



STATE ROUTE (SR) 37 POLICY COMMITTEE

9:30 a.m., Thursday, November 2, 2017

Foley Cultural Center, Lakeside Conference Room*

1499 N. Camino Alto.

Vallejo, CA California 94590

***Note Change in Meeting Location**

MEETING AGENDA

1. CALL TO ORDER AND INTRODUCTIONS

**Chair David Rabbit
County of Sonoma**

2. OPPORTUNITY FOR PUBLIC COMMENT

3. CONSENT CALENDAR

A. Minutes of the September 25, 2017 SR 37 Policy Committee Meeting

Daryl Halls, STA

Recommendation:

Approve SR 37 Policy Committee September 25, 2017 Policy Committee Meeting Minutes

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4. ACTION ITEMS

A. SR 37 Transportation and Sea Level Rise Corridor Improvement Plan Phase 1

Janet Adams, STA

Recommendation:

Approve the following:

1. Support Segment B as the priority corridor segment from Mare Island Interchange to SR 121 for the Phase 2 Design Alternatives Assessment
2. Support the following Phase 1 Near Term Project priorities for 2018 SHOPP projects:
 - a. SR 37/SR 121 Intersection Improvements
 - b. SR 37/Mare Island Interchange Improvements
 - Metering at Mare Island WB on-ramp
 - Westbound merge and lane drop improvements west of Mare Island on-ramp
 - c. SR37 near term flooding improvements corridor-wide

5. INFORMATION ITEMS

A. Summary of SR 37 Public Open House Events/Public Comments and Implementation Activities Update by Transportation Agency: Pg. 9 - 48

- Transportation Authority of Marin
- Napa Valley Transportation Authority
- Solano County Transportation Authority
- Sonoma County Transportation Authority

Nick Nguyen, TAM
Danielle Schmitz, NVT
Janet Adams, STA
James Cameron, SCTA

B. Presentations:

- Bay Area Coastal Conservancy
- San Francisco Bay Trail
- MTC Environmental Working Group

Jessica Davenport, SCC
Maureen Gaffney, ABAG
Ashley Nguyen, MTC

6. COMMITTEE MEMBER COMMENTS

Group Discussion

7. FUTURE TOPICS

- A. SR 37 Corridor Study and Public Outreach Update
- B. Presentations – January 4, 2018:
 - i. San Francisco Bay Conservation and Development District
 - ii. Bay Area Design by Resiliency
 - iii. State Water Resources Control Board

8. ADJOURNMENT

Next SR 37 Policy Committee Meeting: January 4, 2018 (location TBD)



**State Route (SR) 37 Policy Committee Meeting Minutes
 9:30 a.m., Thursday, September 25, 2017
 Touro University – Farragut Inn
 1750 Club Drive
 Vallejo, CA 94592**

1. CALL TO ORDER/INTRODUCTIONS

Committee Chairperson, Supervisor David Rabbit, called the SR 37 Policy Committee Meeting to Order at approximately 9:33 a.m.

POLICY COMMITTEE MEMBERS PRESENT:

Damon Connolly	MTC Commissioner, Marin County Supervisor
Leon Garcia	Mayor, City of American Canyon
Susan Gorin	Sonoma County Supervisor
Erin Hannigan, Vice Chair	Solano County Board of Supervisors
Jake Mackenzie	MTC Commissioner, City Council, Rohnert Park
Alfredo Pedroza	MTC Commissioner, Napa County Supervisor
David Rabbitt, Chair	MTC Commissioner, Sonoma County Supervisor
Belia Ramos	Napa County Supervisor
Bob Sampayan	Mayor, City of Vallejo
Jim Spering	MTC Commissioner, Solano County Supervisor

POLICY COMMITTEE MEMBER ABSENT:

None.

EXECUTIVE DIRECTORS PRESENT:

Daryl Halls	STA
Kate Miller	NVTA
Suzanne Smith	SCTA
Dianne Steinhauser	TAM

EXECUTIVE DIRECTORS ABSENT:

None.

OTHERS PRESENT:

Janet Adams	STA
Bob Anderson	United Wine Growers
Tom Bartee	Assembly Member Bill Dodd's Office
Laura Beltran	Assembly Member Cecilla Aguiar-Curry
Eliza Berry	BCDC
Steve Birdlebough	SCTLC
John Boies	Granite Construction
Adam Brand	Sonoma County
James Cameron	SCTA
Aaron Carter	ICF International
Fidel Chavez	Carpenters Union
Rick Coates	Ecoring
Bernadette Curry	STA
Ed Diffendal	United Bridge Partners (UBP)
Elizabeth Dippel	Sonoma-Marin Area Rail Transit (SMART)
Andrew Dohrmunn	Ty Lin International
Joseph Feller	Sierra Club Solano Group
Jean Finney	Caltrans, District 4

Nick Fisher	SYAR Industries
Maureen Gaffney	SF Bay Trail
Seana L.S. Gause	SCTA
Joe Green-Heffern	Citizen/Retired Engineer
Kerry Gudjohnsen	COWI
Robert Guerrero	STA
Carl Haack	HDR
Amy Hartman	Greenbelt Alliance
Jason Holley	American Canyon
Kyle Jarmicki	WALSP Construction
John Kenyon	Ty Lin International
Steve Kinsey	Alta Planning
Susan Kirks	Madrone Audubon Society
Susan Klassen	Sonoma County Transportation & Public Works
Bill Knapp	CH2M
Claire Koenig	Associated General Contractors
Khoi Le	Jacobs Engineering
Peter Miljanich	Solano County
Jana Modena	Assemble Member Tim Grayson
Nick Nguyen	TAM
David Oster	Sonoma Resident
Steve Paga	Sonoma Raceway
Elizabeth Patterson	Mayor, City of Benicia and Alternate Member
Kate Povoers	Marin Conservation League
Lee Sandahl	International Longshore and Warehouse Union
Danielle Schmitz	Napa Valley Transportation Authority
David Schonbrunn	TRANSDEF
Coy Smith	Novato Chamber of Commerce
Susan Stompe	Marin Conservation
James Syar	SYAR Industries
Craig Tackabery	Marin County Public Works
Scott Thomas	SYAR Industries
Janice Cader Thompson	Former Petaluma Council Member
Matt Tuggle	Solano County
Patricia Tutte	Friends of SMART
Kendall Webster	Sonoma Land Trust
Cal Weeks	Assembly Member Marc Levine
Marc Wheeler	Kiewit
Laurie Williams	Marin County, Novato Watershed Program
Kary Witt	HNTB
Cora Young	Congressman Mike Thompson's Office

2. **OPPORTUNITY FOR PUBLIC COMMENT**

Rick Coats commented on Climate Change its effects and noted that traffic congestion needs to be reduced and that the SMART train could accomplish this with a link from Novato to Vallejo and Suisun City Capitol Corridor. Additional lanes on SR 37 is a short term solution that will not reduce congestion.

Steve Birdleough, Transportation Land Use Coalition of Sonoma County, commented that the SMART train is now running along 101. He also commented that people will fill up a space with another car every time a space is freed up on the freeway. The only way to get around this is to do something similar to Golden Gate Bridge where they use a combination of tolls and good transit service which drives people to take public transit.

David Schonbrunn, commented on an Op Ed from Mr. Schilling and noted it was misleading. He also commented on the Caltrans Corridor Concept report and it pointed out that a transit origin and destination study is needed before any transit can be planned. Mr. Schonbrunn explained that this hasn't been done to the best of his knowledge and Green House Gas was never mentioned. He would like these issues brought back to the table.

3. **CONSENT CALENDAR**

A. **Minutes of the May 4, 2017 SR 37 Policy Committee Meeting**

Recommendation:

Approve SR 37 Policy Committee March 4, 2017 Meeting Minutes.

A motion was made by Supervisor Erin Hannigan, and a second by Commissioner Jake McKenzie, the May 4, 2017 SR 37 Policy Committee meeting minutes were approved.

4. **PRESENTATION**

A. **Draft SR 37 Transportation and Sea Level Rise Corridor Improvement Plan Phase 1 and Upcoming Public Open House Events**

Kevin Chen, MTC, presented the draft SR 37 Transportation and Sea Level Rise Corridor Improvement Plan Phase 1. Mr. Chen explained the Plan's Goals and Objectives and corridor challenges. In addition, Mr. Chen explained potential near term improvements, design considerations and a priority focus on phase B. In parallel to this, the team has engaged the environmental community with the goal to complete the SR 37 Report by Spring 2018.

Robert Guerrero, STA, discussed upcoming Public Open House Events scheduled for all four counties. Mr. Guerrero noted that this was the first in a series of planned public outreach activities that correspond with the development of the SR 37 Corridor Plan. A summary of the comments received is planned for discussion at the November 2nd SR 37 Policy Committee meeting.

Supervisor Sue Gorin asked if the project is considering the use of the existing roadway for the bike path or will there be a separate bike path. Kevin Chen responded that all options are still be considered.

Commissioner David Rabbit asked what is the relative cost for levee versus bridge/causeway given the existing geology. Kevin Chen responded that there is not a specific proposal, but there is a range of cost with levee being lower and bridge being higher. A hybrid project will result in a cost somewhere in between. Chair Rabbit recommended that staff look into this sooner than later because of the cost of engineering what is ideal versus what is practical. Kevin responded that geotechnical studies could be done to help answer this question in a future phase (i.e. during environmental).

Commissioner Jake Mackenzie asked if there was any analysis of upgrading the rail tracks in the SR 37. Mr. Chen responded that the report has a section that looked at rail alignments and preliminary cost estimates for improvements.

Mayor Leon Garcia commented that he was happy to see short term improvements given the time frame of the project.

Supervisor Sue Gorin noted that she would like to see rail being a long term option. Commissioner Mackenzie followed up by pointing out some sections of the alignment are owned by SMART not Northwest Pacific.

Mayor Elizabeth Patterson asked about life cycle cost based on the FHWA manual. Kevin Chen responded that this is something they'll look into in the second phase of the report.

Commissioner Jim Spering suggested that we look at the maximum environmental benefit and design our transportation improvements around this. He further explained that we need to consider a balance between the two because this is an opportunity that we rarely get in the Bay Area. Kevin Chen responded we have engaged the environmental community to address this.

Recommendation:

Release the Draft SR 37 Transportation and Sea Level Rise Corridor Improvement Plan Phase 1 for public comment.

