

North-South Greenway & Cross Marin Bikeway Status Report

Transportation Authority of Marin

June 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 cities and 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, SMART, and Golden Gate Bridge, Highway & Transportation District for their helpful contributions.

Finally, we would like to express our sincere gratitude to WTB-TAM, Marin County Bicycle Coalition (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.





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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. The goal of this research effort was to identify any incomplete segments (gaps) along the two corridors, discuss their status, and identify potential short-term alternative routes. While existing segments vary in condition and typology (e.g., on-street bike lane vs. multi-use pathways) and several planned improvements to existing segments were identified, the report does not provide an evaluation of the existing facilities in terms of bicyclist's stress or comfort level. Additionally, the report does not identify new pedestrian/bicycle connections that were not part of the communication and information gathered for the NSGW and CMB. 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 progress has been made in recent 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 existing 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

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 shared lane bicycle pavement markings and may include traffic calming measures.



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.

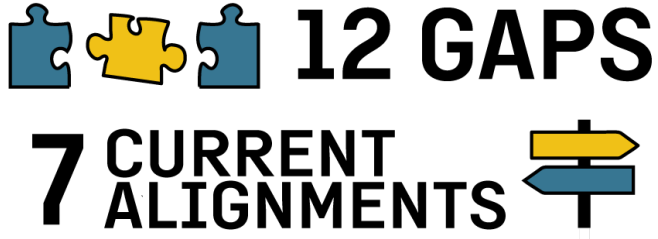
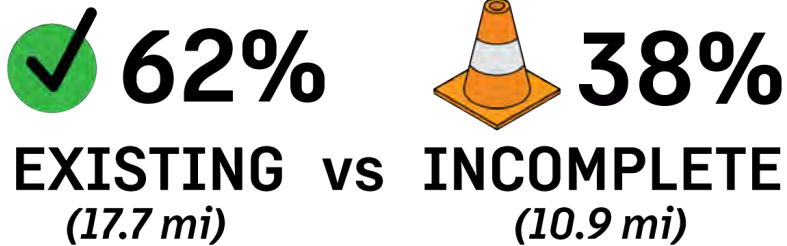
Corridor Quick Facts

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 existing 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).



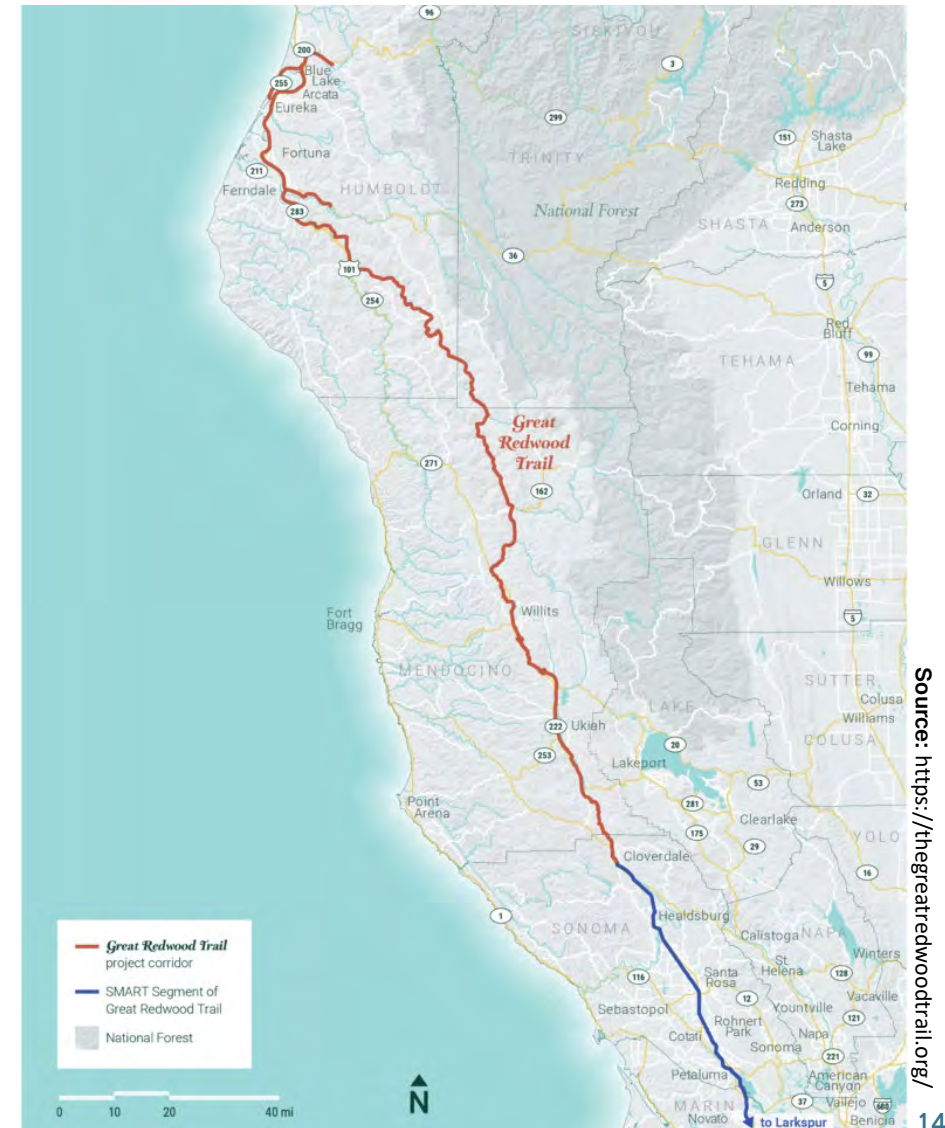
Note: The mileage for the different facility classes include the existing segments, their alternatives (if any), and the current alignments where gaps are present. Therefore, the total mileage might exceed the total Existing vs. Incomplete mileage.

Corridor Quick Facts

North-South Greenway

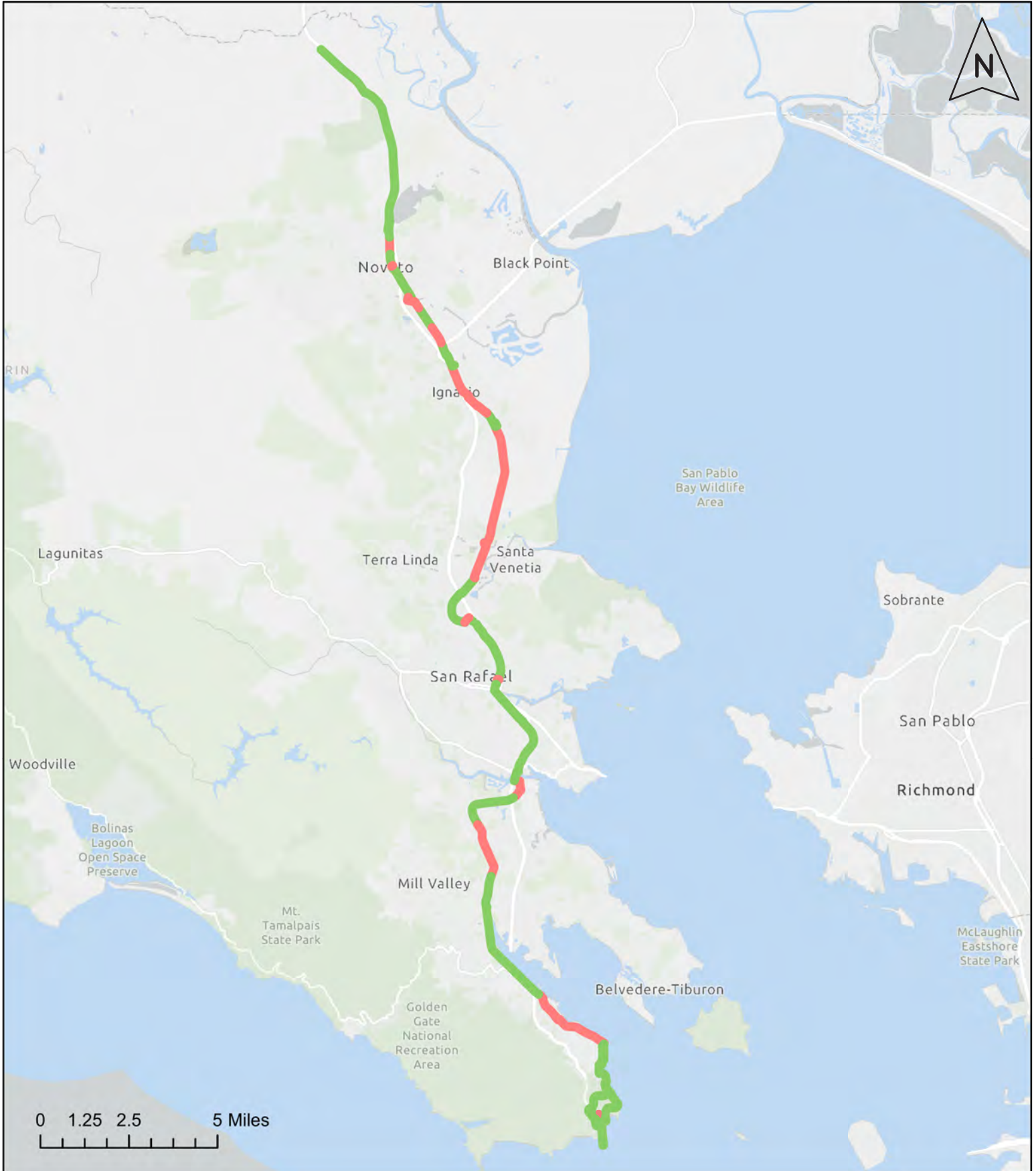
Most of the NSGW (the SMART corridor section) forms the southern portion of the **Great Redwood Trail**, a 316-mile planned trail that runs from Humboldt County to the north to the San Francisco Bay to the south. Connecting the counties of Humboldt, Trinity, Mendocino, Sonoma, and Marin, the trail is 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 (thegreatredwoodtrail.org). 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.



Source: <https://thegreatredwoodtrail.org/>

North-South Greenway Corridor Status



Legend: Existing Gap

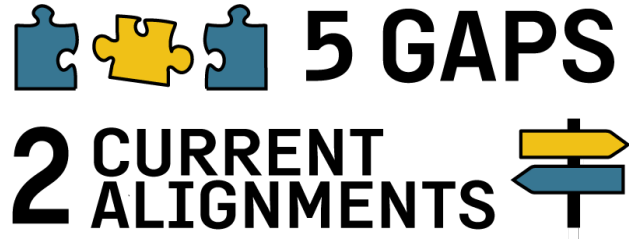
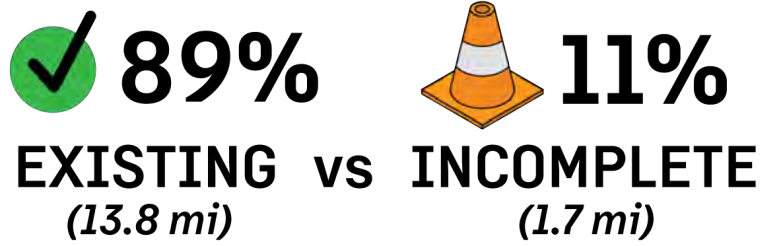
Corridor Quick Facts

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, and Fairfax, was explored in the *2010 Fairfax to San Rafael Cross Marin Bikeway Feasibility Study* and then in the *2018 San Rafael Bicycle & Pedestrian Master Plan*. The CMB studied in this report represents an expanded view of the corridor envisioned in 2010. In its current form, the CMB is not as much of a multi-use pathway as the NSGW; however, several sections of the corridor, such as the Cross Marin Trail path and Mahon Creek path, are accessible to both pedestrians and cyclists. Separate from the CMB, the Cross Marin Trail was identified in 1975 as a Bicycle Route from the then-planned Larkspur Ferry Terminal to Tomales Bay State Park on the Point Reyes Peninsula.

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).



Note: The mileage for the different facility classes include the existing segments, their alternatives (if any), and the current alignments where gaps are present. Therefore, the total mileage might exceed the total Existing vs. Incomplete mileage.

Cross Marin Bikeway Corridor Status



Legend : Existing Gap Potential Corridor Extension

3. Status Report.

North-South Greenway

Status Report

Important Considerations

This status report identifies relevant information such as existing 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 where envisioned pedestrian and/or bicycle facilities have not been implemented yet based on feedback received from the local agencies and jurisdictions. 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 existing 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.
- Other 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).

POTENTIAL IMPROVEMENT TO EXISTING 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

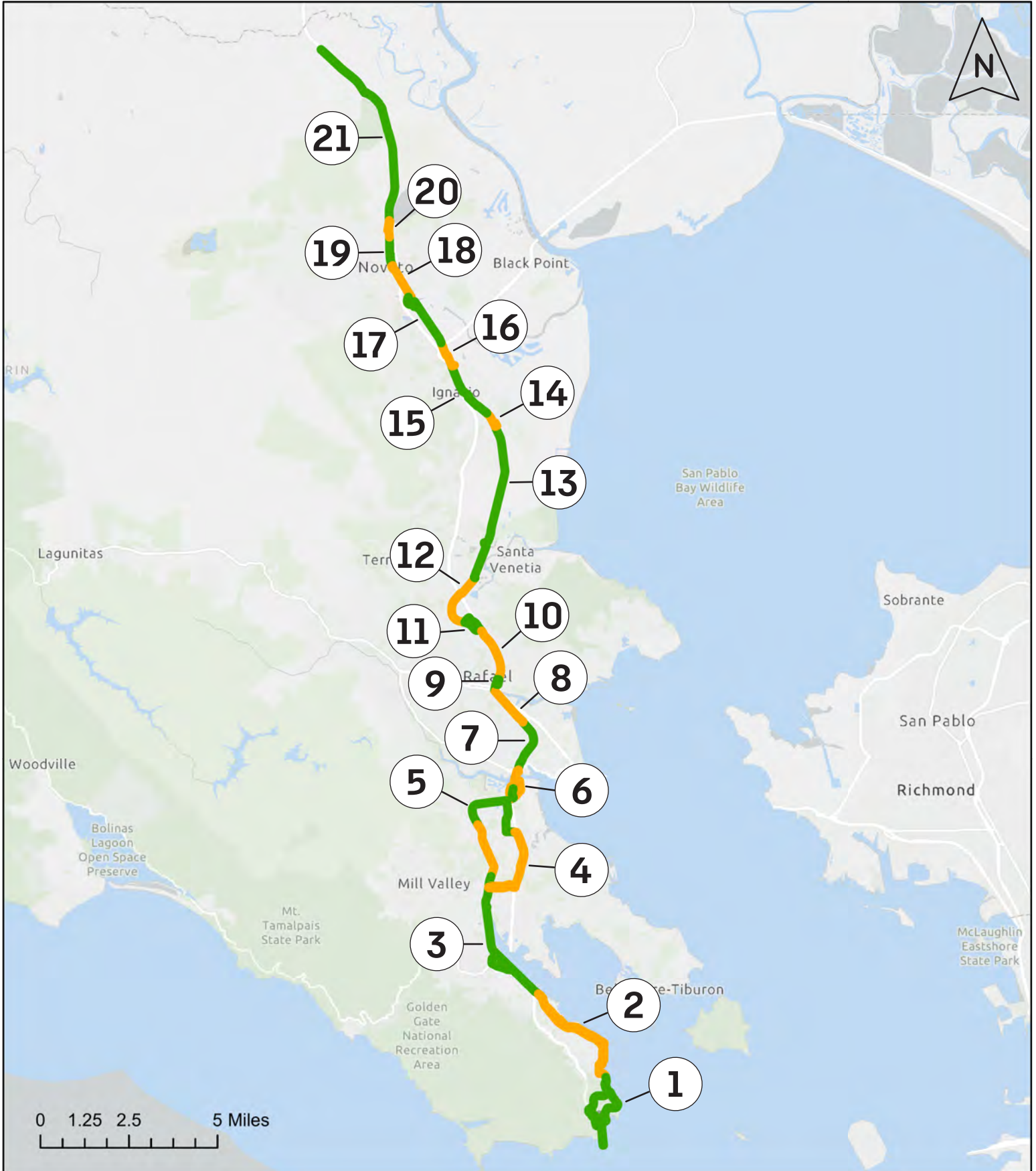
North-South Greenway

The following maps present the current status of the different identified 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 supplement 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. Additionally, information about relative costs associated with the gap closure projects was included in the summary tables in the form of dollar signs (from \$ to \$\$\$\$\$ using planning level estimates based on the size and complexity of the proposed improvements).

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



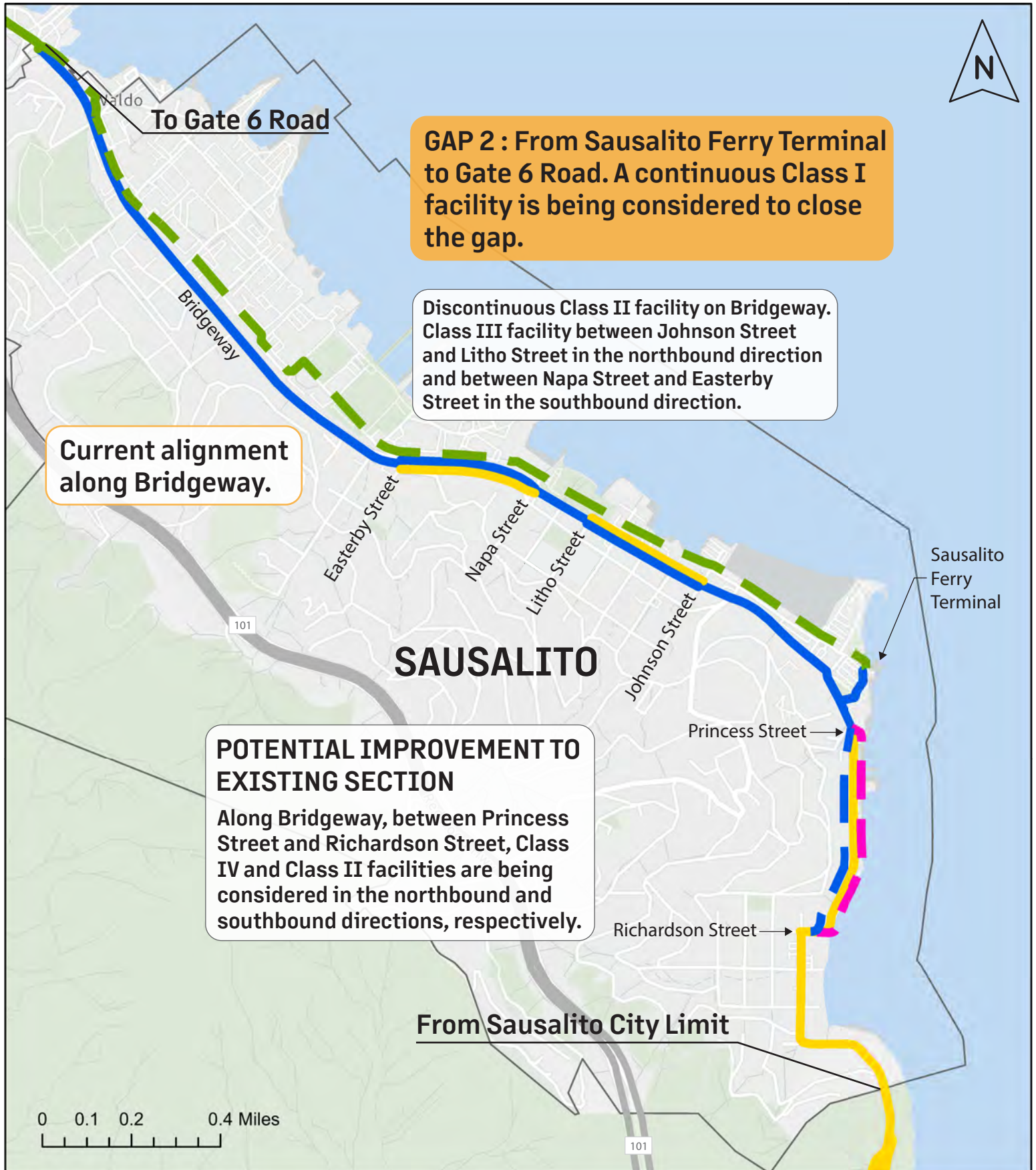
Legend : Odd No. Segments Even No. Segments

North-South Greenway Segment 1



Class I Existing / Planned		Class III Existing / Planned	
Class II 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.

