the NSGW are identified as Route 5 in the Countywide Bicycle Route System and signed as such in the field. More information about Marin's bicycle wayfinding system can be found on MCBC's website (link provided at the end of this report).

 **63%**  **37%**  
**COMPLETE vs INCOMPLETE**

 **CLASS I**  **65%**

 **CLASS II**  **24%**

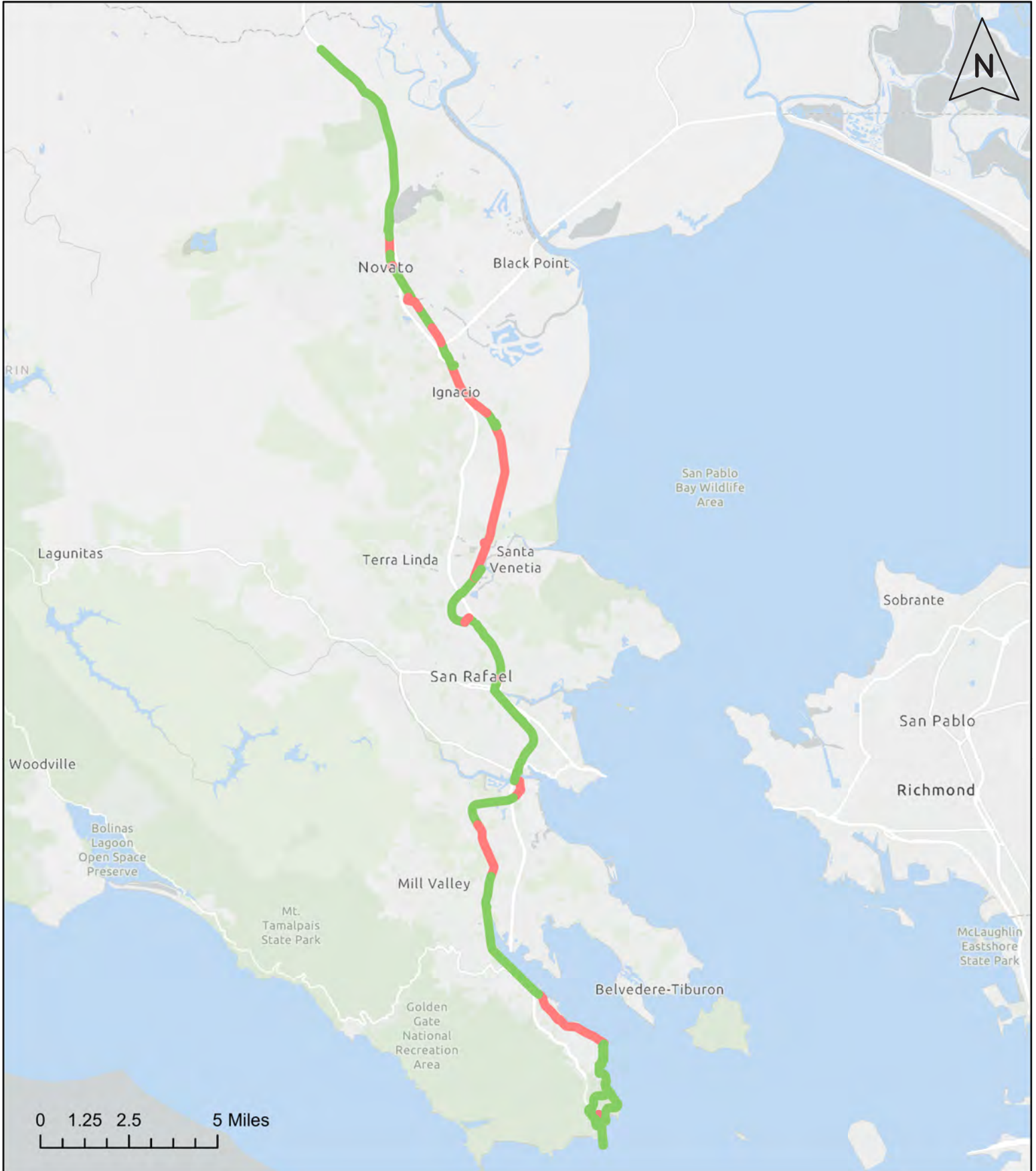
 **CLASS III**  **21%**

 **CLASS IV**  **1%**

 **12 GAPS**

**7 CURRENT ALIGNMENTS** 

# North-South Greenway Corridor Status



Legend :

**Complete**

**Gap**



# Corridor Quick Facts

## Great Redwood Trail

Most of the NSGW (the SMART corridor section) forms the southern portion of the **Great Redwood Trail**, a 316-mile planned trail that runs from Humboldt County to the north to the San Francisco Bay to the south. Connecting the counties of Humboldt, Trinity, Mendocino, Sonoma, and Marin, the trail is envisioned as “a transformational economic engine” that will encourage “healthy recreation for all in the North Coast region,” as stated on the project’s website. A master planning effort is currently underway to define a vision for the trail, engage the public, and identify projects and priorities. In Sonoma and Marin counties, the Great Redwood Trail is coming to life through the completion of a network of Class I pathways currently being built by SMART within and along the railroad right-of-way.

**Closing the gaps in the NSGW will support the overall completion of the Great Redwood Trail, the NSGW being the southern-most section of the envisioned multi-use trail.**





# Corridor Quick Facts

## Cross Marin Bikeway

The **Cross Marin Bikeway** is an east-west bikeway that aims to provide a safe and continuous bicycle connection between eastern and western Marin County. The idea of a connected east-west network of bicycle facilities connecting downtown San Rafael to San Anselmo, Fairfax, and the Cross Marin Trail was mentioned as early as 1974 in the *Marin County Bike Plan*. More recently, the core section of the corridor (from downtown San Rafael to Fairfax) was comprehensively studied by Fairfax in the *2010 Fairfax to San Rafael Cross Marin Bikeway Feasibility Study* and by San Rafael in the *2018 San Rafael Bicycle & Pedestrian Master Plan*. Unlike the NSGW, the CMB has not been envisioned as a continuous multi-use pathway from the beginning. Although some sections of the corridor, such as the Cross Marin Trail and Mahon Creek path, are accessible to both pedestrians and cyclists, most completed sections were designed as bicycle connections.

**As shown in this report, several projects are currently being considered or planned to help improve accessibility and close the remaining gaps along the CMB.**

Multiple sections of the CMB are identified as Route 20, 22, or 24 in the Countywide Bicycle Route System and signed as such in the field. More information about Marin's bicycle wayfinding system can be found on MCBC's website (link provided at the end of this report).

 **81%**  **19%**  
**COMPLETE vs INCOMPLETE**

 **CLASS I**  **21%**

 **CLASS II**  **47%**

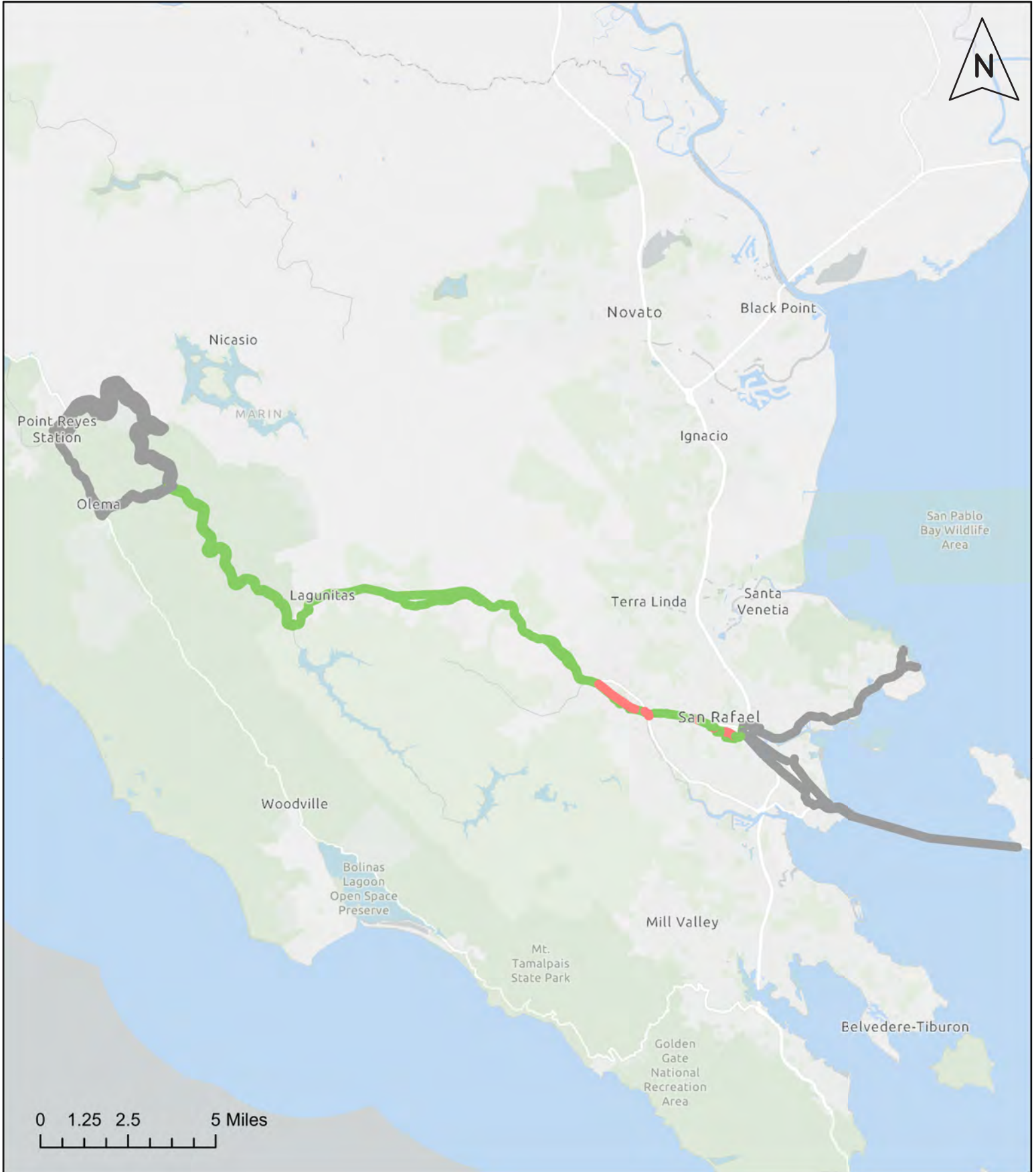
 **CLASS III**  **29%**

 **CLASS IV**  **2%**

 **5 GAPS**

**2 CURRENT ALIGNMENTS** 

# Cross Marin Bikeway Corridor Status



Legend :

**Complete**

**Potential Corridor Extension**

**Gap**

# 3. Status Report.

## North-South Greenway



# Status Report

## Important Considerations

This status report identifies relevant information such as completed segments, remaining gaps, future projects, and potential extensions along the NSGW and CMB corridors. The maps and tables included in the report do not imply any priority in the gap closure projects, potential improvements, or potential corridor extensions listed in the following pages.

In this report:

- **Gap** was used to identify sections of the NSGW or CMB with no available pedestrian and/or bicycle facilities along the envisioned corridors. Near-term and long-term gap options to improve conditions where gaps were identified may be shown on the maps. However, this report makes no formal recommendations for future project development.
- For several of these gaps, existing or planned facilities were identified as **current alignments** while the two corridors are being finalized.
- **Potential improvements to completed section** was used to identify future facility upgrades that are currently being studied or planned along existing segments of the NSGW or CMB (e.g., Class II bikeway being planned where a Class III is in place). These locations are not identified as gaps; however, a dotted line is shown alongside or near the existing facility in those cases.
- Ideas for new facilities and recommendations regarding existing sections that might benefit from modernization or maintenance within their existing classification (i.e., green paint, restriping, etc.) were not part of the scope of this project.

Most of the gaps and projects identified in this report will require engineering studies and other analyses to confirm the feasibility of the proposed improvements and their cost and to satisfy environmental review requirements.

The following maps were created using a Geographical Information System (GIS) software. While GIS is a powerful tool to map, manage, and analyze transportation networks and data, it presents some limitations in terms of visualization. The roadway network and bikeway facilities shown in the following maps are a simplified version of their actual geometries.

# Status Report

## Map Call-Out Legend

**GAP X : Identifies current gaps.**

**Identifies the current alignment(s) in lieu of the gap.**

**POTENTIAL IMPROVEMENT TO COMPLETED SECTION**

Identifies projects being considered by local jurisdictions to improve existing segments.

Additional relevant information is provided when appropriate in white text boxes.

# Status Report

## North-South Greenway

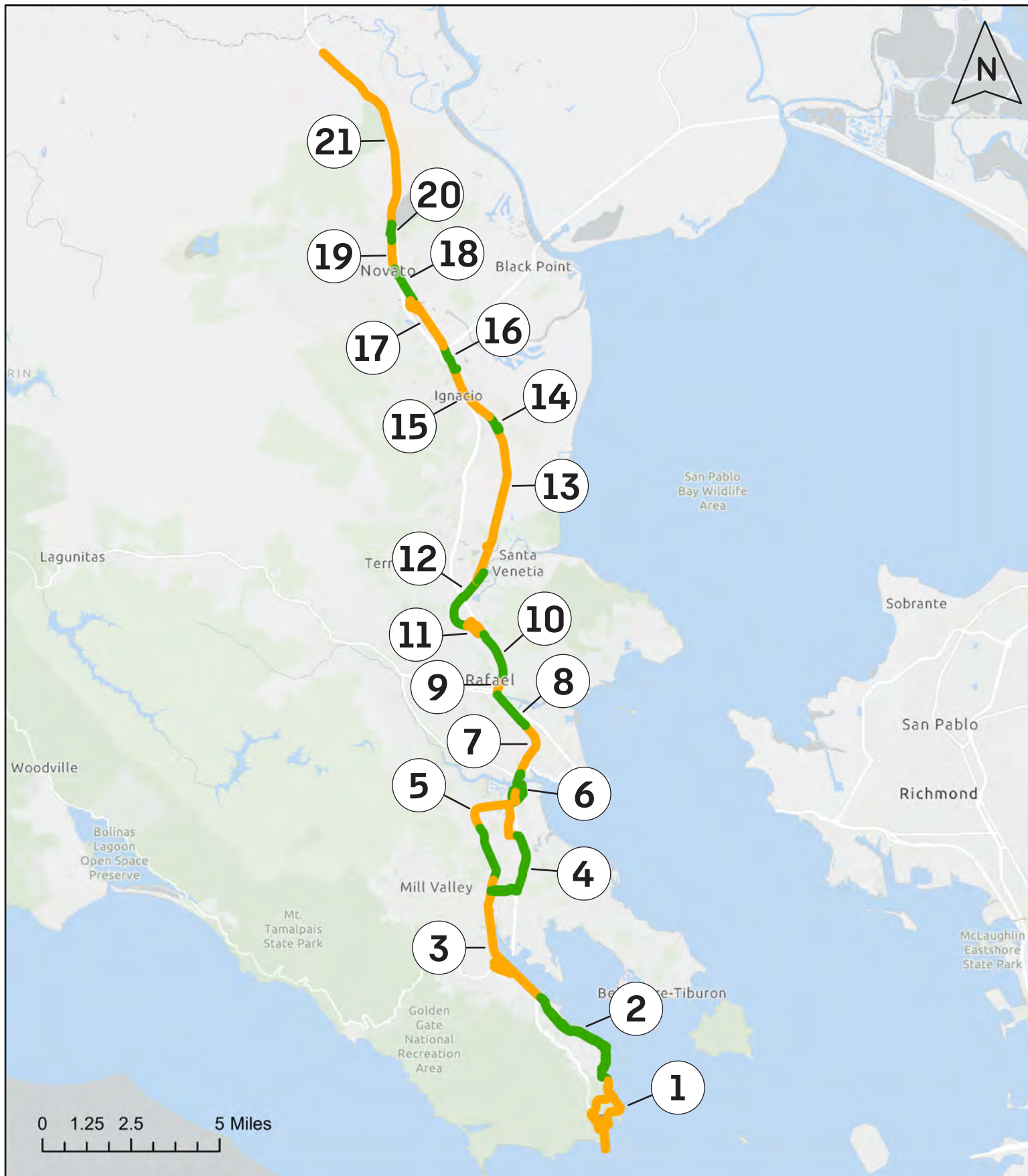
The following maps present the current status of the different segments that compose the **North-South Greenway** corridor from Sausalito to Sonoma County, as confirmed by the local jurisdictions. The maps distinguish between existing and proposed bikeway facilities, as well as their typology (Class I, II, III, or IV bikeway facilities). Remaining gaps, current alignments, and potential improvements to existing sections of the corridor are also highlighted on the maps. The gap summary tables complete the maps by compiling relevant information about the remaining gaps and potential solutions to close them. Information about potential cost associated with the gap closure projects was mentioned in the summary tables when available from previous feasibility studies. When this information was not available, the gap closure projects were ranked from \$ to \$\$\$\$ based on their size and complexity (planning level review of the projects).

Segment	Jurisdiction(s)	Gap?	If Yes, Gap Number
1	National Parks Service	Yes	Gap 1
2	Sausalito	Yes	Gap 2
3	Mill Valley, Corte Madera	No	
4	Mill Valley, Corte Madera	Yes	Gap 3
5	Corte Madera	No	
6	Corte Madera, Larkspur	Yes	Gap 4
7	Larkspur, San Rafael	No	
8	San Rafael	No	
9	San Rafael	Yes	Gap 5
10	San Rafael	No	

11	San Rafael	Yes	Gap 6
12	San Rafael	No	
13	San Rafael, Novato	Yes	Gap 7
14	Novato	No	
15	Novato	Yes	Gap 8
16	Novato	No	
17	Novato	Yes	Gaps 9 & 10
18	Novato	Yes	Gap 11
19	Novato	Yes	Gap 12
20	Novato	No	
21	Novato	No	



# North-South Greenway Segment Locations

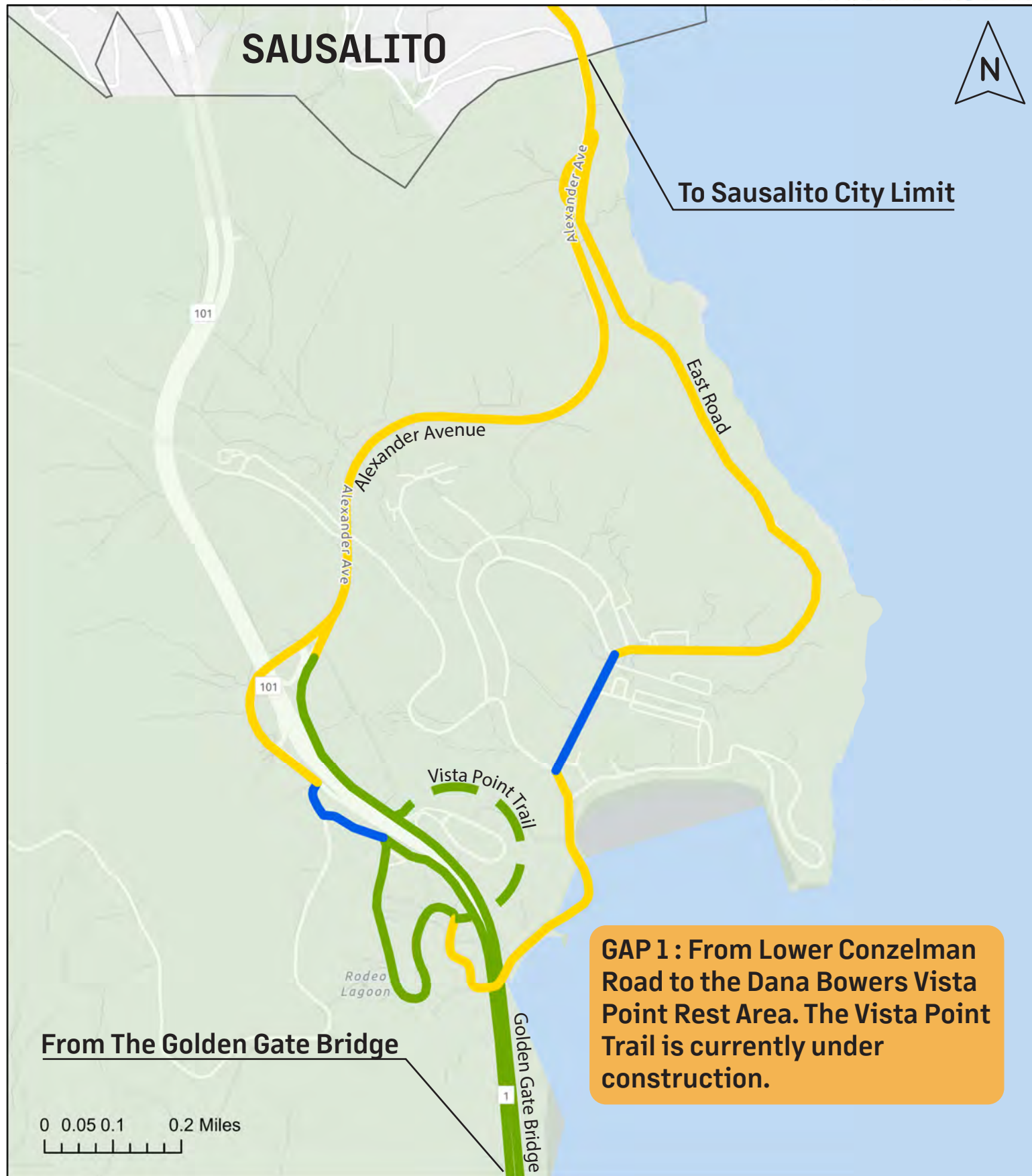


**Legend :**

- Odd Segments
- Even Segments



# North-South Greenway Segment 1



Class I Existing / Planned



Class II Existing / Planned



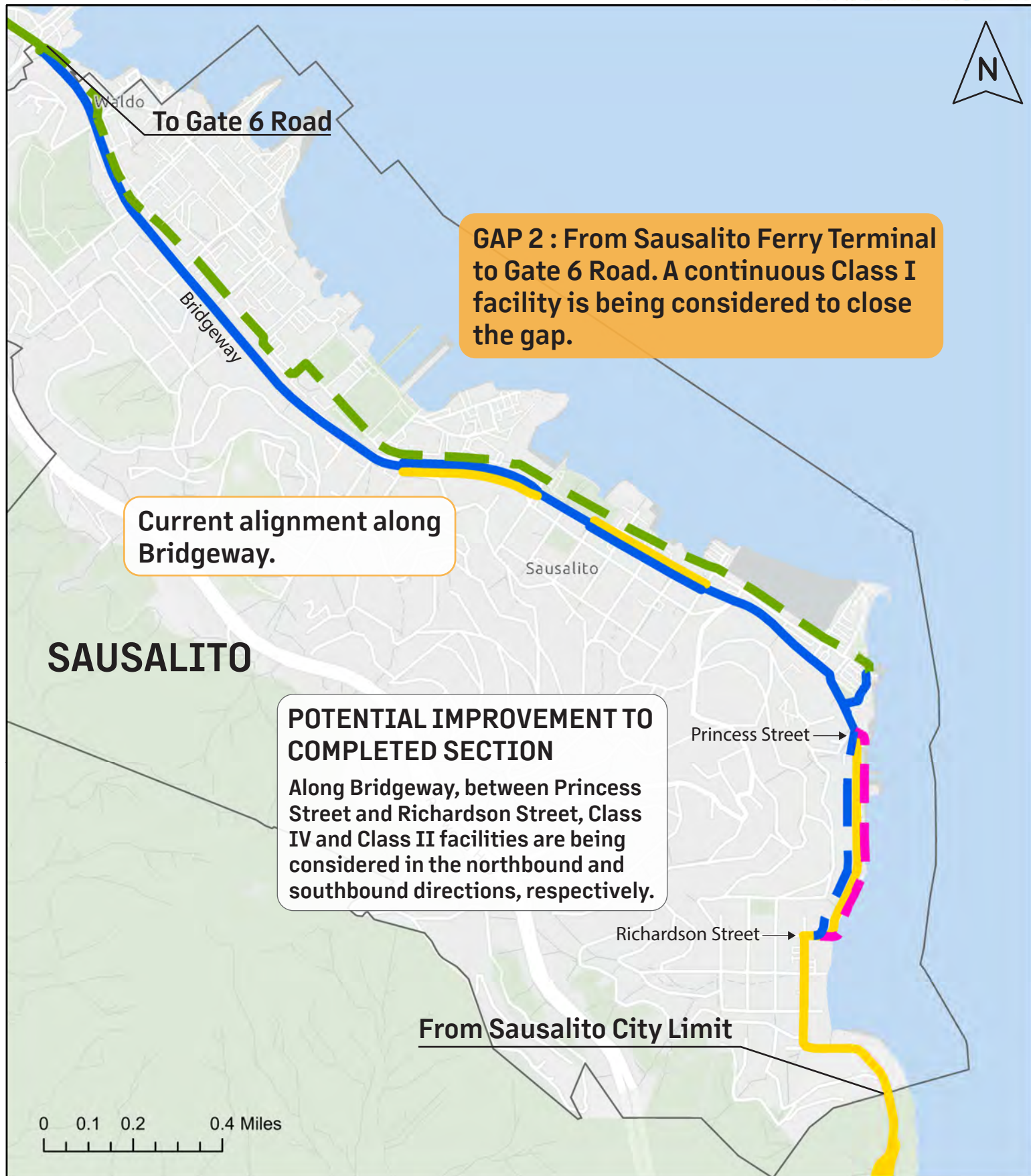
Class III Existing / Planned



Class IV Existing / Planned



# North-South Greenway Segment 2



**GAP 2 : From Sausalito Ferry Terminal to Gate 6 Road. A continuous Class I facility is being considered to close the gap.**

**Current alignment along Bridgeway.**

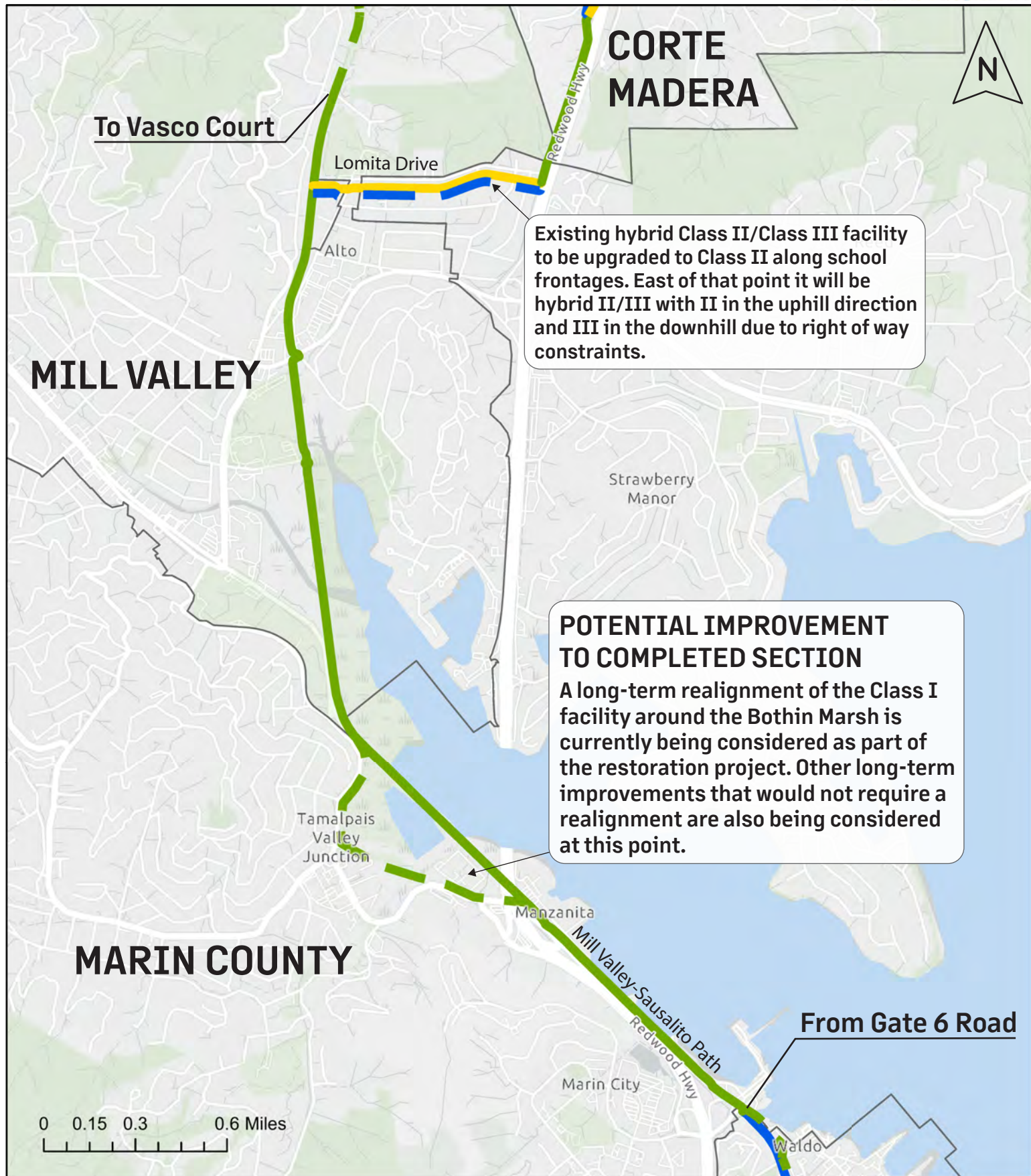
**POTENTIAL IMPROVEMENT TO COMPLETED SECTION**  
 Along Bridgeway, between Princess Street and Richardson Street, Class IV and Class II facilities are being considered in the northbound and southbound directions, respectively.