On a motion by Supervisor Erin Hannigan, and a second by Commissioner Alfredo Pedroza, the recommendation was unanimously approved.

B. SR 37 Policy Questions: 1) Legal/Legislation/Finance Plan and 2) Contract and Agreement

Danielle Schmitz, NVTa presented the policy questions related to Legal/Legislation/Finance Plan and Contract and Agreement.

Recommendation:

Approve the Legal/Legislation/Finance Plan and Contract and Agreement Policy recommendations as shown in Attachment A.

Public Comment: David Oster asked about the financial risks liabilities between BATA model versus other financial models. Ms. Schmitz responded that the differences are based traditional and public to public financial models.

On a motion from Supervisor Jim Spering, and a second by Supervisor Erin Hannigan, the recommendation was unanimously approved.

5. INFORMATION ITEMS:

A. SR 37 Corridor Activities Update by Transportation Agency:

- *Transportation Authority of Marin*
Diane Steinhauser, TAM, noted that flood risks in Segment A still need to be considered and discussed their recent public open house event on September 20th. She thanked everyone that participated.
- *Napa Valley Transportation Authority*
Kate Miller, NVTA, explained that NVTA has an SR 37 Open House scheduled for September 27rd in American Canyon and also noted that her agency has done other public outreach events and offered to do more to her local agencies.
- *Solano County Transportation Authority*
Daryl Halls, STA, explained that STA is partnering with the City of Vallejo to develop a transit facility to serve SR 37 directly from Fairgrounds Drive. Mr. Halls also mentioned that WETA has agreed to assist in funding a ferry ridership model forecast for use in the STA's Water Transit Service plan. The STA's Water Transit Service Plan will look at Ferry service between Vallejo and Marin County. He explained that the STA Board took action to prioritize Mare Island Interchange and is considering allocating future STIP for the project.
- *Sonoma County Transportation Authority*
Suzanne Smith, SCTA, discussed recent requests from Sonoma County Alliance, Windsor Rotary, and Sonoma County Tax Payers Association for transportation updates related to SB1, RM3, Hwy 101 and SR 37. She noted that these groups were made aware of SR 37 corridor planning activities and were interested in timing, urgency and merging natural resources with the project.

B. Status of SR 37 Funding Opportunities

Daryl Halls, STA, discussed SB 595 and noted \$100 million may be available for SR 37 if SB 595 passed. He thanked everyone involved in this effort and noted that SR 37 had a lot of attention at the State legislative level due to the fact that four counties were working closely together to improve the corridor.

6. COMMITTEE MEMBER COMMENTS AND STAFF UPDATES

None.

Public Comment: Patricia Brown commented on the significance of multimodal transportation and the importance differences between adding a separate or attached bicycle route. She expressed concern that people will not use a path attached to the road. Ms. Brown also requested that this project look at the cost for SMART to operate on the corridor and didn't recommend privatizing the corridor.

7. FUTURE TOPICS

- A. Summary of Public Comments of four County SR 37 Public Open Houses – November 2, 2017
- B. Final SR 37 Transportation and Sea Level Rise Corridor Study Phase 1 – November 2, 2017
- C. Bay Area Conservation and Development District Presentation – November 2, 2017
- D. Design by Resiliency Update- November 2, 2017

8. ADJOURNMENT

Next SR 37 Policy Committee Meeting: 9:30, Thurs., November 2nd at Touro University – Farragut Inn, Vallejo.

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October 4, 2017

SR 37 Open House Public Comment Summary

Preliminary Analysis

Key takeaways:

- **Short-Term Improvements:** Many respondents insisted on the urgency of implementing the short-term improvements proposed to relieve congestion along the corridor.
- **Expand alternatives to driving:** Expanding road capacity will not achieve a long-term solution; many travelers are seeking more transportation options including all forms of public transportation, bicycling, and walking.
- **Public Transit Options:** Many comments showed strong support for providing public transit options between Vallejo and Marin, often citing ferry services, and express bus services.
- **SMART train extension:** Several comments expressed the need to place a higher priority on considering rail as an option. Extending the SMART train and using existing rail should be more prominently considered.
- **Bicycle and Pedestrian Access:** Creating a quality bicycle and pedestrian path along the corridor with access to open space was a top priority for many commenters.
- **SR 37 & SR 121 Intersection:** The Sears Point intersection was identified by many as the top priority for congestion relief along the corridor, with several respondents offering solutions such as extending the merge length east of the intersection or installing permanent barriers between the east-bound lanes west of the intersection.
- **Opposition to full privatization:** Several comments expressed strong opposition to the privatization of the road, however very few respondents were opposed to the tolling options.
- **Four-lane expansion:** Many comments showed support for expanding Segment B to 4-lanes, many of which suggesting the additional lanes should be HOV lanes.
- **Growing needs of freight:** Though comments were limited, good movement needs and potential alternatives need to be considered.

Marin Comment Summary:

- Suggests consideration of variable pricing toll lanes (express lanes). Need to study undesirable effects of tolling, such as increasing overall system congestion. Suggests creating a middle reversible lane for segment B with varying toll price.
- Suggests doing a geotechnical survey to find bedrock, investing in ferry service, and considering floating roadway (like Bayou states).
- Encourages alternative transportation options, specifically public transit and ferries.
- Supports the protection of wildlife corridors in the project area.

- Strongly supports implementation of near-term improvements to allow sufficient time for selection of long-term strategy.
- Safety should be prioritized along the corridor: the east bound lane reduction and merge before Sears Point needs to be improved for safety by adding permanent lane partitions.
- Insists on the need to lessen congestion at the 101/37 interchange.

Napa Comment Summary:

- Suggests further consideration of public transit options, especially bus service.
- Supports preserving the function of wetlands, creating HOV lanes and an expanded ferry service between Vallejo and Marin.
- Suggests increasing the production of affordable housing in Marin to alleviate traffic; opposed to a fully private road; strongly supports the creation of HOV lanes, consider rail options.
- Suggests car ferries to relieve congestion and offer a first and last mile option.

Sonoma Comment Summary:

- Prioritize HWY 121 interchange and all short-term improvements, supports elevated highway option and suggests looking into rail service, consider the freight usage of road.
- Supports short-term improvements at 121/37 intersection, encourages more public transit options especially expanding smart.
- Supports short-term improvements, especially lengthening left turn lane eastbound at Lakeville road, extend 2 lanes eastbound past sears point for 2 miles, and activate passenger rail service to integrate with smart system.
- Support for smart train expansion along SR37 to Vallejo.
- Supports toll road and widening of lanes.

Solano Comment Summary:

- Opposed to tolls and private ownership of road; supports 4-lane road expansion as double-decker bridge, HWY 37 should be prioritized because of the urgency of climate change.
- SR 37 needs to be prioritized; the Sears Point intersection needs to be improved in the short-term, the economic impact of the congestion needs to be studied, suggests adding a reversible lane to segment B.
- Suggests looking at Caltrans' 1990 study of SR 37 and the Sonoma County Regional Parks Department's Bay Trail feasibility study from 2005/2006. Insists on including the creation of a "quality" Bay Trail along the corridor to attract tourists.
- Opposed to tolling but recognizes the urgency of the situation; if tolling is inevitable preference for a toll road. Strongly opposed to full privatization, in favor of a public transit option.

- Concerned about the cost to senior citizens on fixed incomes.
- Suggests adding permanent barriers between lanes on eastbound 37 before the 121 intersections in the short term, and prohibiting cars altogether in the long-term to make room for buses.
- Suggests creating a 2nd eastbound lane with the shoulder room and adding permanent barriers to separate eastbound lanes before 121 junction.
- Strong support for a 4-lane causeway to be built urgently, and for improvements at the 121 intersection.
- Supports toll option as only realistic way to get project underway, and is in favor of creating a bike/ped path along the route.
- Encourages looking at public transit between Vallejo and Marin, such as a commuter bus.
- Supports widening segment B to 4 lanes, suggests building light rail tracks from Novato to HWY 12 junction, from Fairfield to Vallejo, and from Vallejo to Napa, with a free park and ride stations.
- Supports a public/private finance option, as only viable solution for the corridor.
- Supports bicycle and rail solutions to ease traffic and provide access to piers and levee trails; also supports elevated roadway and increased lanes.
- Priority issues along the corridor are: Mare Island access ramp, merge from 2 to 1 lane, elevate and expand number of lanes, correct 121 intersection. Also in favor of tolling and providing a ferry service.
- Strong opposition to privatization, and strong support for Class 1 Bike lanes.
- Supports creating a bike path along the corridor, elevating the roadway and developing hiking trails.
- Suggests considering realignment to SR12 and adding bike paths with viewing areas.
- Supports enjoyable bicycle and pedestrian facilities along the route, with better access to open space (mentions the east span of the bay bridge as a good example).
- Supports creating a Class 1 bike/ped path.
- Supports a ferry service from Vallejo to Larkspur, which connects to the SMART train.
- Strong support for the creation of a public transit option between Vallejo and Marin, as well as exploring a floating 4-lane bridge option with HOV lanes. In favor of tolling but strongly opposed to privatization.
- Suggests using RM3 funding for initial feasibility studies and alerting state legislators of the urgency of the project.
- Suggests considering the no project option and putting all funds towards public transit and home creation near jobs, would like to see a full VMT analysis and growth inducing impact analysis, recommends consideration of a floating bridge option, supports Bay Trail project.

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Comment Letters and E-mail Cover Sheet

Letters:

1. Bicycle Coalition Joint Letter: Marin County, Napa County, and Sonoma County,
2. SR 37 Baylands Group
3. County of Marin Public Works
4. Greenbelt Alliance
5. San Francisco Bay Trail
6. Sonoma County Transportation and Land Use Coalition
7. TRANSDEF

E-Mail:

1. Brian Coyne
2. Amber Falconer
3. Elaine Moreno
4. Liz Westbrook

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SR 37 – Baylands Group

October 20, 2017

Robert Z. Guerrero
Senior Project Manager
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Dear Mr. Guerrero:

We are writing to provide comments from the State Route (SR) 37 – Baylands Group on the *Draft SR 37 Transportation and Sea Level Rise Corridor Improvement Plan*, dated September 18, 2017.