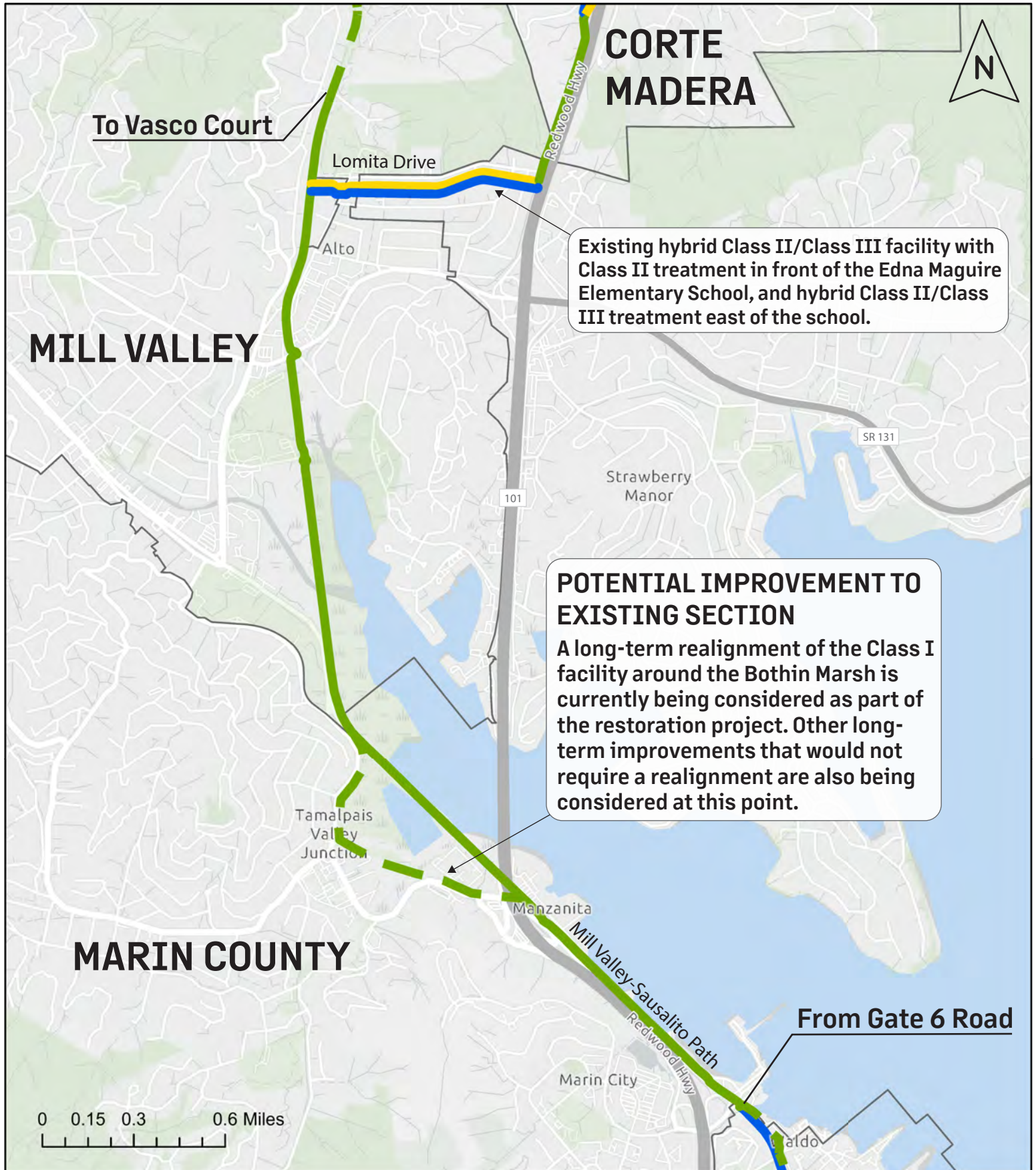
Discontinuous Class II facility on Bridgeway. Class III facility between Johnson Street and Litho Street in the northbound direction and between Napa Street and Easterby Street in the southbound direction.

Current alignment along Bridgeway.

POTENTIAL IMPROVEMENT TO EXISTING 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 III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	

North-South Greenway Segment 3

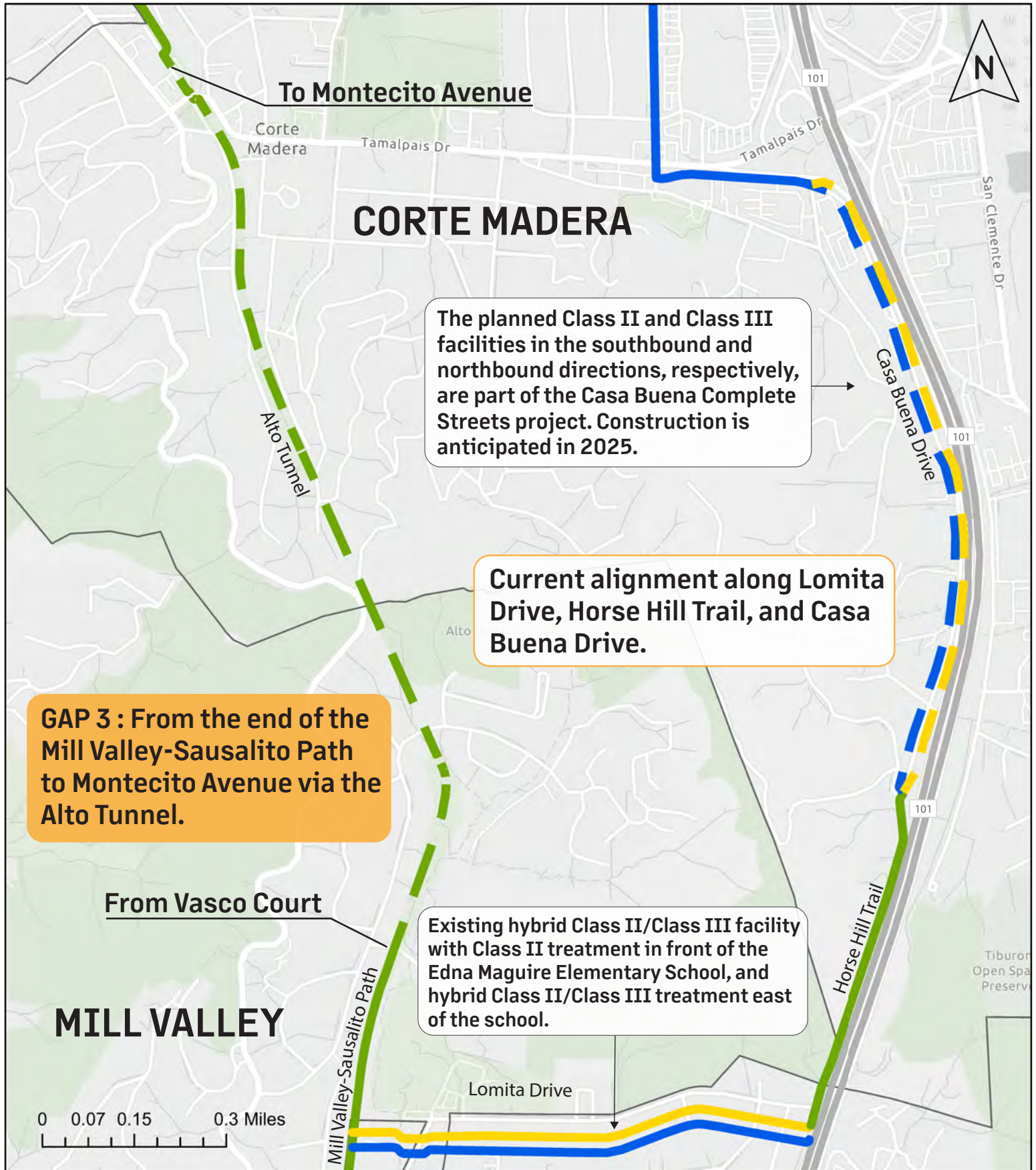


Existing hybrid Class II/Class III facility with Class II treatment in front of the Edna Maguire Elementary School, and hybrid Class II/Class III treatment east of the school.

POTENTIAL IMPROVEMENT TO EXISTING SECTION
 A long-term realignment of the Class I facility around the Bothin Marsh is currently being considered as part of the restoration project. Other long-term improvements that would not require a realignment are also being considered at this point.

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

North-South Greenway Segment 4



GAP 3 : From the end of the Mill Valley-Sausalito Path to Montecito Avenue via the Alto Tunnel.

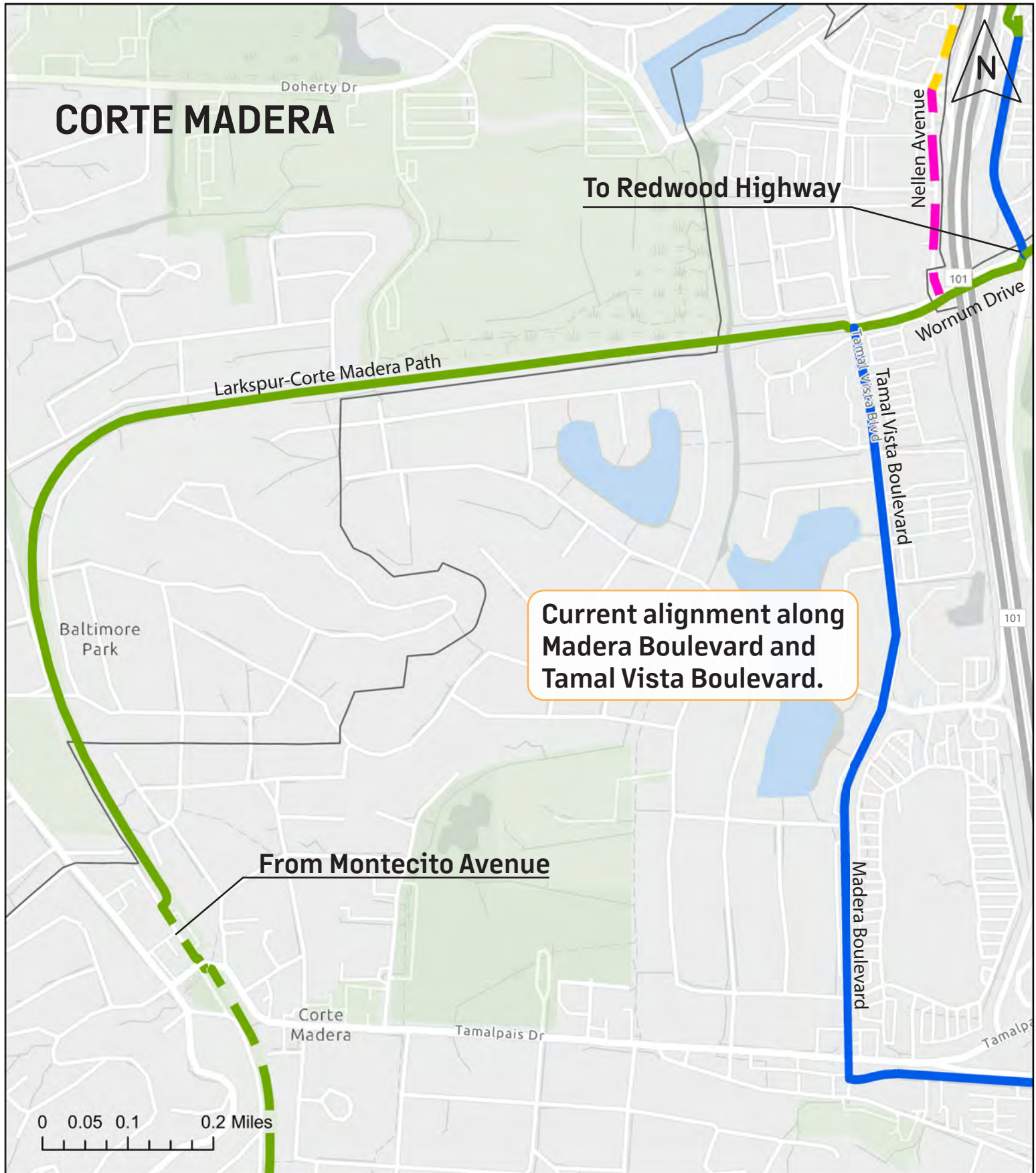
The planned Class II and Class III facilities in the southbound and northbound directions, respectively, are part of the Casa Buena Complete Streets project. Construction is anticipated in 2025.

Current alignment along Lomita Drive, Horse Hill Trail, and Casa Buena Drive.

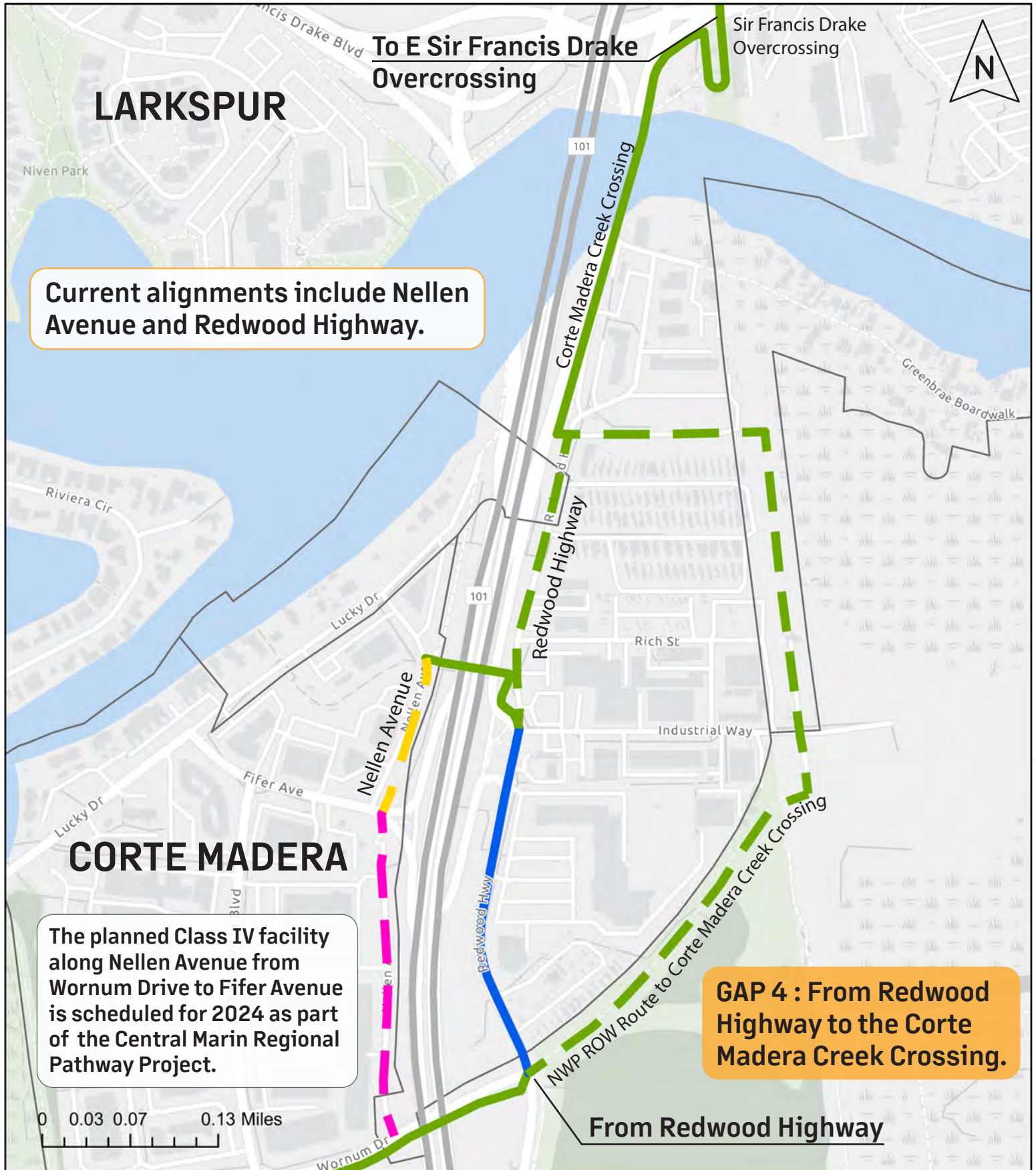
Existing hybrid Class II/Class III facility with Class II treatment in front of the Edna Maguire Elementary School, and hybrid Class II/Class III treatment east of the school.

