

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

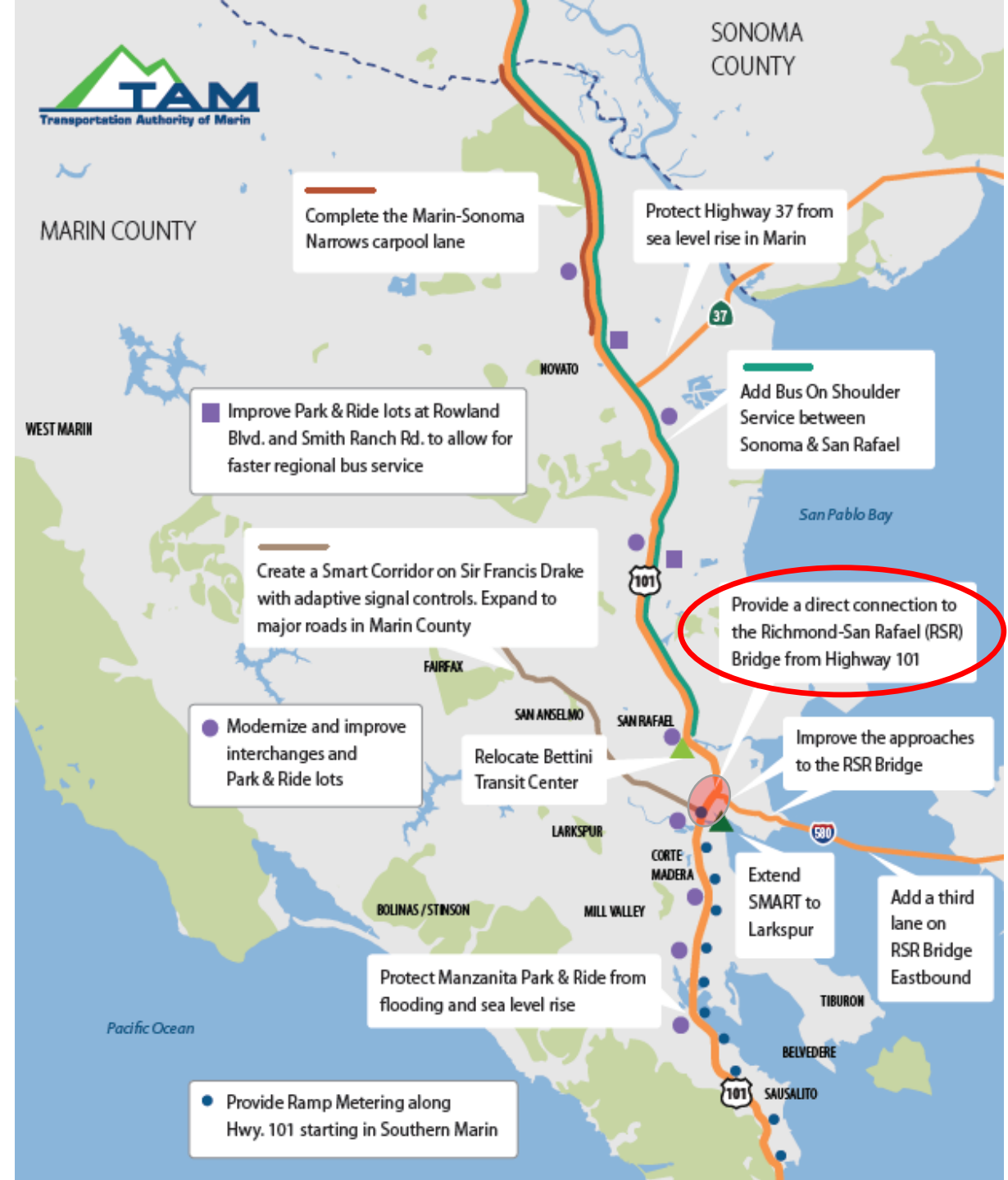
- TAM Vision Plan (2017)
- PBA 2050 (2021)
- Caltrans US 101 North CMCP (2020)

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

Interest	Organization	
Bike & Pedestrian	Marin County Bicycle Coalition	
Bike & Pedestrian	San Rafael Bike/Ped Adv. Comm.	
Business	Country Mart, Larkspur Landing	
Business	East San Rafael Businesses	
Business	Larkspur Chamber of Commerce	
Business	San Rafael Chamber of Commerce	
Community	San Rafael City Schools	
Community	Multicultural Center of Marin	
Community	College of Marin	
Community	League of Women Voters	
Community	Fed. of San Rafael Neighborhoods	
Community	Canal Alliance	
Community	Pt. San Quentin Village HOA	
Community	Bret Harte Community Assoc	
Commuter	East Bay to/from Larkspur	
Commuter	East Bay to/from San Rafael	
Environmental	Marin Conservation League	
Environmental	Sustainable Marin	
Environmental	Sustainable San Rafael	

