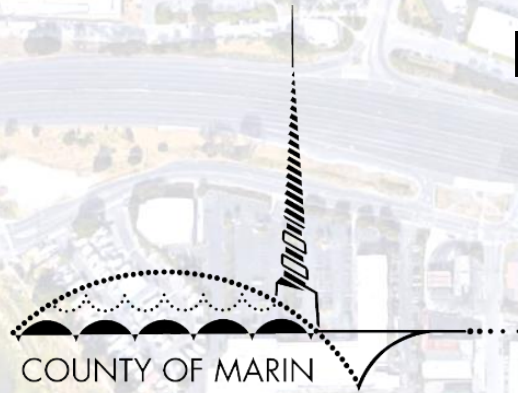


NORTH-SOUTH GREENWAY GAP CLOSURE PROJECT SOUTHERN SEGMENT



1st PUBLIC WORKSHOP

October 11, 2017



STEVEN GROVER
& ASSOCIATES
ARCHITECTURE
ENGINEERING





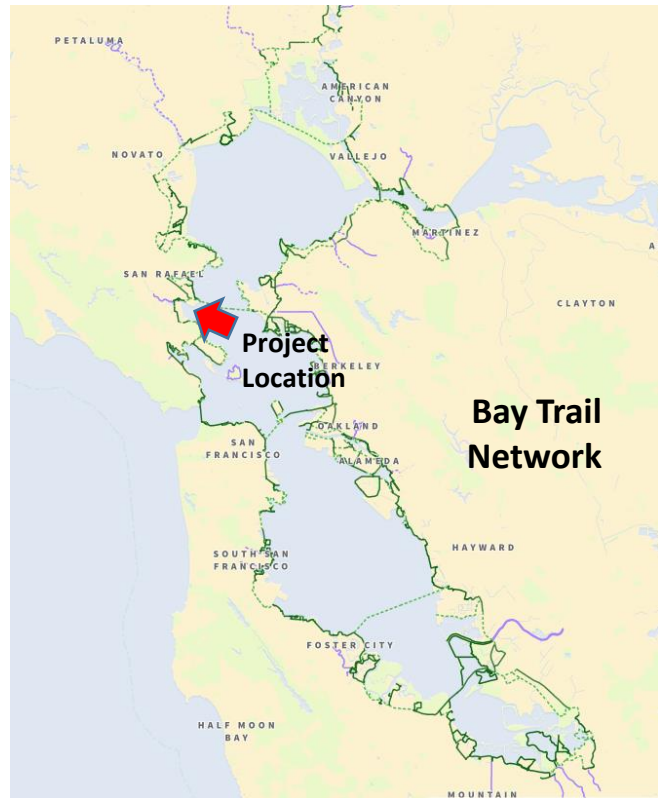
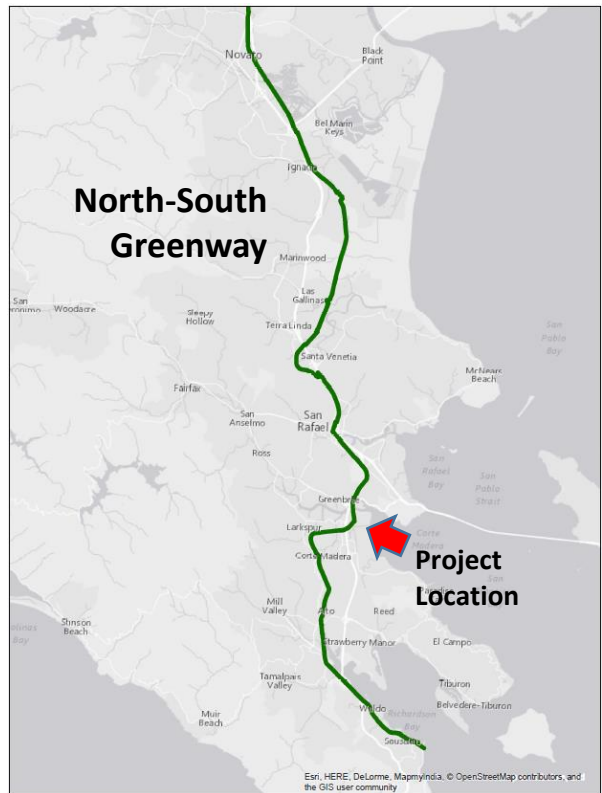
AGENDA

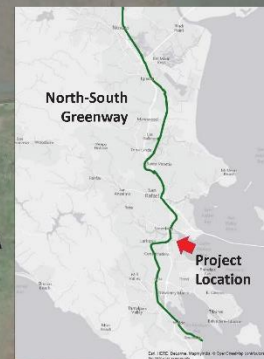
Presentation

1. Project Need, Purpose, Context & History
2. Existing Conditions & Design Challenges
3. Survey & Next Steps

Questions & Answers

REGIONAL TRANSPORTATION CONTEXT





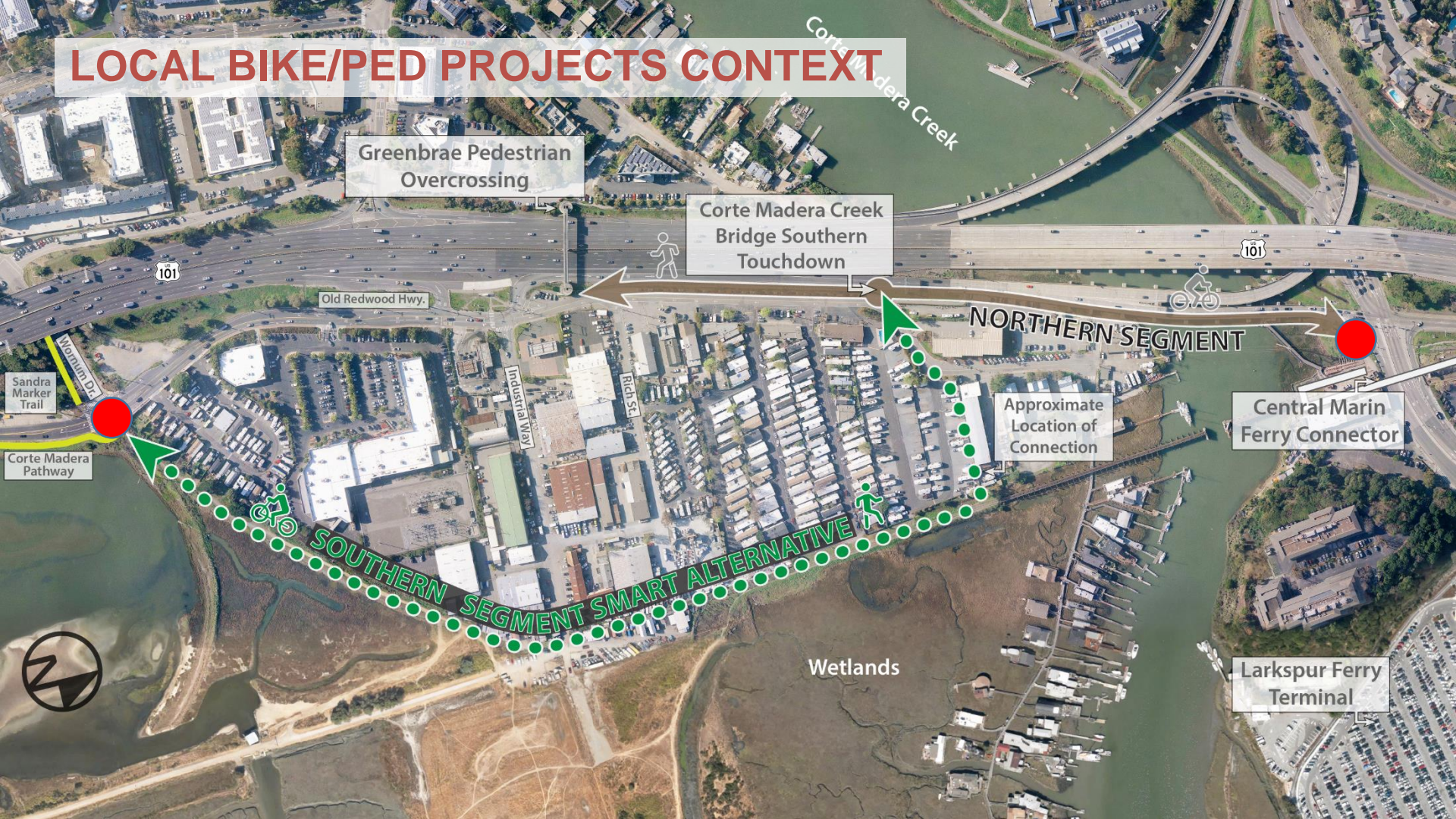
N-S GREENWAY SOUTHERN SEGMENT

An aerial photograph of a city, likely San Francisco, showing a large river (San Francisco Bay) and a complex highway interchange (Golden Gate Bridge area). The image is used as a background for the presentation slide.