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



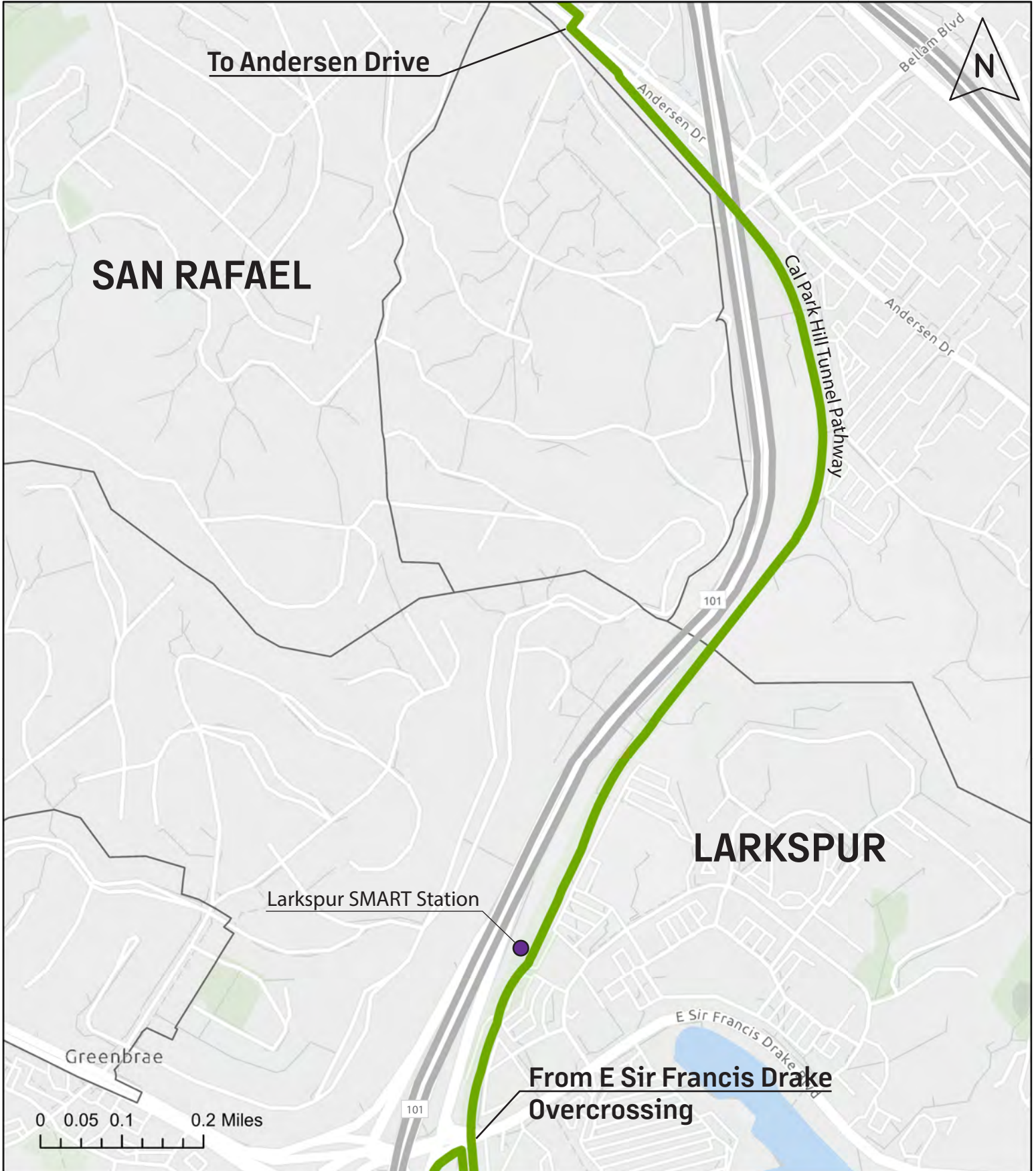
Current alignments include Nellen Avenue and Redwood Highway.

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.

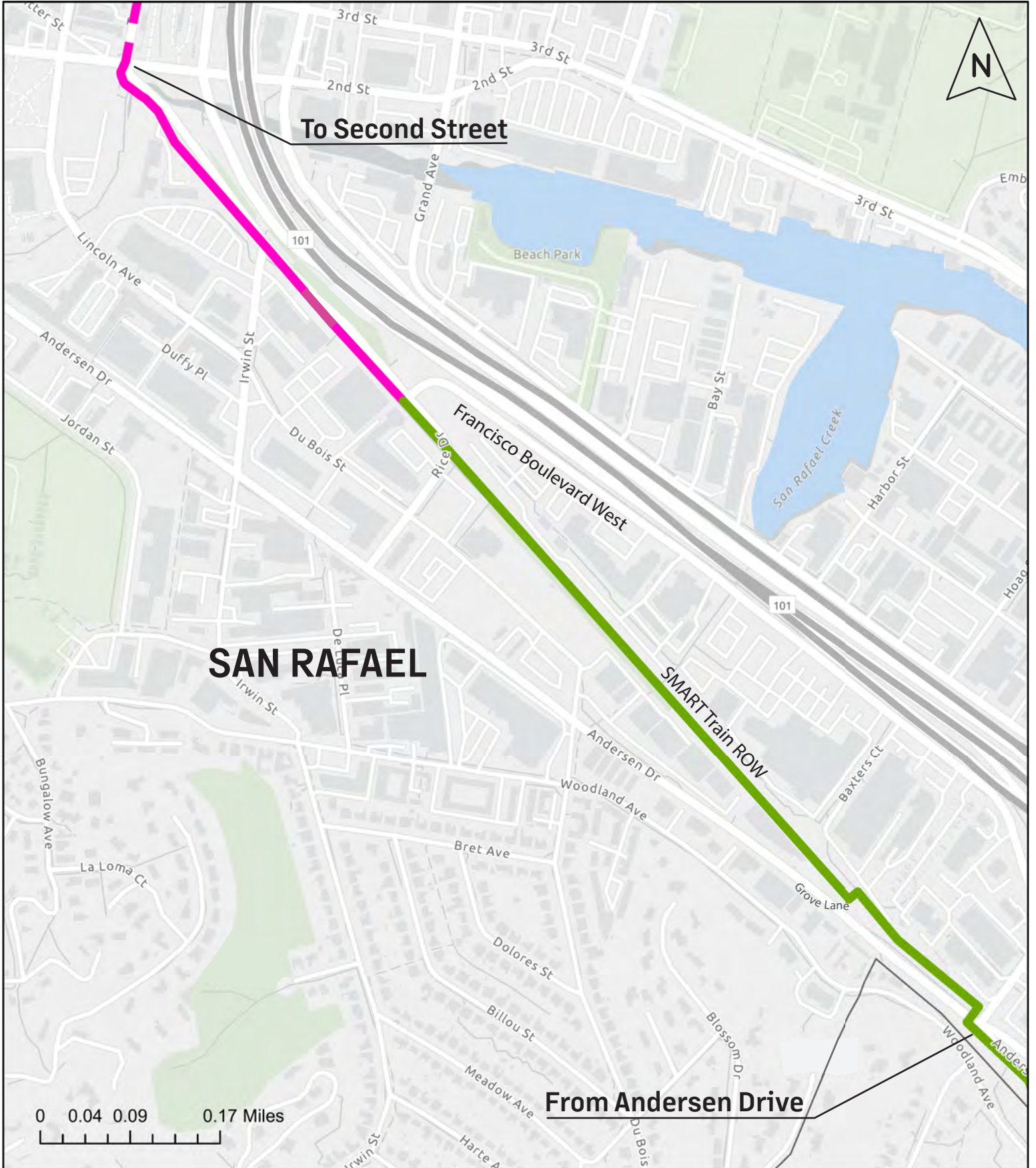
GAP 4 : From Redwood Highway to the Corte Madera Creek Crossing.

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

North-South Greenway Segment 7

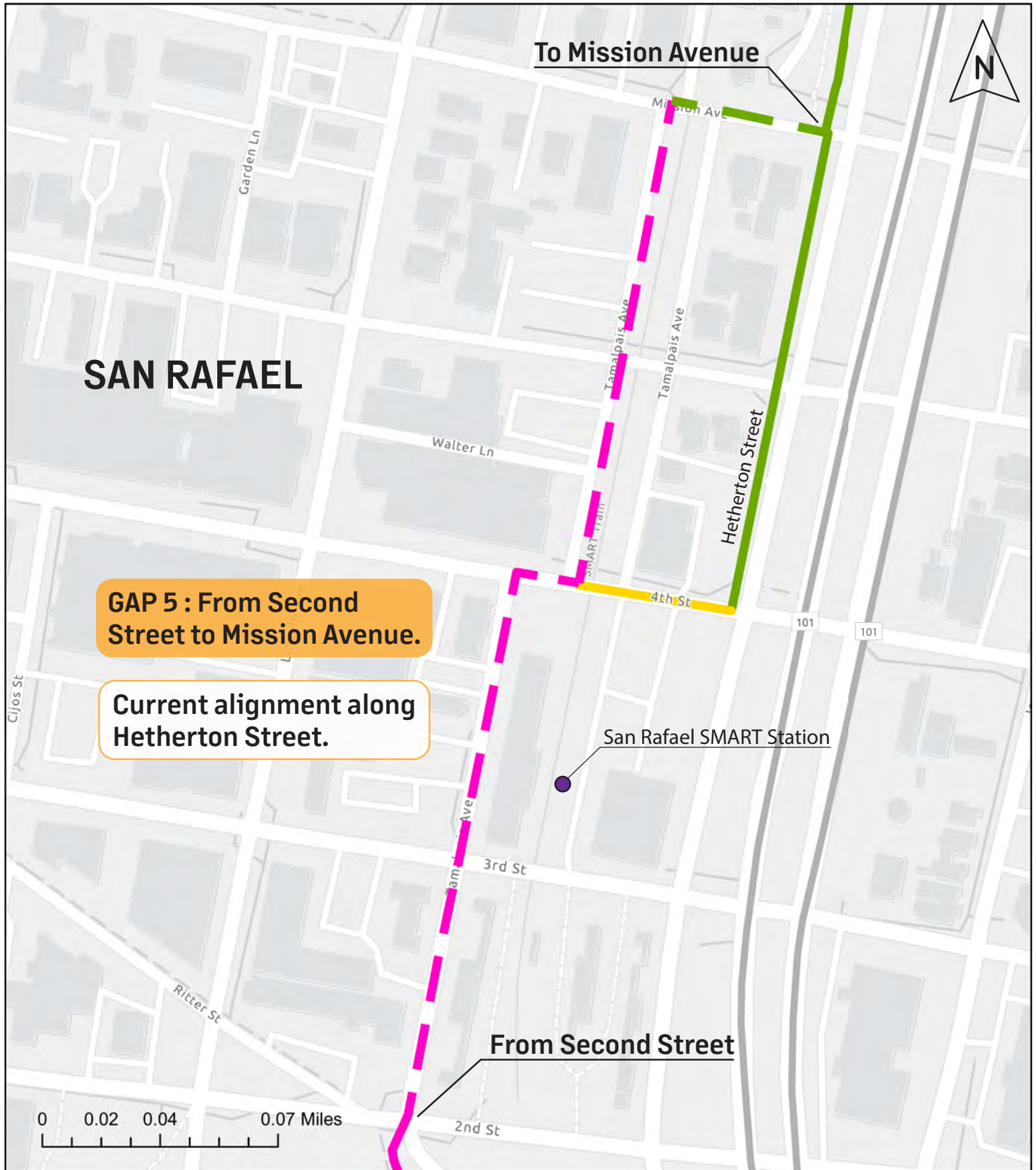


North-South Greenway Segment 8

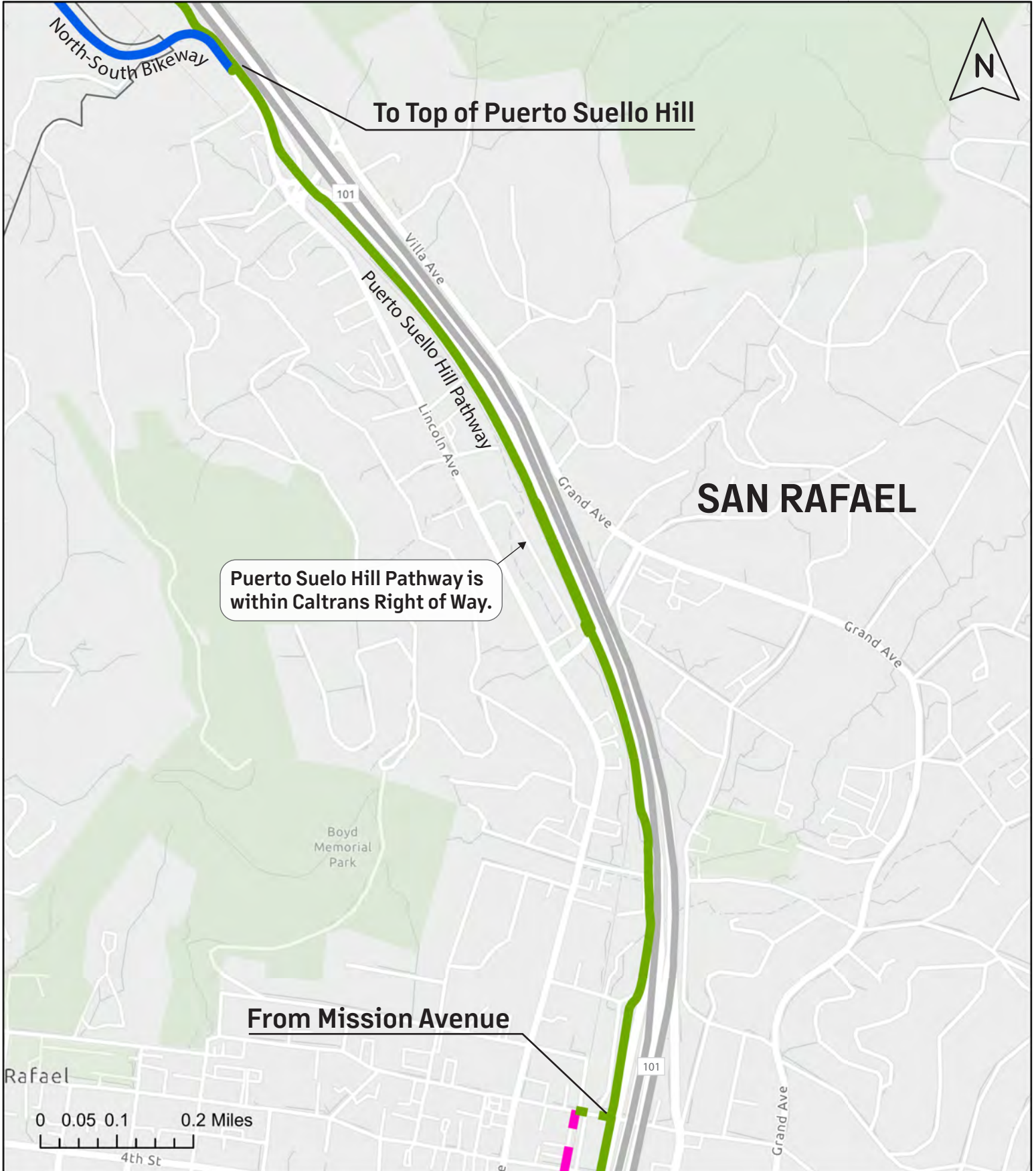


Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	

North-South Greenway Segment 9

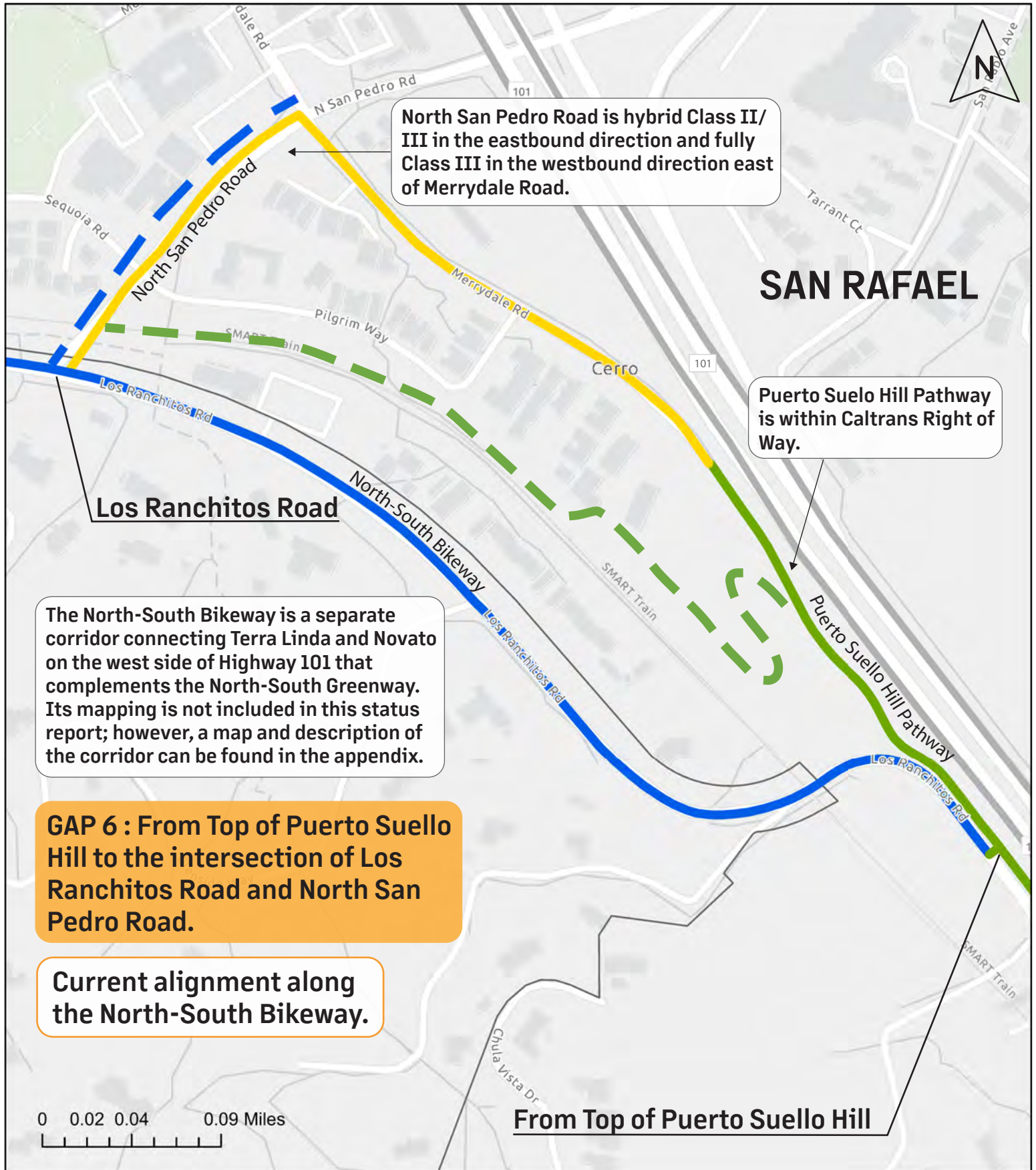


North-South Greenway Segment 10



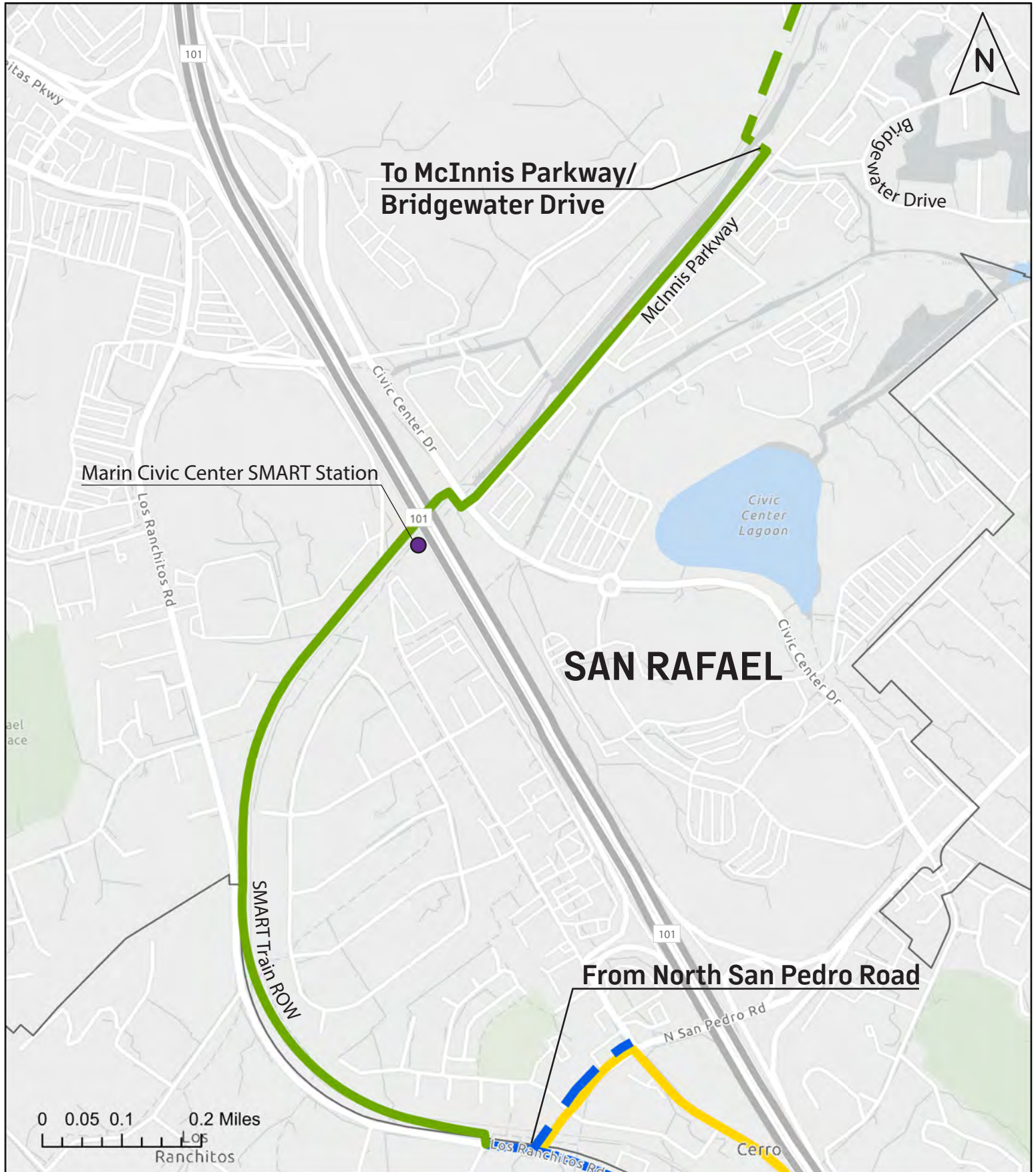
Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	

