



SMART PATHWAY

Restoring the Vision



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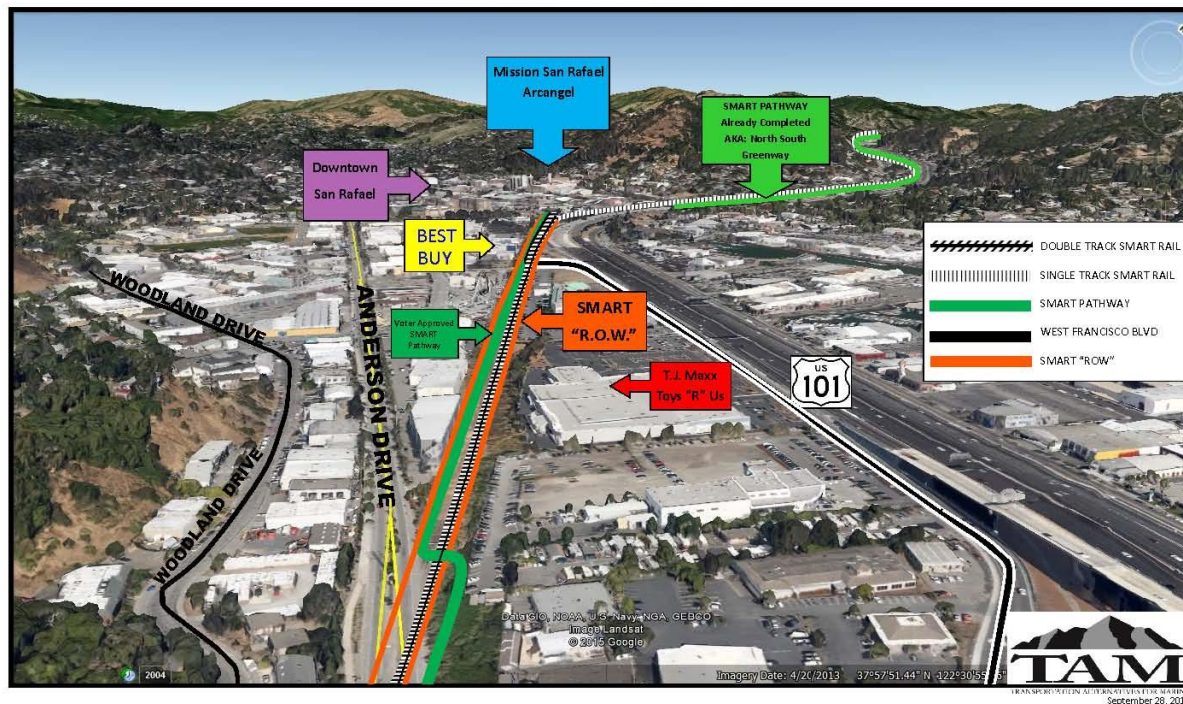
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ANDERSON TO SECOND OVERVIEW



SMART PATHWAY: ANDERSON DRIVE TO 2ND STREET

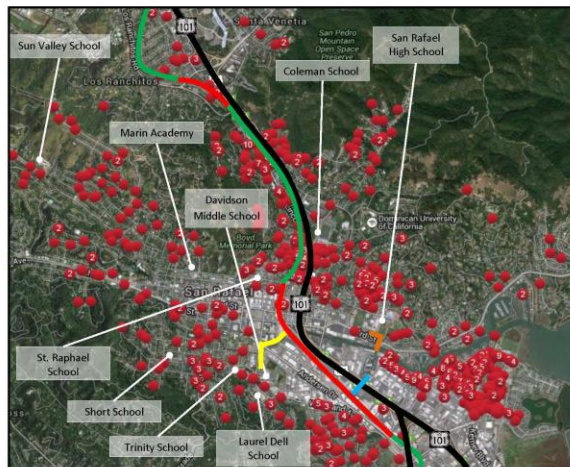




WHO IS IT EFFECTING?



