



TRANSPORTATION AUTHORITY OF MARIN CITIZENS' OVERSIGHT COMMITTEE MEETING

SEPTEMBER 18, 2023
5:00 P.M.

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

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

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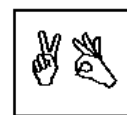
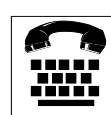
How to provide public comment (limited to 3 minutes or less):

Before the meeting: Email your comments to info@tam.ca.gov. Please email your comments no later than 1:00 p.m. Monday, September 18, 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, 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 4:00 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 no later than 5 days before the meeting date.

Making the Most of Marin County Transportation Dollars

AGENDA

1. Call to Order (2 minutes)
2. Open time for public expression, up to three minutes per speaker, on items not on the agenda that are within the subject matter of the agency's jurisdiction (public is welcome to address the Committee, but according to the Brown Act, the Committee may not deliberate or take action on items not on the agenda)
3. Review and Approval of July 17, 2023 Meeting Minutes (Action) (5 minutes)
4. TAM Staff Report (Discussion) (20 minutes)
5. Alternative Fuels Program Update & Outreach Activities (Discussion) (20 minutes)
6. North-South Greenway & Cross Marin Bikeway Status Report (Discussion) (20 minutes)
7. Committee Member Hot Items Report (Discussion) (10 minutes)
8. Discussion of Next Meeting Date and Recommended Items for the Agenda (5 minutes)



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
CITIZENS' OVERSIGHT COMMITTEE

JULY 17, 2023
5:00 PM

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

MEETING MINUTES

Members Present: Peter Pelham, Major Marin Employers (Chairperson)
Kevin Hagerty, League of Women Voters (Vice-Chairperson)
Charley Vogt, Northern Marin Planning Area
Paul Roye, Ross Valley Planning Area
Scott Tye, West Marin Planning Area
Vince O'Brien, Bicyclist and Pedestrian Groups
Kingston Cole, Taxpayer Groups

Members/Alternates Attending Remotely as Public: Debbie Alley, James Schmidt, Jeffrey Olson, Nancy Okada

Marin Transit Staff Attending Remotely: Robert Betts, Director of Operations & Service Development

Staff Members Present: Anne Richman, Executive Director
Li Zhang, Deputy Executive Director/Chief Financial Officer
Dan Cherrier, Director of Project Delivery
David Chan, Director of Programming & Legislation
Grace Zhuang, Accounting and Payroll Specialist
Jennifer Doucette, Executive Assistant/Clerk of the Board
Mikaela Hiatt, Associate Transportation Planner
Molly Graham, Public Outreach Coordinator

Chairperson Peter Pelham called the Citizens' Oversight Committee (COC) meeting to order at 7:00 p.m.; and introduced Jane Gould, a commissioner for the Marin County Commission on Aging. Chairperson Pelham noted that Ms. Gould expressed interested in applying for the COC and was attending the meeting remotely as a member of the public to observe.

1. Introductions and Welcome

Chairperson Pelham asked Executive Assistant/Clerk of the Board Jennifer Doucette to conduct a roll call to ensure a quorum. A quorum of the COC was confirmed and detailed information about how the public may participate was provided.

2. Open Time for Public Expression

No public expression was received.

3. Review and Approval of June 19, 2023 Meeting Minutes (Action)

Vice-Chairperson Kevin Hagerty moved to approve the June 19, 2023 Meeting Minutes. Member Kingston Cole seconded the motion, and the Minutes were approved unanimously.

4. TAM Staff Report (Information)

Executive Director (ED) Anne Richman reported on the Metropolitan Transportation Commission's (MTC) approval of a \$400,000 Mobility Hub Planning grant to TAM, which will be used for mobility hub plans at Sonoma-Marin Rail Transit (SMART) stations and the Sausalito, Tiburon, and Larkspur Ferry Terminals.

In response to Vice-Chairperson Hagerty, ED Richman confirmed that the funds were awarded from a \$34 million grant from MTC, which included large-scale projects in the Bay Area such as Bay Area Rapid Transit (BART) stations.

ED Richman provided a status report on the North-South Greenway Gap Project; and reported on the June 16 ribbon-cutting ceremony for SMART Connect, which provides first and last-mile shuttle service between the SMART Sonoma County Airport Station and the Charles M. Schulz-Sonoma County Airport (STS) and the surrounding business corridor. In response to Member Scott Tye, ED Richman confirmed the pilot program is an on-demand shuttle service that riders may schedule through a mobile application.

In response to Member Cole, ED Richman confirmed the SMART service will be extended to Windsor.

ED Richman reported that the California Department of Transportation (Caltrans) is expected to open a temporary bike lane on July 21, following construction work to repair slide damage that occurred on Novato Blvd., west of U.S.-101. In response to Member Kate Powers, ED Richman stated that Pacific Gas & Electric (PG&E) has completed the utility repairs.

ED Richman also reported that Marin Transit (MT) was awarded \$31 million from the U.S. Department of Transportation's Federal Transit Administration (FTA), which will fund a new bus facility; and the release of funds from Senate Bill (SB) 1, Road Repair and Accountability Act of 2017, to local jurisdictions for road maintenance. In response to Member Paul Royce, ED Richman confirmed that unincorporated areas of Marin County received the most funds.

ED Richman reported that TAM received a total of \$1.3 million in Transportation Funds for Clean Air (TFCA) funds and Transportation Development Act (TDA) Article 3 funds from the Bay Area Air Quality Management District (BAAQMD) and MTC, respectively; and that project applications from local jurisdictions have been solicited. TAM's Bicycle & Pedestrian Advisory Committee (BPAC) will evaluate the applications and make a recommendation to the TAM Board. In response to Chairperson Pelham, ED Richman confirmed that applications could be considered from agencies other than the towns, cities and the County in Marin. In response to Member Powers, Director of Programming and Legislation David Chan confirmed that Electric Vehicle (EV) charging station projects could be considered for TDA funding.

ED Richman reported on a Caltrans public survey about the Bay Area Bike Plan. In response to Member Tye, ED Richman confirmed that Caltrans has an outreach program and works with partner agencies, such as TAM, to publicize the Plan. ED Richman noted that MTC is conducting a Transit Wayfinding Survey to improve branding and signage for public transit users.

ED Richman concluded her report with an update on staff's participation in community events, including three public workshops hosted by TAM on the Highway 101 Interchange and Approaching Roadway Study; and TAM staff's attendance at an EV tent at the July 2023 Marin County Fair event, which was sponsored by TAM.

Chairperson Pelham and staff discussed attendance and feedback received at the Highway 101 Interchange and Approaching Roadway Study public workshops. Staff noted that agency officials attended the in-person meetings; and Member Powers commended staff and the consultants on the San Rafael presentation.

Member Roye commented on drivers illegally crossing the solid white line to access northbound U.S.-101 from the Lucky Drive on-ramp and asked if the problem could be ameliorated. In response, Director of Project Delivery Dan Cherrier stated that Caltrans installed rubber cones about 6 years ago that were continually knocked over. ED Richman stated that TAM staff will discuss the issue with Caltrans staff at their next meeting scheduled in late August.

Chairperson Pelham opened the public comment period. Jeff Olson asked for feedback from the attendees of the public workshop in San Rafael for the Manuel T. Freitas Parkway/Civic Center Drive interchange improvements. In response, Member Powers discussed public comments on potential sight line problems, speed, and concerns about bicycle and pedestrian access.

5. Marin Transit Annual Presentation (Discussion)

MT Director of Operations & Service Development Robert Betts presented this item, which included FY2022-23 service highlights and the FY2023-24 budget; operational overviews for fixed route, Marin Access, and school services; capital program and grant awards, including \$31.5 million secured for a new maintenance yard for MT's electric bus fleet; and Measure A/AA and Measure B allocation requests.

In response to Member Charley Vogt, Mr. Betts stated that local funds had been set aside in anticipation of a new facility and were allocated as a match for the federal funds. Deputy Executive Director/Chief Financial Officer (DED/CFO) Li Zhang confirmed that MT has carryover capital funds under the Measure AA Sales Tax Program that have not yet been requested. Member Vogt and Mr. Betts discussed the amount of local funds that will be used for the new facility. Mr. Betts noted that MT receives federal funds for capital projects and that he did not anticipate a need to cut future capital project needs due to the amount of funds that have been set aside for the new facility project.

Member Vogt expressed his appreciation for the delay in instigating changes to the Fixed Route service for Novato schools until the term begins. He discussed recent communication challenges relating to new staff at the Novato Unified School District and asked that route changes be clearly communicated due to the schools' heavy reliance on fixed route service. Mr. Betts stated that they work closely with schools to ensure they have accurate calendars and bell schedules prior to the beginning of the school year.

In response to Member Tye, Mr. Betts discussed the change of contractor to Marin Airporter for some services. He stated that the contract with MV Transportation expired, and a decision was made not to renew the contract or go out to bid. Mr. Betts stated that no bids were received for the Muir Valley Shuttle Program and that any potential contractor not based in Marin would need a facility for vehicles.

In response to Member Vince O'Brien, Mr. Betts stated that MT is responsible for the scheduling, service planning and for the purchase and provision of equipment. The contractors provide labor, mechanics, are responsible for hiring and training drivers, and provide some facility needs. Mr. Betts explained that MT is responsible for major engine failure, while the contractor is responsible for all other vehicle issues.

In response to Member Powers, Mr. Betts confirmed that MT does not have a site to build a new facility and that a minimum of 3.5 acres would be needed; that outreach indicated the reasons for the slow recovery of Marin Access ridership were attributable to the closure of a major program and the reduction in programs that started operating virtually during the Pandemic, which have not returned to in-person meetings.

Member Powers and Mr. Betts discussed the change in vendor for the Marin Access Program. Mr. Betts stated that the vendor which previously operated Marin Access services, Vivalon, continues to provide transportation options in Marin County. Ms. Powers asked if MT was considering long-term plans to provide services for future transit-oriented centers near large-scale developments. Mr. Betts stated that

MT will work with local jurisdictions to ensure there is an opportunity to incorporate transit services during review of development plans; and that MT staff is working with TAM staff on the Countywide Transportation Plan (CTP), which will consider ways of prioritizing public transit in specific corridors to achieve travel time savings.

In response to Chairperson Pelham, Mr. Betts explained that fluctuations in toll revenue from decreased vehicular traffic on the Golden Gate Bridge do not affect MT's allocation of STA/TDA funds.

In response to James Schmidt, Mr. Betts stated that MT's high ridership recovery on fixed route services following the Pandemic could be attributed to maintaining/increasing fixed route services throughout the Pandemic with the additional financial resources available through various stimulus programs. Mr. Betts also noted that some of the drop in productivity could be attributed to the increase in services and acknowledged that ridership levels for some services have decreased.

The Committee recessed for a dinner break and reconvened with all members present as indicated.

6. Sea Level Rise Presentation (Information)

Associate Transportation Planner Mikaela Hiatt presented this item, which included an overview of TAM's Sea Level Rise (SLR) Program; previous Board direction; the Request for Proposal (RFP) development process; scope of work; consultant selection and timeline; and next steps.

In response to Member Vogt, Ms. Hiatt stated that the County's C-SMART Program focuses on SLR issues that affect communities along Highway 1; that Caltrans is also assessing SLR projects on Highway 1; and that information from all SLR projects under consideration on U.S.-101 and State Route (SR) 37 will be incorporated into the TAM SLR Plan. Ms. Hiatt stated that the Plan will determine a timeline for the effects of SLR on Marin's transportation system and the short and long-term strategies needed to counter the effects.

Member Tye confirmed his participation in the C-SMART Program, and expressed concern that the data used was from 2015. Member Tye stated that flood warnings were issued during the height of summer, which were caused by excessively high ocean tides. He discussed a study that concluded a lunar cycle will amplify rising sea levels in addition to climate change and cause more coastal flooding.

Member Powers discussed the data from the Bay Area Conservation and Development Commission's (BCDC's) Adapting to Rising Tides (ART) Report that identified San Rafael as the first area in the San Francisco Bay that will be affected by near-term flooding. In response to Member Powers, Ms. Hiatt discussed the purpose of the Plan, which is to gather data from all SLR plans and projects in Marin and determine the areas that will be most susceptible to flooding in the near term; areas that will be affected by flooding in the long term; and provide solutions to mitigate flooding impacts in the short term. Ms. Hiatt noted that funding sources will be identified since Measure A/AA funds would not be adequate to fund the projects that would be necessary to adapt Marin's transportation system to SLR; and confirmed that staff, consultants and a technical advisory committee (TAC) will provide updates to the TAM Board and Committees on a regular basis.

In response to Member Powers, ED Richman noted that the SLR Plan and the CTP are both in progress and that existing and new data could be used in both Plans.

Member Powers commented on the long planning process for construction projects and noted that some projects that are in the design process would benefit from recent SLR data. She stated that data from the SLR studies should be incorporated into the design phase of existing projects to make them more adaptable to SLR. Member Powers also discussed the need to include an expert on wetland restoration on the TAC; and the importance of wetlands to counter the effects of SLR and its effects on the transportation system.

Debbie Alley commended the choice of Arup as the Project Consultant. In response to Ms. Alley, Ms. Hiatt discussed some of the projects that the consultants and subconsultants have managed and their familiarity with SLR projects and Marin County.

7. Committee Member Hot Items Report (Discussion)

Chairperson Pelham provided an overview of the first meeting of the COC Membership Structure Review Subcommittee; and noted the purpose of the Subcommittee is to consider the addition of members to address the needs of underserved communities in Marin. The Subcommittee also discussed a mentorship program for high school students; and COC name change recommendations.

Member Tye reported that crosswalk improvements are in progress in Stinson Beach.

8. Discussion of Next Meeting Date and Recommended Items for the Agenda

The next meeting was tentatively scheduled for Monday, September 18, 2023.

The meeting was adjourned at 6:56 p.m.

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DATE: September 18, 2023

TO: Transportation Authority of Marin Citizens' Oversight Committee

FROM: Anne Richman, Executive Director
Mikaela Hiatt, Associate Transportation Planner
Derek McGill, Director of Planning

SUBJECT: Alternative Fuels Program Update & Outreach Activities (Discussion), Agenda Item No. 5

RECOMMENDATION

Discussion item only.

BACKGROUND

With the passage of Measure B, the \$10 Vehicle Registration Fee (VRF), in 2010, TAM developed an Alternative Fuels and Electric Vehicle (AFEV) Program as designated in Element 3, Reduce Congestion and Pollution, of the Measure B VRF Expenditure Plan. The AFEV Program provides funding for three main areas:

- Public Property Electric Vehicle (EV) Charging Infrastructure
- Public Agency EV Fleet Conversion
- Public Outreach/Technical Assistance

Since the September 2022 AFEV Program update, TAM staff has continued to deliver rebates, outreach and technical assistance initiatives, including the following:

- Developed a Countywide EV Acceleration Strategy with Marin Climate and Energy Partnership (MCEP) to support local climate action plan implementation (this effort was funded by TAM in the amount of \$54,000)
- Supported the Charging and Fueling Infrastructure Grant submission by the County of Marin
- Coordinated closely with the Metropolitan Transportation Commission (MTC) on the development of the Transportation Electrification Program
- Continue to work with local jurisdictions in development of projects submitted through the Letter of Interest process
- Conducted and supported outreach events including a First Responder EV Webinar and an electrification booth at the Marin County Fair
- Completed short-term, local jurisdiction led outreach efforts
- Ongoing delivery of the EV Fleet and EV Charging Stations rebates
- Monitor regional, state, and federal funding opportunities for Alternative Fuels and EV such as the BIL Federal Funding opportunities through the National Electric Vehicle Infrastructure (NEVI) Program

DISCUSSION/ANALYSIS

EV adoption has continued to rise with record sales recorded in Marin and statewide. In this last year, over 33% of new vehicle sales in Marin County were EVs according to the California Energy Commission (CEC). TAM's AFEV Program continues to address public agency charging installations and fleet needs, and advance public agency EV charging installations in the County, with 346 charge heads installed through FY2022-23 and an additional 101 rebates planned for the current fiscal year.

Staff has also been monitoring the development of the California Department of Transportation (Caltrans) and the CEC's NEVI Program, including a draft plan for providing EV charging equipment along the national highway system. The NEVI program is designed to provide funding for private vendors to install DC Fast Charging (DCFC) equipment along highway corridors. Finally, the Investment, Infrastructure and Jobs Act (IIJA) released a call for projects under the Charging and Fueling Infrastructure Program. TAM worked closely with the County of Marin and Cool the Earth to submit an application to evaluate charging siting in Marin County's Canal, Marin City, Novato, and West Marin communities. Staff will continue to monitor regional, state, and federal opportunities and coordinate accordingly.

Public agency EV fleet rebates have remained steady as the pace of fleet replacement in the County is relatively flat. With support from the Alternative Fuels and Electric Vehicles Ad Hoc Committee, staff has made revisions to the rebate program to simplify the application process in response to feedback received from local jurisdictions. The revisions include unlinking the rebate from the State Clean Vehicle Rebate Program, clarifying vehicle eligibility and rebate requirements, increasing the amount of vehicles eligible annually for rebate requests from 5 to 10, and removing the vehicle replacement requirement. Staff will continue to monitor regional, state, and federal rebate programs and make necessary adjustments to TAM's rebate program accordingly.

MCEP Countywide EV Acceleration Strategy

Over the course of 2021 to 2023, TAM staff has worked with local jurisdictions through MCEP to develop a Countywide EV Acceleration Strategy. A copy of the Strategy is available here: <https://marinclimate.org/wp-content/uploads/2023/06/Marin-EV-Acceleration-Strategy.pdf>.

The Strategy evaluates Marin County's current state of alternative fuels and EV adoption and what further work needs to be done in order to achieve state and regional goals. This includes assessing the current rate of EV adoption among residents and local jurisdiction fleets, number of chargers and the charger levels, and what the barriers to adoption are within the County.

This Strategy is intended to inform and support local jurisdictions within Marin County to implement local Climate Action Plans, specifically in relation to accelerating the adoption of EVs in their respective communities. The Strategy has been presented to city/town committees and councils for adoption in 2023, along with a workplan of identified actions each jurisdiction would commit to taking to meet its respective EV adoption goals.

Upcoming Opportunities

MTC is beginning to roll out its \$65 million grant program for Transportation Electrification across the Bay Area. In the fall of 2023, MTC will be releasing a call for projects as part of this program for Transit Station Charging as well as a Planning and Technical Assistance Consultant Bench. Staff has been working closely with MTC on opportunities to advance Marin's needs as articulated by partner agencies.

Marin Clean Energy (MCE) is preparing to release a Fleet Transition Program, which will be available across its service area for 3-5 local jurisdictions. TAM staff is working closely with MCE on this opportunity and will coordinate accordingly.

MCE received a \$1 million earmark through the Housing and Urban Development department that earmarks a battery storage facility and 700 chargers throughout the MCE service area particularly in Marin County. TAM staff spoke with MCE and the confirmation and planning has yet to begin though we are monitoring this closely.

TAM hosted a Clean Fleet Expo on September 12 at the Marin County Fairgrounds for local jurisdictions and regional partners on ways to electrify local fleets. TAM is also planning on hosting a school electrification webinar and various events for National Drive Electric Week and Earth Day. Finally, TAM is also partnering with MCE and the County of Marin in supporting a NextGen Trades Academy program hosted by the LIME Foundation in the fall of 2023 for electrification construction trades training for people ages 16-24.

FISCAL IMPACTS

Revenues for this program have been assigned from Measure B Element 3.3 funding and the \$336,000 included in the FY2023-24 TAM Annual Budget is anticipated to be sufficient to conduct all the work items for the current fiscal year.

NEXT STEPS

Based on work done to date, staff will continue to develop existing initiatives over the coming year, including:

- Implementation of the MCEP Countywide EV Acceleration Strategy
- Continue to work with local jurisdictions to explore whether a coordinated grant or a single contractor can be retained to design, seek funding, build, operate and maintain EV charging stations in Marin County.
- Continue to advance pilot concepts for upcoming grants. Staff has been meeting with jurisdiction staff on project concepts to assess potential concept advancement and determine partnership opportunities. This includes the evaluation of a fleet transition plan for local jurisdictions in alignment with the MTC and MCE programs.
- Conduct outreach efforts including live online webinar for school electrification, National Drive Electric Week events, Clean Fleet Expo, Earth Day electrification event, and equity focused outreach.
- Encourage utilization of TAM's rebate programs and continue to coordinate with local jurisdictions to find ways of streamlining the program.
- Continue to monitor outside funding opportunities and develop/support grant applications.

ATTACHMENTS

Attachment A – Staff Presentation

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Item 5 - Attachment A

Alternative Fuels & Electric Vehicle Program Update

Citizens' Oversight Committee

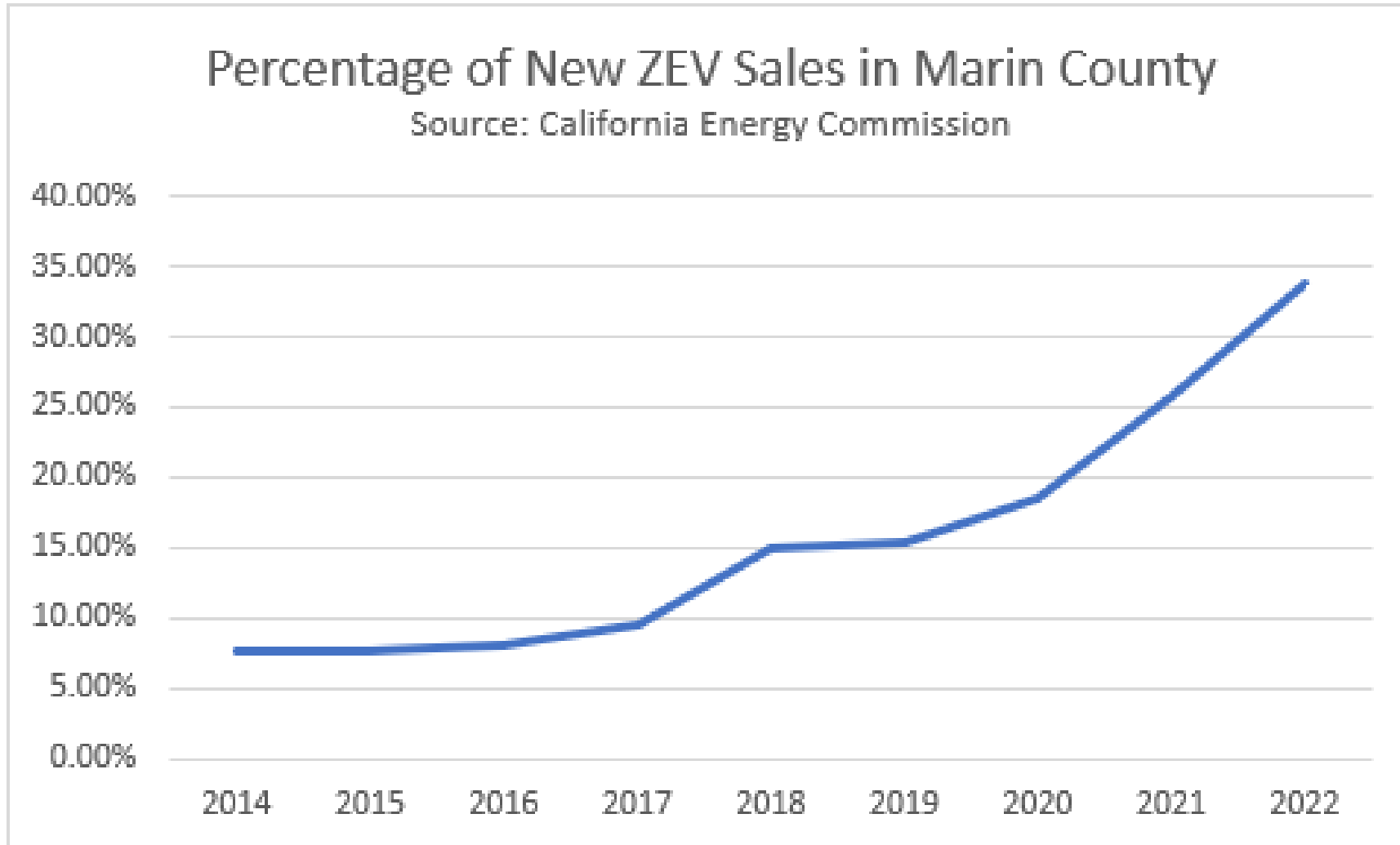
September 18, 2023

Summary of Existing Program

- Measure B – Element 3.3
- Works alongside Measure AA and Measure B investments to reduce GHG Emissions
- EV Charger Rebate
 - Up to \$3,000 per head available from TAM
- EV Fleet Rebate
 - Expanded to include E-Bikes, Utility carts, etc.
- Pilot Provision
- Outreach/Technical Assistance
- Technical Assistance to public agencies
- Support for outreach & events
- Regional Coordination



