



# Northbound US-101 to Eastbound I-580 Direct Connector

**Stakeholder Working Group  
Meeting #6 - 5/18/21  
Summary**







## Project Goals and Objectives

- Build a new freeway-to-freeway connection between NB US 101 and EB I-580 to improve connectivity and traffic flow for local and regional traffic
- Separate regional pass-through traffic from local traffic and reduce local traffic congestion
- Enhance bicycle and pedestrian network and local access within the project area
- Promote equity for all users, particularly members of the under-represented communities within the project area
- Project should not preclude construction of future WB 580 to SB 101 Connector



# Alternatives Under Consideration



# Alternatives Summary Table

Alternatives	Naming	Design Speed (mph)	Preliminary Cost	EB 580 Off-ramp to Bellam Closure?
1A	Hillside A	50	\$292M	
1B	Hillside B	50	\$379M	
2	Simms St	45	\$168M	
3A	Low Speed A	35	\$138M	
3B	Low Speed B	35	\$114M	√
Modified 3B	Low Speed B Modified	35	\$139 M +	
4	Swing Out	35	\$225M	√
5	Medium Speed	40	\$189M	
6	Andersen Mid-Way	45	\$255M +	



# Local Project Improvements in San Rafael

## Bellam Corridor

- Remove regional traffic from the Bellam off-ramp intersection
- Replace I-580 EB Bridge and create additional space for bike/ped improvements (\$11M)
- Implement safer and more accessible bike and pedestrian facilities along Bellam (\$7M)\*
- Complete the bike and pedestrian connection to Cal Park Path\*
- Evaluate improvements along Andersen north of Bellam to provide better access to Davidson MS and downtown San Rafael\*
- Incorporate placemaking, arts, and beautification elements throughout the corridor as feasible\*
- Potentially replace I-580 WB SFD off-ramp exit bridge and make SFD/Andersen intersection safer for bike/ped access and improve intersection operation (\$19M)

\*Designs to be developed with the community

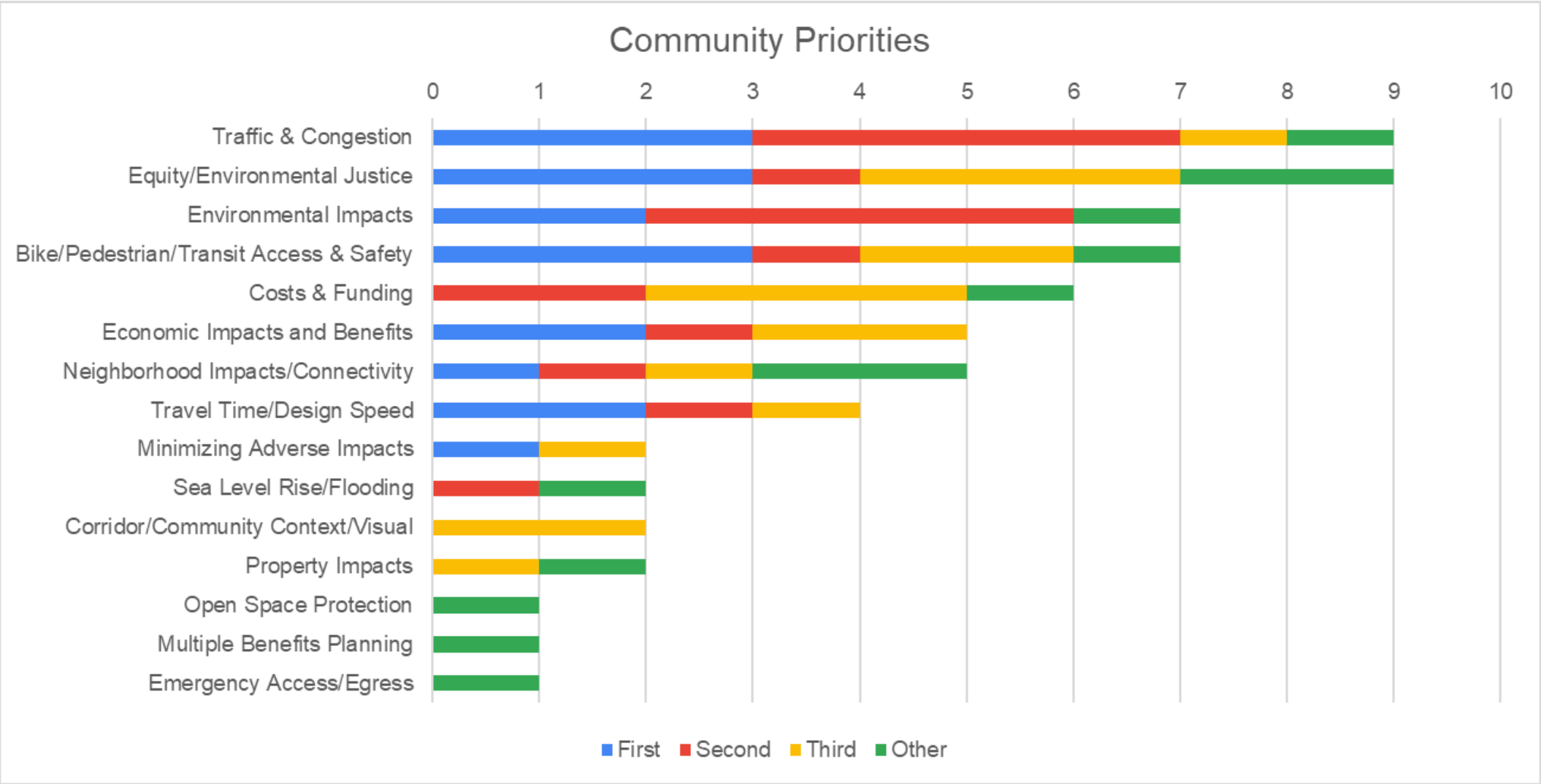
# Consistency with Future Planning Efforts

