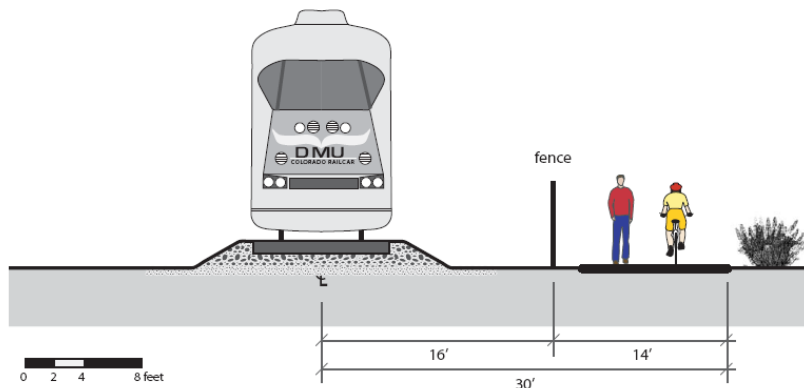




The pathway includes segments that will implement portions of the *Marin County Bicycle and Pedestrian Master Plan* (June 2001), as described in *Moving Forward: A 25-Year Transportation Vision for Marin County* (February 2003); as well as portions of the Sonoma County Bicycle Plan, as described in the *Countywide Transportation Plan for Sonoma County* (September 2001), and the *Comprehensive Transportation Plan* (June 2004). Implementation of the bicycle/pedestrian pathway components of these plans are an integral part of the proposed SMART project, and will create an important travel corridor in addition to a new community asset which can be used for commuting and/or recreation.

The proposed pathway consists of approximately 54 miles of Class I (paved and off-road) pathway. It will be located on the rail right-of-way and separated from vehicle traffic, providing a “linear park” experience that will be attractive for many users, from long-distance bikers to short-distance strollers to families, seniors and the disabled. In locations where the existing rail right-of-way is not of sufficient width to accommodate a pathway, or in environmentally sensitive areas, approximately 17 miles of Class II bike lane improvements will be created. Class II segments will consist of a dedicated striped lane for one-way bike travel on streets, and will be linked with the Class I portions of the pathway to create a continuous travel corridor.



To protect bicyclists, pedestrians and animals from the trains in higher-speed areas, a safety structure will be built between the railroad tracks and the bicycle/pedestrian pathway. An advisory group has been convened to help create the safety structure along the rail corridor, much as the BPAG advised SMART on the

alignment for the pathway. The safety structure group began meeting in early 2008 and is expected to complete its work in the late summer or early fall.

The type of safety structure will depend on the average speed of the train and the proximity of the pathway to the railroad track. In non-urban areas of the rail corridor that are not directly adjacent to Highway 101, and where a safety structure is proposed to be installed between the bicycle/pedestrian pathway and the tracks, intermittent gaps will be placed along the barrier to allow passage of wildlife.

*For more information about the SMART rail and trail project, go to [www.sonomamarintrain.org](http://www.sonomamarintrain.org) or call SMART's information lines in Marin, 415-419-3510, or Sonoma, 707-583-2323.*