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

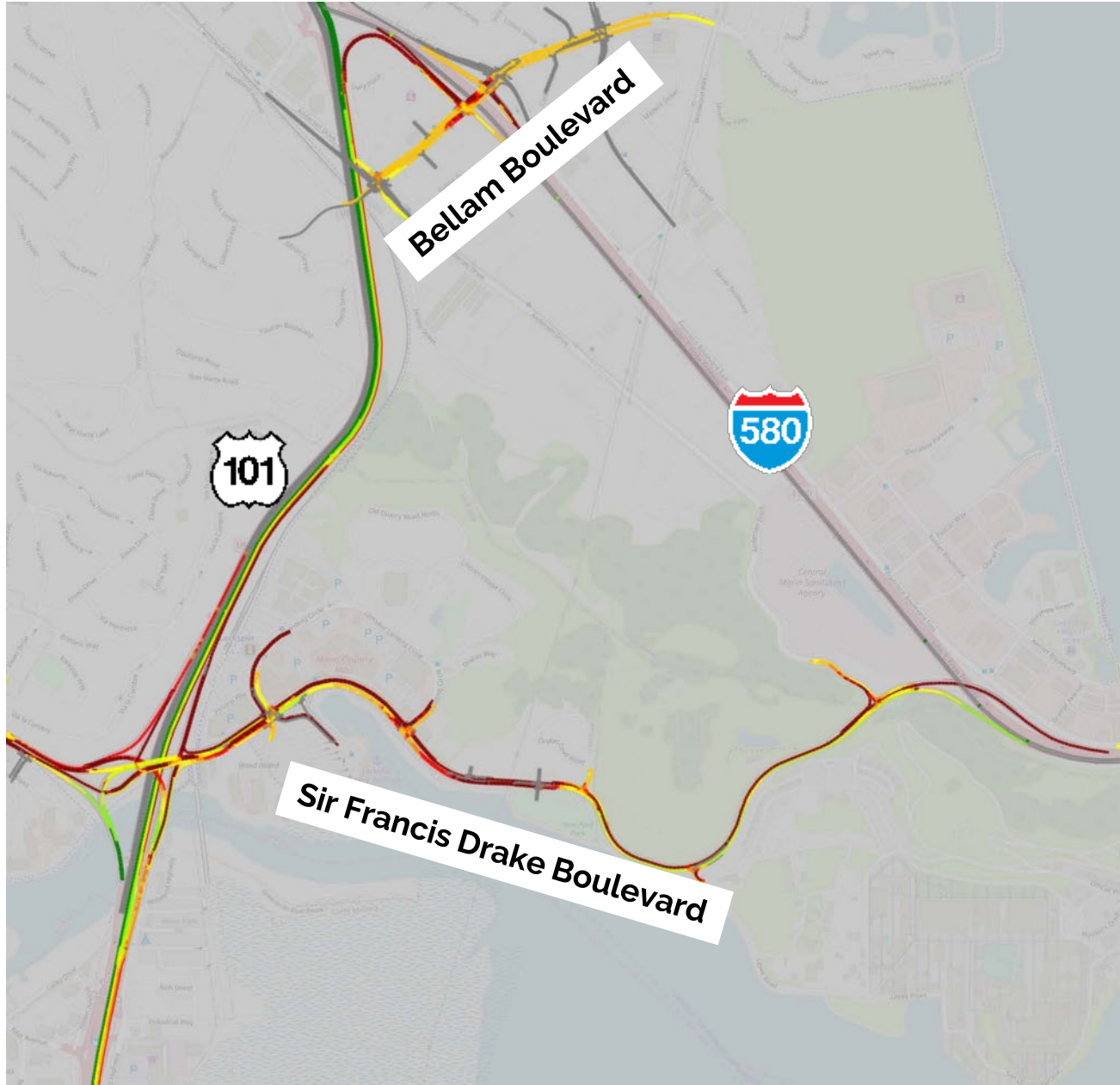
Community Organizations

- 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

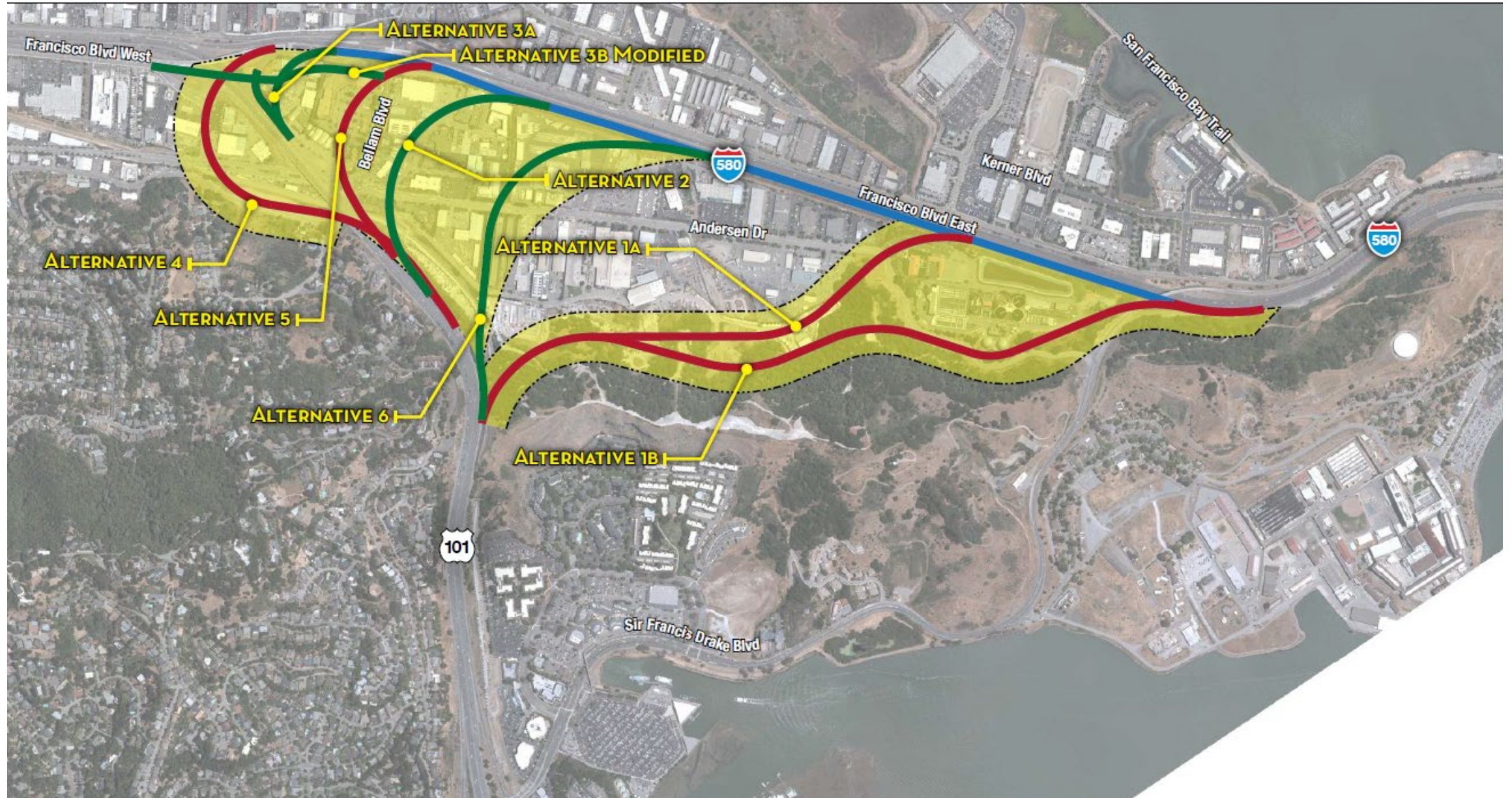
Peak Hour Travel Time

