

# RICHMOND-SAN RAFAEL BRIDGE – BAY TRAIL CONNECTIONS (MARIN)

*Richmond-San Rafael Bridge to Remillard Park in Larkspur*



**BAY AREA TRAILS  
COLLABORATIVE**



*A bidirectional bikeway connecting Francisco Boulevard E in San Rafael with East Sir Francis Drake Boulevard in Larkspur (opened in 2020). Photo by Warren Wells.*

## PROJECT OVERVIEW

After much anticipation and decades of advocacy, a separated multiuse pathway across the Richmond-San Rafael Bridge (R-SR Bridge) opened in November 2019. Roughly 7,000 walking and biking trips are made across the span monthly despite high-speed roads and a lack of bicycle and pedestrian infrastructure on the Marin side. This is in stark contrast to the East Bay side, where safe walking and bicycling connections have been seamlessly integrated into the region's active transportation network via a series of interconnected multiuse pathways.

Fortunately, the situation in Marin is beginning to improve. The Bay Area Toll Authority (BATA) and the Transportation Authority of Marin (TAM) is constructing a 0.5-mile multiuse pathway along Francisco Boulevard E, from the Richmond-San Rafael Bridge to Grange Avenue in San Rafael. This pathway, when complete, will connect users to a protected bikeway traversing the I-580 Freeway, terminating on East Sir Francis Drake (ESFD) Boulevard at the intersection of Andersen Drive. Once complete, a 0.7-mile segment along ESFD Boulevard between Andersen Drive and Remillard Park in Larkspur will be the only gap in an otherwise car-free route between Marin's most popular bicycling routes and the East Bay.

The R-SR Bridge – Bay Trail Connections project is one of 12 projects that the Bay Area Trails Collaborative has prioritized as critical to completing its 2,600-mile regional trail network. The Bay Area Trails Collaborative is a Rails-to-Trails Conservancy TrailNation™ project—a nationwide initiative to create model regional trail networks that demonstrate the powerful impact trails have on communities.

## PROJECT DATA

- **Total Project Miles:** 1.25
- **Miles Completed to Date:** 0.3
- **Total Miles in These Segments:**
  - End of R-SR Bridge Path to Grange Avenue: 0.25—Under construction as of June 2024
  - Andersen Drive/East Sir Francis Drake Blvd. to Remillard Park: 0.7
- **Total Estimated Cost for These Segments:**
  - End of R-SR Bridge Path to Grange Avenue: \$6.9 million
  - Andersen Drive/East Sir Francis Drake Blvd. to Remillard Park: \$7.5—\$13.6 million
- **Funds Secured for These Segments:**
  - End of R-SR Bridge Path to Grange Avenue: Fully Funded
  - Andersen Drive/East Sir Francis Drake Blvd. to Remillard Park: \$700,000 for planning and engineering

## PROJECT ACTION PLAN

- Encourage Marin County Board of Supervisors and the County Public Works Department to prioritize completion of the 0.7-mile segment between Andersen Drive/East Sir Francis Drake Blvd. and Remillard Park in Larkspur
- Secure additional funding to complete environmental/engineering work, followed by construction