- Direct Connector Project would not preclude future additional improvements along I-580 corridor
  - Project needs to be consistent with the RM 3 funding legislation and TAM's Measure AA voter-approved language
- Team will be coordinating with City of San Rafael on its Community Based Transportation Plan, which could evaluate additional circulation needs
- Priority Development Area planning may be funded in the future
- Local planning could evaluate the need for additional connection points to or across I-580

# Summary of SWG Meeting #6

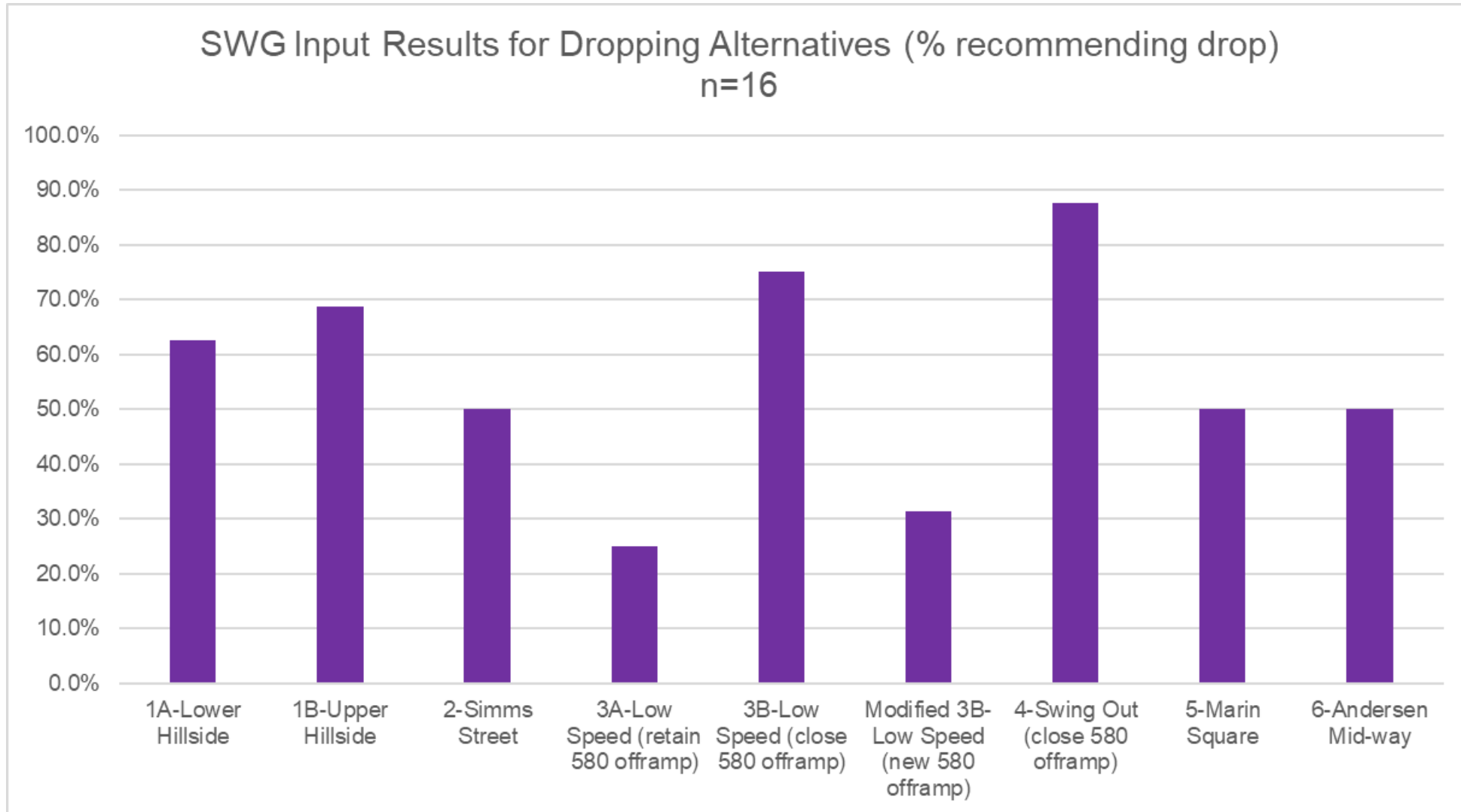
- Alternatives Discussion
  - SWG priorities for the project
  - SWG recommendations regarding alternatives to drop
  - SWG input on pros and cons of each alternative

# Question 1 - What are your priorities for the project?





## Question 2 - Which alternatives do you recommend dropping from further consideration?



Responses include initial answers from 16 SWG members collected during and after the SWG meeting.

# Question 3: What are your reasons for dropping or keeping an alternative?

## Alternative 1A – Lower Hillside

## Alternative 1B – Upper Hillside

### Reasons for Dropping

- Costly and complex
- Negatively impacts MSS
- Negatively impacts the environment
- Visual impacts; protecting open space

### Reasons for Keeping

- Fastest design speed, greatest peak travel time savings
- Meets Caltrans design standards
- Least disruptive to Bellam area; separates traffic before San Rafael
- Fewer business parcels affected