- Class I Existing / Planned
- Class II Existing / Planned
- Class III Existing / Planned
- Class IV Existing / Planned



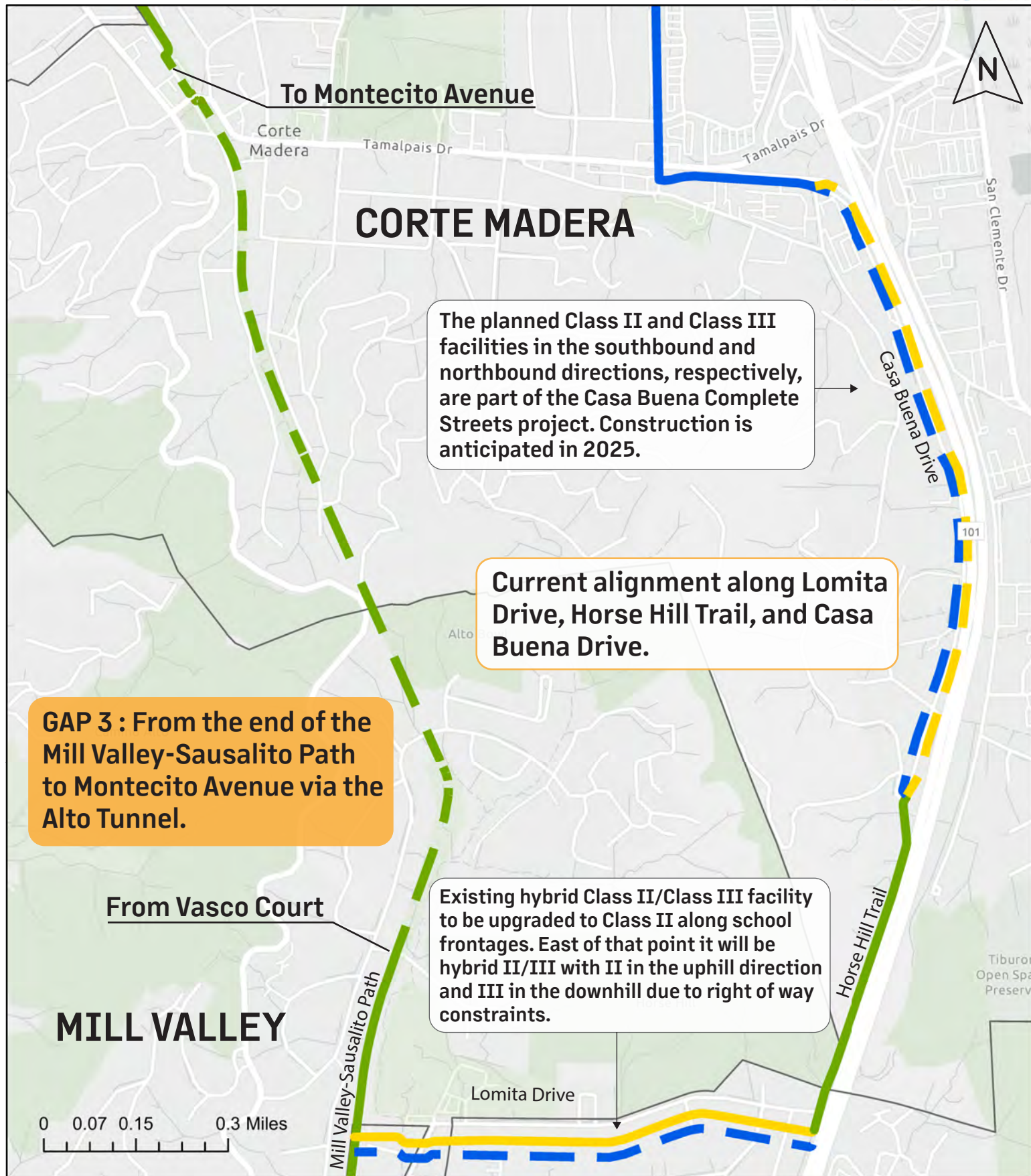


# North-South Greenway Segment 3





# North-South Greenway Segment 4

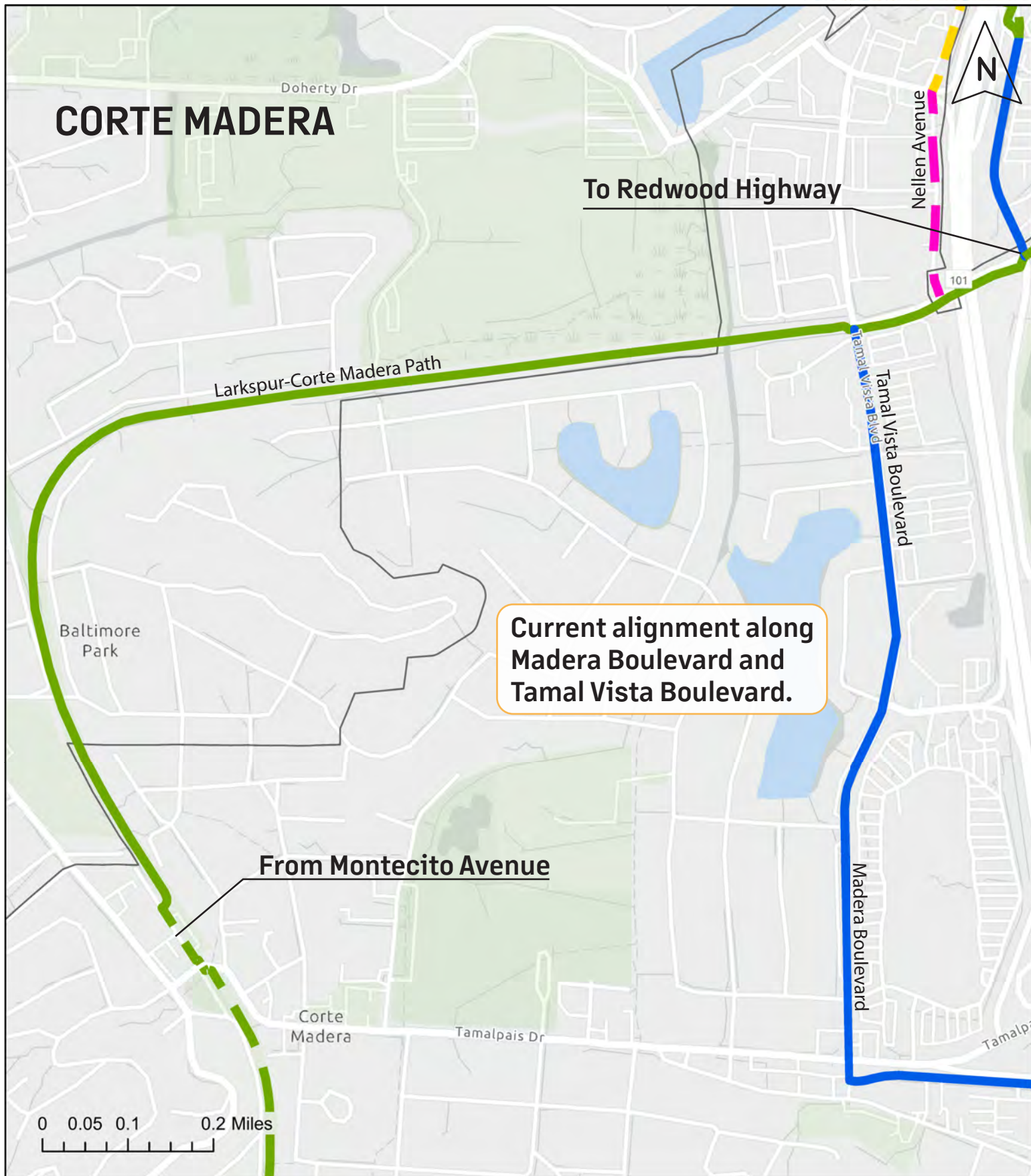


Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	



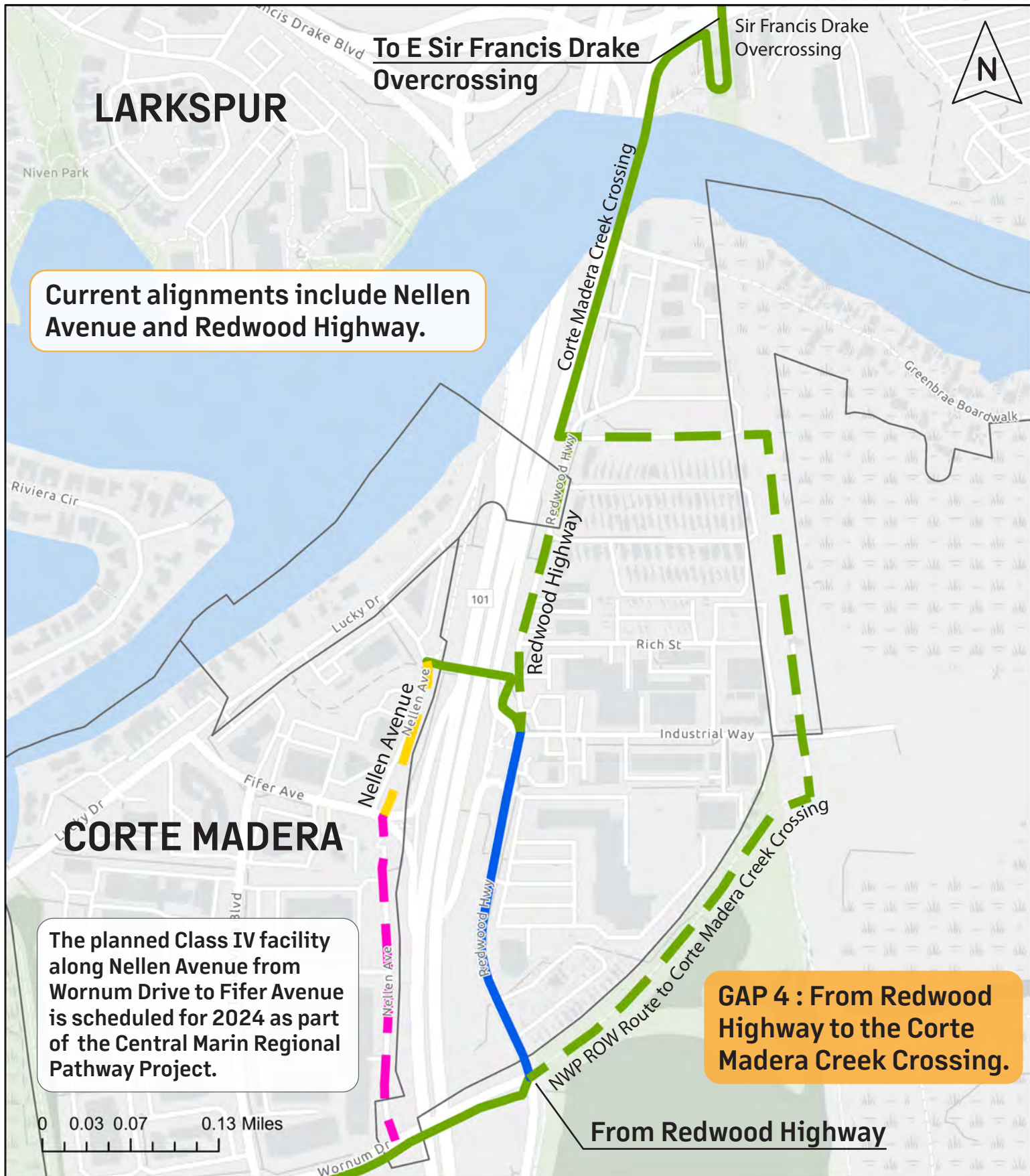


# North-South Greenway Segment 5





# North-South Greenway Segment 6



Current alignments include Nellen Avenue and Redwood Highway.

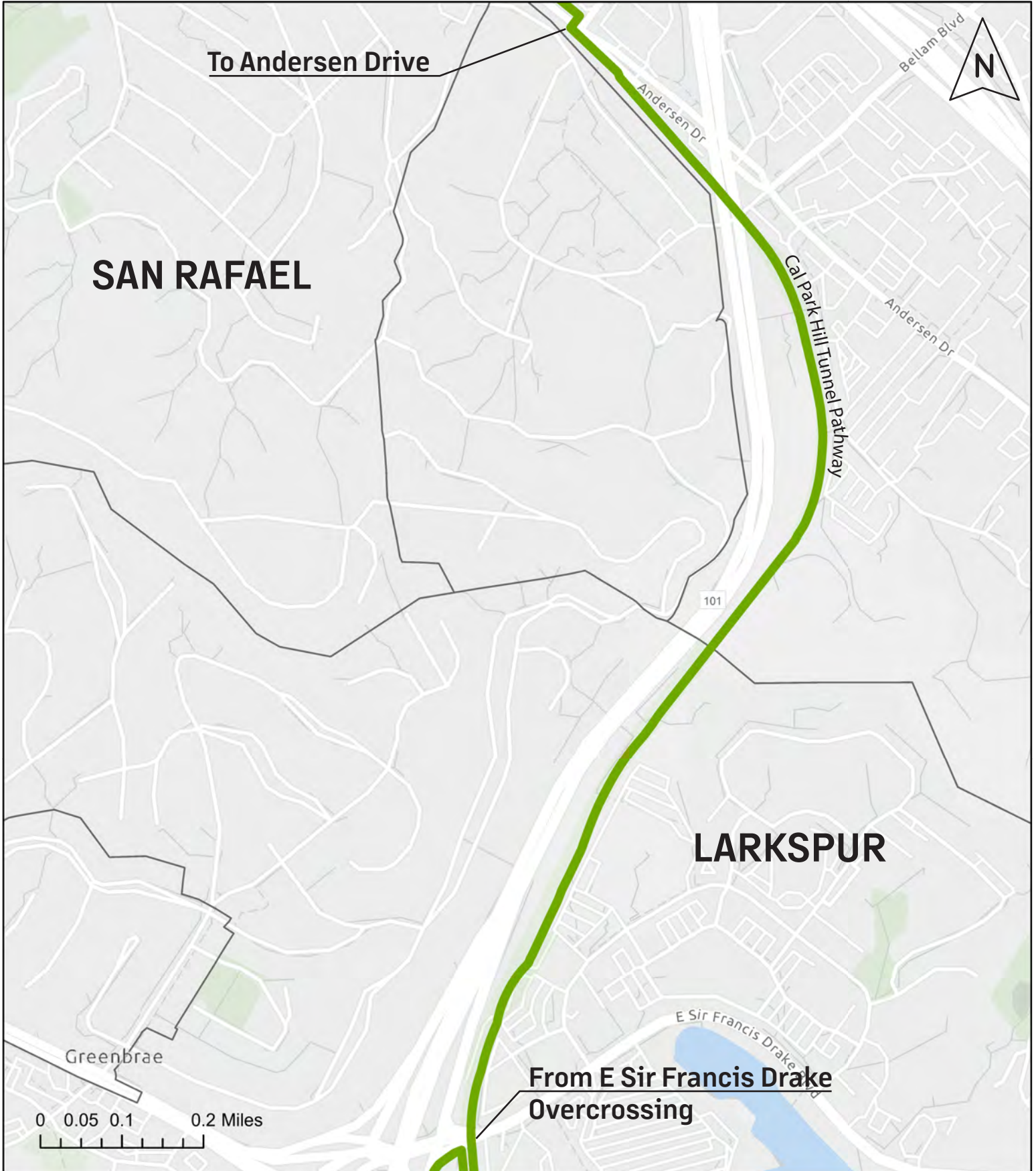
The planned Class IV facility along Nellen Avenue from Wornum Drive to Fifer Avenue is scheduled for 2024 as part of the Central Marin Regional Pathway Project.

GAP 4 : From Redwood Highway to the Corte Madera Creek Crossing.

Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	

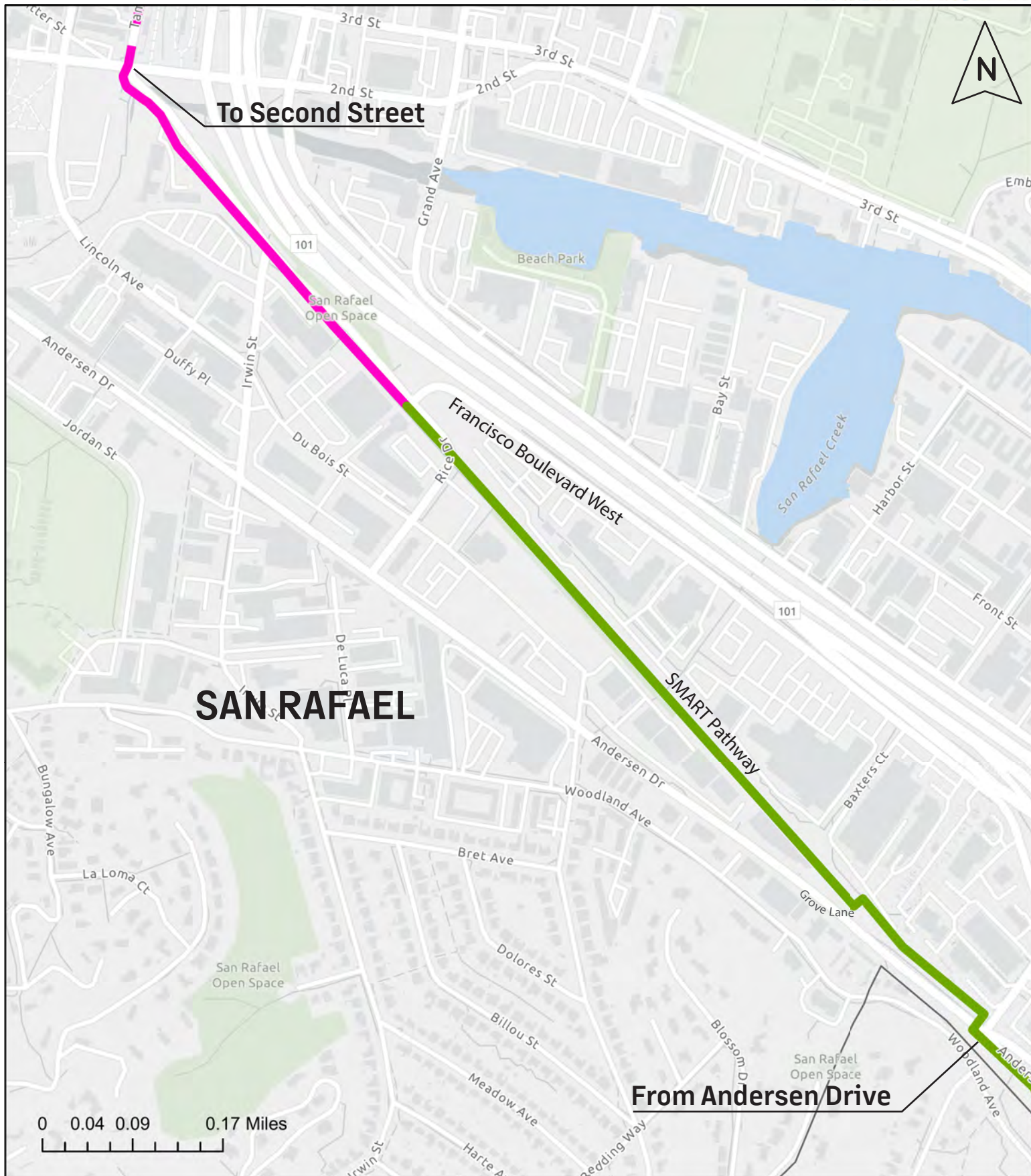


# North-South Greenway Segment 7





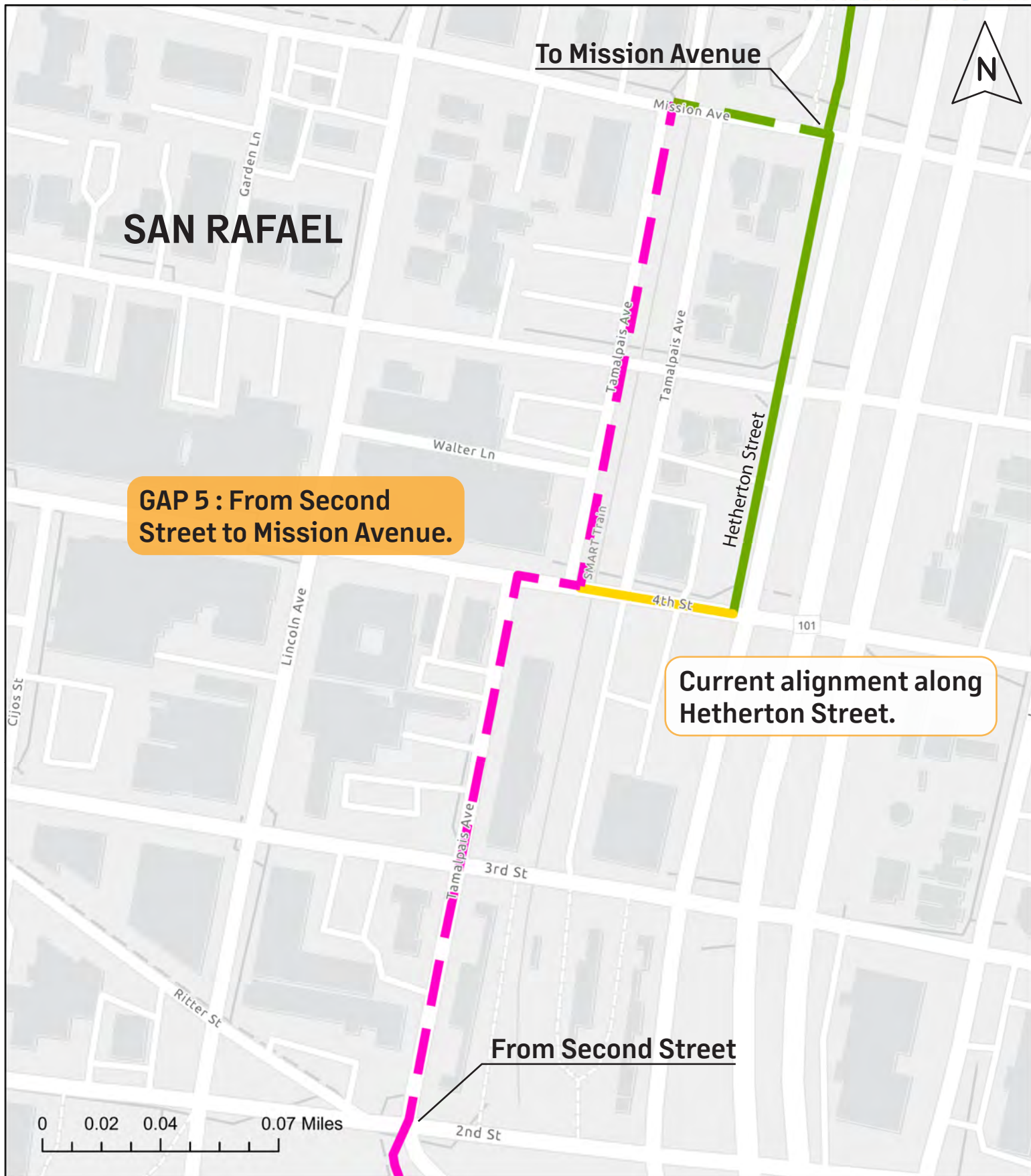
# North-South Greenway Segment 8



Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	



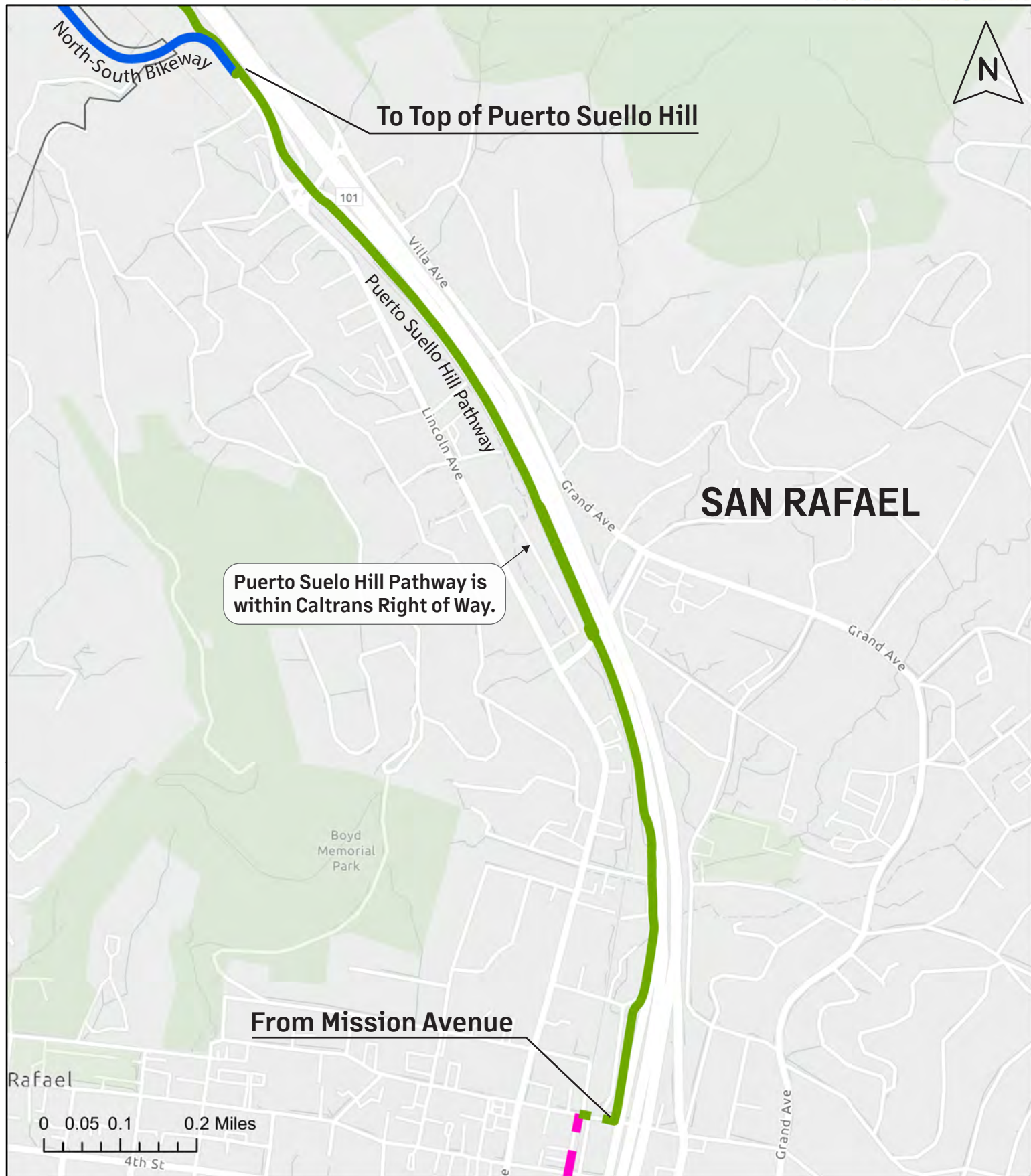
# North-South Greenway Segment 9



Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	



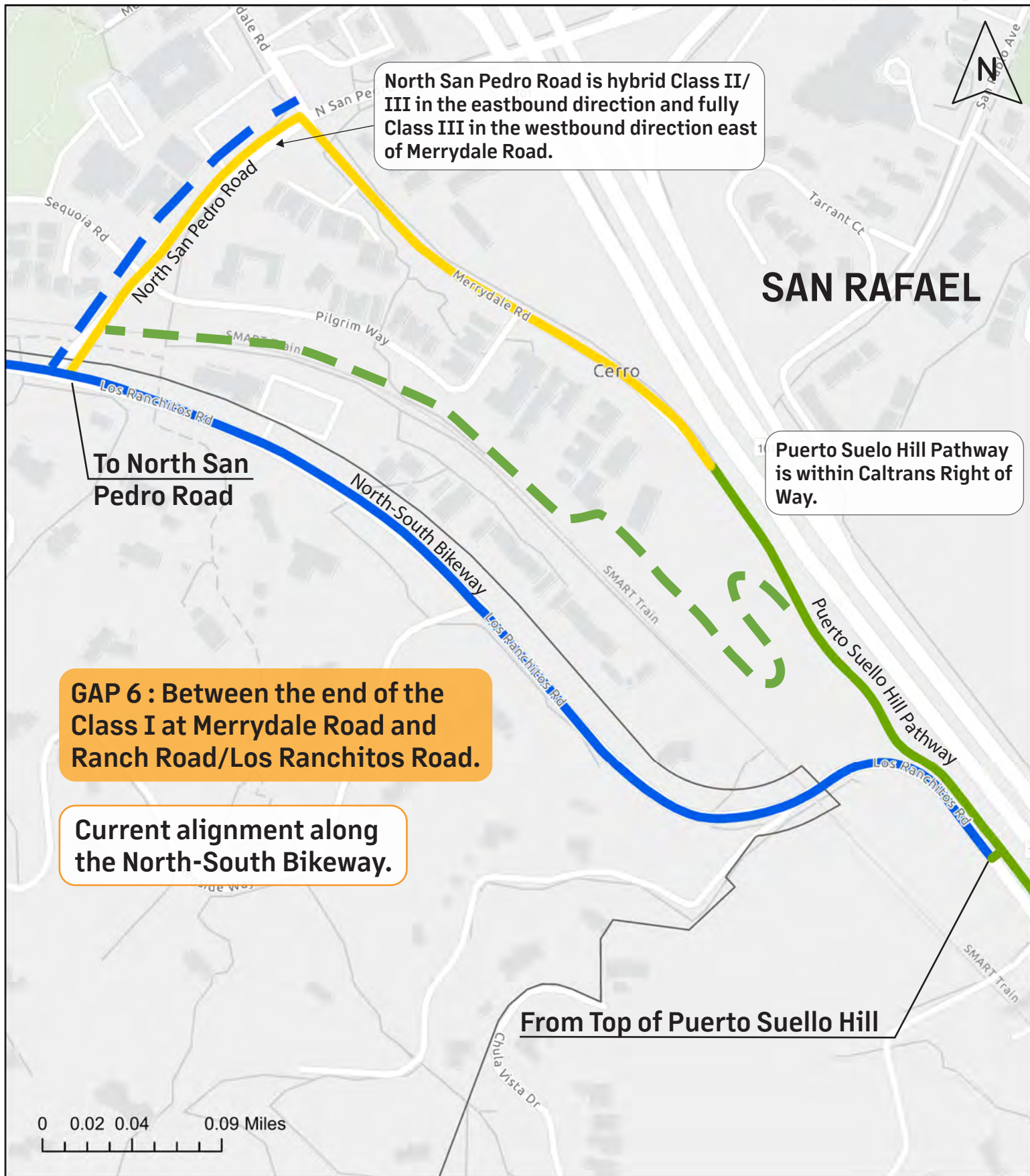
# North-South Greenway Segment 10



Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	



# North-South Greenway Segment 11



North San Pedro Road is hybrid Class II/ III in the eastbound direction and fully Class III in the westbound direction east of Merrydale Road.

Puerto Suello Hill Pathway is within Caltrans Right of Way.

**GAP 6 : Between the end of the Class I at Merrydale Road and Ranch Road/Los Ranchitos Road.**

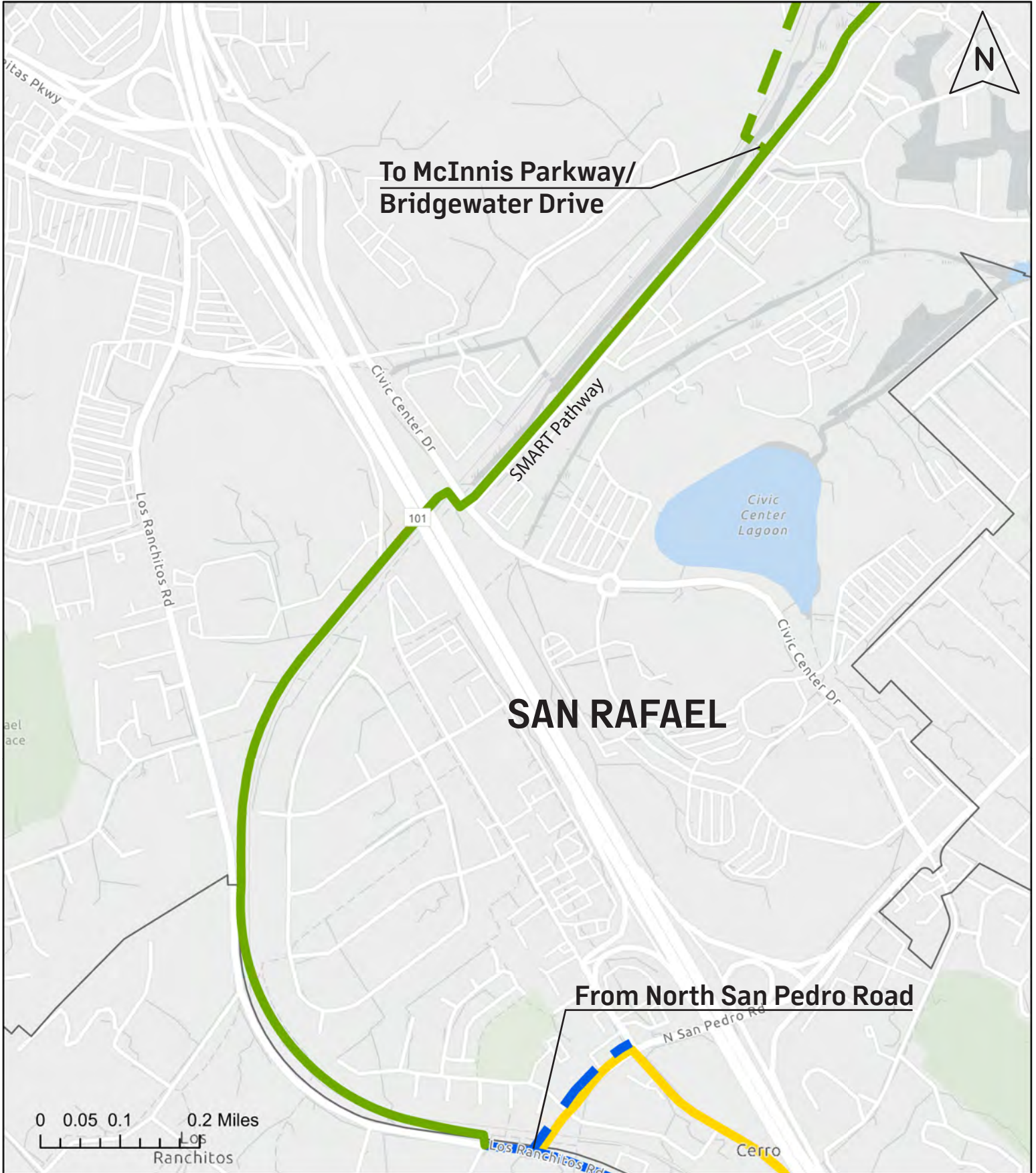
**Current alignment along the North-South Bikeway.**

To North San Pedro Road

From Top of Puerto Suello Hill

Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	

# North-South Greenway Segment 12

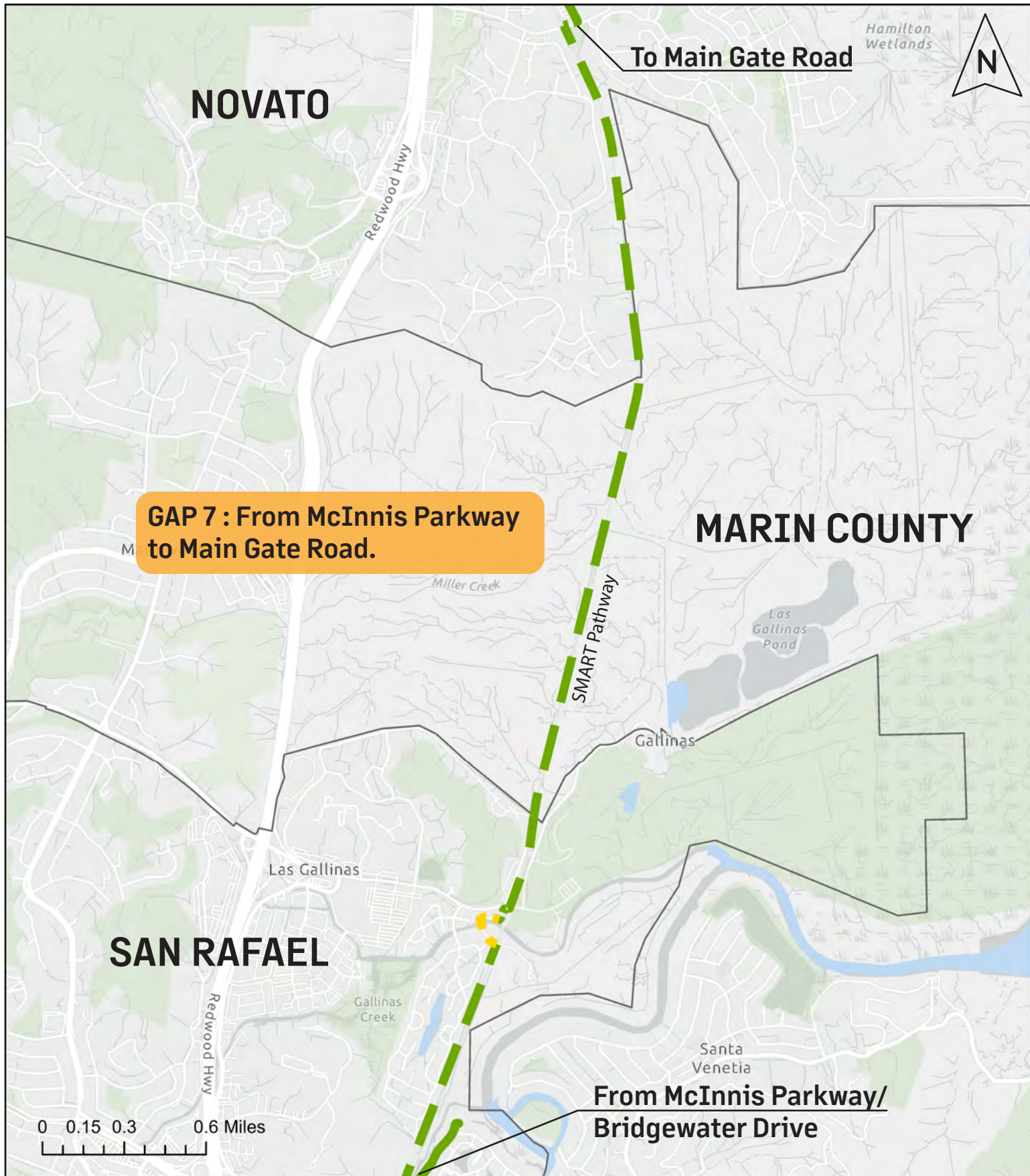


Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	





# North-South Greenway Segment 13

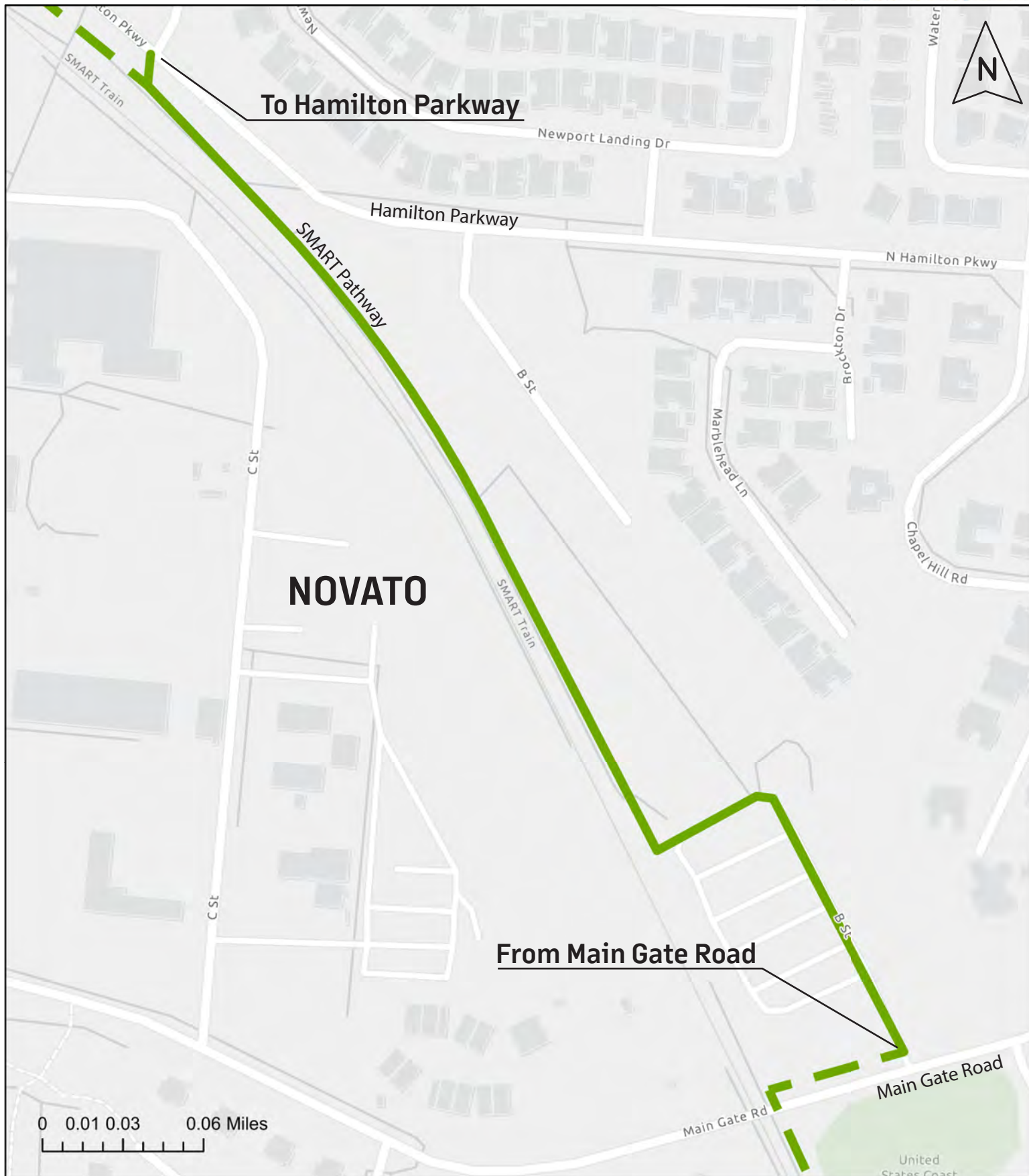


**GAP 7 : From McInnis Parkway to Main Gate Road.**





# North-South Greenway Segment 14



Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	



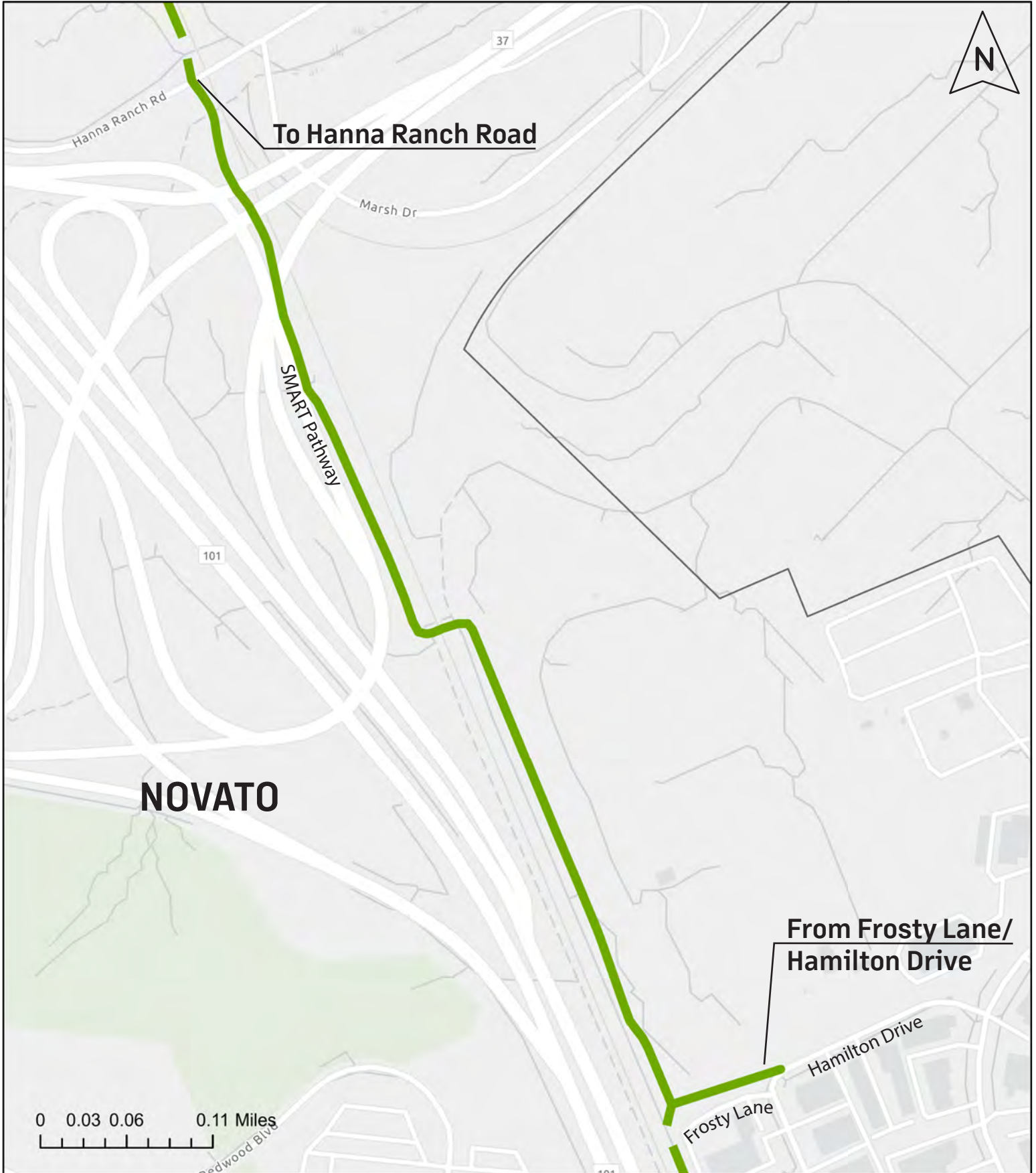
# North-South Greenway Segment 15



**GAP 8 : From Hamilton Parkway to Frosty Lane/Hamilton Drive.**

Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	

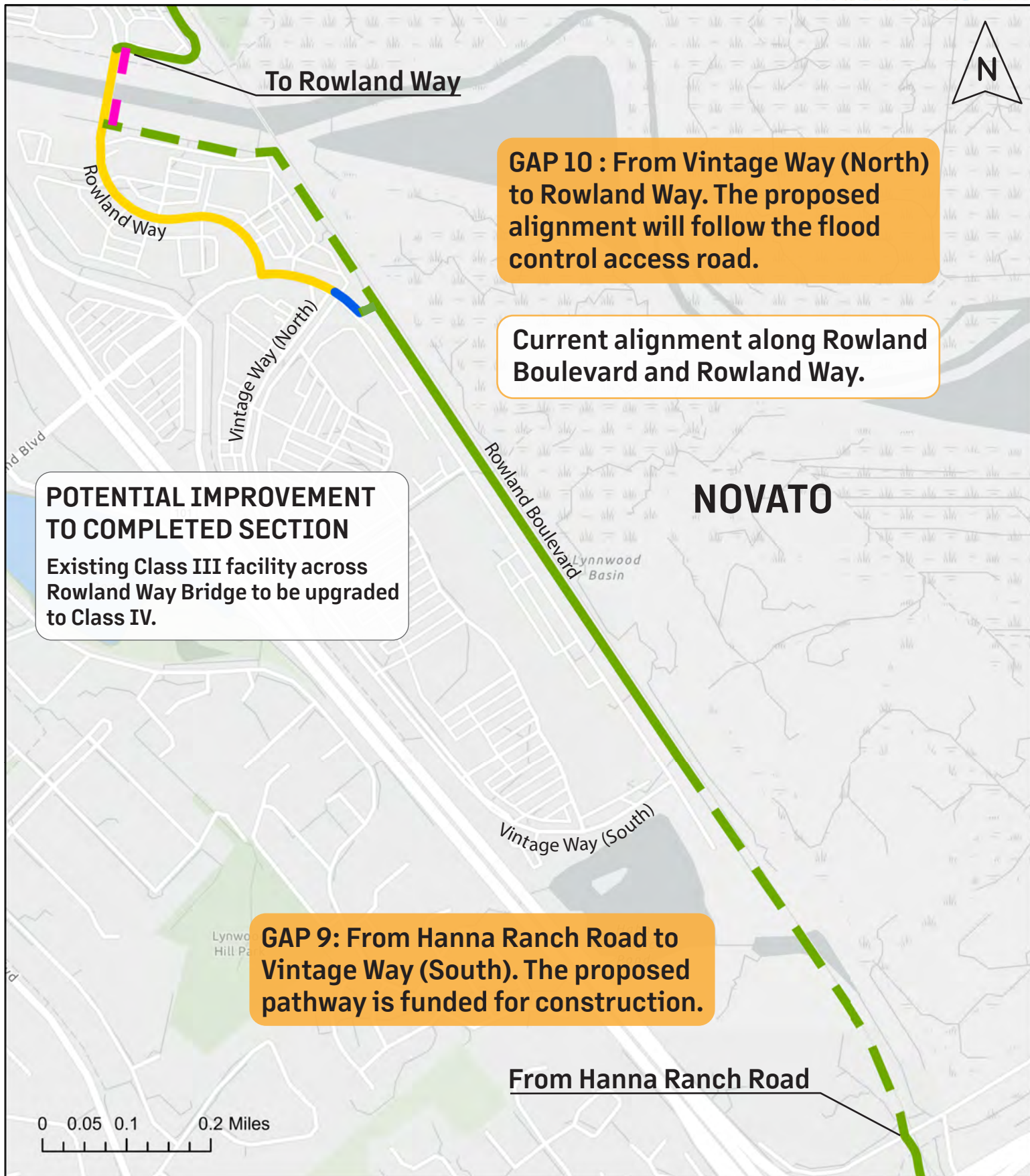
# North-South Greenway Segment 16



Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	



# North-South Greenway Segment 17



**GAP 10 : From Vintage Way (North) to Rowland Way. The proposed alignment will follow the flood control access road.**

**Current alignment along Rowland Boulevard and Rowland Way.**

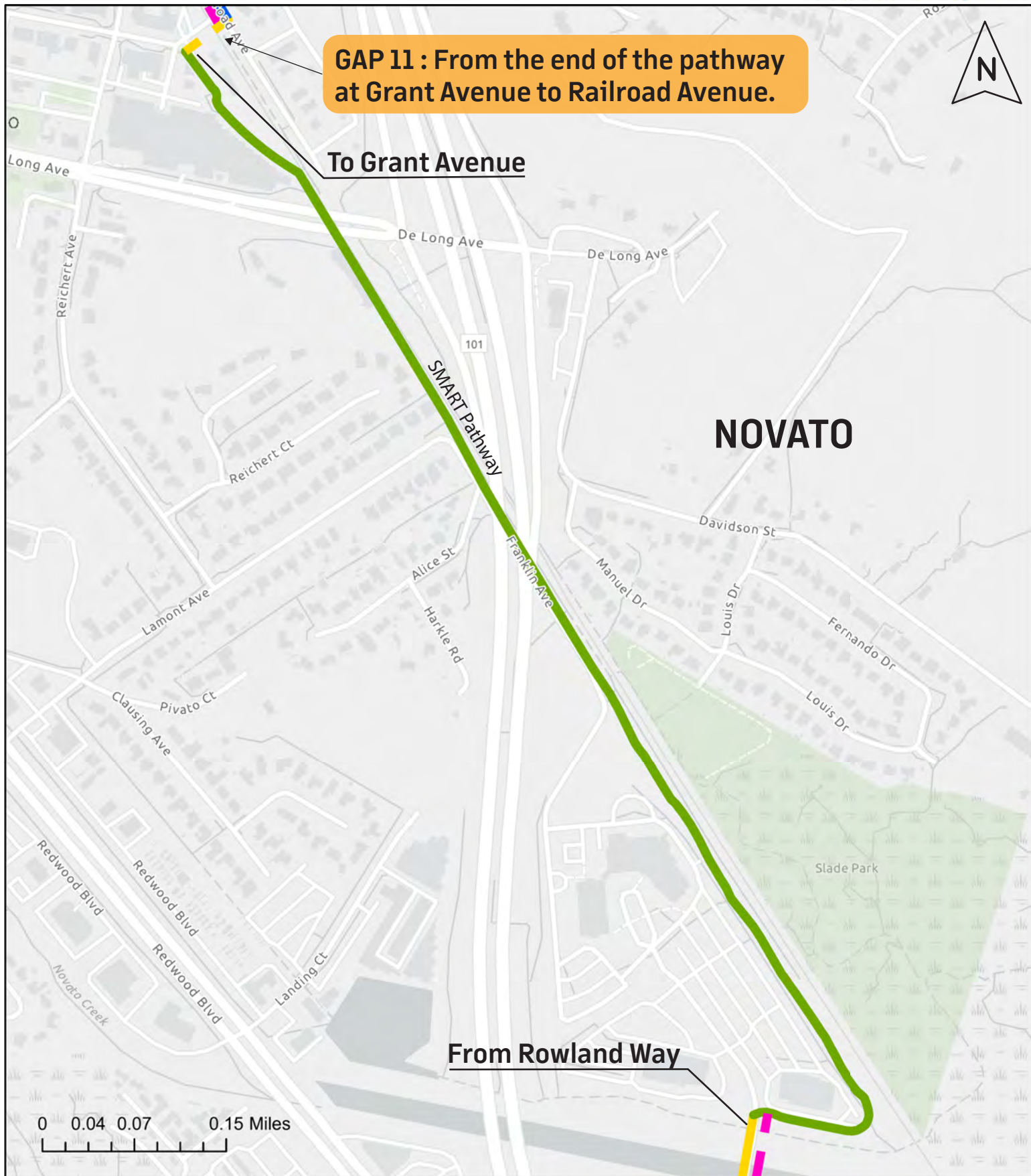
**POTENTIAL IMPROVEMENT TO COMPLETED SECTION**  
Existing Class III facility across Rowland Way Bridge to be upgraded to Class IV.