PROJECT PURPOSE

- Close gap in regional transportation network (N-S Greenway & Bay Trail)
- Improve safety for cyclists and pedestrians
- Create a recreational pathway
- Encourage cycling and walking

LOCAL BIKE/PED PROJECTS CONTEXT



Greenbrae Pedestrian
Overcrossing

Corte Madera Creek
Bridge Southern
Touchdown

Old Redwood Hwy.

101

NORTHERN SEGMENT

Approximate
Location of
Connection

Central Marin
Ferry Connector

Larkspur Ferry
Terminal

Wetlands

SOUTHERN SEGMENT SMART ALTERNATIVE

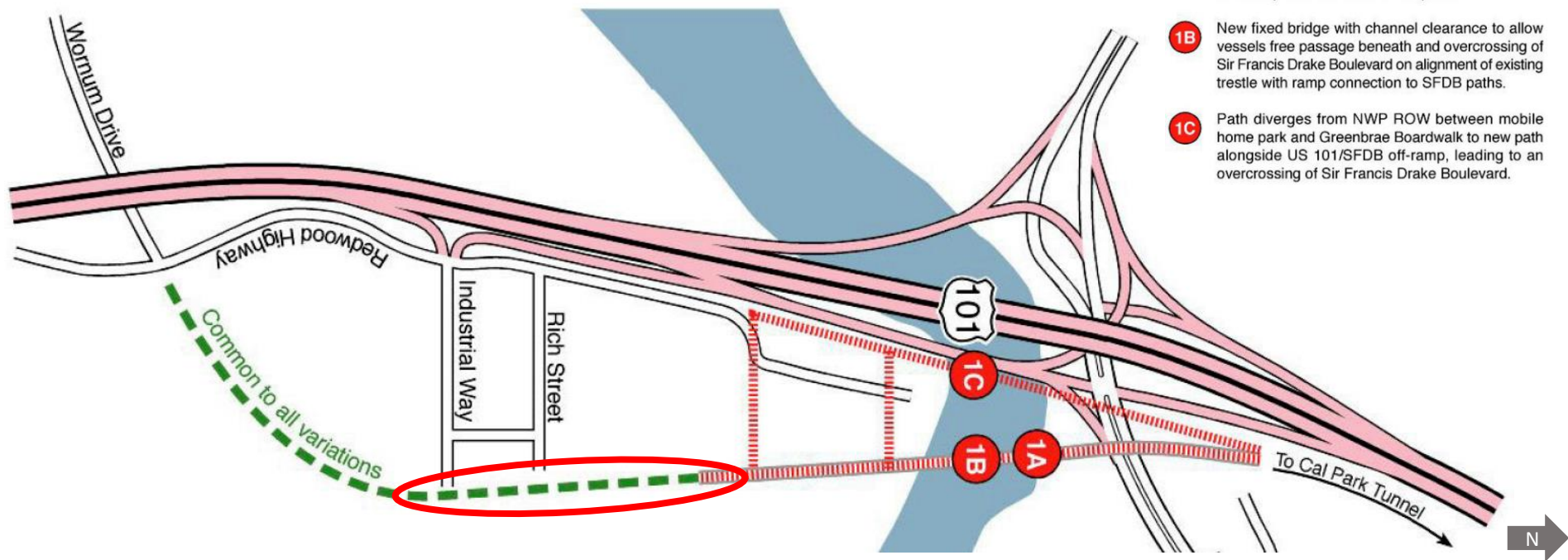
101

Sandra
Marker
Trail

Corte Madera
Pathway



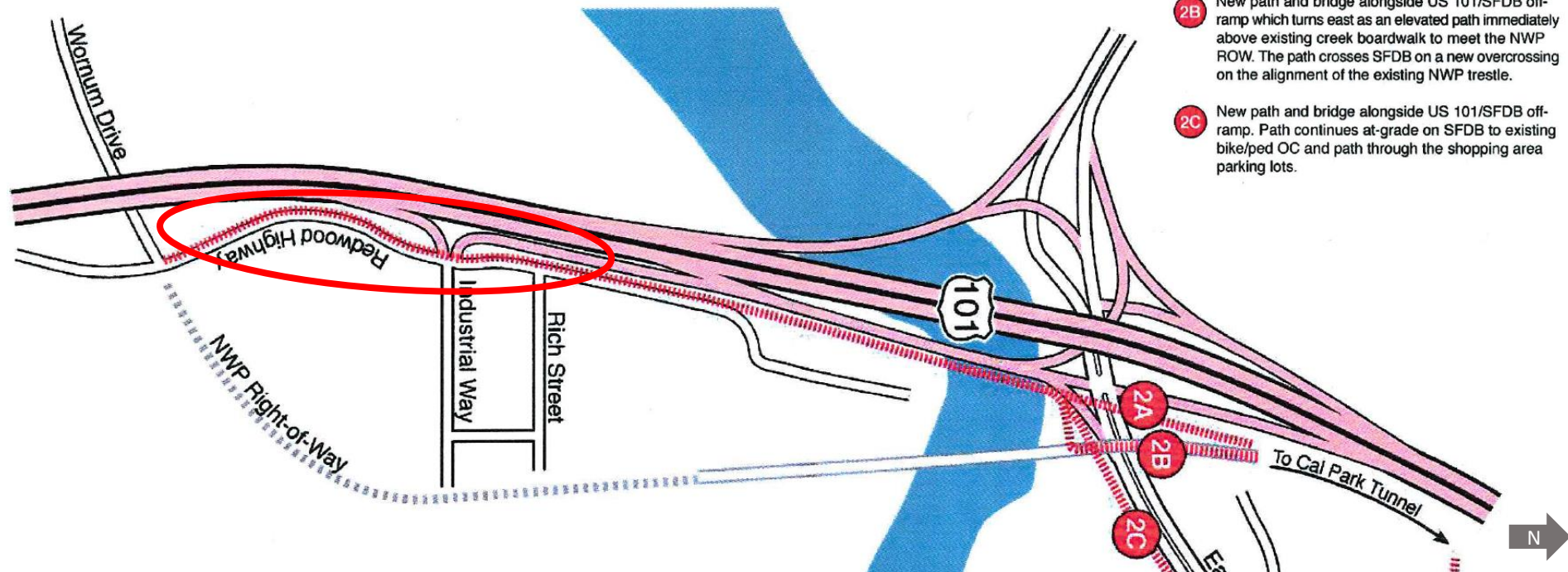
2004 LARKSPUR STUDY



2004 LARKSPUR STUDY

All variations of Option Two start at Old Redwood Highway and Wornum Drive. Each would require a Class I multi-use path on the west side of Redwood Highway.

- 2A New path alongside US 101/SFDB off-ramp, leading to an overcrossing of Sir Francis Drake Boulevard.
- 2B New path and bridge alongside US 101/SFDB off-ramp which turns east as an elevated path immediately above existing creek boardwalk to meet the NWP ROW. The path crosses SFDB on a new overcrossing on the alignment of the existing NWP trestle.
- 2C New path and bridge alongside US 101/SFDB off-ramp. Path continues at-grade on SFDB to existing bike/ped OC and path through the shopping area parking lots.



