



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
EXECUTIVE COMMITTEE
Administration, Projects & Planning
July 11, 2022
3:30 PM

Virtual Meeting

Members Present: Alice Fredericks, Tiburon Town Council, Chair Pro Tempore
Damon Connolly, Marin County Board of Supervisors
Eric Lucan, Novato City Council

Members Absent: Dan Hillmer, Larkspur City Council
Stephanie Moulton-Peters, Marin County Board of Supervisors, Committee Chair

Staff Members Present: Anne Richman, Executive Director
Bill Whitney, Principal Project Delivery Manager
Dan Cherrier, Director of Project Delivery
David Chan, Director of Programming & Legislation
Derek McGill, Director of Planning
Jennifer Doucette, Executive Assistant/Clerk of the Board
Li Zhang, Deputy Executive Director/Chief Financial Officer
Molly Graham, Public Outreach Coordinator
Nick Nguyen, Principal Project Delivery Manager
Scott McDonald, Principal Transportation Manager

1. Nominate and Elect Chair Pro Tempore for the July 11, 2022 Administration, Projects and Planning Executive Committee Meeting (Action)

Executive Director (ED) Anne Richman stated that in the absence of the Board Chair and Vice Chair, the Administration, Projects and Planning (AP&P) Executive Committee needed to elect a Chair Pro Tempore for the meeting.

Commissioner Lucan moved to elect Commissioner Fredericks as Chair Pro Tempore for the July 11, 2022 AP&P Executive Committee meeting, which Commissioner Connolly seconded. A roll call vote was conducted, and the motion passed unanimously.

Chair Pro Tempore Fredericks called the AP&P Executive Committee meeting to order at 3:35 p.m. She welcomed everyone to the Committee's virtual meeting and asked Jennifer Doucette, Executive Assistant/Clerk of the Board, to conduct a roll call and ensure a quorum. Ms. Doucette confirmed the quorum and described how the public could provide comment during the meeting.

2. Chair's Report (Discussion)

None

3. Commissioners Comments (Discussion)

None.

4. Executive Director's Report (Discussion)

ED Richman reported on the following items: TAM's award of \$30 million in state funding for Marin infrastructure projects that combat sea-level rise, including \$20 million for the Marin portion of State Route (SR) 37 to increase resilience to flooding, and \$10 million to improve flood conditions along Highway 101 in Marin City; the California Department of Transportation (Caltrans) has started the Marin-Sonoma Narrows (MSN) B7 construction project and the ground-breaking celebration is scheduled for July 21, 2022; North-South Greenway ribbon-cutting celebration for the opening of the multi-use path over Corte Madera Creek is scheduled for Thursday, July 14, 2022; TAM Citizens' Oversight Committee (COC) will continue the discussion on the Measure B Expenditure Plan review process at its July 20 meeting, including discussion of potential amendments to the Plan; and lastly, Caltrans has released the Draft Environmental Impact Report for the Highway 101 Tamalpais overcrossing project in Corte Madera.

Commissioner Connolly thanked ED Richman for her report. He discussed the importance of the MSN B7 construction project and the North-South Greenway multi-use path project. As the Marin representative on the Metropolitan Transportation Commission (MTC), Commissioner Connolly thanked TAM staff for their support in securing funding for the MSN B7 project.

5. Open time for public expression

Chair Pro Tempore Fredericks asked if any members of the public wished to speak or had submitted a comment by e-mail and hearing none, she closed this item.

6. Approval of the Minutes from June 13, 2022 Meeting (Action)

Commissioner Lucan moved to approve the Minutes of the June 13, 2022 meeting, which Commissioner Connolly seconded. A roll call vote was conducted, and the motion passed unanimously.

7. Review of the Draft Implementation Plan for the Highway 101 Interchange and Approaching Roadway Study (Action)

TAM's Principal Project Delivery Manager Bill Whitney presented the staff report, which asks the AP&P Executive Committee to review the Draft Implementation Plan for the Highway 101 Interchange and Approaching Roadway Study and recommend approval by the full Board.

Mr. Whitney provided an overview of the Plan, which includes twelve interchanges. He introduced project consultants Kim Franchi of HNTB, and David Parisi and Bri Adams of Parisi Transportation Consulting.

Mr. Franchi confirmed the completion of the project evaluation and prioritization process. He stated that the team will finalize the Plan, perform public outreach, and develop the project initiation documents with Caltrans if the plan is approved by the TAM Board. Mr. Franchi discussed the near and long-term project concepts. He noted that the long-term projects were more complex and costly, and the near-term concepts could be implemented more easily, primarily aimed at closing gaps in the active transportation network. He stated that the AP&P Executive Committee and TAM Board have confirmed the project goals and methodology for evaluating the interchange concepts in prior meetings.

