

Mill Valley to Corte Madera
Bicycle and Pedestrian Corridor Study

Appendix K:
Background Documents

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This section reviews the significant regional and local plan and policy documents that provide context for the Corridor Study.

Local Bicycle and Pedestrian Plans and Projects

Nonmotorized Transportation Pilot Program (NTPP)

Marin County is one of four communities nationally that has been selected by Congress to participate in a Nonmotorized Transportation Pilot Program (NTPP) and receive \$20 million for improvements for walking and bicycling. The funds were allocated through Section 1807 of SAFETEA-LU, the six-year federal transportation funding bill adopted in 2005. The purpose of the pilot program is to demonstrate “the extent to which bicycling and walking can carry a significant part of the transportation load, and represent a major portion of the transportation solution, within selected communities.”

The County Department of Public Works, as local administrator of the NTPP, conducted an extensive outreach process in conjunction with this plan update to solicit project and program ideas. Through a screening and ranking process, the Board of Supervisors adopted a funding plan for all of the NTPP funds in April, 2007. The selected projects and programs are being implemented over the course of the Pilot, concluding in 2010. NTPP funding was allocated for this Mill Valley to Corte Madera Bicycle and Pedestrian Corridor Study.

Corte Madera Bicycle and Pedestrian Transportation Plan Update (2008)

This updated plan provides a blueprint towards making bicycling and integral part of transportation and daily life in Corte Madera. The Corte Madera Bicycle and Pedestrian Transportation Plan Update is primarily a coordinating and resource document for the town, which will evolve over time to reflect the changing priorities of the community. The update will allow the town to qualify for state and federal funding sources specific for bicycle improvements. The Alto Tunnel and its connecting pathways are recommended in the Plan as is shared lane markings and shoulder widening for Corte Madera Avenue.

Mill Valley Bicycle and Pedestrian Transportation Plan Update (2008)

The 2003 Mill Valley Bicycle and Pedestrian Transportation Plan was updated in 2008 and is currently in the environmental review process. It builds upon and furthers the goals and projects developed in the 2003 Plan. This plan focuses on developing a primary network of bikeways, bicycle programs, walkways, and safety improvements to help ensure good connectivity between locations non-motorized users wish to go such as transit, parks, shopping, and neighboring cities. The Plan shows a bike route on Camino Alto and a bike path connecting to the Alto Tunnel with a note stating that these alternatives are to be studied as part of this Corridor Study.

Cal Park Hill Tunnel Rehabilitation and Pathway (in progress)

This project carries forward one of the key North-South Bikeway gap closure projects proposed in the 2001 plan. The project is currently under construction. The overall cost of the project is estimated at \$24 million, including \$12.4 million for the multimodal bicycle and pedestrian facility and tunnel reconstruction and an additional \$11.6 million for work necessary to accommodate potential rail without disrupting the pathway. All rail-related costs are funded through SMART, the commuter rail agency. The project is fully funded, with the majority of funding coming from Regional Measure 2 funds earmarked to TAM and SMART. Additional funding is secured through Marin County, State and Federal grants.

Countywide Bicycle Route Guide Signage Project

As proposed in the 2001 County bicycle plan, the Marin County Department of Public Works implemented a numbered countywide Bicycle Route Guide Signage Project. The system guides riders around the county between destinations, providing direction and destination information at decision points. Signs have been installed throughout the County including Corte Madera. The Plan proposes bike lanes for Camino Alto pending a decision regarding this Study.

Corte Madera Bay Trail Feasibility Study (2004)

This plan fleshed out the local alignment through Corte Madera of a regionally significant bicycle and pedestrian route. It proposes a combination of Class I, II and III bikeway facilities along Paradise Drive in Corte Madera from San Clemente to the Tiburon border. The facilities proposed in this bicycle plan update are consistent with the proposal in this feasibility study. The Bicycle Advisory Committee has identified the segment of Paradise Drive between Harbor Drive and San Clemente Drive as a priority for improvements.

Central Marin Ferry Connection Project Feasibility Study (2004)

This Larkspur and Bay Trail-funded study carried forward one of the top priority North-South Bikeway projects from the 2001 County bicycle plan, a proposal to connect the communities of Corte Madera and Larkspur over Corte Madera creek, which would complete a key segment of the Bay Trail, and provide improved bicycle and pedestrian access to the Larkspur Ferry Terminal. The report established a preferred alignment for the Central Marin Ferry Connection project which essentially follows the old Northwestern Pacific Railroad right-of-way between Wornum Drive in Corte Madera, across Corte Madera Creek, and across East Sir Francis Drake Boulevard on a new high-level bridge connecting to the Cal Park Tunnel Pathway.

Alto Tunnel Scoping Study, Volumes I and II (2001)

This study was completed in 2001. It collected background documents and laid out the scope of a future feasibility study for reopening the Alto Tunnel between Corte Madera and Mill Valley. The studies contain detailed information about the current condition of the tunnel as known through field inspections and inferred from historical sources. The document recommends a specific strategy for further study of the tunnel's condition.

Marin County Unincorporated Areas Bicycle and Pedestrian Master Plan Update (2008)

This plan was completed for the Marin County Department of Public Works in 2001 and updated in 2006-2008. The plan outlines improvements to the unincorporated areas of the County of Marin and includes routes of countywide and regional significance, including the North-South Bikeway as well as highlighting key improvements from the incorporated communities of Marin. The Plan emphasizes the regionally-important connection between Mill Valley and Corte Madera via one of three routes: Camino Alto, the Horse Hill Pathway or reopening the Alto Tunnel for bicycle and pedestrian use.