COMPLETE SAN RAFAEL'S SAFE ROUTES TO SCHOOL



- *Public Schools*
 - Sun Valley School
 - Coleman School
 - Laurel Dell School
 - Davidson Middle
 - San Rafael High School
 - Marin Academy
 - St. Raphael School
 - Trinity School
 - Short School
- *~ 3600 Students*
- *Families in the Canal district, many whom are of lower SES and do not own a driver's license*



MEASURE R / MEASURE Q



2006 Measure R	
III. Expenditure Plan and Project Details	

A. Project Description	

5. Bicycle/Pedestrian Pathway:	
<ul style="list-style-type: none">SMART proposes a bicycle/pedestrian pathway along the SMART rail corridor linking the 14 rail stations.The proposed bicycle/pedestrian pathway includes a combination of Class 1 and Class 2 pathways.The construction of the bicycle/pedestrian pathway is proposed both on and off the SMART right-of-way depending on physical and environmental constraints and available rights-of-way.SMART proposes to fund approximately 57% of the pathway construction.Completion of the entire pathway would require the identification of additional revenues.	
TABLE 2: Anticipated Costs and Revenues Over 20 Years	
Project Capital Costs	
Bicycle/Pedestrian Pathway Along Approximately 50% of the SMART Railway	\$46 Million

Voter Support for Measure R				
County:	Yes		No	
	Votes	%	Votes	%
Marin County	59,774	57.51%	44,168	42.49%
Sonoma County	118,382	70.1%	50,505	29.6%
Totals:	178,156	65.3%	94,673	34.7%

2008 Measure Q	
I. Executive Summary: SMART Expenditure Plan	
The Sonoma-Marin Area Rail Transit District (SMART) proposes a 1/4-cent sales tax measure for Sonoma and Marin Counties in order to pay for the construction and operation of a passenger train system and ancillary bicycle/pedestrian pathway along the existing, publicly owned Northwestern Pacific Railroad. The SMART project will extend from Cloverdale in Sonoma County to Larkspur in Marin County. (See Figure 1)	

III. Expenditure Plan and Project Details	

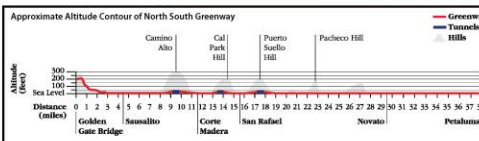
B. Project Components: Capital Improvements	

5. Provide Funding for a Bicycle/Pedestrian Pathway: SMART will provide a bicycle/pedestrian pathway along the SMART rail corridor linking the 14 train stations and on-going annual maintenance of the pathway.	
TABLE 1: SMART Project Costs (All costs in 2008 dollars)	
Project Capital Costs	
Bicycle/Pedestrian Pathway Along 100% of the SMART Railway	\$91 Million

Voter Support for Measure Q				
County:	Yes		No	
	Votes	%	Votes	%
Marin County	83,805	62.79%	49,665	37.21%
Sonoma County	162,242	73.7%	58,016	26.3%
Totals:	246,047	69.6%	107,681	30.4%

What the public
voted to tax
themselves on...

"A bicycle/pedestrian pathway along the SMART rail corridor ...from Larkspur to Cloverdale"



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SMART 2008 EXPENDITURE PLAN



SMART 2008 EXPENDITURE PLAN

“If additional funds become available, the SMART Board will prioritize completion of the bicycle/pedestrian pathway.”



WHAT SMART IS DOING

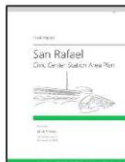


What the public voted to tax themselves on:

SONOMA-MARIN AREA RAIL TRANSIT DISTRICT MEASURE Q	
Q MEASURE Q: To relieve traffic, fight global warming and increase transportation options, shall Sonoma-Marina Area Rail Transit District be authorized to provide two-way passenger train service every 20 minutes during weekday rush hours, weekend service, a bicyclist/pedestrian pathway linking the stations, and connections to ferry/bus services, by levying a 1/2-cent sales tax for 20 years, with an annual spending cap, independent audit/oversight, and all funds supporting these environmentally responsible transportation alternatives in Marin and Sonoma Counties?	YES
	NO

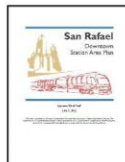
"A bicycle / pedestrian pathway along the SMART rail corridor
...from Larkspur to Cloverdale."

What San Rafael City Council has approved:



Provides for:

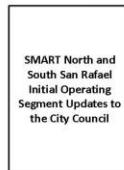
- The SMART Multi-Use Path (MUP) from McGinnis Parkway to the top of Puerto Suello Hill, connecting to the Puerto Suello Hill Path.



Provides for:

- Completing the SMART MUP through downtown San Rafael by:
 1. Making West Tamalpais one way ~ Southbound Mission to Fourth Street ~ Northbound Fourth Street to Second Street
 2. Building SMART MUP on West Tamalpais from Mission to Second Street
- Determining the optimal alignment of the SMART MUP from Second Street to Andersen Drive.