North-South Greenway Segment 11



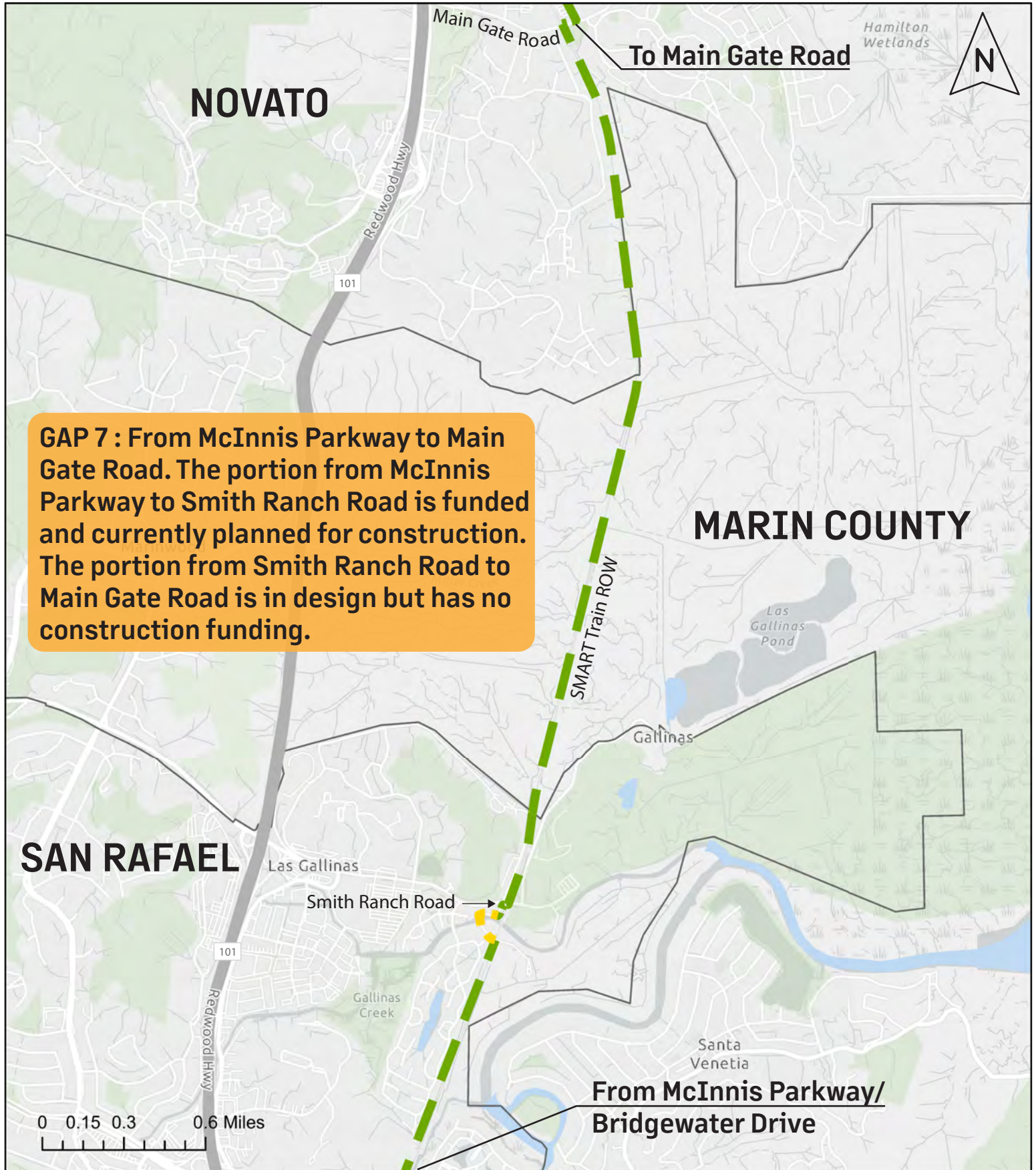
Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	

North-South Greenway Segment 12



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

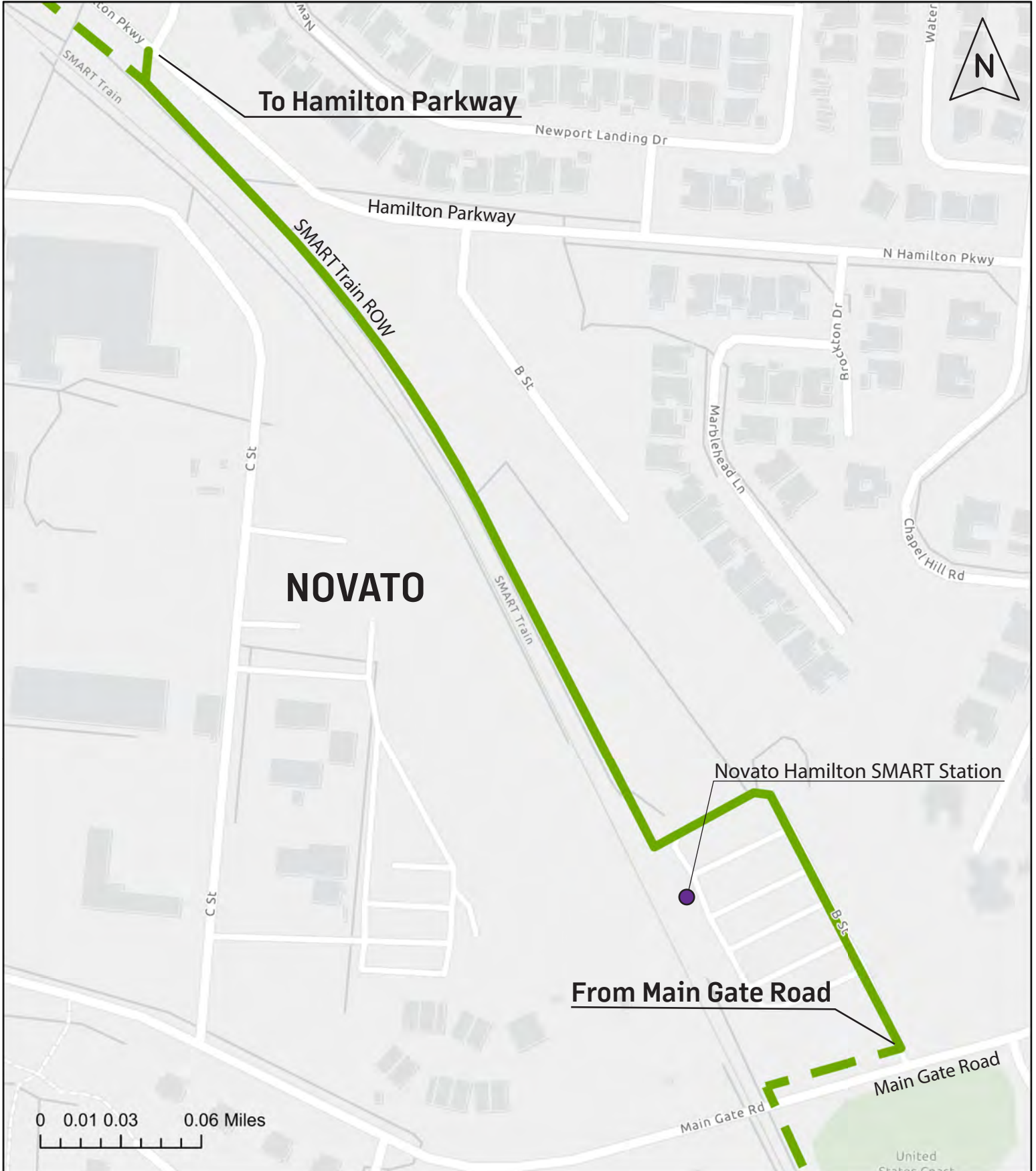
North-South Greenway Segment 13



GAP 7 : From McInnis Parkway to Main Gate Road. The portion from McInnis Parkway to Smith Ranch Road is funded and currently planned for construction. The portion from Smith Ranch Road to Main Gate Road is in design but has no construction funding.

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

North-South Greenway Segment 14



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

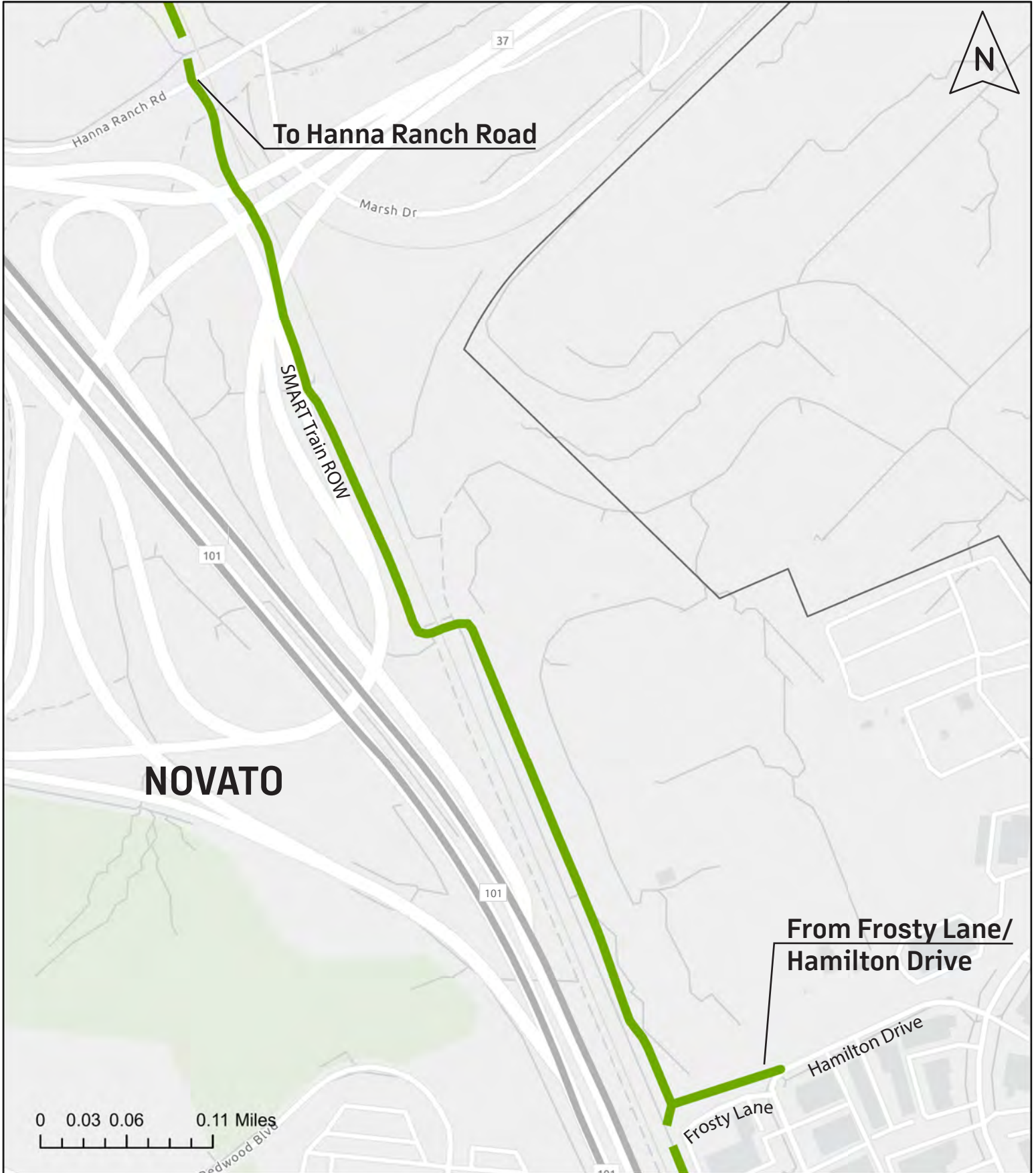
North-South Greenway Segment 15



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

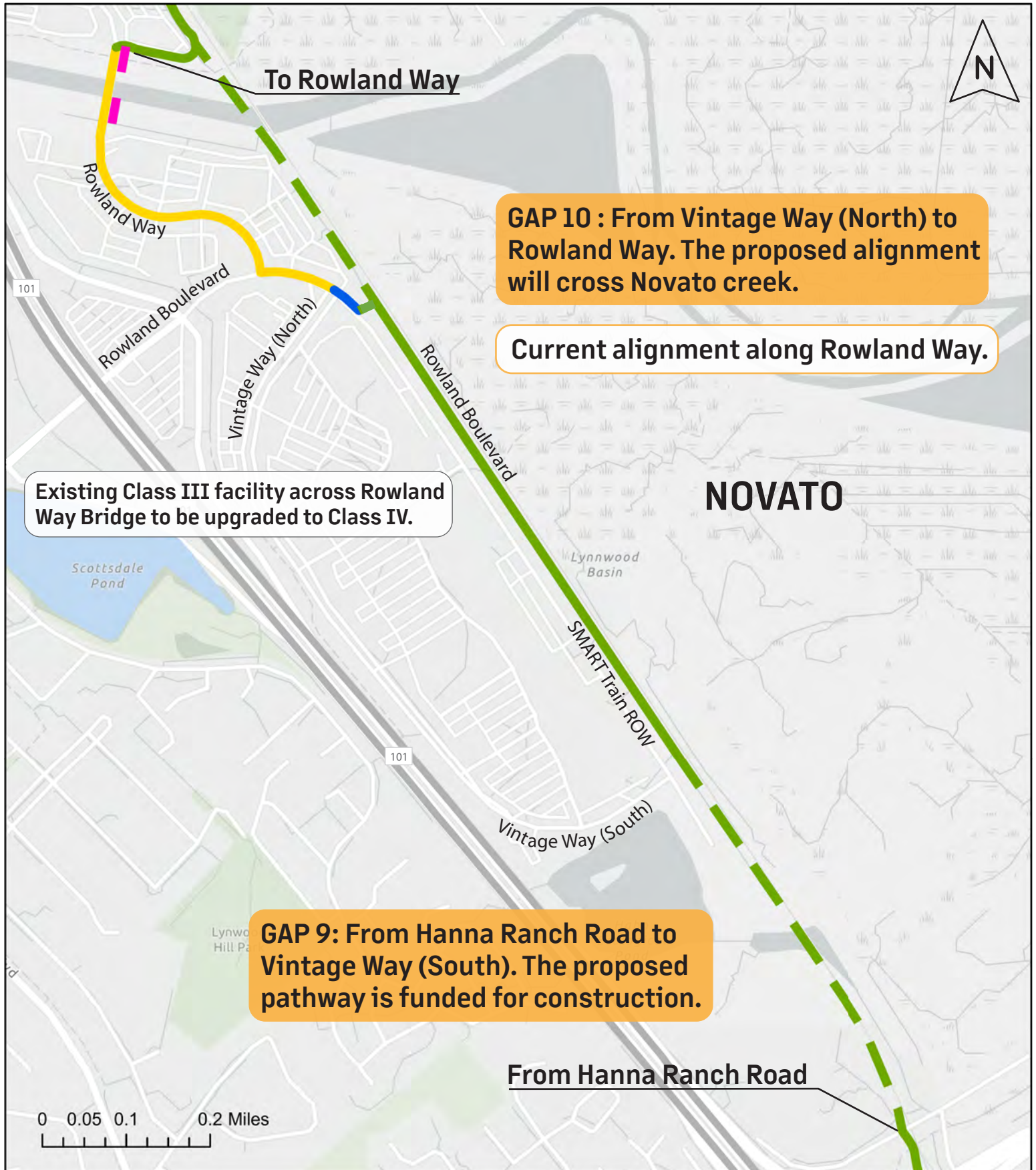
Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	

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 cross Novato creek.