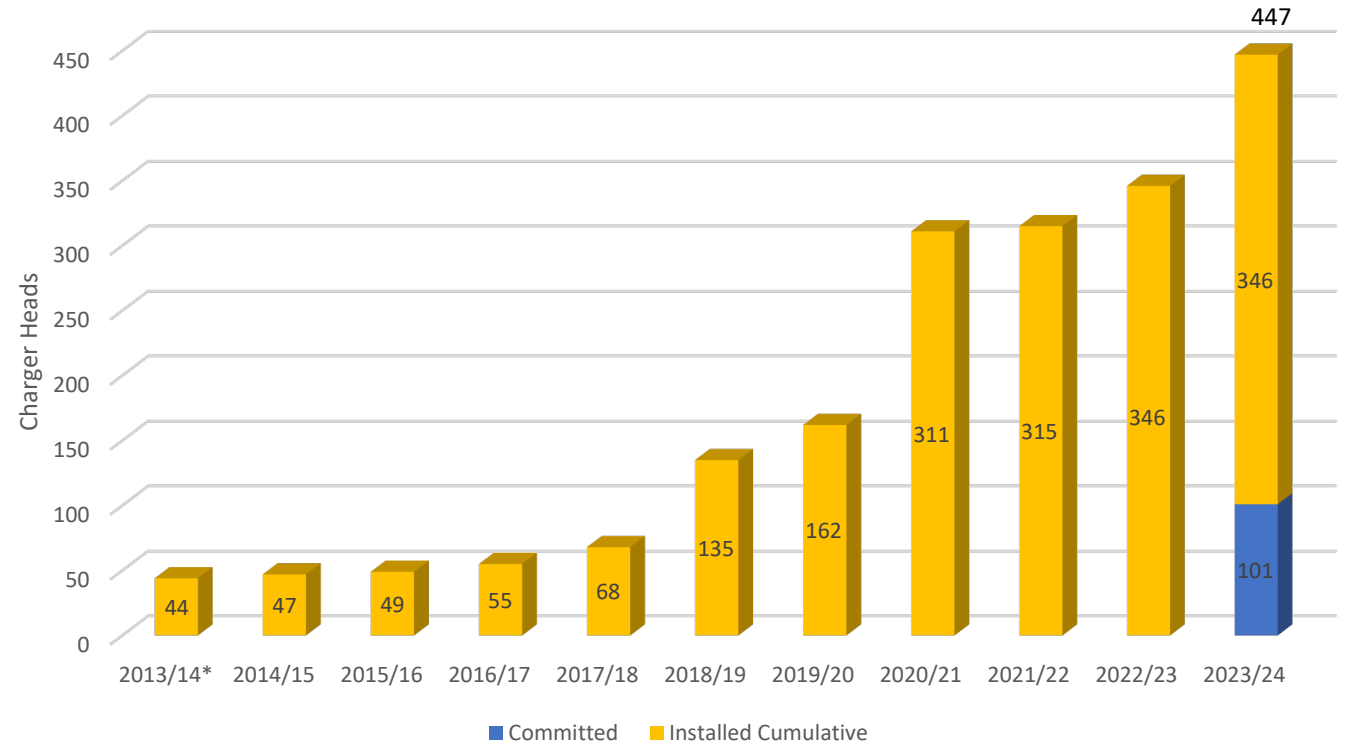
Marin County's EVs as of 2022



Program Progress to Date

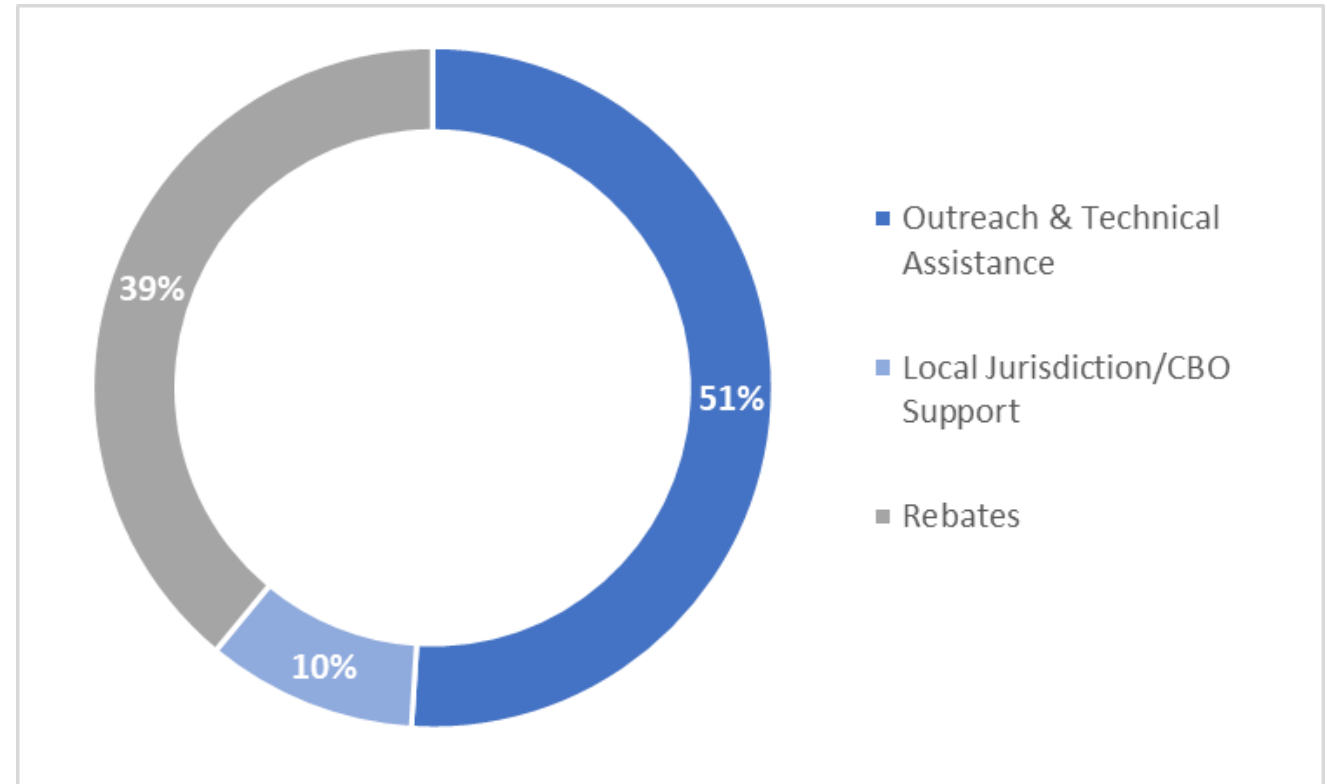
- EV Chargers
 - 447+ EV charger rebates in progress
 - 31 installed last FY
- EV Fleets
 - 45 EV fleet rebates
- EV Outreach & Technical Studies
 - EV First Responder Event
 - EV Toolkit(s)
 - MCEP Countywide EV Acceleration Plan
 - Marin County Fair Booth
 - Ride and Drives
 - EV Siting Studies
 - Parking Lot Study

TAM EV Charger Cumulative Totals



Expenditures for FY2022-23

- Total Expenditures: ~\$326,000
 - Rebates: ~40% of budget
 - \$105,000 for EV Chargers
 - \$22,000 for Fleet Rebates
 - TAM Outreach and Technical Assistance: ~51% of budget
 - Outreach Planning
 - Outreach Activities
 - Technical Support (project, policy, coordination et al.)
 - Local jurisdiction outreach, MCEP EV Readiness Plan, Cool the Earth NDEW and Events: ~\$32,275



Regional, State and Federal Updates

- MCE Programs and Grants
 - US DOE Grant for \$1M
 - Earmark for EV Charging for \$2M
 - Fleet Transition Planning Effort
- County of Marin's CFI Program Grant Application
 - County application for \$650k for siting in Marin's EPC and low-income communities
 - Some similar activities to MCE USDOE Grant, needs further coordination
- TAM/GGBHTD/MTCD TIRCP Application
 - Grant coordinated Various Transit Capital needs for Marin County
 - Included 20 Zero Emission Buses for GGT and MTCD
 - 2nd unsuccessful attempt for state funds
 - Marin Transit successful in securing federal funds for Facility (\$31M) in separate application
- NEVI Corridor Deployments
 - No Updates (Highway 1, 101 and 37) – Staff continuing to Monitor Process

Upcoming Funding Opportunities

- MTC's Transportation Electrification Program
 - Federal OBAG Funding, made available in phases
 - Charging Infrastructure (\$30M)
 - Local Public Fleet Electrification (\$10M)
 - Transportation Electrification Planning and Program Strategy (\$5M)
 - Electric Bikeshare (\$20M, not expected to be distributed via call for projects)
 - TAM staff supporting MTC program development to reflect Marin's Needs
- CFI Program Round 2 (TBD)

MCEP EV Acceleration Strategy

- October 2020 TAM Board authorized \$54K in funding to MCEP EV Acceleration Strategy
- Document developed with strategies focusing on:
 - Acceleration of Public Charging Infrastructure
 - Increase Municipal Fleet Electrification
 - Conduct Robust Outreach and Education
 - Support and Advocate for Policy and Legislation that accelerates EV Adoption
- Six jurisdictions adopted the work plan:
 - County of Marin, Corte Madera, Larkspur, Mill Valley, San Anselmo, Sausalito
- Next Steps:
 - Fairfax, Novato, Ross, San Rafael, Tiburon to receive presentations in August and September
 - Seek TAM Board adoption in September
 - Future Implementation
 - TAM can support implementation of city actions in the workplan as appropriate
 - Other agencies can also support implementation (County of Marin, MTC, MCE, BAAQMD)

Alt Fuels Outreach Recent & Upcoming Activities

- EV First Responders Webinar – June 27
- Marin County Fair – June 30 to July 4
- Clean Fleet Expo – September 12
- School Electrification Event – TBD
- LIME Foundation Partnership
- Cool the Earth – National Drive Electric Week and Earth Day EV Partnership



CLEAN FLEET EXPO
TUESDAY SEPTEMBER 12TH, 2023
 MARIN COUNTY FAIRGROUNDS

Come see the clean fleet vehicles of the future.



SAVE THE DATE

LIME Foundation

- Partner with MCE, the County of Marin, and the LIME Foundation on construction trades
 - Specific to electrification in construction
- Coordinating with local partners on speaking and teaching opportunities
- \$5,000 Pilot program

The logo for NextGen Trades Academy features the word "NextGen" in a large, bold font. "Next" is green and "Gen" is orange. To the left of "Next" is a green pixelated graphic. Below "NextGen" is the text "Trades Academy" in a smaller, orange font.

Budget for FY2023-24

- \$336K Budget approved by the Board in June
- Expected Program Expenditures:
 - Rebate Program: \$186,000
 - TAM High School District Project: \$86,000
 - Outreach: \$150,000
 - REACH Strategies: ~\$115,000
 - Local/CBO partnership Outreach (Lime Foundation, CTE sponsorship, TBD): \$35,000
- Staff will continue to monitor and amend the budget, if necessary, based on program need and the timing of work plan item delivery:
 - Ensure rebate request submission and implementation
 - Conduct all outreach events and continue local jurisdiction outreach
 - Monitor, promote, and apply for regional, state, and federal grant programs as appropriate
 - Support MCEP EV Acceleration Strategy implementation where aligned with TAM goals
 - Support local applications to upcoming MTC Transportation Electrification Program (\$65M)

Questions & Discussion

Thank you!

Mikaela Hiatt

TAM Associate Transportation Planner

mhiatt@tam.ca.gov



DATE: September 18, 2023

TO: Transportation Authority of Marin Citizens' Oversight 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 is a discussion item only.

BACKGROUND

In June 2023, the TAM Board accepted the North-South Greenway & Cross Marin Bikeway Status Report (Report), which illustrates 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 section over the Corte Madera Creek, there are still major gaps within the two corridors. The progress made over the years and the status of the remaining gaps within these two corridors are highlighted in the attached Report (Attachment A).

DISCUSSION

The purpose of the Report is 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 Report contains information gathered over several months from local agencies within the corridors, based on closely collaborating with TAM staff and the consultant team from TYLin and Sam Schwartz, to ascertain work completed, underway, or planned. Feedback was also provided by local bicycle advocacy organizations.

Based on the information gathered, the Report identifies that 62% of the NSGW corridor contains existing segments, while 38% of the corridor remains as gaps. Along with the CMB, it was identified that 89% are existing segments, while 11% remains as gaps.

The gaps are shown where no existing routing is located, including areas where improvements are being considered (but have not been started) to close gaps in the networks based on communication with the local agencies.

The Report summarizes the incomplete segments along the two corridors, describes work being done to close these gaps, and identifies short-term alternative routes (where available). Note that for some areas, clearly defined gap closure projects have either been planned or are underway.

For these locations, details related to costs and schedules are provided. In some cases, further studies will be required to determine the next steps, with limited information provided. Please also note that:

- The Report does not identify or develop new pedestrian/bicycle connections or project scopes, as this was not the intent of the Report.
- The Report does not provide an evaluation of the existing facilities in terms of bicyclists' stress or comfort levels, even if existing segments vary in condition and typology (e.g., on-street bike lane vs. multi-use pathways).

BPAC Review

Staff presented a draft of the Report to the TAM Bicycle/Pedestrian Advisory Committee (BPAC) on May 16, 2023. BPAC members provided the following comments, which were incorporated in the Report as appropriate:

- Since the Report doesn't evaluate bicyclists' stress or comfort levels for existing facilities, some BPAC members felt that until a segment of the corridor is user friendly, it should not be considered complete. Therefore, showing segments as "existing" rather than "complete" was suggested.
- There should be study of fund sources for maintenance of older pathways that were built decades ago but have deteriorated in condition, or pathways that lack sufficient lighting. Funding for on-going maintenance of newer paths should also be considered.

Administration Projects & Planning (AP&P) Executive Committee Review

Staff presented a draft of the Report to the AP&P Executive Committee on June 12, 2023. The Committee discussed the Report in detail and provided the following comments, which were incorporated into the Report as appropriate:

- The Report should enable coordinated grant application opportunities.
- The current alignments shown in the report alongside the gaps are important to consider as alternatives in cases where closing gaps may be costly or otherwise challenging. For example, the Horse Hill Path shown as a current alignment was noted as a potential alternative to the Alto Tunnel given the relatively high cost to provide an improvement at the Alto Tunnel.
- Future efforts should consider the priority ranking of the gaps.
- The Cross Marin Bikeway linkage to Fairfax-Bolinas Road is critical with a connection to open space.
- Consider future branding and marketing of the corridors in order to improve the cohesion and clarity of the network.

NEXT STEPS

The Report will inform next steps and opportunities, while additional advanced planning will be necessary to identify specific improvements or projects to address remaining gaps.

ATTACHMENTS

Attachment A – North-South Greenway & Cross Marin Bikeway Status Report
Attachment B – Staff PowerPoint Presentation

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.



**Sam
Schwartz**

A TYLin Company
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- 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. 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.

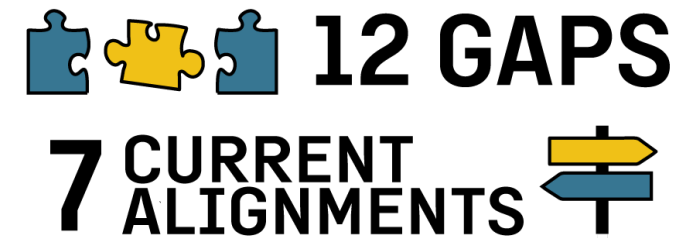
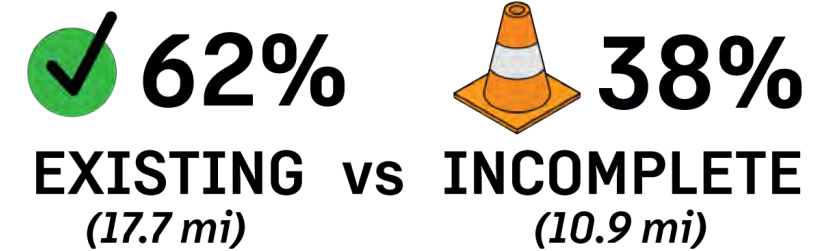
Corridor Quick Facts

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.

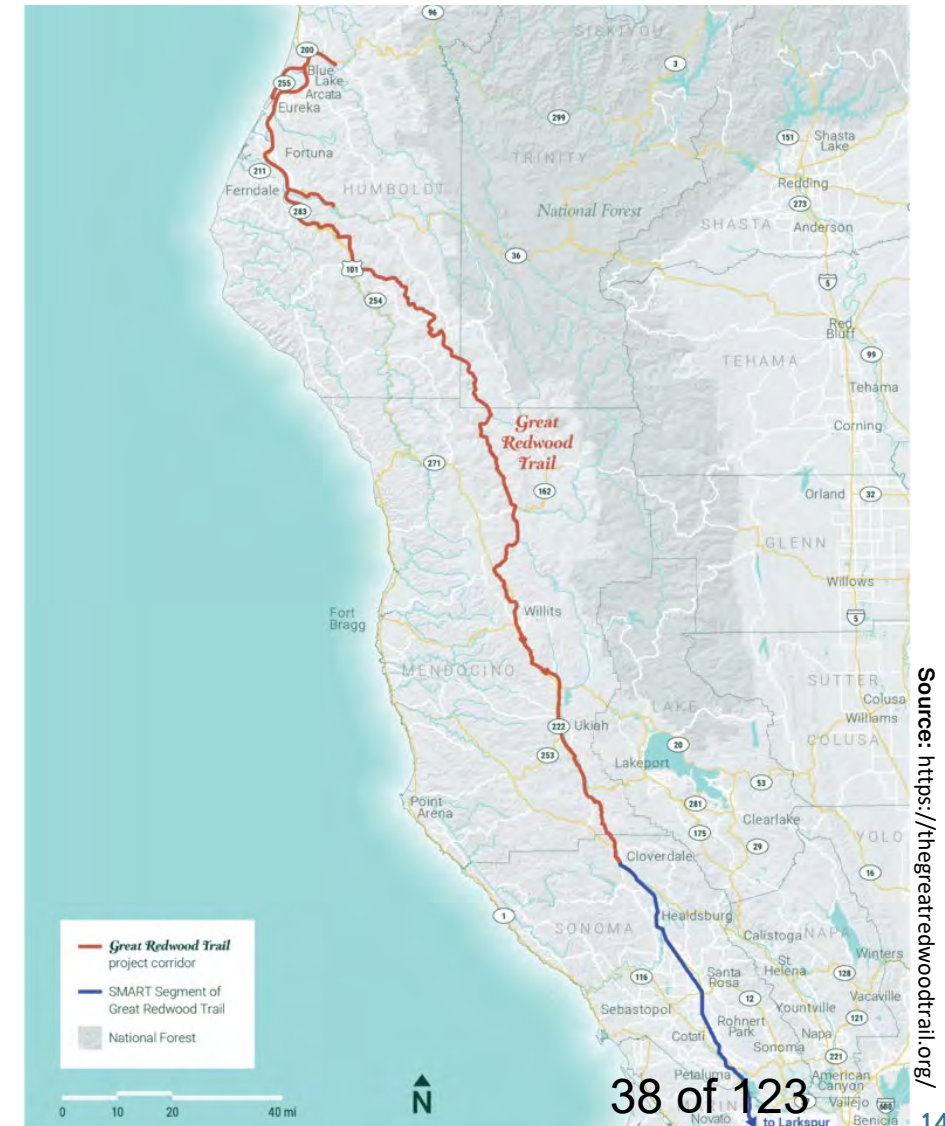
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Corridor Quick Facts

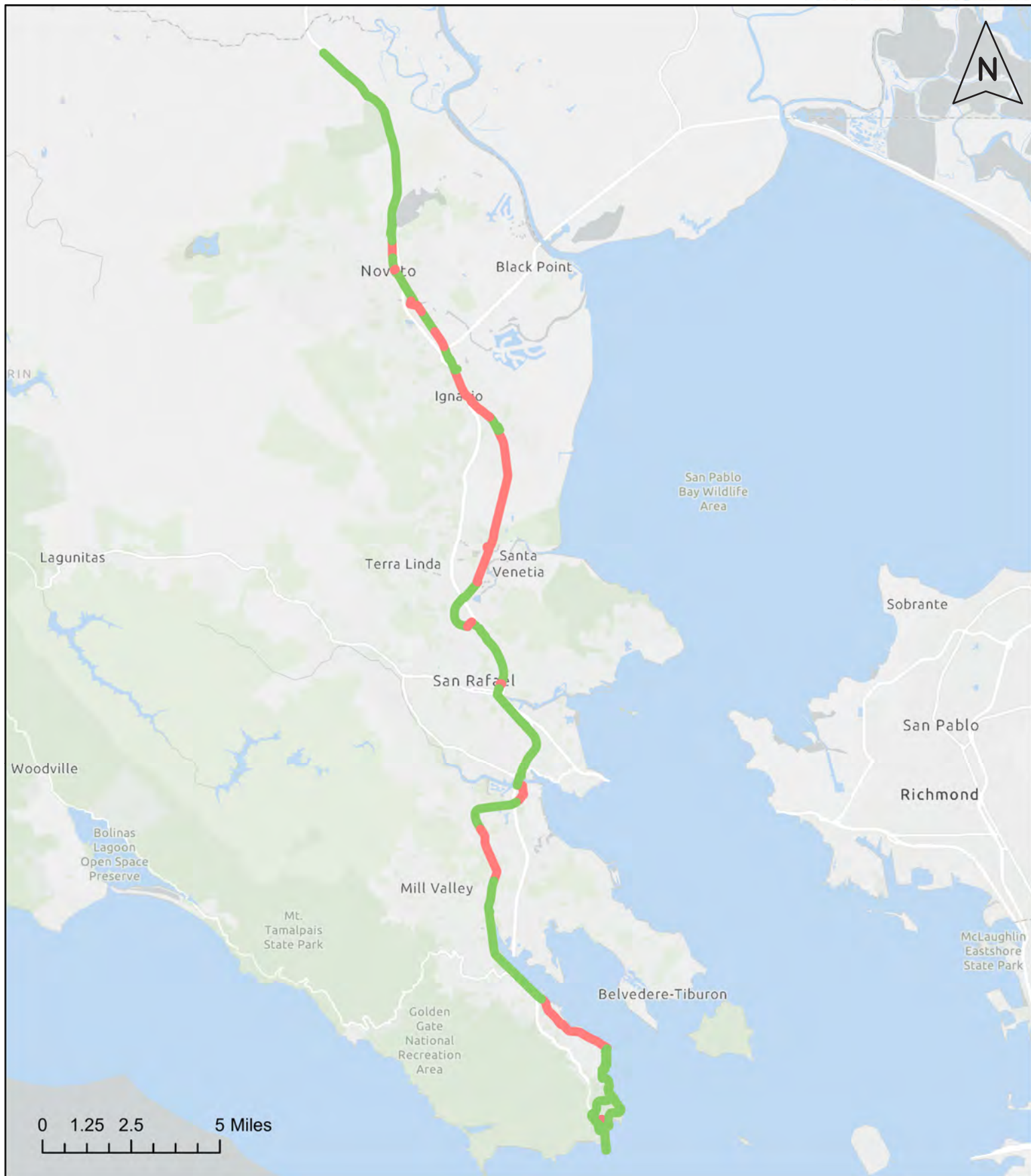
North-South Greenway

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.



North-South Greenway Corridor Status



Legend: Existing Gap

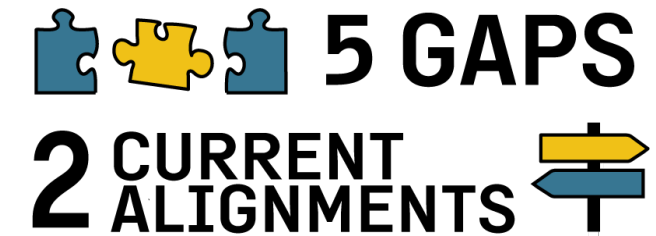
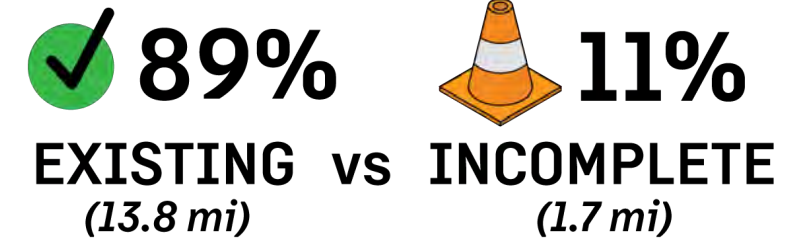
Corridor Quick Facts

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.

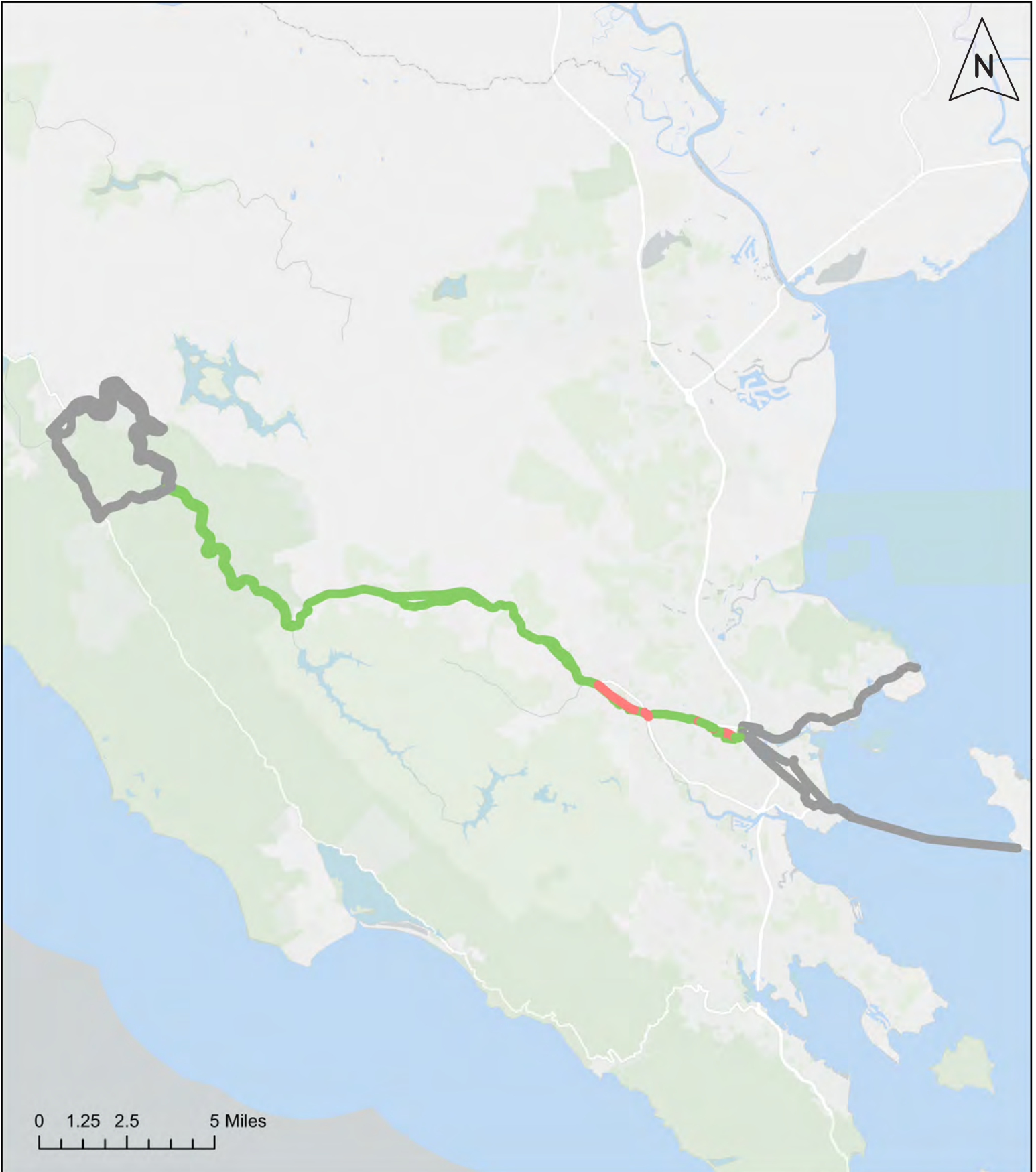
As shown in this report, several projects are currently being considered or planned to help improve accessibility and close the remaining gaps along the CMB.