**GAP 9: From Hanna Ranch Road to Vintage Way (South). The proposed pathway is funded for construction.**

Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	



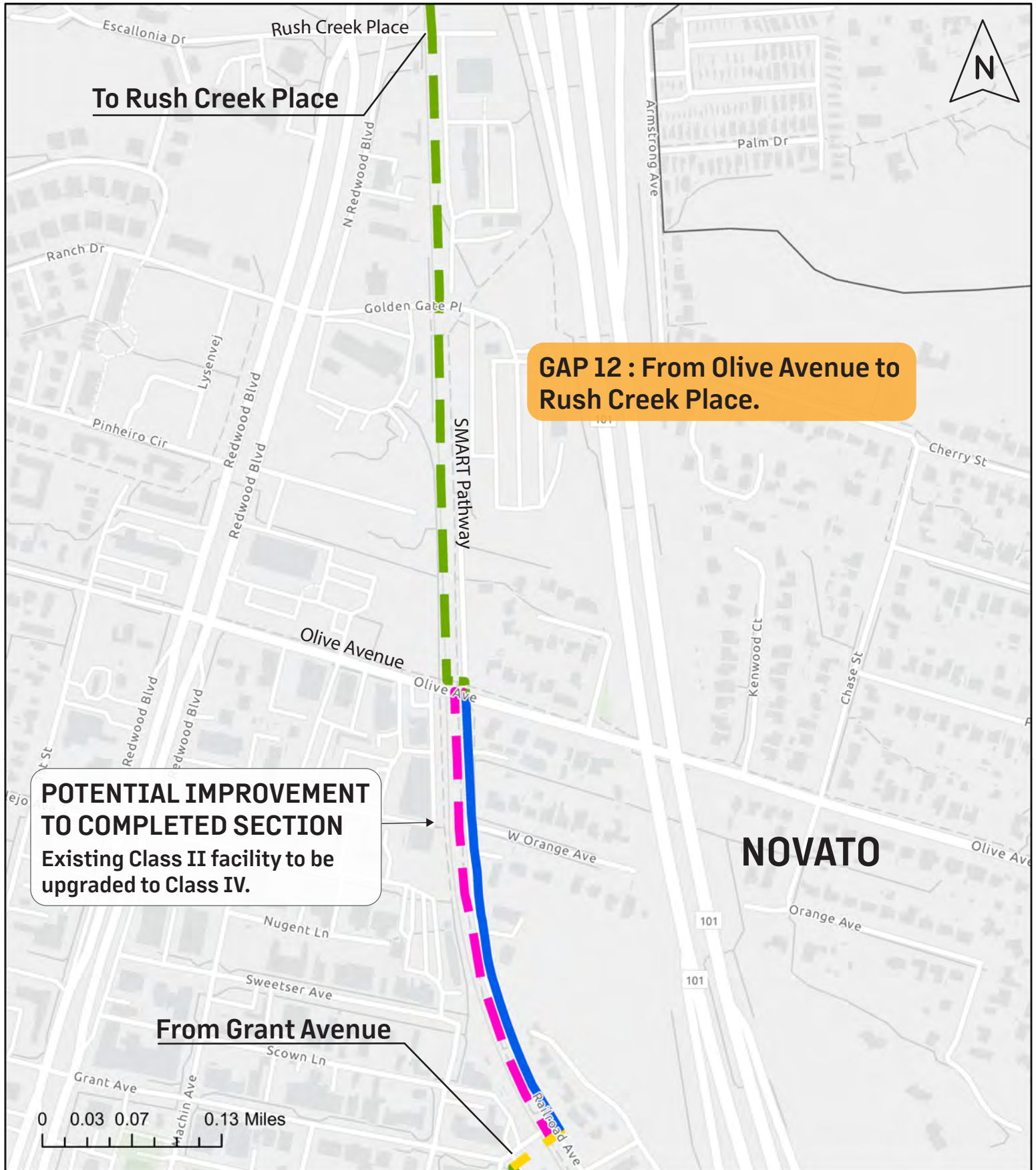
# North-South Greenway Segment 18



Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	



# North-South Greenway Segment 19



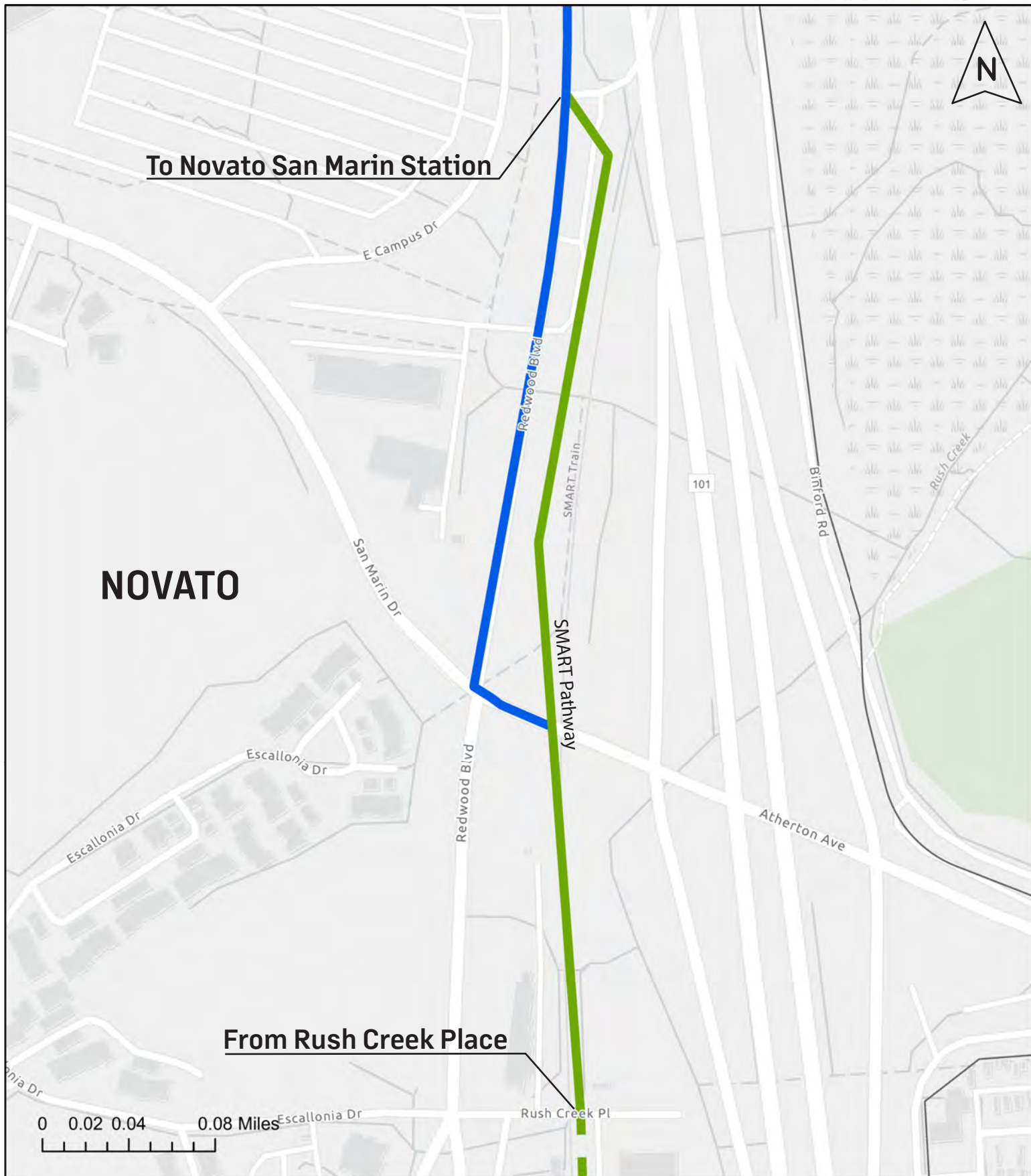
**GAP 12 : From Olive Avenue to Rush Creek Place.**

**POTENTIAL IMPROVEMENT TO COMPLETED SECTION**  
Existing Class II facility to be upgraded to Class IV.

Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	



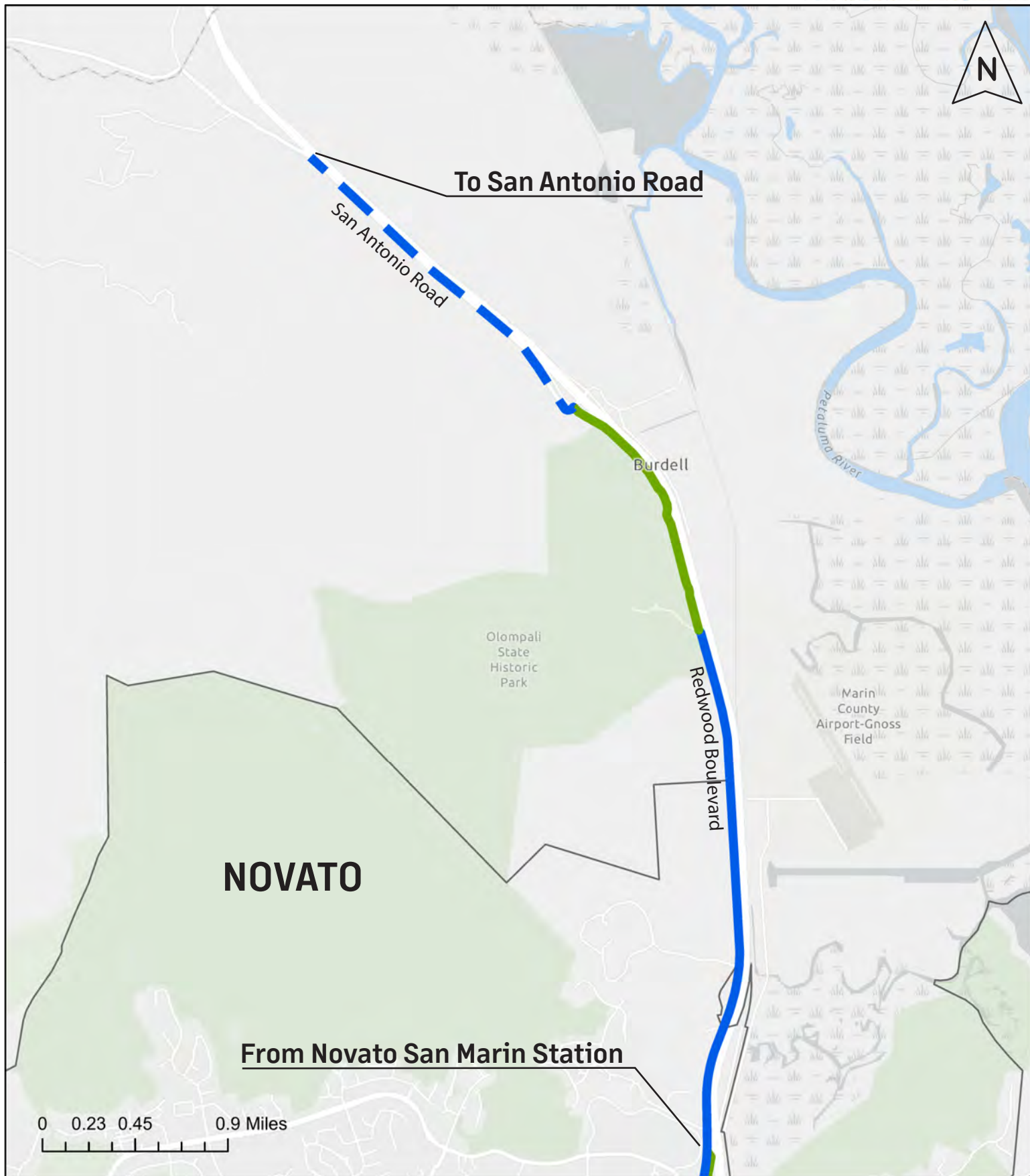
# North-South Greenway Segment 20



Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	



# North-South Greenway Segment 21



# NSGW Gap Summary Tables

GAP 1 – FORT BAKER’S VISTA POINT TRAIL	
<b>Jurisdiction(s)</b>	National Parks Service
<b>Start</b>	Lower Conzelman Road
<b>End</b>	Dana Bowers Vista Point Rest Area
<b>Miles</b>	0.3
<b>Status</b>	Construction
<b>Completion Date</b>	TBD
<b>Cost Ranking</b>	2.97 million (\$\$\$)
<b>Additional Notes</b>	The Vista Point Trail project converts Vista Point Road, a long-closed trail segment, to a 15-foot-wide multi-use path. The project will provide an alternative to the existing undercrossing that requires pedestrians and cyclists to use stairs. The trail is currently under construction.

GAP 2 – DOWNTOWN SAUSALITO	
<b>Jurisdiction(s)</b>	Sausalito
<b>Start</b>	Sausalito Ferry Terminal
<b>End</b>	Gate 6 Road
<b>Miles</b>	1.98
<b>Status</b>	Planning
<b>Completion Date</b>	TBD
<b>Cost Ranking</b>	\$\$\$
<b>Additional Notes</b>	<p>City Council of the City of Sausalito adopted the Ferry Terminal to Gate 6 Road Path Feasibility Study in 2011. Since then, several intersection improvement projects along Bridgeway have been completed and the city has identified several more project areas along the gap from the original study for improvements. These are included in its Capital Improvement Program but funding for design and construction is needed to pursue them. The preferred alignment to permanently close the gap would be a continuous multi-use pathway (Class I) mostly parallel to Bridgeway. However, the section between Harbor Drive and Napa Street needs further study to refine concepts that would enable the installation of a separated Class I pathway.</p>

# NSGW Gap Summary Tables

GAP 3 – ALTO TUNNEL	
<b>Jurisdiction(s)</b>	Mill Valley, Corte Madera
<b>Start</b>	Vasco Court
<b>End</b>	Montecito Avenue
<b>Miles</b>	1.24
<b>Status</b>	Completed Feasibility Study
<b>Completion Date</b>	TBD
<b>Cost Ranking</b>	\$42-\$50 million based on cost estimate from the 2017 feasibility study (not adjusted for inflation)
<b>Additional Notes</b>	A preliminary feasibility study that looked at reconstructing Alto Tunnel as a multi-use pathway was published in 2017. However, the project does not have a lead agency yet and funding for future planning steps has not been secured. Lomita Drive, Horse Hill Trail, and Casa Buena Drive currently serve as alternate alignments. Casa Buena Complete Streets project will create Class II and Class III facilities on Casa Buena Drive in the southbound and northbound directions, respectively, in 2025, but while the project has completed design, it was delayed due to a PG&E gas transmission line project scheduled for 2024. Another alternative short-term route via Camino Alto and Corte Madera Avenue to Tamalpais Drive is a challenging facility to use for cyclists (steep grade). For this reason, it was not shown on the map.

GAP 4 – NSGW GAP CLOSURE PROJECT	
<b>Jurisdiction(s)</b>	Corte Madera, Larkspur, Marin County
<b>Start</b>	Redwood Highway
<b>End</b>	Corte Madera Creek Crossing
<b>Miles</b>	0.57
<b>Status</b>	Seeking Funding for Design
<b>Completion Date</b>	TBD
<b>Cost Ranking</b>	\$\$\$
<b>Additional Notes</b>	The NSGW Gap Closure Project seeks to close the gap between the northern end of the Larkspur-Corte Madera Path and the new multi-use pathway that crosses the Corte Madera Creek. The preferred alignment requires securing a public access easement through private property, as well as the use of the existing railroad right-of-way to the south of Corte Madera Creek. Nellen Avenue, the Greenbrae Pedestrian Overcrossing, and Redwood Highway serve as current routes to the greenway alignment. The proposed Class IV facility along Nellen Avenue from Wornum Drive to Fifer Avenue is part of the Central Marin Regional Pathway Project and is scheduled for 2024.

# NSGW Gap Summary Tables

GAP 5 – DOWNTOWN SAN RAFAEL	
<b>Jurisdiction(s)</b>	San Rafael
<b>Start</b>	Second Street
<b>End</b>	Mission Avenue
<b>Miles</b>	0.15
<b>Status</b>	Planning
<b>Completion Date</b>	TBD
<b>Cost Ranking</b>	\$\$
<b>Additional Notes</b>	The proposed Class IV facility along Tamalpais Avenue, from Second Street to Fourth Street, is planned as part of the San Rafael Transit Center Relocation Project. The Fourth Street to Mission Avenue segment is planned in San Rafael's Downtown Precise Plan. Currently, existing alignments include a Class I facility on Hetherton Street and a Class III facility on 4 <sup>th</sup> Street.

GAP 6 – SAN RAFAEL CONNECTION	
<b>Jurisdiction(s)</b>	San Rafael, SMART
<b>Start</b>	Merrydale Road
<b>End</b>	North San Pedro Road/Los Ranchitos Road
<b>Miles</b>	0.37
<b>Status</b>	Feasibility Study
<b>Completion Date</b>	Planning/Design anticipated in 2024
<b>Cost Ranking</b>	\$\$\$
<b>Additional Notes</b>	The Puerto Suello Hill Pathway currently ends on Merrydale Road. The Puerto Suello Pathway Feasibility Study published by SMART in 2022 explores possible alignments to close the gap, with the preferred alignment roughly following SMART right-of-way as shown on the map.



# NSGW Gap Summary Tables

GAP 7 – SAN RAFAEL-NOVATO SMART PATHWAY	
<b>Jurisdiction(s)</b>	San Rafael, Novato, Marin County, SMART
<b>Start</b>	McInnis Parkway/Bridgewater Drive
<b>End</b>	Main Gate Road
<b>Miles</b>	3.58
<b>Status</b>	Design
<b>Completion Date</b>	Construction anticipated to start in 2024
<b>Cost Ranking</b>	\$\$\$\$
<b>Additional Notes</b>	The new pathway segment leaves the existing McInnis path at Bridgewater Drive, crosses Las Gallinas Creek on a newly constructed bridge, and connects to the existing SMART path just north of Main Gate Road.

GAP 8 – NOVATO SMART PATHWAY	
<b>Jurisdiction(s)</b>	Novato, SMART
<b>Start</b>	Hamilton Parkway
<b>End</b>	Frosty Lane/Hamilton Drive
<b>Miles</b>	1.38
<b>Status</b>	Design
<b>Completion Date</b>	TBD
<b>Cost Ranking</b>	\$\$\$
<b>Additional Notes</b>	The pathway will connect the existing Class I in the south, which ends near the pedestrian crossing at State Access Road and Hamilton Parkway, to the existing Class I in the north, at Frosty Lane/Hamilton Drive. The pathway will have a short Class IV segment on Roblar Drive before going back to SMART right-of-way.

# NSGW Gap Summary Tables

GAP 9 – ROWLAND BOULEVARD CONNECTION	
<b>Jurisdiction(s)</b>	Novato, SMART
<b>Start</b>	Hanna Ranch Road
<b>End</b>	Vintage Way (South)
<b>Miles</b>	0.40
<b>Status</b>	Design
<b>Completion Date</b>	TBD
<b>Cost Ranking</b>	\$\$
<b>Additional Notes</b>	The proposed path will connect to the newly built Class I along Rowland Boulevard and is funded for construction.

GAP 10 – NOVATO CREEK CONNECTION	
<b>Jurisdiction(s)</b>	Novato, SMART
<b>Start</b>	Vintage Way (North)
<b>End</b>	Rowland Way
<b>Miles</b>	0.39
<b>Status</b>	Planning, Design
<b>Completion Date</b>	TBD
<b>Cost Ranking</b>	\$\$
<b>Additional Notes</b>	The proposed greenway alignment will follow the Flood Control's Property (levee) from the south side of Novato Creek to Rowland Way. A current Class III facility exists via Rowland Boulevard and Rowland Way. The existing Class III facility along Rowland Way Bridge will be upgraded to Class IV.

# NSGW Gap Summary Tables

GAP 11 – GRANT AVENUE CROSSING	
<b>Jurisdiction(s)</b>	Novato, SMART
<b>Start</b>	Grant Avenue
<b>End</b>	Railroad Avenue
<b>Miles</b>	0.03
<b>Status</b>	Planning
<b>Completion Date</b>	TBD
<b>Cost Ranking</b>	\$
<b>Additional Notes</b>	Small gap from the end of the pathway at Grant Avenue to the Class II facility on Railroad Avenue. The path will cross the railroad tracks. San Rafael is looking at ways to link the gap to the existing pathway at the Downtown Novato station, and the planned segment north of Grant. Further coordination with the City of Novato will help inform whether a short class III treatment is feasible and the safest, or whether sidewalk improvements will be better suited for safely connecting between these pathway segments.

GAP 12 – NOVATO SMART PATHWAY	
<b>Jurisdiction(s)</b>	Novato, SMART
<b>Start</b>	Olive Avenue
<b>End</b>	Rush Creek Place
<b>Miles</b>	0.40
<b>Status</b>	Planning, Design
<b>Completion Date</b>	TBD
<b>Cost Ranking</b>	\$\$
<b>Additional Notes</b>	The proposed Class I pathway will connect the existing facility along Railroad Avenue that ends at Olive Avenue to the existing Class I at Rush Creek Place. The existing Class II facility along Railroad Avenue has a proposed improvement to be upgraded to a Class IV.

# 4. Status Report.

## Cross Marin Bikeway



# Status Report

## Cross Marin Bikeway

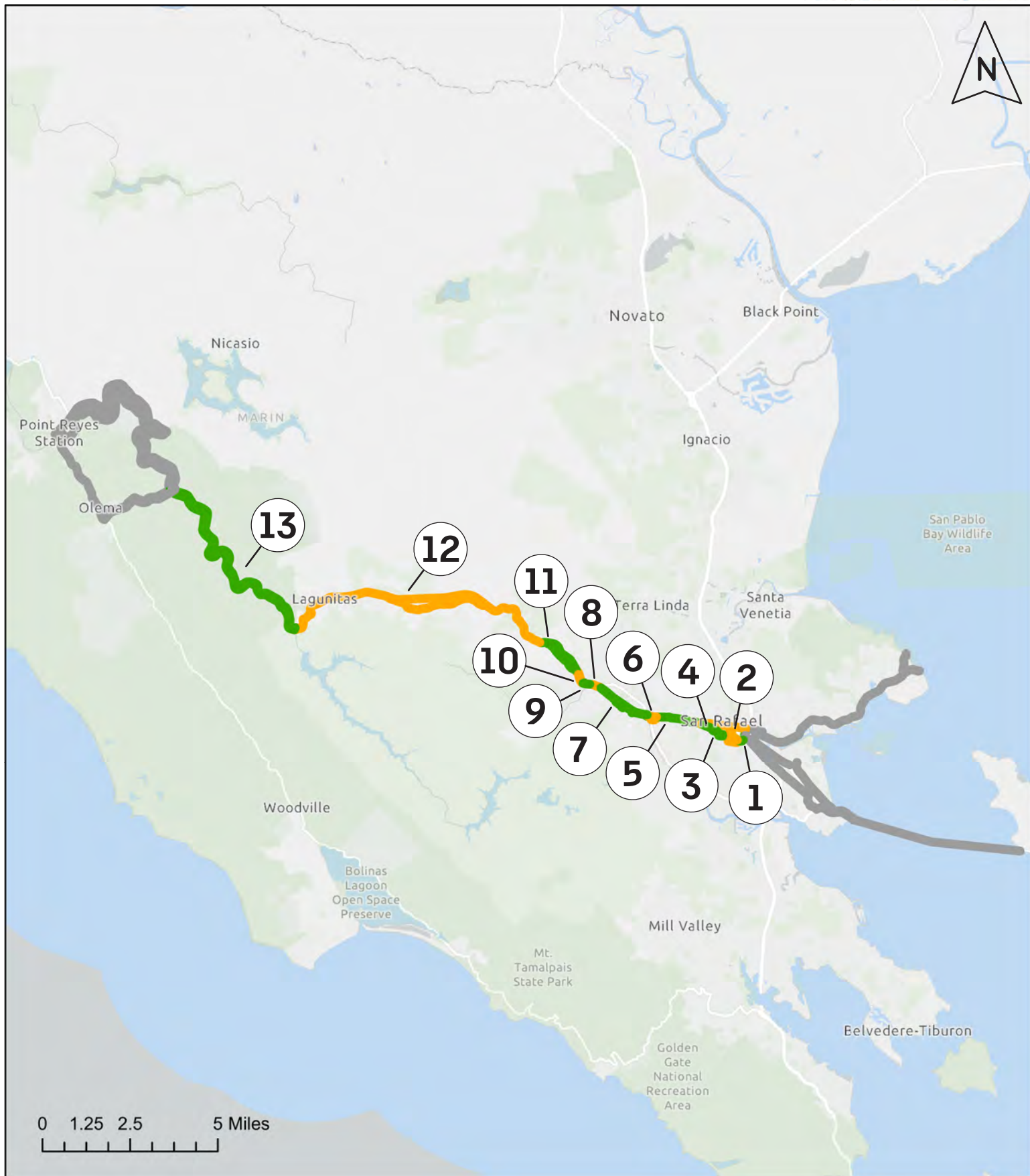
The following maps present the current status of the different segments that compose the **Cross Marin Bikeway** from downtown San Rafael to the Cross Marin Trail. The maps distinguish between existing and proposed bikeway facilities, as well as their typology (Class I, II, III, or IV bikeway facilities). Remaining gaps, current alignments, and potential improvements to existing sections of the corridor are also highlighted on the maps. The gap summary tables complete the maps by compiling relevant information about the remaining gaps and potential solutions to close them.