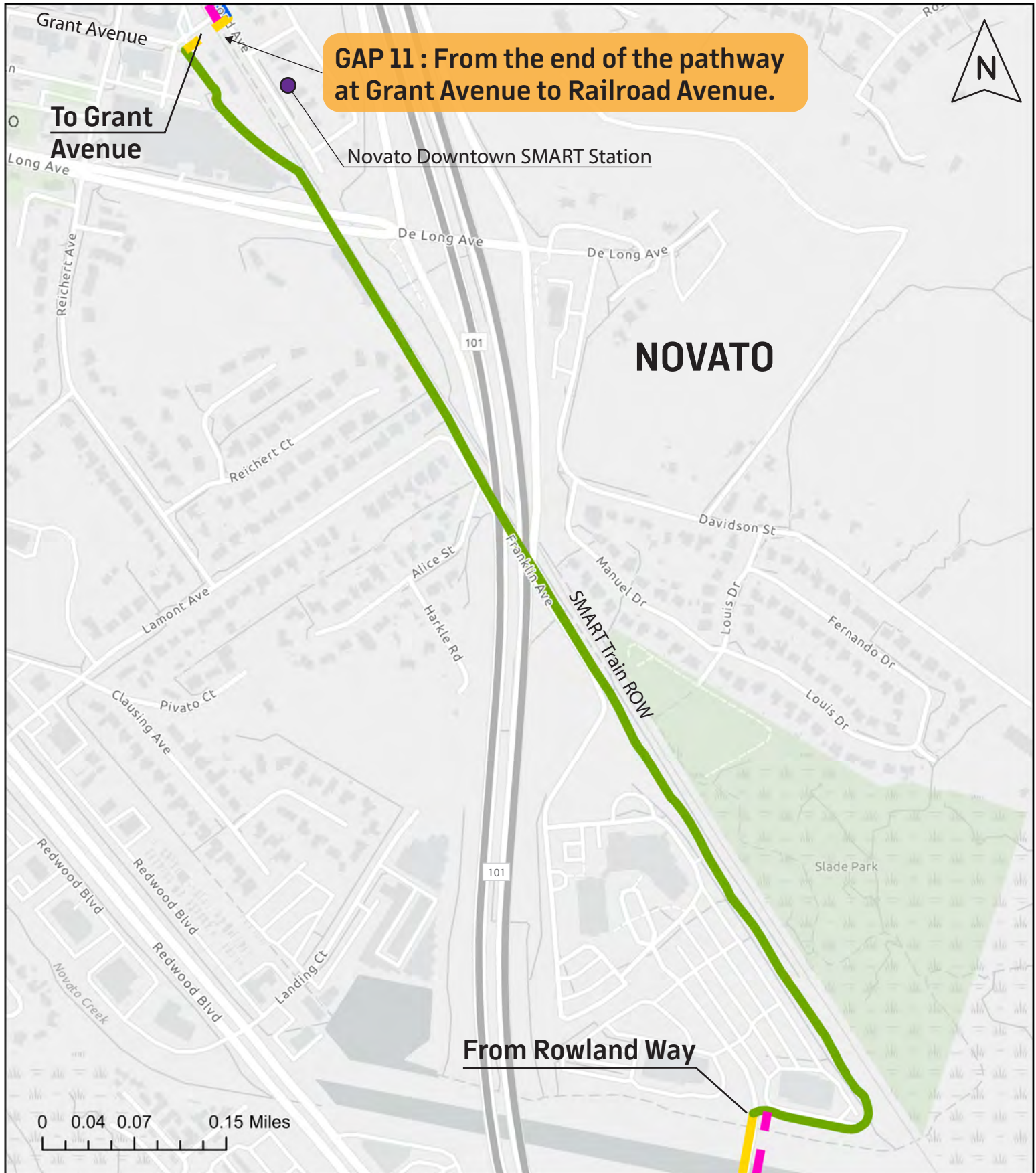
Current alignment along Rowland Way.

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.

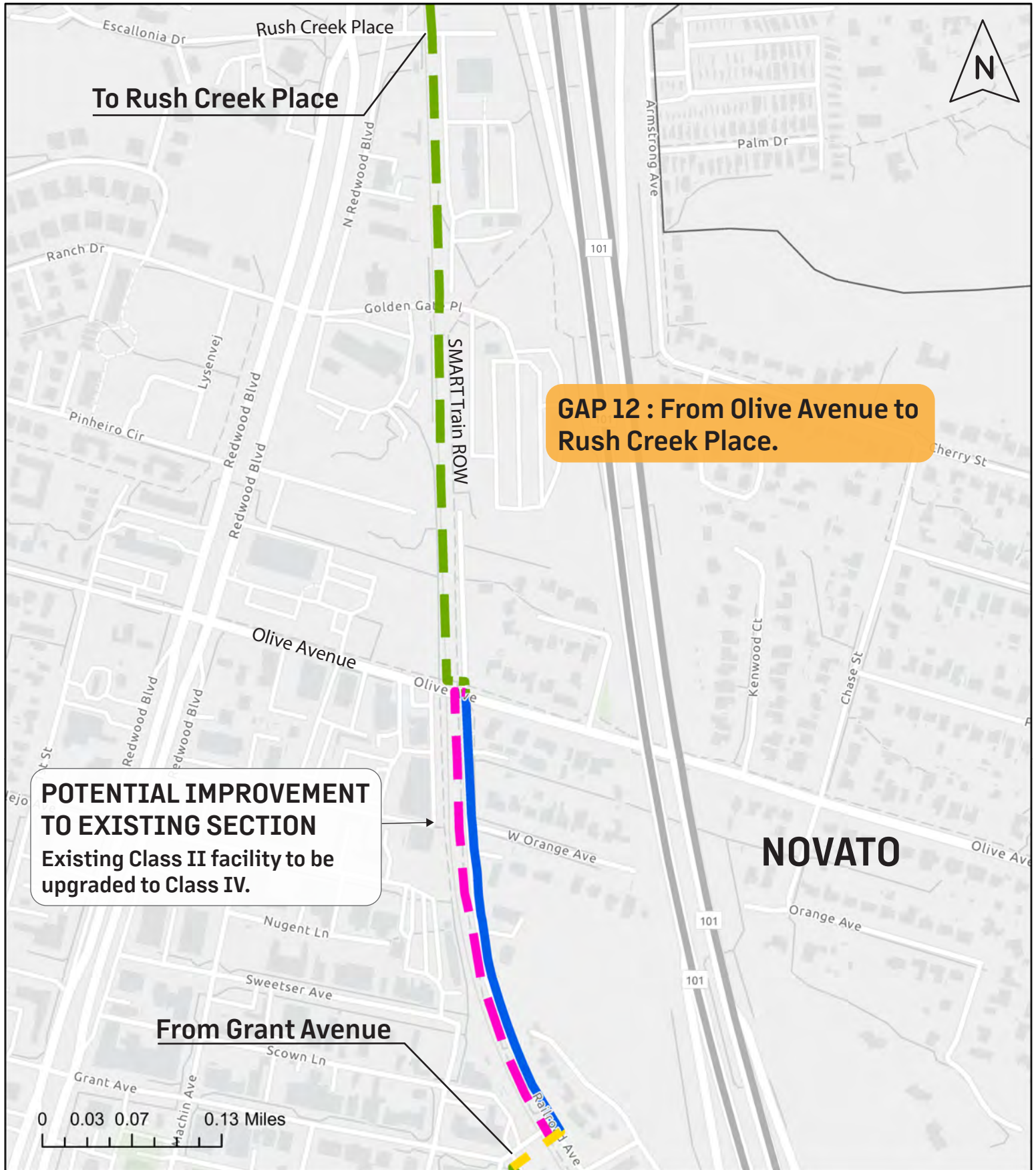
Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	

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



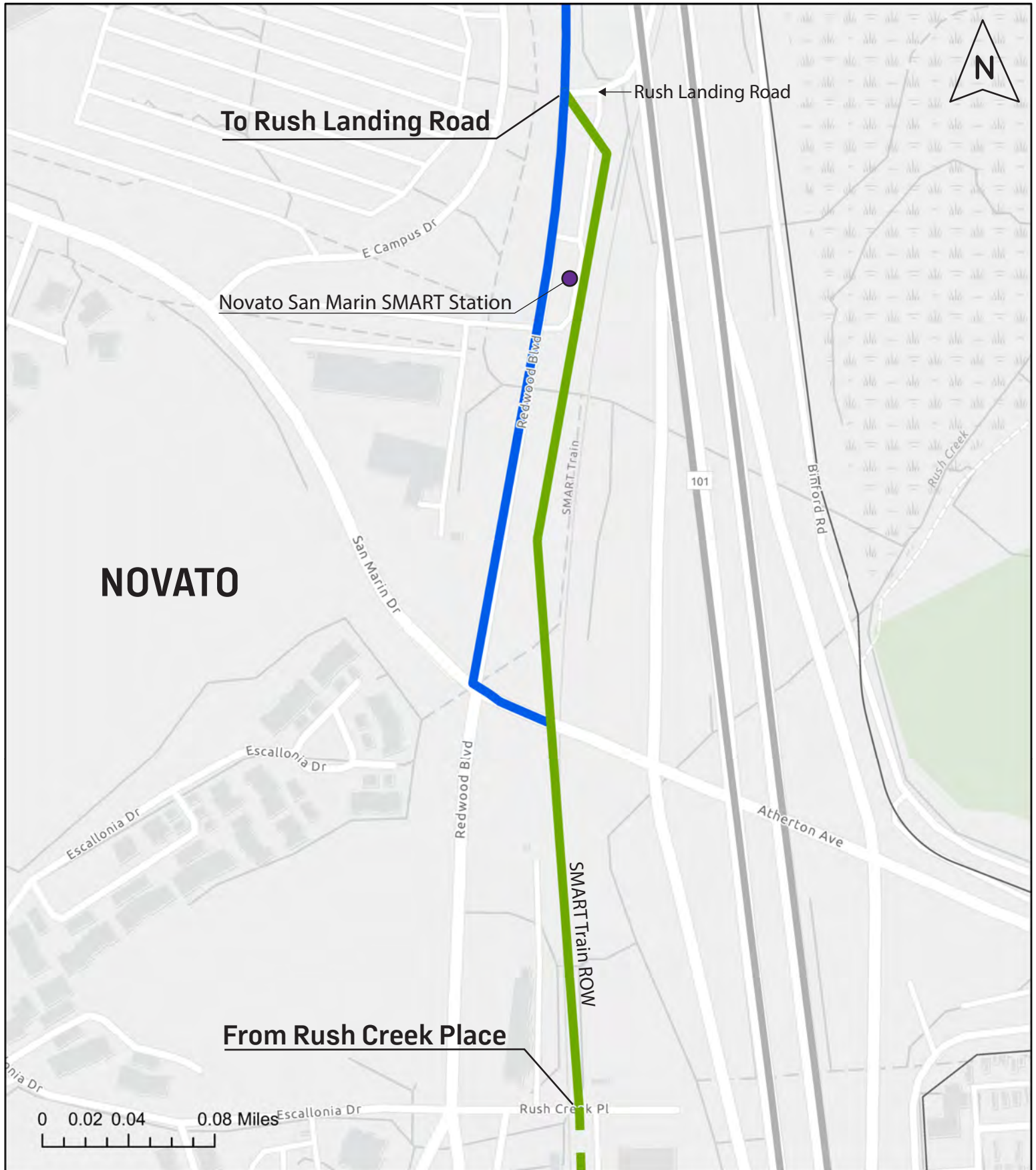
GAP 12 : From Olive Avenue to Rush Creek Place.

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

From Grant Avenue

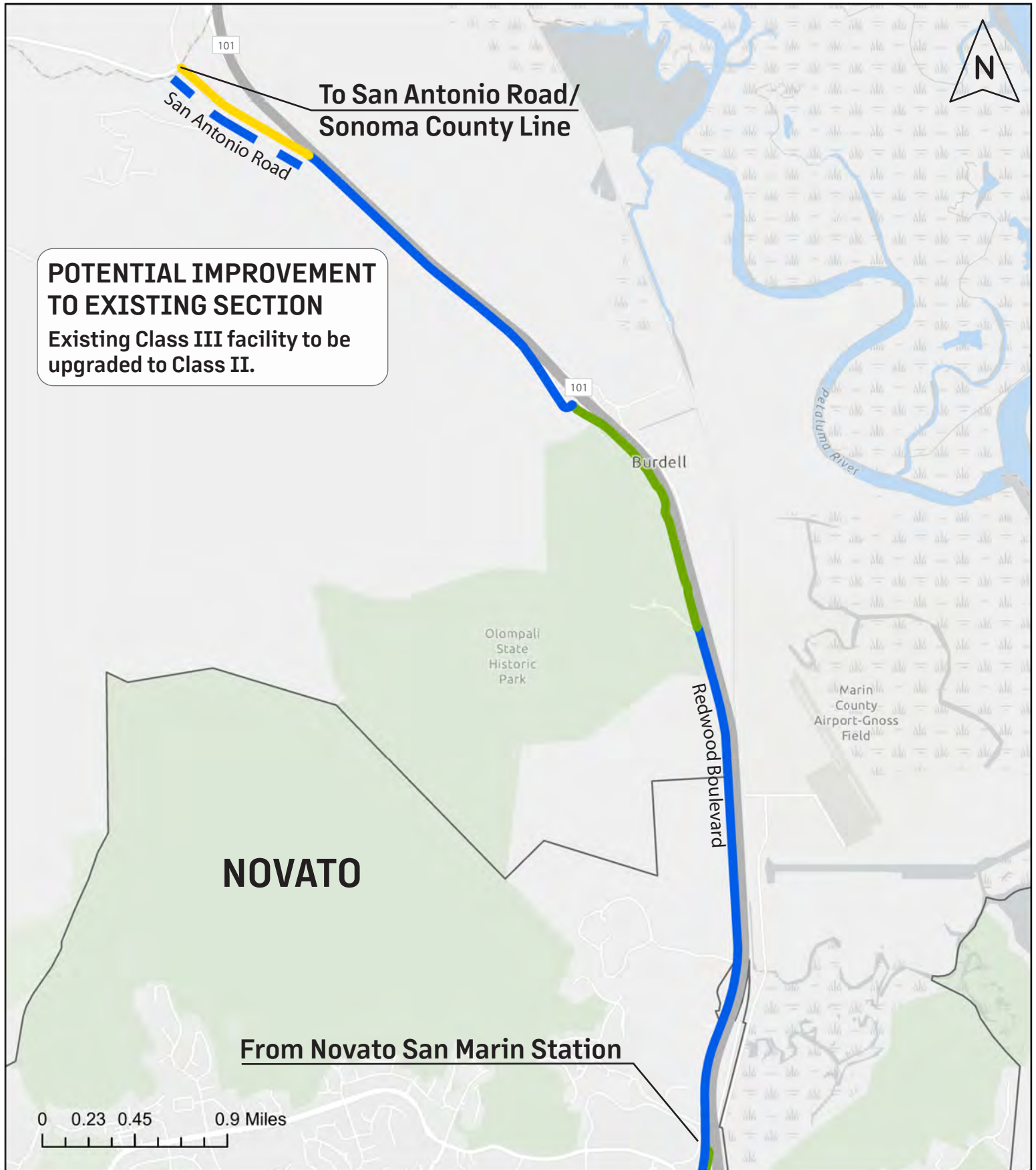
Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	

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	
Jurisdiction(s)	National Parks Service
Start	Lower Conzelman Road
End	Dana Bowers Vista Point Rest Area
Miles	0.3
Status	Advancing to Construction
Completion Date	TBD
Cost Ranking	\$2.97 million (\$\$\$)
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.

GAP 2 – DOWNTOWN SAUSALITO	
Jurisdiction(s)	Sausalito
Start	Sausalito Ferry Terminal
End	Gate 6 Road
Miles	1.98
Status	Planning
Completion Date	TBD
Cost Ranking	\$\$\$
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.

NSGW Gap Summary Tables

GAP 3 – ALTO TUNNEL	
Jurisdiction(s)	Mill Valley, Corte Madera
Start	Vasco Court
End	Montecito Avenue
Miles	1.21
Status	Completed Feasibility Study
Completion Date	TBD
Cost Ranking	\$42-\$50 million based on cost estimate from the 2017 feasibility study (not adjusted for inflation) - \$\$\$\$\$
Additional Notes	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 and traffic). For this reason, it was not shown on the map.

GAP 4 – NSGW GAP CLOSURE PROJECT	
Jurisdiction(s)	Corte Madera, Larkspur, Marin County
Start	Redwood Highway
End	Corte Madera Creek Crossing
Miles	0.53
Status	Seeking Funding for Design
Completion Date	TBD
Cost Ranking	\$\$\$
Additional Notes	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	
Jurisdiction(s)	San Rafael
Start	Second Street
End	Mission Avenue
Miles	0.29
Status	Planning
Completion Date	TBD
Cost Ranking	\$\$
Additional Notes	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 Hetheron Street and a Class III facility on 4 th Street.

GAP 6 – SAN RAFAEL CONNECTION	
Jurisdiction(s)	San Rafael, SMART
Start	Puerto Suello Hill Pathway
End	North San Pedro Road/Los Ranchitos Road
Miles	0.37
Status	Feasibility Study
Completion Date	Planning/Design anticipated in 2024
Cost Ranking	\$\$\$
Additional Notes	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	
Jurisdiction(s)	San Rafael, Novato, Marin County, SMART
Start	McInnis Parkway/Bridgewater Drive
End	Main Gate Road
Miles	3.45
Status	Design/Construction
Completion Date	Construction anticipated to start in 2024
Cost Ranking	\$\$\$\$
Additional Notes	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. The portion from McInnis Parkway to Smith Ranch Road is funded and currently planned for construction. The portion from Smith Ranch Road to Main Gate Road is in design but has no construction funding.

GAP 8 – NOVATO SMART PATHWAY	
Jurisdiction(s)	Novato, SMART
Start	Hamilton Parkway
End	Frosty Lane/Hamilton Drive
Miles	1.40
Status	Design
Completion Date	TBD
Cost Ranking	\$\$\$
Additional Notes	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	
Jurisdiction(s)	Novato, SMART
Start	Hanna Ranch Road
End	Vintage Way (South)
Miles	0.40
Status	Design
Completion Date	TBD
Cost Ranking	\$\$
Additional Notes	The proposed path will connect to the newly built Class I along Rowland Boulevard and is funded for construction.