Tamalpais On-Ramp to
Bellam Off-ramp

Existing Conditions –
13.3 minutes

Year 2040 No Build –
25.0 minutes

Alternatives Under Consideration



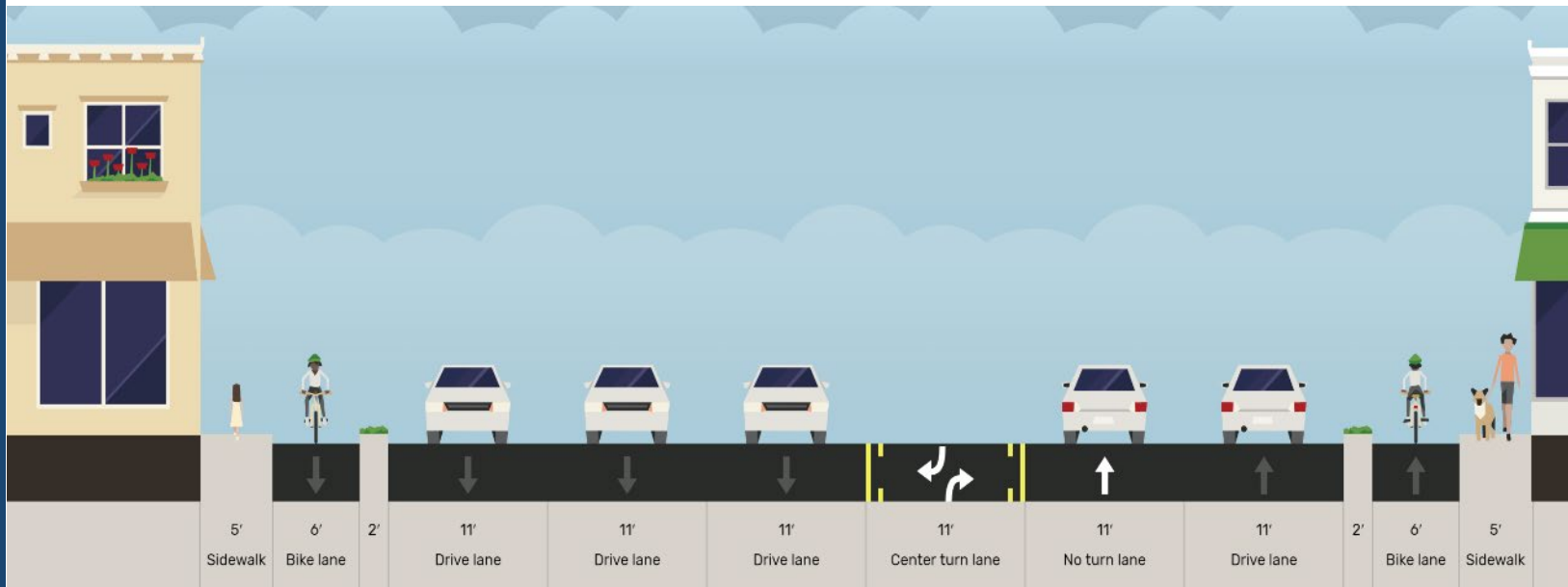
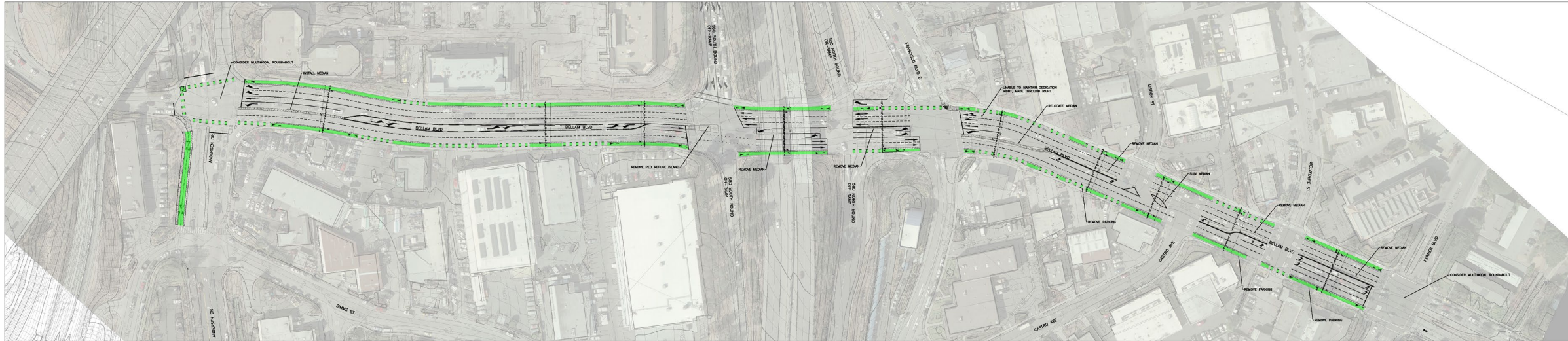
Alternatives Summary Table

