



## Transportation Authority of Marin Stakeholder Working Group Meeting #2 Summary

Northbound US-101 – Eastbound I-580 Direct Connector Project  
Tuesday, July 21, 2020, 2:00 p.m. via Zoom

The second meeting of the Stakeholder Working Group (SWG) focused on providing an overview of the features of the seven initial project alternatives including existing conditions and traffic patterns, preliminary plans of alternative alignments, elevation views, existing and future travel time, and cost estimates. There was also a discussion of potential Bellam Boulevard improvements that may become a part of the project. Comments were taken from SWG members as well as public members in attendance regarding initial thoughts on alternatives and what additional information is needed to better understand and evaluate the alternatives. The PowerPoint presentation for the meeting is [available here](#).

The following summarizes the comments and questions from the meeting.

### Summary of General Comments by SWG Members

#### Additional Information Requested

1. Provide travel time comparison information for the alternatives; clarify where the traffic goes for each alternative and the impacts from moving traffic from Sir Francis Drake to the new 101-580 connector. Concern that we will just be moving the traffic up the road a few hundred yards and cause further backups.
2. Provide impacts to businesses/buildings/houses for each alternative.
3. Provide property acquisition impacts and cost for each alternative; clarify if these costs are included in the current cost estimates.
4. Provide similar information and visuals for all alternatives; add renderings for Alternative 5.
5. Provide more information on environmental impacts for each alternative.

#### Process and Alternative Development

1. Clarify if all alternatives include improvements to Bellam Blvd.
2. Explain the process/timeline for communication with owners of potentially impacted properties.
3. Clarify the process for obtaining design exceptions from Caltrans.
4. Connection from WB I-580 to SB US-101 should be included.

5. Consider the impact of climate laws limiting building additional vehicle capacity, i.e., auxiliary lanes and new roads (such as Alternatives 1A and 1B).
6. Clarify the impacts to San Quentin Village.
7. Explain the process and timeline to reduce the number of alternatives under consideration. Clarify how many alternatives are expected to move forward into the environmental phase.
8. Consider other local planning efforts in the analysis.
9. Explain how Caltrans will keep homeless, weeds, trash, and debris from blighting the area.

## SWG Member Questions Regarding the Alternatives

### Questions Regarding Hillside Alternatives 1A and 1B

1. Clarify if the Hillside (Alternatives 1A and 1B) alternatives have the fewest property impacts but greater environmental impacts.
2. Alternatives 1A and 1B will have some constraints with environmental review, provide information on those constraints.

### Questions Regarding Simms Street Alternative 2 and Low Speed Alternatives 3A and 3B

1. Clarify the differences between Alternatives 3A and 3B.
2. Explain how Alternative 3B impacts Francisco Boulevard West.
3. Clarify how the alternatives will impact the one-way realignment and multi-use path being planned by the City of San Rafael on Francisco Boulevard West to Second Street.
4. Clarify if the NB US-101 off-ramp to Francisco Blvd/Bellam Blvd could be widened to two lanes to increase storage capacity and reduce the traffic back-up on US-101. Most local traffic appears to go to the Canal or Bret Harte neighborhoods.
5. Explain the impacts from sea level rise for Alternative 3A.

### Questions Regarding Swing Out Alternative 4 and Medium Speed Alternative 5

1. Clarify what the access to Bellam Blvd from WB I-580 is for these alternatives.

## SWG Member Thoughts on Specific Alternatives

- Concern was expressed about the traffic impacts in and out of the Canal area.
- Support for Alternative 2 , Simms Street was questioned due to the negative visual impacts.
- Comments expressed concern about the alternatives that remove the I-580 Bellam offramp -- specifically 3B. A comment was made that it is not equitable and could create negative traffic impacts to the Canal and east San Rafael. Clarify the impacts of the closure of the off ramp in greater detail.

- Lack of support for Alternative 4 was expressed as it would be detrimental to Lomita Park/California Park/Woodland area.
- Lack of support for Alternative 5 was expressed as it would potentially add a bridge support column in Bellam Blvd.