GAP 10 – NOVATO CREEK CONNECTION	
Jurisdiction(s)	Novato, SMART
Start	Vintage Way (North)
End	Rowland Way
Miles	0.39
Status	Planning, Design
Completion Date	TBD
Cost Ranking	\$\$
Additional Notes	The proposed greenway alignment will follow the Flood Control's Property (levee) from the south side of Novato Creek to Rowland Way, however other alignments are also being explored. 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	
Jurisdiction(s)	Novato, SMART
Start	Grant Avenue
End	Railroad Avenue
Miles	0.03
Status	Planning
Completion Date	TBD
Cost Ranking	\$
Additional Notes	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. Novato 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	
Jurisdiction(s)	Novato, SMART
Start	Olive Avenue
End	Rush Creek Place
Miles	0.40
Status	Planning, Design
Completion Date	TBD
Cost Ranking	\$\$
Additional Notes	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

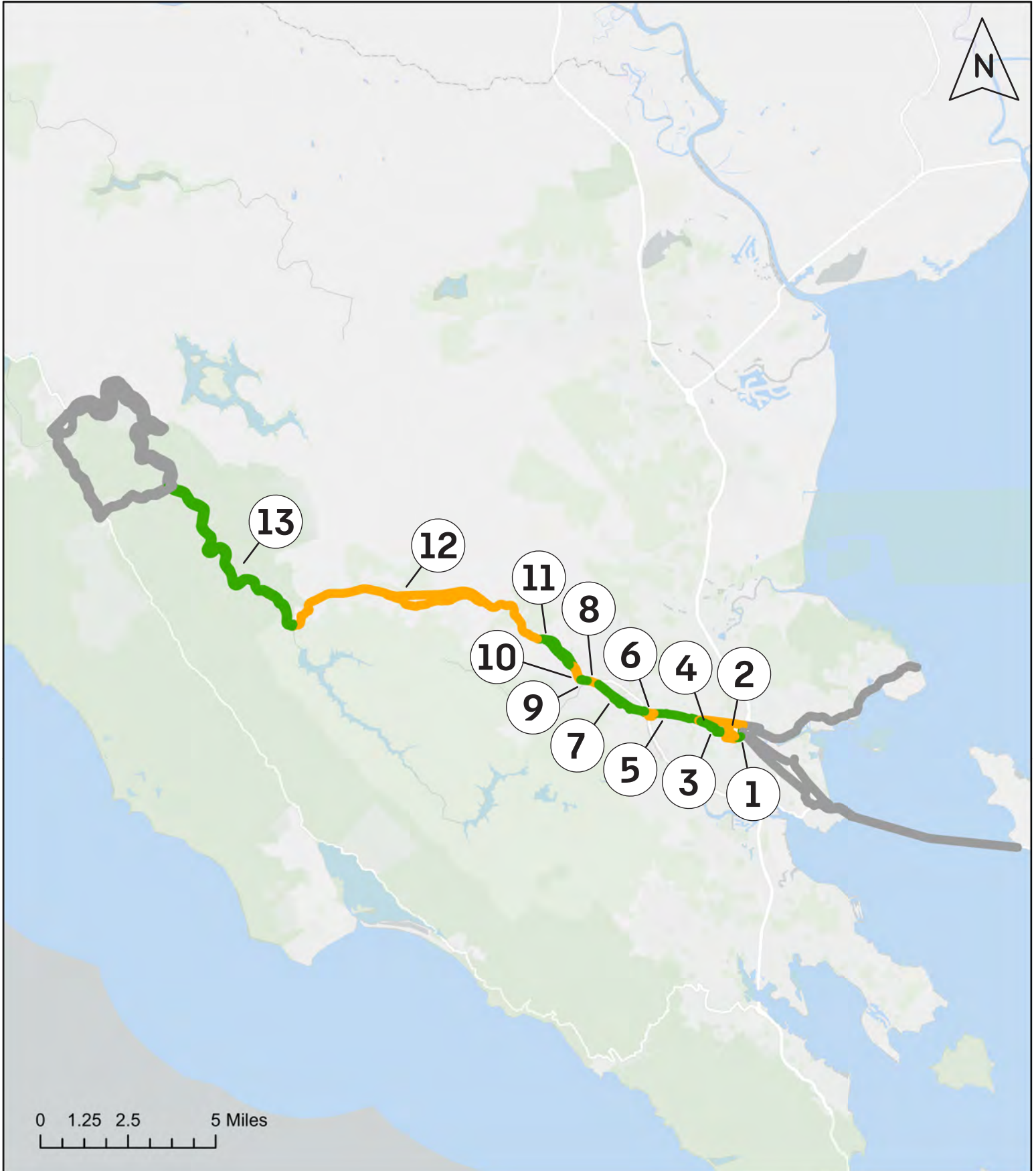
Cross Marin Bikeway

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. Additionally, information about relative costs associated with the gap closure projects was included in the summary tables in the form of dollar signs (from \$ to \$\$\$\$\$ using planning level estimates based on the size and complexity of the proposed improvements).

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 No. Segments
 - Even No. 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.

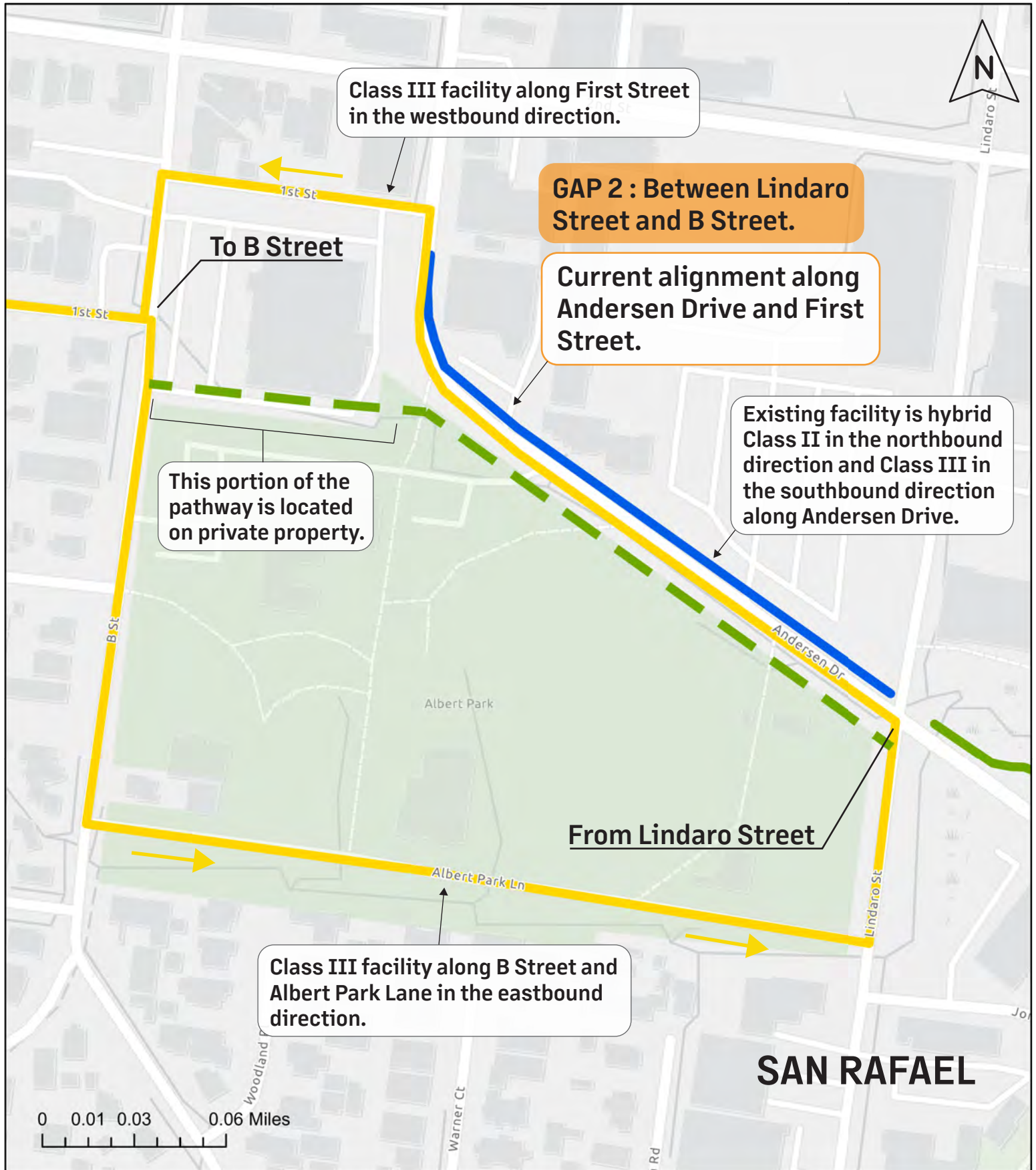
To Lindaro Street

From Second Street

SAN RAFAEL

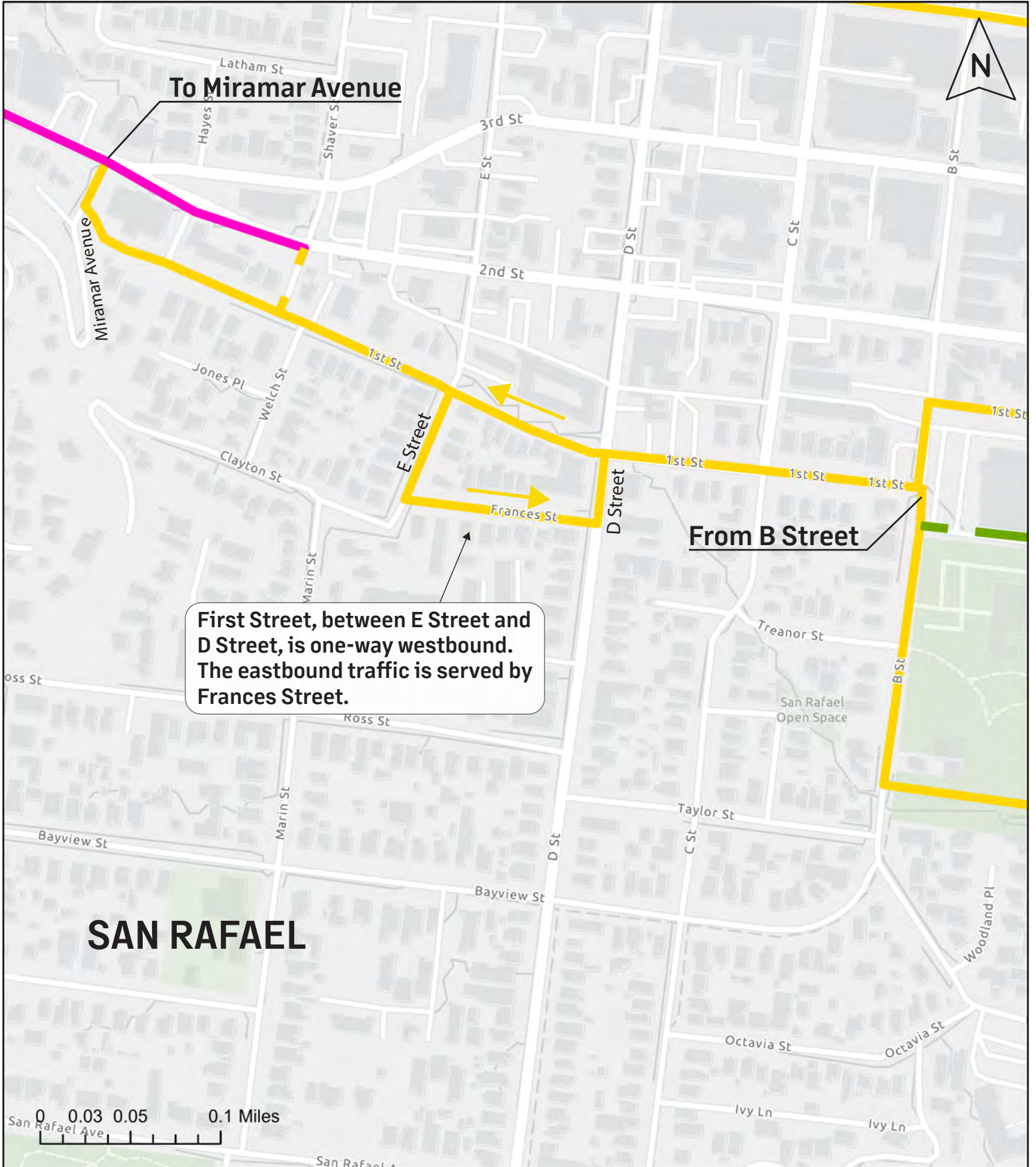
Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	