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

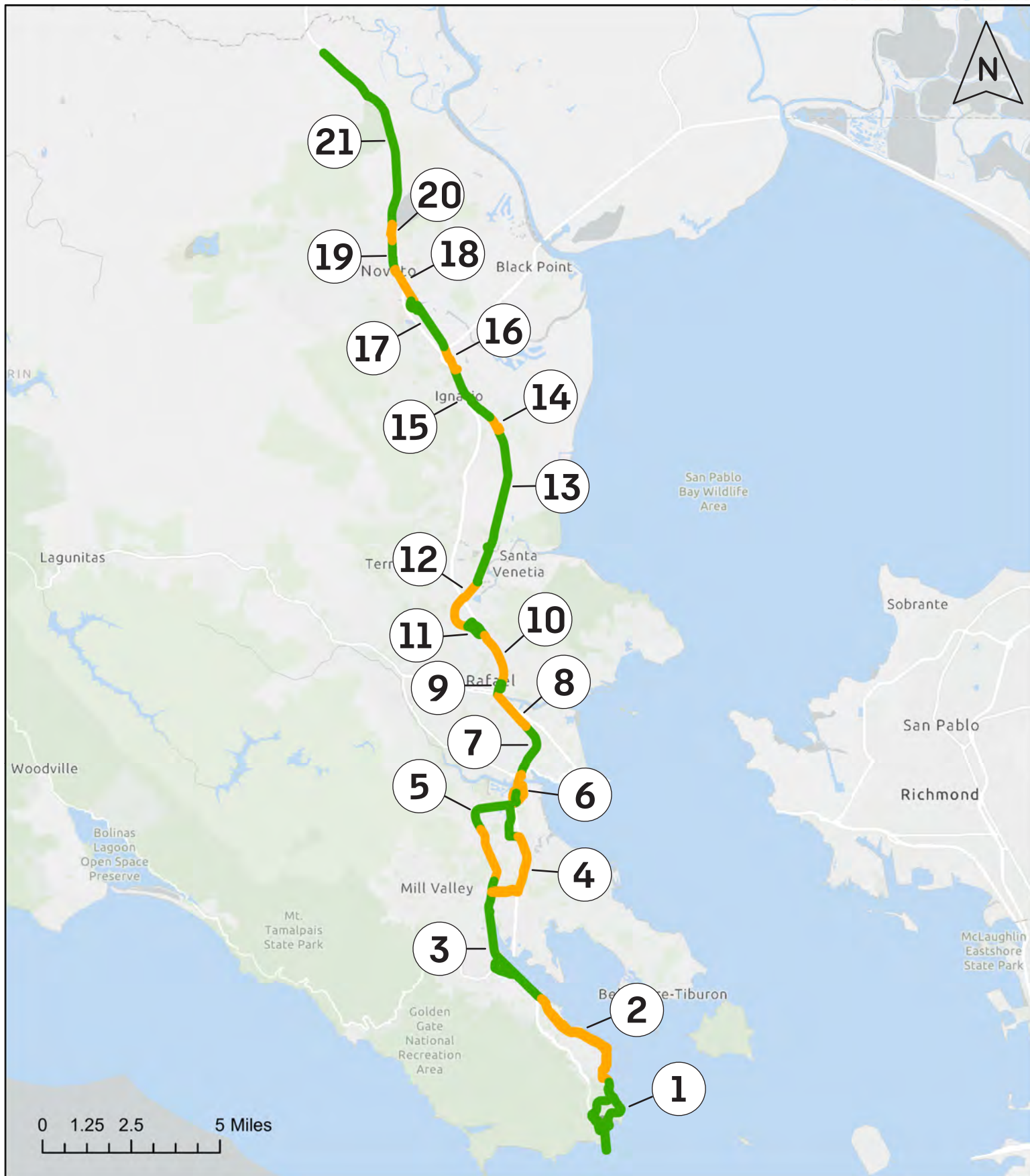
The following maps present the current status of the different identified segments that compose the **North-South Greenway** corridor from Sausalito to Sonoma County, as confirmed by the local jurisdictions. The maps distinguish between existing and proposed bikeway facilities, as well as their typology (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



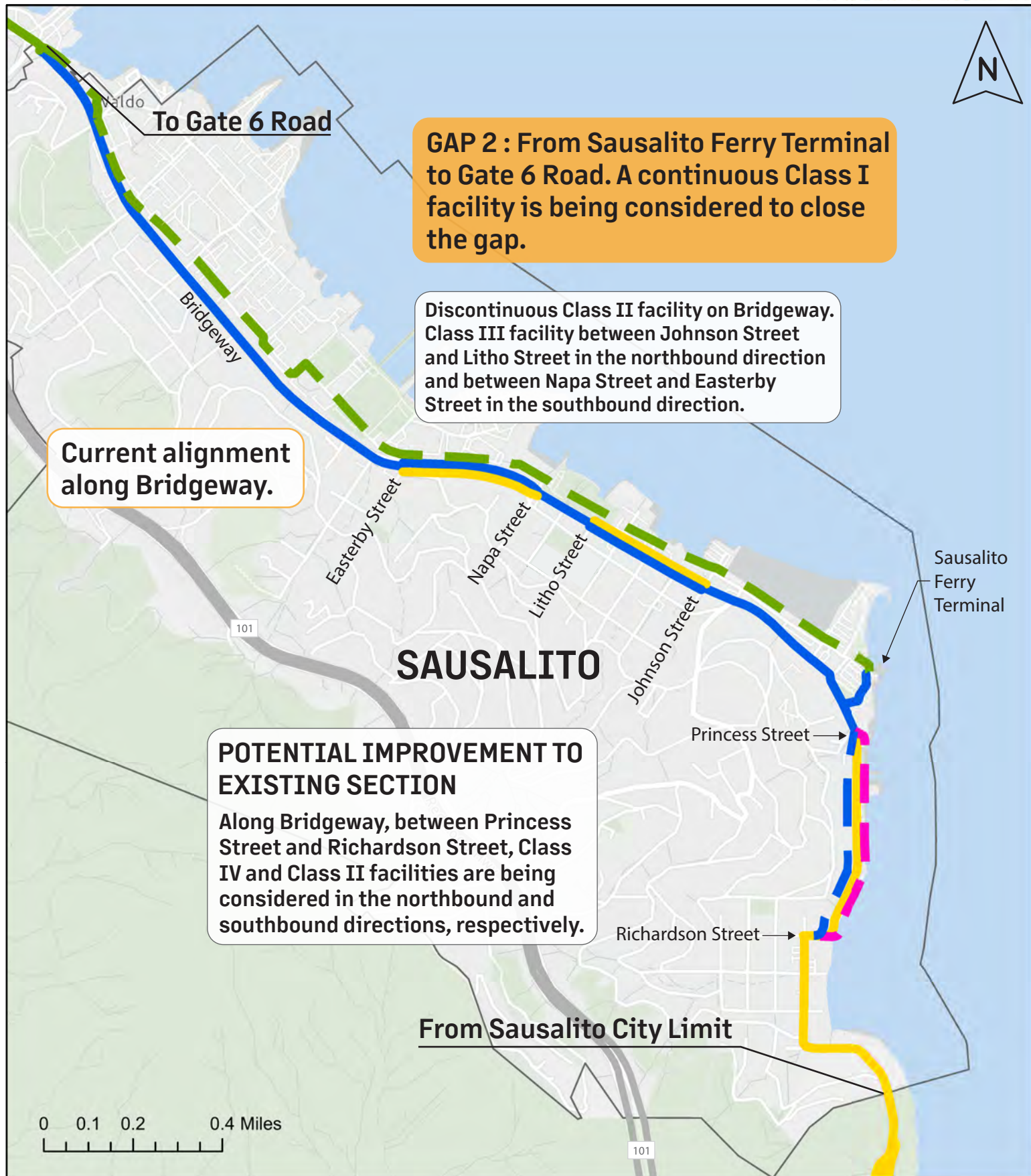
Legend : Odd No. Segments Even No. Segments

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.

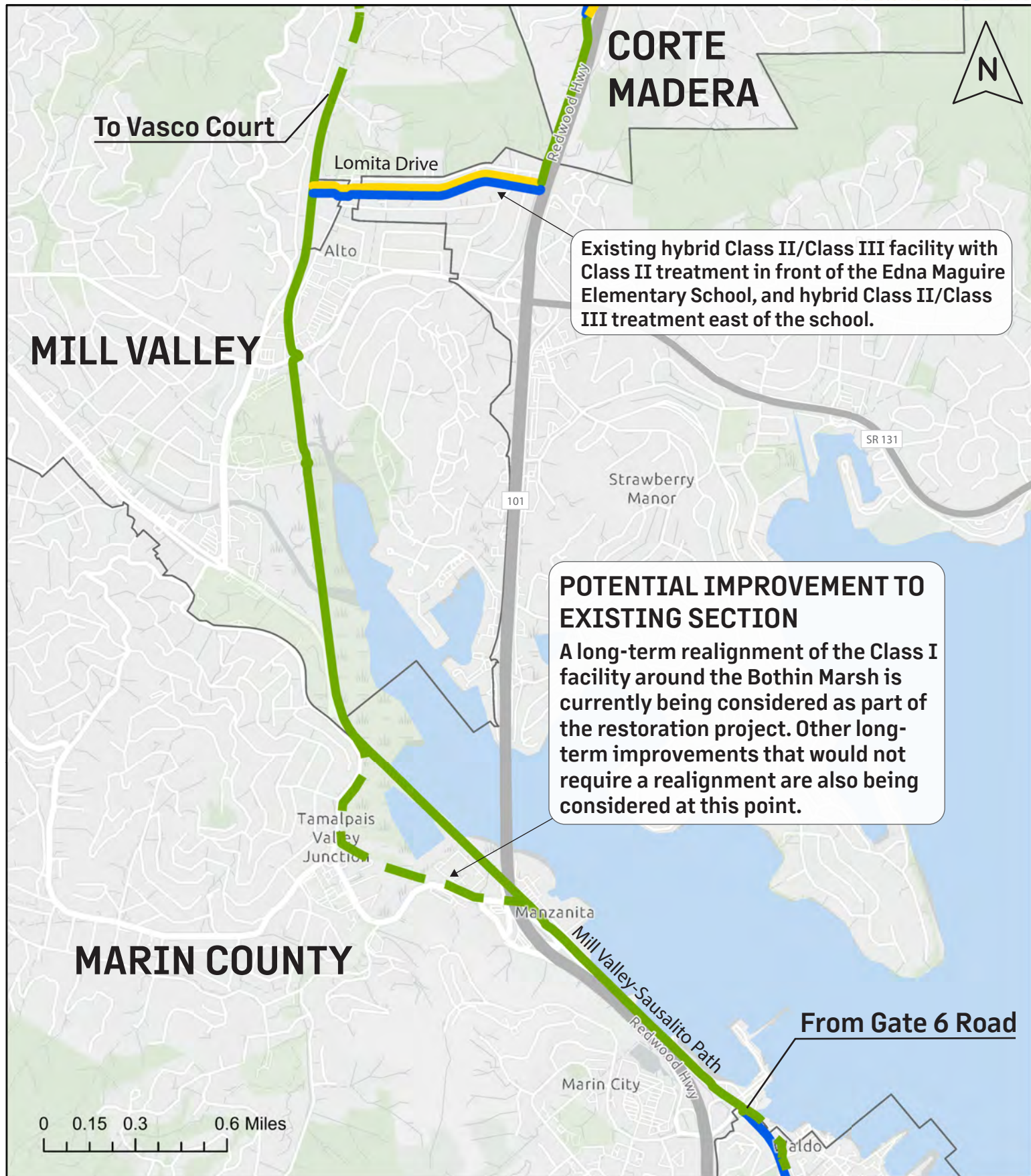
POTENTIAL IMPROVEMENT TO EXISTING SECTION
Along Bridgeway, between Princess Street and Richardson Street, Class IV and Class II facilities are being considered in the northbound and southbound directions, respectively.

From Sausalito City Limit

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



North-South Greenway Segment 3

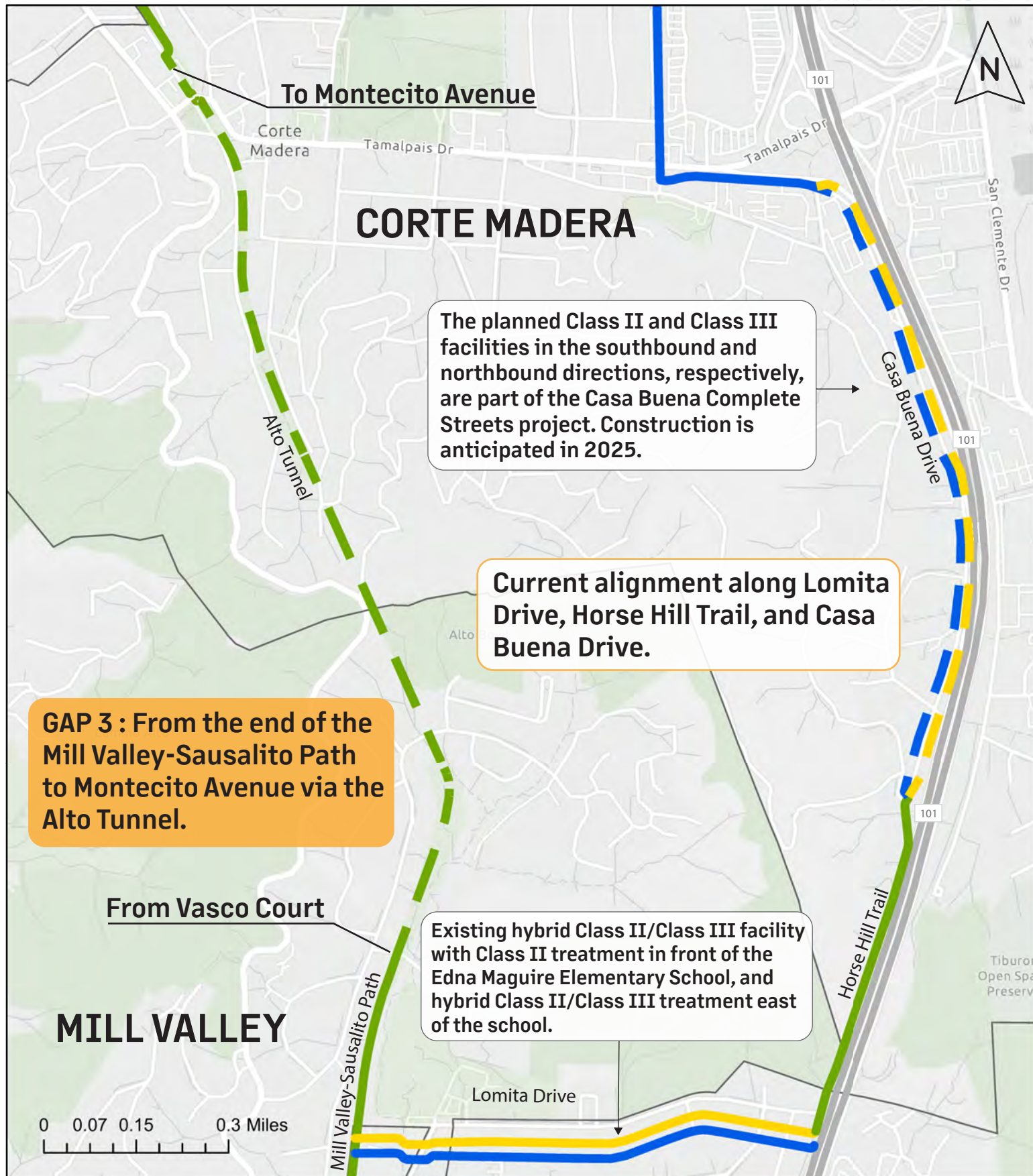


Existing hybrid Class II/Class III facility with Class II treatment in front of the Edna Maguire Elementary School, and hybrid Class II/Class III treatment east of the school.

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.



North-South Greenway Segment 4



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.

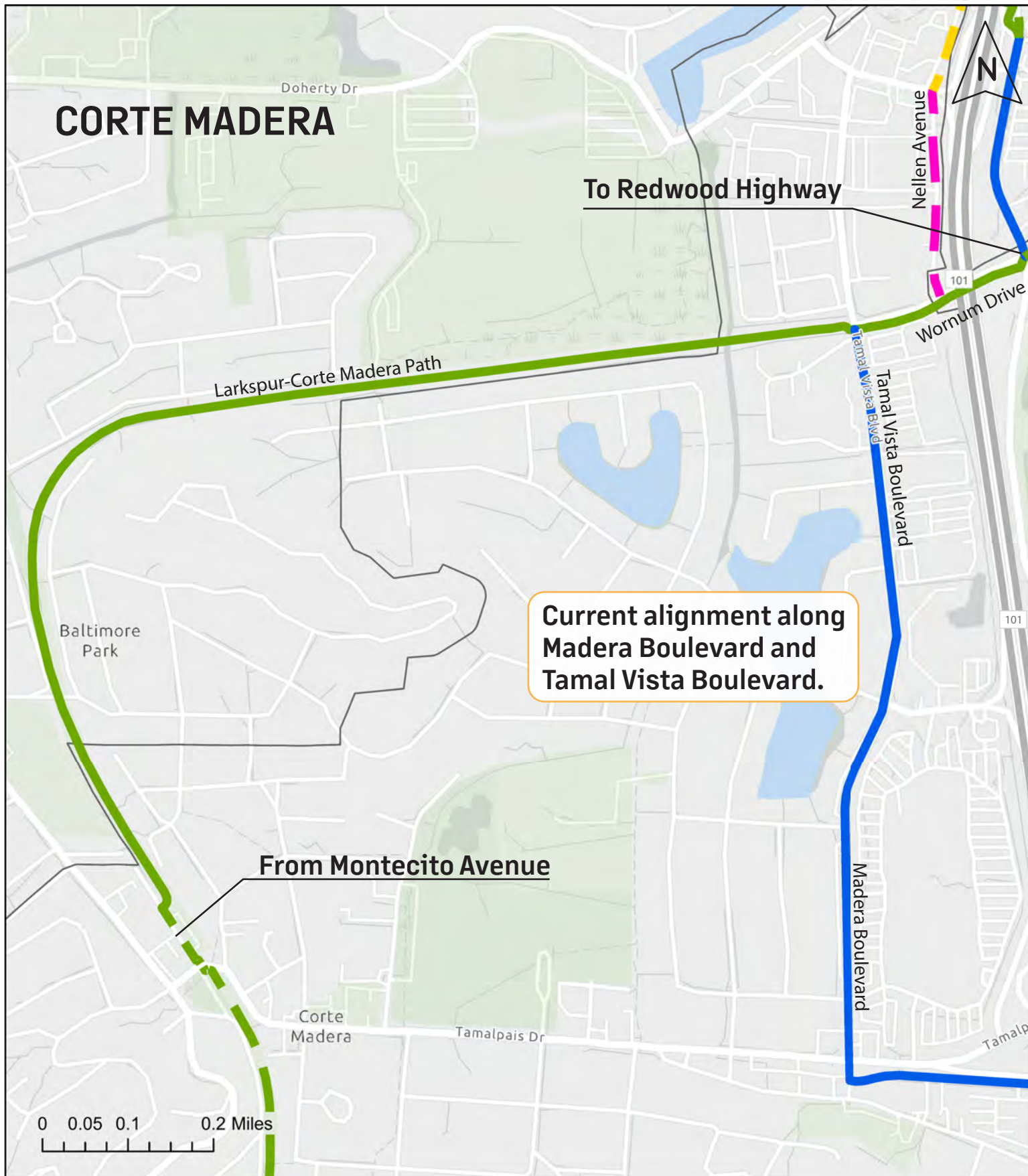
Current alignment along Lomita Drive, Horse Hill Trail, and Casa Buena Drive.

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

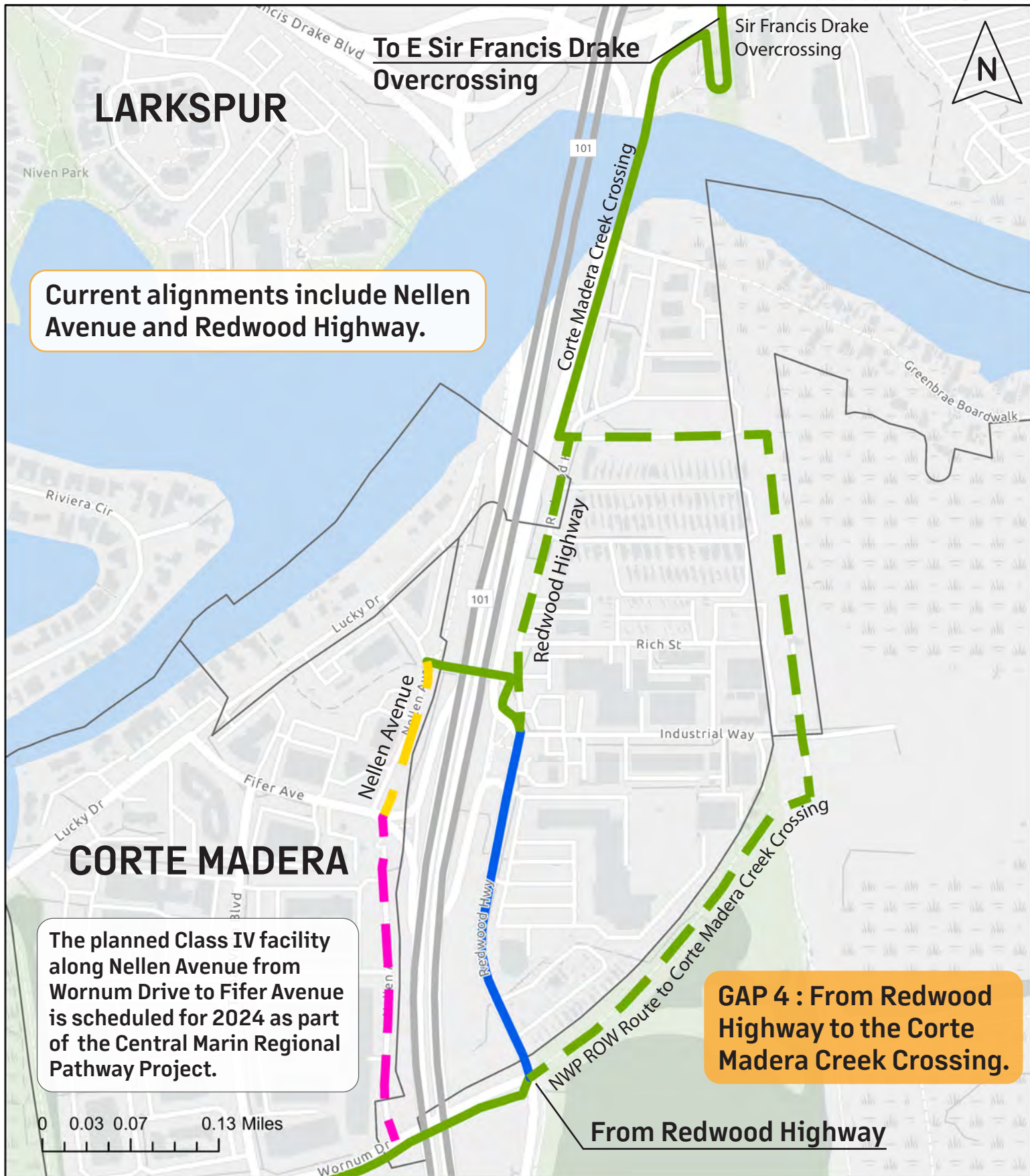
Existing hybrid Class II/Class III facility with Class II treatment in front of the Edna Maguire Elementary School, and hybrid Class II/Class III treatment east of the school.