Mr. Parisi discussed two high-scoring long-term project concepts for each planning area: East Blithedale Avenue/Tiburon Boulevard and Tamalpais Drive/Paradise Drive interchanges in Southern Marin; North San Pedro Road/Merrydale Road and Freitas Parkway/Civic Center Drive interchanges in Central Marin; and Lucas Valley Drive/Smith Ranch Road and Alameda Del Prado/Nave Drive interchanges in Northern Marin. He also noted that

there were several near-term concepts that scored almost as high as their long-term counterparts but would be substantially more cost-effective to implement.

Mr. Parisi discussed the recommendation to prioritize three interchanges for advancement to Caltrans' Project Delivery Process and stated that the long and near-term improvement concepts for Freitas Parkway/Civic Center Drive obtained the highest scores. The two other high-priority locations were East Blithedale Avenue/Tiburon Boulevard and Alameda Del Prado/Nave Drive, and he noted that many of the long-term objectives for Alameda Del Prado/Nave Drive could be obtained from the near-term concept at a much lower cost. He also noted that plans have been developed for potential long and near-term improvement concepts for the remaining nine interchanges, which could be implemented in the future using various project development procedures.

Mr. Parisi discussed the proposed concepts for the three interchanges, which would include solutions for all multi-modal needs, including transit access upgrades, and bicycle and pedestrian improvements. The Freitas Parkway/Civic Center Drive concept would also include key safety improvements to alleviate the high number of accidents and collisions.

Mr. Franchi stated that Measure AA funding is available to move the three proposed concepts to the project development phase and he discussed opportunities for developing the concepts for the remaining nine interchanges.

Mr. Franchi also stated that the outreach process will begin following approval of the Plan by the TAM Board; that the reports on the Interchange Existing Conditions, Constraints, Opportunities Memo, and the public outreach survey results are available on the TAM website; that the public is also able to provide feedback on the website; and that Commissioner comments will be incorporated into the final Plan.

In response to Commissioner Connolly, Mr. Parisi discussed the proposed improvements in the Freitas Parkway/Civic Center Drive concept, which would include new bike lanes and bus stop relocations.

Commissioner Lucan and Mr. Whitney discussed additional outreach with local jurisdictions. Commissioner Lucan requested that the Bicycle & Pedestrian Advisory Committees (BPAC) is provided an opportunity to review and comment on the plans early in the process.

Chair Pro Tempore Fredericks asked if any members of the public wished to speak.

WTB-TAM representative Matthew Hartzell expressed support for the three interchanges that have been selected to move forward in the development process and he asked that the Freitas Parkway/Civic Center Drive concept include bicycle access to the Sonoma Marin Area Rail Transit (SMART) Civic Center station.

Warren Wells, Marin County Bicycle Coalition (MCBC), commented on the problems cyclists encounter at interchanges and confirmed that MCBC agrees with the prioritization of the interchanges. Mr. Wells commented on the need to include protected bikeways at intersections to increase bicycle safety. Mr. Parisi noted that at some locations the plans include improved signal phasing and protected bikeways.

Commissioner Lucan moved to refer the Plan for the Highway 101 Interchange and Approaching Roadway Study to the TAM Board for approval, which Commissioner Connolly seconded. A roll call vote was conducted, and the motion passed unanimously.

7. Local Road Safety Plan Update (Discussion)

ED Richman introduced this discussion item. She stated that TAM has received funding for a local road safety plan and a "Vision Zero" strategy, which aims to eliminate traffic fatalities and severe injuries, and increase safe and equitable mobility for all road users.

ED Richman stated that many Bay Area agencies, including MTC, have adopted “Vision Zero” policies. She discussed Marin and statewide crash data from 2016 to 2020, which indicated an increase in documented accidents, and TAM programs that address safety, including funding for Safe Pathway projects. She also discussed MTC’s Zero Vision policy; TAM’s participation in the Bay Area Vision Zero working group; OBAG (One Bay Area Grant) 3 funding that is expected to include a road safety element; Caltrans’ State Highway Safety Plan (SHSP) and Active Transportation Programs (ATP) that provide funding to local jurisdictions for local safety improvements; and the Infrastructure Investment and Jobs Act (IIJA), which includes a program referred to as Safe Streets and Roads For All (SS4A) that focuses on safety.