Cross Marin Bikeway Segment 2

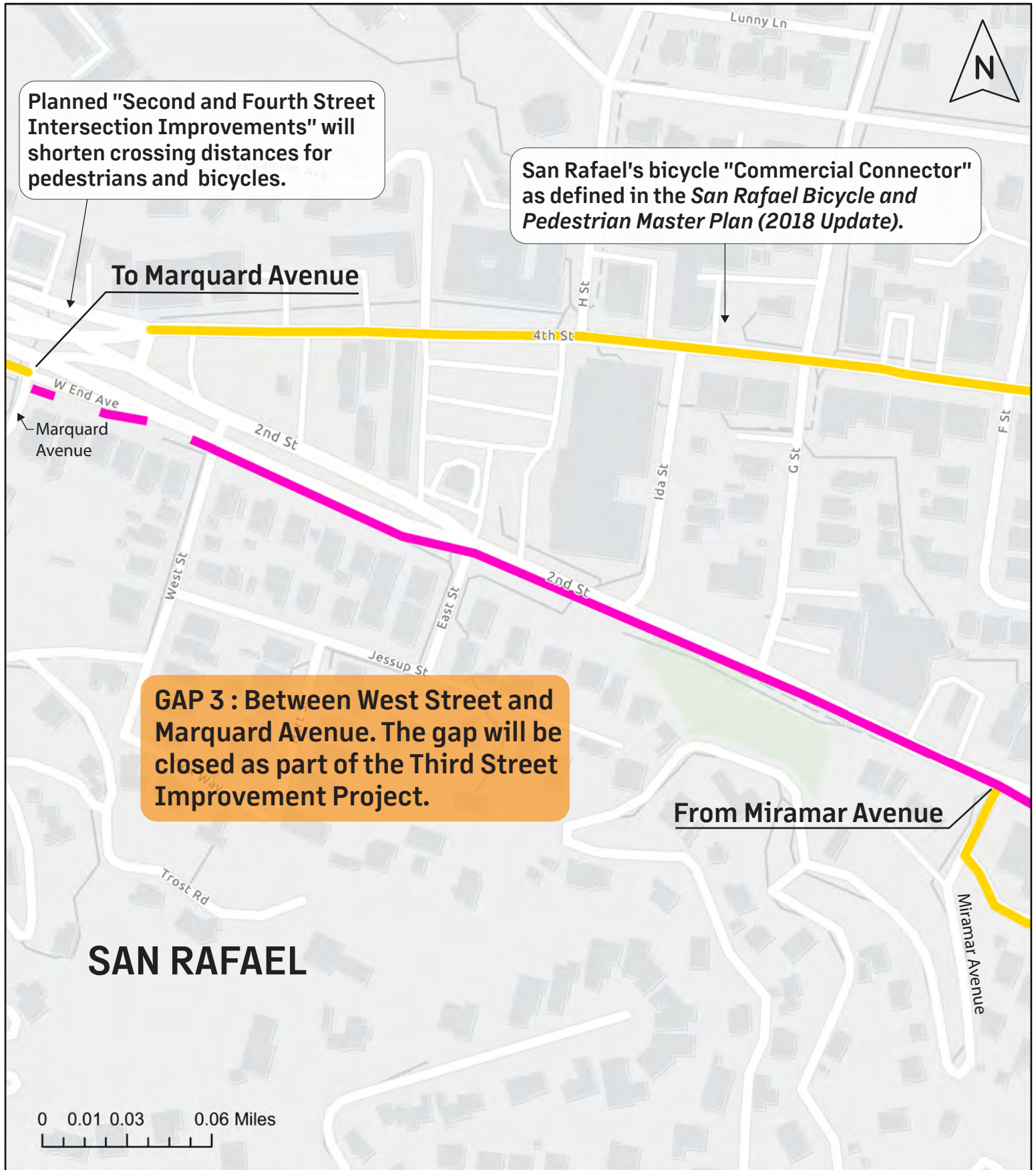


Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	

Cross Marin Bikeway Segment 3

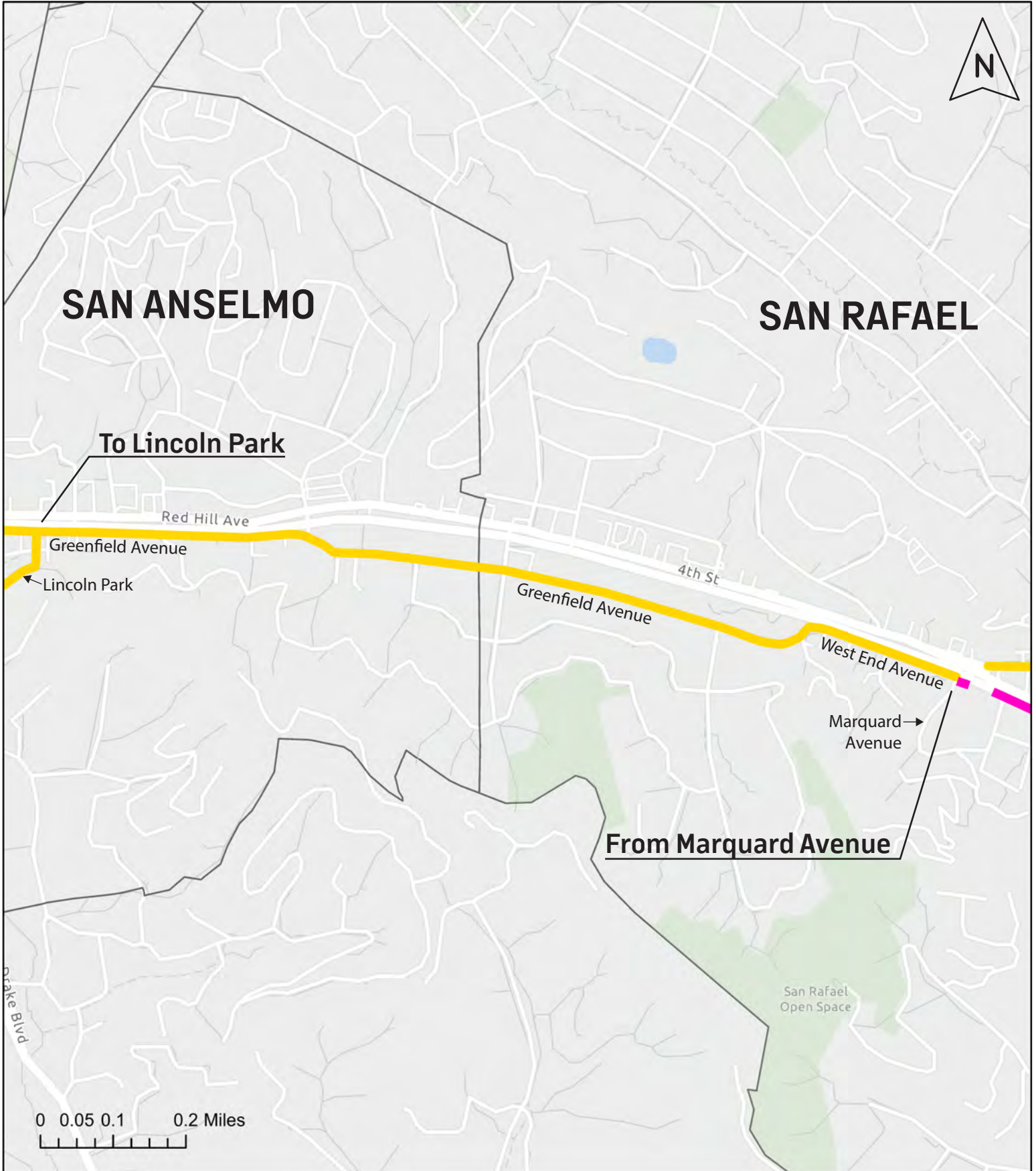


Cross Marin Bikeway Segment 4



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

Cross Marin Bikeway Segment 5

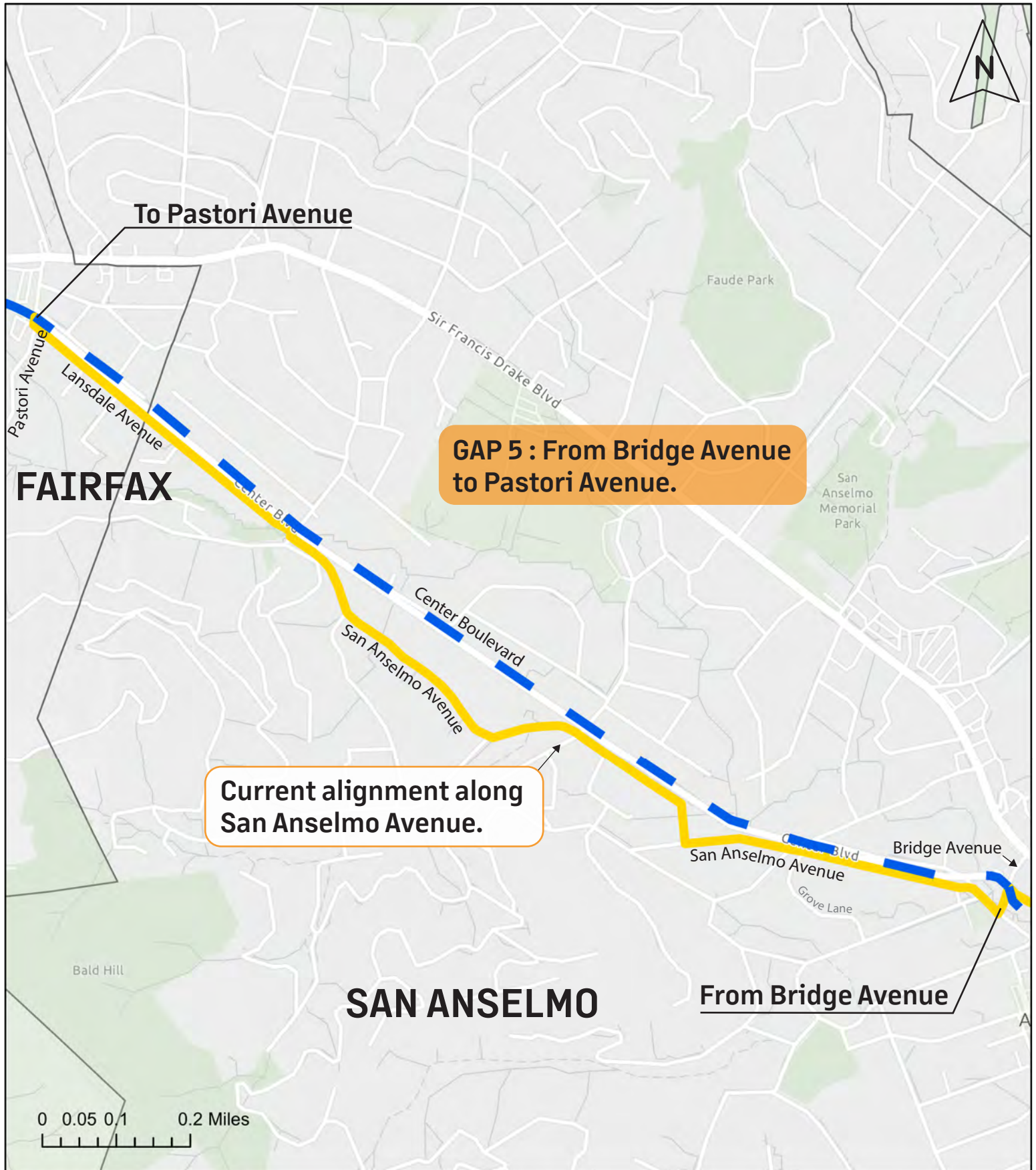


Cross Marin Bikeway Segment 6

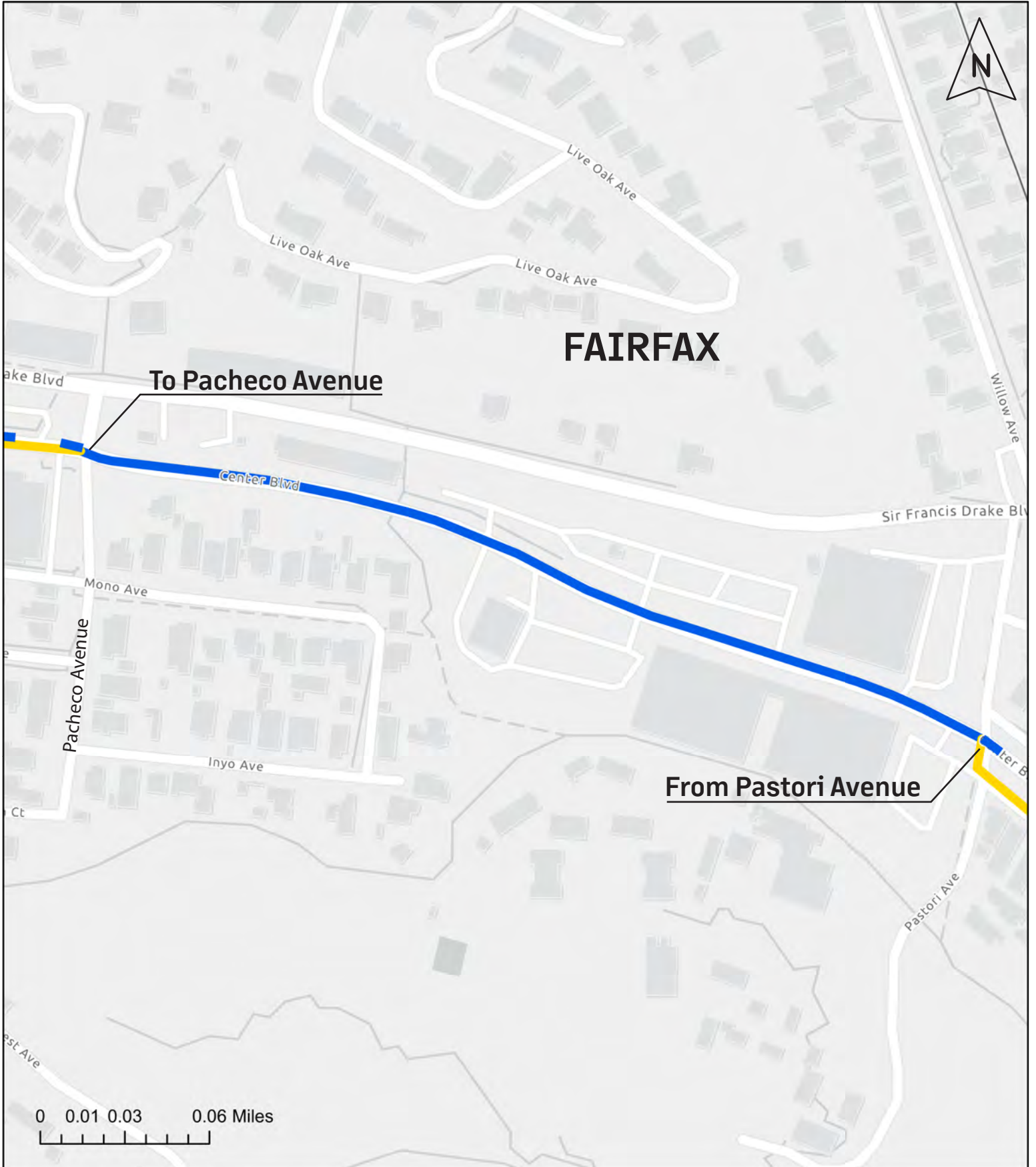


Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	

Cross Marin Bikeway Segment 7

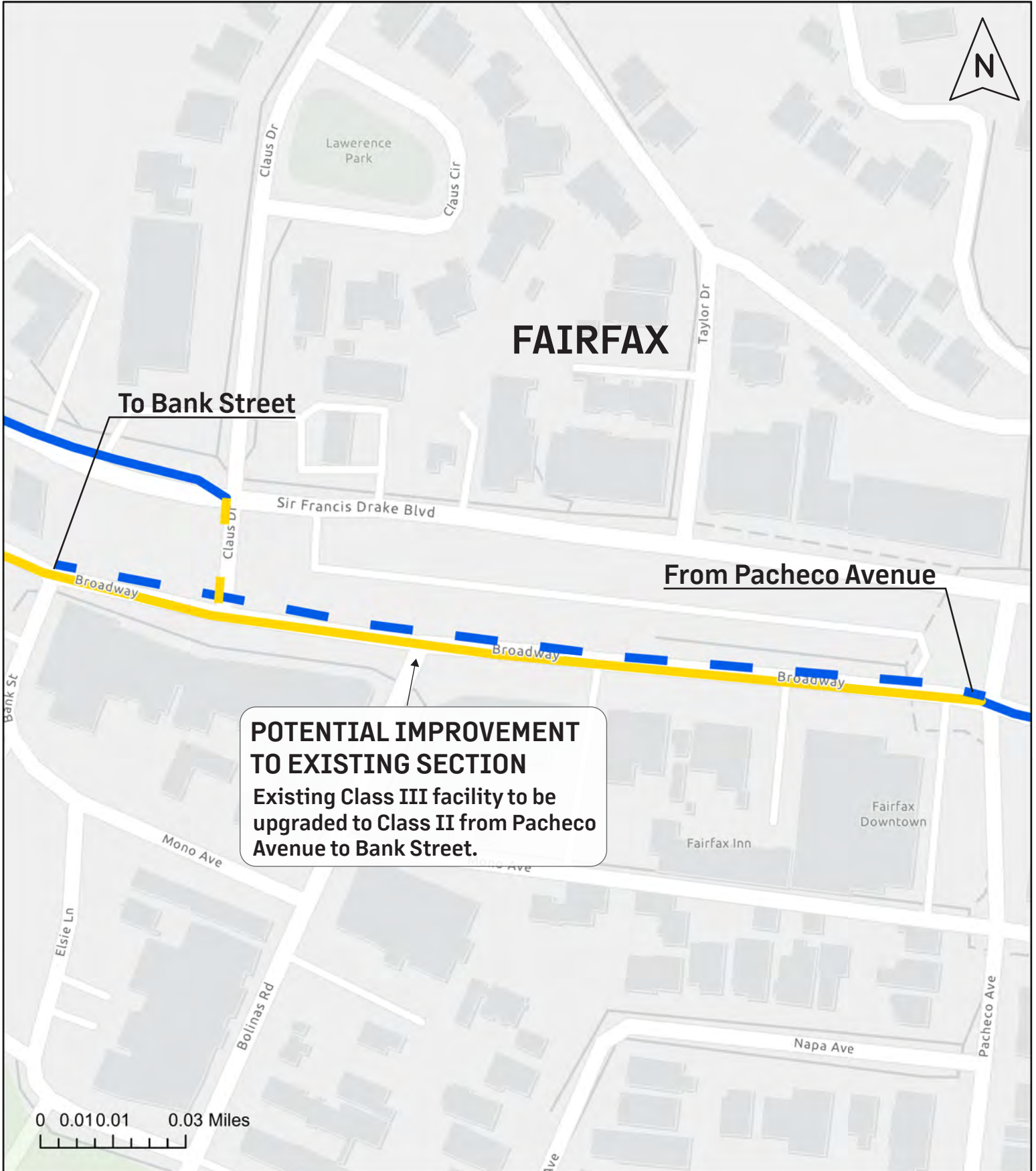


Cross Marin Bikeway Segment 8



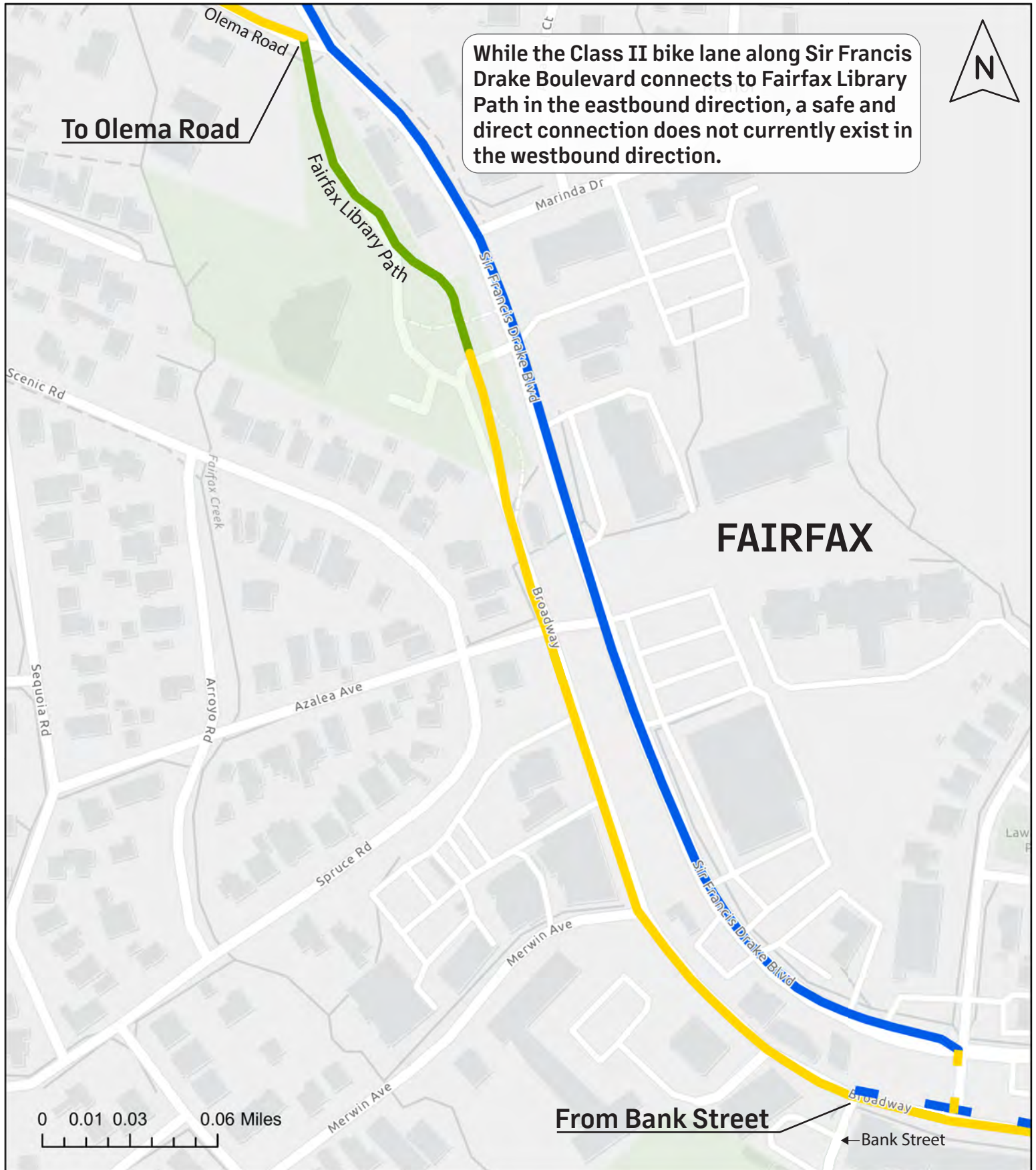
Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	

Cross Marin Bikeway Segment 9



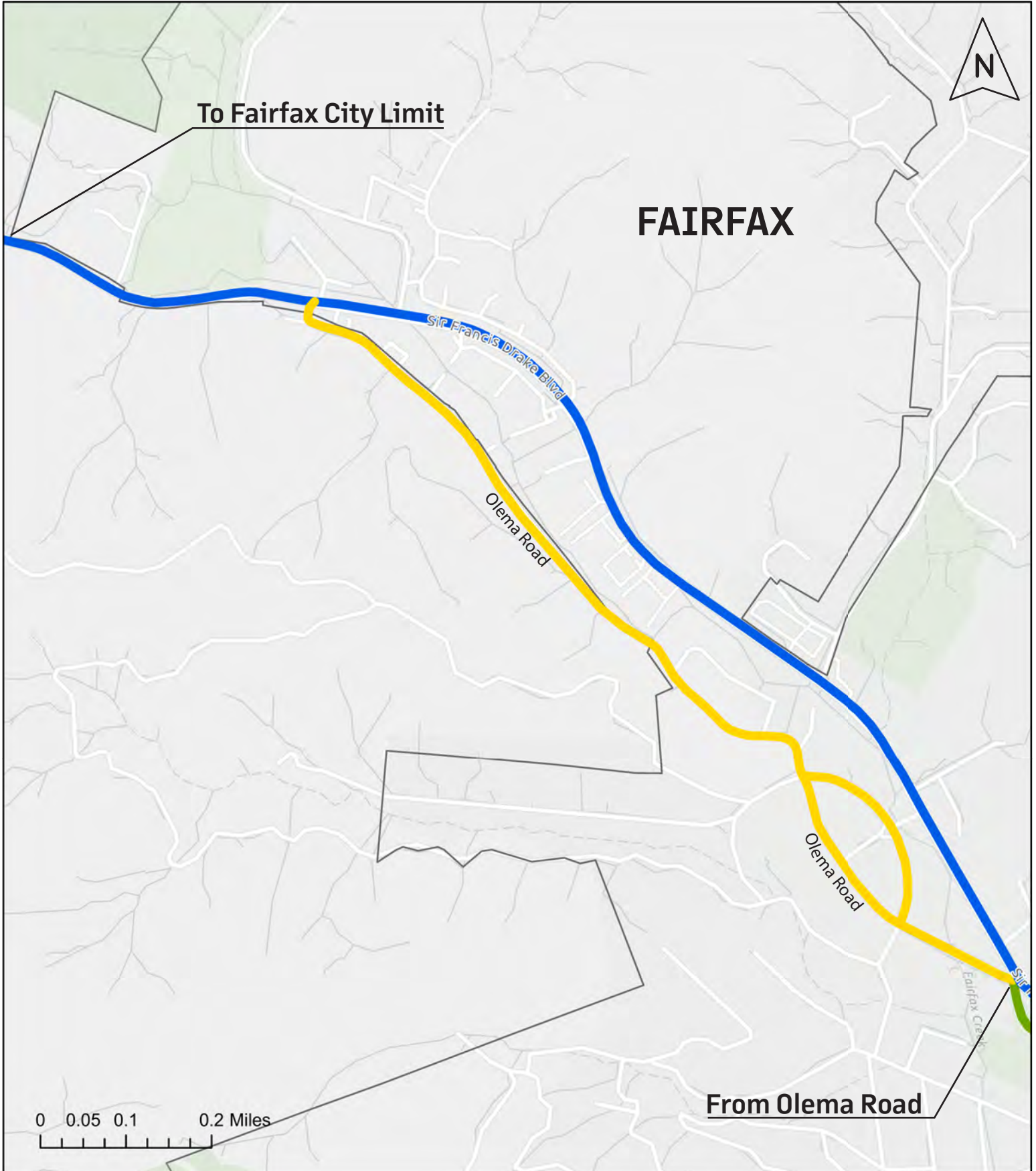
Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	