2004 LARKSPUR STUDY

Table 4
Alignment Evaluations

RR R/W

ORH

	1A	1B	1C	2A	2B	2C
Most Important Criteria (0-10)						
Vehicle Conflicts / User Safety	10	10	8	3	3	3
Functionality / Access	10	10	7	9	9	7
Usage	10	10	7	3	3	2
Cost	2	3	3	4	5	10
Compatibility with Plans	10	10	10	5	6	5
Potential Implementation Problems	0	4	8	8	7	10
Important Criteria (0-5)						
Ease of Implementation	0	3	4	4	4	4
Public Support	5	5	3	2	2	1
Privacy / Security	1	1	1	5	5	5
North-South Bikeway	5	5	3	3	3	0
Right-of-Way	1	1	1	5	3	5
Environmental / Wetland Impacts	4	3	5	5	4	5
Cultural Resources	5	1	5	5	5	5
Noise / Health	5	5	3	0	0	0
Aesthetics / Visual Impacts	5	2	3	0	2	2
TOTALS	73	74	71	61	61	64

2007 TAM STUDY

Central Marin Ferry
Connection Feasibility
Memorandum (MSA, 2007)



Figure 1 - Proposed CMFC Concept and Multi-Use Path (Phased Implementation)

2007 TAM STUDY



N-S GREENWAY SOUTHERN SEGMENT

CURRENT PROJECT

Greenbrae Pedestrian
Overcrossing

Corte Madera Creek
Bridge Southern
Touchdown

Old Redwood Hwy.

Corte Madera Creek

101

NORTHERN SEGMENT

Approximate
Location of
Connection

Central Marin
Ferry Connector

Larkspur Ferry
Terminal

Wetlands

SOUTHERN
SEGMENT SMART ALTERNATIVE

Corte Madera
Pathway

Sandra
Marker
Trail

Wormun Dr.

Industrial Way

Rich St.



FOCUS MEETINGS HELD

- Bike/Ped Stakeholders – Feb. 4, 2016; Oct. 3, 2017
 - Bay Trail
 - Corte Madera BPAC
 - Marin County Bicycle Coalition
 - Caltrans BPAC
 - Transportation Alternatives for Marin
- Property Owners – Oct. 13, 2015; Feb. 8, 2016; Feb. 23, 2016; Sep. 28, 2017
 - Marin Park
 - Booth & Little Roofing Company
 - Community Mini Storage
- Caltrans – Jun. 23, 2017; Sep. 27, 2017
- Adjacent Residential Stakeholders – Mar. 1, 2016
 - Greenbrae Boardwalk
 - Marin Mobile Home Park
- Environmental Stakeholders – Feb. 4, 2016
 - Marin Conservation League
 - Friends of Corte Madera Creek
 - Audubon Society



[illegible]

10/11/2017 SGA | 14

CURRENT PROJECT

Greenbrae Pedestrian
Overcrossing

Corte Madera Creek
Bridge Southern
Touchdown

Corte Madera Creek

101

101

Old Redwood Hwy.

ORH ALTERNATIVE

NORTHERN SEGMENT

Approximate
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Central Marin
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SOUTHERN
SEGMENT SMART ALTERNATIVE