The SR 37 – Baylands Group is comprised of North Bay wetland land managers, ecological restoration practitioners, and other stakeholders with a long-term interest in the conservation and restoration of the San Pablo Baylands. Significant public investments have already been made along the length of the SR 37 corridor to protect and restore functional wetlands, ecosystem connectivity, climate resilience, and protect infrastructure, including SR 37. We recognize that the challenges of severe congestion and seasonal flooding that currently plague SR 37 and will be exacerbated by sea level rise and increasing population in the North Bay call for a SR 37 redesign solution. However, such a redesign must be guided by sustainable principles and protect the values and services that the natural and agricultural lands provide to the residents of the region. The investment in long-term sustainability made now will pay enormous dividends for future generations in avoided infrastructure costs. We look forward to working together, along with local stakeholders and regulatory agencies, to ensure that the SR 37 alternatives include design features that protect and restore habitat connectivity, wetlands, and agricultural lands.

The SR 37 – Baylands Group (Baylands Group) was convened in June 2017 by the Sonoma Land Trust in response to the formation of the State Route 37 Policy Committee and its stated purpose of advancing plans to redesign and rebuild SR 37. We are committed to ensuring that redesign of SR 37 is compatible with and advances the ecological restoration and conservation goals for the San Pablo Baylands (See attached SR 37 – Baylands Group *Vision Statement and Guiding Principles*). To support this effort, the State Coastal Conservancy is providing regional leadership to the Baylands Group through a partnership with Sonoma Land Trust under the Conservancy's Climate Ready Technical Assistance Grant Program, and San Francisco Bay Joint Venture (Joint Venture) is funding the San Francisco Estuary Institute to provide technical support. In addition, the Joint Venture's Management Board, composed of non-profits and state and federal agencies working on San Francisco Bay habitat conservation, passed a resolution giving its support to a redesign of SR 37 that is compatible with and advances the ecological restoration and conservation goals for the San Pablo Baylands.

The Baylands Group is developing a Preliminary Vision for the four-county SR 37 corridor (San Pablo Baylands), which will include a map depicting existing habitats, completed, current, and planned habitat restoration projects, and conceptual diagrams of ecological processes illustrating the importance of connectivity across SR 37. We anticipate working with the Policy Committee to incorporate the Preliminary Vision into the SR 37 corridor plan and design process via collaboration between the Baylands Group and MTC's Environmental Working Group.

Our comments follow.

Phase 1: Corridor Improvement Plan

1. Improvements to the SR 37 corridor should be integrated with implementation of existing habitat goals and the extensive ecological planning for this region that has already occurred to ensure ecosystem function and landscape resiliency into the future.
2. The corridor improvement project should be defined as an array of alternatives that meet goals to relieve traffic congestion of SR 37 while adapting to sea level rise rather than assuming the road will be reconstructed in its current location. Integration of the project's transportation and ecological goals could be achieved by elevating the highway on a bridge causeway, moving traffic inland, planning for alternative transportation options, or other alternatives.
3. A thorough examination of alternatives, including an inland highway and a North Bay bridge, is needed. Since the Corridor Improvement Plan is intended to feed into the California Environmental Quality Act (CEQA) process, it is important not to rule out alternatives that would avoid impacts to baylands habitats at this stage. Redesign of the highway in its current alignment should be selected as the preferred alternative only if it is determined, through CEQA analysis, to be the least environmentally damaging option.
4. In developing the alternative of reconstructing SR 37 along its current alignment, improved ecological connectivity should be a central objective. The primary means of achieving this objective is to "Elevate Highway 37 and modify or realign rail lines and other infrastructure to allow the full passage of water, sediment and wildlife." This recommendation is found in *The Baylands and Climate Change: What We Can Do*, the 2015 update to the 1999 *Baylands Ecosystem Habitat Goals* report. The 2015 Science Update represents the consensus of over 100 scientists representing a cross section of expertise and experience gained through studying and working in the San Francisco Bay.

Historical ecology should be the starting point for understanding the San Pablo Baylands and the need for improved connectivity. For example, east of Sonoma Creek, there was a naturally-occurring wave-built berm along part of the area that is now SR 37. In this area, wetlands received tidal flows through sloughs extending from rivers and creeks, rather than being directly connected to San Pablo Bay. The road was originally built on the natural berm along part of this route, but in other places the road cut through marshes and was built on a man-made berm. In those places, the road cut off the marshes from their natural tidal connection to San Pablo Bay. SR 37 is now located along the same alignment. If the road were to be rebuilt in its current location, different designs would be needed in different segments, based on the need for restoring historic hydrologic connectivity.

Given the extensive changes that have occurred over that past century and expected changes due to climate change, historical ecology is only one piece of the puzzle. To support conservation and restoration of the Baylands, SR 37 corridor improvement should include consideration of:

- a. Historical ecology;
- b. Changes that have occurred since the land was diked and drained for agriculture, including subsidence;
- c. Remaining historic habitats and other valuable existing habitats;
- d. Habitat conservation and restoration projects that have been completed or are ongoing or planned;
- e. The impacts of projected sea level rise on wetlands, including the need for marsh migration; and
- f. The needs of specific wildlife populations.

In other words, in some areas, elevation of SR 37 may be needed to restore a historic tidal connection, while in other areas it may be needed to improve habitat connectivity for endangered tidal marsh species, or to accommodate marsh migration due to sea level rise.

5. Direct impacts to habitats and wildlife, including endangered species, must be avoided or minimized. Any mitigation should be accomplished by supporting wetlands restoration in the San Pablo Baylands that is compatible with existing habitat goals for the area, not through offsite mitigation.
6. Near-term solutions should protect wetland resources and maintain restoration options to the maximum extent possible. They should be designed to avoid filling wetlands and the Bay and avoid placing infrastructure, such as sea walls, that would be barriers to tidal exchange. Near-term solutions that do not involve construction of new roadway elements (such as express bus service, park and ride lots and organized carpools and vanpools) are encouraged.
7. Near-term solutions should avoid foreclosing design options. Near-term solutions should not foster an acceptance of the status quo or a premature commitment to incremental improvements rather than open-minded consideration of a design that is significantly different from the current one. Pursuing structural near-term improvements provided on Page 26 could narrow the full range of design options and could result in foreclosure of options for tidal wetland restoration and negatively impact the connectivity discussed above.
8. Agencies leading the corridor improvement process should avoid piecemealing under CEQA. Given the limited utility of addressing current and future flood risk on one part of the highway without the others, pursuing road segment improvements as separate projects with their own environmental documents, rather than under a programmatic EIR for the whole corridor, could result in piecemealing under CEQA. CEQA does not allow piecemealing because it can result in underestimating significant impacts and can hinder development of a comprehensive solution.

Phase 2: Design Alternatives Assessment

9. Project alternatives developed in the Design Alternative Assessment (DAA) for the segment between SR 121 and Mare Island should be evaluated based on their ability to achieve the following goals.
 - a. As in the corridor-level analysis, connectivity that is restricted by the current form of the highway should be restored in areas where it is needed, based on consideration of the factors above (historical ecology, existing habitat, current and planned restoration projects, sea level rise projections and the need for marsh migration, needs of particular wildlife populations, etc.). Connectivity includes hydrologic connectivity needed to support wetland processes, such as sediment transport to enable marshes to keep up with sea level rise, as well as connectivity needed by fish, wildlife and plant communities.
 - b. As in the corridor-level analysis, direct impacts to habitats and wildlife, including endangered species, must be avoided or minimized. Again, any mitigation should be accomplished by supporting wetlands restoration in the San Pablo Baylands that is compatible with existing habitat goals for the area, not through offsite mitigation.

We look forward to further exploring these issues through the collaboration between the Baylands Group and MTC's Environmental Working Group.

Detailed Comments on the Corridor Improvement Plan

10. Pages 8 and 19. The study uses relatively old estimates of sea level rise projections. Newer models, based on more recent observations and modeling improvements, indicate higher rates of sea level rise are likely under more extreme greenhouse gas emission scenarios. Although the mean level of sea level rise in the study is consistent with the median projection of the most recent Ocean Protection Council (OPC) report (2017), the upper limits of projections are much higher (range of NRC 2012 at 2100 17-66 inches, range of OPC study 19.2- 120 inches). As the report acknowledges, the State's guidance to plan

for a worst scenario, planning for SR 37 should include the new 10-foot projections in their planning process. An adequate assessment of project risks and costs will need to include this larger rate of sea level rise with a 100-year storm. It is also worth noting that substantial portions of sections A2 and B1 are vulnerable to inundation with only 1.6 feet of sea level rise (see www.ourcoastourfuture.org and below).

11. Page 11. Add the following text to the end of the sentence in the green text box: "...using nature-based solutions."
12. Page 19. Add San Pablo Song Sparrow and Chinook salmon as protected species.
13. Page 20. There should be net zero wetland loss. Many of the Baylands along the B2 section of the corridor are high quality habitat that will prove difficult to mitigate given the length of time needed for tidal marsh restoration and future projections of sea level rise.
14. Pages 34. Wetland mitigation should be performed on site, not off site. Mitigation should be within the SR 37 corridor even if large-scale on site mitigation is not feasible. Smaller mitigation sites within the watershed have potential for connectivity and expanding habitat. These localized benefits would not be realized through restoration of a large, off site mitigation parcel.
15. Throughout the document, the spelling for Ridgway's rail should be corrected. There is no 'e' after the 'g'.

Conclusion

We view this planning process as an iterative one and look forward to our continued work with the SR Policy Committee and agency staff. The forthcoming SR 37 – Baylands Group Preliminary Vision will provide additional guidance to inform this process. Thank you for the opportunity to comment on the *Draft SR 37 Transportation and Sea Level Rise Corridor Improvement Plan*. Feel free to contact Jessica Davenport, Project Manager, State Coastal Conservancy, at Jessica.Davenport@scc.ca.gov or (510) 286-4164 with any questions you may have.

Sincerely,

SR 37 – Baylands Group

- Audubon California
- Ducks Unlimited Inc.
- Marin Audubon
- Point Blue Conservation Science
- San Francisco Bay National Estuarine Research Reserve
- San Francisco Estuary Institute
- San Pablo Bay National Wildlife Refuge, U.S. Fish and Wildlife Service
- Save the Bay
- Sonoma Ecology Center
- Sonoma Land Trust
- Sonoma Resource Conservation District
- State Coastal Conservancy
- Fraser Shilling (Road Ecology Center, UC Davis; for identification purposes)
- Peter Baye, Independent Consulting Wetland Ecologist

Attachment:

SR 37 – Baylands Group *Vision Statement and Guiding Principles*

State Route 37 — Baylands Group

Vision Statement and Guiding Principles

This Vision Statement and Guiding Principles were developed by the State Route (SR) 37 – Baylands Group, which is composed of North Bay wetland land managers, ecological restoration practitioners, and other stakeholders interested in the conservation and restoration of the San Pablo Baylands.