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 +	

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.

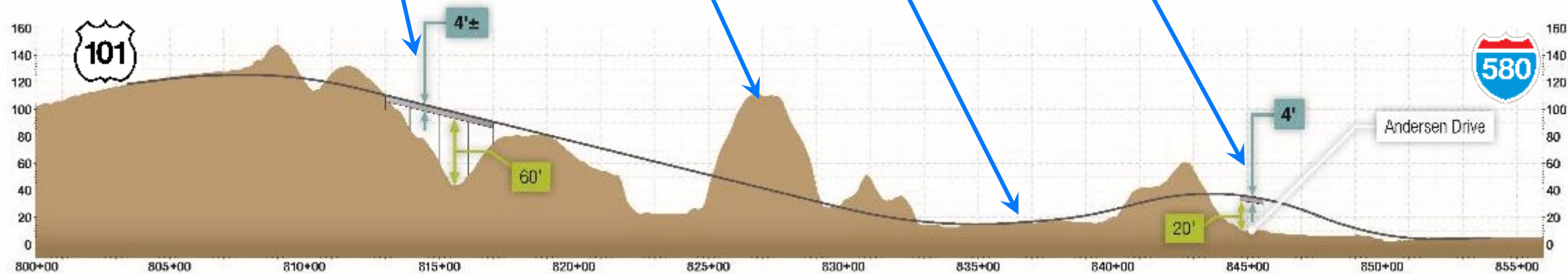
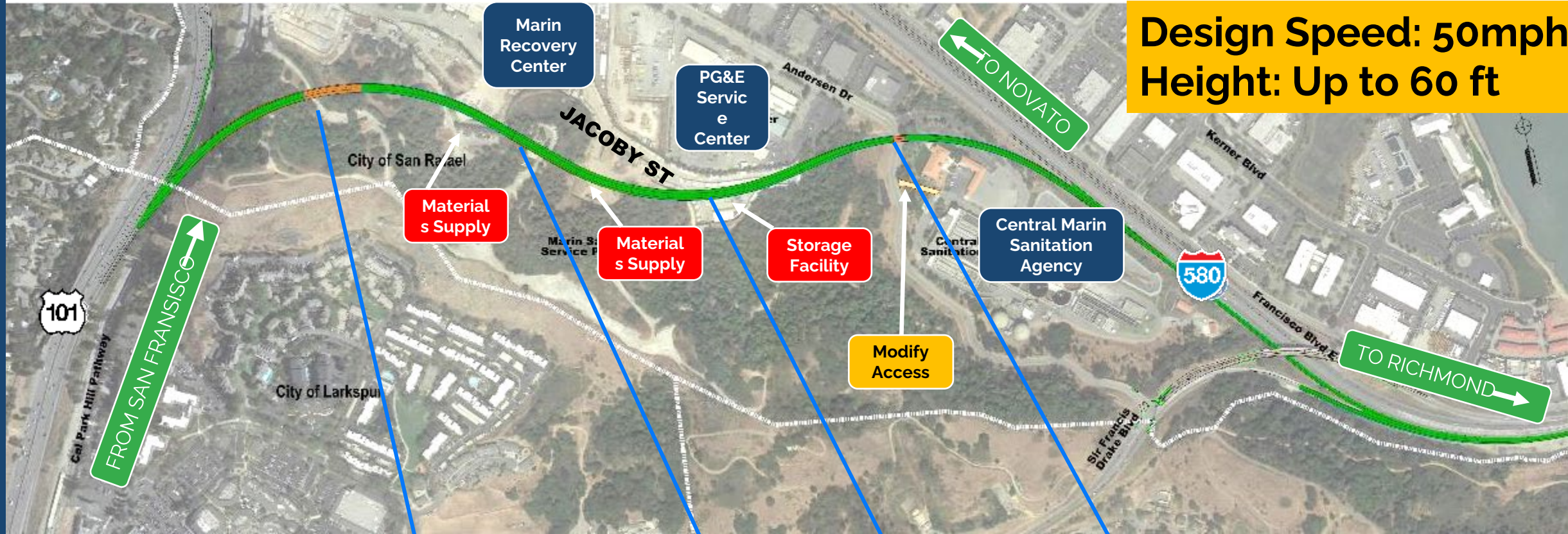
Project Timeline



