Northbound US-101 to Eastbound I-580 Direct Connector
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
Planning Basis

- TAM Vision Plan (2017)
- PBA 2050 (2021)
- Caltrans US 101 North CMCP (2020)

Current Project Funding

- Regional Measure 3 (bridge toll funding):
  - $135M for project planning and construction
- Local Funding (Marin County ½ cent transportation sales tax):
  - $16.5M to expedite project planning and to fund local improvements
Systems Approach to Improvements

- Build the northbound US-101 to eastbound I-580 Direct Connector
- Complete the Marin-Sonoma Narrows
- Improve Highway 37 and protect it from Sea Level Rise
- Modernize and improve interchanges
- Provide Ramp Metering along Hwy 101
- Add Bus on Shoulder on southbound Hwy 101
- Improve Park and Ride Lots for more convenient and faster regional bus service
- Relocate Bettini Transit Center
# Stakeholder Working Group

<table>
<thead>
<tr>
<th>Interest</th>
<th>Organization</th>
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<tbody>
<tr>
<td>Bike &amp; Pedestrian</td>
<td>Marin County Bicycle Coalition</td>
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<tr>
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<td>East San Rafael Businesses</td>
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<td>League of Women Voters</td>
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<td>Fed. of San Rafael Neighborhoods</td>
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<td>Canal Alliance</td>
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<td>Pt. San Quentin Village HOA</td>
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<td>Bret Harte Community Assoc</td>
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<td>Sustainable Marin</td>
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<td>Sustainable San Rafael</td>
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</table>
Coordination Meetings

Committees
- Technical Advisory Committees, Executive Steering Committees, Stakeholder Work Group

Cities/Agencies
- San Rafael City Council, City of San Rafael staff, San Rafael Bicycle & Pedestrian Advisory Committee, City of Larkspur staff, Golden Gate Bridge, Highway & Transportation District, Marin Transit

Community Organizations
- Canal Alliance, League of Women Voters, Multicultural Center of Marin, Federation of San Rafael Neighborhoods, East San Rafael Working Group, Resilient Shores, Marin Conservation League, Pt. San Quentin Association, Spinnaker Point & Baypoint neighbors, and TAM Citizens Oversight Committee

Property Owners
- Central Marin Sanitation Agency and Marin Sanitary Services
2040 Congestion – No Build

With no direct connector SFD will become more congested and traffic will utilize Bellam

Peak Hour Travel Time
Tamalpais On-Ramp to Bellam Off-ramp

Existing Conditions – 13.3 minutes

Year 2040 No Build – 25.0 minutes
Alternatives Under Consideration
# Alternatives Summary Table

<table>
<thead>
<tr>
<th>Alternatives</th>
<th>Naming</th>
<th>Design Speed (mph)</th>
<th>Preliminary Cost</th>
<th>EB 580 Off-ramp to Bellam Closure?</th>
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<tr>
<td>1A</td>
<td>Hillside A</td>
<td>50</td>
<td>$292M</td>
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<tr>
<td>1B</td>
<td>Hillside B</td>
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<td>2</td>
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<td>4</td>
<td>Swing Out</td>
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<td>5</td>
<td>Medium Speed</td>
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<td>6</td>
<td>Andersen Mid-Way</td>
<td>45</td>
<td>$255M +</td>
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</table>
Bellam Improvements – Replace Existing Structure
Potential Bellam Pedestrian & Bicycle Improvements
Preliminary Feedback

- Lack of Support for Alts 3B, 4, 5
  - Do not close Bellam Blvd off-ramp
  - Visual Impacts
  - Business impacts

- Very Limited Support for Alts 1A/1B
  - Fastest speed
  - Furthest from neighborhoods
  - Cost prohibitive
  - Environmental impacts
  - Impacts to designated open space
  - Impacts to Marin Sanitary Service facility
  - Future compatible WB-SB connector will increase impacts

- Limited Support for Alts 2, 6
  - Structure Height
  - Visual Impacts
  - Commercial/Business impacts

- Strong Support for Alts 3A, 3B Modified
  - Smaller footprint
  - Impacts concentrated in localized area
  - Lower costs that may be funded
Local Challenges

- Regional and Local Traffic backs up onto freeways (NB 101 and EB I-580) from Sir Francis Drake and Bellam off-ramps
- Constrained movements and close signaling at Bellam and Sir Francis Drake undercrossings exacerbate local traffic congestion
- Additional improvements are needed on Bellam to improve pedestrian and bicycle safety and connectivity
Next Steps for the Direct Connector Project

TAM and the project team will focus on these activities in the next year:

- Proof of concept for Resilient Shores proposal
- Narrow the 9 Connector Alternatives to 2-4 for detailed review and analysis
- Initiate equity outreach and community capacity building
- Initiate neighborhood and community engagement for Bellam corridor improvements
- Initiate environmental scoping and public input on Connector alternatives and Bellam improvements.

Project Timeline

<table>
<thead>
<tr>
<th>2025</th>
<th>2026</th>
<th>2028</th>
<th>2030</th>
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<tbody>
<tr>
<td>Environmental Review</td>
<td>Design</td>
<td>Land Acquisition</td>
<td>Construction</td>
</tr>
</tbody>
</table>
Alternatives
Alternative 1A – Hillside A

Material Supply

Design Speed: 50mph
Height: Up to 60 ft

Vertical scale is exaggerated 10:1
Alternative 1A: Bird’s Eye View
Alternative 1B

Design Speed: 50 mph
Height: Up to 60 ft

Vertical scale is exaggerated 10:1
Cut slopes will be landscaped/vegetated
Alternative 1A/1B View at Exit from NB US 101
Alternative 2 – Simms St

- Design Speed: 45 mph
- Height: 25 to 45 Ft

Vertical scale is exaggerated 10:1
Alternative 2 View From Cal Park Path
Alternative 3A – “Low Speed A”

Design Speed: 35 mph
Height: Up to 25 ft
Alternative 3A Rendering

- Span over existing off-ramp
- New Cul-de-Sac at end of Gary PI
- Combined Direct Connector / Bellam Blvd Exit
Alternative 3B – “Low Speed B”

Design Speed: 35 mph
Height: Up to 22 ft

Vertical scale is exaggerated 10:1
Alternative 3B Rendering

- Close 580 off-ramp to Bellam
- New Cul-de-Sac at end of Gary Pl
- Combined Direct Connector /Bellam Blvd Exit
Modified Alternative 3B with New Bellam Exit

Design Speed: 35 mph
Height: Up to 22 ft
Modified Alternative 3B - Visual Sim
Alternative 4 – “Swing Out”

Close 580 off-ramp to Bellam

Design Speed: 35 mph
Height: 90 to 100 ft

Maintain NB US 101 off-ramp to Bellam
Alternative 5 – “Medium Speed”

Design Speed: 40 mph
Height: up to 45 ft

Vertical scale is exaggerated 10:1
Alternative 5 (Medium Speed)

Maintain all 580 and 101 off-ramps to Bellam

Additional Bridges over Bellam
Alternative 6

Design Speed: 45 mph
Height: Up to 90 ft

Vertical scale is exaggerated 10:1