Wetlands

Larkspur Ferry
Terminal

Sandra
Marker
Trail

Corte Madera
Pathway

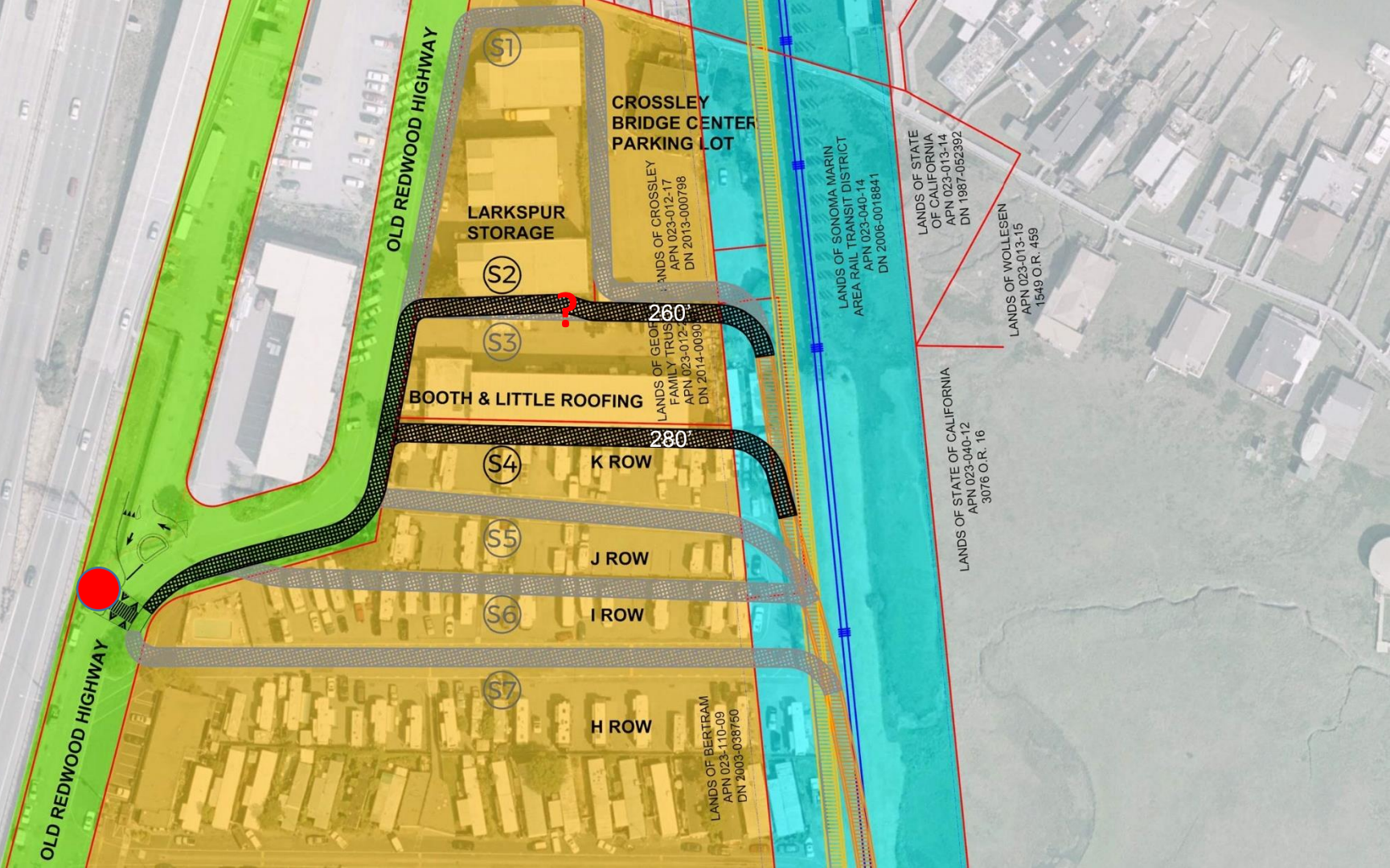


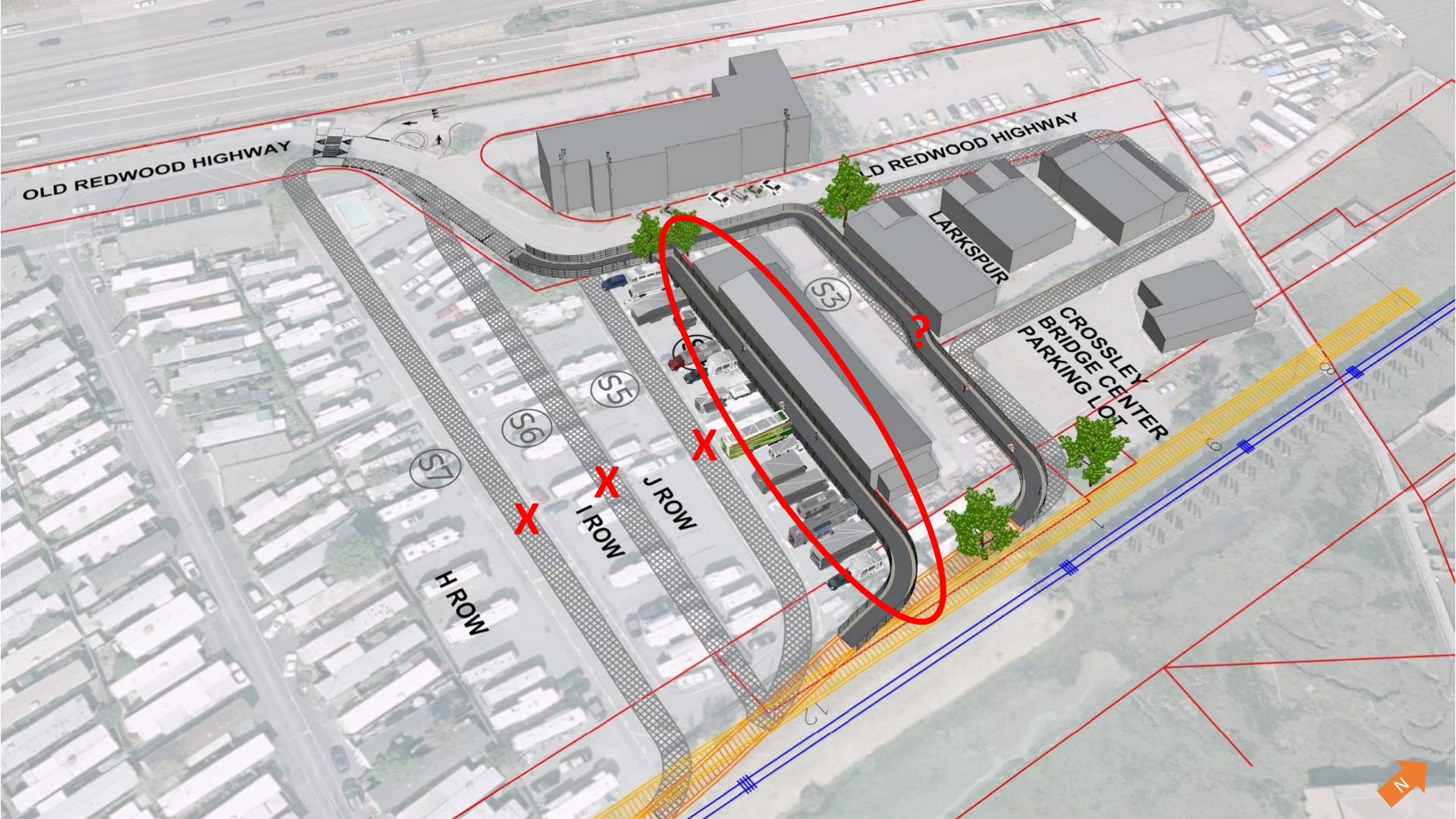
DESIGN OPPORTUNITIES & CHALLENGES





[illegible][illegible]