Alternatives



Alternative 1A – Hillside A



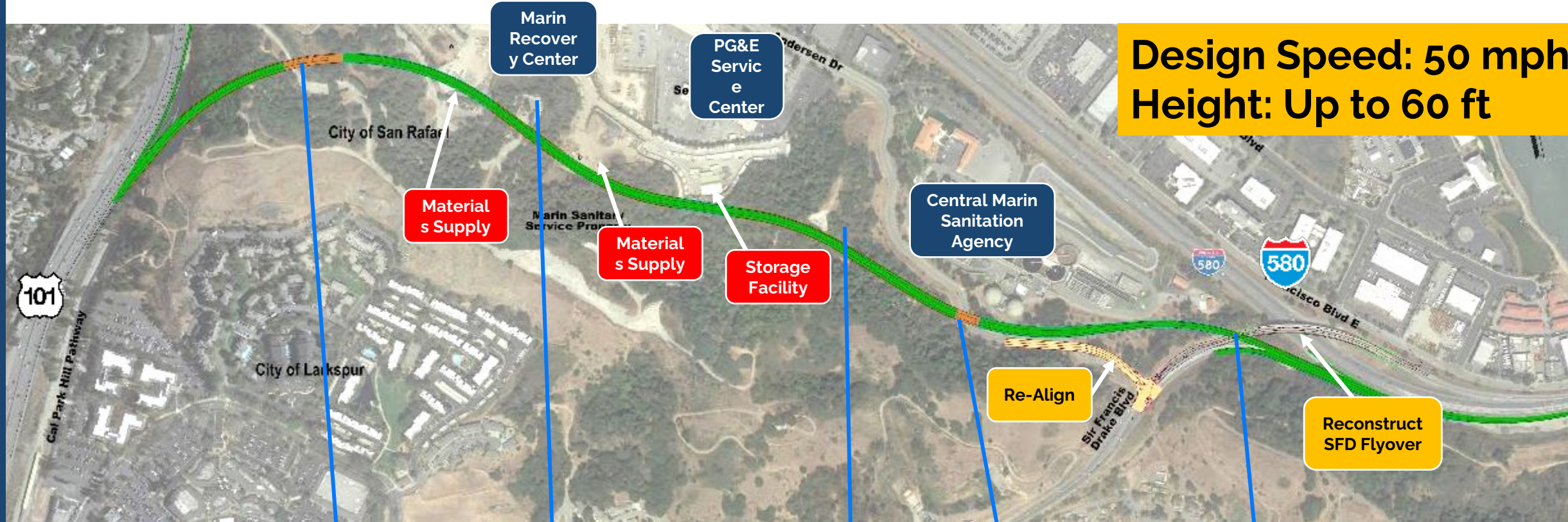
Vertical scale is exaggerated 10:1

Alternative 1A: Bird's Eye View

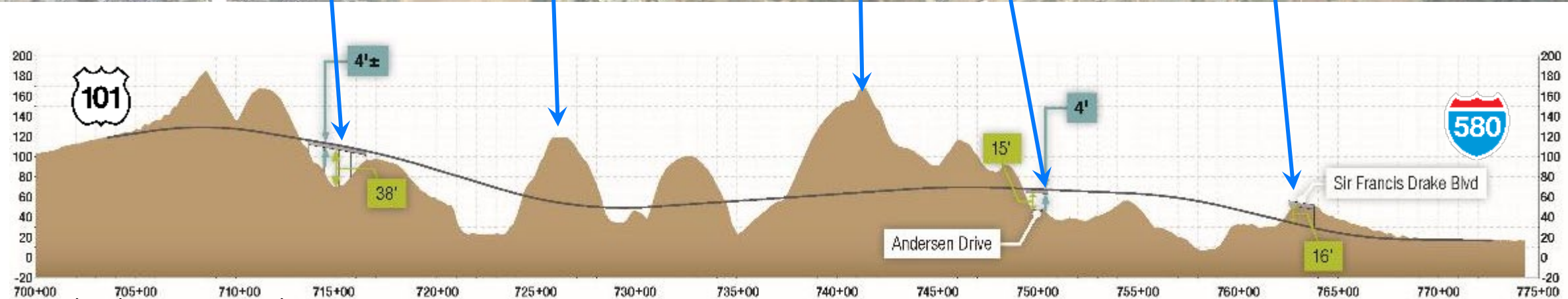


Marin
Recovery
Center

Alternative 1B



Design Speed: 50 mph
Height: Up to 60 ft



Vertical scale is exaggerated 10:1

Alternative 1B Bird's Eye View

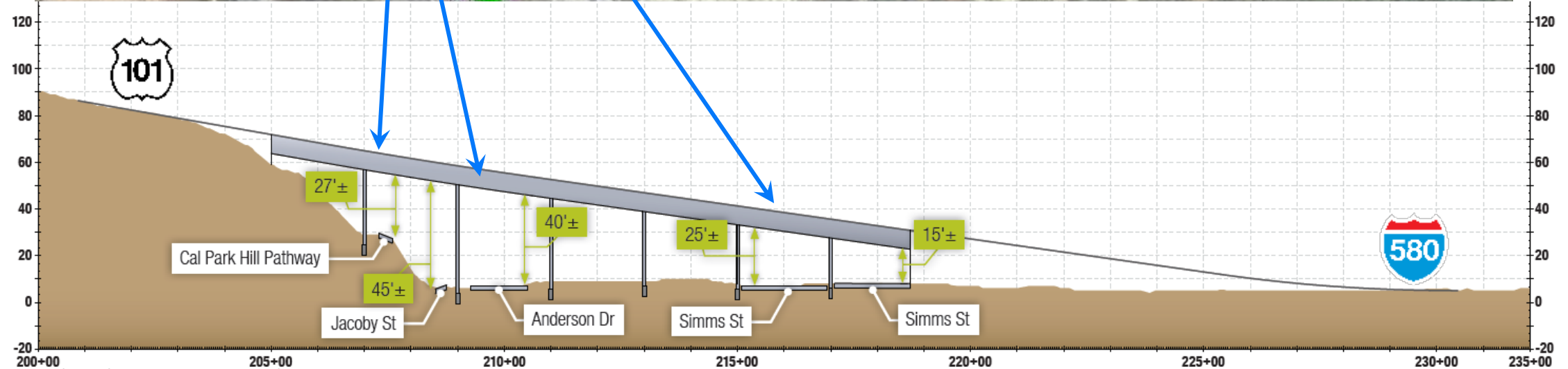


Alternative 1A/1B View at Exit from NB US 101



Alternative 2 – Simms St

Design Speed: 45 mph