Segment	Jurisdiction(s)	Gap?	If Yes, Gap Number
1	San Rafael	Yes	Gap 1
2	San Rafael	Yes	Gap 2
3	San Rafael	No	
4	San Rafael	Yes	Gap 3
5	San Rafael, San Anselmo	No	
6	San Anselmo	Yes	Gap 4
7	San Anselmo, Fairfax	Yes	Gap 5
8	Fairfax	No	
9	Fairfax	No	
10	Fairfax	No	

11	Fairfax	No	11
12	Marin County	No	12
13	Marin County	No	13



# Cross Marin Bikeway Segment Locations



Legend : **Odd Segments**  
**Even Segments**

**Potential Corridor Extension**

# Cross Marin Bikeway Segment 1

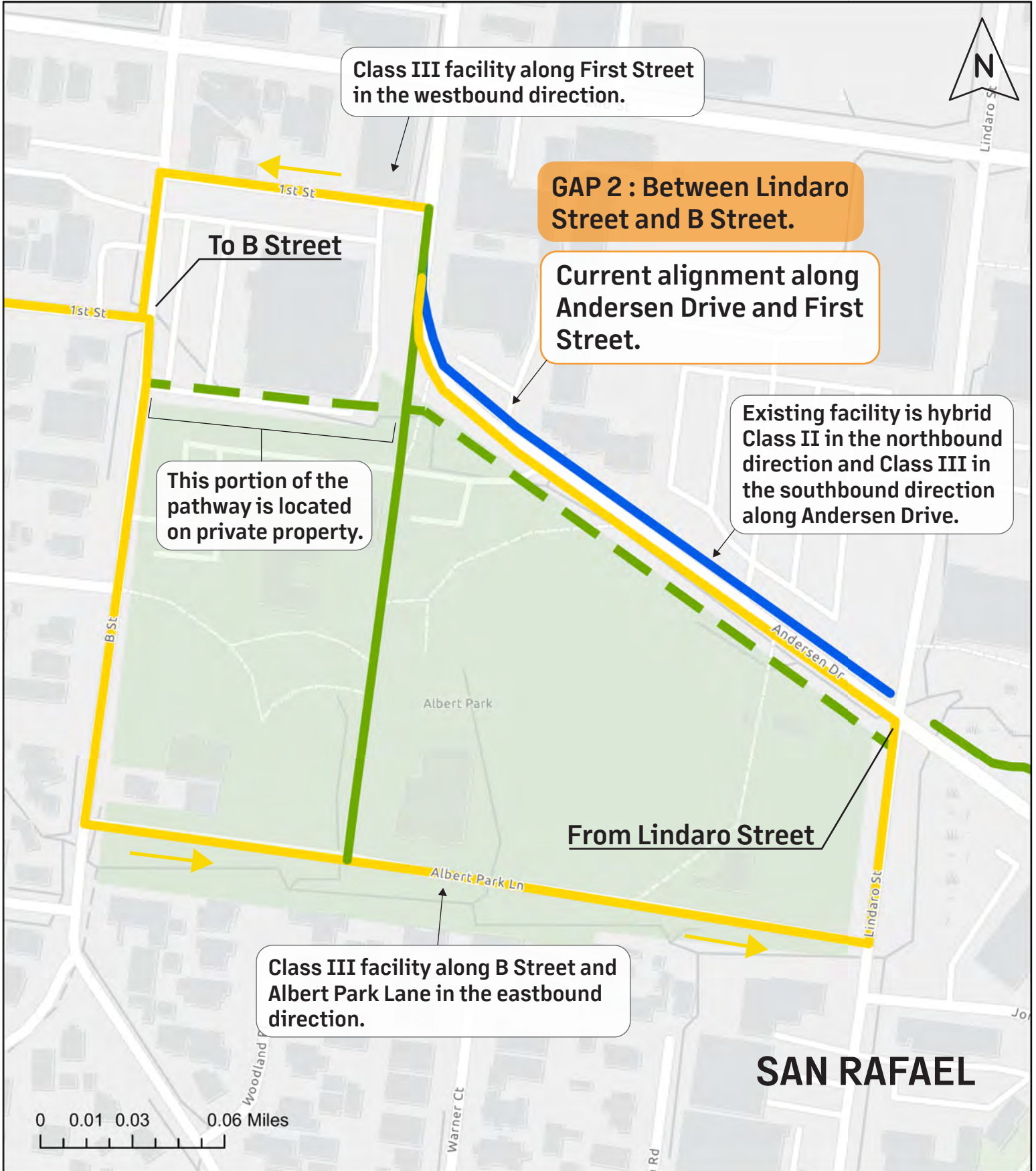


**GAP 1 : Between the end of the Mahon Creek Path and the intersection of Andersen Drive with Lindaro Street.**





# Cross Marin Bikeway Segment 2

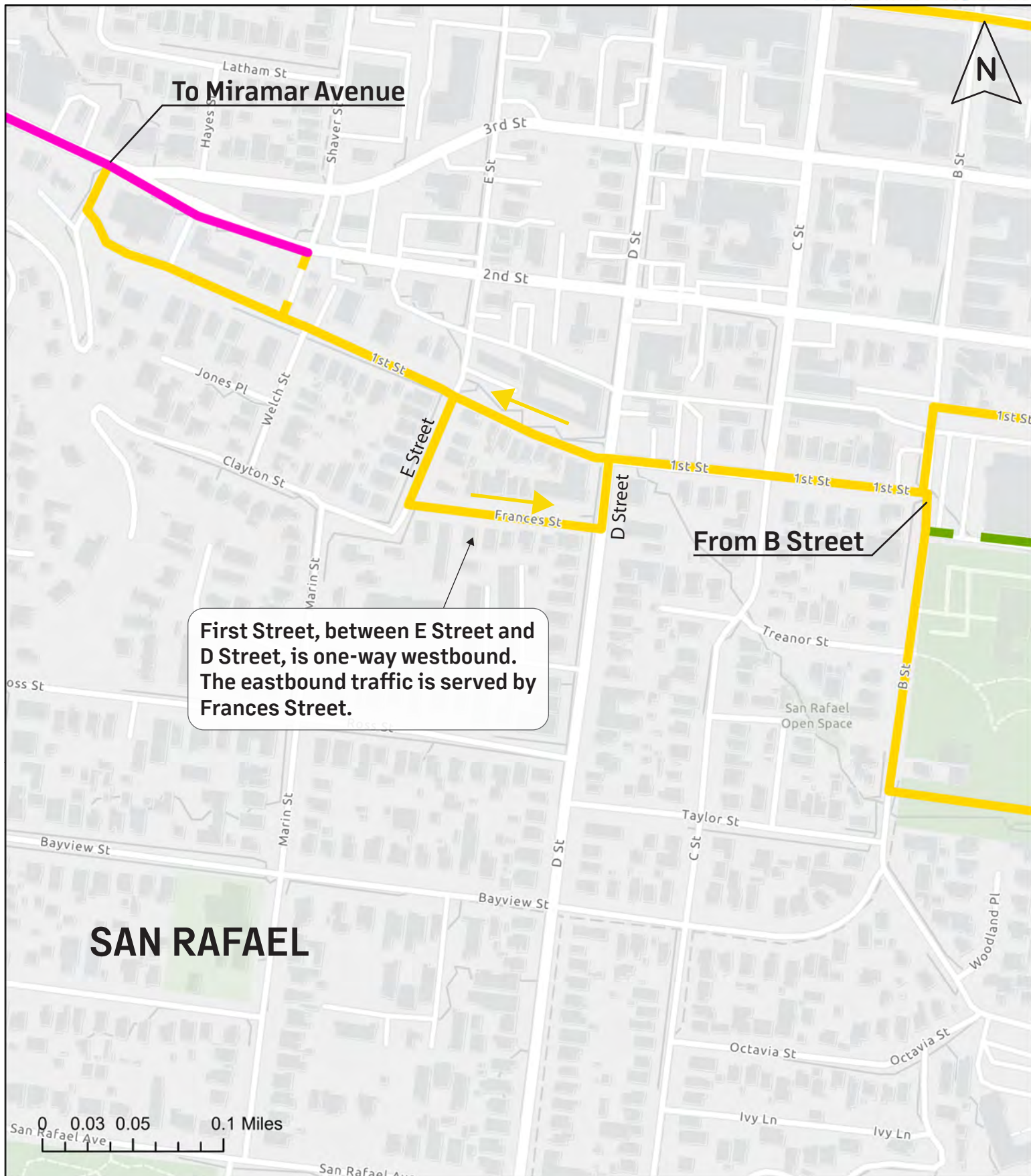


Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	



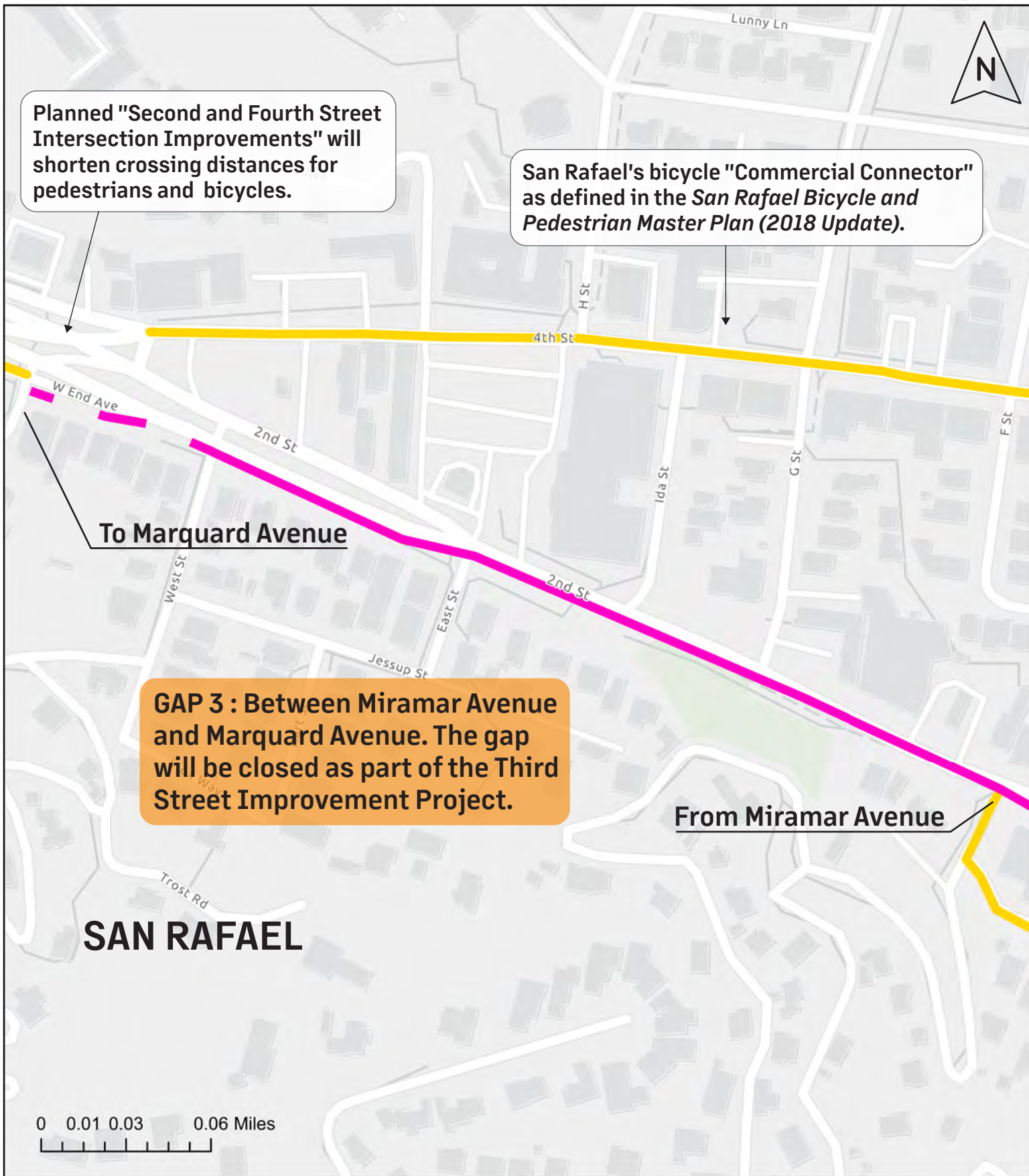


# Cross Marin Bikeway Segment 3



- Class I Existing / Planned
- Class III Existing / Planned
- Class II Existing / Planned
- Class IV Existing / Planned

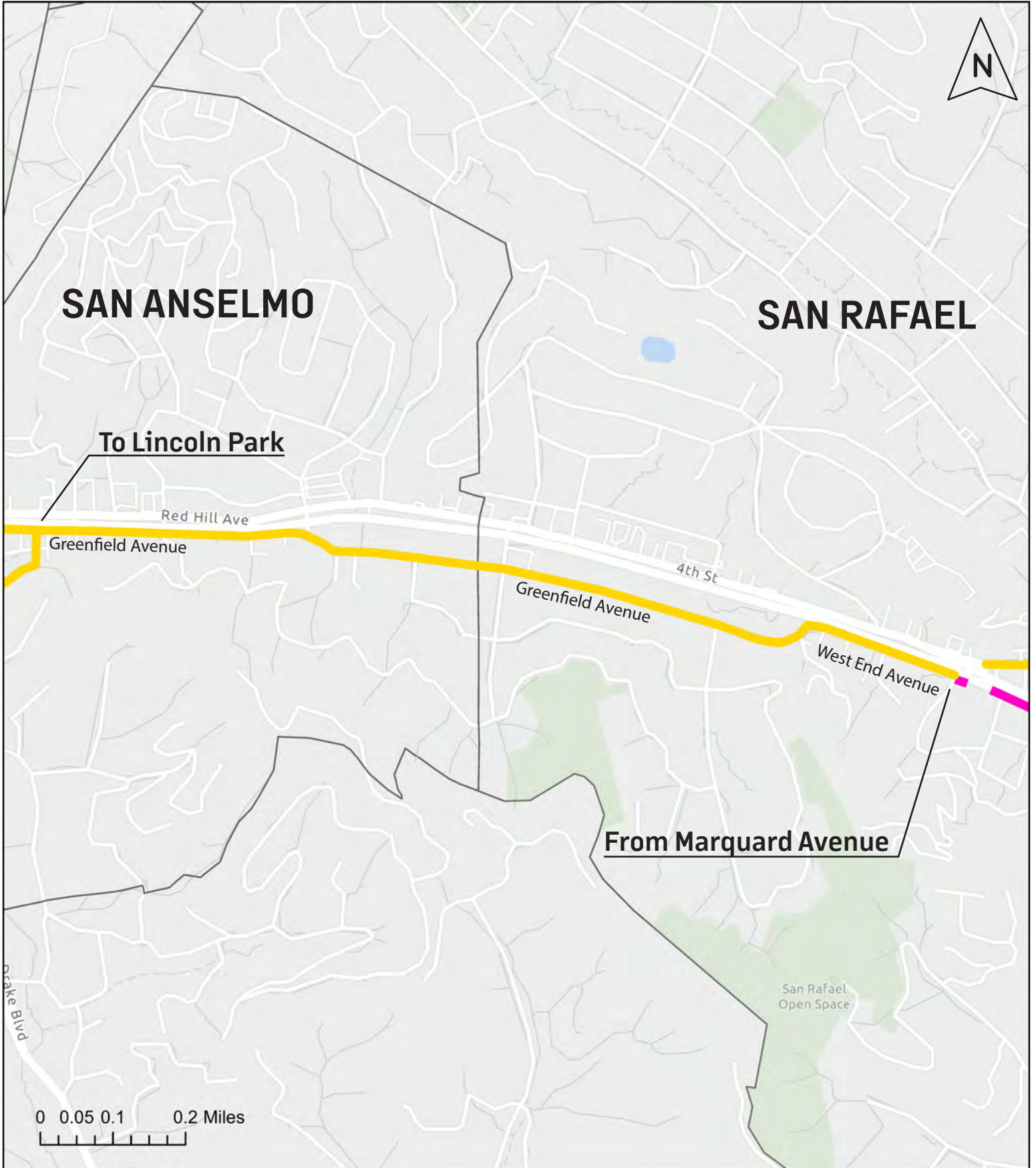
# Cross Marin Bikeway Segment 4



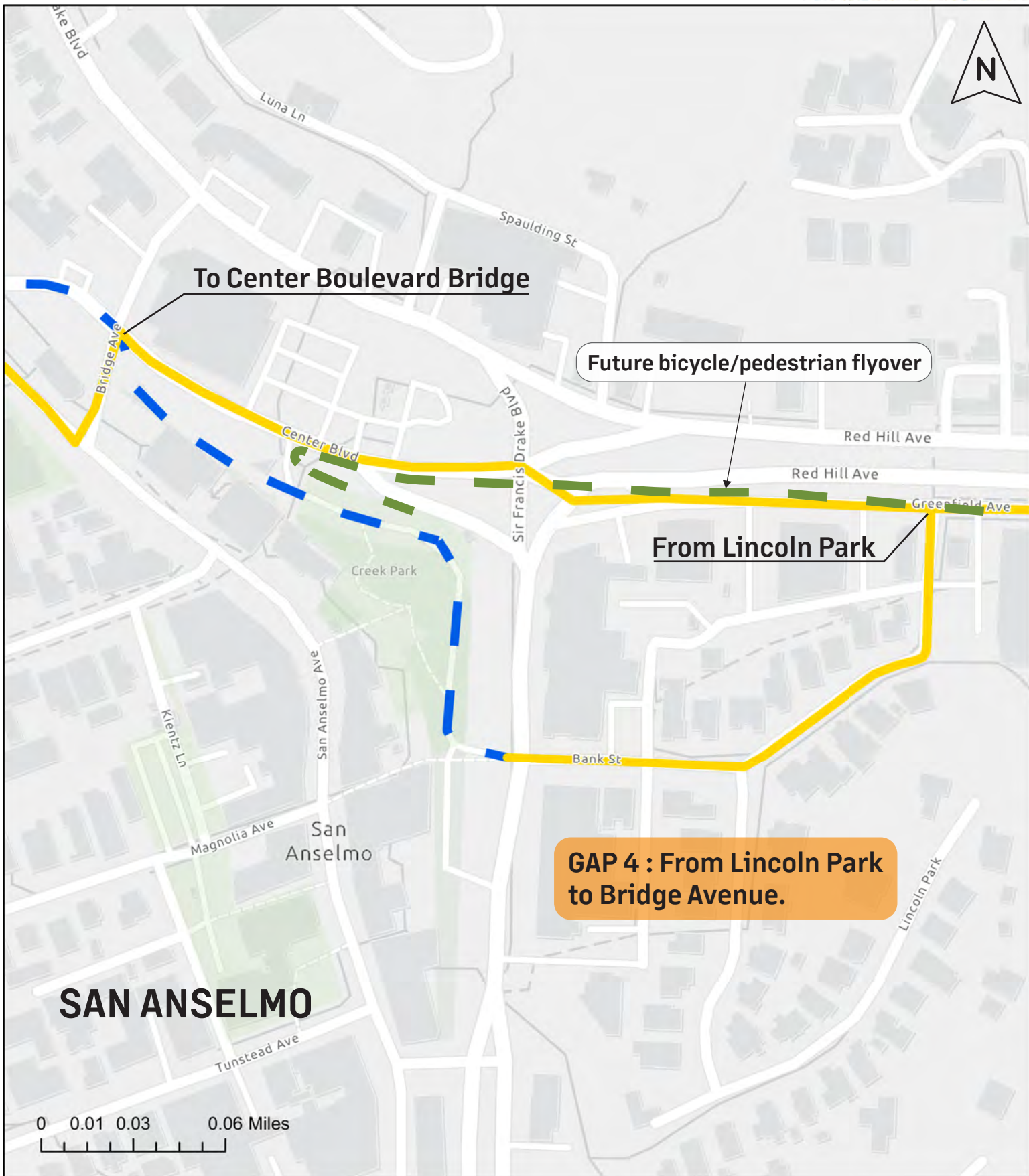
Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	