Vision:

Integrate infrastructure improvements for SR 37 with existing and future habitat planning, conservation and restoration to ensure healthy ecosystem function and resilience to landscape scale change of the San Pablo Bay.

Guiding Principles:

1. The San Pablo Baylands are one of the largest open spaces remaining on the San Francisco Bay and provide a unique opportunity for improving habitat conservation. Improvements to the SR 37 corridor should be integrated with implementation of the *Baylands Ecosystem Habitat Goals*^{1,2} to ensure ecosystem function and landscape resiliency into the future.
2. We recognize the extensive ecological planning that has come before and seek to integrate it with SR 37 plans and design.
3. Multiple issues, including increased traffic, sea-level rise and land use changes, make implementation of both SR 37 redesign and habitat goals urgent and time sensitive; planning should lead to implementation.
4. Disadvantaged communities are disproportionately affected by tolls. Therefore, we seek opportunities to minimize financial impacts to disadvantaged drivers and to ensure that the highway design relieves, rather than redirects transportation pressure.
5. While the SR 37 corridor extends from east to west, ecological enhancement and flood protection opportunities occur from north to south across SR 37 as rivers and creeks (i.e., Napa River, Sonoma Creek, Tolay Creek, Petaluma River, and Novato Creek) connect the bay's mudflats and marshes to their watersheds.
6. The SR 37 design will not negatively impact the significant investment in existing and future conservation and restoration projects and associated public access and recreational facilities in the San Pablo Baylands, and will seek to enhance them wherever possible.
7. The SR 37 and ecological design will plan for and accommodate sea level rise through 2100, thereby increasing resilience and reducing future costs.
8. The SR 37 design will include opportunities for multi-modal transportation including bike paths and passenger rail.
9. We recognize design constraints related to federal, state and local transportation regulations and engineering guidelines, and we seek opportunities for ecological innovation recognizing these constraints.

¹ Goals Project. 1999. *Baylands Ecosystem Habitat Goals*. A report of recommendations prepared by the San Francisco Bay Area Wetlands Ecosystem Goals Project. First Reprint. U.S. Environmental Protection Agency, San Francisco, Calif./S.F. Bay Regional Water Quality Control Board, Oakland, Calif.

² Goals Project. 2015. *The Baylands and Climate Change: What We Can Do*. *Baylands Ecosystem Habitat Goals Science Update 2015* prepared by the San Francisco Bay Area Wetlands Ecosystem Goals Project. California State Coastal Conservancy, Oakland, CA.

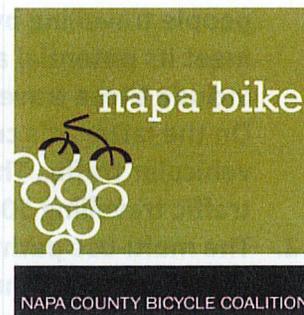
10. By understanding that ecological and physical processes differ along the transportation corridor, it will be possible to develop ecologically appropriate design criteria for each section.
11. We understand that the language we use should be clear and recommendations feasible and practicable for the SR 37 design.
12. We acknowledge the importance of developing a SR 37 design that protects the mosaic of existing land uses, such as farming and ranching, and the ongoing operation of stormwater pumps and other infrastructure on public and private lands in the San Pablo Baylands.

Who We Are:

The SR 37 Baylands Group was initially convened in June 2017 by the Sonoma Land Trust in response to the acceleration of plans to redesign and rebuild SR 37. The group’s goal is to contribute to a cross-sector plan to redesign the SR 37 corridor for climate resilience, transportation efficiency and ecological restoration.

The SR 37 Baylands Group is open and informal. The State Coastal Conservancy is providing regional leadership to the group through a partnership with Sonoma Land Trust under the Conservancy’s Climate Ready Technical Assistance Grant Program. The Conservancy is facilitating communication and engagement with other agencies, including the California Department of Transportation, the Metropolitan Transportation Commission, and environmental regulatory agencies. The Conservancy, the Sonoma Land Trust and the San Francisco Estuary Institute volunteered to convene an initial series of committee meetings, which are being facilitated by the Center for Collaborative Policy.

The first committee meeting in July 2017 focused on the development of the Vision Statement and Guiding Principles. The document was developed by group members who attended the meeting or contributed input or support via email. They include individuals affiliated with the following agencies and organizations: Audubon California, California Department of Fish and Wildlife, California Wildlife Conservation Board, Ducks Unlimited, ESA, Friends of the San Pablo Bay National Wildlife Refuge, Marin Audubon, National Heritage Institute, Point Blue, Sonoma Resource Conservation District, Sonoma County Agricultural Preservation and Open Space District, State Coastal Conservancy, San Francisco Bay Joint Venture, San Francisco Estuary Institute, Solano Land Trust, Sonoma County Water Agency, Sonoma Ecology Center, Sonoma Land Trust, The Bay Institute, UC Davis, United States Fish and Wildlife Service, and UC Berkeley.



October 13, 2017

**Mr. Robert Guerrero
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585**

SR 37 Transportation and Sea Level Rise Corridor Improvement Plan

Dear Mr. Guerrero:

The Marin, Sonoma, and Napa County Bicycle Coalitions appreciate the opportunity to provide input on the SR 37 Transportation and Sea Level Rise Corridor Improvement Plan. Our organizations work to promote safe bicycling for transportation and recreation.

The North Bay is celebrated for its picturesque cycling opportunities in spite of limited access to its baylands and east-west connectivity between counties. Given the increasing adoption of e-bikes, which greatly expand the reach of bicycles for a broader population, the desire to choose active transportation for utilitarian or recreational purposes will continue to grow. Most people, however, will choose to bike only if facilities are designed in a safe and inviting manner.

Investments along the Highway 37 corridor present a unique opportunity to address these needs and enable people to access and enjoy the North Bay's shoreline and wetlands. It is a key 19-mile stretch in the long-planned 500-mile San Francisco Bay Trail and would provide a needed east-west connection between a number of regionally-significant multi-use pathways that are existing or planned, including the North-South Greenway/SMART Pathway, Petaluma River Trail, and Napa Vine Trail.

We appreciate the steps being taken to address the corridor's worsening traffic congestion and threat of sea level rise, but are troubled by the lack of consideration given to those who would use the corridor by foot or bike. Our recommendations are as follows:

1. Provide a physically separated, continuous multi-use pathway that accommodates people travelling by foot and bike. In order for the corridor's multi-use pathway to meet its potential as a world-class facility, we urge the agencies to 1) expand access to include those travelling by foot and 2) design it in a manner that is safe and appealing. On the latter, it's crucial that the pathway is physically separated and protected from vehicular traffic. The use of rumblestrips as a buffer between people bicycling and heavy traffic travelling 50+ MPH is unacceptable.
2. The multi-use pathway described above should be included as a baseline element of the project. This multi-use pathway should be planned, designed, permitted, funded, and built in lockstep with the rest of the project.
3. The multi-use pathway must connect seamlessly with other regional and local bicycle and pedestrian networks. As noted above, a multi-use pathway along the Highway 37 corridor has the potential to connect to a number of existing and planned pathways. These connections should be prioritized as the design process advances.

As the project moves forward, please ensure that near, mid, and long-term improvements for the corridor advance the recommendations listed above with the underlying goal of creating a corridor that is safe and inviting for people travelling by foot and bike.

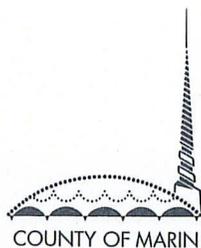
If improved as recommended above, the corridor would become an incredible recreational asset for the region. Please take advantage of this once-in-a-lifetime opportunity to deliver a project that enables people to actively and safely enjoy the North Bay's shoreline, connects our counties, and serves the larger vision of completing the Bay Trail.

Respectfully Submitted,

Bjorn Gripenburg
Policy & Planning Director
Marin County Bicycle Coalition

Alisha O'Loughlin
Executive Director
Sonoma County Bicycle Coalition

Patrick Band
Executive Director
Napa County Bicycle Coalition



DEPARTMENT OF PUBLIC WORKS

Quality, Excellence, Innovation

Raul M. Rojas
DIRECTOR

October 13, 2017

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Kevin Chen, MTC
Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

RE: Draft State Route 37 Transportation and Sea Level Rise Corridor Improvement Plan

Accounting

Airport

Building Maintenance

Capital Projects

Certified Unified Program
Agency (CUPA)

Communications
Maintenance

County Garage

Disability Access

Engineering & Survey

Flood Control &
Water Resources

Land Development

Purchasing

Real Estate

Reprographic Services

Road Maintenance

Stormwater Program

Transportation &
Traffic Operations

Waste Management

Thank you for the opportunity to review the draft State Route 37 Corridor Improvement Plan released last month. We at the Marin County Flood Control and Water Conservation District (District) and Marin County Watershed Program have reviewed the draft, and with TAM's support, our comments are as follows:

Pages 3 and 6, 7 (3 places) - There are several instances where language reads that a section of SR 37 is "protected by levees." Protect, by definition, implies that the levee owners are shielding the highway from harm or injury. It seems more accurate to say that the highway was constructed at an elevation that is below many high tides and that the original construction relied on a variety of existing levees and berms not owned by Caltrans to keep the roadway dry under most conditions. "Reliance" is used on Page 6, which seems a more accurate term than "protected". It should also be noted that this reliance is generally not based on any formal relationship between Caltrans and the levee owners. Care should be taken to distinguish the District-maintained flood control levees from Caltrans levees or other existing levees and/or berms.

It is important to note that the existing levee/berm network along Novato Creek, especially those segments downstream of the SR 37 crossing, predate the highway's construction (see USGS Quadrangle Map, Petaluma River, 1914). It is not clear if the original highway design analyzed flood protection provided by existing levee/berms along Novato Creek, especially those south of the highway alignment. The Marin County Flood Control & Water Conservation District (MCFCWD) is not aware of an explicit acknowledgement or agreement that the Novato Creek levee/berms, both upstream and downstream of the highway alignment, would be maintained and operated to provide such protection. The primary use of the lands south of SR37 and downstream of highway is for

irrigation reclamation/treated wastewater discharge with associated and complimentary agricultural uses (crop production and livestock grazing).