What SMART is doing:



The 2014 SMART Strategic Plan and the San Rafael DPW Updates to the City Council on the SMART North (12/15/2014) and South (1/20/2015) Initial Operating Segment through San Rafael eliminate the SMART MUP South of North San Pedro Road, including the segments:

- North San Pedro Road to the top of Puerto Suello Hill Park
- Mission to Second Street
- Second Street to Andersen Drive

The Environmental Assessment for the SMART San Rafael to Larkspur Operating Segment will PERMANENTLY eliminate the SMART MUP from Second Street to Andersen Drive.



SAVE THE NORTH SOUTH GREENWAY



SAVE THE NORTH SOUTH GREENWAY



Path Segment Names:

- A: SMART SRMP (Multi-use Path) Civic Center Connection
- B: SMART SRMP North San Rafael Connection
- C: North San Pedro Road to the Top of Puerto Sunko Hill
- D: Top of Puerto Sunko Hill Path
- E: SMART SRMP Downtown San Rafael Segment
- F: SMART SRMP Andersen St Second Street Segment
- G: Cal Park Hill Tunnel Path
- H: Central Area Ferry Connection
- I: North South Greenway Gap Closure Project
- J: Santa Monica Trail

North South Greenway Segment Key

Already Exists	Being Built	ELIMINATED FROM SMART PLANS*
—	—	—

*The SMART Strategic Plan 2011 retained all three segments (highlighted in red) which were in the SMART Strategic Plan 2008. The SMART Strategic Plan 2011 provides for SMART Multi-use Path segments that SMART plans to build until 2020. The SMART Proposed Action in the Environment Assessment for the San Rafael to Larkspur Operating Segment will permanently eliminate the Greenway from Second Street to Andersen Drive if the rail component is built as proposed.



2014 ENVIRONMENTAL ASSESSMENT



3.15 ENVIRONMENTAL RESOURCES NOT SUBJECT TO FURTHER EVALUATION

A number of topical issue areas are not evaluated in detail in this EA, generally because the identified environmental resources are not present within or around the Proposed Action area or because implementation of the Proposed Action would clearly have no effect with respect to the topical issue area. These issue areas are described in this section with an explanation of why they are not evaluated further in this EA.

3.15.1 Agricultural and Forestry Resources

The Proposed Action area is classified as “Urban and Built-up” by the California Farmland Mapping and Monitoring Program (California Department of Conservation 2010), which is a classification used for lands that present constraints for agricultural use. The proposed rail alignment is intensively developed and urbanized along its entire length. No agricultural or forestry operations or resources are present along any portion of the alignment. The closest agricultural operation to the Proposed Action area is a small dairy operation adjacent to U.S. Highway 101, approximately 4 miles north of Downtown San Rafael. Therefore, agricultural and forestry resources are not present in the Proposed Action area, and no effect would occur on such environmental resources from implementation of either of the EA alternatives.

3.15.2 Mineral Resources

Soils in the northern two-thirds of the Proposed Action area are made up exclusively of artificial fill material, underlain by deposits of Bay mud that extend to substantial depths. These types of strata typically are not associated with valuable mineral resources. The southern one-third of the Proposed Action area passes through and over rocks associated with the Franciscan Complex, a formation that is not known to contain substantial quantities of important minerals. Regardless, the entire Proposed Action area is heavily urbanized and built-up, and mineral extraction activities are not known to have ever occurred in this area. Therefore, mineral resources are not present in the Proposed Action area, and no effect would occur on such environmental resources from implementation of either of the EA alternatives.

3.15.3 Section 4(f)

There are no qualifying Section 4(f) properties in the project area. The SMART Non-Motorized Pathway (NMP) lies adjacent to the Proposed Action alignment from Andersen Drive southwards to the proposed Larkspur Station location. This portion of the NMP is known locally as the Cal Park Hill Pathway. An additional NMP segment may be constructed in the future using local funds alongside the Proposed Action alignment from Andersen Drive northwards to the vicinity of Rice Drive.

The NMP is entirely within the right-of-way of the Proposed Action, is identified as a transportation facility in local general plans and bicycle and pedestrian master plans, and was constructed using federal Congestion Mitigation and Air Quality funds that are intended to offer traffic congestion relief. The NMP and the larger right-of-way of which it is a part have a long history of being dedicated for transportation purposes. The acquisition of the Northwestern Pacific Railroad (NWP) right-of-way by the Golden Gate Bridge Highway and Transportation District (GGBHTD) was the result of the 1969 California Legislature’s direction to the GGBHTD

3.15.3 Section

4(f)

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ANDERSON TO SECOND OVERVIEW



SMART PATHWAY: ANDERSON DRIVE TO 2ND STREET