# Cross Marin Bikeway Segment 5



# Cross Marin Bikeway Segment 6



Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	



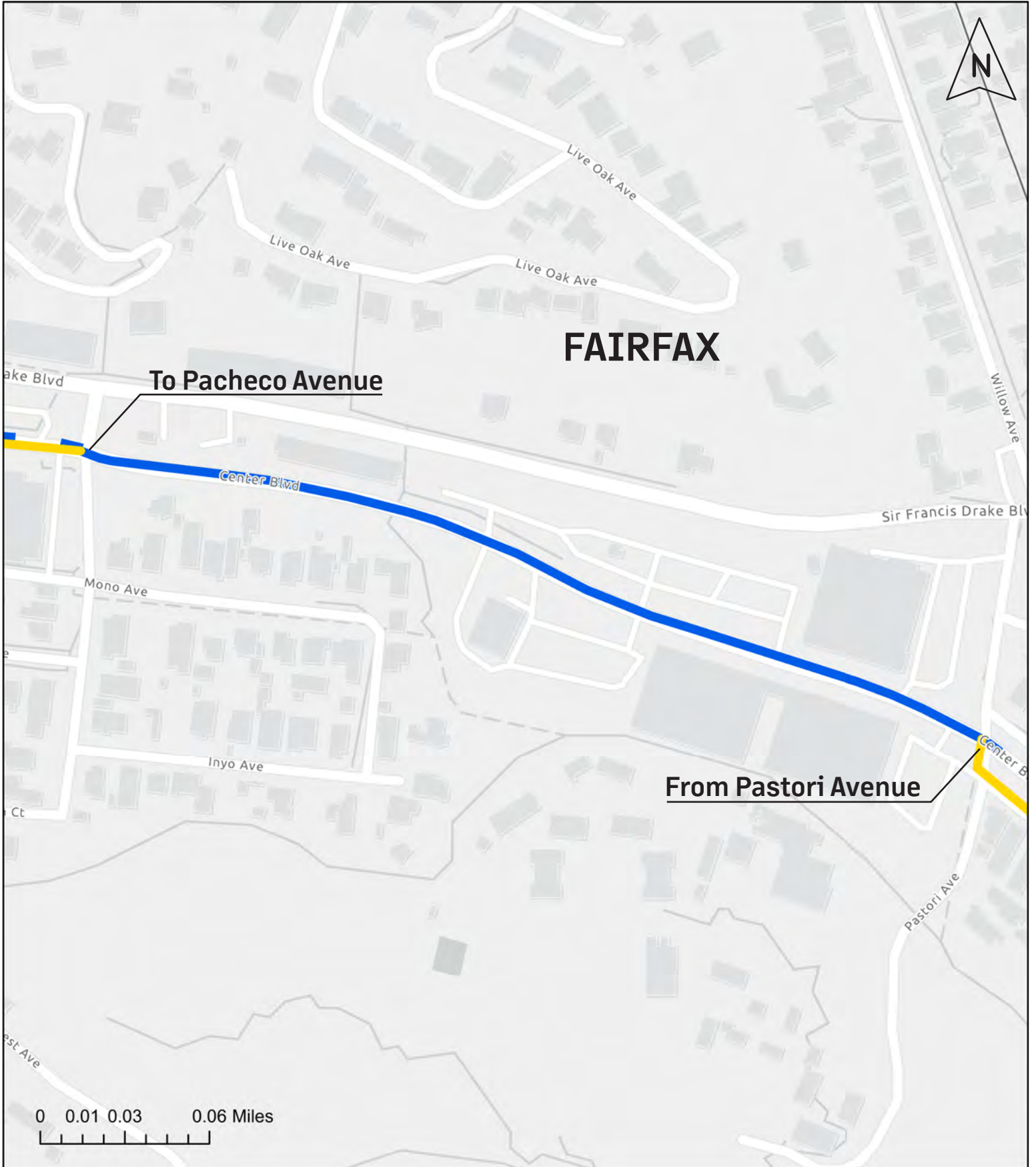


# Cross Marin Bikeway Segment 7



Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	

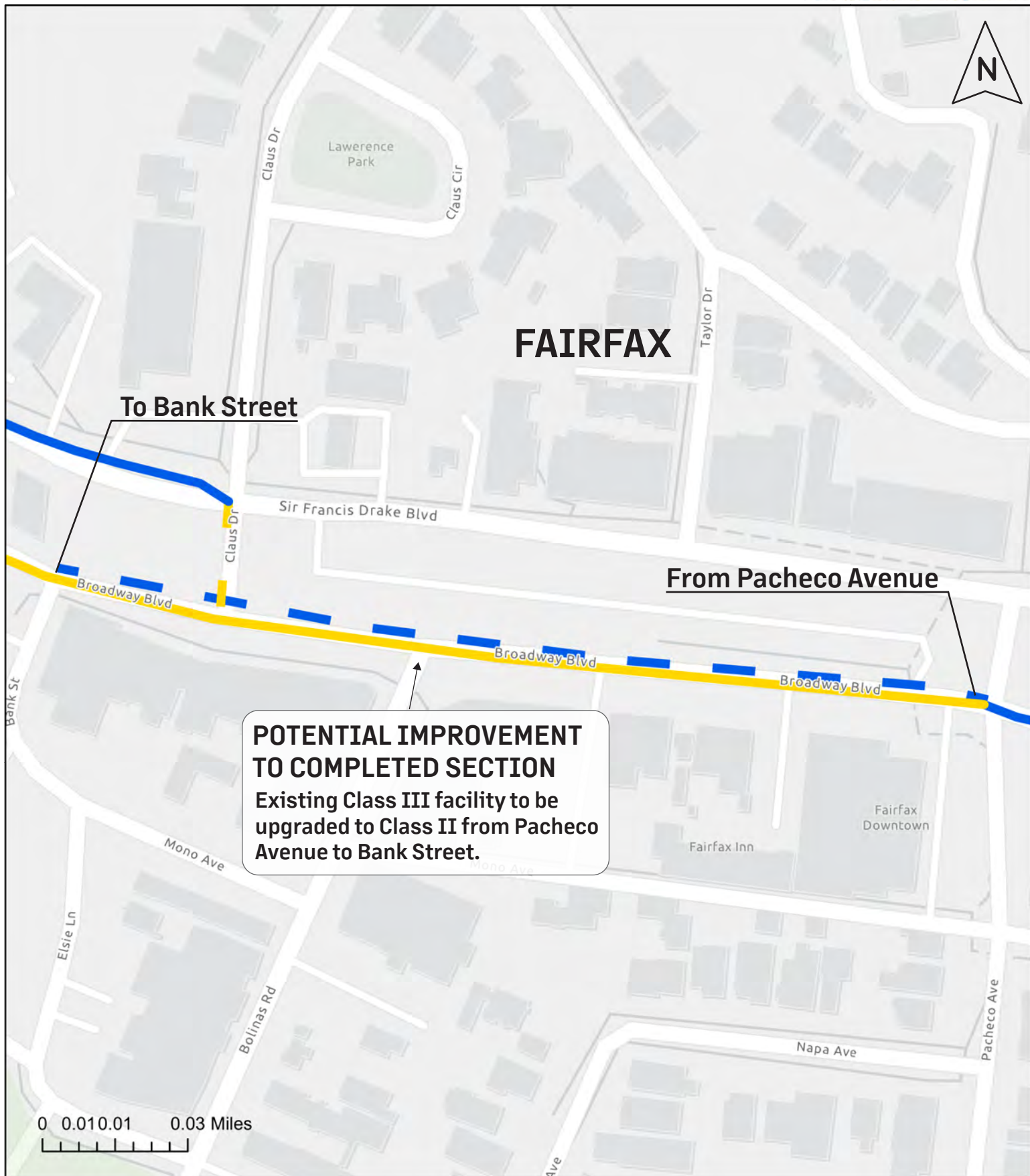
# Cross Marin Bikeway Segment 8



Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	

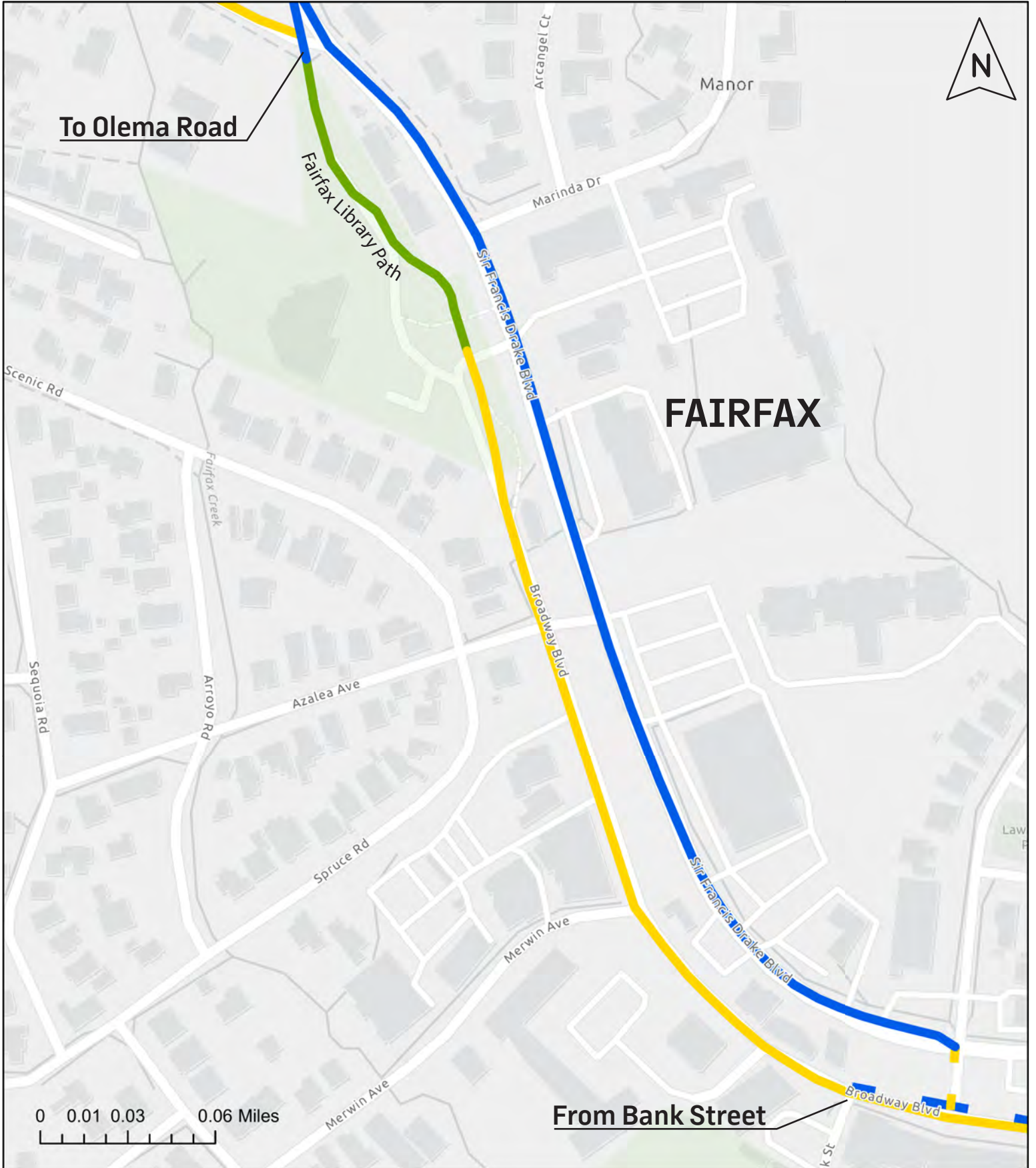


# Cross Marin Bikeway Segment 9





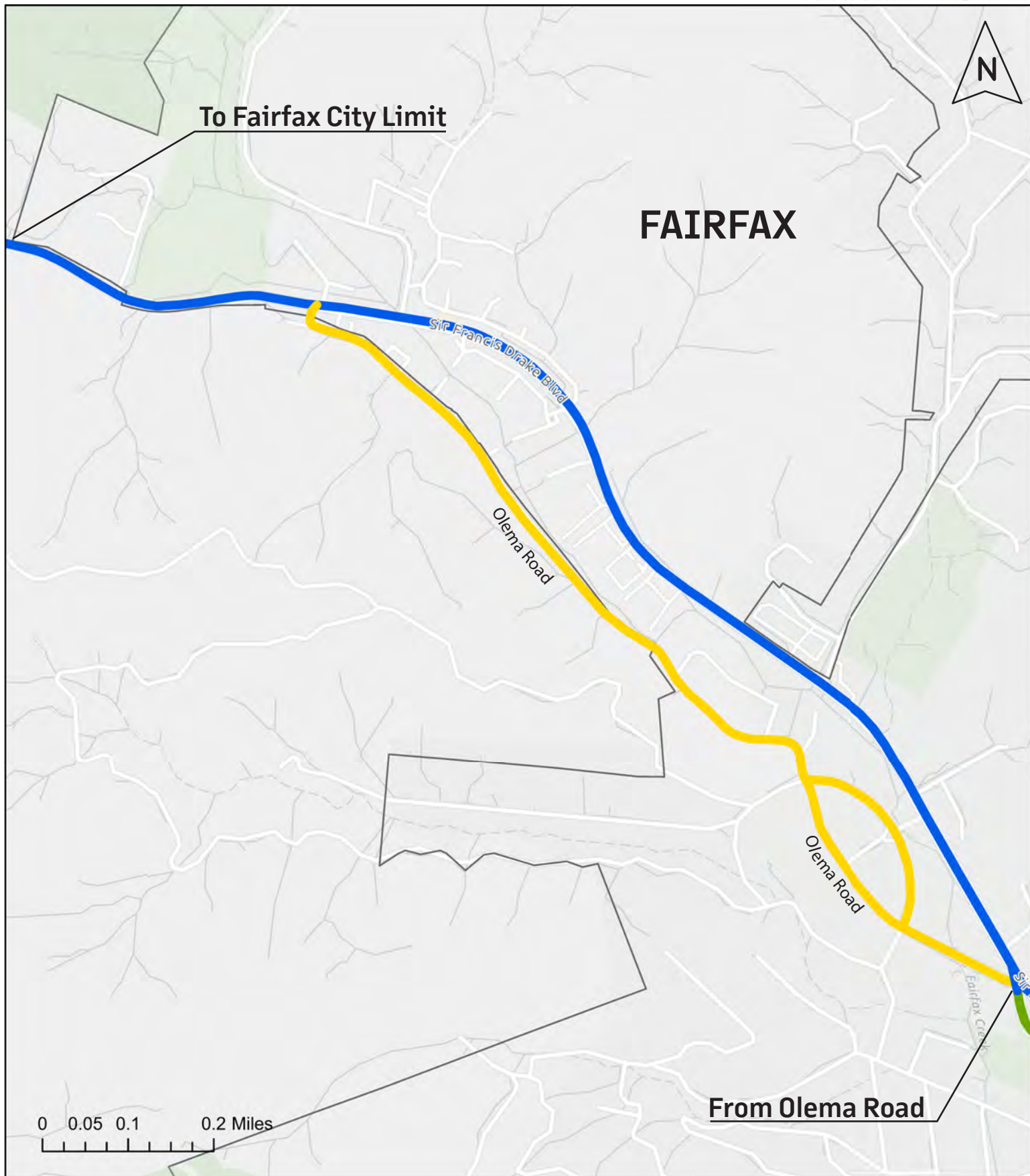
# Cross Marin Bikeway Segment 10



Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	



# Cross Marin Bikeway Segment 11



Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	



# Cross Marin Bikeway Segment 12







# Cross Marin Bikeway Segment 13



Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	

# CMB Gap Summary Tables

GAP 1 – LINDARO STREET CONNECTOR	
<b>Jurisdiction(s)</b>	San Rafael
<b>Start</b>	End of Mahon Creek Path
<b>End</b>	Andersen Drive/Lindaro Street
<b>Miles</b>	0.05
<b>Status</b>	Feasibility Study Planned
<b>Completion Date</b>	TBD
<b>Cost Ranking</b>	\$\$\$
<b>Additional Notes</b>	Small gap between the end of the Mahon Creek Path and intersection of Andersen Drive with Lindaro Street. The city of San Rafael plans to do a feasibility study at this location to determine the best option for the Lindaro and Andersen crossing, which will be found in the Active Projects and Capital Improvement Program (CIP).

GAP 2 – ALBERT PARK/COMMUNITY CENTER	
<b>Jurisdiction(s)</b>	San Rafael
<b>Start</b>	Lindaro Street
<b>End</b>	B Street
<b>Miles</b>	0.25
<b>Status</b>	Conceptual Planning
<b>Completion Date</b>	TBD
<b>Cost Ranking</b>	\$\$
<b>Additional Notes</b>	Projects D-7 and D-12 in the San Rafael Bicycle & Pedestrian Master Plan (2018) discusses extending a Class I path along Andersen Drive and through Albert Park to connect Mahon Creek Path to B Street. No specific alignment has been vetted. Currently, users may choose to take the facilities on Andersen Drive, First Street, and Albert Park Lane.

# CMB Gap Summary Tables

GAP 3 – THIRD STREET IMPROVEMENT PROJECT	
<b>Jurisdiction(s)</b>	San Rafael
<b>Start</b>	Miramar Avenue
<b>End</b>	Marquard Avenue
<b>Miles</b>	0.29
<b>Status</b>	Construction
<b>Completion Date</b>	Fall 2023
<b>Cost Ranking</b>	\$\$
<b>Additional Notes</b>	The gap will be closed by installing a Class IV track on the south side of Second Street, as part of the Third Street Improvement Project. Construction is underway.

GAP 4 – THE HUB	
<b>Jurisdiction(s)</b>	San Anselmo
<b>Start</b>	Lincoln Park
<b>End</b>	Bridge Avenue
<b>Miles</b>	0.24
<b>Status</b>	Planning/Design
<b>Completion Date</b>	TBD
<b>Cost Ranking</b>	\$\$\$
<b>Additional Notes</b>	The gap will be closed as part of The Hub project and could include a near-term project to install Class II bike lanes through Creek Park from Bank Street to Bridge Avenue. A far-term plan includes a raised bicycle/pedestrian bridge from Creek Park to Greenfield Avenue.



# CMB Gap Summary Tables

GAP 5 – CENTER BOULEVARD	
<b>Jurisdiction(s)</b>	San Anselmo, Fairfax
<b>Start</b>	Bridge Avenue
<b>End</b>	Pastori Avenue
<b>Miles</b>	1.22
<b>Status</b>	Planning
<b>Completion Date</b>	TBD
<b>Cost Ranking</b>	\$\$
<b>Additional Notes</b>	A planned Class II along Center Boulevard will connect the existing facility at Pastori Avenue to Sycamore Avenue/San Anselmo Avenue at the Center Boulevard Bridge.

# Potential Extensions

## Cross Marin Bikeway

The following maps present extensions to the east and west of the CMB that are currently being considered by local stakeholders. The maps focus on proposed projects that would help extend the corridor as a continuous pathway. Some future projects not directly related to the CMB may be missing from the maps. The extensions shown do not intend priorities for investments.

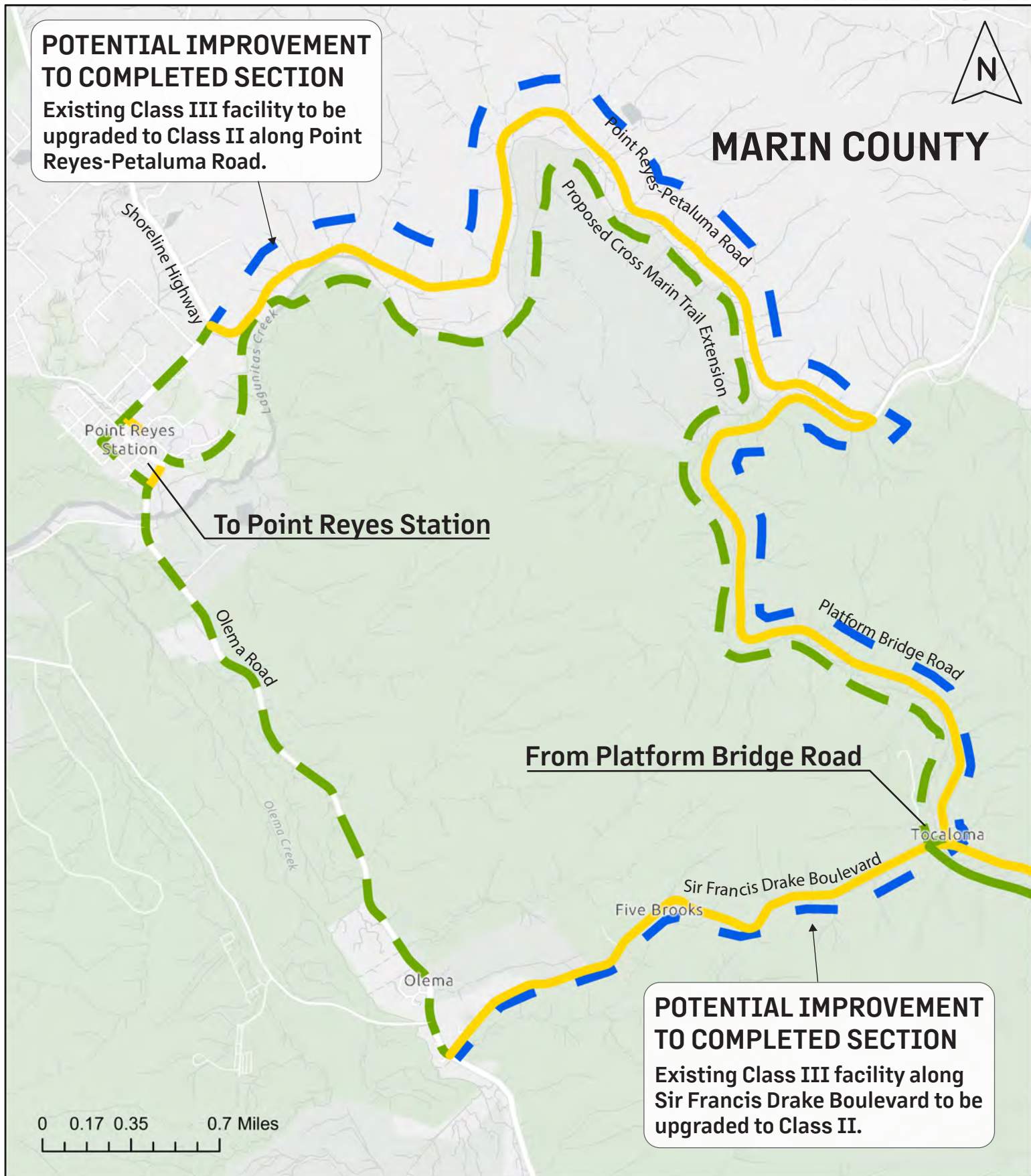
The western extension examines alignments from the Cross Marin Trail to Point Reyes Station. The eastern extension examines alignments from San Rafael to McNears Beach and the Richmond-San Rafael Bridge. Some portions of these extensions are partially completed. Proposed improvements and new projects are currently being considered to finalize these important connections.







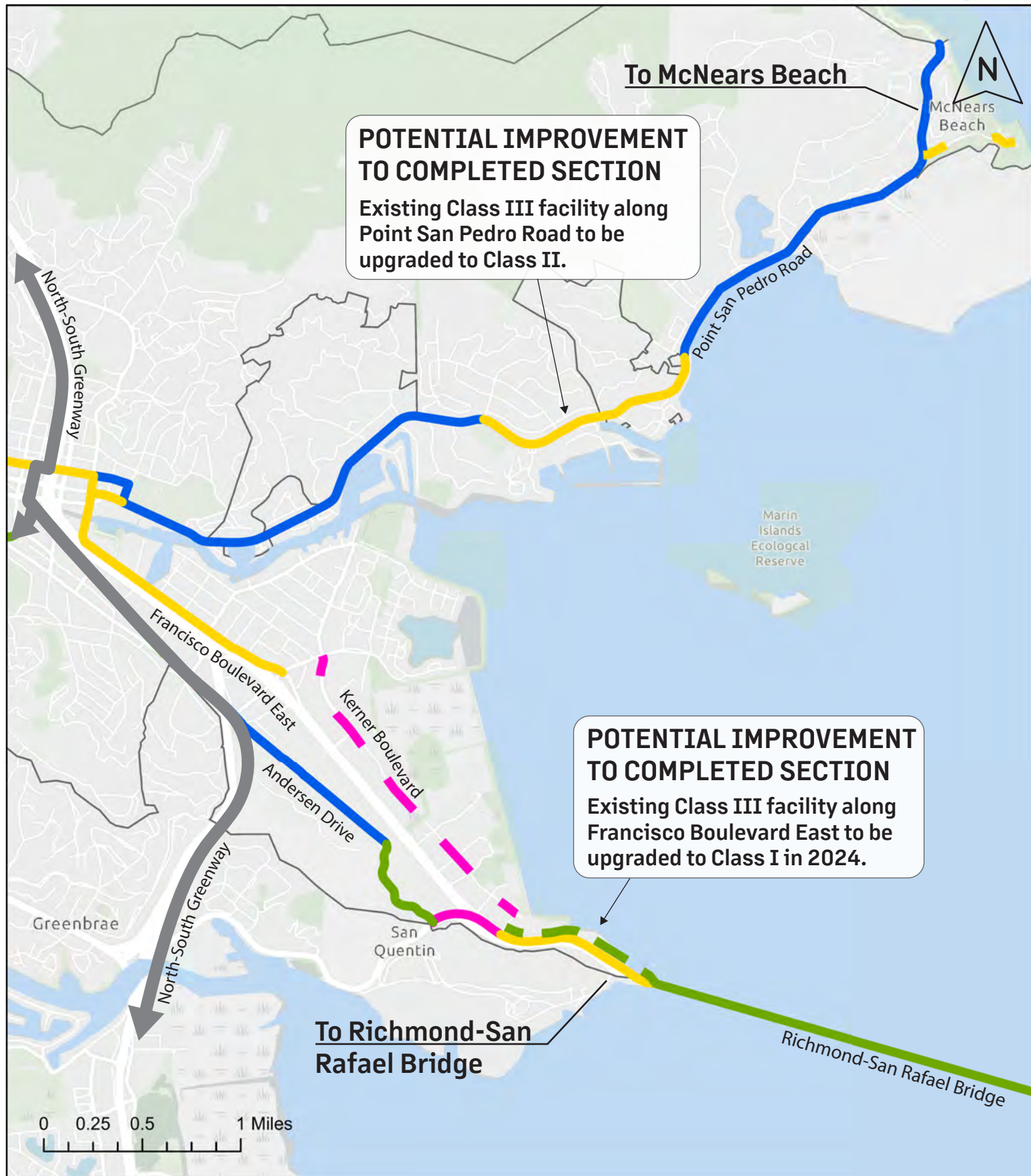
# Cross Marin Bikeway Western Extension



Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	



# Cross Marin Bikeway Eastern Extension



**POTENTIAL IMPROVEMENT TO COMPLETED SECTION**  
Existing Class III facility along Point San Pedro Road to be upgraded to Class II.

**POTENTIAL IMPROVEMENT TO COMPLETED SECTION**  
Existing Class III facility along Francisco Boulevard East to be upgraded to Class I in 2024.

Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	

# 5. Conclusion.

# Conclusion

The **North South Greenway** and **Cross Marin Bikeway** are major active transportation corridors that play a crucial role in achieving Marin's goal to develop a sustainable transportation network accessible to all. While these two corridors were just ideas more than 30 years ago, tremendous progress has been made to bring this vision to life. Recently, major projects such as the Cal Park Hill Tunnel and the Corte Madera Creek Crossing, have helped close significant gaps along the two corridors thanks to the coordinated efforts of the TAM Board of Commissioners, local jurisdictions, public agencies, and advocacy groups.

Today, most of the segments that compose the two corridors exist in one form or another, and more than a dozen proposed improvements are currently being considered to improve connections, safety, and accessibility. While important gaps remain, temporary gap closure alternatives or future projects have been identified for more than half of these incomplete sections.

**Tracking progress to encourage the swift completion of these vital corridors for Marin is more important than ever.**





# Resources & Links.

Photos were provided by TAM, unless otherwise noted.

<https://www.tam.ca.gov/>

<https://www.marincounty.org/>

<https://sonomamarintrain.org/>

<https://www.wtb-tam.org/>

<https://www.marinbike.org/>

<https://www.walkbikemarin.org/>

<https://thegreatredwoodtrail.org/>

<http://www.nsgreenwaygapclosure.com/>

<https://www.cityofsanrafael.org/bpmp/>

[http://walkbikemarin.org/documents/sr\\_fairfax\\_study/SR-Fairfax\\_Bikeway\\_Study\\_FINAL.pdf](http://walkbikemarin.org/documents/sr_fairfax_study/SR-Fairfax_Bikeway_Study_FINAL.pdf)

<http://walkbikemarin.org/documents/marin-bicycle-map.pdf>

# APPENDIX.

# NSGW Gap Summary Table



Project completion in progress

Segment	Gap Number	Gap Name	Jurisdiction(s)	Status	Completion Date	Cost Ranking
1	Gap 1	Fort Baker's Vista Point Trail	National Parks Service	Construction	TBD	2.97 million (\$\$\$)
2	Gap 2	Downtown Sausalito	Sausalito	Planning	TBD	\$\$\$
4	Gap 3	Alto Tunnel	Mill Valley, Corte Madera	Completed Feasibility Study	TBD	\$42-\$50 million based on 2017 study (not adjusted for inflation)
6	Gap 4	NSGW Gap Closure Project	Corte Madera, Larkspur, Marin County	Seeking Funding for Design	TBD	\$\$\$
9	Gap 5	Downtown San Rafael	San Rafael	Planning	TBD	\$\$
11	Gap 6	San Rafael Connection	San Rafael, SMART	Feasibility Study	Planning/Design anticipated in 2024	\$\$\$
13	Gap 7	San Rafael-Novato SMART Pathway	San Rafael, Novato, Marin County, SMART	Design	Construction anticipated to start in 2024	\$\$\$\$
15	Gap 8	Novato SMART Pathway	Novato, SMART	Design	TBD	\$\$\$
17	Gap 9	Rowland Boulevard Connection	Novato, SMART	Design	TBD	\$\$
17	Gap 10	Novato Creek Connection	Novato, SMART	Planning, Design	TBD	\$\$
18	Gap 11	Grant Avenue Crossing	Novato, SMART	Planning	TBD	\$
19	Gap 12	Novato SMART Pathway	Novato, SMART	Planning, Design	TBD	86 of 123



# CMB Gap Summary Table



Project completion in progress

Segment	Gap Number	Gap Name	Jurisdiction(s)	Status	Completion Date	Cost Ranking
1	Gap 1	Lindaro Street Connector	San Rafael	Feasibility Study Planned	TBD	\$\$\$
2	Gap 2	Albert Park/Community Center	San Rafael	Conceptual Planning	TBD	\$\$
4	Gap 3	Third Street Improvement Project	San Rafael	Construction	Fall 2023	\$\$
6	Gap 4	The Hub	San Anselmo	Planning, Design	TBD	\$\$\$
7	Gap 5	Center Boulevard	San Anselmo, Fairfax	Planning	TBD	\$\$

THIS PAGE LEFT BLANK INTENTIONALLY



# North-South Greenway & Cross Marin Bikeway Status Report (DRAFT)

Transportation Authority of Marin  
Bicycle Pedestrian Advisory Committee

May 16, 2023

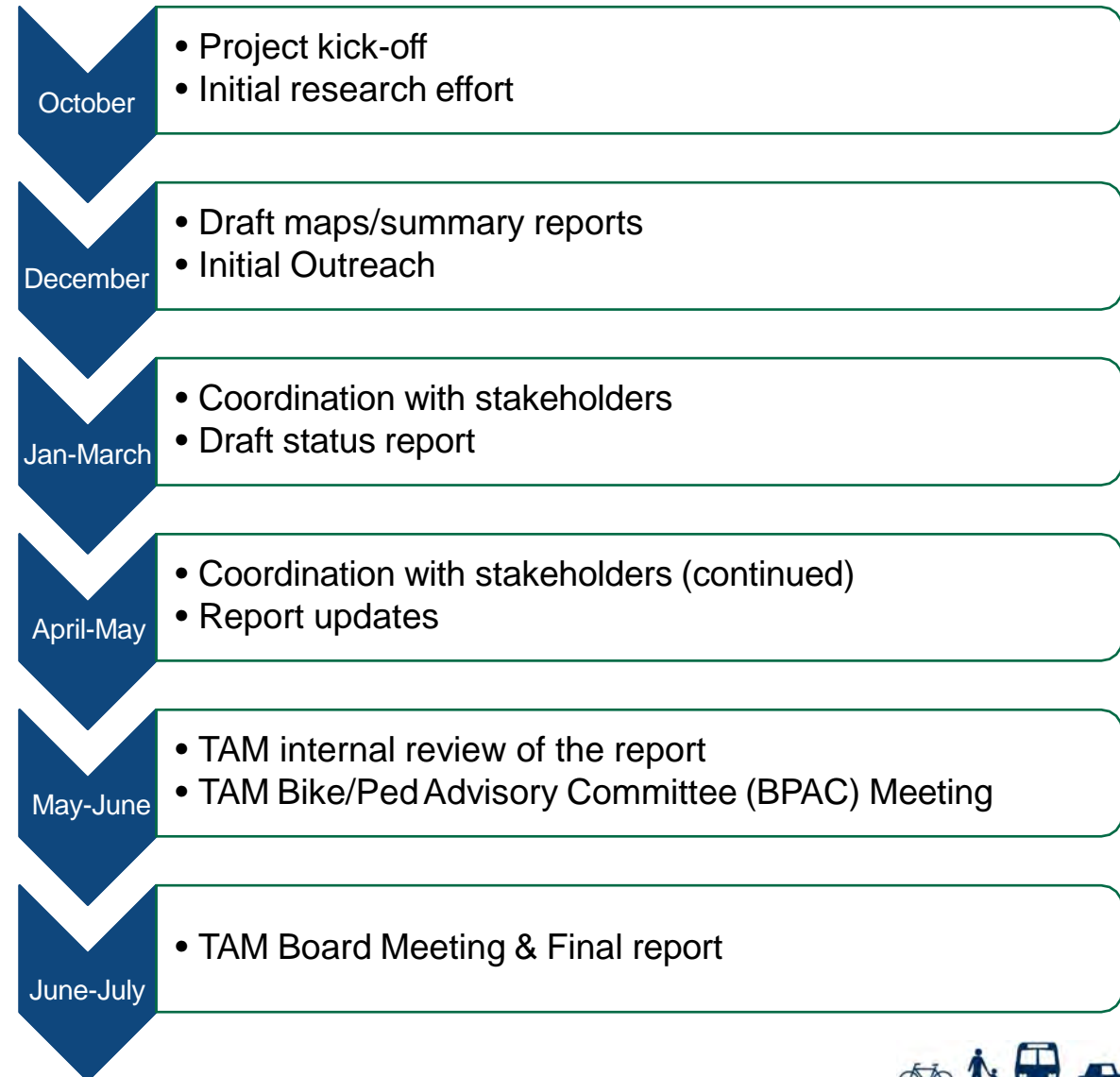


# North-South Greenway & Cross Marin Bikeway Status Report

The purpose of the study was to develop a status report of the North-South Greenway and Cross Marin Bikeway, highlighting for each corridor the segments that are complete and the remaining gaps.

The intent of the status report was not to develop new ideas or designs for bicycle/pedestrian connections that currently do not exist or might benefit from modernization.

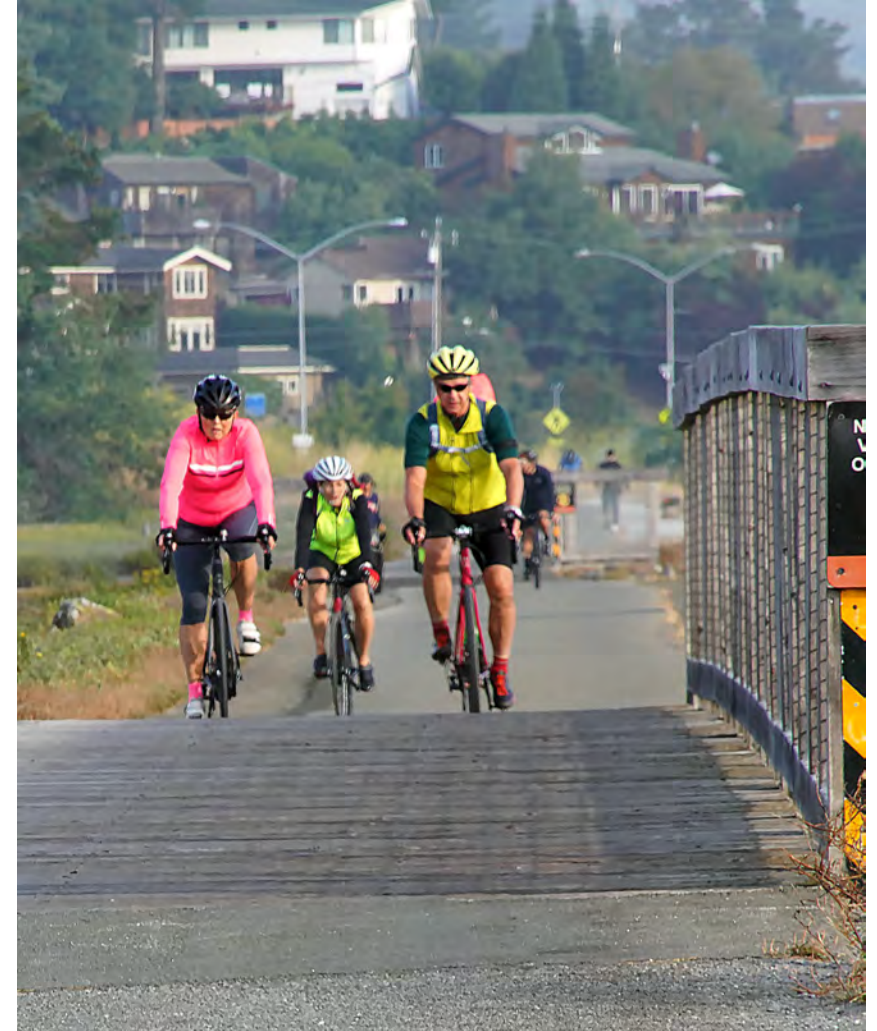
Available information such as the typology of the bicycle facilities, known upgrades, and future projects are included in the report, composed of maps and summary tables.