OLD REDWOOD HIGHWAY

OLD REDWOOD HIGHWAY

LARKSPUR

CROSSLEY
BRIDGE CENTER
PARKING LOT

H ROW

S7

S6

S5

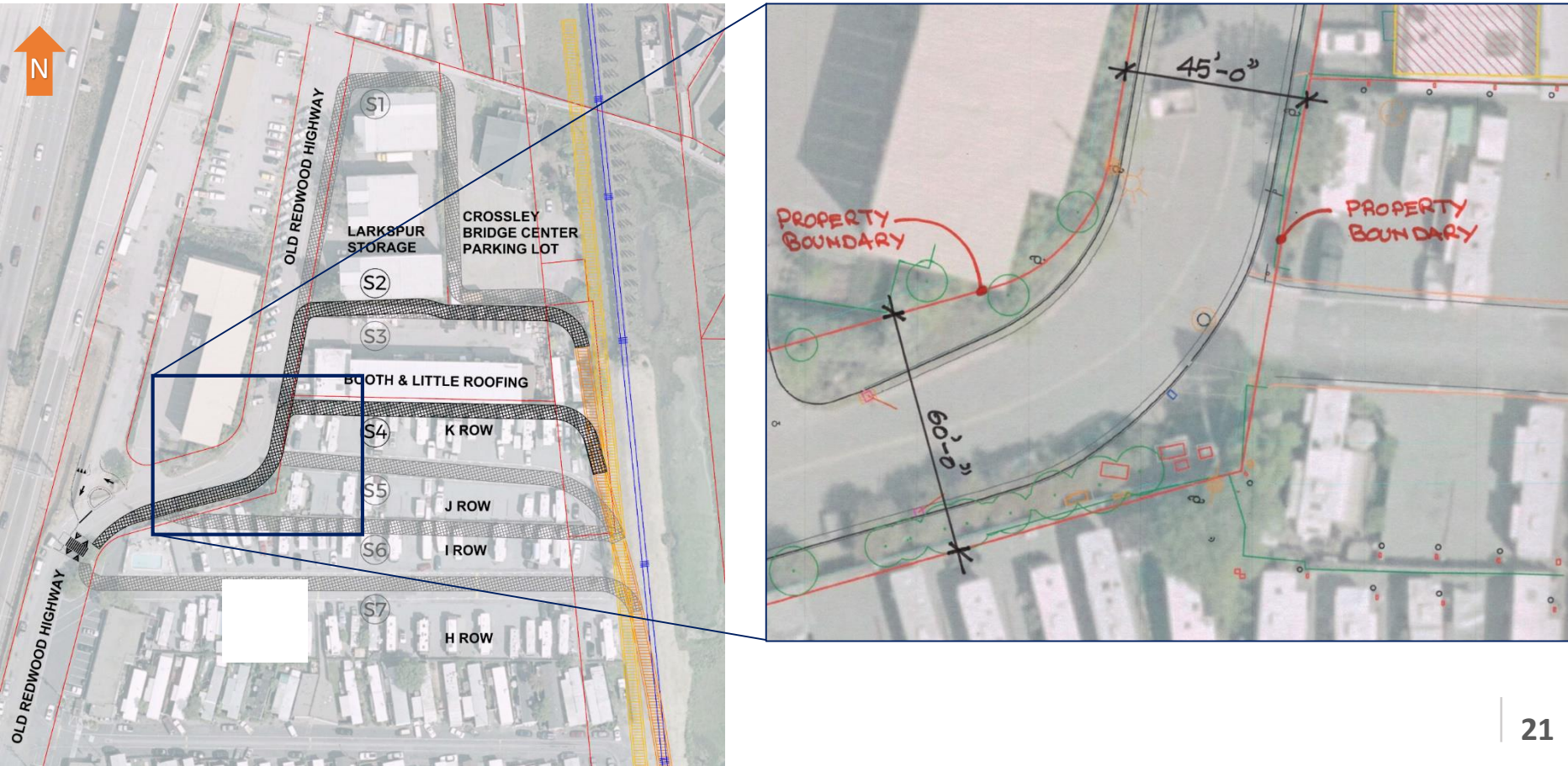
J ROW

I ROW

15



DESIGN CHALLENGE: CONNECTION ALONG OLD REDWOOD HIGHWAY



DESIGN CHALLENGE: CONNECTION ALONG OLD REDWOOD HIGHWAY



ECOLOGICAL RESERVE



Signage example from
EBRPD Point Isabel

ECOLOGICAL RESERVE

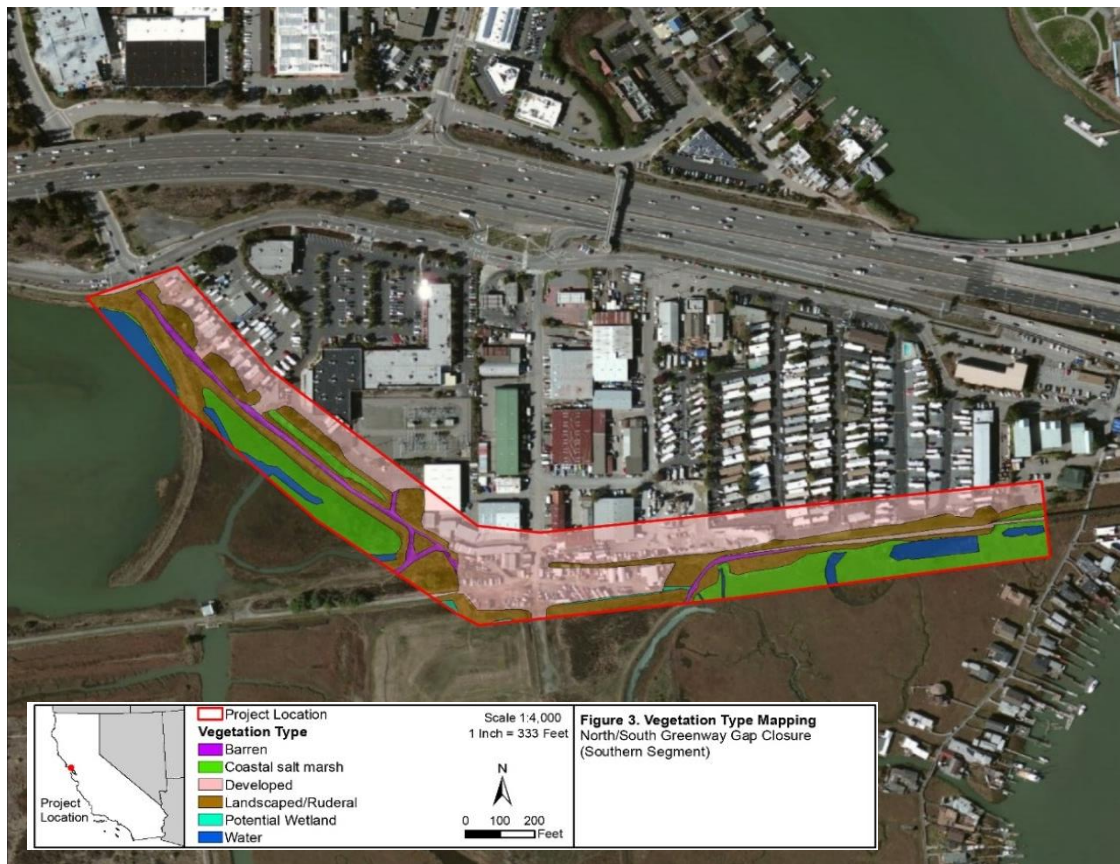
TECHNICAL STUDIES

- Biological
- Cultural (Minor)
- Geotech / Hazardous Assessment
- Water Quality

PERMITTING

- San Francisco Bay Conservation and Development Commission (BCDC) Permit
- Section 7 Consultation (USACE)
- Section 404 Wetlands
- Water Quality 401 Certification

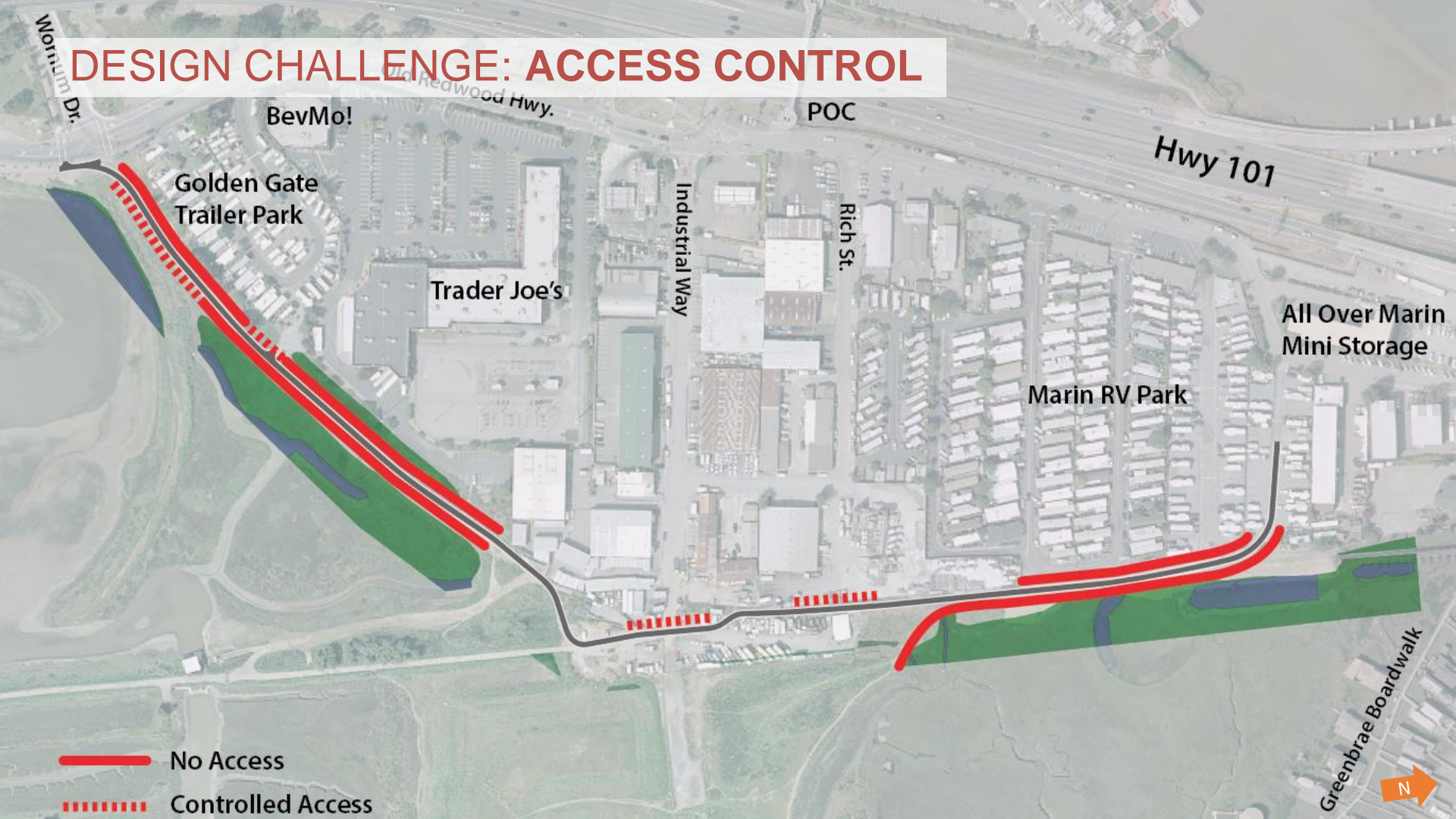
* **Green** / **Blue** = Jurisdictional Salt Marsh and Water