Page 3 states that Segment A is the most vulnerable to SLR – then provides the reasoning that it relies on levees for flood control. SLR is tied to daily tidal inundation, which is different than flood control, which is typically focused around rainfall events. Care should be taken to distinguish riverine flooding from inundation due to sea level rise.

Pages 3 and 7 - The emergency work that Caltrans performed should be more explicitly described in the Plan. Page 3 - To what elevation was the roadway raised? Page 7 - How long was the segment of roadway that was raised? It should clarify that only a short segment was raised. Page 7 indicates that Caltrans used “funds to address the flooding.” To “address” implies that the flooding issue is resolved. It may be more accurate to say that they used funds to “reduce the occurrence of flooding.”

Page 7 - Exhibit 5 is difficult to read and to pull out the information about where exactly the weak links are.

Page 14 – Traffic is also displaced to Atherton Avenue when SR 37 is closed at Novato Creek. There is no capacity on that two lane road for SR 37 traffic.

Page 16 - Exhibit 15. Sears Point/Infineon Raceway is north of SR 37; on this map the marker is south. And the train segment should be labeled Amtrak only (not Capital Corridor).

Page 17 – Please provide details for costs shown in Table 2.

Page 17 – The heading “Strategies to Protect” is followed by details on maintaining the existing roadway and operational improvements. How do they provide protection?

Page 18 - Item 2 should include the need for pump stations to move water, as gravity drainage may not work.

Page 19 – the embankment option will also likely require the need for pump stations to move water, because the roadway will function as a levee.

Page 21 - Again, it would be helpful to show and describe the weak links in more detail.

Page 21 - Table 3 reaches with “2050.” What does that imply? The text implies the DAA will identify near-term roadway and levee improvements. What are the near-term design heights?

Page 23 - Exhibit 24. For this alternative, does the traffic model account for the EB portion of the roundabout being used as a third through lane for EB 37 traffic? There is no means to preclude drivers from making such a maneuver and without signal control, it becomes like any other mixed-flow lane. Any backup on EB 37 east of this location will likely encourage this behavior which will then effectively block any movement of drivers going north on 121.

Page 24 - Include language that some levees also need to be rebuilt due to age and lack of engineered design. Simply raising the levees may not be enough. Segment B addresses the Bay Trail. Why is there no mention in Segment A? Please include an analysis of operational issues at the SR 101 interchange due to the change in westbound traffic volumes.

Page 29 - Please provide details for the Segment A Flood Protection costs.

Page 29 - Near Term Improvements Summary table: With this generic improvement it would be helpful to break this out into A1 and A2 segments or list similarly to the B segment which has project items identified for specific locations in the segment.

Page 30 – Please provide details for Segment 1 levee improvements and raised roadway costs. Please provide a basis why this work can't start in the 7-10 year timeframe.

Page 30 - Mid-to-Long-term Improvements Summary table. Similar to the Near Term table, with this generic improvement it would be helpful to break this out into A1 and A2 segments or list similarly to the B segment which has project items identified for specific locations in the segment.

Page 31 - Priority Segment. Either the heading should be changed or the first sentence truncated to state it has been identified as the priority segment for the following reasons: (and then cite the reasons). Otherwise it suggests the corridor study is primarily about capacity enhancement/congestion mitigation. Please be open to the possibility to move forward with some strategic elements in Segment A concurrent with efforts to move forward Segment B.

Sincerely,



Laurie Williams, Senior Watershed Planner

c: Nick Nguyen, TAM
Chris Blunt, City of Novato
Robert Guerrero, Solano Transportation Authority

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Santa Rosa Office
555 Fifth Street, Suite 300 B
Santa Rosa, CA 95401
(707) 575-3661

Oct. 13, 2017

Supervisor David Rabbitt, Chair
State Route 37 Policy Committee
525 Administration Drive, Room 100
Santa Rosa, CA 95403

Via E-Mail

Re: State Route-37 – Comment on Draft SR 37 Transportation and Sea Level Rise Corridor Improvement Plan.

Dear Supervisor Rabbitt,

Greenbelt Alliance appreciates the opportunity to provide these comments on the draft SR 37 Transportation and Sea Level Rise Corridor Improvement Plan (Corridor Plan). We understand that the Corridor Plan is part of the Design Alternative Assessment (DAA) process to identify near-term and long-term strategies for the SR 37 corridor. The objective of the DAA is to plan and expedite the delivery of improvements in the study corridor to address the threat of sea level rise and traffic congestion.

Greenbelt Alliance has been engaged in the public process for SR 37 corridor improvements by participating in policy committee and public workshops and meetings.

Greenbelt Alliance's comments on the Draft Corridor Plan reflect our organization's focus on land-use issues across the nine-county Bay Area region—including land conservation, smart growth development, and their intersection.

We support the stated objective of a SR 37 final plan that prioritizes environmental and habitat enhancement to create a multifunctional project that goes beyond traditional roadway corridor planning, particularly in the face of climate change, as stated on Paged 20 under Implementation Plan.

When considering the short, medium and long term options for addressing sea level rise and mobility along this transportation corridor, we urge you to consider the following:

Natural and Agricultural Landscapes

The SR 37 corridor is a regionally, nationally and internationally important greenbelt consisting of high-value protected wetlands and uplands that provide important ecosystem services including water quality, flood protection, endangered species habitat, and open space. As stated in the Corridor Plan, a net-zero wetland loss approach and large-scale on-site restoration should be prioritized throughout the DAA process.

Achieving a self-mitigating project should be the ultimate goal, as suggested by Steven Moore of the California State Water Resources Control Board at a recent panel discussion hosted by the Bay Area Resilient by Design Challenge.

As stated in the Corridor Plan, the creation and implementation of a Regional Advanced Mitigation Plan (RAMP) is one potential approach. We strongly support examining how participation in a RAMP program could foster robust, coordinated conservation activities along the SR 37 corridor.

We also urge encourage you to consider the extensive research on landscape-scale solutions for the SR 37 corridor solutions provided by UC Davis Professor and Co-Director of the Road Ecology Center Dr. Fraser Shilling.

Land Use

The potential for new transportation investments in the SR 37 corridor to influence land use patterns within the corridor and across the North Bay must be considered and fully analyzed in the Corridor Plan and DAA. While much of the land along SR 37 between US 101 and Interstate 80 is protected as wetlands and open space by public and private entities, there are several privately owned undeveloped areas that could be at greater risk of sprawl depending on how the corridor changes, such as Sears Point Raceway and Port Sonoma Marina. These risks could extend into other areas as well if not carefully addressed. These potential impacts should be studied and addressed to ensure that the envisioned improvements to the area's climate resiliency and mobility patterns come to fruition.

Mobility

Greenbelt Alliance urges a comprehensive analysis of public transit options and alternatives to single occupant automobile travel along the corridor as part of the Corridor Plan and DAA. The analysis should include a variety of modes including rail, ferry, express buses, car sharing, car pooling and emerging on-demand transportation models. Now that the SMART line is running, it is more timely than ever to consider improved east-west transit solutions.

Trails that provide full accessibility for biking and walking should be an integral part of the SR 37 Corridor Plan. Given that the wetlands are an important part of the Pacific Flyway, the corridor should provide trail connectivity, public access and interpretive stations. Full funding for these components need to be included in the project budget.

Greenhouse Emissions and Vehicle Miles Traveled

Greenbelt Alliance urges a comprehensive analysis of the greenhouse gas emissions that will be generated by SR 37 transportation and sea level rise solutions. In particular, the full scope of Vehicle Miles Traveled with various scenarios needs to be considered. Ultimately, any increases in GHGs and VMTs should be avoided or mitigated to meet state and local greenhouse gas emission reduction mandates and objectives.

Social Equity

Finally, the Corridor Plan and DAA must consider methods to equitably and sustainably address the social and economic impacts on low-income families that currently use SR 37, particularly if tolls are instituted. The options and costs for addressing this issue needs to be included in the financial analysis and should not be omitted from the Corridor Plan.

Next Steps



Greenbelt Alliance urges the SR 37 Policy Committee and the county, regional and state agencies involved to prioritize transparency and coordination with the environmental community. This will allow all of us to collaborate and be the more effective in helping move the SR 37 corridor planning forward and advance a more sustainable, equitable, and economically prosperous region.

We understand that the SR 37 Planning consultant intends to meet with environmental groups later this month, and that the Metropolitan Transportation Commission is convening an environmental working group. We understand that there is also a separate Baylands Working Group meeting on a regular basis. We are unclear as to when these groups will be convened and who will be the primary facilitator of these groups. We look forward to the opportunity to provide our expertise and perspectives to these environmental and related processes on the SR 37 Corridor Plan and DAA.

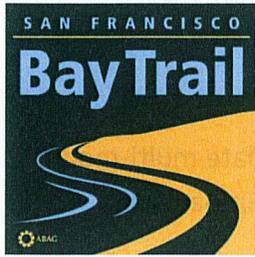
Thank you for consideration of our comments. Please include us in all communications, meetings and notices related to the SR 37 corridor improvement process, Corridor Plan, DAA and Public Policy Committee.

Sincerely yours,

Teri Shore, Regional Director
North Bay
707 575 3661
tshore@greenbelt.org

Amy Hartman
Amy Hartman, Regional Representative
Solano County
(707) 400-0541
ahartman@greenbelt.org

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October 13, 2017

Mr. Robert Guerrero
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Subject: SR 37 Transportation and Sea Level Rise Corridor Improvement Plan

Dear Mr. Guerrero:

Thank you for the opportunity to comment on the above-referenced document. As you are aware, the San Francisco Bay Trail is a planned 500-mile walking and cycling trail around the entire San Francisco Bay running through all nine Bay Area counties and 47 cities. 354 miles are currently in place, serving millions of residents and visitors alike as they use the trail to connect between neighborhoods, schools, transit, jobs, shopping, parks and to the unique bay shoreline. The mission and goal of the Bay Trail is a Class I, fully separated multi-use pathway located adjacent to the shoreline.