Height: 25 to 45 Ft



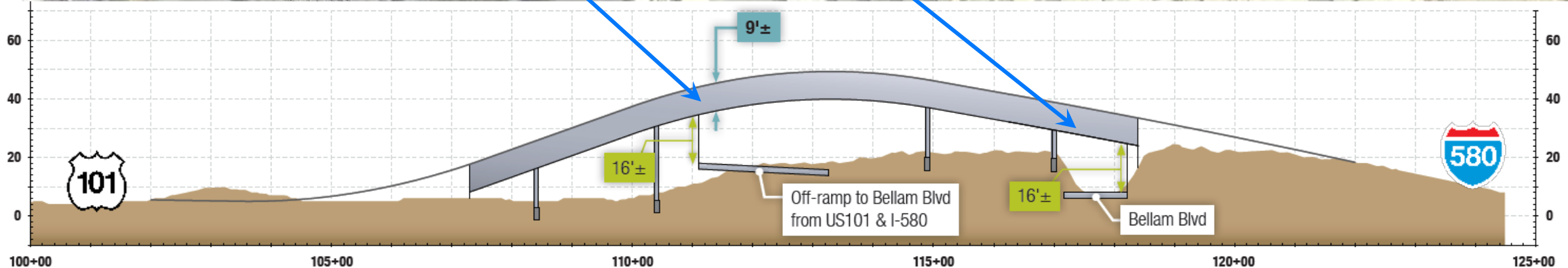
Vertical scale is exaggerated 10:1

Alternative 2 View From Cal Park Path



Alternative 3A – “Low Speed A”

Design Speed: 35 mph
Height: Up to 25 ft



Vertical scale is exaggerated 10:1

Alternative 3A Rendering



Span over
existing off-
ramp

TO RICHMOND →

← TO NOVATO

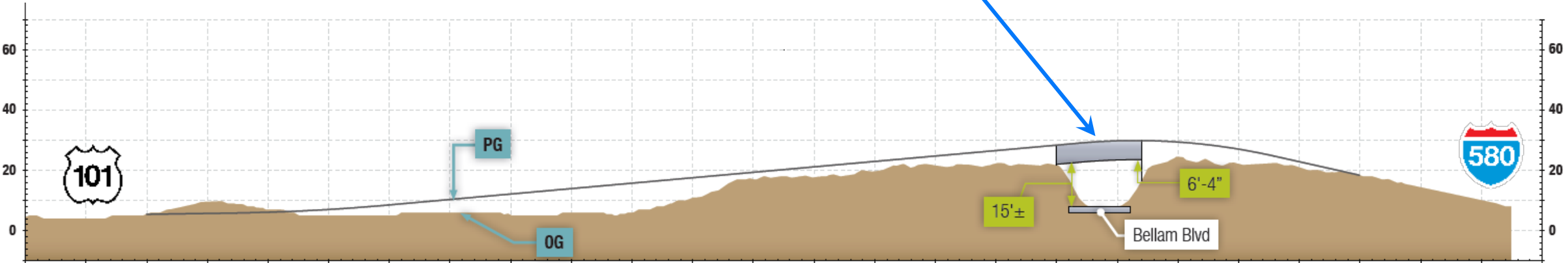
New Cul-de-
Sac at end of
Gary Pl

Combined
Direct
Connector
/Bellam Blvd
Exit

← FROM SAN FRANCISCO

Alternative 3B – “Low Speed B”