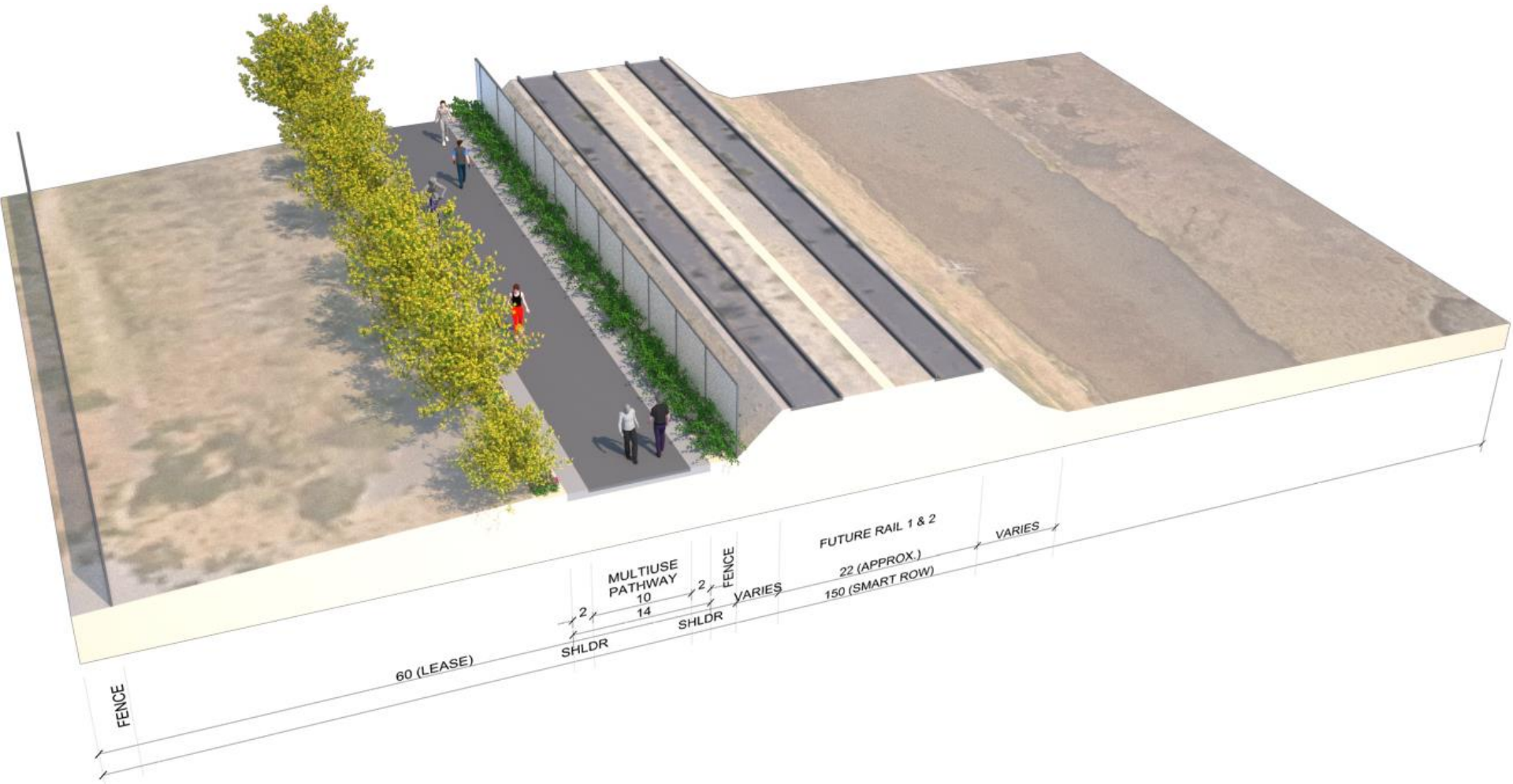
DESIGN CHALLENGE: ADJACENT USES



DESIGN CHALLENGE: ACCESS CONTROL



- No Access
- - - - - Controlled Access







DESIGN CHALLENGE: FENCED CONNECTION & GRADE DIFFERENTIAL



SMART CORRIDOR BERM



FLOODING & DRAINAGE



Jan. 8, 2017

(Photo: James Cacciatore/Special to the
Marin Independent Journal)