North-South Greenway Segment 5



North-South Greenway Segment 6



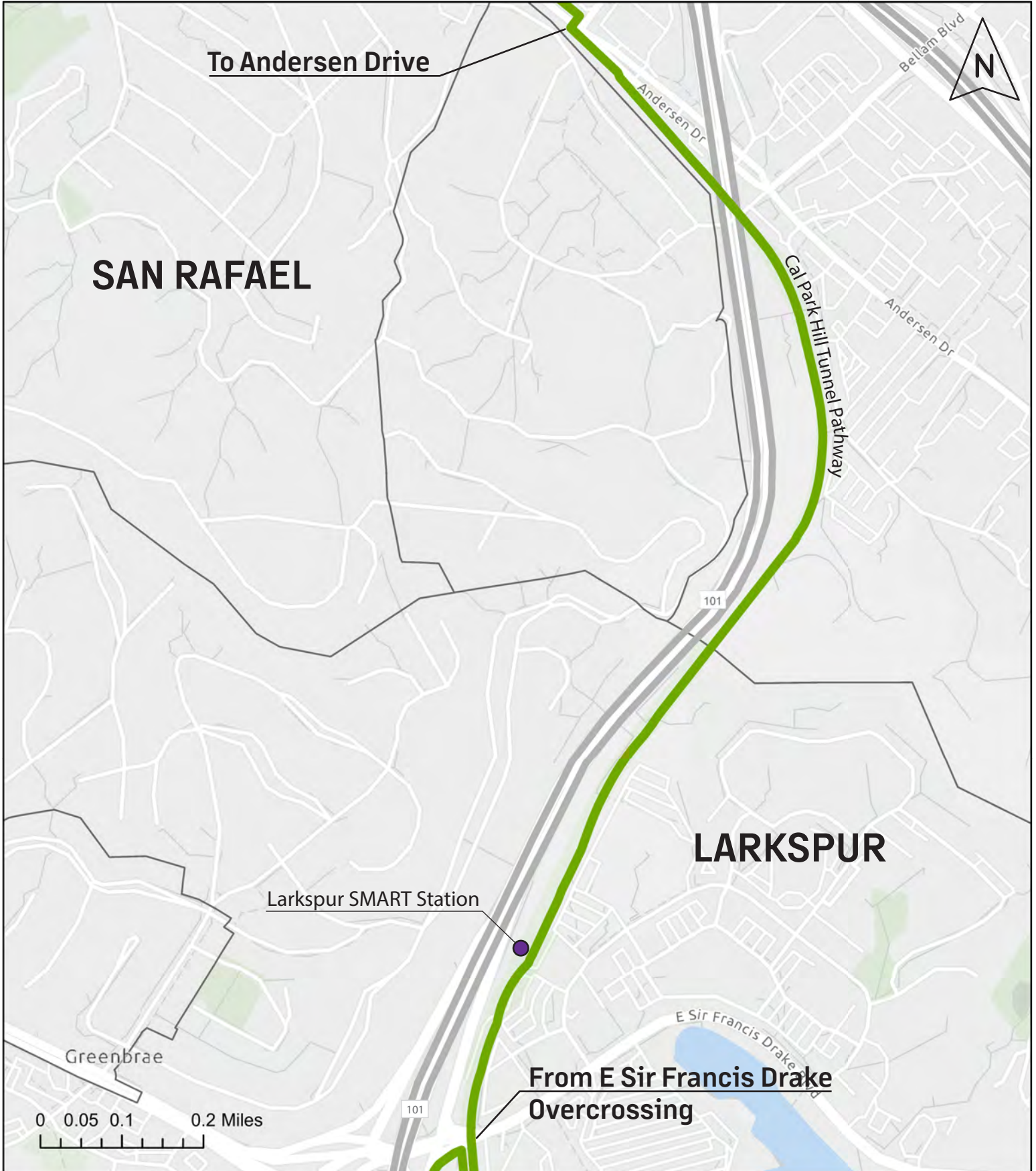
Current alignments include Nellen Avenue and Redwood Highway.

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.

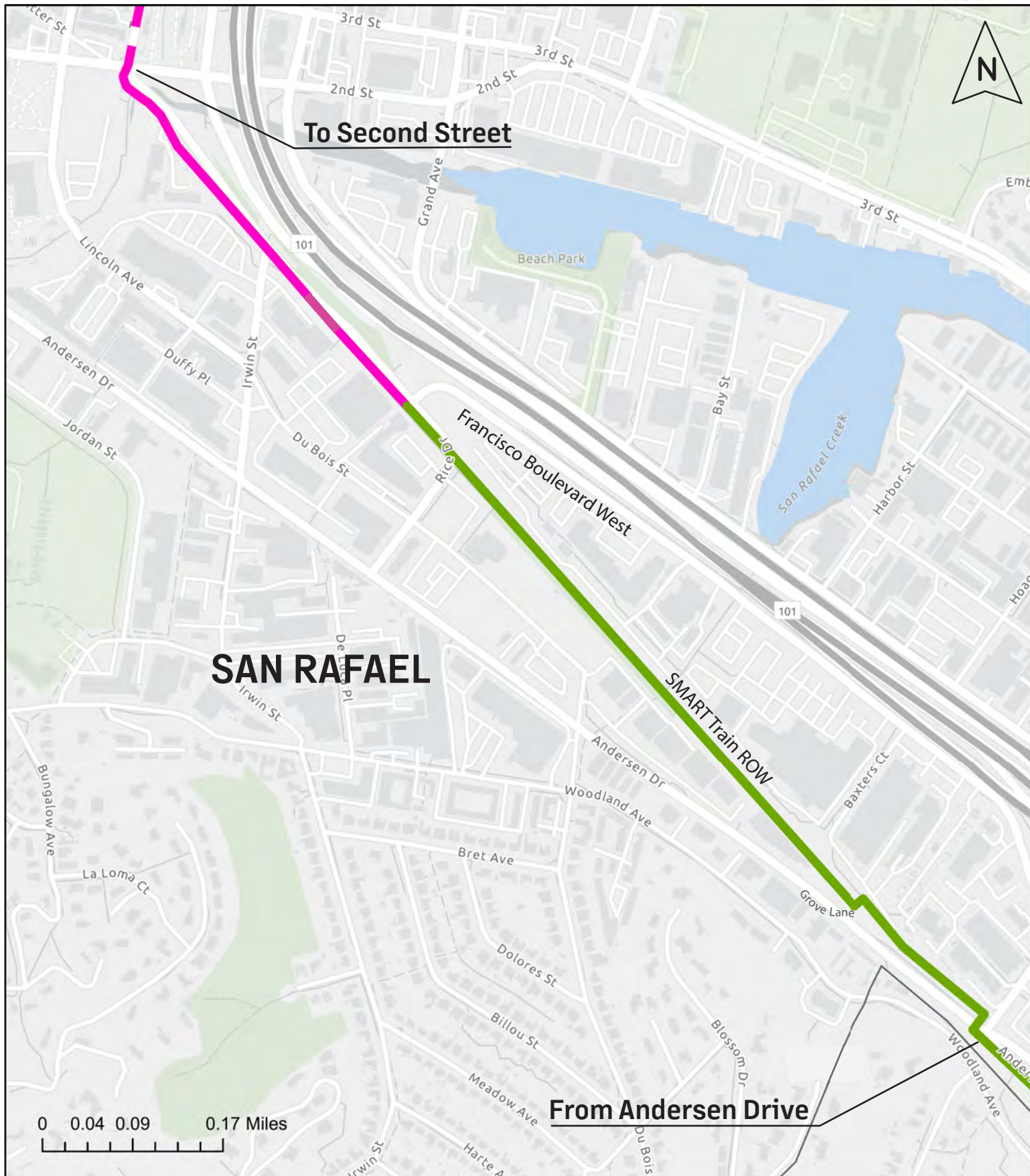
Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	

North-South Greenway Segment 7





North-South Greenway Segment 8



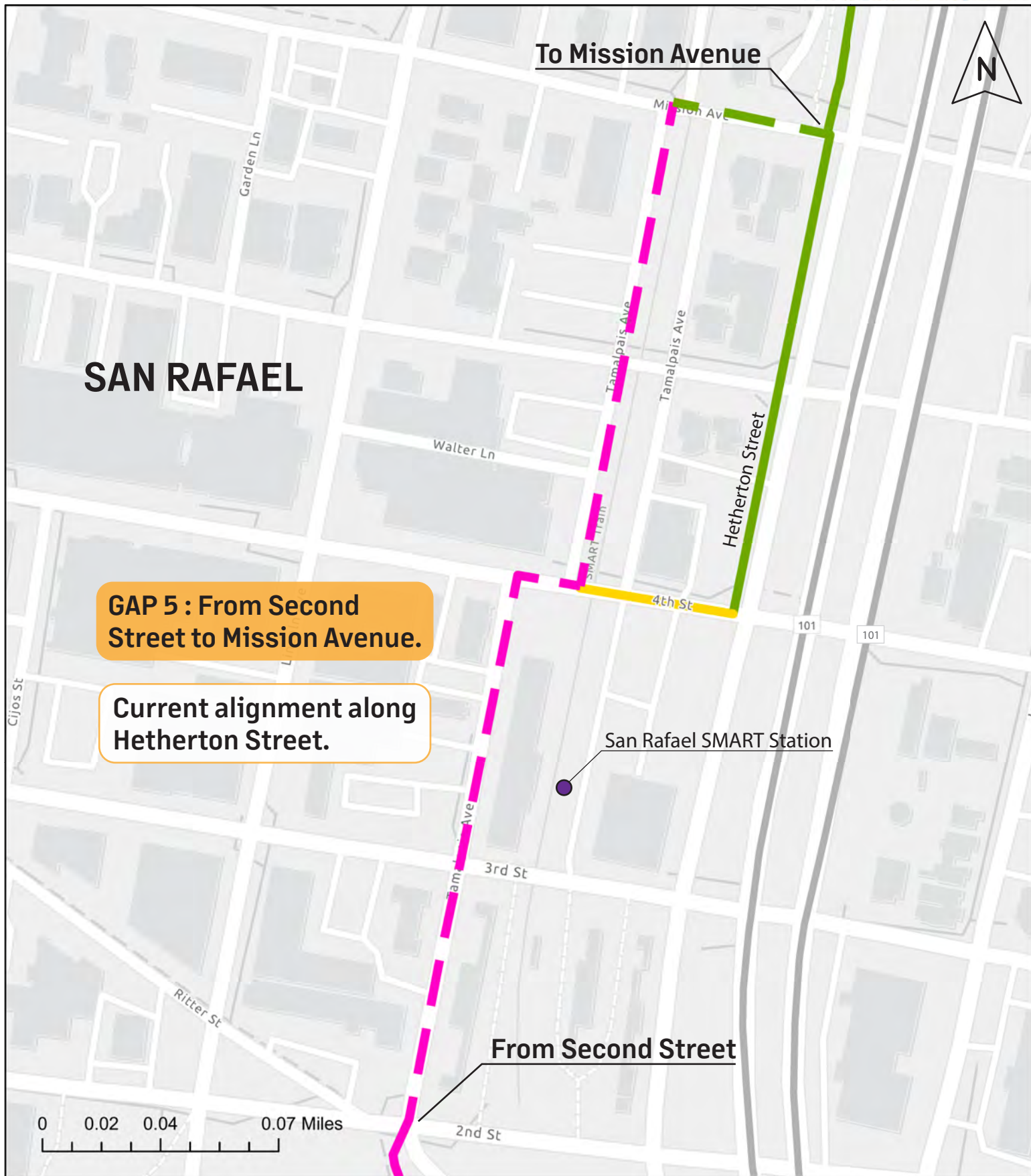
SAN RAFAEL

To Second Street

From Andersen Drive

0 0.04 0.09 0.17 Miles

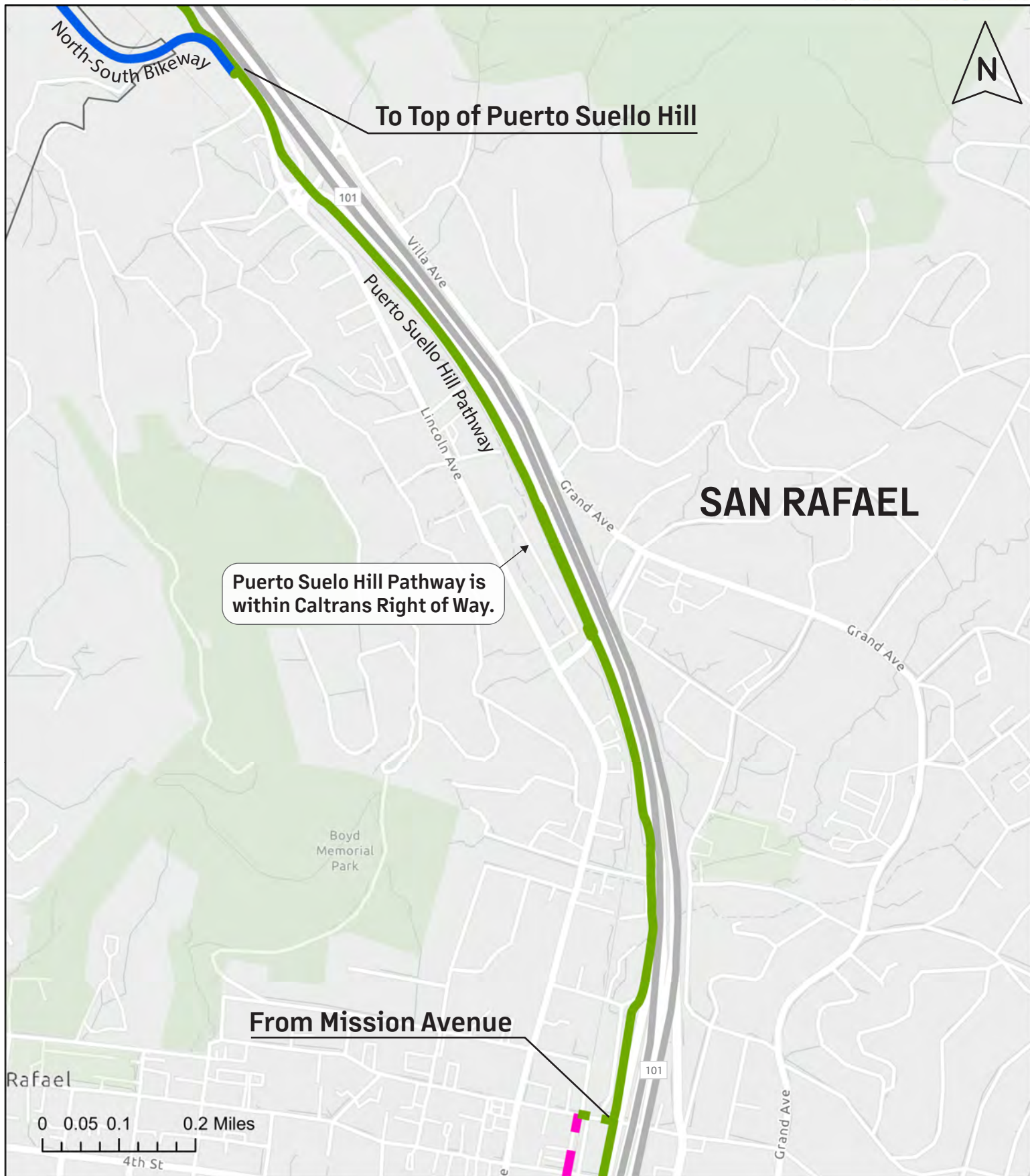
North-South Greenway Segment 9



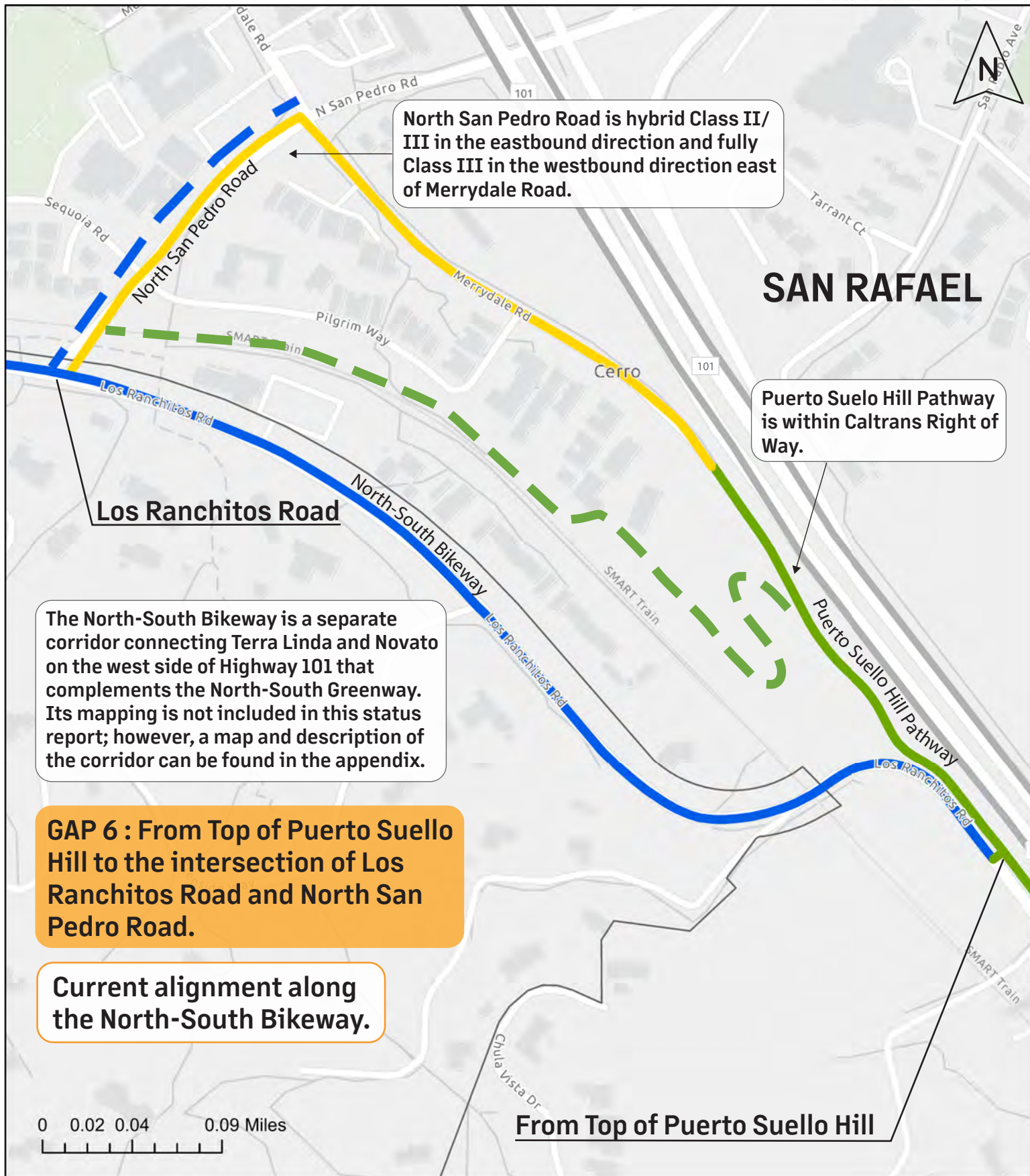
Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	



North-South Greenway Segment 10

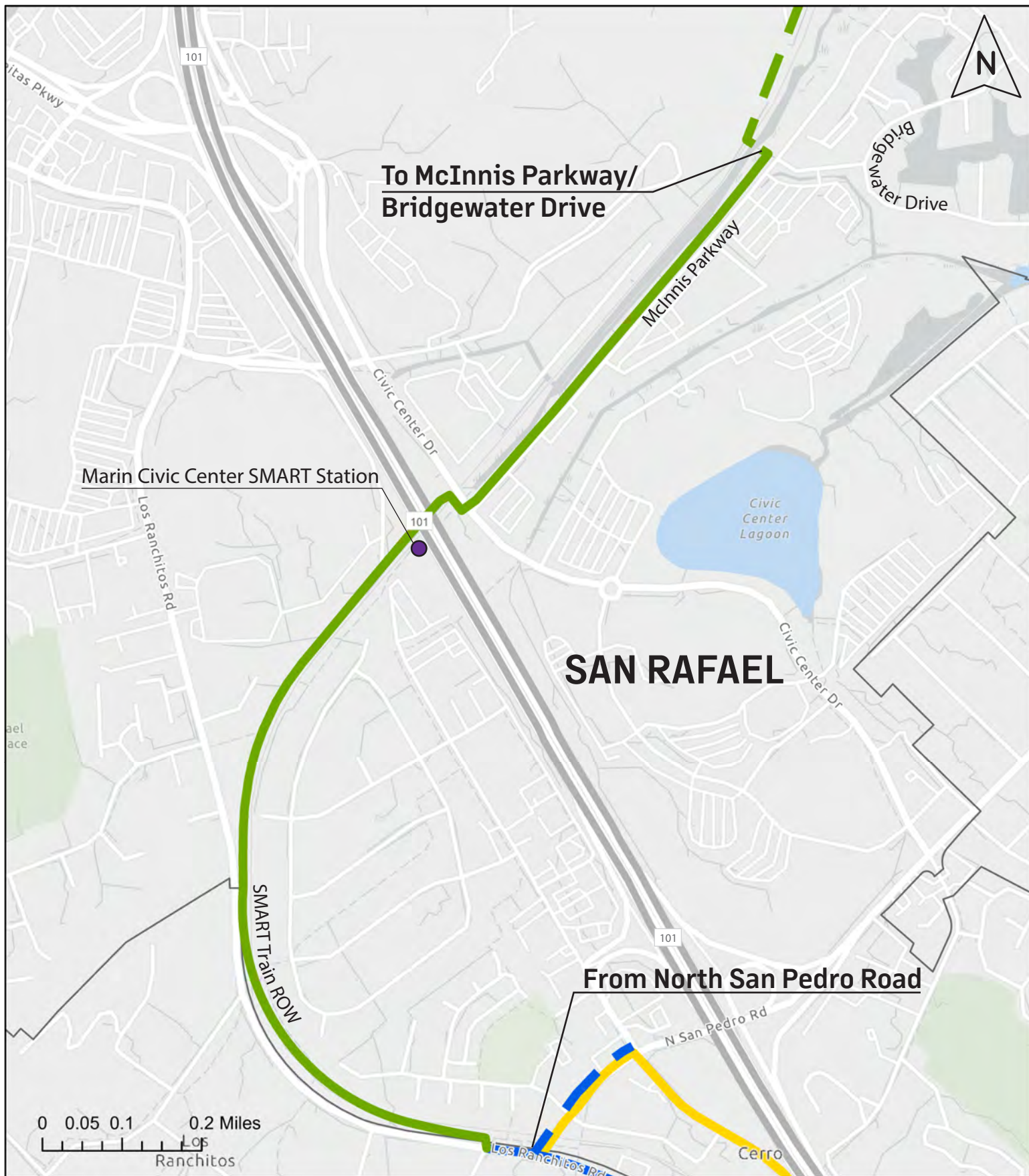


North-South Greenway Segment 11



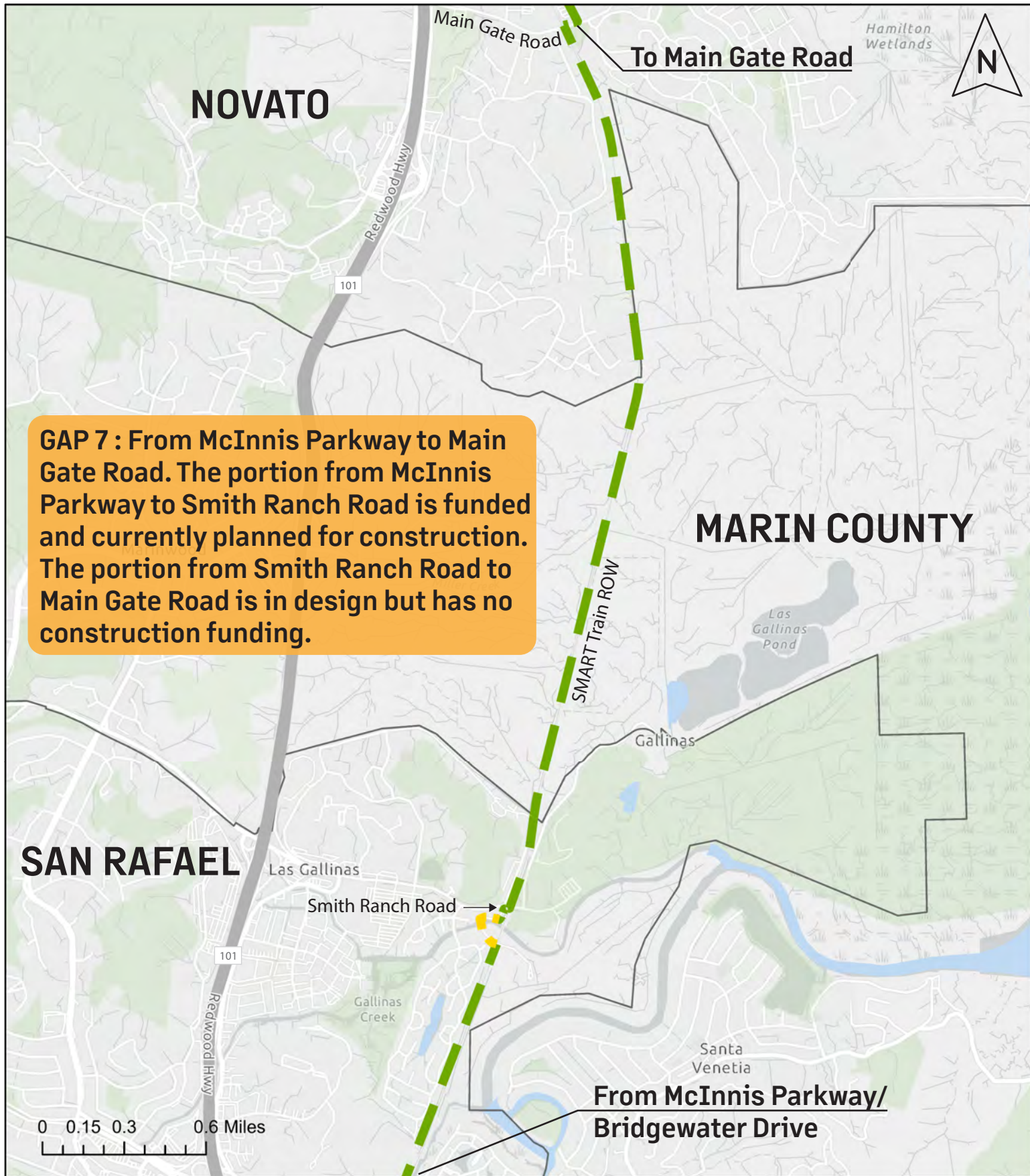
Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	