Other Relevant Local Plans and Project

Sonoma Marin Area Rail Transit Final Environmental Impact Report (2006) (SMART FEIR)

The SMART FEIR detailed plans to establish passenger rail service, as well as a bicycle and pedestrian pathway parallel to the rail line, for the 70-mile corridor from Larkspur Landing in Marin to Cloverdale in Sonoma County. According to the FEIR, approximately 7,000 people would use the pathway on a daily basis on weekdays and over 10,000 people would use it on the weekend days. Rail stations were designed to optimize pedestrian and bicycle access, including on-site bicycle parking at all stations and space for staffed bicycle storage and maintenance facilities at the San Rafael and Santa Rosa station sites. With room being designed into rail cars for bicycle storage, passengers would be able take the train and ride their bicycles to work, school, shopping or for recreation.

One of the goals of the 2001 *Marin County Unincorporated Areas Bicycle and Pedestrian Master Plan* as well as the 1994 *North-South Bikeway Study* was the creation of a North-South Bikeway, along the railroad right-of-way. Because SMART owns the railroad right-of-way from Corte Madera north, all proposals for projects in the SMART Right-of-Way in this plan update must be reconciled with the SMART FEIR.

Corte Madera General Plan Update (Draft, 2008)

Corte Madera is currently in the process of updating its General Plan. A key element of the Circulation Element of the draft general plan is the proposal to construct a bicycle and pedestrian overcrossing of Highway 101, somewhere in the vicinity of the existing Tamalpais Drive overcrossing. This crossing has been discussed as a potential public-private partnership with the goal of connecting the two shopping centers on either side of the highway.

Greenbrae Improvements Corridor (Ongoing, 2008)

The goal of this Transportation Authority of Marin project is to plan and construct improvements to the Greenbrae Corridor along Highway 101 between Corte Madera and San Rafael. Among the key elements of the project are improvements to the Greenbrae interchange at Sir Francis Drake as well as potential changes to the Tamalpais Drive interchange and the on and off-ramps along the corridor. Major bicycle projects within this corridor include the proposed Central Marin Ferry Connection Project (CMFCP) over Corte

Madera Creek, the existing Wornum Drive Pathway which connects the CMFCP to the existing Sandra Marker Trail in Larkspur and a new bicycle and pedestrian overcrossing of Highway 101 Corte Madera. Study Segment 9 of the Mill Valley to Corte Madera Bicycle and Pedestrian Corridor Study is also being studied by the Transportation Authority of Marin for the Highway 101 Greenbrae/Twin Cities Corridor Improvements project. Among the key elements of the project are improvements to the Greenbrae interchange at Sir Francis Drake as well as potential changes to the Tamalpais Drive interchange and the on and off-ramps along the corridor.

Marin County Transit District Short-Range Transit Plan (2006)

The Marin County Transit District *Short Range Transit Plan* (SRTP) includes a complete assessment of the current Marin County transit system and its riders, as well as an identification of transit needs and alternative ways to meet those needs. The goal of the plan is to develop a financially sustainable transit system for Marin County that maximizes productivity and mobility for everyone who travels within the County. A majority of Measure A Transportation Sales Tax revenues fund local transit service. Per Measure A requirements, this plan will be updated every two years. In terms of bicycle access to transit, the plan includes a statement that higher capacity bicycle racks are recommended for new buses. This plan also includes bus stop amenity standards, which include the provision of appropriate bicycle storage and/or parking at all high use transit stops with usage of over 100 passengers per day.

Regional Bicycle and Pedestrian Plans

Regional Bicycle Plan for the San Francisco Bay Area (2009)

The Metropolitan Transportation Commission's 2009 Regional Bicycle Plan is a component of the 2035 Regional Transportation Plan for the San Francisco Bay Area, which establishes the region's 25-year transportation investment plan. The Bicycle Plan identifies a regional bikeway network over 2,400 miles in length with approximately half of it complete. The network includes all 400 miles of the Bay Trail, the multiuse pathway that will ultimately ring San Francisco Bay. The creation of the Regional Bicycle Network will provide better access to the region's transit network and activity centers, as well as serving the goal of encouraging greater use of the bicycle as a transportation mode. The Mill Valley Corte Madera (North-South Bikeway) is included in the Plan as an unbuilt regional bikeway.

The Bay Trail Plan (1989)

The Bay Trail Project is a nonprofit organization administered by the Association of Bay Area Governments (ABAG) that plans, promotes and advocates for the implementation of a continuous 500-mile bicycle, pedestrian, multi-use path around San Francisco Bay. When complete, the trail will pass through 47 cities, all nine Bay Area counties, and cross seven toll bridges. To date, slightly more than half the length of the Bay Trail alignment has been developed. The Bay Trail designated a 'spine' for a continuous through-route around the Bay and 'spurs' for shorter routes to Bay resources. The goals of the Plan include providing connections to existing park and recreation facilities, creating links to existing and proposed transportation facilities, and preserving the ecological integrity of the Bays and their wetlands. Major Marin sections that have been completed include the Tiburon Bicycle Path,

Mill Valley to Corte Madera Bicycle and Pedestrian Corridor Study

the Mill Valley-Sausalito Bicycle Path, the Corte Madera-Larkspur Bay Trail and sections of the San Rafael Shoreline Park Pathway.