PERSONAL SECURITY





Cost Plus World Market

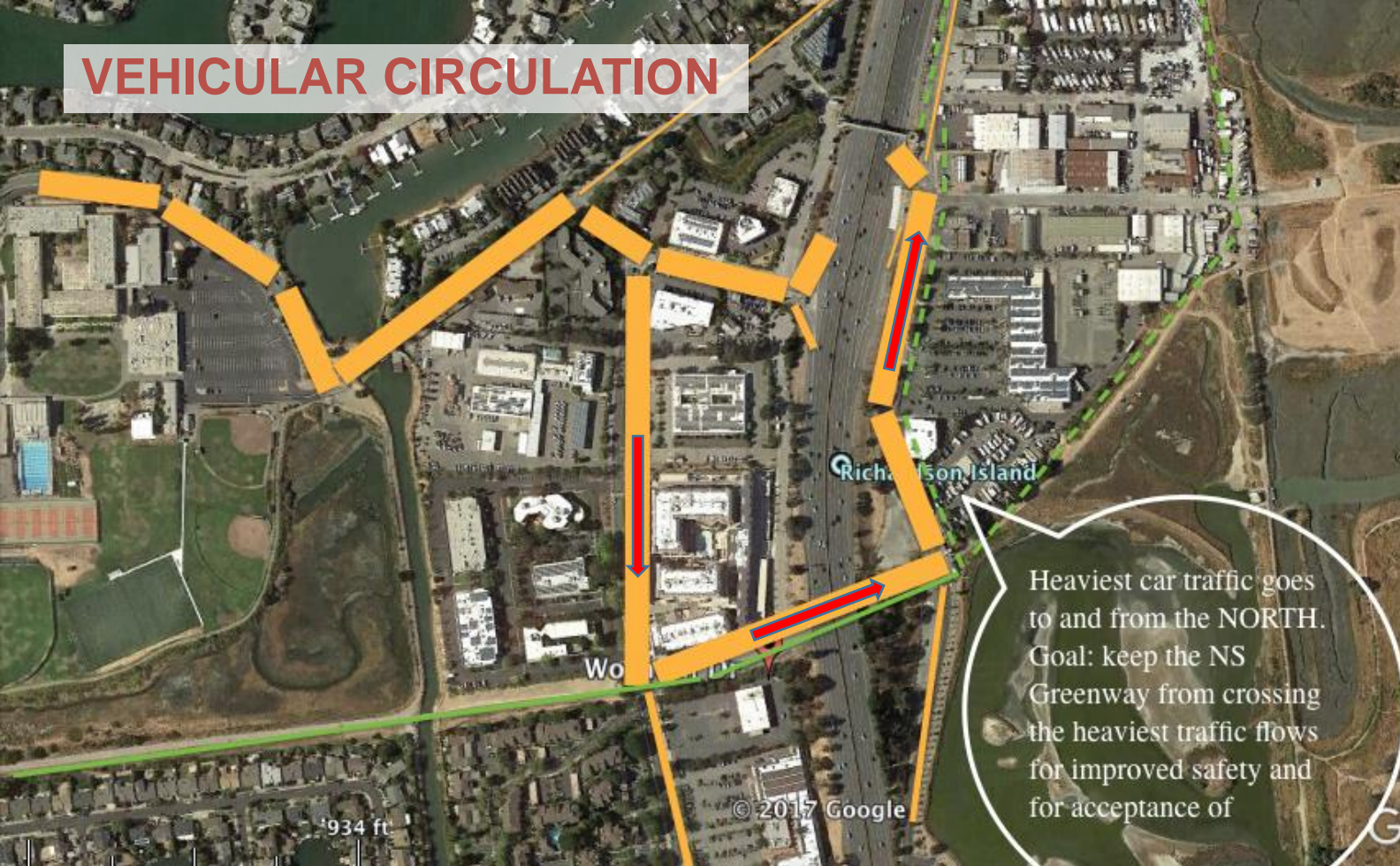
Man's Wearhouse

Trader Joe's

The Vitamin Shoppe

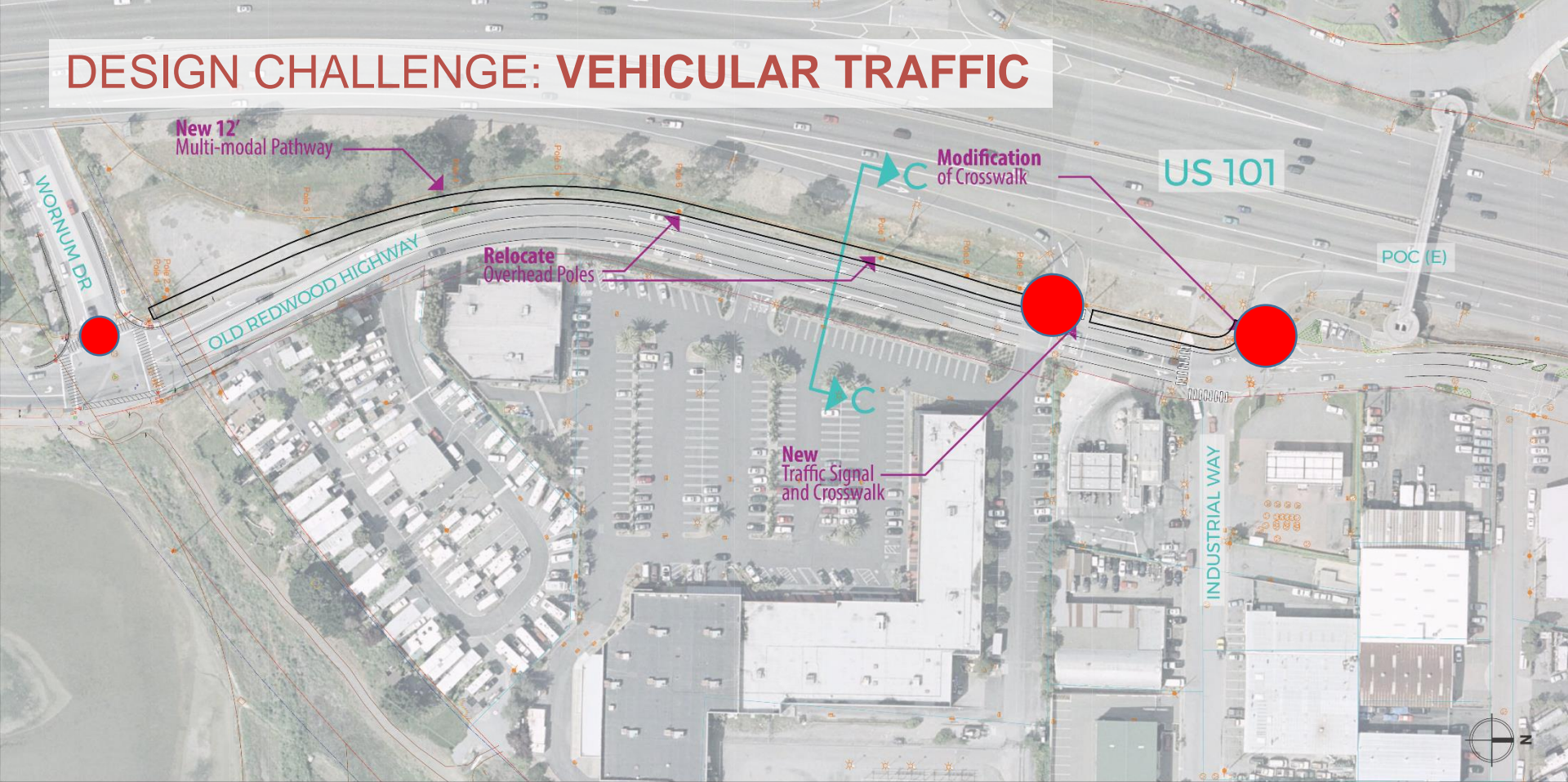
Barnes & Noble

VEHICULAR CIRCULATION



N-S GREENWAY SOUTHERN SEGMENT

DESIGN CHALLENGE: VEHICULAR TRAFFIC



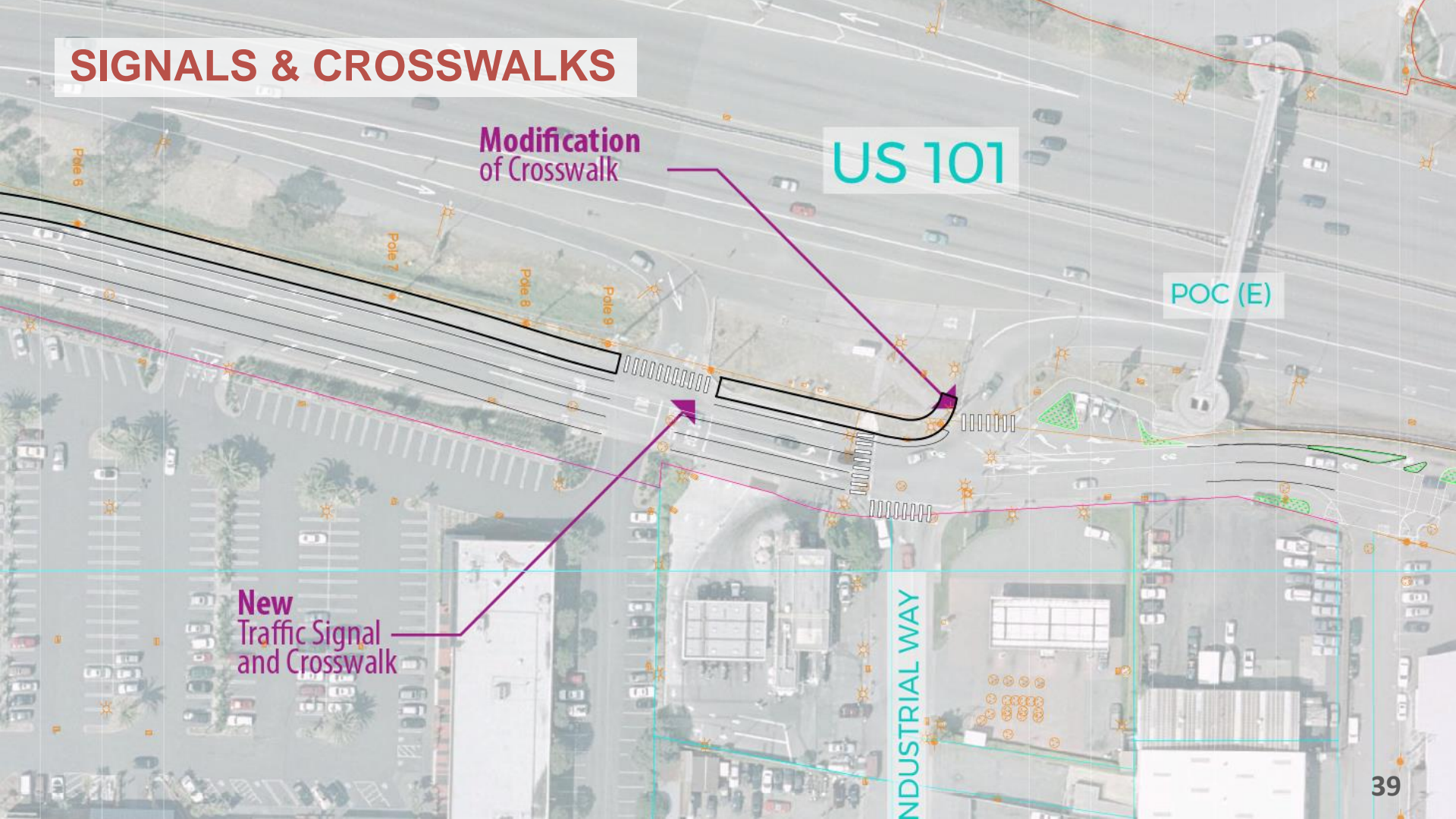
ALT ORH-I (WEST SIDE CLASS I PATHWAY WITH RELOCATED UTILITY POLES)

COUNTY OF MARIN NORTH-SOUTH GREENWAY GAP CLOSURE SOUTHERN SEGMENT



N-S GREENWAY SOUTHERN SEGMENT

SIGNALS & CROSSWALKS



Modification
of Crosswalk

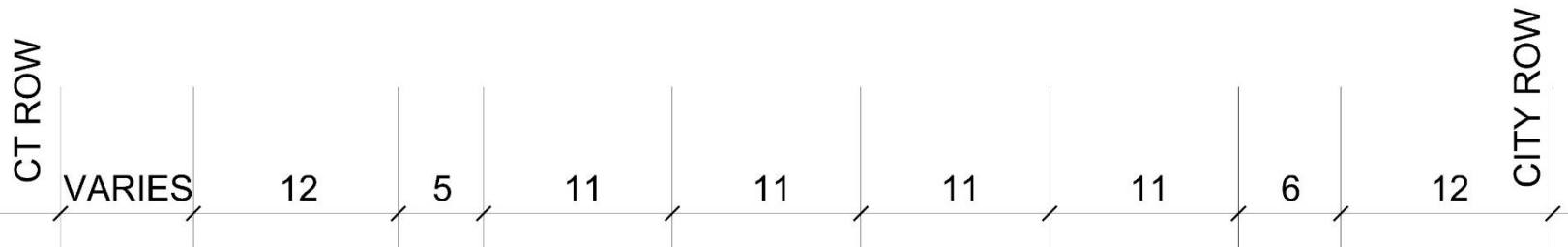
US 101

POC (E)

New
Traffic Signal
and Crosswalk

INDUSTRIAL WAY

OLD REDWOOD HIGHWAY ALTERNATIVE (O1)



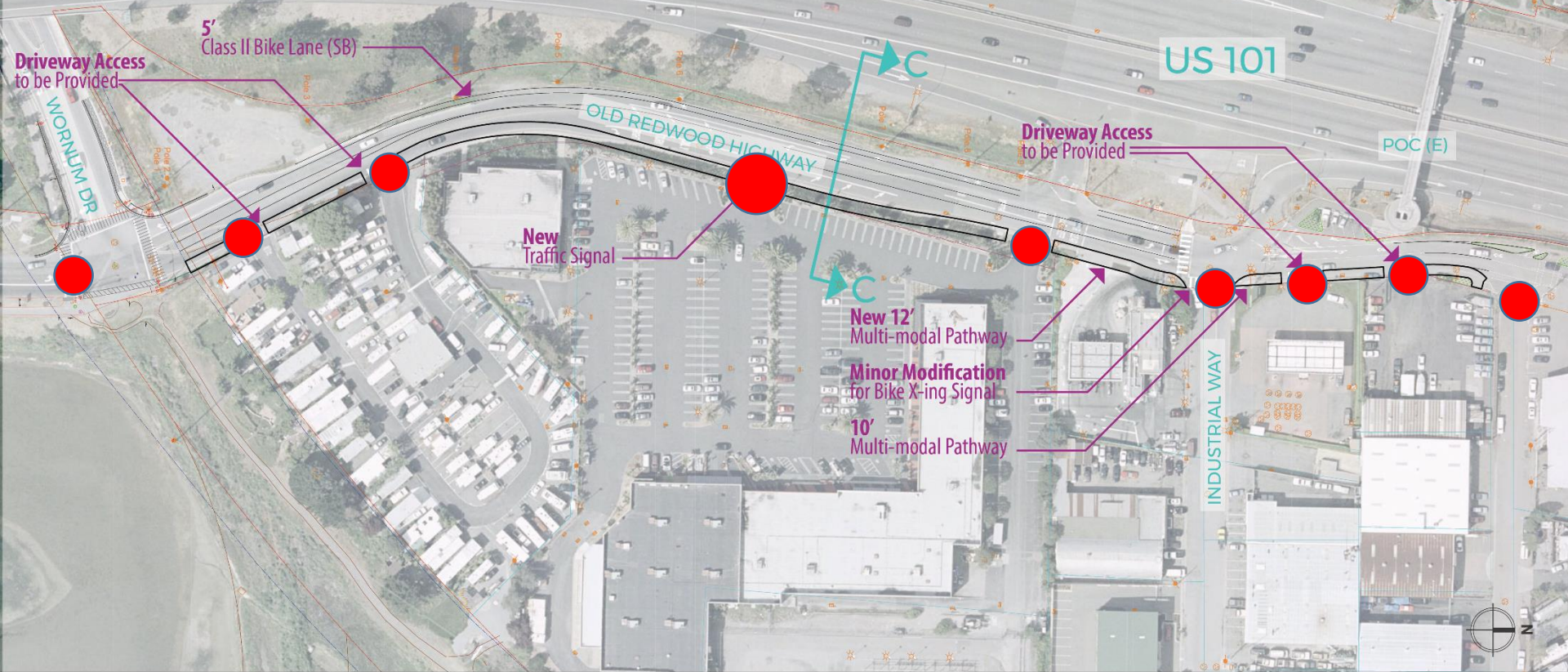
OLD REDWOOD HIGHWAY ALTERNATIVE (O1)