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

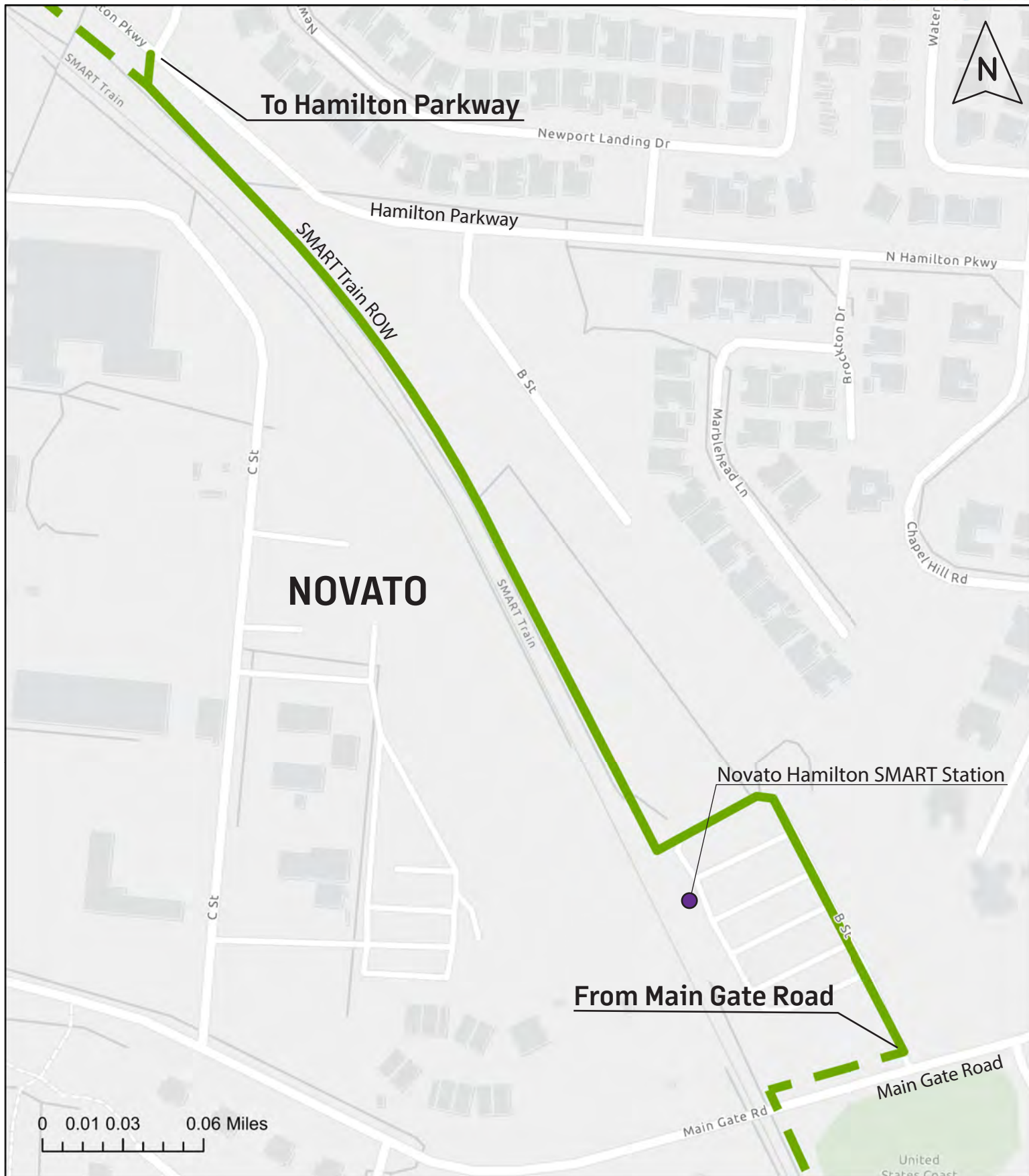


GAP 7 : From McInnis Parkway to Main Gate Road. The portion from McInnis Parkway to Smith Ranch Road is funded and currently planned for construction. The portion from Smith Ranch Road to Main Gate Road is in design but has no construction funding.

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



North-South Greenway Segment 14



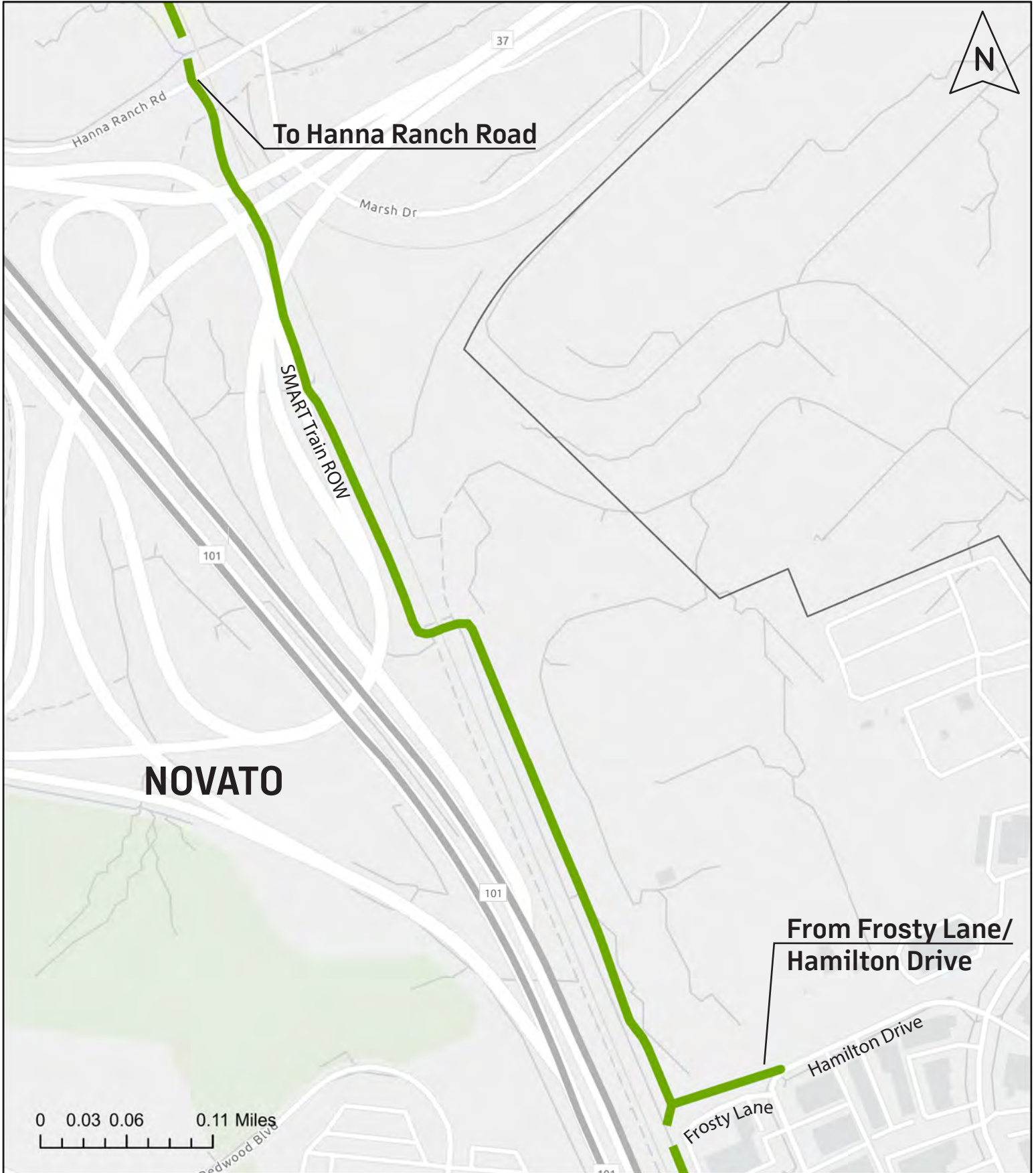
Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	

North-South Greenway Segment 15



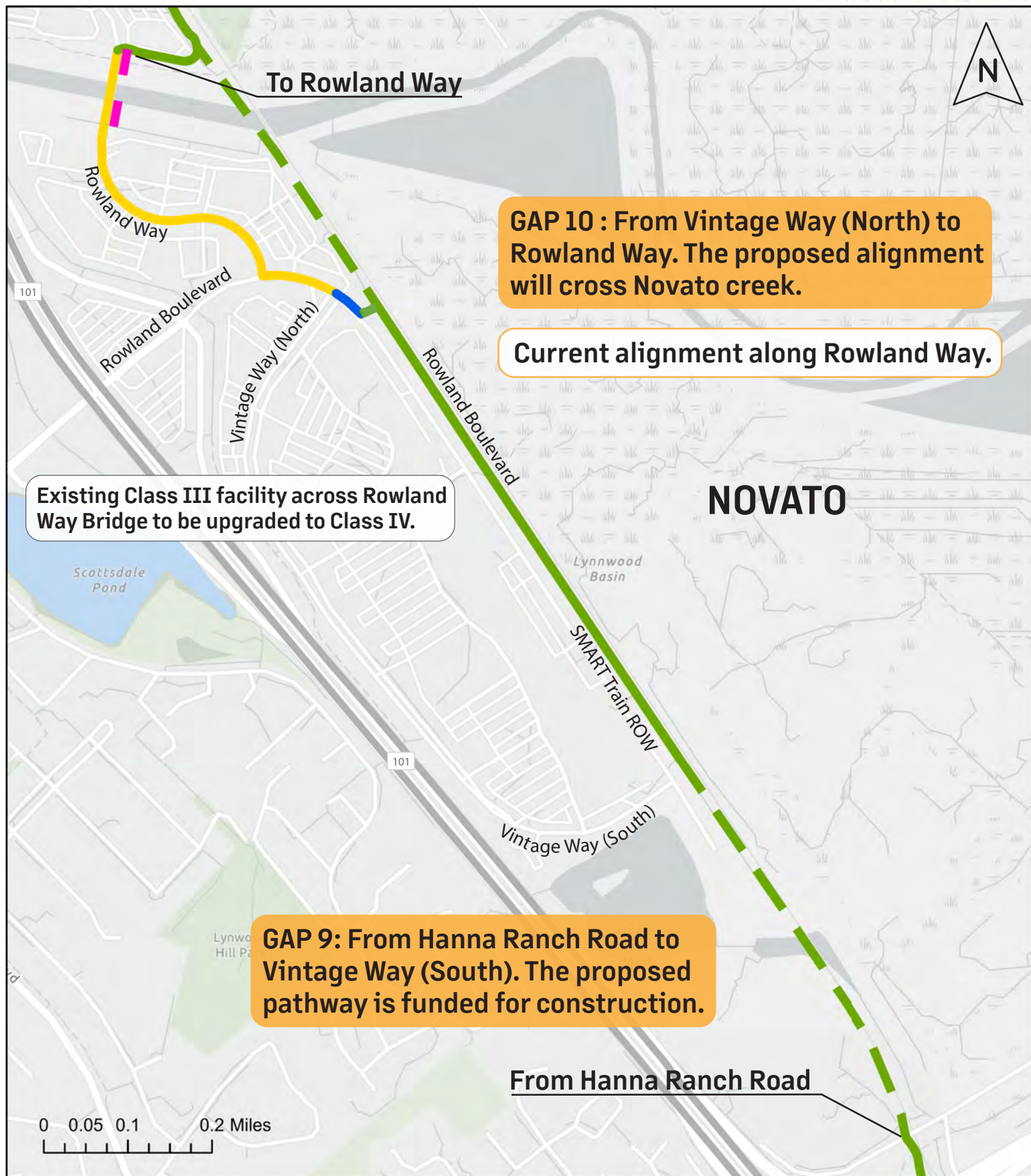
Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	

North-South Greenway Segment 16



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

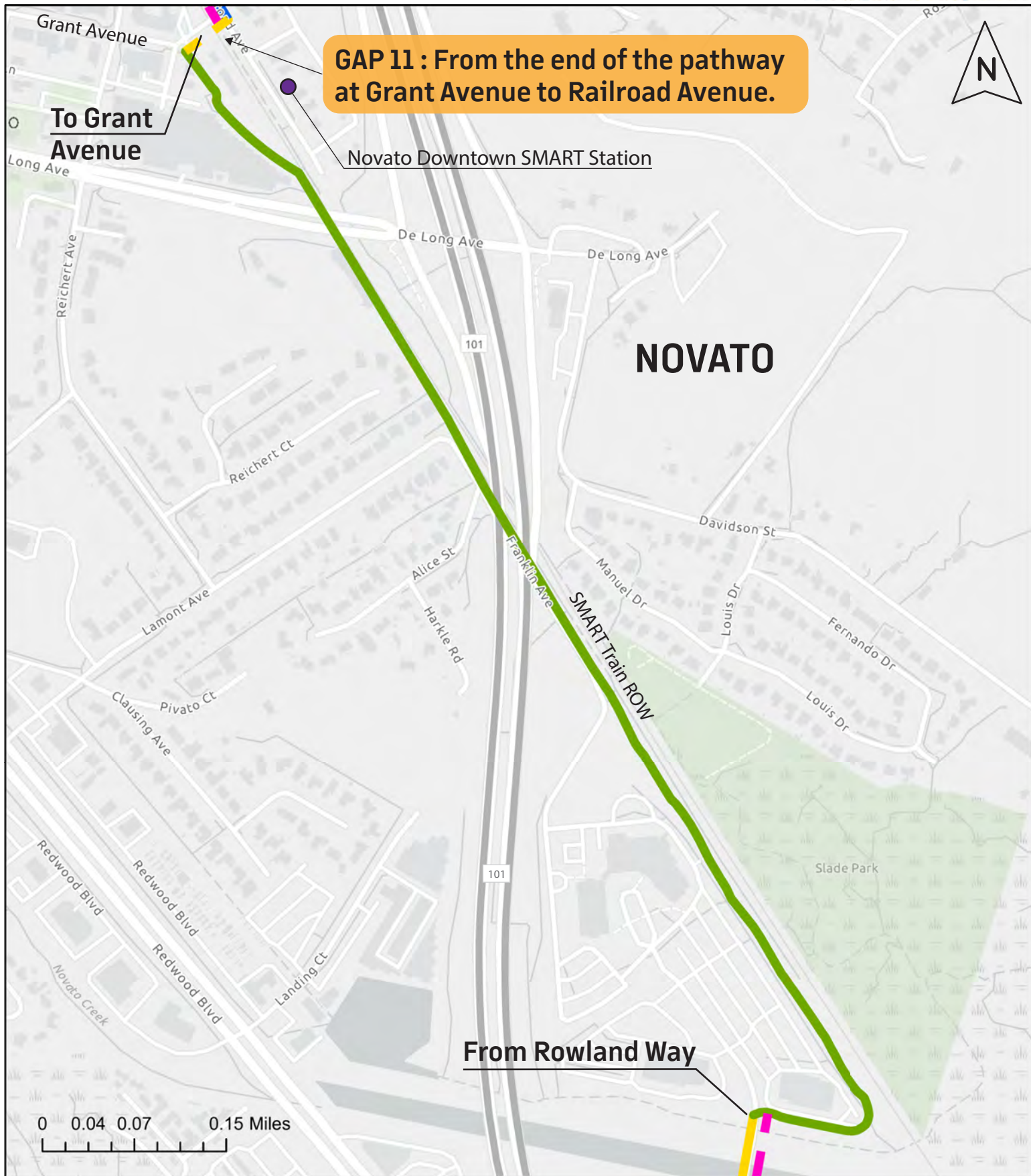
North-South Greenway Segment 17



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

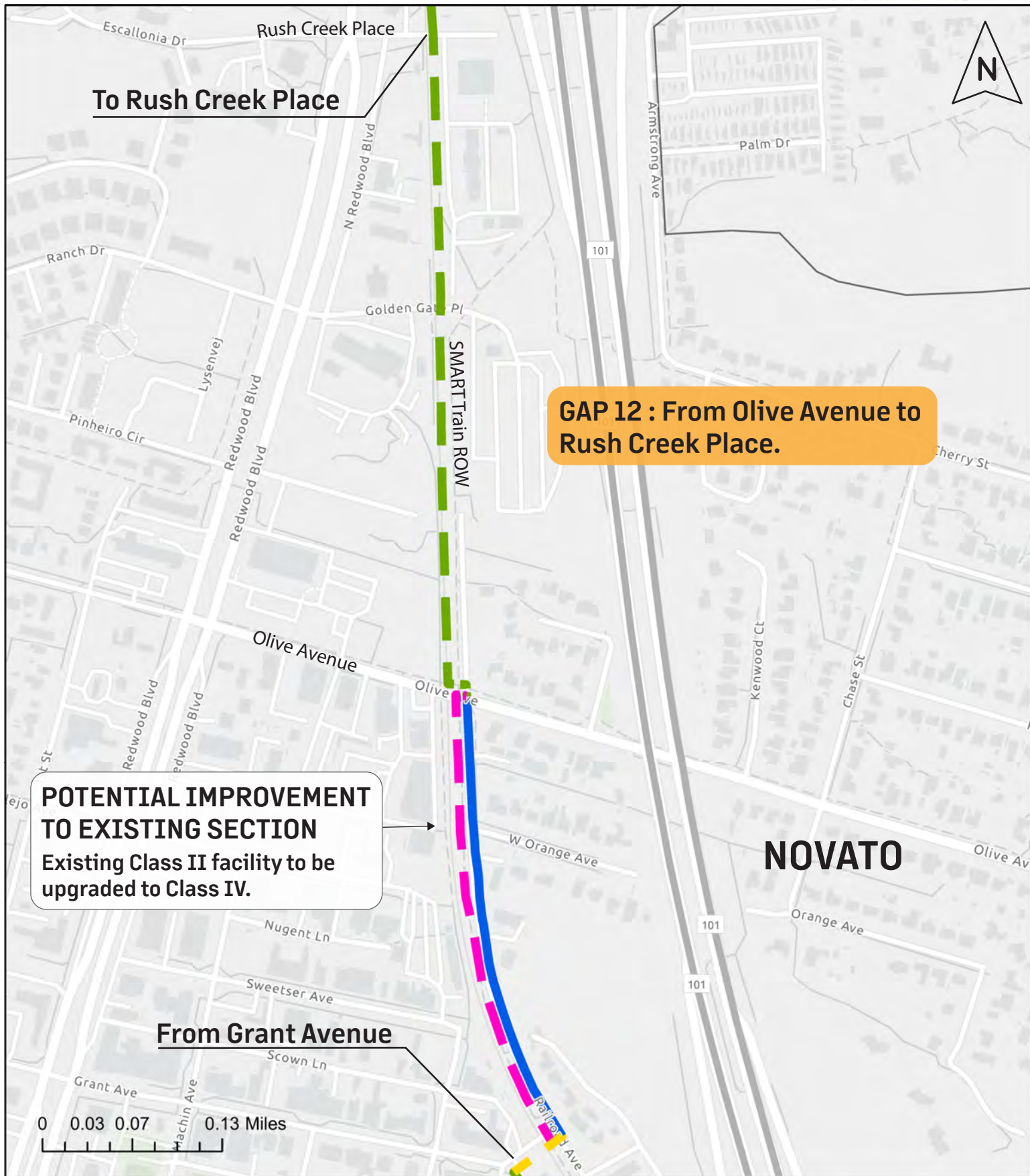


North-South Greenway Segment 18



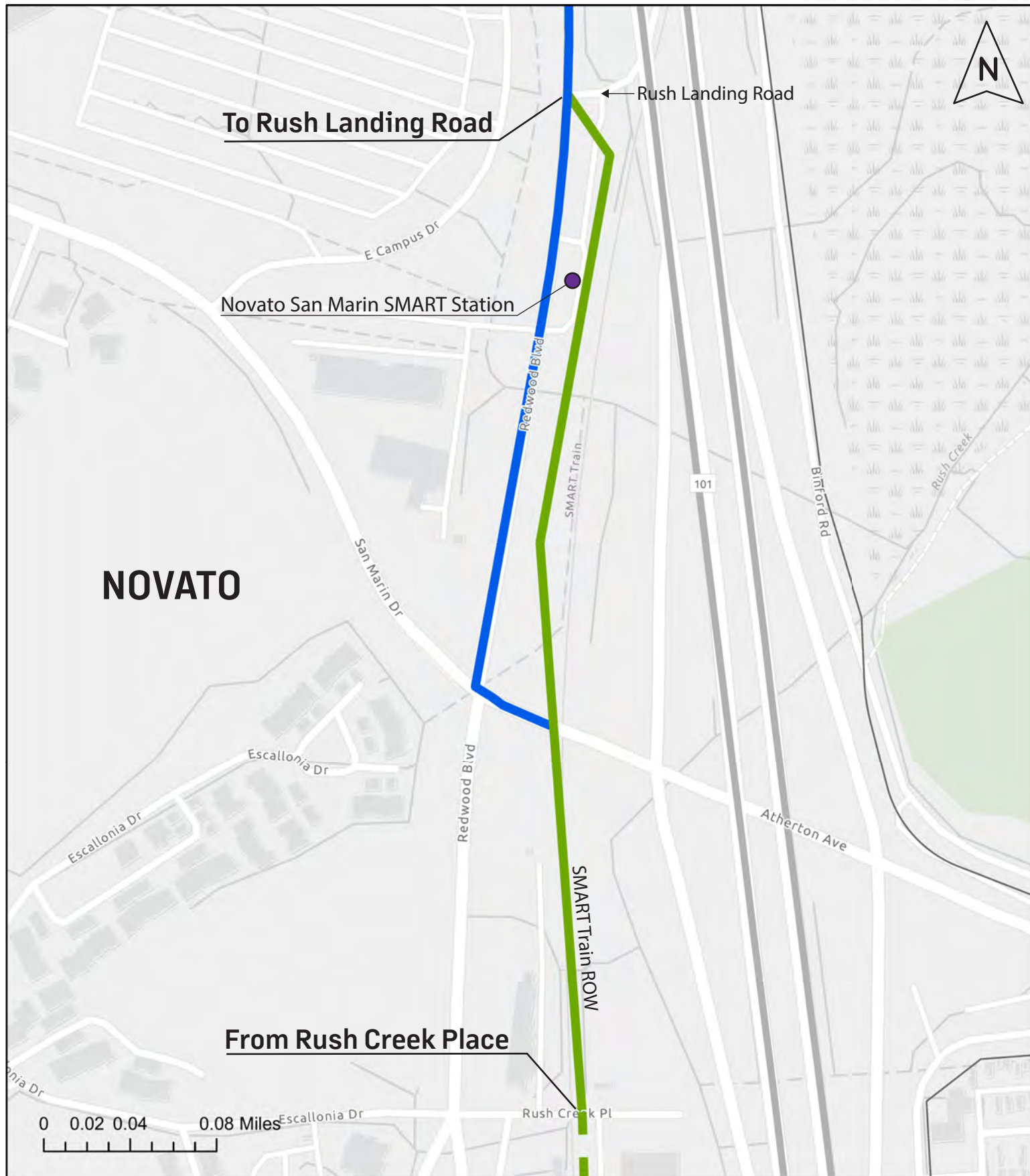
Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	