Design Speed: 35 mph
Height: Up to 22 ft



Vertical scale is exaggerated 10:1
100+00 105+00 110+00 115+00 120+00 125+00

Alternative 3B Rendering



Close 580
off-ramp to
Bellam

TO RICHMOND →

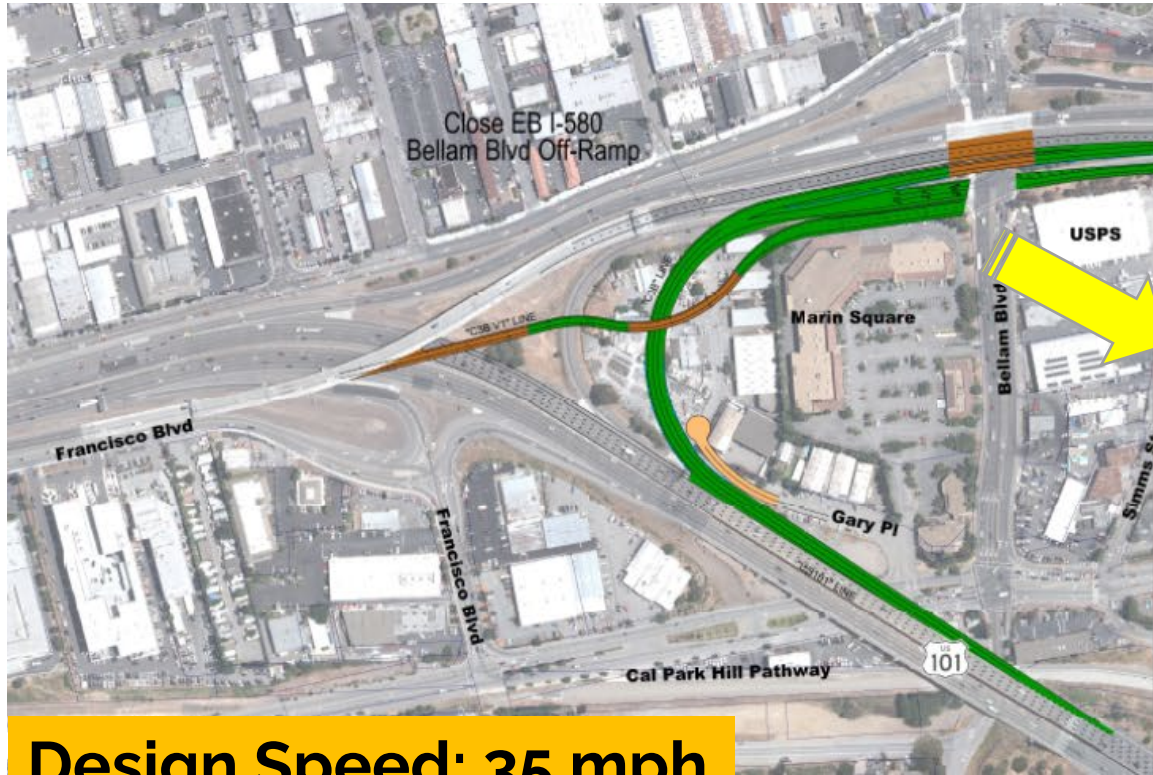
← TO NOVATO

New Cul-de-
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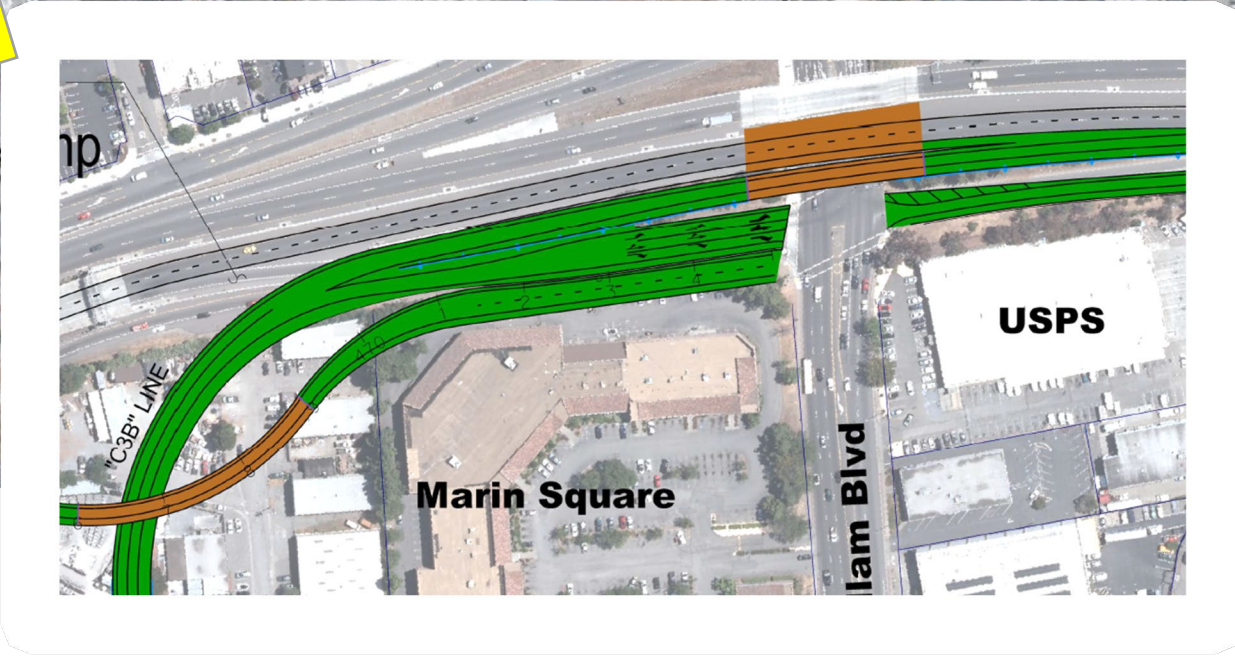
Combined
Direct
Connector
/Bellam Blvd
Exit

← FROM SAN FRANCISCO

Modified Alternative 3B with New Bellam Exit