# Research Effort & Outreach

The preliminary research effort included reviewing and referencing the following sources of information:

- TAM's interactive [bicycle and pedestrian map](#) (based on County GIS file from latest jurisdiction bike/pedestrian plan updates)
- Online research (to confirm project status)
- MCBC's North-South Greenway [interactive map](#)
- WTB-TAM's maps & reports
- Input from Corte Madera, Fairfax, Larkspur, Mill Valley, Novato, San Anselmo, San Rafael, Sausalito, the County of Marin, GGBHTD and SMART







# Structure of the Report

## Table of Contents

- 1 Introduction
- 2 Corridor Quick Facts
- 3 North-South Greenway Status Report
- 4 Cross Marin Bikeway Status Report
- 5 Conclusion

## Corridor Highlights

Closing the gaps for the NSGW and CMB corridors is an on-going effort, and a lot of progress has been made over the past few years, thanks to the dedication and hard work of public agencies, local jurisdictions, pedestrian & bicycle advocates, and residents. Federal and local grant programs, such as the federal Non-motorized Transportation Pilot Program (NTPP) and the One Bay Area Grant program (OBAG), have also played a crucial role in helping multi-modal transportation options in Marin County.

The Non-motorized Transportation Pilot Program was a federal initiative that provided approximately \$25 million each to four communities selected at a national level (Columbia, MO; Marin County, CA; Minneapolis area, MN; Sheboygan County, WI) between 2006 and 2010 to increase levels of walking and cycling.

Local agencies and organizations are determined to make Marin County accessible, connected, and safe for pedestrians and cyclists. The next few pages highlight some key projects that have recently transformed the NSGW and CMB. Note that the corridor highlights showcase a small sample of completed segments along the corridors.



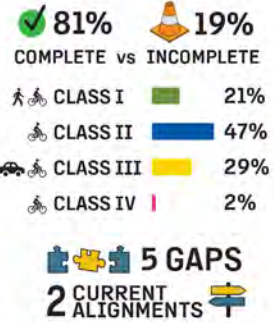
## Corridor Quick Facts

### Cross Marin Bikeway

The Cross Marin Bikeway is an east-west bikeway that aims to provide a safe and continuous bicycle connection between eastern and western Marin County. The idea of a connected east-west network of bicycle facilities connecting downtown San Rafael to San Anselmo, Fairfax, and the Cross Marin Trail was mentioned as early as 1974 in the *Marin County Bike Plan*. More recently, the core section of the corridor (from downtown San Rafael to Fairfax) was comprehensively studied by Fairfax in the *2010 Fairfax to San Rafael Cross Marin Bikeway Feasibility Study* and by San Rafael in the *2018 San Rafael Bicycle & Pedestrian Master Plan*. Unlike the NSGW, the CMB has not been envisioned as a continuous multi-use pathway from the beginning. Although some sections of the corridor, such as the Cross Marin Trail and Mahon Creek path, are accessible to both pedestrians and cyclists, most completed sections were designed as bicycle connections.

As shown in this report, several projects are currently being considered or planned to help improve accessibility and close the remaining gaps along the CMB.

Multiple sections of the CMB are identified as Route 20, 22, or 24 in the Countywide Bicycle Route System and signed as such in the field. More information about Marin's bicycle wayfinding system can be found on MCBC's website (link provided at the end of this report).



## NSGW Gap Summary Tables

GAP 1 - FORT BAKER'S VISTA POINT TRAIL		GAP 2 - DOWNTOWN SAUSALITO	
Jurisdiction(s)	National Parks Service	Jurisdiction(s)	Sausalito
Start	Lower Conzelmann Road	Start	Sausalito Ferry Terminal
End	Dana Bowers Vista Point Rest Area	End	Gate 6 Road
Miles	0.3	Miles	1.38
Status	Construction	Status	Planning
Completion Date	TBD	Completion Date	TBD
Cost Ranking	2.97 million (\$\$\$)	Cost Ranking	\$\$\$
Additional Notes	The Vista Point Trail project converts Vista Point Road, a long-closed trail segment, to a 15-foot-wide multi-use path. The project will provide an alternative to the existing undercrossing that requires pedestrians and cyclists to use stairs. The trail is currently under construction.	Additional Notes	City Council of the City of Sausalito adopted the Ferry Terminal to Gate 6 Road Path Feasibility Study in 2011. Since then, several intersection improvement projects along Bridgeway have been completed and the city has identified several more project areas along the gap from the original study for improvements. These are included in its Capital Improvement Program but funding for design and construction is needed to pursue them. The preferred alignment to permanently close the gap would be a continuous multi-use pathway (Class I) mostly parallel to Bridgeway. However, the section between Harbor Drive and Napa Street needs further study to refine concepts that would enable the installation of a separated Class I pathway.

## Potential Extensions

### Cross Marin Bikeway

The following maps present extensions to the east and west of the CMB that are currently being considered by local stakeholders. The maps focus on proposed projects that would help extend the corridor as a continuous pathway. Some future projects not directly related to the CMB may be missing from the maps. The extensions shown do not intend priorities for investments.



## Conclusion

The North South Greenway and Cross Marin Bikeway are major corridors that play a crucial role in achieving Marin's goal to develop a sustainable transportation network accessible to all. While these two corridors were just ideas more than 30 years ago, tremendous progress has been made to bring this vision to life. Recently, major projects such as the Cal Park Hill Tunnel and the Corte Madera Creek Crossing, have helped close significant gaps along the two corridors thanks to the coordinated efforts of local jurisdictions, public agencies, and advocacy groups.

Today, most of the segments that compose the two corridors exist in one form or another, and more than a dozen proposed improvements are currently being considered to improve connections, safety, and accessibility. While important gaps remain, temporary gap closure alternatives or future projects have been identified for more than half of these incomplete sections.

Tracking progress to encourage the swift completion of these vital corridors for Marin is more important than ever.



# Important Considerations

- The maps and tables included in the report do not imply any priority in the gap closure projects, potential improvements, or potential corridor extensions discussed in the report.
- **Gap** was used to identify sections of the NSGW or CMB with no available pedestrian and/or bicycle facilities along the envisioned corridors.
- For several of these gaps, existing or planned facilities were identified as **current alignments** while the two corridors are being finalized.
- **Potential improvements to completed section** was used to identify future facility upgrades that are currently being studied or planned along existing segments of the NSGW or CMB.
- Most of the gaps and projects identified in this report will require engineering studies and other analyses to confirm the feasibility of the proposed improvements and their cost and to satisfy environmental review requirements.
- The maps were developed using a GIS software. While GIS is a powerful tool to map, manage, and analyze transportation networks and data, it presents some limitations in terms of visualization. The roadway network and bikeway facilities shown in the following maps are a simplified version of their actual geometries.



# Bicycle Facility Terminology



## Class I Multi-Use Path

Class I bikeways are off-street pathways accessible to non-motorized users, including cyclists, pedestrians, skateboarders, roller-skaters, e-scooters, and certain types of e-bikes. They typically offer opportunities not provided by the roadway system.



## Class III Bike Route

Class III bikeways are shared lanes used by cyclists and motorists, typically considered on low speed/low volume roadways. They are indicated with signs and/or pavement markings. Traffic calming measures can transform a Bike Route into a Bike Boulevard.



## Class II Bike Lane

Class II bikeways are on-street facilities, typically striped adjacent to vehicular traffic travelling in the same direction using white paint. They are intended to improve safety by clearly designating the right-of-way assigned to cyclists and motorists.



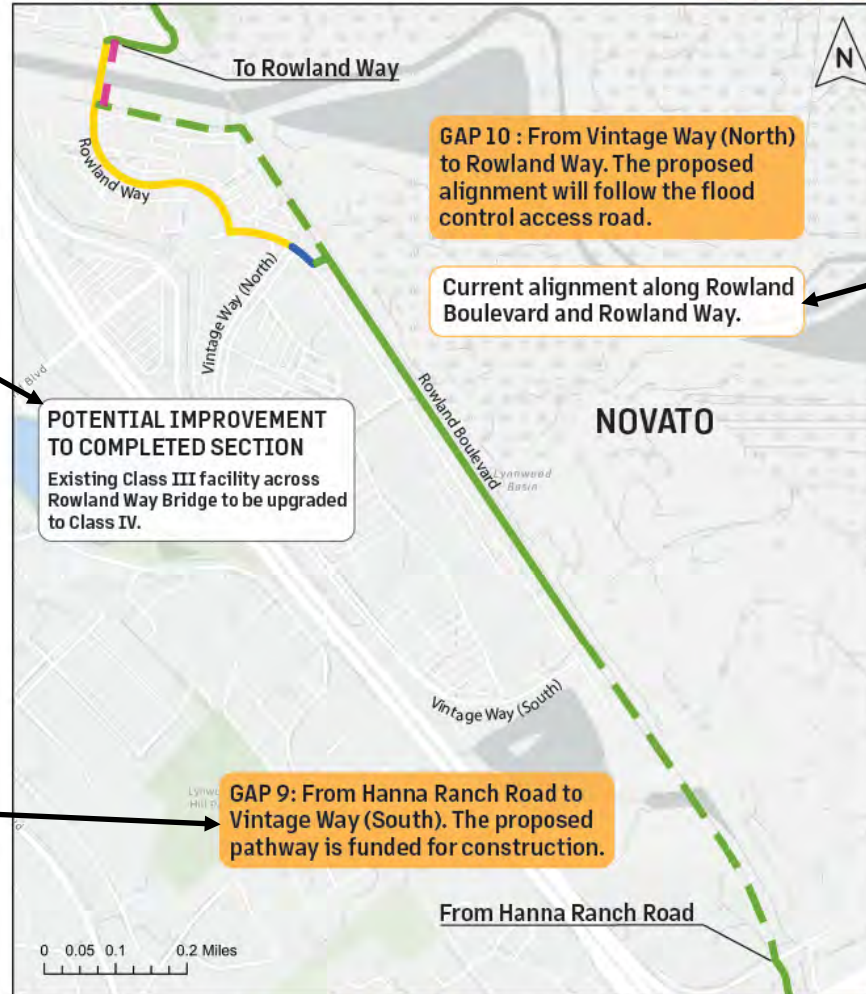
## Class IV Separated Bikeway

Class IV bikeways are one-way or two-way on-street facilities that are reserved for exclusive use of bicycles and physically separated from vehicles. Typical physical separation include concrete curbs, on-street parking, landscaping, and painted buffers and bollards.



# How to Read a Segment Map

North-South Greenway  
Segment 17



**POTENTIAL IMPROVEMENT TO COMPLETED SECTION**  
Identifies projects being considered by local jurisdictions to improve existing segments.

**POTENTIAL IMPROVEMENT TO COMPLETED SECTION**  
Existing Class III facility across Rowland Way Bridge to be upgraded to Class IV.

**GAP X : Identifies current gaps.**

**GAP 10 : From Vintage Way (North) to Rowland Way. The proposed alignment will follow the flood control access road.**

Current alignment along Rowland Boulevard and Rowland Way.

**GAP 9: From Hanna Ranch Road to Vintage Way (South). The proposed pathway is funded for construction.**

Identifies the current alignment(s) in lieu of the gap.

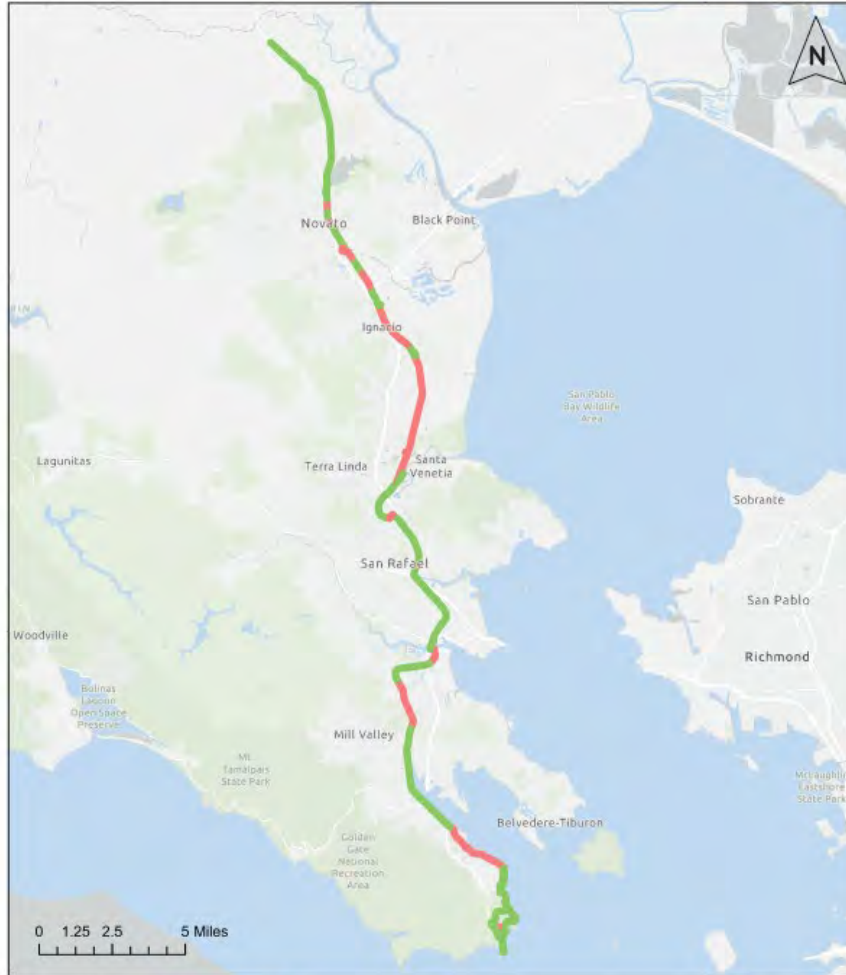
Additional relevant information is provided when appropriate in white text boxes.

Bicycle/pedestrian infrastructure classification









# North-South Greenway

North-South Greenway  
Corridor Status



Legend : Complete  
Gap

 **63%**  **37%**  
COMPLETE vs INCOMPLETE

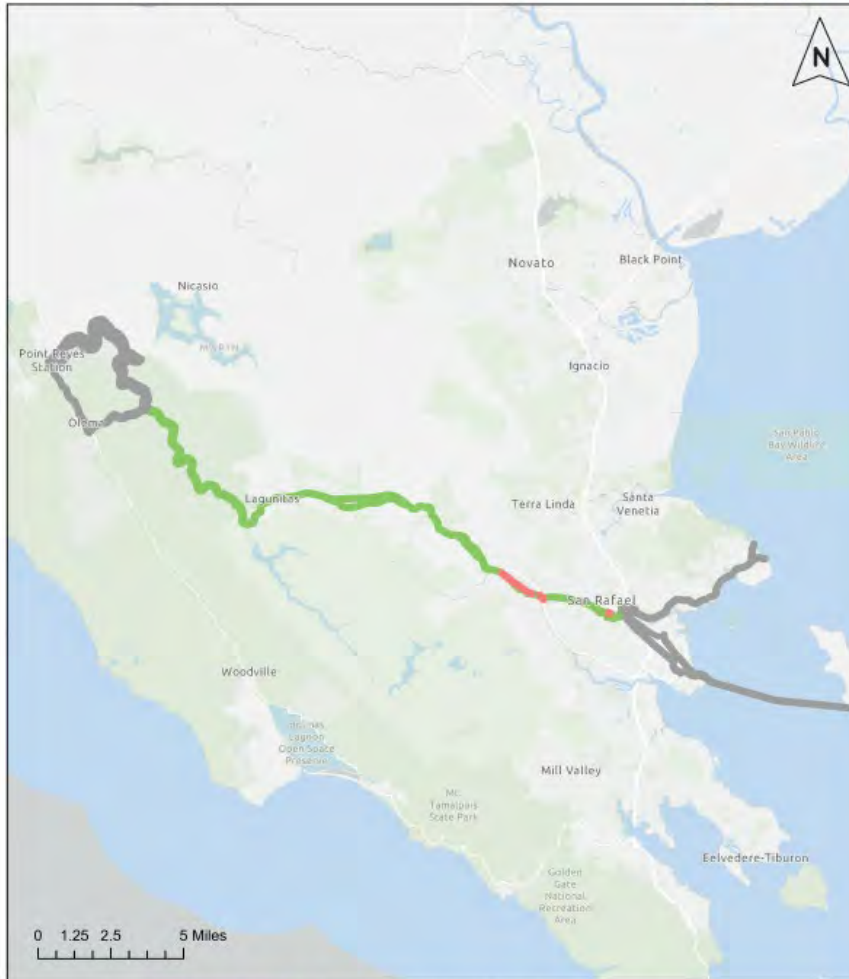
 **CLASS I**  **65%**  
 **CLASS II**  **24%**  
 **CLASS III**  **21%**  
 **CLASS IV**  **1%**

 **12 GAPS**


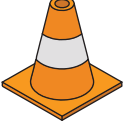
**7 CURRENT ALIGNMENTS** 

# Cross Marin Bikeway

Cross Marin Bikeway  
Corridor Status



Legend : Complete Gap Potential Corridor Extension

 **81%**  **19%**  
COMPLETE vs INCOMPLETE

	<b>CLASS I</b>	<span style="background-color: #4CAF50; width: 20px; height: 10px; display: inline-block;"></span>	<b>21%</b>
	<b>CLASS II</b>	<span style="background-color: #0070C0; width: 20px; height: 10px; display: inline-block;"></span>	<b>47%</b>
	<b>CLASS III</b>	<span style="background-color: #FFEB3B; width: 20px; height: 10px; display: inline-block;"></span>	<b>29%</b>
	<b>CLASS IV</b>	<span style="background-color: #E91E63; width: 20px; height: 10px; display: inline-block;"></span>	<b>2%</b>

 **5 GAPS**

**2 CURRENT ALIGNMENTS** 



# Key Completed Improvements

## North-South Greenway

- Cal Park Hill Tunnel
- Andersen Drive to Rice Drive Path
- Central Marin Ferry Connector Bridge
- Corte Madera Creek Crossing
- Puerto Suello Hill Pathway
- Rowland Boulevard Improvement Project

## Cross Marin Bikeway

- Center Boulevard Bicycle Lane
- Third Street Improvement Project (Nearly Completed)

# NSGW Gap Summary Table

 Projects further along

Segment	Gap Number	Gap Name	Jurisdiction(s)	Status	Completion Date	Cost Ranking
1	Gap 1	Fort Baker's Vista Point Trail	National Parks Service	Construction	TBD	2.97 million (\$\$\$)
2	Gap 2	Downtown Sausalito	Sausalito	Planning	TBD	\$\$\$
4	Gap 3	Alto Tunnel	Mill Valley, Corte Madera	Completed Feasibility Study	TBD	\$42-\$50 million based on 2017 study (not adjusted for inflation)
6	Gap 4	NSGW Gap Closure Project	Corte Madera, Larkspur, Marin County	Seeking Funding for Design	TBD	\$\$\$
9	Gap 5	Downtown San Rafael	San Rafael	Planning	TBD	\$\$
11	Gap 6	San Rafael Connection	San Rafael, SMART	Feasibility Study	Planning/Design anticipated in 2024	\$\$\$
13	Gap 7	San Rafael-Novato SMART Pathway	San Rafael, Novato, Marin County, SMART	Design	Construction anticipated to start in 2024	\$\$\$\$
15	Gap 8	Novato SMART Pathway	Novato, SMART	Design	TBD	\$\$\$
17	Gap 9	Rowland Boulevard Connection	Novato, SMART	Design	TBD	\$\$
17	Gap 10	Novato Creek Connection	Novato, SMART	Planning, Design	TBD	\$\$
18	Gap 11	Grant Avenue Crossing	Novato, SMART	Planning	TBD	\$
19	Gap 12	Novato SMART Pathway	Novato, SMART	Planning, Design	TBD	100\$ of 123

# CMB Gap Summary Table

 Projects further along

Segment	Gap Number	Gap Name	Jurisdiction(s)	Status	Completion Date	Cost Ranking
1	Gap 1	Lindaro Street Connector	San Rafael	Feasibility Study Planned	TBD	\$\$\$
2	Gap 2	Albert Park/Community Center	San Rafael	Conceptual Planning	TBD	\$\$
4	Gap 3	Third Street Improvement Project	San Rafael	Construction	Fall 2023	\$\$
6	Gap 4	The Hub	San Anselmo	Planning, Design	TBD	\$\$\$
7	Gap 5	Center Boulevard	San Anselmo, Fairfax	Planning	TBD	\$\$



# Questions?

---

**Thank you for your attention!**

TAM Contact:  
Scott McDonald  
SMcDonald@tam.ca.gov

Sam Schwartz Contact:  
Julie Polak  
julie.polak@samschwartz.com



**DATE:** May 16, 2023

**TO:** Transportation Authority of Marin  
Bicycle/Pedestrian Advisory Committee

**FROM:** Anne Richman, Executive Director  
Bill Whitney, Principal Project Delivery Manager

**SUBJECT:** US 101 Interchange and Approaching Roadways Study Update (Discussion), Agenda Item No. 7

---

## **RECOMMENDATION**

For discussion only.

## **BACKGROUND**

The Measure AA Expenditure Plan includes a category that provides funding for studies of interchanges on Highway 101. The overall approach of the Interchange Study Program is to identify operational and safety improvements for all users of an interchange and approaching roadways including adjacent intersections. The interchange studies have been developed as part of a comprehensive effort to evaluate our interchange infrastructure at twelve locations to address deficiencies most in need. (See Attachment A).

The interchanges under consideration were built many years ago and were designed with a focus on vehicle movements. With the current interaction of vehicles, transit users, pedestrians and bicyclists using the interchanges the team has identified a number of concepts to improve usability, safety and operations for all modes of travel.

In July of last year, the TAM Board approved the Interchange Program's Implementation and Prioritization Plan. The Plan identifies the following three interchanges to be prioritized for further evaluation and development:

- Tiburon Blvd./East Blithedale (Long-term improvement proposal)
- Manuel T. Freitas Parkway/Civic Center Drive (Long-term improvement proposal)
- Alameda Del Prado/Nave Drive (Short-term improvement proposal)

Interchange study materials for all twelve locations are posted on the TAM website: <https://tam101study.com/>.

## **DISCUSSION**

The next step in the project development phase is to work closely with Caltrans, transit agencies and our local agencies to prepare a Project Initiation Document (PID). The purpose of the PID is to continue to refine the project scope and evaluate other potential alternatives for consideration. PIDs are required to be developed and approved by Caltrans before any major or highly complex project can be programmed and constructed on the State Highway System.

Staff and our consulting team will make a PowerPoint presentation to the BPAC and receive input. We are also reaching out to similar Committees in Novato, San Rafael, Mill Valley, and Golden Gate Transit to receive additional input. Following this initial outreach effort, we will schedule informal public workshops in southern, central and northern Marin for additional input.

## **FISCAL IMPACTS**

Not applicable.

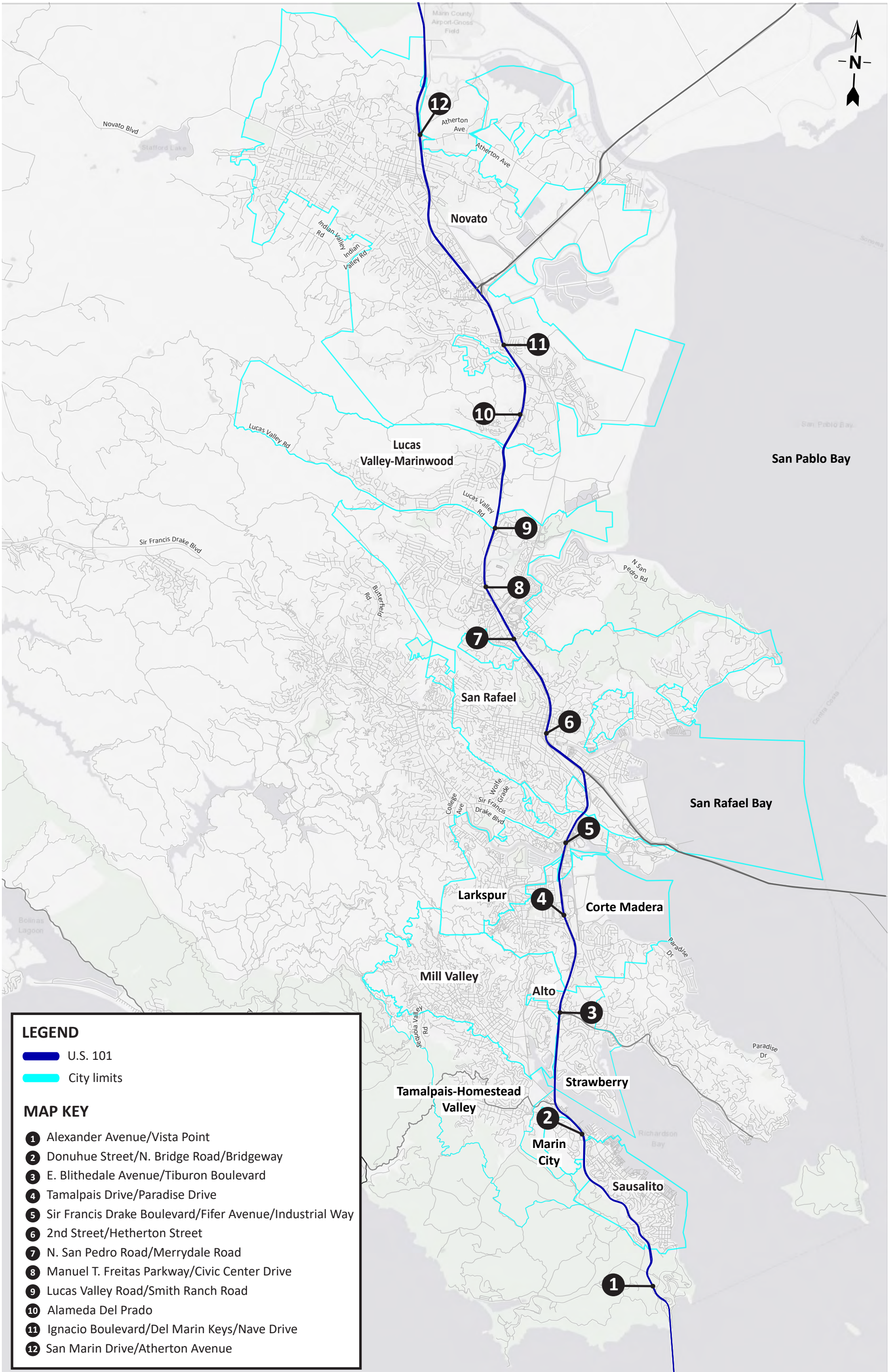
## **NEXT STEPS**

Continue to develop the PID's for three interchanges.