## Public Comments

(submitted during presentation and public comment period)

### Public Comments on Specific Alternatives

1. Supports Alternative 2 in terms of the geometry and the cost, and it seems less confusing.
2. Alternative 3A seems to affect the fewest number of businesses/buildings.
3. A resident, Jeff Rhoads, will provide the team with a conceptual corridor plan that could be potentially implemented with Alternative 3A.
4. Clarify the sea level rise impacts to Alternatives 3A. Alternative 3A looks eminently buildable soon and provides an improvement to remove traffic from neighborhoods in East San Rafael.
5. Alternative 3B seems like an unfair sacrifice for the Canal Area.
6. Alternative 3B will negatively impact the Bret Harte neighborhood because it looks like more traffic will move onto Woodland.
7. Increasing driving time into the Canal Area with Alternative 3B will not be helpful as it seems like a negative aspect to an already complex design.
8. Do not cut off or cut through Canal, Lomita Park, and Bret Harte neighborhoods. Alternative 3B is confusing. Open up access to the Canal for walkers, bikers, and drivers. Supports Alternative 2 and does not support Alternatives 3B and 4.
9. Alternative 4 intrudes on the local neighborhood. Private space on Woodland is privately owned. Need a visual simulation of Alternative 4 Swing Out, if carried forward.
10. Concerned about visual impacts and noise, Alternatives 2, 4, and 5 are least desirable. Drawn to Alternatives 1A and 1B. Would like to see more on Bellam improvements.

### Additional Public Comments

1. Clarify whether bike/pedestrian right-of-way is maintained or enhanced in proposed designs, particularly the redesign of the Sir Francis Drake flyover and access from Sir Francis Drake to Pt. San Quentin and connection to San Francisco Bay Trail sections.
2. This project appears to solve only one problem, and we should consider looking at the entire corridor comprehensively. This project seems to have little benefit to east San Rafael. What is the cost to increase the scope to a corridor study and corridor environmental review so a plan could be implemented in phases?
3. A commenter would like more information on the following:
  - a. Regional circulation interconnection with local streets (San Rafael Bicycle Pedestrian Advisory Committee, city staff), trails (MCBC, local trails) and SF Bay

- Trail. Any other joint use or betterments such as tourist traffic on bicycles traveling from Larkspur to Richmond ferries.
- Traffic impacts with a Bellam Blvd. closure from southbound US-101.
  - Carpool or commute lanes planned in the alternatives.
  - Any option to make a toll lane(s).
  - Clarify how traffic ramp timing will work and for what alternatives.
  - Strategies to keep Caltrans property clean and maintained with each alternative.
  - Which alternative has the fewest right-of-way acquisition for the alternatives?

### Standing Working Group Members

Present	Organization	Member	Interest Represented
X	Brett Harte Community Assoc	Betsy Swenerton	Community
	Canal Alliance	Omar Carrera	Community
X	College of Marin	Jon Horinek	Community
X	Country Mart, Larkspur Landing	Libby Schenkel (Alt)	Business
X	East Bay to/from Larkspur	Becky Kitteridge	Commuter
X	East Bay to/from San Rafael	Air Gallegos	Commuter
X	East San Rafael Businesses	Stephanie Plante	Business
X	Fed. of San Rafael Neighborhoods	Jim Draper	Community
X	Larkspur Chamber of Commerce	Julie Cervetto	Business
X	League of Women Voters	Kevin Hagerty	Community
X	Marin Conservation League	Kate Powers	Environmental
X	Marin County Bicycle Coalition	Bjorn Gripenburg	Bike & Pedestrian
X	Multicultural Center of Marin	Douglas Mundo	Community
X	Pt. San Quentin Village HOA	Michele Barni	Community
X	Rides GGT through project area	Dave Troup	Transit Rider
X	San Rafael Bike/Ped Adv. Comm.	DJ Allison	Bike & Pedestrian
X	San Rafael Chamber of Commerce	Joanne Webster	Business
X	San Rafael City Schools	Dave Pedroli	Community
	Sustainable Marin	Wendi Kallins	Environmental
X	Sustainable San Rafael	Jerry Belletto	Environmental