Design Speed: 35 mph
Height: Up to 22 ft



Modified Alternative 3B - Visual Sim



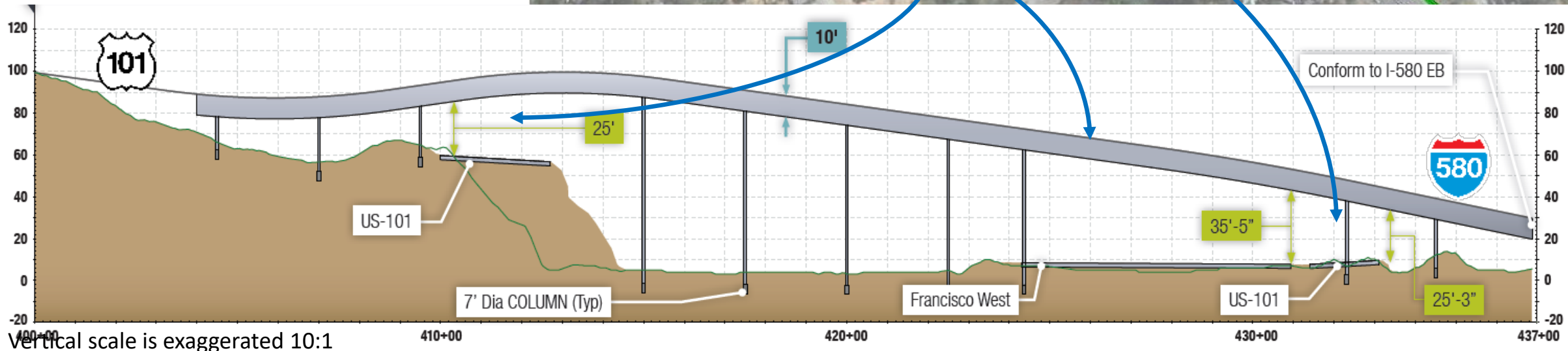
Alternative 4 – “Swing Out”

Close 580
off-ramp to
Bellam

Design Speed: 35 mph
Height: 90 to 100 ft

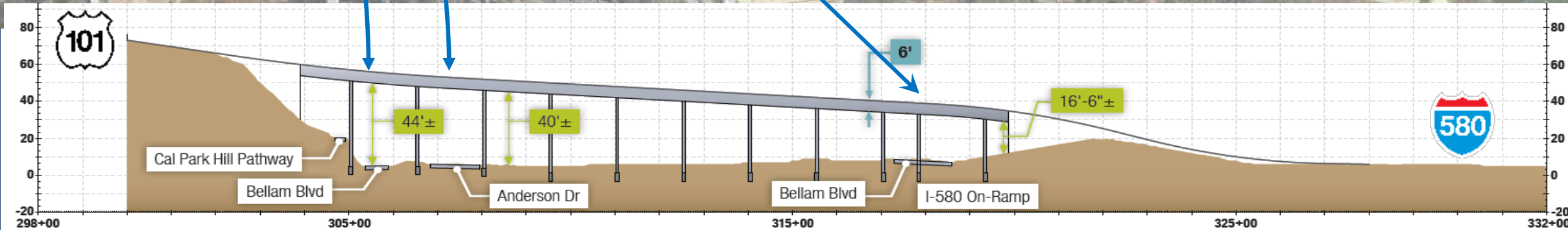


Maintain NB
US 101 off-
ramp to
Bellam



Alternative 5 – “Medium Speed”

Design Speed: 40 mph
Height: up to 45 ft



Vertical scale is exaggerated 10:1

Alternative 5 (Medium Speed)



Alternative 6