- Some neighborhood support as this alternative is further removed from neighborhoods

# Question 3: Response Summary

## Alternative 2 – Simms Street

### Reasons for Dropping

- High cost
- Intrudes in commercial area; business disruption
- Noise and visual impacts
- Close to Bellam so it would undermine improvements
- Reduced speed compared to hillside alternatives

### Reasons for Keeping

- Reasonably good design speed
- Cost and simplicity
- Fewer impacts
- Some neighborhood support as this alternative is further removed from neighborhoods

## Alternative 6 – Andersen Mid-Way

### Reasons for Dropping

- Cost
- Visual and noise impacts
- Impact to Golden Gate Transit and Marin Airpporter
- Proximity of offramp to Sir Francis Drake NB 101 onramp

### Reasons for Keeping

- Faster design speed; shorter overall connection length
- Limited number of business impacts
- Keeps traffic away from Bellam offramp area
- Some neighborhood support as this alternative is further removed from neighborhoods



# Question 3: Response Summary

## Alternative 3A – Low Speed

### Reasons for Dropping

- Low speed
- Moves all traffic into San Rafael
- Business impacts

### Reasons for Keeping

- Relatively low cost
- Least environmental impacts
- Fewer impacts on businesses
- Best supports Bellam safety improvements for pedestrians

## Alternative 3B (closes 580 off-ramp)

### Reasons for Dropping

- Closure of SB 101 off-ramp to Bellam
- Negatively impacts travel time to Canal neighborhood
- Additional traffic impact at Francisco Blvd W and Andersen Dr. due to re-routing of traffic