North-South Greenway Segment 19





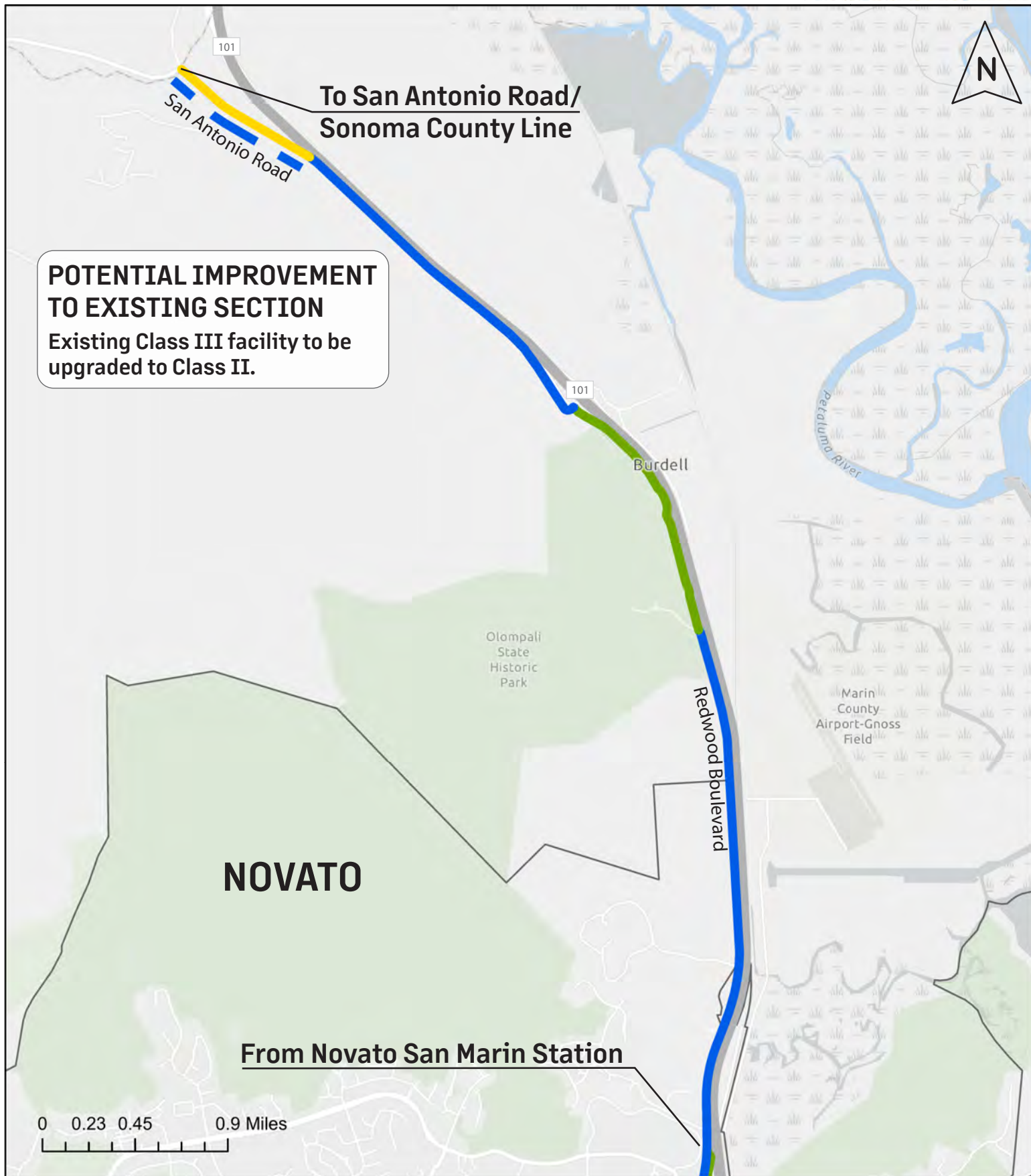
North-South Greenway Segment 20



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



North-South Greenway Segment 21



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

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

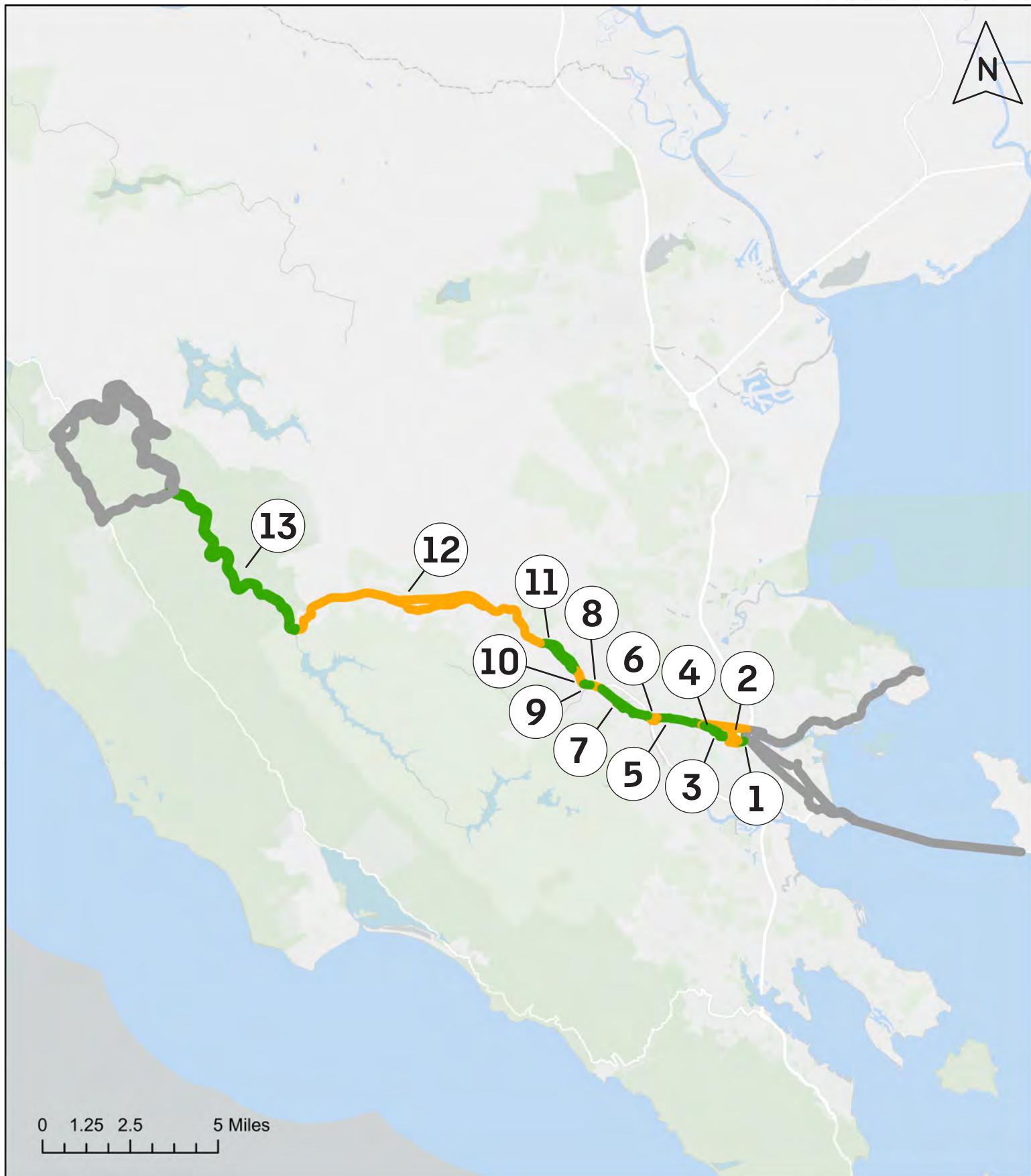
Cross Marin Bikeway

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

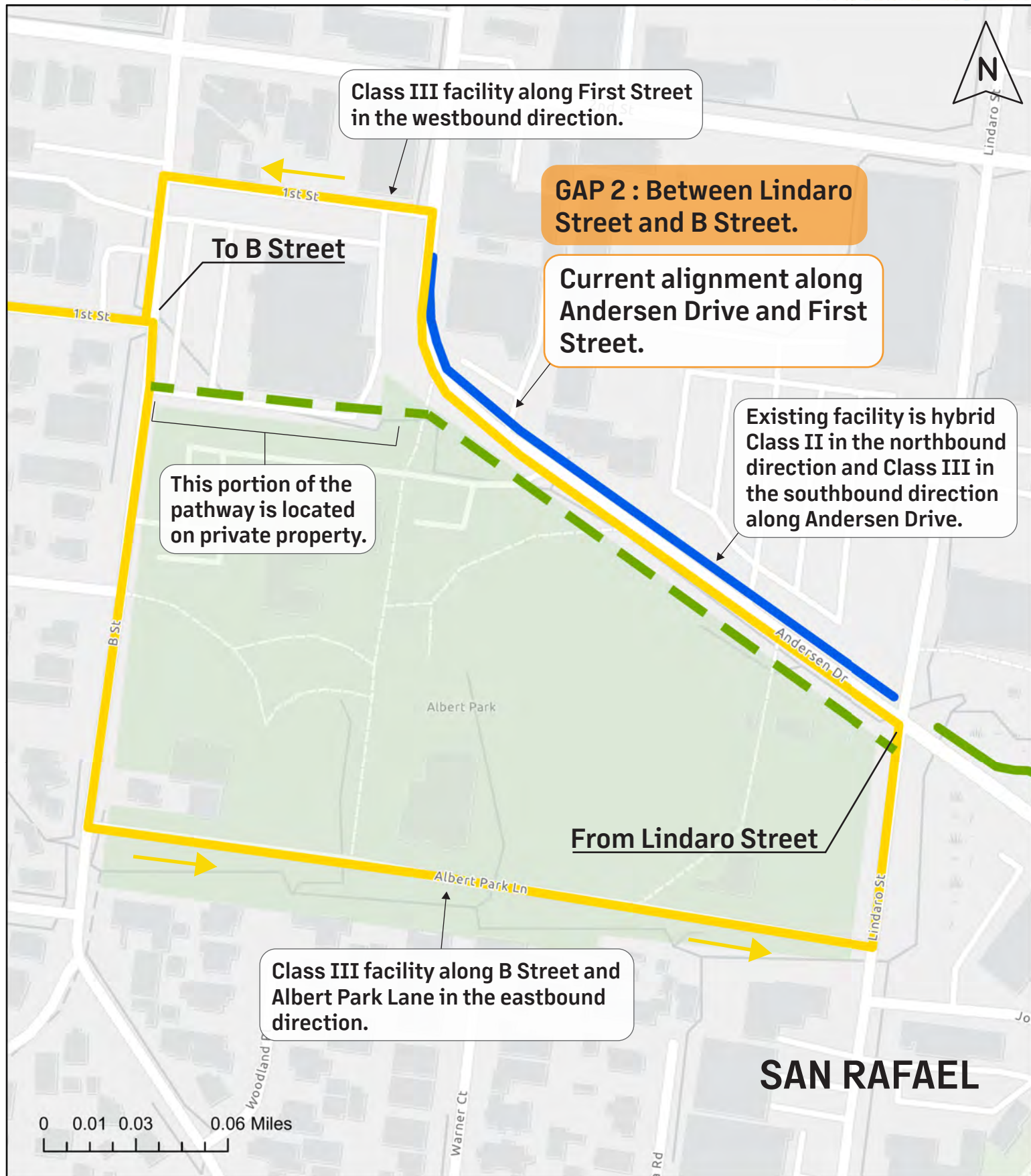


Legend : Odd No. Segments Even No. Segments
Potential Corridor Extension

Cross Marin Bikeway Segment 1

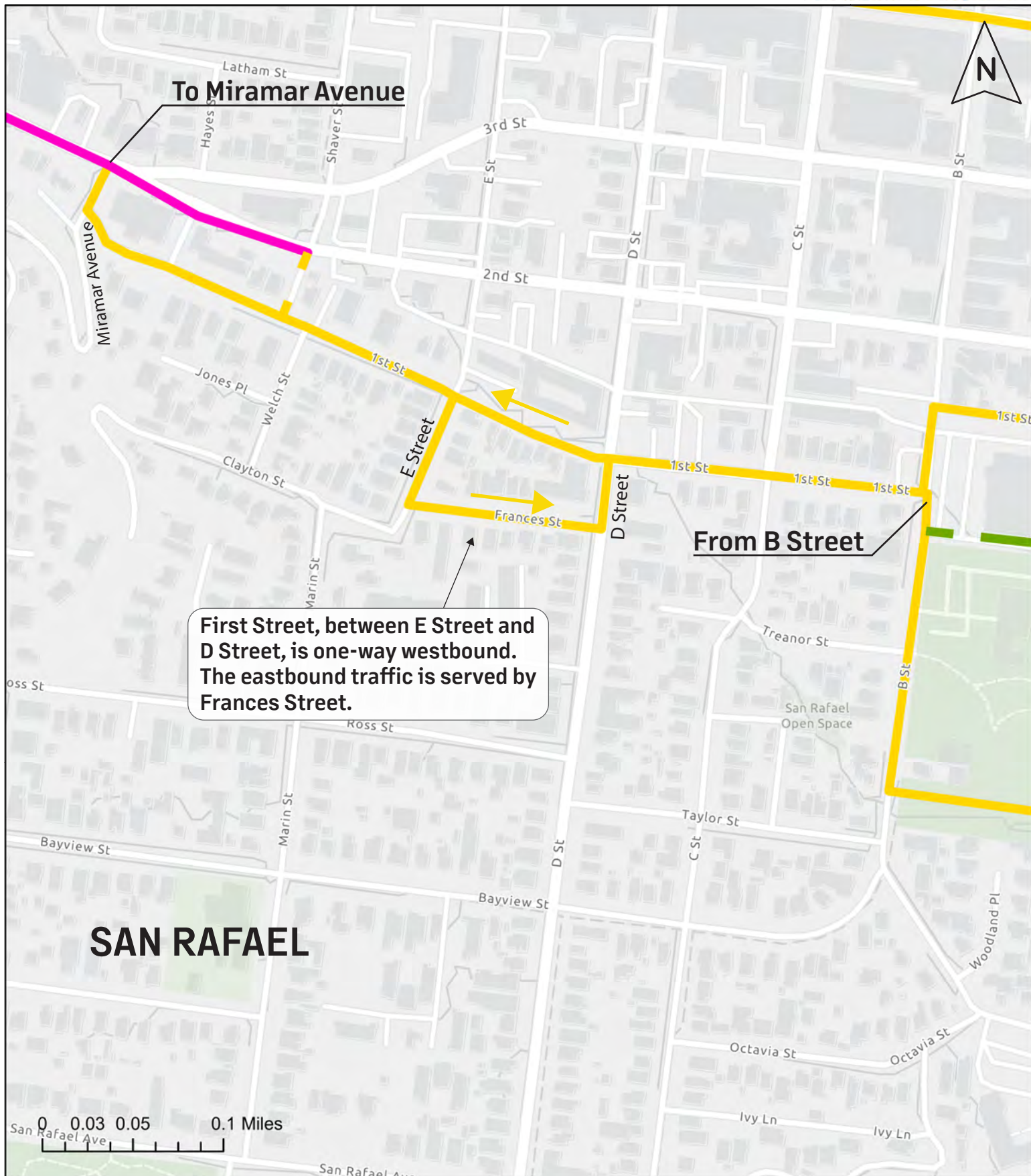


Cross Marin Bikeway Segment 2

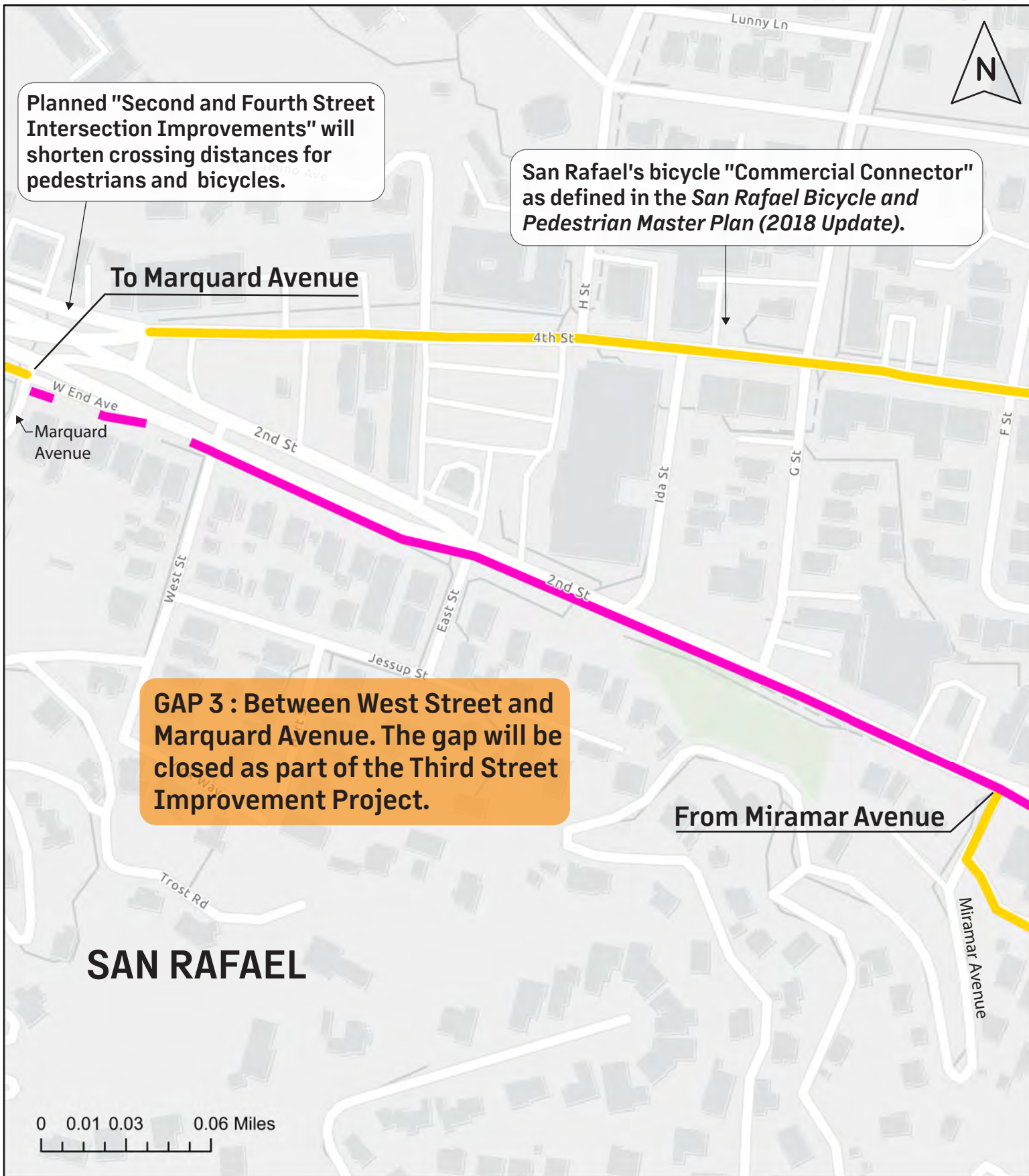


Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	

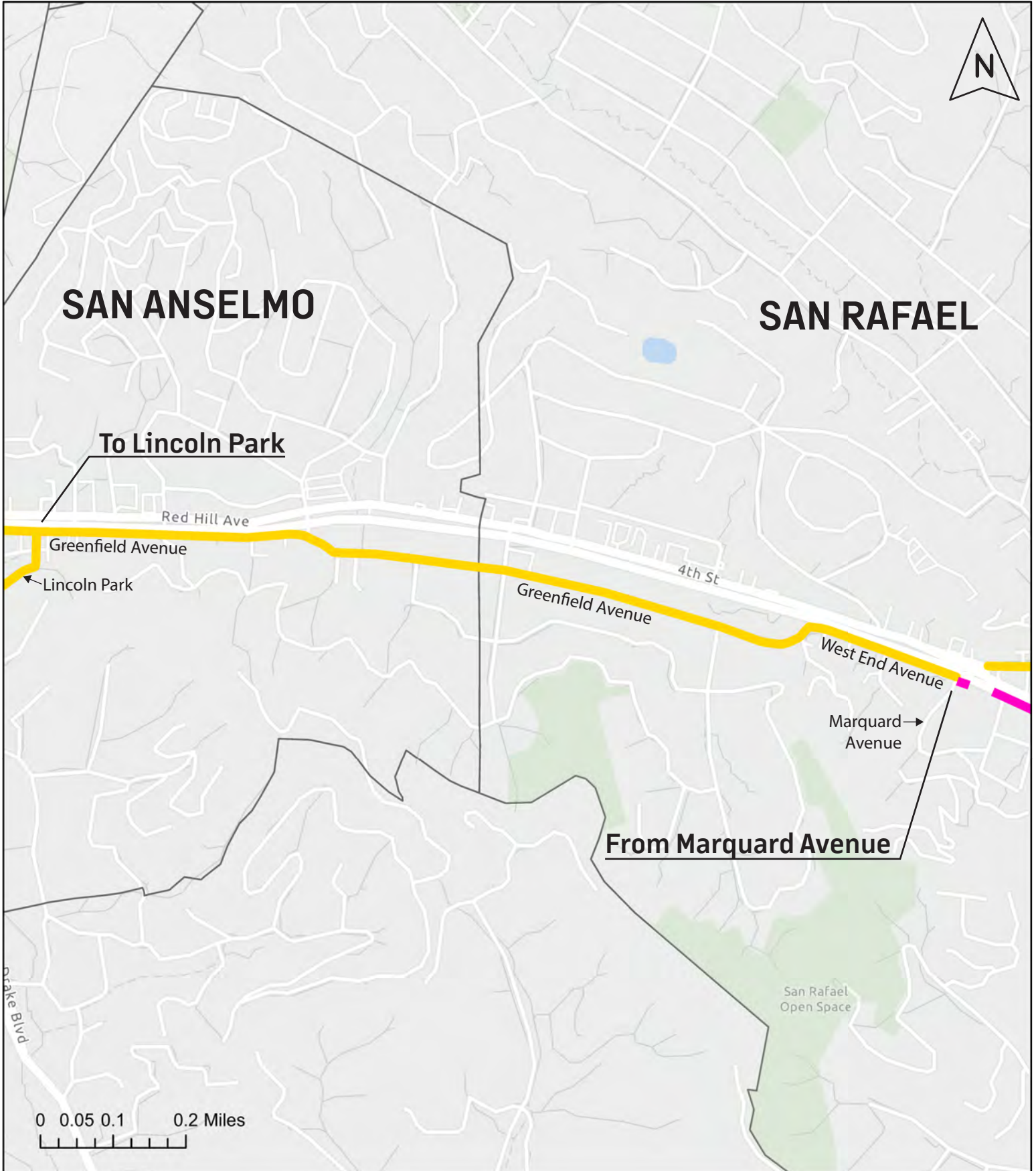
Cross Marin Bikeway Segment 3



Cross Marin Bikeway Segment 4



Cross Marin Bikeway Segment 5



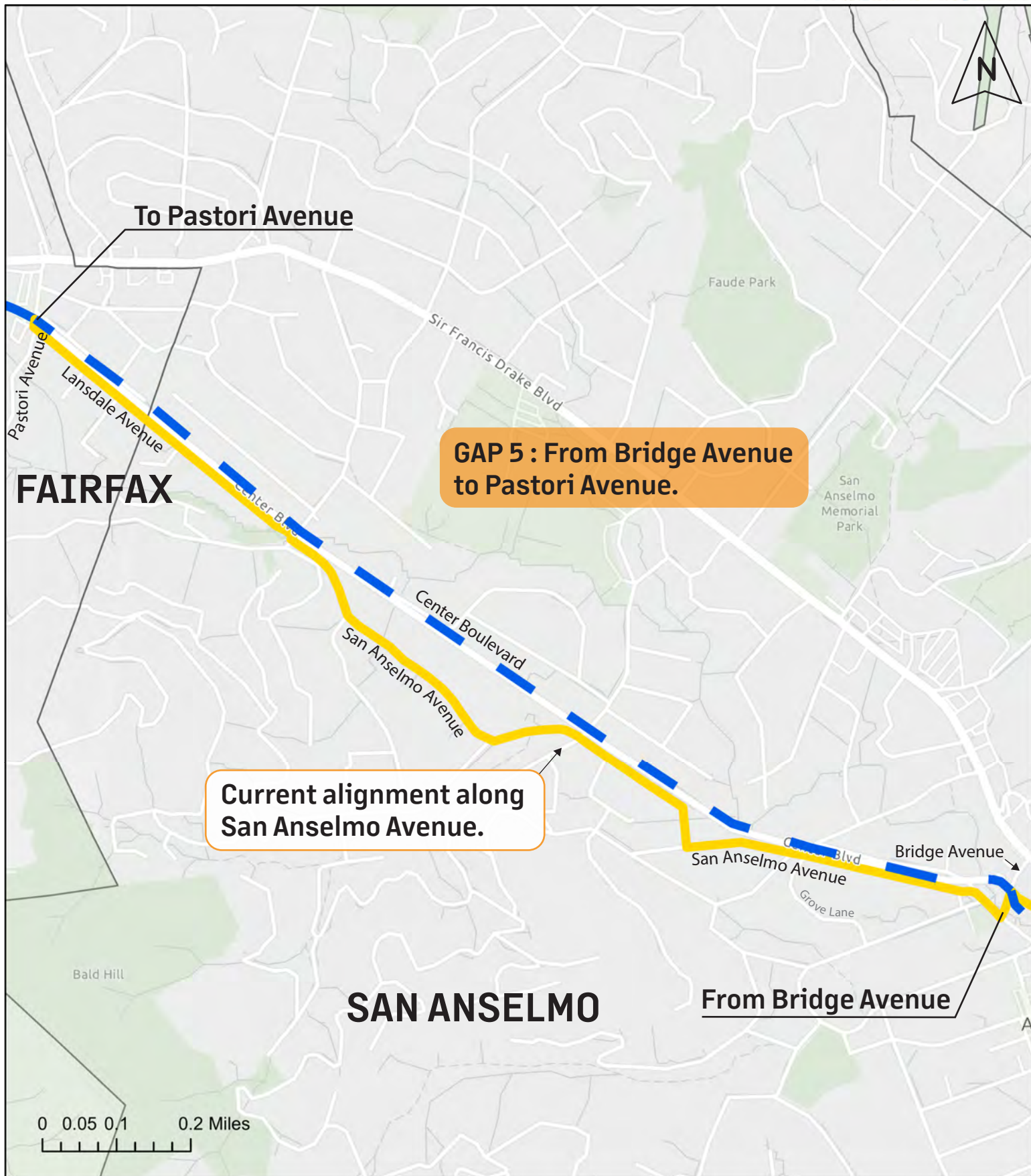
Cross Marin Bikeway Segment 6



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

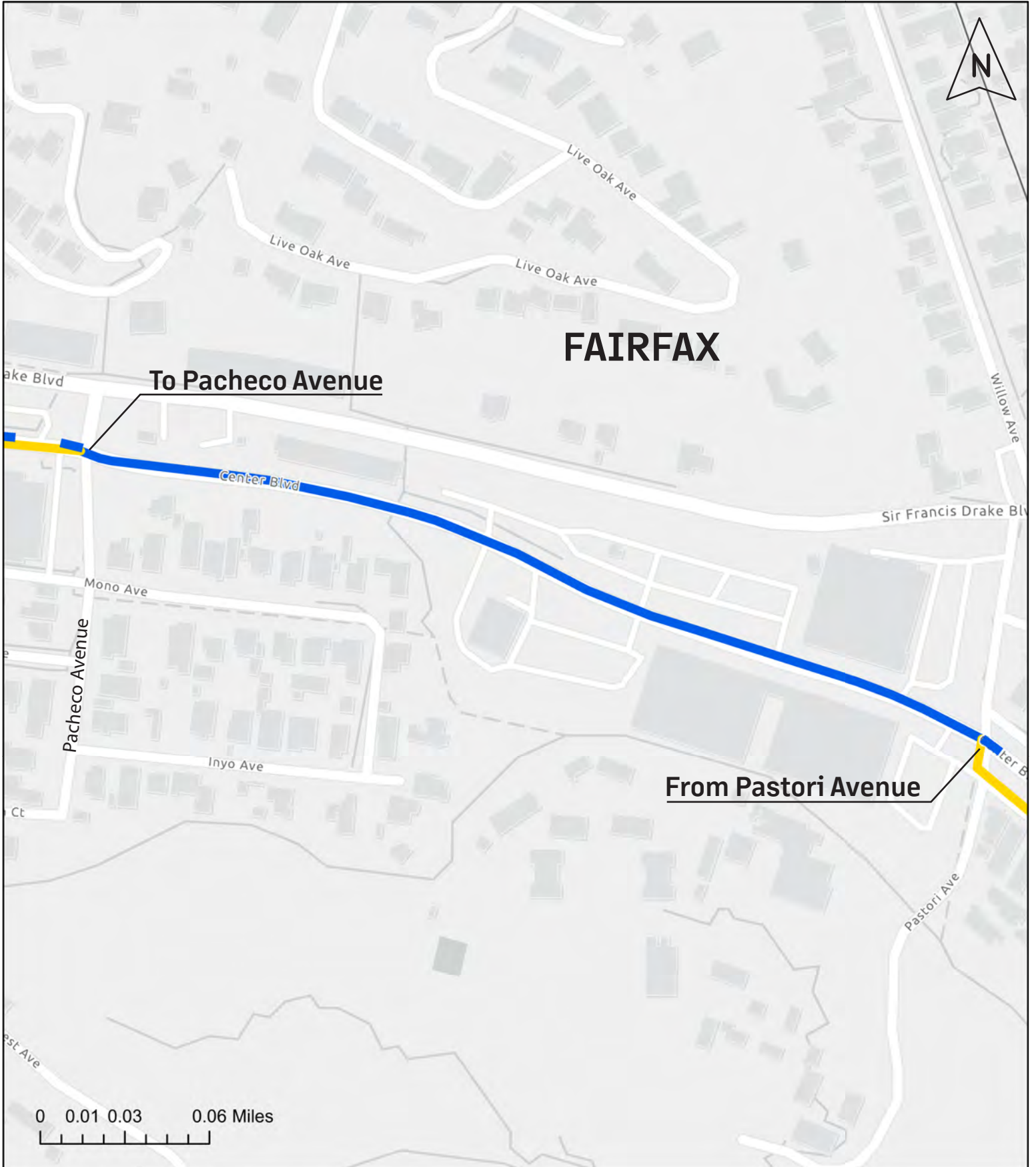


Cross Marin Bikeway Segment 7