## **ATTACHMENTS**

Attachment A – Exhibit of Twelve Interchange Locations  
Attachment B – Interchange Presentation





THIS PAGE LEFT BLANK INTENTIONALLY





# Improvements to Highway 101 Interchanges and Approaching Roadways in Marin County Project Initiation Phase

Transportation Authority of Marin  
Bicycle/Pedestrian Advisory Committee  
May 16, 2023

Bill Whitney, Principal Project Delivery Manager



# Agenda

- 1) Introductions
- 2) Project Overview
  - 1) Project Background
  - 2) Current Phase
  - 3) Project Description
- 3) Comments and Questions
- 4) Additional Engagement Opportunities

# Project Overview

# Project Overview – Project Background

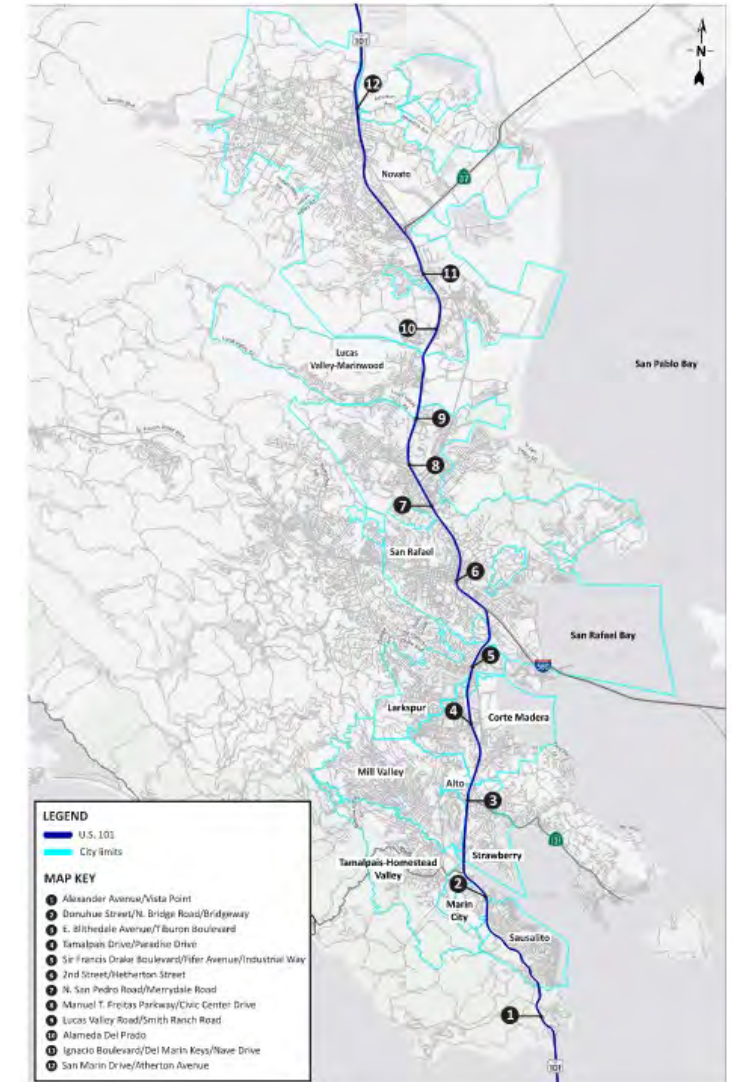
- Study included in the Measure AA ½-Cent Transportation Sales Tax Expenditure Plan
- Plan allocates 3% of sales tax revenue, estimated at \$24.8 million over the 30-year period of the Measure
- Will fund improvements to local road interchanges:
  - improve the operation and safety for all users
  - allow smoother travel to and from Highway 101 and local roads
  - provide seed money to perform the planning, public outreach, and develop the scope of improvements needed at these interchanges
  - prioritize improvements for near- and long-term implementation



# Project Overview – Project Background (cont.)

## Studied 12 Interchanges

1. Alexander Avenue
2. Sausalito/Marin City
3. Tiburon Blvd./East Blithedale Avenue
4. Paradise Drive/Tamalpais Drive
5. Sir Francis Drake Boulevard
6. San Rafael On-Ramp at 2nd Street and Hetherton Avenue
7. Merrydale Road/North San Pedro Road
8. Manuel T. Freitas Parkway
9. Lucas Valley Road/Smith Ranch Road
10. Alameda Del Prado/Nave Drive
11. Ignacio Boulevard
12. San Marin Drive/Atherton Avenue



# Project Overview – Project Background (cont.)

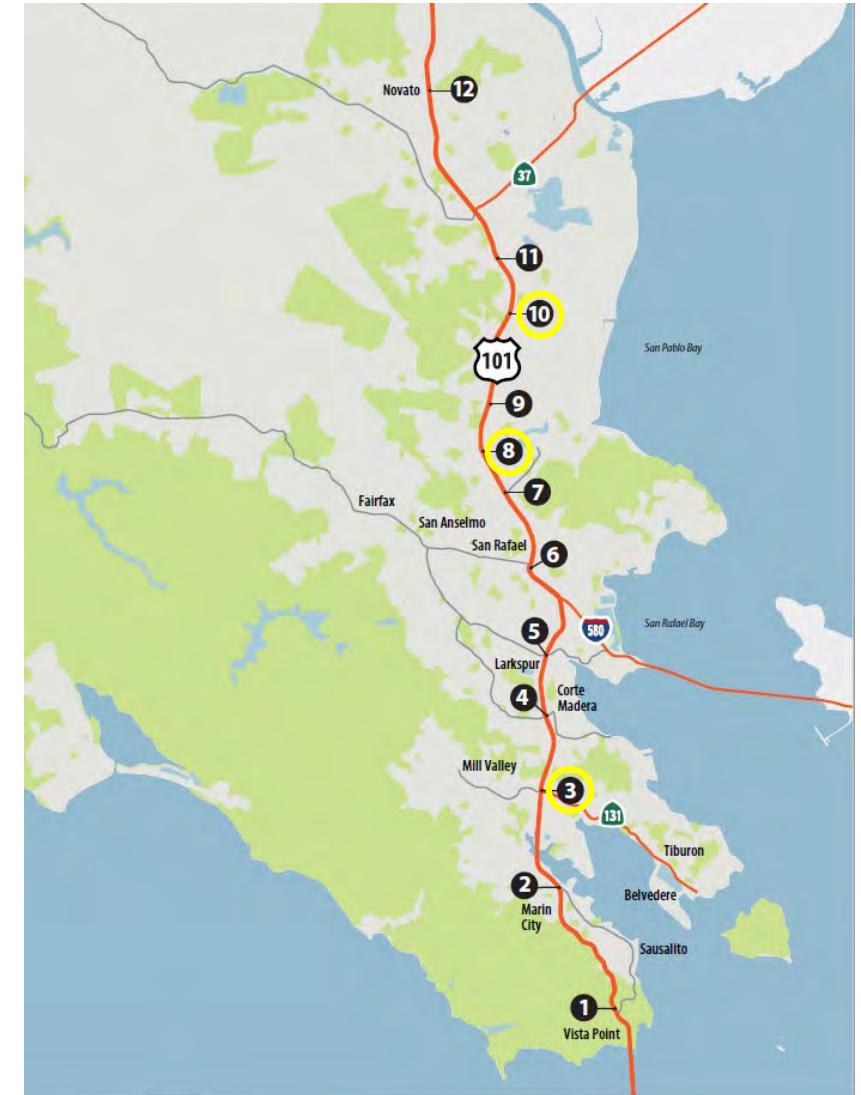
## Timeline



# Project Overview – Project Background (cont.)

## 3 Interchanges Recommended to Proceed to Project Development:

- SR 131 Tiburon Blvd./E. Blithedale Ave. (#3)
- Freitas Parkway/Civic Center Dr. (#8)
- Alameda del Prado/Nave Drive (#10)





# Project Overview – Project Description

## Interchange Improvements seek to:

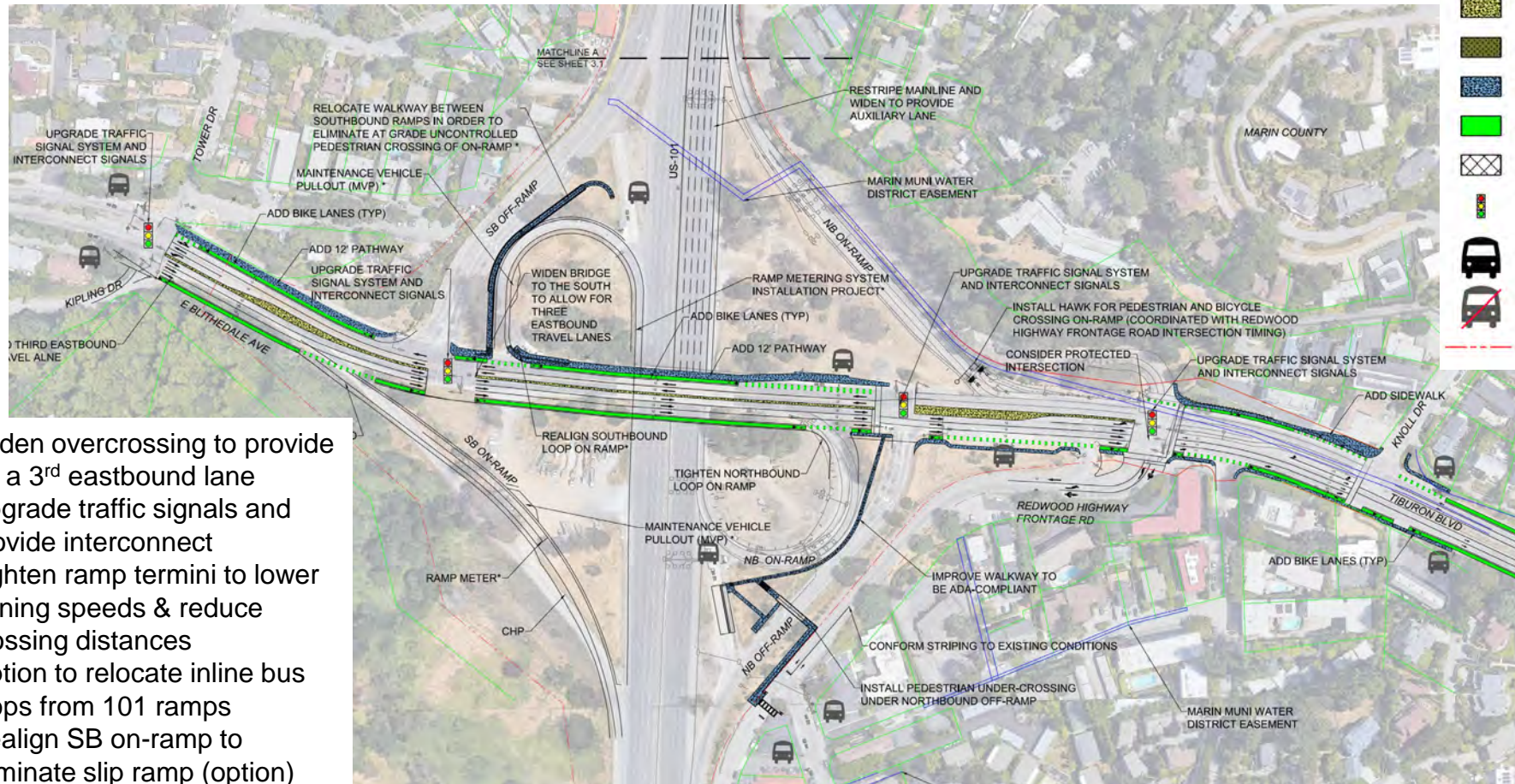
- Address existing deficiencies
- Improve operation and safety
- Enhance access to, from, and across Highway 101
- Upgrade conditions for vehicular traffic, transit users, pedestrians, and bicyclists
- Improve multimodal connectivity

# Active Transportation Elements

## Enhancements include:

- Sidewalk gap closures
- ADA compliant curb ramps
- Separated bikeways
- Shared-use pathways
- Ped and/or bike signal phasing
- Vehicle lane narrowing
- Tightening up ramp termini
- Bus stop enhancements
- Protected intersections
- Roundabouts

# SR 131 Tiburon Boulevard/East Blithedale Avenue



**LEGEND:**

	CONCRETE MEDIAN
	LANDSCAPING
	SIDEWALK/MULTI-USE PAT
	BIKE LANE
	DEMOLITION
	TRAFFIC SIGNAL
	BUS STOP
	RELOCATE BUS STOP
	EXISTING CALTRANS ROW



- Widen overcrossing to provide for a 3<sup>rd</sup> eastbound lane
- Upgrade traffic signals and provide interconnect
- Tighten ramp termini to lower turning speeds & reduce crossing distances
- Option to relocate inline bus stops from 101 ramps
- Realign SB on-ramp to eliminate slip ramp (option)







# Freitas Parkway/Civic Center Dr



**LEGEND:**

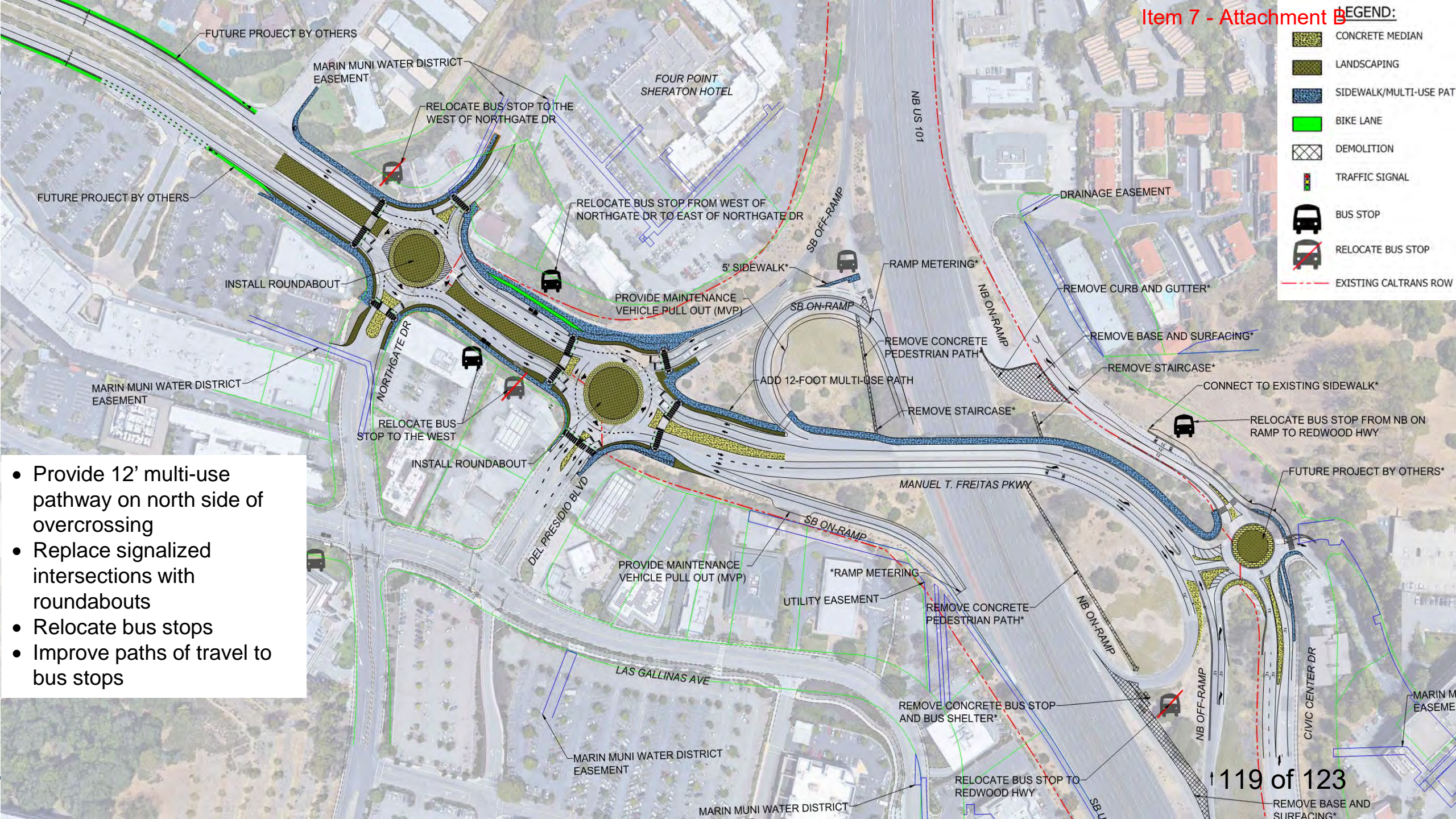
	CONCRETE MEDIAN
	LANDSCAPING
	SIDEWALK/MULTI-USE PAT
	BIKE LANE
	DEMOLITION
	TRAFFIC SIGNAL
	BUS STOP
	RELOCATE BUS STOP
	EXISTING CALTRANS ROW

- Tighten ramp termini to lower turning speeds & reduce crossing distances
- Accommodate Caltrans improvements at Civic Center Drive
- Install roundabouts to facilitate better traffic flow



**LEGEND:**

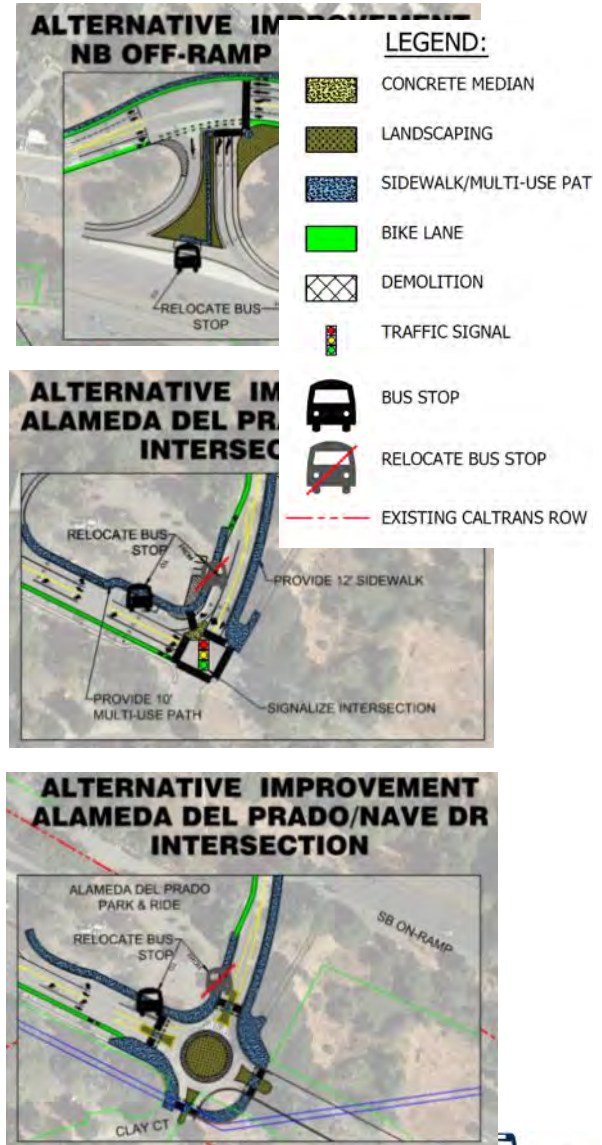
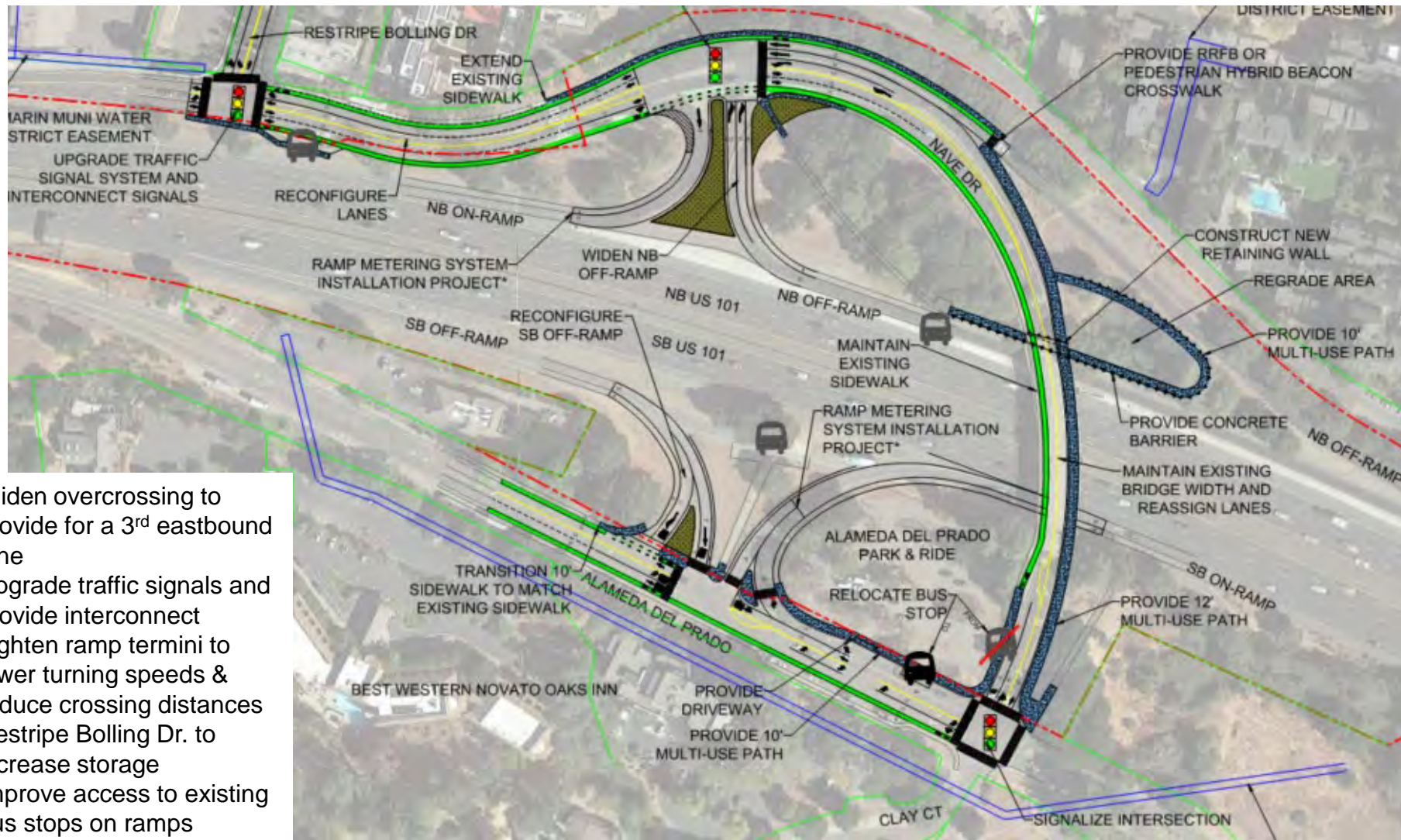
	CONCRETE MEDIAN
	LANDSCAPING
	SIDEWALK/MULTI-USE PATH
	BIKE LANE
	DEMOLITION
	TRAFFIC SIGNAL
	BUS STOP
	RELOCATE BUS STOP
	EXISTING CALTRANS ROW



- Provide 12' multi-use pathway on north side of overcrossing
- Replace signalized intersections with roundabouts
- Relocate bus stops
- Improve paths of travel to bus stops

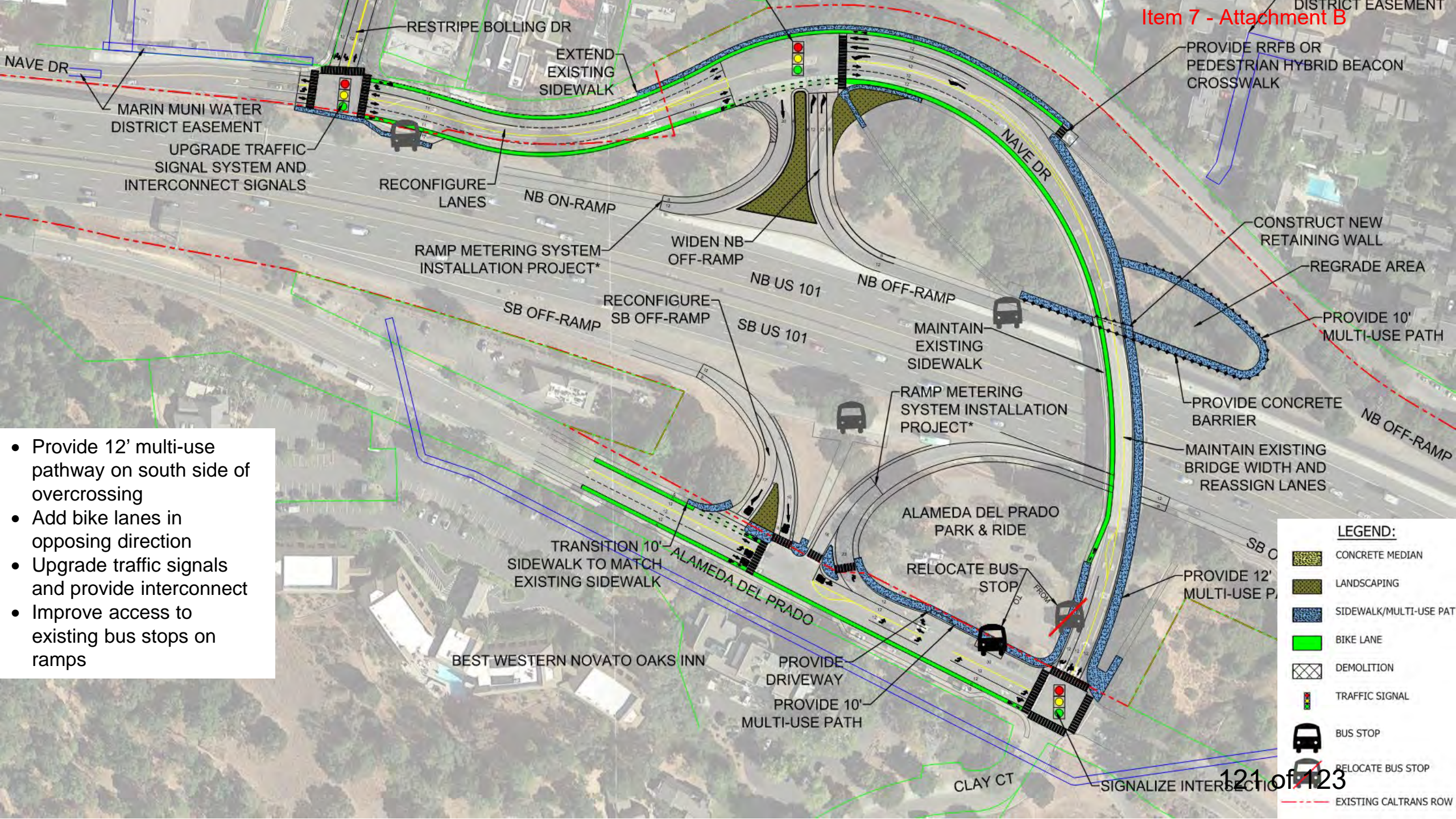


# Alameda del Prado/Nave Drive



- Widen overcrossing to provide for a 3<sup>rd</sup> eastbound lane
- Upgrade traffic signals and provide interconnect
- Tighten ramp termini to lower turning speeds & reduce crossing distances
- Restripe Bolling Dr. to increase storage
- Improve access to existing bus stops on ramps





- Provide 12' multi-use pathway on south side of overcrossing
- Add bike lanes in opposing direction
- Upgrade traffic signals and provide interconnect
- Improve access to existing bus stops on ramps



# Additional Engagement Opportunities

## Public Workshops

- Three (3) in-person workshops planned for June 2023
- Locations TBD

## Tam101Study.org

- Hosts study findings for all interchanges included in study
- Provides notification of planned meetings and project updates



# Comments & Questions

Additional comments or questions can be submitted through the following link:

<https://www.tam.ca.gov/101study/#contact>