The current planned Bay Trail alignment in the North Bay is within the Highway 37 corridor, and Bay Trail staff have been involved in the various discussions and planning efforts—the UC Davis study and the current Highway 37 Policy Group—since their respective inceptions. We are pleased to see the amount of focus and attention that is being paid to this vital transportation corridor in the light of sea level rise and increasing traffic congestion, however, we are concerned that the needs of the Bay Trail and the non-motorized users it serves are not adequately accommodated in the discussion or documents to date. Our main concerns are as follows:

- Safety—All options need full barrier protection for non-motorized users
- Pedestrians must be accommodated
- That a complete and continuous multi-use pathway is a baseline element of any alternative and moves through planning, environmental review, design, permitting and construction in tandem.

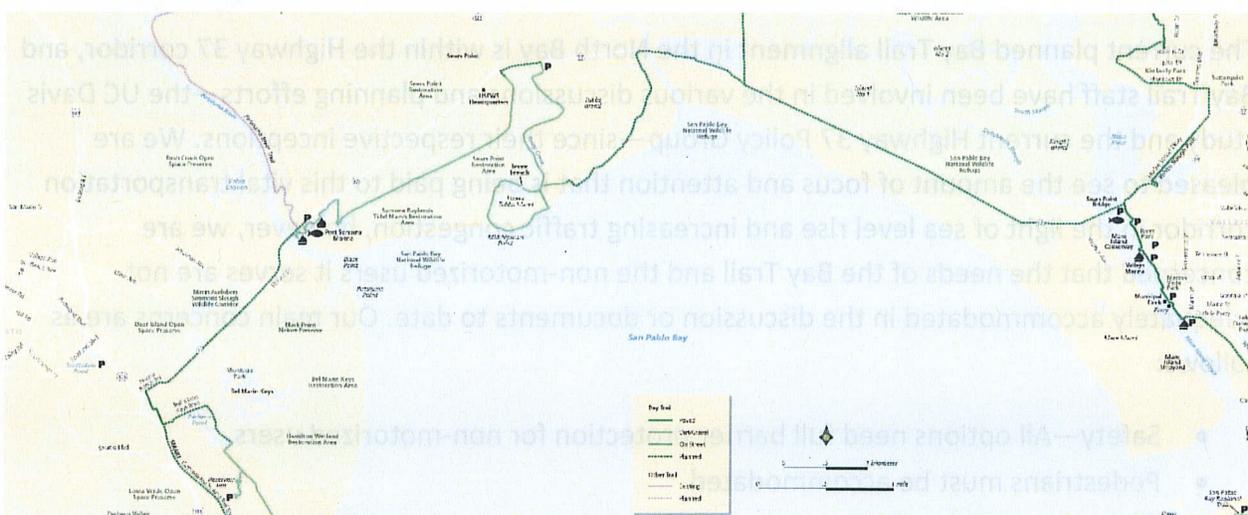
Page 19 of the current Draft Highway 37 Corridor Improvement Plan portion of the Design Alternatives Analysis (DAA) states:

“There are various options to constructing a raised segment B that accommodate multi-modal transportation operations and SLR resiliency while minimizing environmental impacts and construction costs.

- An option of providing a 12’ barrier separated Class IV bicycle facility on the roadway connecting to the Class I bicycle facility on the Bay Trail.”

It is unclear what “Class I bicycle facility on the Bay Trail” is being referenced here, but it is important to note that of the examples that follow on pages 25 and 26, only two of the five propose a barrier, three propose a rumble strip as separation from high-speed traffic, and not a single alternative proposes to accommodate pedestrians.

Bay Trail Project comments to date have repeatedly stated that regardless of what entity ultimately owns and operates this facility, inclusion of Class I, fully separated multi-use pathway along the entire length of the project is of paramount importance and must be and remain a baseline element of the project. It is important to note that the current condition in Segment B on Highway 37 is a 12’ travel lane, a 2’ rumble strip, and a 6’ shoulder from which bicycles are not currently prohibited. And yet bicycles are exceedingly rare on any part of Highway 37 because it is **simply too dangerous**. Three of the proposed design alternatives do little more than add a few additional feet to the current condition.



The Bay Trail alignment in the Highway 37 Corridor. Dashed lines are planned segments, solid lines are existing segments.

The options shown that include a barrier do not illustrate an inviting condition. While understood that these are concept level plans, it is imperative that plans for Highway 37 include the following from the outset:

- **Minimum pathway width** of 12' clear with two 2' shoulders. Current shown is an 8' wide two-way bicycle only path with 2' shoulders.
- **Positive barrier** separating traffic from multi-use path, designed to protect pathway from debris while also allowing visual penetration.
- **Robust safety analysis**—which side for path? Wind, pollution, debris, must be evaluated
- Routine **maintenance** and repair of facility must be incorporated into project
- High quality **connections** to existing and future segments of Bay Trail such as Port Sonoma, Sonoma Baylands, Sears Point, Tubbs/Tolay loop trail, Skaggs Island, White Slough Path, Wilson Avenue, the Vallejo Waterfront and ferry, and the Napa Valley Vine Trail and other important local destinations must be included and well designed.
- **Scenic viewing/resting areas**, including access down to ground level boardwalk platforms with interpretive displays must be baseline elements of the project.
- **Pathway lighting** to allow nighttime use
- **Tolling**—the Bay Trail is and must remain **free** and accessible to the public at all times.
- **Design** will be of particular importance due to the length of the facility. The East Span Bay Bridge represents good bike/ped design. Yolo Causeway on Highway 80 near Sacramento is poorly conceived and executed.
- **All aspects of the pathway**—planning, designing, permitting, funding, construction—**must move forward together.**

We encourage the designers to ride and walk on existing bridges with adjacent Bay Trail facilities (Golden Gate, Carquinez, Benicia- Martinez, Dumbarton, East Span Bay Bridge, and, in 2018, the Richmond-San Rafael Bridge) to understand the users perspective. Bike/ped facilities added to a bridge or other existing facility as an afterthought are usually of poor quality and provide an unpleasant user experience, whereas facilities like the East Span of the Bay Bridge with an 11'-12' foot breakdown lane separating the pathway from traffic are much more enjoyable. Integrated design for vehicles, the environment, and non-motorized users is the key to success for this important, large scale project.

The importance of including the most robust version of bicycle and pedestrian facilities in the planning phases cannot be overstated. Some have noted over the past few years of discussion that the Bay Trail could be placed on the levees that may remain in place below an elevated structure, should that alternative move forward. While such an approach could provide value for a time, the underlying, fundamental reason for tackling the monumental Highway 37 challenge is that the current levees and roadways are being overtaken by sea level rise.

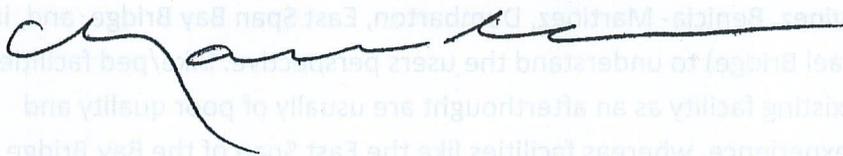
Therefore, any scenario that leaves the Bay Trail below the future roadway structure either leads to a discontinuous trail or requires a massive parallel effort to build an entirely separate continuous trail off of the roadway.

As the DAA moves to the next phase of more detailed design consideration, please ensure that bicycles and pedestrians are accommodated with the items listed above incorporated into any and all alternatives. Additionally, any near and mid-term projects to address traffic and/or SLR on Highway 37 should seek opportunities to advance the Bay Trail. The Sonoma County Regional Parks Department should be consulted regarding current efforts to connect the Sears Point Bay Trail (currently ending near the Hwy 121/37 intersection) to the Tubbs/Tolay Bay Trail. Several short-term fixes are proposed for the 37/121 and SMART Rail intersection, and opportunities to advance the goals of the Bay Trail, Sonoma County Regional Parks, and the traveling public should not be missed.

The Bay Trail has resolutions of support from all 47 cities it passes through and enjoys a deep base of support from elected officials at all levels. Now is the time to ensure that meaningful, desirable accommodation for the non-motorized public is included in our planning efforts, not merely the minimum required by Deputy Directive 64. This regional, multi-disciplinary effort represents a brilliant-if-challenging opportunity to design world-class public access, environmental restoration, and adaptive roadway design all in one. Now is the time to be visionary.

Thank you again for the opportunity to be a part of this exciting and important project. I can be reached at (415) 820-7909 or by e-mail at mgaffney@bayareametro.gov.

Sincerely,



Maureen Gaffney
Principal Planner
San Francisco Bay Trail Project

SCTLC

SONOMA COUNTY TRANSPORTATION & LAND USE COALITION

October 13, 2017

David Rabbitt, Chair
State Route 37 Policy Committee
525 Administration Drive, Room 100
Santa Rosa, CA 95403

Via email

Re: State Route-37 – Comment on Kimley/Horn Corridor Improvement Plan

Dear Mr. Rabbitt:

On behalf of the Sonoma County Transportation and Land Use Coalition, I submit the attached comments and observations concerning the Draft Corridor Improvement Plan that has been submitted by the consultants, Kimley/Horn. We commend the consultant for presenting a plan that highlights the need for immediate, low-cost improvements to increase the capacity of the 2-lane stretch of highway, particularly with respect to the Sears Point intersection of SR-37 and SR-121. However, we are concerned that the Draft Plan does not explore the steps needed to encourage car-pooling, vanpools, and to extend public transportation services to the corridor.

Our Coalition has promoted improvements in public transportation and the protection of open space in Sonoma County since 1991. We thank you and members of the Policy Committee for your deliberative approach to the congestion and sea level rise issues in this Corridor. We urge you develop a plan that addresses all of these issues. Thank you again for your attention to this matter. If you have inquiries concerning our recommendations, please contact our Advocacy Chair, Steve Birdlebough (707) 576-6632 scbaffirm@gmail.com.