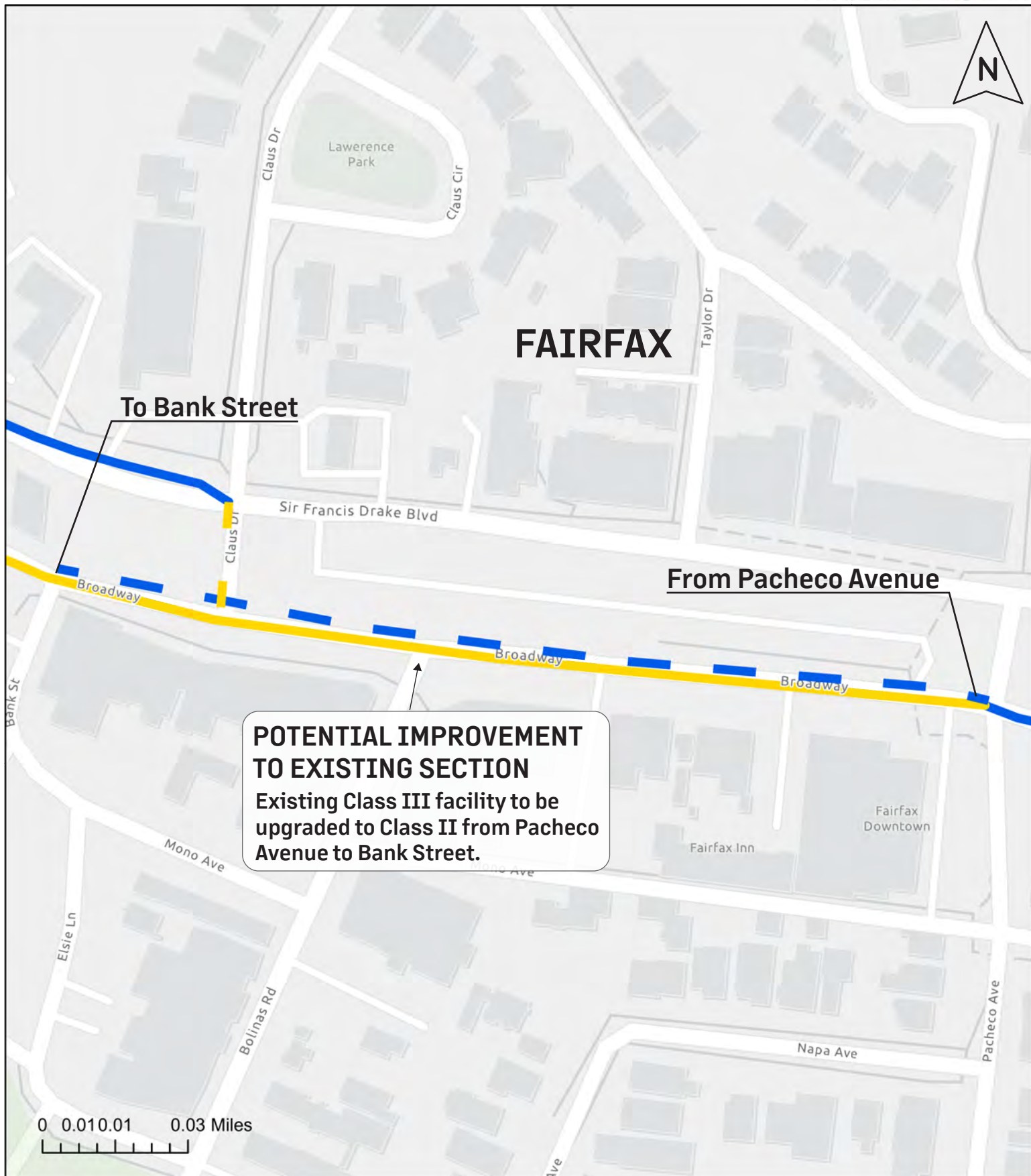
Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	

Cross Marin Bikeway Segment 8

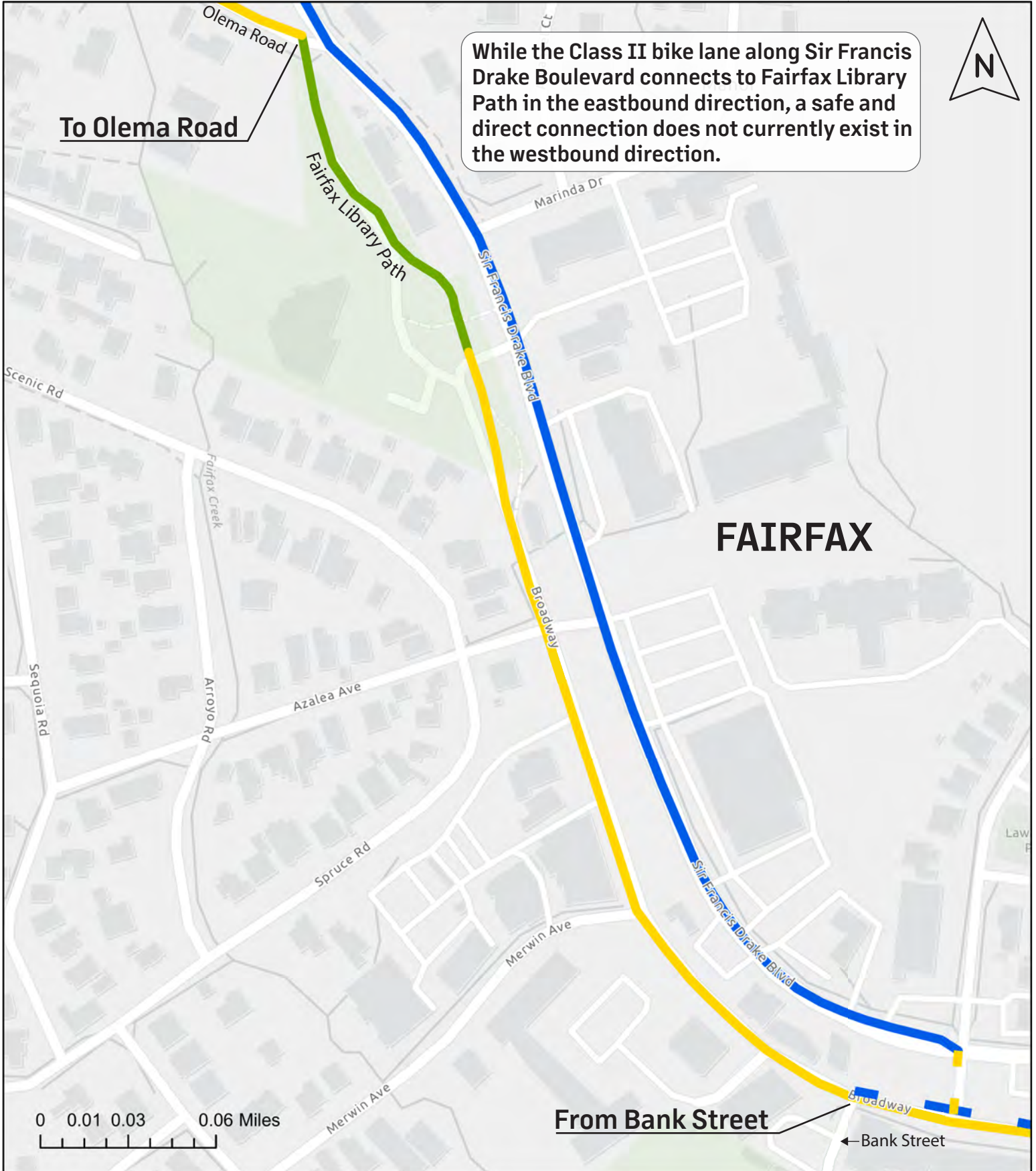


Class I Existing / Planned		Class III Existing / Planned	
Class II Existing / Planned		Class IV Existing / Planned	

Cross Marin Bikeway Segment 9

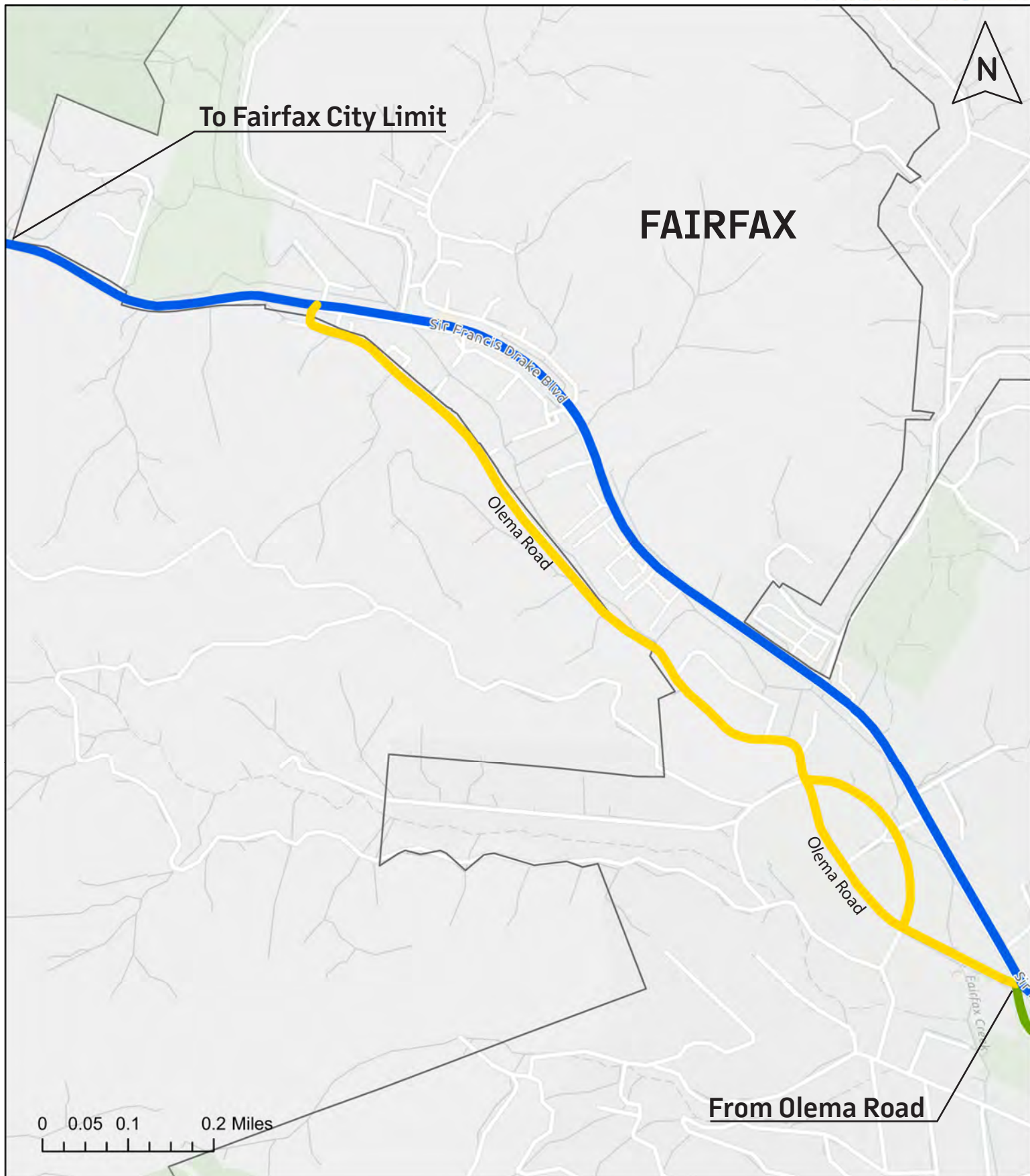


Cross Marin Bikeway Segment 10



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

Cross Marin Bikeway Segment 11



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	
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

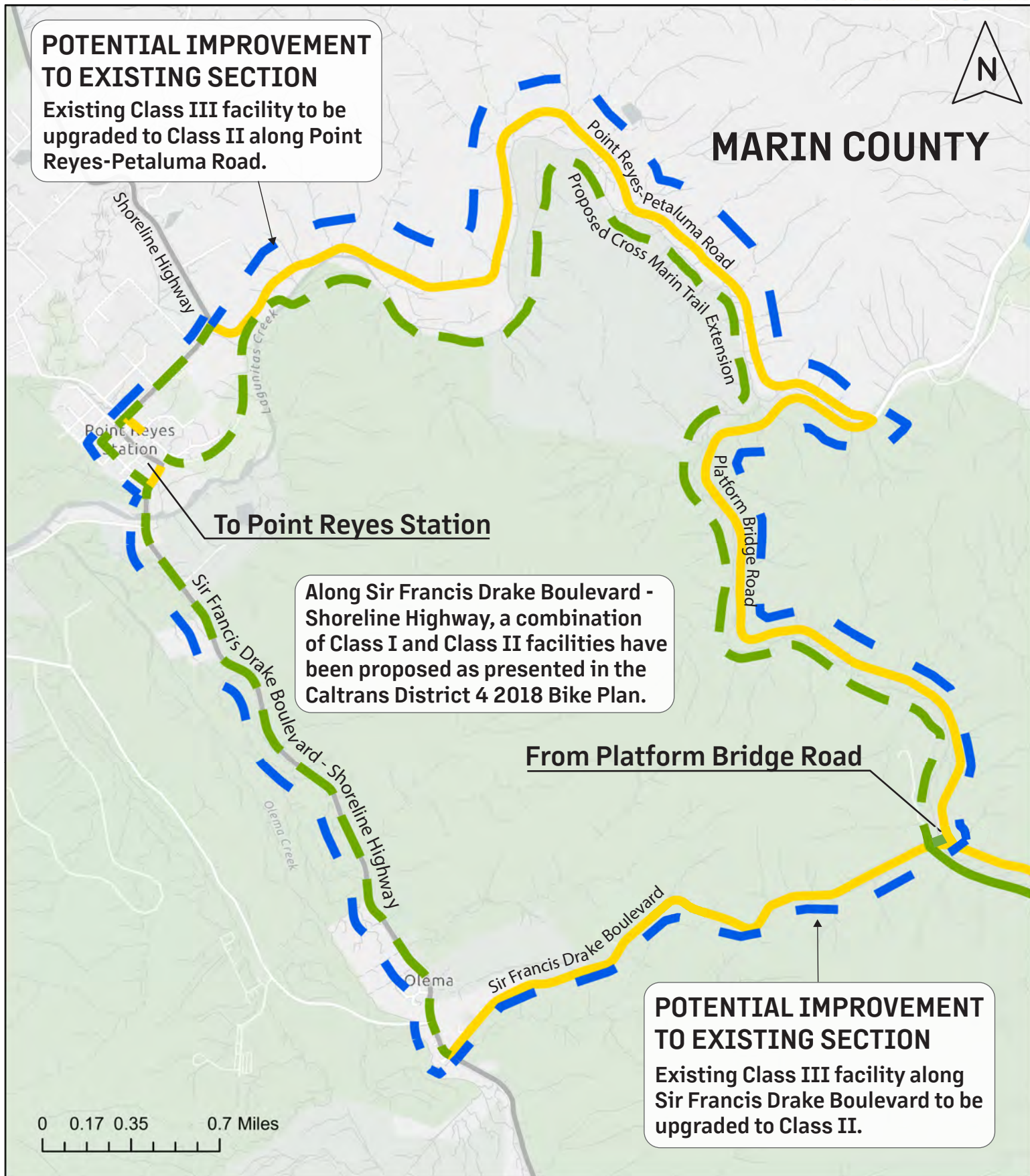
Cross Marin Bikeway

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.



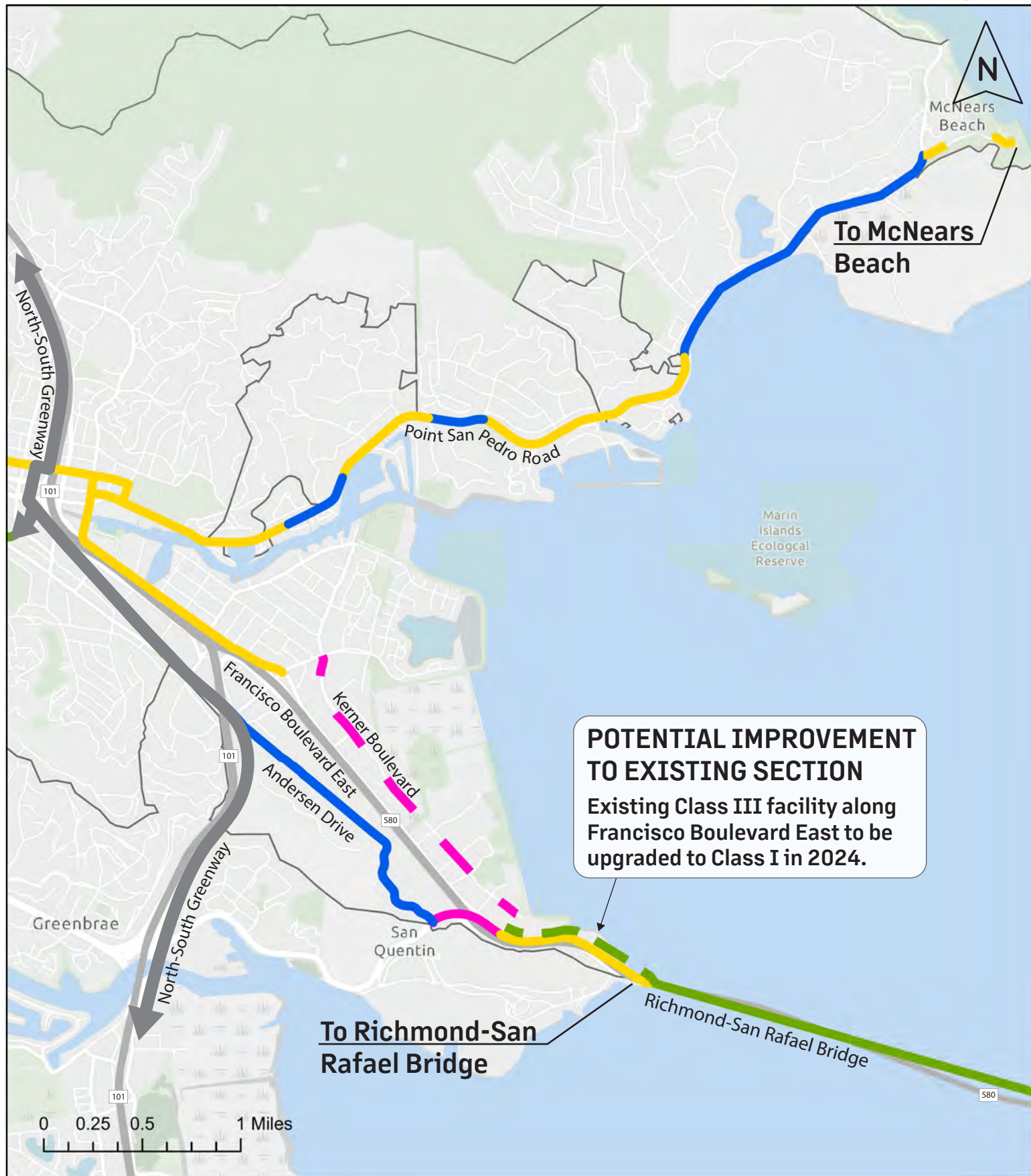
Cross Marin Bikeway Western Extension



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.

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Item 6 - Attachment B

North-South Greenway & Cross Marin Bikeway Status Report

Citizens' Oversight Committee

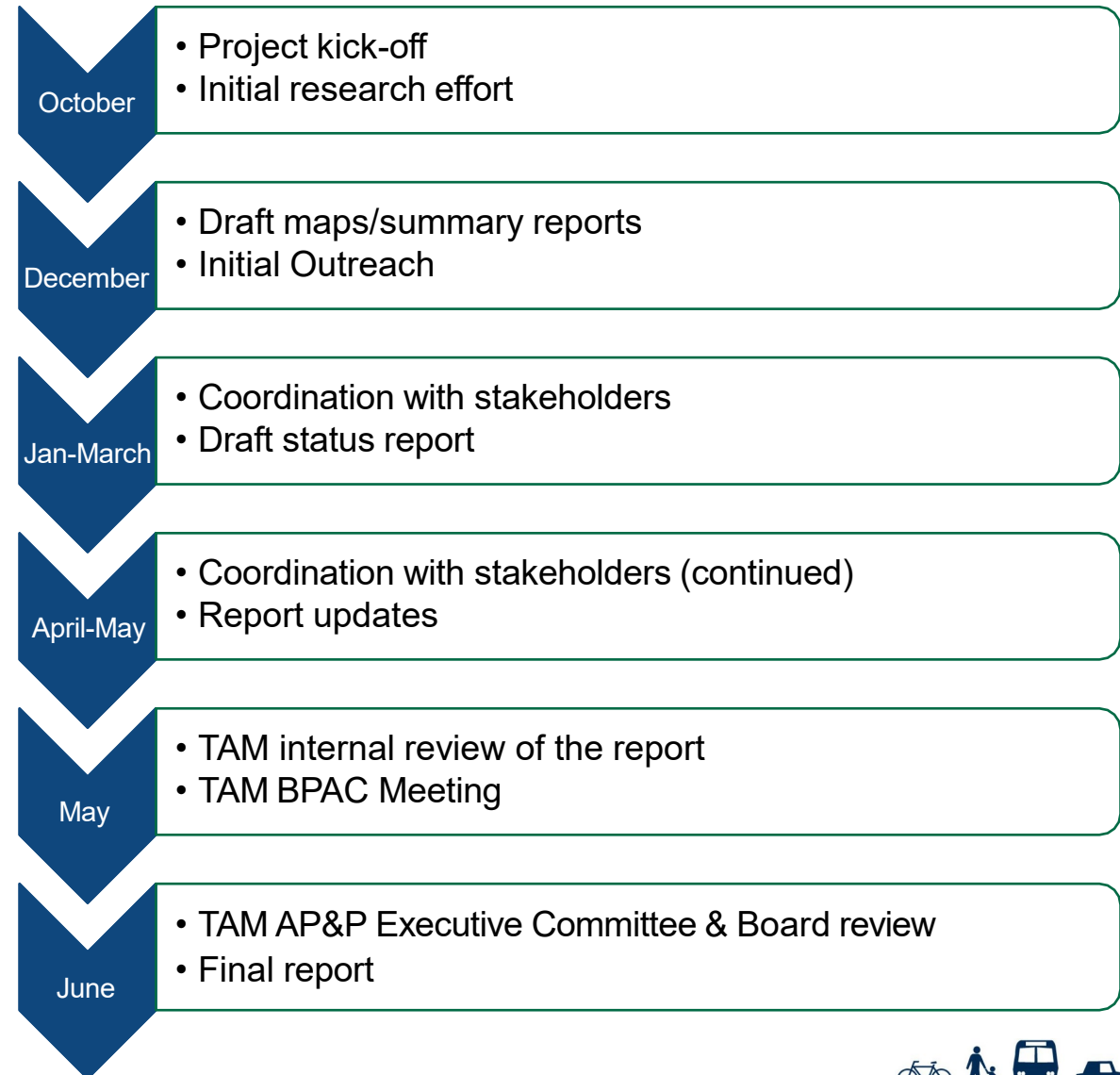
September 18, 2023

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.