OLD REDWOOD HIGHWAY ALTERNATIVE (O1)



DESIGN CHALLENGE: VEHICULAR TRAFFIC



ALT ORH-3 (EAST SIDE CLASS I PATHWAY)

COUNTY OF MARIN NORTH-SOUTH GREENWAY GAP CLOSURE SOUTHERN SEGMENT

PUBLIC INPUT SURVEY

- Also available online at:

www.nsgreenwaygapclosure.com

for two weeks (until Oct. 26)

NORTH-SOUTH GREENWAY GAP CLOSURE PROJECT

SOUTHERN SEGMENT

Community Survey Booklet
October 11, 2017



WELCOME

This survey is designed to elicit your ideas and feedback to help guide the project team in the current preliminary engineering and environmental services phase of the project. As the project moves forward, there will be more opportunities to provide feedback on specific design features.

This survey is also available online via www.nsgreenwaygapclosure.com until October 26th.

Thank you for your participation!

ABOUT YOU

Your contact information will only be used to provide notices about this project.

1. NAME:

2. EMAIL ADDRESS:

3. Are you a cyclist? ☐ Yes ☐ No

4. If yes, for what purpose(s) do you typically ride?

☐ Commuting ☐ Recreation & Exercise ☐ Both

5. Are you a frequent walker/runner? ☐ Yes ☐ No

6. If yes, for what purposes do you typically walk/run?

☐ Commuting ☐ Recreation & Exercise ☐ Both

7. Do you typically walk/run with any of the following?

☐ Children ☐ Dog(s) ☐ Stroller ☐ Other People ☐ None

DESIGN PRIORITIES

8. The design team is interested in learning about your priorities.

From the following list, please select your top three design goals for the North-South Greenway Southern Segment project. The text in grey is intended just to give you a sense of the types of design decisions which are related to each goal.

Check only three.

_____ Access to Nature and Bay Views

For example, landscape instead of pave where possible, design to provide seating at points of interest, and develop pathway geometrics to maximize views of the bay.

_____ Personal Security

For example, design to avoid hidden areas adjacent to the pathway.

_____ Efficient Bicycle Commuting

For example, design with gentle curves to minimize the need for stopping.

_____ Minimize Impacts to Existing Uses

For example, locate pathway and/or provide screening to prevent views into residences and businesses.

_____ Consistency with Existing Planning Documents

For example, generally place greater weight on the findings of previous planning studies than on new findings or conditions.

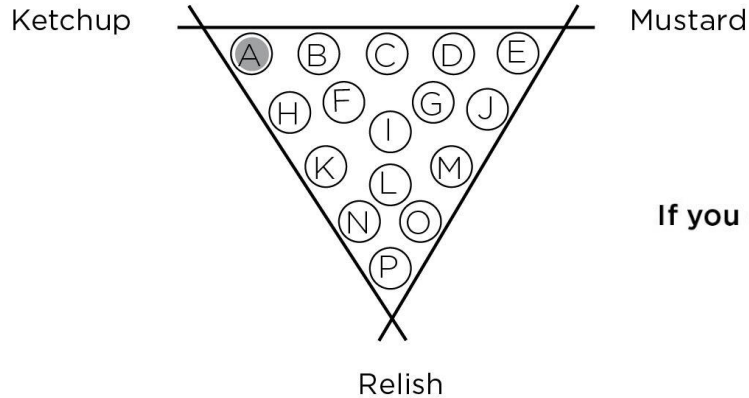
_____ Minimize Bike/Ped Conflicts with Vehicles

For example, place crosswalks where they are maximally visible.

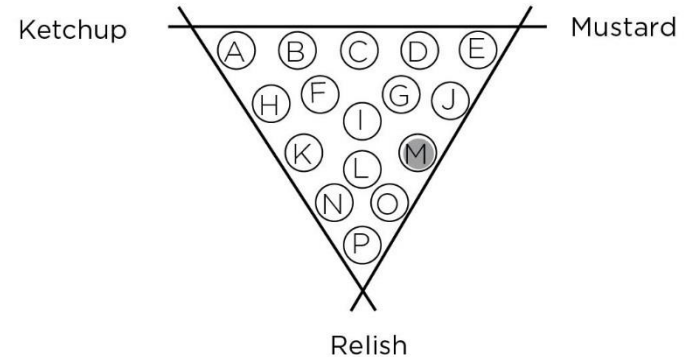
Feel free to add comments or additional priorities if you do not see them listed above:

HOW TO FILL OUT A TRIANGLE QUESTION

If you only want ketchup, this is how you fill it out:



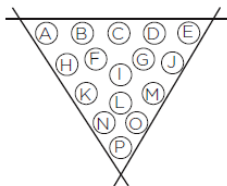
If you only want mustard and relish, but no ketchup:



PROJECT USERS

9. Please mark a dot within the triangle that best reflects your point of view:

The connection will be used by people as a destination.



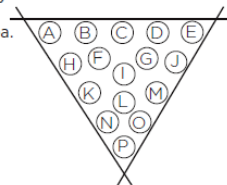
The connection will be used by people as a way to get places.

The connection will be used by people as part of a workout or for recreation.

EXISTING CONDITIONS & USER EXPERIENCE

10. Please mark a dot within the triangle that best reflects your point of view about cycling along Old Redwood Highway:

The existing bike lanes on Old Redwood Highway provide adequate safety and connectivity for cyclists through the area.



Bicycle improvements along Old Redwood Highway are needed regardless of whether a new multi-use pathway is constructed along the SMART right of way.

Cyclists will no longer have to use Old Redwood Highway through the area if a new multi-use pathway is constructed along the SMART right of way.

11. How comfortable do you currently feel walking along Old Redwood Highway?

Less comfortable		Very comfortable		
1	2	3	4	5
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

☐ I have never walked along Old Redwood Highway

12. How comfortable do you currently feel walking along the railroad right-of-way next to the Corte Madera Ecological Reserve?

Less comfortable		Very comfortable		
1	2	3	4	5
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

☐ I have never walked along the railroad right-of-way next to the Corte Madera Ecological Reserve.

If you have any additional comments you would like to share with the project team, please provide them here.

THANKYOU!

ANTICIPATED TIMELINE



NEXT STEPS

- Continue Preliminary Engineering
- Continue to work with stakeholders (Public, SMART, Caltrans, Larkspur, Corte Madera)
- Continue to work with property owners to explore right of way challenges
- Begin initial study to determine level of environmental document
- Assess environmental impacts of alternatives
- Come back to public late January 2018 to review alternatives assessments and project status

THANK YOU!



THE TOWN OF
CORTE MADERA
MARIN COUNTY CALIFORNIA



STEVEN GROVER
& ASSOCIATES
ARCHITECTURE
ENGINEERING