Sincerely,



Willard Richards, Chair

cc: Sonoma County: Susan Gorin, Jake Mackenzie, Suzanne Smith
Solano County: Jim Spering, Erin Hannigan, Bob Sampayan, Daryl Halls
Napa County: Alfredo Pedroza, Belia Ramos, Leon Garcia, Kate Miller
Marin County: Judy Arnold, Damon Connolly, Stephanie Moulton-Peters,
Dianne Steinhauser
MTC: Kevin Chen

Page 2 of 3
October 13, 2017
Mr. David Rabbitt
Chair, State Route 37 Policy Committee

COMMENTS ON THE SEPTEMBER, 2017 DRAFT SR-37 CORRIDOR PLAN

Page 3, line 6 "... and critical habitat would be lost." **Revise or delete.** The relationship between habitat and permanent roadway closure due to sea level rise is complex, and would develop over many years. The environmental effects of inundation events would largely precede any final closure of the highway, and are not described further in the plan document.

Page 4, Traffic Congestion, lines 3-4 "No transit opportunities are available along the study corridor to offset vehicular demand." **Revise** this sentence to state that no concerted efforts have yet been taken to encourage car-pools, establish van-pools, or provide bus, ferry, or rail service connecting the Interstate 80 and US 101 Corridors.

Page 15, lines 3-4 "... rail transit, ferry alternatives ... were evaluated as possible strategies to retreat and it was determined that none of these are feasible standalone strategies" **Revise** to state that rail, and ferry options may be important within the next three decades and should be studied further. No public transportation system ever stands alone. The region is best served when transit systems and roadways support one another.

Pages 15 - 17, Rail Alternative. **Revise** to recommend further study. The "Rail Alternative" is described as a potential replacement for SR-37, when in fact it would supplement the roadway, particularly if population along the I-80 corridor continues to grow. To the extent that rail service could provide an option for people who commute from the City of Sonoma and the I-80 corridor to the US-101 corridor, it would reduce traffic on SR-37. These factors merit ongoing evaluation, and should not be dismissed. The estimated costs of various approaches to establishment of passenger rail service should be described in considerably greater detail.

Page 17, Ferry Alternative. **Revise** to recommend further study of the costs, benefits, and implementation options for various ferry alternatives that would reduce dependence on the roadway. Knowledge of these factors provides a basis for determining relative value of widening the 2-lane section of highway.

Page 17, Maintain Existing Roadway. **Revise** to call for improvement of the existing roadway in the next two or three years. In addition to the suggested lane modifications, features such as diamond lanes, lane-metering, and queue-jumping options should be evaluated to encourage use of carpools, van-pools, and to enable establishment of bus routes through the corridor.

Page 19, Raised Roadway. **Revise** to describe the current state of knowledge about the depth of bedrock along SR-37. Feasibility of the various options depends greatly on foundation conditions and on forecasts of mud compaction beneath berms. It may not be possible to proceed much further with planning until more geological information is available.

Page 20, Environmental Mitigations. **Revise** to address the potential noise, air pollution, and greenhouse gas impacts of an elevated and widened roadway.

Page 22, Exhibit 20: Study Corridor Segments. **Display all** of the railroad track locations, including the eastern segment from the bridge over the Napa River to Napa Junction.

Page 22, Lane-Drop Merge at SR 121 Intersection. **Add** a description of queue-jumping options, diamond lane and lane-metering opportunities to encourage car-pools, van-pools, and to make

Page 3 of 3
October 13, 2017
Mr. David Rabbitt
Chair, State Route 37 Policy Committee

bus service along SR-37 an attractive option. Without such features, it is likely that the Express Bus Transit Service discussed on page 23 would attract fewer riders, and there would be little likelihood of reducing the proportion of single-occupant vehicles in the corridor.

Page 23, Paragraph 3: "Improve Merge and Lane Drop at Mare Island WB On-Ramp:" **Add** a description of diamond lane and lane-metering opportunities to encourage car-pools, van-pools, and to make bus service viable, as described above.

Pages 23-24, Express Bus Transit Service. **Revise** to include van-pool and car-pool improvements. Rather than calling for a separate study of ways to reduce reliance on single-occupant vehicles, make this a significant part of the Corridor Plan. Coordinate the Corridor Plan with Climate Action Planning by the four counties.

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Transportation Solutions Defense and Education Fund

P.O. Box 151439 San Rafael, CA 94915 415-331-1982

October 25, 2017
By E-Mail

David Rabbitt, Chair
State Route 37 Policy Committee
525 Administration Drive, Room 100
Santa Rosa, CA 95403

Re: SR 37 Transportation and Sea Level Rise Corridor Improvement Plan

Dear Mr. Rabbitt:

TRANSDEF, the Transportation Solutions Defense and Education Fund, is a Bay Area non-profit environmental organization focused on reducing the impacts of transportation on the climate. We appreciate this opportunity to offer these comments on the draft SR 37 Transportation and Sea Level Rise Corridor Improvement Plan (Corridor Plan). All page references are to the Corridor Plan unless otherwise noted.

Setting

It is inconceivable that a new highway could be built through sensitive wetlands such as those that exist in the Highway 37 corridor, due to the proliferation of scientific understanding of the environmental significance of wetlands, and the laws and regulations that have followed. It's only because Highway 37 was built long before the advent of environmental protection that a rebuilding of the highway is now even being discussed.

Because the Corridor Plan is based on an incomplete foundation (discussed in this section and the next), it is an inadequate and incomplete approach to achieving the goals described on page 3. Everything the Policy Committee has been considering for Highway 37 is taken from the State Route 37 Integrated Traffic, Infrastructure and Sea Level Rise Analysis: Final Report, U.C. Davis, 2016. However, the Davis study was severely limited by the following simplifying assumptions:

- 1) Only expansion of the number of lanes was considered, from 2 to 4 for segment B. No consideration was given of restricting travel on the primary re-constructed segments (A and B) to 2 lanes, or 3 lanes, where 2-lane travel would take place during directional rush-hour, with the center lane serving one direction and then the other. Both approaches would reduce cost and environmental impact.
- 2) **No consideration was given to moving the highway alignment inland**, or combining with existing highways with

less exposure to SLR. This option was discussed in Phase I and was seen as impractical, primarily because it is not typically done. However, Caltrans is currently considering moving SR 1 inland in coastal areas because of regular flooding and slope failure. It is likely that consolidation of vehicle-travel routes inland would be less expensive than adapting shoreline structures to the continuously moving target of SLR and increased storm energy.

3) Similarly, no consideration was given to building a tunnel or bridge structure across San Pablo Bay (at its narrowest point) to provide the travel opportunity, but without retaining an alignment across the marshes. These scenarios were considered in Phase I, but were not included in this Phase.

4) Although transit was considered for multi-modal travel along the corridor, only bus transit was noted. Other forms of transit were briefly discussed, but serious analysis of transit remains to be carried out.

5) SLR is often thought of as a predictably-changing process where impacts will linearly increase with time/SLR. However, impact costs increase faster than the rate of SLR (Boettle et al., 2016), which includes storm-related impacts to areas that were previously unprotected. In CA over the last year (2015-2016), sea elevations have been up to 10" higher than expected due to the El Nino. This sudden rise in sea levels and increased storminess that accompanies El Nino events means that new areas on the CA shoreline will become exposed faster than expected. This will continue to happen.

6) Finally, analysis was limited to a SLR of 36", a rate of rise of 3-6"/year, and a timeframe of 2075-2100. Although SLR will continue indefinitely, this frame was chosen to provide more familiar sidebars for planners and the public. However, future analyses should consider a broader range of conditions. (Executive Summary, p. 11, emphasis added.)

These assumptions have taken options off the table that are far more environmentally benign. Assumption #2 above is especially concerning, as it confirms that Caltrans is considering a "retreat inland" strategy for another environmentally sensitive corridor, Highway 1. Significantly, that strategy is expected to be less expensive.

In addition, the predictions used for sea level rise are on the low end of scientifically credible projections, due to recent unexpected warming. The April 2017 publication of [Rising Seas in California: An Update on Sea-Level Rise Science](#) by the California Ocean Science Trust provides more current projections on page 26. In particular, the maximum 2100 projections are significantly higher.

Given the fact that no serious study has been made of a "retreat inland" strategy, or of bringing passenger rail to this corridor, it is premature to move forward with the long-term elements of the proposed Corridor Plan.

Caltrans' Planning

The 2015 Transportation Concept Report for State Route 37 (TCR) had several major flaws. First, it took a tunnel vision approach, seeing the problems as only involving transportation, and entirely ignoring the transportation-land use connection. Second, it completely ignored the cause of sea level rise: increasing levels of greenhouse gases (GHGs). Because the largest source of GHGs in California is motor vehicles, the project's primary purpose of adding capacity for more vehicles will exacerbate SLR. It is the height of unprofessionalism for Caltrans to have ignored this inconsistency with the state's climate policies pertaining to reducing GHG emissions and VMT. On a closely related subject, Caltrans is mistaken:

There is concern that increasing the number of lanes on any facility creates only temporary congestion relief and in the long run will result in additional travel demand. In the case of SR 37, because of the local geography and environment, the lack of population centers and very limited development along the corridor, building out Segment B to conform to Segments A and C is not expected to significantly increase demand, and could allow HOV/ transit options to be introduced in the corridor. (TCR, p. 25.)

It is clear that the TCR authors do not understand induced demand. The demographic projections for the North Bay are unconstrained by transportation capacity. The issue of concern is not development along Highway 37--it is the development at either end. The 81% projected increase in WB AADT and 76% increase in EB AADT (TCR, p. 15) simply **cannot** occur if the highway is not widened. If land use policies changed, or a new commitment was made to public transit in response to climate change, the increase in travel demand would not occur, altering the Project Purpose and Need.

The Summary of Key Issues and Strategies included: "Origin/destination data is a first step to determine transit demand." (TCR, p. 27.) Such a study was not performed for the Corridor Plan, however.

Critique of the Corridor Plan

1. TRANSDEF believes that ongoing traffic congestion is the the motivation to "do something" about Highway 37, despite efforts to characterize the project as sea level rise mitigation. However, considering the Highway 37 problem to be a transportation problem is a misdiagnosis. The current traffic congestion is the direct result of a jobs-housing imbalance, caused by a failure of local and regional planning. A transportation "solution" for this problem would only be addressing the symptoms and not the causes of the problem. This is a formula for long-term failure.

2. The analysis of a Retreat strategy was half-baked. Whether future traffic could fit on existing alternate roadways (p. 15) was the only consideration given to a Retreat alternative that would avoid spending many billions of dollars to construct a new causeway across the wetlands. This is insulting to the intelligence of readers of the study, and damning proof that no serious effort was made to consider an alternative. Spending far less money to upgrade SR 116 and SR 12 to freeway status connecting Hwy 101 to I-80 is an alternative that must be evaluated.