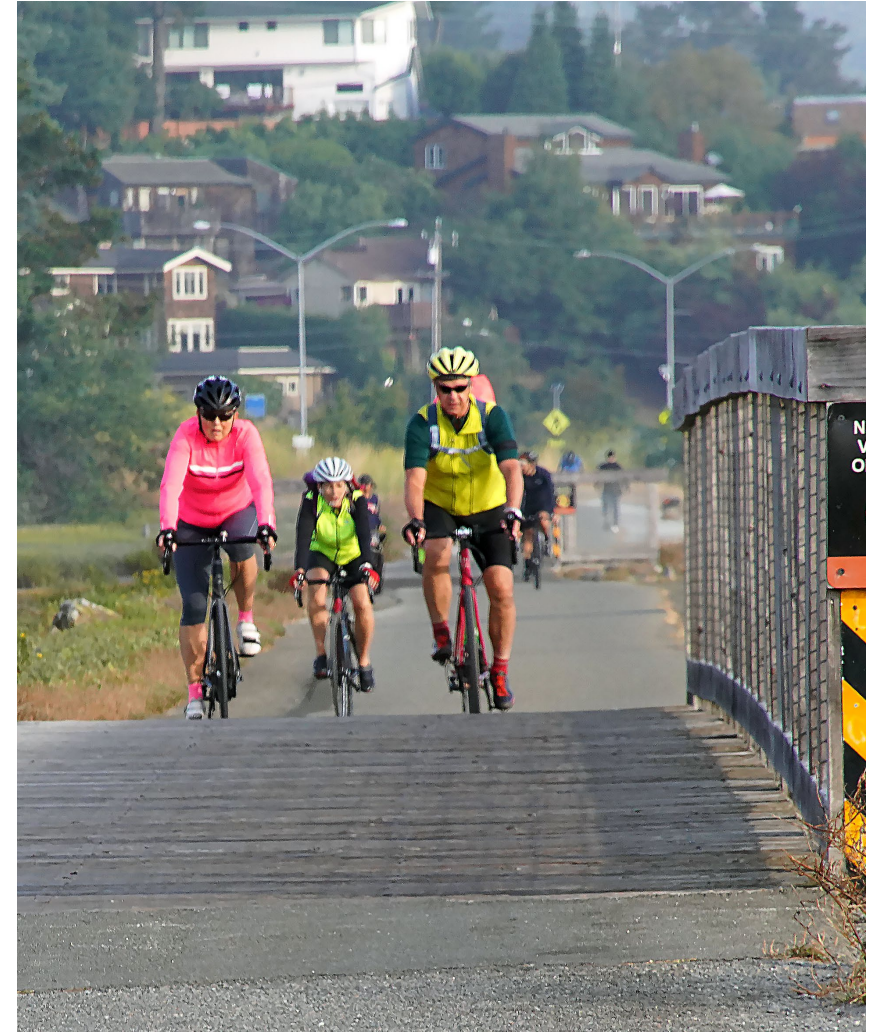
Available information such as the typology of the bicycle facilities, known upgrades, and future projects are included in the report, composed of maps and summary tables.



Research Effort & Outreach

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

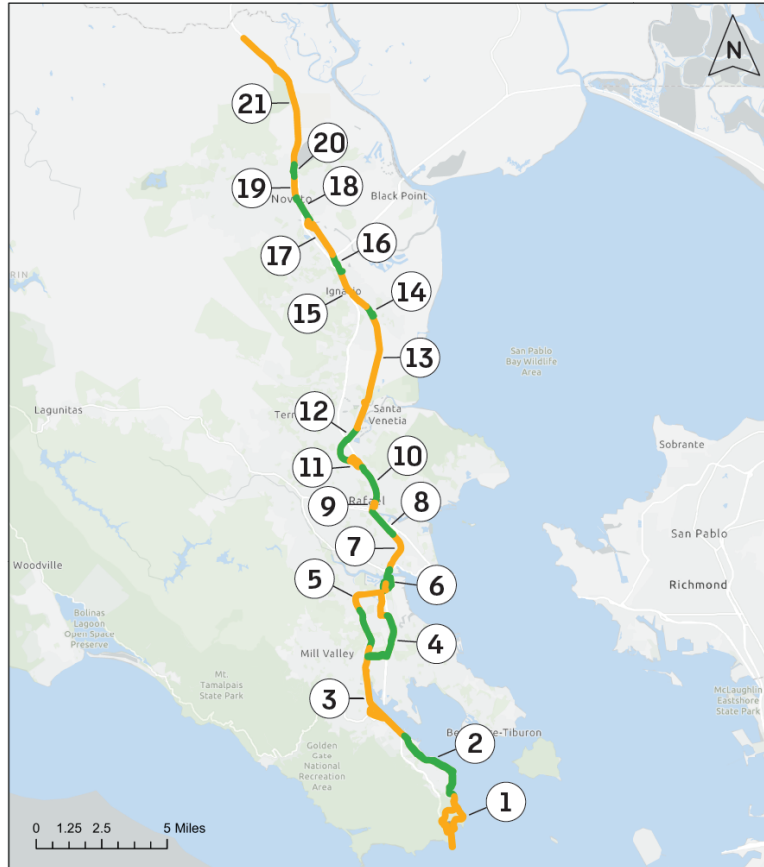
- TAM's interactive [bicycle and pedestrian map](#) (based on County GIS file from latest jurisdiction bike/pedestrian plan updates)
- Online research (to confirm project status)
- MCBC's North-South Greenway [interactive map](#)
- WTB-TAM's maps & reports
- Input from Corte Madera, Fairfax, Larkspur,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



Corridor Mapping

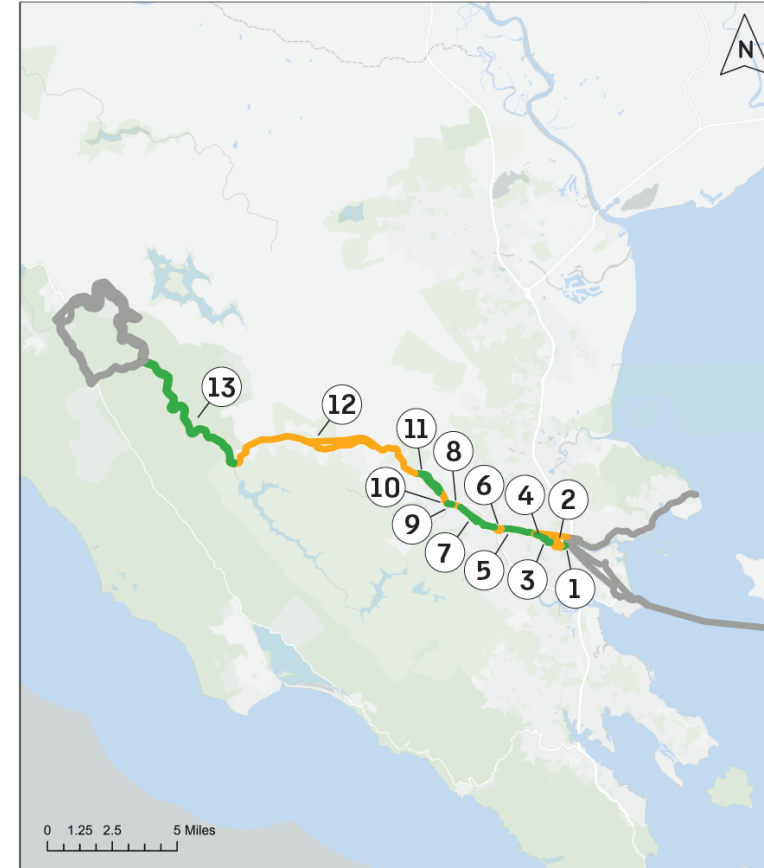
Work was performed in GIS to facilitate future updates of TAM's interactive bicycle and pedestrian map within the two corridors.

North-South Greenway Segment Locations



Legend : Odd No. Segments Even No. Segments

Cross Marin Bikeway Segment Locations

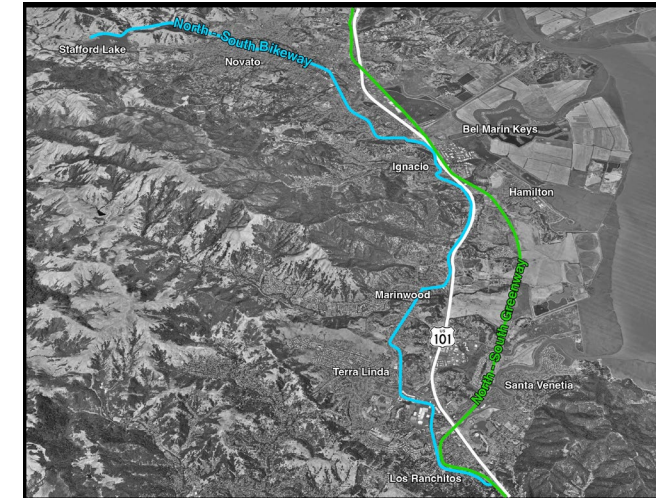
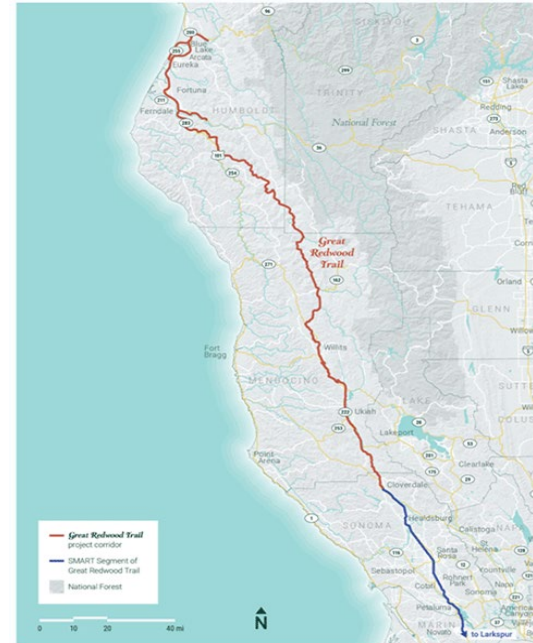


Legend : Odd No. Segments Even No. Segments
Potential Corridor Extension

Overlapping or Adjacent Corridors

The North-South Greenway and Cross Marin Bikeway have connections with separate corridors, which are both described further in the report:

- The **North-South Bikeway** is a separate network of pedestrian and bike facilities that connects Puerto Suello Hill in San Rafael to Novato via Terra Linda
- The **Great Redwood Trail** is a 316-mile planned trail that runs from Humboldt County in the north to the San Francisco Bay to the south. In Sonoma and Marin counties, the Great Redwood Trail is developing through a network of Class I pathways within the SMART right-of-way extending as far south as Larkspur.
- 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. The route is separate from the Cross Marin Bikeway identified in a 2010 Fairfax-San Rafael Cross Marin Bikeway Study.



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.

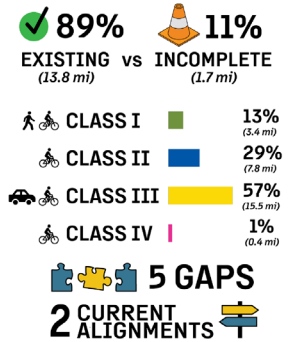


Corridor Quick Facts Cross Marin Bikeway

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, 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.

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 Conzelman Road	Start	Sausalito Ferry Terminal
End	Dana Bowers Vista Point Rest Area	End	Gate 6 Road
Miles	0.3	Miles	1.98
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 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.



Important Considerations

- 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 bicyclists' stress or comfort level.
- 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 where envisioned pedestrian and/or bicycle facilities have not been implemented yet based on feedback received from the local agencies and jurisdictions.
- 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.
- Most of the gaps and projects identified in this report will require engineering studies and other analyses to confirm the feasibility and cost of the proposed improvements 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 shared lane bicycle pavement markings and may include traffic calming measures.



Class II Bike Lane

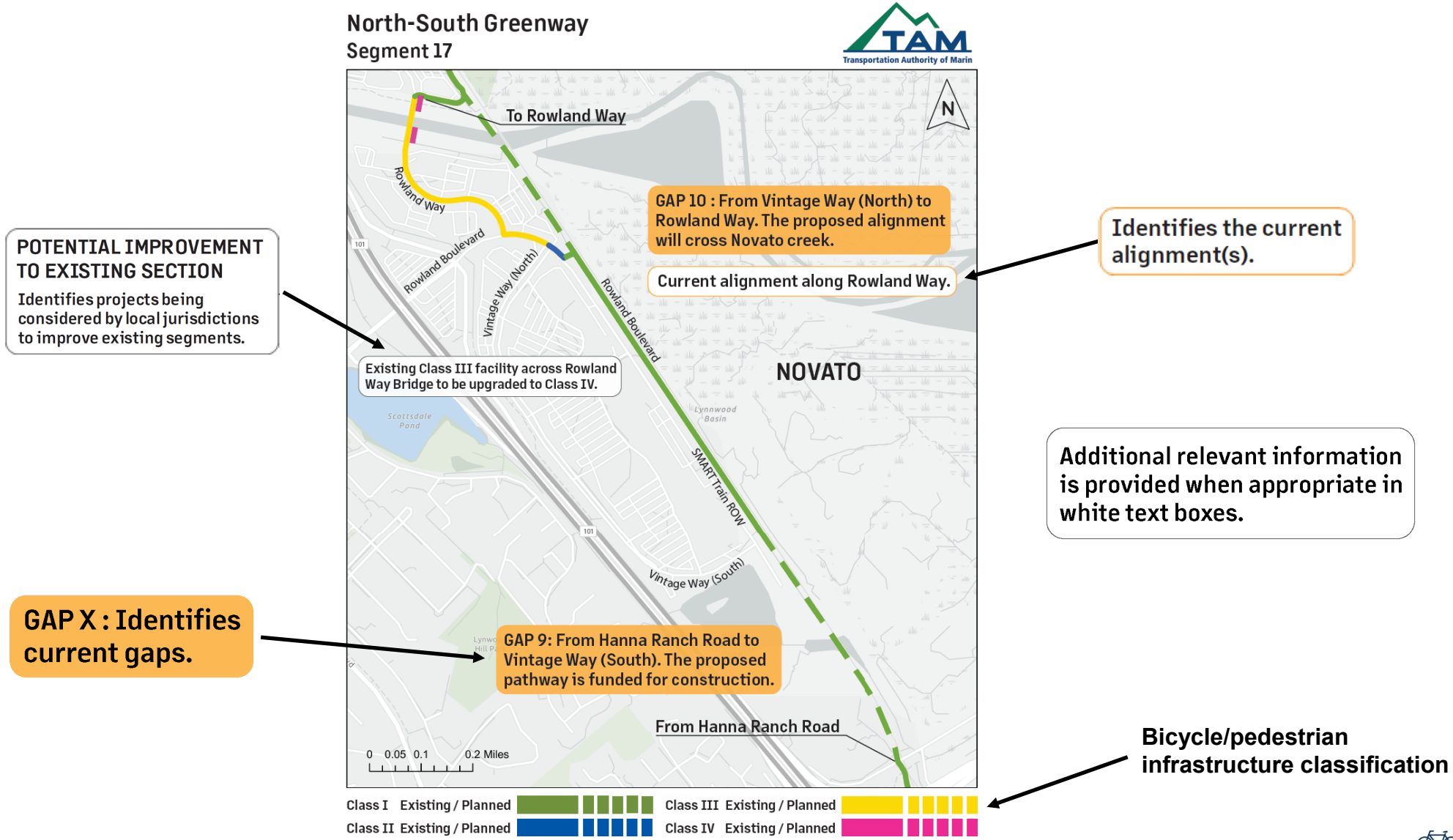
Class II bikeways are on-street facilities, typically striped adjacent to vehicular traffic travelling in the same direction using white paint. They are intended to improve safety by clearly designating the right-of-way assigned to cyclists and motorists.



Class IV Separated Bikeway

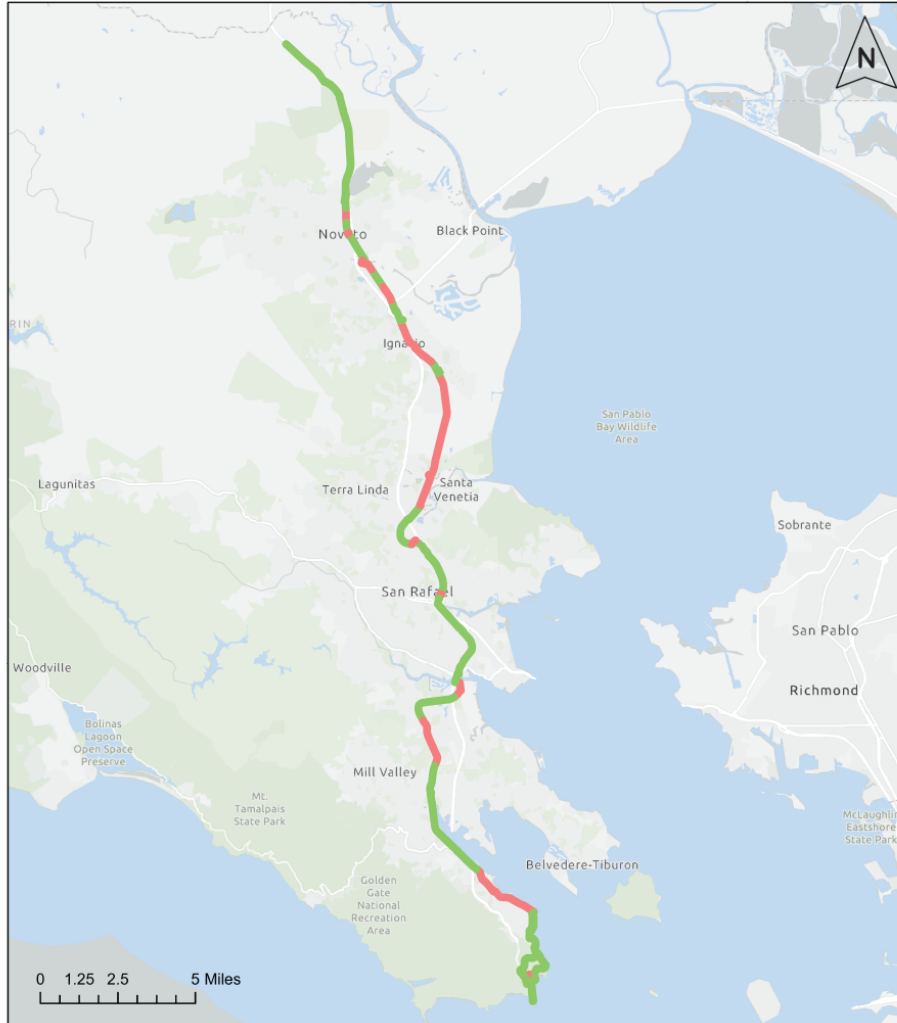
Class IV bikeways are one-way or two-way on-street facilities that are reserved for exclusive use of bicycles and physically separated from vehicles. Typical physical separation include concrete curbs, on-street parking, landscaping, and painted buffers and bollards.

How to Read a Segment Map



North-South Greenway

North-South Greenway Corridor Status



Legend: Existing Gap

62% **38%**
EXISTING vs INCOMPLETE
(17.7 mi) (10.9 mi)

	CLASS I		54% <i>(16.3 mi)</i>
	CLASS II		26% <i>(7.7 mi)</i>
	CLASS III		19% <i>(5.8 mi)</i>
	CLASS IV		1% <i>(0.3 mi)</i>

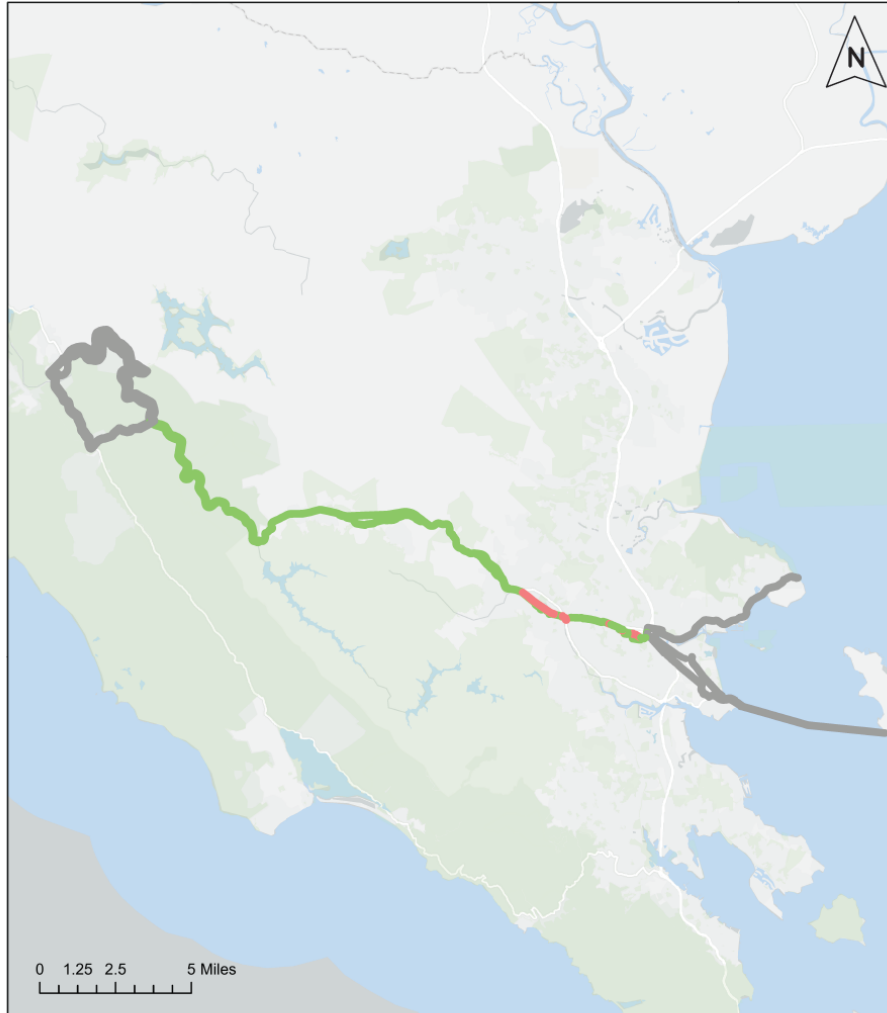
12 GAPS

7 CURRENT ALIGNMENTS

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

Cross Marin Bikeway
Corridor Status



Legend: Existing Gap Potential Corridor Extension

89% **11%**
EXISTING vs INCOMPLETE
(13.8 mi) (1.7 mi)

	CLASS I		13% (3.4 mi)
	CLASS II		29% (7.8 mi)
	CLASS III		57% (15.5 mi)
	CLASS IV		1% (0.4 mi)

5 GAPS

2 CURRENT ALIGNMENTS

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.

Some Key Completed Improvements

North-South Greenway


- Cal Park Hill Tunnel – *Completed 2010*
- Puerto Suello Hill Pathway – *Completed 2010*
- Central Marin Ferry Connector Bridge – *Completed 2016*
- Andersen Drive to Rice Drive Path – *Completed 2019*
- Corte Madera Creek Crossing – *Completed 2022*
- Rowland Boulevard Improvement Project – *Completed 2023*

Cross Marin Bikeway

- Center Boulevard Bicycle Lane – *Completed 2009*
- Third Street Improvement Project – *Nearly Completed*



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.

Existing Segments in Need of Improvements*

North-South Greenway

The following are existing Class I pathway segments of the NSGW that could benefit from maintenance improvements:

- 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, do not currently feature visible sharrow markings and could benefit from maintenance improvements:

- 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.

BPAC Feedback

The TAM Bicycle/Pedestrian Advisory Committee (BPAC) reviewed the report on May 16, 2023, and provided the following comments:

- The report doesn't evaluate bicyclists' stress or comfort levels for existing facilities. It was encouraged that showing segments as "existing" rather than "complete" was appropriate in the report given that some existing segments may be more user friendly than others.
- There should be a study of fund sources for maintenance of older pathways that were built decades ago but have deteriorated in condition, or pathways that lack sufficient lighting. Funding for on-going maintenance of newer paths should also be considered.

AP&P Executive Committee Feedback

The TAM AP&P Executive Committee reviewed the report on June 12, 2023, and provided the following comments:

- The report should enable coordinated grant application opportunities.
- The current alignments shown in the report alongside the gaps are important to consider as alternatives in cases where closing gaps may be costly or otherwise challenging. For example, the Horse Hill Path shown as a current alignment was noted as a potential alternative to the Alto Tunnel given the relatively high cost to provide an improvement at the Alto Tunnel.
- A future effort might consider the ranking of the gaps.
- The Cross Marin Bikeway linkage to Fairfax-Bolinas Road is critical as a connection to open space.
- There is an opportunity to consider future branding and marketing of the corridors in order to improve the cohesion and clarity of the network.

Potential Next & Future Steps

Monitoring

- Monitor implementation of segments including SMART MUP within NSGW north of San Rafael

Planning

- Update Local Streets and Road Safety Plan with opportunities to advance active transportation improvements (in process)
- Advance active transportation needs during TAM's Countywide Transportation Plan
- Consider further study of these corridors as part of the development of a Countywide Active Transportation Plan

Funding

- Work with project sponsors to help identify and secure funding from Caltrans Planning Grants, OBAG, Active Transportation Program (ATP), or coordinate with sponsors on other grants

Questions?

Thank you for your attention!

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