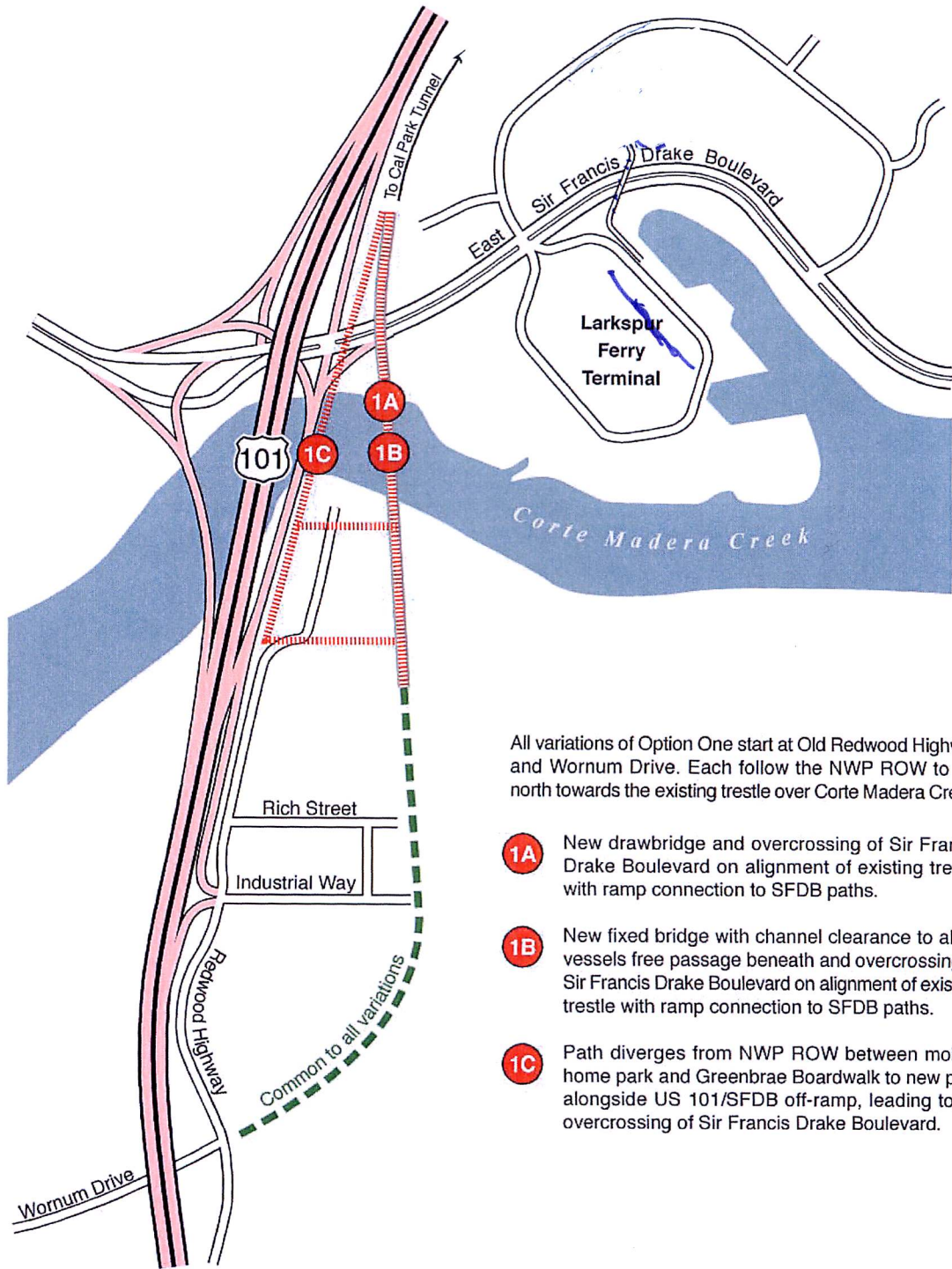


Option Title	Central Marin Ferry Connection Interim Phase 2
Author Name, phone and email	David Schonbrunn, TRANSDEF 415-331-1982 info@transdef.org
Features / Description	<p>The Central Marin Ferry Connection Interim Phase 2 project would build a bridge to connect paths at SFDB to other paths south of Corte Madera Creek. This proposal is a scheme for faster, cheaper implementation of this widely supported project.</p> <p><u>Elements</u></p> <ul style="list-style-type: none"> • Utilize the existing RR trestle structure to support a pathway crossing Corte Madera Creek. • Lift prefab sections of concrete decking (with handrails) onto the beams of the trestle. • Remove the existing RR bridge and install a pedestrian bridge using the same foundations, if acceptable to the Coast Guard. • Connect the Phase 1 bridge spanning SFDB to the trestle deck, and build a ramp from ground level up to the trestle deck. <p><u>Distinguishing Characteristic</u></p> <ul style="list-style-type: none"> • This "borrows" the trestle from SMART. It will be many years before SMART even considers extending service south of SFDB. <p><u>Necessary conditions for feasibility</u></p> <ol style="list-style-type: none"> 1. Verify that the existing deteriorated wooden trestle is structurally adequate to support a bike path. 2. Acquire options on the sailboat landing rights of three docks that are west of the RR bridge. 3. Get approval from SMART for the interim use of the right-of-way, until such time as there is a decision to provide train service south of Corte Madera Creek. TAM would probably need to take on all costs and liability for the interim project. 4. Ensure that funding for the Phase 1 project is not jeopardized. 5. Get buy-in from bicycle stakeholders. 6. If necessary, negotiate to build a replacement sailboat dock on the east side of the RR bridge.

Advantages	<ul style="list-style-type: none"> • Closes the Greenway gap much sooner than building a new pathway. • Much cheaper than building a new pathway in wetlands. • More pleasant experience than the Highway 101 pathway alternative. • Preserves (at least temporarily) the RR Trestle, part of Marin's history. • Could win awards for adaptive reuse of public infrastructure.