Mr. Whitney discussed the 2018 Systemic Safety Analysis Report (SSAR) that was led by Marin County, which identified traffic collision hot spots and proposed counter measures to increase safety, and a Highway Safety Improvements Grant (HSIP) that funded a project to increase safety at 59 intersections throughout the County that were identified in the report. He also reported on the following: six applications submitted by the County for the current ATP grant cycle; call-for-projects for federal funding through the new federal SS4A Program, which includes an Action Plan and an Implementation Grant Program; and a \$72,000 grant provided by the HSIP program awarded to TAM, which will require a match of \$8,000 from TAM for a Local Road Safety Plan, which TAM will coordinate with the County, cities and towns to develop.

Commissioner Lucan and Mr. Whitney discussed liability issues for local jurisdictions caused by the evaluation of safety standards of crosswalks and intersections. Mr. Whitney stated that County Counsel has reviewed the SSAR and did not indicate exposure to additional liability from the report.

Chair Pro Tempore Fredericks discussed proposed legislation that would require the nine largest counties in the state to mitigate areas of high traffic accidents and injury.

Commissioner Connolly discussed his support for developing a Vision Zero policy.

Chair Pro Tempore Fredericks asked if any members of the public wished to speak or had sent in an e-comment.

Mr. Hartzell discussed the importance of a road safety plan and state funding for improvements. Mr. Hartzell stated that accidents and fatalities could be addressed by design and driver behavior, and he encouraged TAM to support legislation that enforces speed limits. He also commented on locations that were not addressed in the SSAR.

Mr. Wells discussed his support for Vision Zero policies and the need for safety to be the highest priority and not traffic speed or congestion. Mr. Wells discussed the importance of separating cars from people who walk and bike, lowering speed limits and improving crossings. He stated that improved traffic safety would encourage more people to walk and bike short distances instead of driving.

9. Accept the Canal Neighborhood Community Based Transportation Plan (Action)

Derek McGill, Director of Planning, presented the staff report, which asks the AP&P Executive Committee to review and recommend that the TAM Board accepts the Canal Neighborhood Community Based Transportation Plan (CBTP).

Mr. McGill explained that the CBTP was established by MTC in 2002, to understand the mobility needs of underserved or excluded communities in the transportation planning process. He discussed the plans for Marin’s three CBTP areas, including Marin City, City of Novato and the Canal Neighborhood of San Rafael, and confirmed the commissioners would be reviewing the updated Canal Neighborhood CBTP.

Mr. McGill stated that TAM received a \$75,000 grant, and in 2019 the TAM Board approved directing the funds to complete an update to the Canal CBTP, originally developed in 2006, and the plan was approved by the City of San Rafael in June 2022. He explained that MTC’s guidelines require the TAM Board to adopt the Plan, which staff hopes the Board will do at the June 23 Meeting. Mr. McGill added that MTC has provided funding in the amount

of \$150,000 to TAM for upcoming CBTP development in the County, and he noted that Los Ranchitos in San Rafael has been designated as a new Equity Priority Community (EPC) that is eligible for a CBTP.

Mr. McGill discussed new guidelines for the CBTP and upcoming activities including a Draft Equity Statement to provide direction on equity planning, which staff will develop and report back to the AP&P Executive Committee and Board later in the year.

Mr. McGill introduced Lauren Davini, Senior Traffic Engineer at the City of San Rafael, and Taylor McAdam, Senior Transportation Planner at Fehr & Peers.

Ms. McAdam presented the Canal CBTP, which she noted is an update to the 2006 Canal CBTP. She discussed the community-driven outreach process; the use of social media to conduct a survey; two focus groups that included support from the Canal Alliance; and stakeholder working group meetings that were conducted in Spanish. Ms. McAdam discussed the main concerns of Canal residents, which included multi-modal transportation, lighting, transit stops and transit routes; and an open-house event supported by Marin Alliance, Marin Transit and SMART. She discussed the solutions, a prioritization list and implementation timeframe. She noted that two ATP grants have been submitted for a new bicycle-pedestrian bridge over the Canal to Third Street and traffic-calming and crossing improvements.

Ms. McAdam summarized her presentation by confirming support for the Canal CBTP by the community; the need for funding; and staff resources needed to implement the Canal CBTP.

Commissioner Connolly discussed his support for the Canal CBTP and its focus on equity.

Chair Pro Tempore Fredericks asked if any members of the public wished to speak or had submitted a comment by e-mail and hearing none, she closed this item.

Commissioner Connolly moved to recommend that the TAM Board accepts the Canal CBTP, which was seconded by Commissioner Lucan. A roll call vote was conducted, and the motion passed unanimously.

The meeting was adjourned at 4:59 p.m.