### Reasons for Keeping

- Low visual impact
- Cost
- Fewer impacts on businesses

## Modified Alternative 3B (replaces 580 off-ramp)

### Reasons for Dropping

- Complicated intersection with Bellam
- Off-ramp conflicts with pedestrians and bicyclists
- Low design speed
- Business impacts

### Reasons for Keeping

- Relatively low cost
- Maintains Bellam exit
- Fewer impacts on businesses
- Lower environmental Impacts

# Question 3: Response Summary

## Alternative 4 – Swingout (closes 580 off-ramp)

### Reasons for Dropping

- Closure of SB 101 off-ramp to Bellam
- Noise, visual, and environmental impacts and proximity to neighborhoods
- Cost
- Additional traffic impact at Francisco Blvd W and Andersen Dr. due to re-routing of traffic

### Reasons for Keeping

- May help reduce community impacts beneath new structures compared to other alternatives

## Alternative 5 – Marin Square

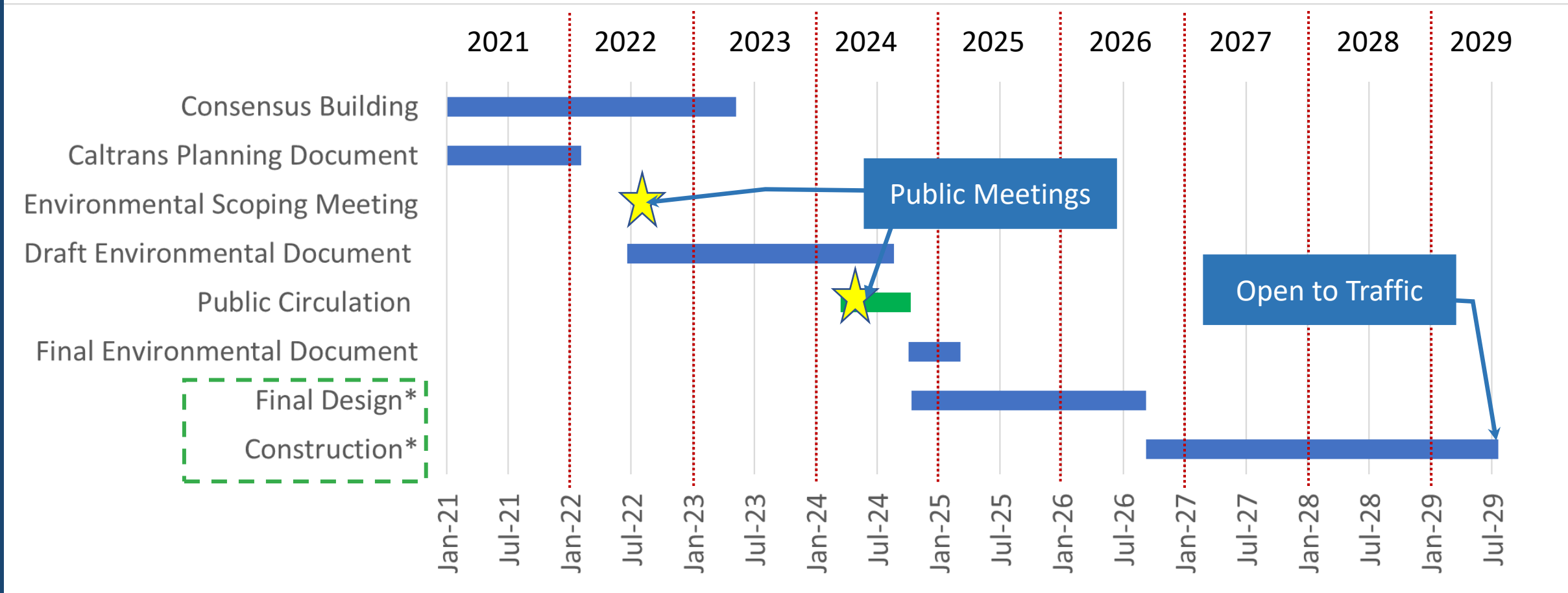
### Reasons for Dropping

- Impact to Marin Square retail center
- Relatively high cost
- Structures conflict with purpose to improve Bellam Blvd.
- Visual, noise, and pollution impacts