3. The reasons given for rejecting a rail alternative (p. 15) do not stand up to scrutiny:

(a). While a rail route might be longer than the existing roadway, it is untrue that travel times would necessarily be longer. Because rail vehicles do not suffer congestion on their own ROW, travel would be much faster than congested road travel (the appropriate comparison, given that congestion is the driver for this project). Second, a rail vehicle on dry land would provide far more reliable travel than a roadway subject to periodic inundation.

(b). The cost projections are grossly out of proportion to recent commuter rail projects. They are closer to BART costs than commuter rail. The final Corridor Plan must provide an appendix documenting the estimates, if they are to be given any credibility. A highway toll should be imposed to fund a rail project and provide a cost differential to induce transit use by drivers. Excerpts of the draft State Rail Plan (See attachment) propose to study and possibly build passenger rail in this corridor. The Corridor Plan should fully support the State Rail Plan proposals.

(c). While portions of the rail alignment do have flooding vulnerabilities, it is far less costly to raise tracks than raise a roadway. It is entirely untrue that " Additionally, there is no real advantage of a rail alternative over roadway improvements in this segment in terms of environmental impacts." (p. 16.) First, the rail ROW is largely not in wetlands. Second, a well-used rail line will have the environmental benefit of reducing GHG emissions, while an expanded roadway will significantly increase GHG emissions. The only reason this false statement could have been put into the Plan is the refusal of highway interests to acknowledge the GHG emissions impact of highway widening.

4. Improved lane drop at SR 121: A major constraint on the flow of traffic in Segment B is the traffic light at SR 121. The roundabout plan, with EB bypass (pp. 23 & 29) would significantly increase the throughput of the intersection, if it can be feasibly constructed while under traffic.

5. Express bus service between transit hubs would be a desirable near-term addition to the corridor.

6. TRANSDEF would support the following near-term solution, if paired with a state-level commitment to fund passenger rail service in the corridor: A movable barrier to replace the existing fixed median barrier would allow SR 37 to return to its former 3-lane configuration without requiring any additional ROW. Since the travel demand is highly

directional, a movable barrier would provide capacity roughly equivalent to a 4-lane system, at a far lower cost and with fewer environmental impacts. The reversible center lane would be restricted to HOVs. A toll would be charged for all lanes.

7. As stated earlier, it is far too early to commit to a long-range plan, when less costly and less impactful alternatives have not been adequately explored. The Next Steps proposed on page 31 are thus inappropriate, for the reasons discussed above.

Thank you for this opportunity to comment on the draft Corridor Plan.

Sincerely,

/s/ DAVID SCHONBRUNN

David Schonbrunn,
President

Attachment: State Rail Plan Excerpts

The Highway 37 corridor is identified for consideration for future passenger rail service in the draft 2017 State Rail Plan (SRP):

For the short term:

Evaluate expansion of rail service from San Rafael, Sonoma, and Napa Counties to Solano County, considering rail service primarily on existing rail alignments with potential connections to the statewide network at Fairfield-Suisun or near Vallejo. (SRP, p. 130.)

In the mid-term:

Implementation planning for a connection from Marin and Napa Counties to the state network at a Solano County hub, based on the results of the 2022 evaluation. (SRP, p. 138.)

In the long-term:

Hourly service between a Solano County Hub and Novato, providing timed connections to service between Cloverdale and Larkspur, or through service to Marin or Sonoma Counties.

Hourly service between Napa and the Solano County Hub, providing connection between Napa County and the State rail network. (SRP, p. 146.)

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From: Brian Coyne
To: [Robert Guerrero](#)
Subject: comments on CA 37 Plan, re: bicycle accommodations
Date: Friday, October 13, 2017 9:46:06 PM

Dear Mr. Guerrero,

I'm writing after reviewing the CA 37 plan.

My primary comment is to urge you and your team to take seriously the needs of current and potential road users bicycling on CA 37. I'm a dedicated and experienced cyclist, but riding on CA 37 still feels deeply unsafe and unpleasant. The shoulders are theoretically 8' wide, but the usable width is in many places far less because of overgrown plants, debris, and cracks. Even if these issues are addressed, however, the vast majority of people will not feel comfortable bicycling (to say nothing of walking) on the shoulder of a major highway with no physical barrier protecting them from 60+ mph traffic, including significant numbers of trucks.

CA 37 is of course the only direct route across the north end of the Bay. From Novato to Vallejo via CA 37 is 20 miles. To avoid CA 37, bicyclists are forced to take a circuitous detour to the north, which more than doubles the journey's distance. Many surely choose to make the trip by car instead.

I urge you to make CA 37 into a safe bike route by including a bikeway separated by a concrete barrier in any corridor improvement plans. The report discusses options of widening the shoulders from 8 to 10' but not including a barrier. This would not be sufficient to encourage more road users to consider biking instead of driving.

Cars-only planning is a major contributor to the greenhouse gas emissions which are causing the sea level rise the report is trying to address--it's important that, in fixing this problem, we not continue to make the same mistake that caused it.

Accommodating people biking is pragmatically helpful as well. Caltrans has committed itself to a goal of tripling the mode share of bicycling and walking over the next five years and is taking this goal into account when making funding decisions. Moreover, CEQA documents that do not meaningfully address modes of transportation other than cars would very likely be found insufficient if challenged.

I hope you'll reach out to, and include, organizations representing bicyclists as the planning process continues, especially the Sonoma Co. Bicycle Coalition, Napa Bike, and the SF Bay Trail.

Thank you for reading my comments and your work on this project.

Sincerely,

Brian Coyne
San Francisco

From: Amber Falconer
To: [Robert Guerrero](#)
Subject: Draft Hwy 37 Corridor plan comments
Date: Thursday, October 05, 2017 9:57:59 PM

Hello,

I am a regular commuter, Bay Area driver and native to the Bay Area as well. My thoughts below:

121/37 intersection:

Traffic going to Sonoma via 121 on EB 37 sits behind late merging vehicles. Making both EB 37 lanes dedicated to going to Vallejo/Mare Island until immediately before the light at 121 will worsen traffic conditions and make getting to Sonoma even worse. In addition it will increase traffic congestion on Lakeville Hwy as this alternate route becomes increasingly used.

Ideally, the road would be partitioned prior to the crest of the hill with a barrier to separate the traffic going EB to Vallejo/Mare Island from the traffic turning north into 121 to Sonoma. If possible, the change from 1 lane to 2 lanes EB before the crest of the hill would also be an improvement.

Round about is a TERRIBLE idea. They have merit but not in a high traffic intersection like this one. Has anyone actually looked at how many failed roundabouts have been installed in the Bay Area? And accidents?

Shifting the EB 37 merge to east of the railroad tracks would likely help.

If a bike lane is going to go on the section from 121 to Mare Island it has to be behind a barrier. It's too long of a stretch and susceptible to too many varying light conditions to be safe for bicyclists. However, bike lanes SIGNIFICANTLY drive up construction costs (as we've all seen on 101). Where is the evidence of need, usage and interest for this that would validate the cost? And considering the costs, why is it not listed as an option, instead of automatically included? After all we're talking about putting the burden of these changes on the tax payers and road users in the form of taxes and tolls and there is a high percentage of lower income/working class drivers that can't afford these costs. Why wouldn't a SMART Train option be considered instead of a bike lane for those 10 feet?

Thank you,
Amber

From: Elaine Moreno
To: [James Cameron](#)
Subject: Highway 37
Date: Thursday, September 28, 2017 4:38:04 PM

Hello,

Not able to attend tonight's meeting at the Vet Memorial Building in Sonoma tonight, so will write some ideas I have and send them to you instead.

I commute Hwy 37 several times a week and spend A LOT of time in stopped traffic, spinning my wheels. Some ideas I think might help open up the traffic corridor would be:

1. Going east (after the river and before Lakeville Hwy) : Pave a new lane to the left of the highway to make a designated L hand turn lane onto Lakeville Highway. I turn onto Lakeville Hwy and have to sit in traffic just waiting to turn left - 99% of the time there is no back-up on Lakeville. There is ample room to make another lane and lots of us could get to it much quicker if there was another lane.
2. Going east: Open up the farthest right lane at the signal where Arnold Drive (Highway 121) meets Highway 37 so that cars don't have to stop at the signal - just keep it open. This would make it necessary to have a barrier separating those cars turning left from Arnold Drive onto eastbound Hwy 37. Cars would eventually have to merge onto the highway so widen that area to three lanes for a short distance. When eastbound traffic is really stopped up after the signal, this wouldn't provide any advantage, but when eastbound traffic is flowing, this would help a lot.

I would be more than happy to talk with you to further - a diagram would make it much easier to understand.

Thanks for your time.

Elaine Moreno
Hwy 37 commuter
707-280-1155

From: Liz Westbrook
To: [Robert Guerrero](#)
Cc: [Louisa Morris](#)
Subject: Highway 37 Corridor Improvement Plan Comments from the Ridge Trail Council
Date: Monday, October 16, 2017 10:51:23 AM

Dear Robert,

This email is in response to the attached Highway 37 Corridor Improvement Plan. The Bay Area Ridge Trail Council works to plan, promote and sustain a connected hiking, cycling, and equestrian trail on the ridgelines around San Francisco Bay—linking people, parks and open space for today and future generations. The success of the Ridge Trail relies on successful regional and local trail connections throughout the region. The Bay Trail connection along Highway 37 is one of these critical trail connections for the Ridge Trail, Delta Trail and Vine Trail.

The Ridge Trail Council feels that the five alternatives shown in the plan do not address pedestrian and bicycle access in a sufficient manner. For example, none of the options accommodate pedestrians and the majority do not separate bicyclists from the 55+ mph vehicular traffic.

The Ridge Trail Council advocates for a Class 1, fully separated multi-use path that accommodates both bicycles and pedestrians as a baseline with additional opportunities for robust public access tiering off of whatever roadway facility is ultimately chosen.

Thank you for your time and consideration of our comments.
Liz

--

Liz Westbrook
Trail Director
Bay Area Ridge Trail Council
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San Francisco, CA 94129
[415-561-2595 x 202](tel:415-561-2595)
www.ridgetrail.org

[Preview attachment Draft Hwy 37 Corridor Improvement Plan.pdf](#)