Disadvantages / Impacts	<ul style="list-style-type: none"> • To make it possible for TAM to have the time to consider this proposal, the bidding process for Phase 1 may need to be modified to avoid being charged for a change order, as the ramps serving this proposal would be a bit different. Depending on how long it takes to make a decision to accept or reject this proposal, it may be necessary to pay a remobilization charge to bring crews back onsite to finish the ramps for Phase 1. • Requires adjusting the design of the Phase 1 project 's East ramp, and extending the West ramp one more pier. • Preserving the trestle could make Phase 1 construction more expensive, because of difficult access for heavy equipment. • Public agencies may be uncomfortable building a project whose right-of-way could be reclaimed by its owner. However, the expensive elements--the creek bridge and deck--could be reused on new supports, mitigating that concern.
How does your option address the following:	
Access & Connectivity	Bike & Pedestrian It closes a major gap in the North-South Greenway between San Rafael and Corte Madera.
	Transit NA
	SMART This proposal is compatible with a future SMART track structure built on the right-of-way to provide service to the Village Shopping Center.
Broader Issues	Can many years use of a low-cost pathway offset the uncertainty of possibly having to build a permanent Phase 2 project later?



All variations of Option One start at Old Redwood Highway and Wornum Drive. Each follow the NWP ROW to the north towards the existing trestle over Corte Madera Creek.

- 1A New drawbridge and overcrossing of Sir Francis Drake Boulevard on alignment of existing trestle with ramp connection to SFDB paths.
- 1B New fixed bridge with channel clearance to allow vessels free passage beneath and overcrossing of Sir Francis Drake Boulevard on alignment of existing trestle with ramp connection to SFDB paths.
- 1C Path diverges from NWP ROW between mobile home park and Greenbrae Boardwalk to new path alongside US 101/SFDB off-ramp, leading to an overcrossing of Sir Francis Drake Boulevard.

Larkspur Trestle Bike Path Option I

10/02