### Reasons for Keeping

- Better speed

# Targeted Project Schedule



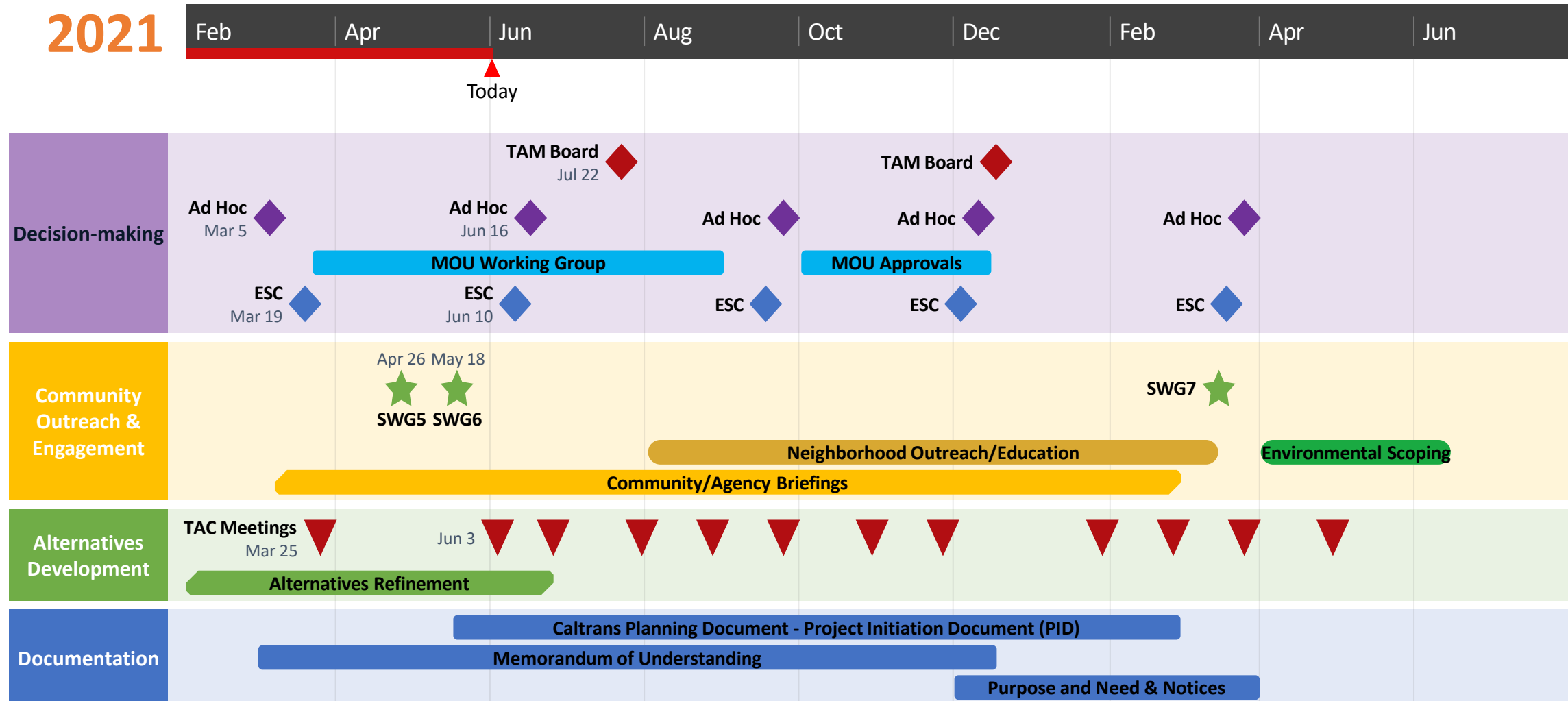
\* Pending Available Funding



# TAM 101-580 Near-term Planning Roadmap

2021

2022



## Next Steps

- Begin preparing Project Study Report
- Continue working on equity outreach and education in the surrounding neighborhoods
- Present recommendations to TAM Board
- Develop Environmental Scoping Plan – Winter 2021