## PROJECT CONTACT

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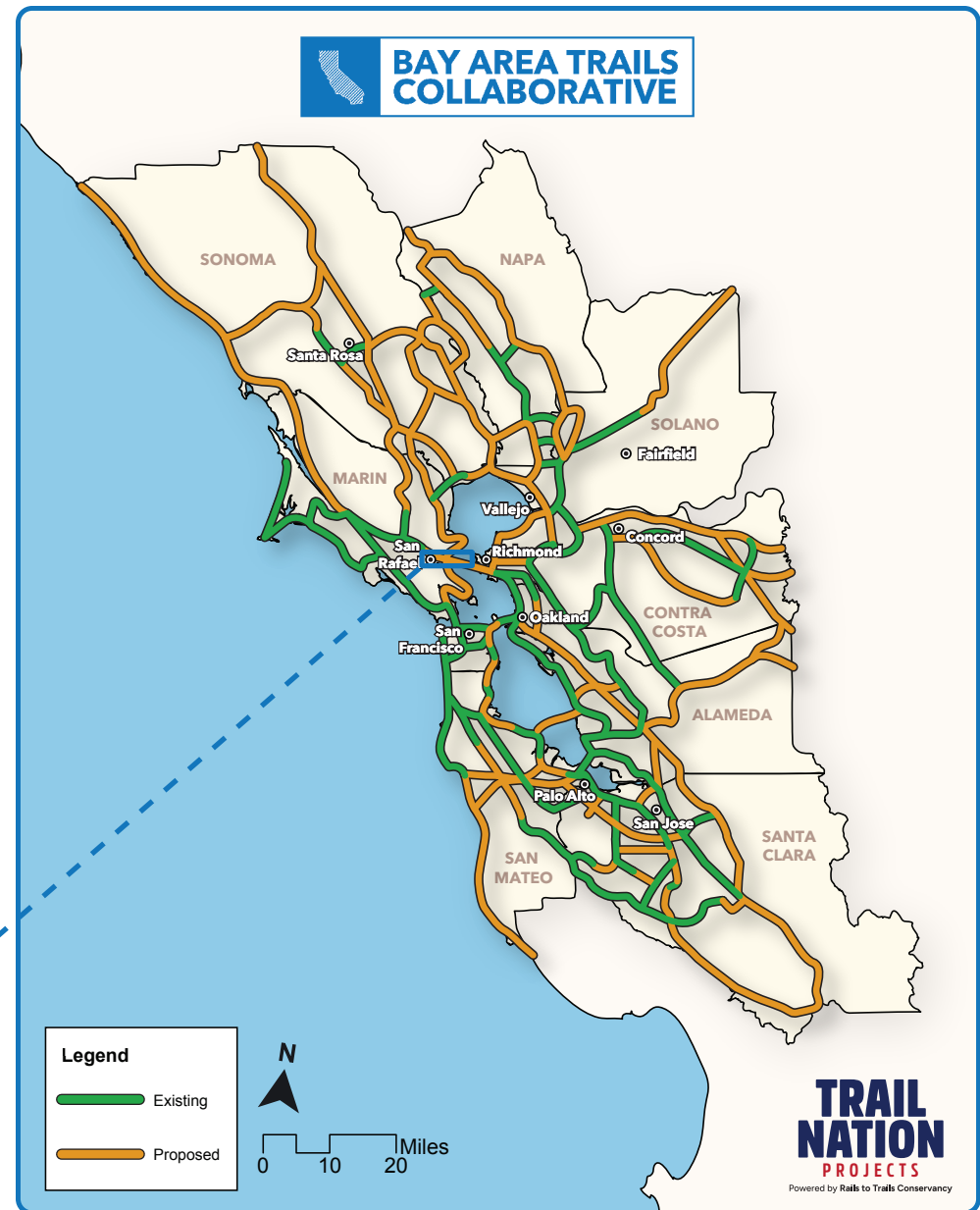
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## TRANSFORMATIVE IMPACT

**Creating Linkages:** Completing the Bay Trail between the R-SR Bridge and Larkspur would provide the missing link between the East Bay's trail network and the epicenter of Marin County's trail network, establishing connections to the North-South Greenway (Marin's primary north-south bike route), the Corte Madera Creek Trail (a route between Ross and Larkspur) and sections of the Bay Trail in San Rafael and Corte Madera.

**Safe Routes to Jobs:** Westbound traffic congestion over the R-SR Bridge has dramatically increased in recent years, with many people who work in Marin commuting from across the San Francisco Bay due to the high cost of housing. These connections to the R-SR Bridge will provide a safe alternative to driving for the nearly 4,000 people who work in the vicinity of the proposed pathway connections, making bicycling a viable option for cross-bay commuters.

**Connecting East San Rafael to the Bridge:** People who live in San Rafael's eastern neighborhoods—including the Canal Area, a densely-populated Metropolitan Transportation Commission-designated equity priority community—currently enjoy access to 2 miles of continuous Bay Trail along the eastern shoreline, but face a challenging final half-mile of roadway to reach the R-SR Bridge. Completing this trail gap would result in a seamless connection between the Canal Area and the bridge.



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