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

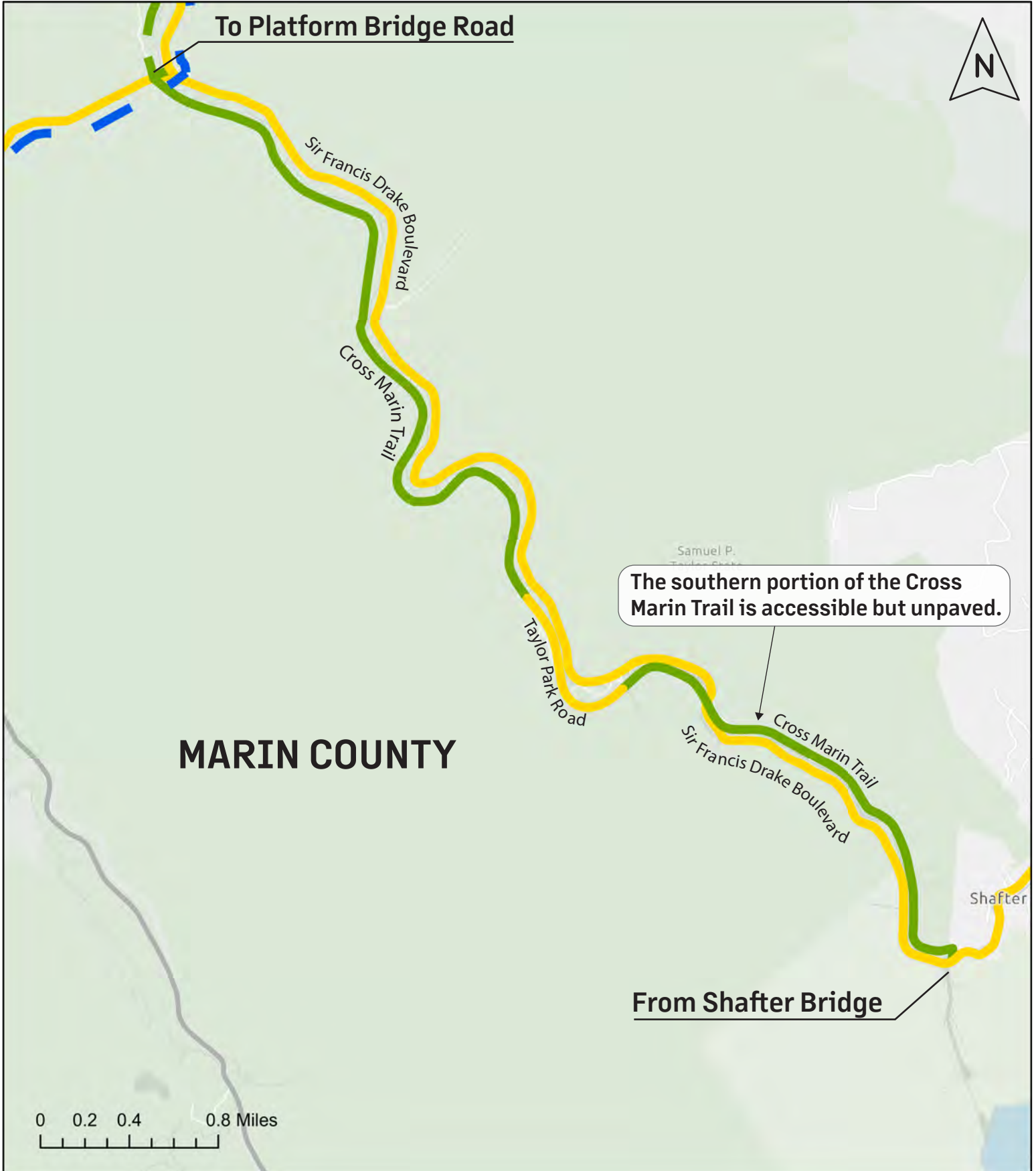


Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	

Cross Marin Bikeway Segment 12



Cross Marin Bikeway Segment 13



CMB Gap Summary Tables

GAP 1 – LINDARO STREET CONNECTOR	
Jurisdiction(s)	San Rafael
Start	End of Mahon Creek Path
End	Andersen Drive/Lindaro Street
Miles	0.05
Status	Feasibility Study Planned
Completion Date	TBD
Cost Ranking	\$\$\$
Additional Notes	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	
Jurisdiction(s)	San Rafael
Start	Lindaro Street
End	B Street
Miles	0.22
Status	Conceptual Planning
Completion Date	TBD
Cost Ranking	\$\$
Additional Notes	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	
Jurisdiction(s)	San Rafael
Start	West Street
End	Marquard Avenue
Miles	0.05
Status	Construction
Completion Date	Fall 2023
Cost Ranking	\$\$
Additional Notes	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	
Jurisdiction(s)	San Anselmo
Start	Lincoln Park
End	Bridge Avenue
Miles	0.17
Status	Planning/Design
Completion Date	TBD
Cost Ranking	\$\$\$
Additional Notes	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	
Jurisdiction(s)	San Anselmo, Fairfax
Start	Bridge Avenue
End	Pastori Avenue
Miles	1.22
Status	Planning
Completion Date	TBD
Cost Ranking	\$\$
Additional Notes	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

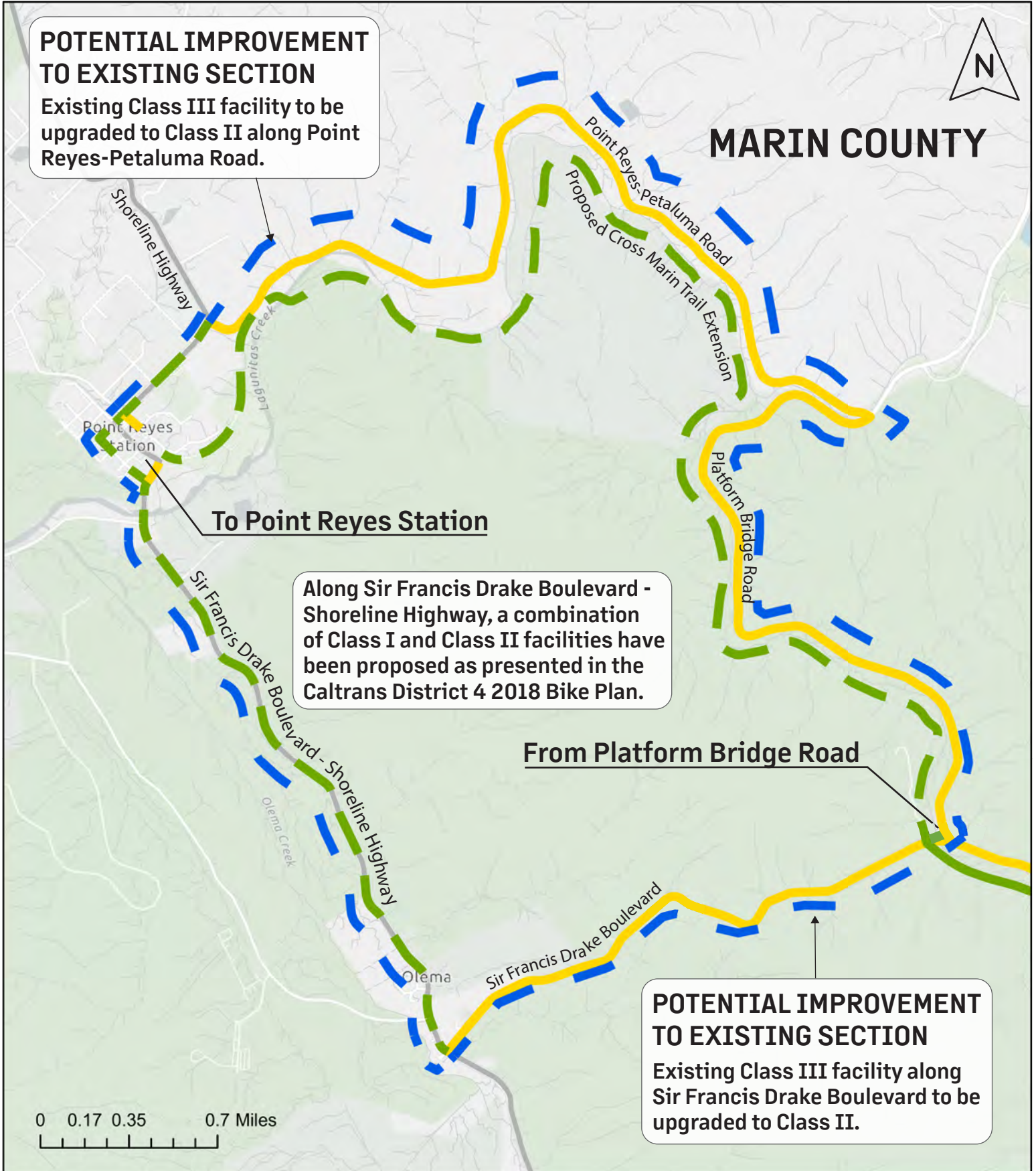
Cross Marin Bikeway

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.

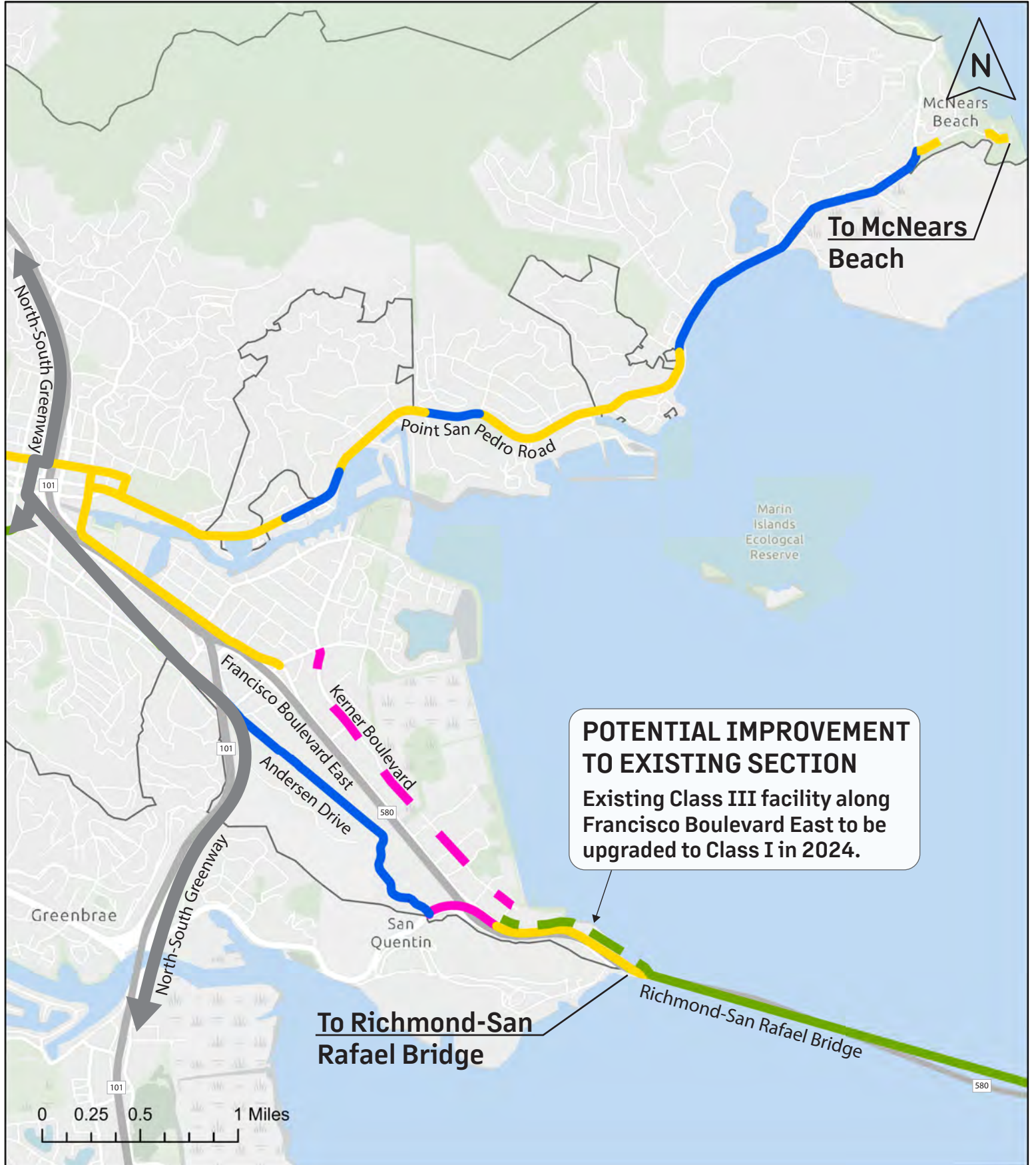


Cross Marin Bikeway Western Extension



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

Cross Marin Bikeway Eastern Extension



POTENTIAL IMPROVEMENT TO EXISTING 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/marin-bicycle-map.pdf>

APPENDIX.

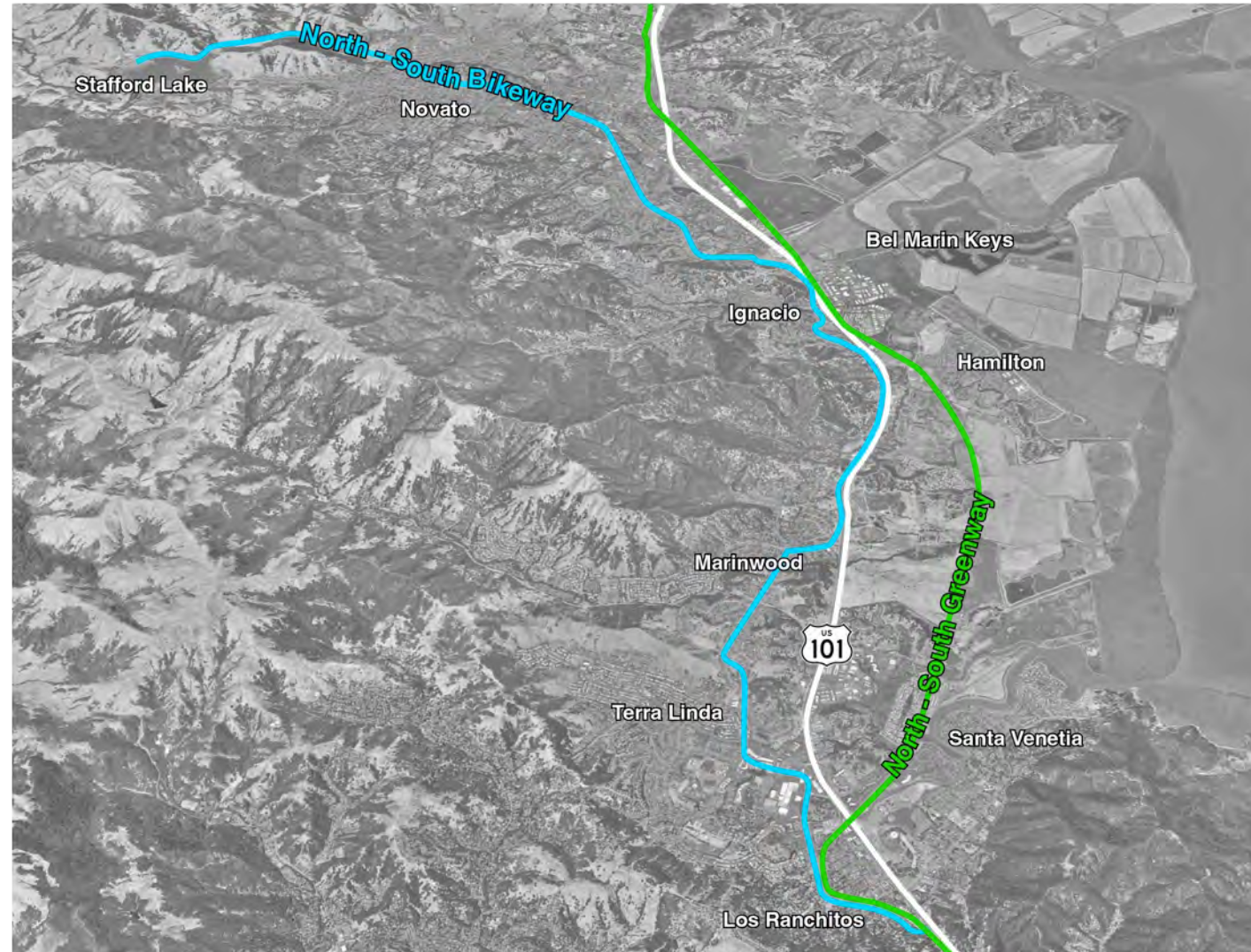
The North-South Bikeway

Quick Facts

The **North-South Bikeway (NSB)** is a separate network of pedestrian and bike facilities that connects Puerto Suello Hill in San Rafael to Novato via Terra Linda and is an important part of Marin's overall sustainable mobility network. The NSB, which runs entirely on the west side of US 101, is the only facility currently available between San Rafael and Novato until gaps in the NSGW are completed.

Based on the map shown on the right which was provided by MCBC and WTB-TAM, the route starts at Puerto Suello Hill in San Rafael and follows Los Ranchitos Road, Las Gallinas Avenue, Miller Creek Drive, the Pacheco Hill Path, Alameda Del Prado, Ignacio Boulevard, Entrada Drive, the S. Novato Boulevard to Inn Marin Path, S. Novato Boulevard, and Novato Boulevard, ending at Stafford Lake.

Note: The NSB definition and map shown on this page are based on discussions with MCBC and WTB-TAM. The information provided was not based on historical documentation produced by agencies, and no recent documentation about the NSB was identified as part of this report.



Existing Segments in Need of Improvements*

North-South Greenway

The following are existing Class I pathway segments of the NSGW which are highly degraded:

- Between Civic Center Dr. and Bridgewater Dr. (San Rafael)
- Between Frosty Ln. and Hanna Ranch Rd. (Novato)
- Between the north side of Novato Creek and Lamont Ave. (Novato)

Cross Marin Bikeway

The following are existing Class III shared route segments on the CMB which may or may not be signed, but which do not currently feature visible sharrow markings:

- 1st Street between Miramar Ave. and B St. (San Rafael)
- Lansdale Ave. between Pastori Ave. and San Anselmo Ave. (San Anselmo)
- Broadway between Fairfax Library and Bank St. (Fairfax)
- Olema Rd. between Sir Francis Drake Blvd. and Fairfax Library Path (Fairfax)
- San Geronimo Valley Rd. between San Geronimo and Woodacre
- Sir Francis Drake Blvd. between Olema and Lagunitas
- Platform Bridge Rd. between Point Reyes - Petaluma Rd. and Sir Francis Drake Blvd.
- Point Reyes - Petaluma Rd. between Shoreline Hwy. and Platform Bridge Rd.

NSGW Gap Summary Table

 Projects in later stages of project development

Segment	Gap Number	Gap Name	Jurisdiction(s)	Status*	Completion Date	Cost Ranking**
1	Gap 1	Fort Baker's Vista Point Trail	National Parks Service	Advancing to Construction	TBD	\$\$\$
2	Gap 2	Downtown Sausalito	Sausalito	Planning	TBD	\$\$\$
4	Gap 3	Alto Tunnel	Mill Valley, Corte Madera	Completed Feasibility Study	TBD	\$\$\$\$\$
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	\$\$

* Several gaps have current alignments, as shown on their respective segment maps.

** Dollar signs are intended to provide basic estimates on relative costs associated with the gap closure projects. It was based on a planning-level review of the proposed improvements.

CMB Gap Summary Table

 Projects in later stages of project development

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	\$\$

* Several gaps have current alignments, as shown on their respective segment maps.

** Dollar signs are intended to provide basic estimates on relative costs associated with the gap closure projects. It was based on a planning-level review of the proposed improvements.