



## Transportation Authority of Marin Stakeholder Working Group (SWG) Meeting US 101/I-580 Multi-Modal and Local Access Improvement Project

**Wednesday, October 11, 2023, 5:00 pm to 7:00 pm**

The Transportation Authority of Marin (TAM) Stakeholder Working Group (SWG) meeting was held in person at the TAM offices, and virtually on Zoom. The purpose of SWG #7 was to give the members a recap and update on the project and the alternatives selected to go forward during the environmental phase. The PowerPoint presentation for the meeting is available [here](#).

### Welcome

Executive Director, Anne Richman, began the meeting by welcoming and thanking the SWG members for their continued participation. She then turned it over to Molly Graham, TAM Public Outreach Coordinator who walked everyone in the room and on Zoom through the agenda and informed the members of the public that they would have time to speak at the end of the presentation and after SWG member comments. She then had everyone introduce themselves. (See the full list of attendees on page 5 and 6).

### SWG Recap and Accomplishments/Project Update

Connie Fremier, TAM Project Manager, provided a recap of the previous six SWG meetings and an update on the US 101/I-580 Multi-Modal and Local Access Improvement Project. Connie reminded the participants of the problem TAM is trying to solve with this project – the congestion related to access to the Richmond-San Rafael bridge from northbound 101 at Sir Francis Drake Boulevard and Bellam Boulevard. The project team is reviewing the main corridors in the area to determine what type of enhancements can be made to improve travel times, connectivity, and bicycle and pedestrian safety.

She then reminded everyone that at the beginning of the project, TAM created project committees to ensure the various interests of elected officials, agency leadership and technical staff, and the community provided input and remained up to date on the project status. The Ad Hoc Committee of the TAM Board of Commissioners, Executive Steering Committee (ESC), Technical Advisory Committee (TAC), and Stakeholder Working Group (SWG) were developed to meet that end.

Connie explained the purpose of the prior six SWG meetings and what was accomplished. At the first meeting, TAM provided an overview of the project, the planning process, and community engagement. The next few meetings focused on the project alternatives and Bellam Boulevard improvements. SWG four focused on equity considerations in project planning and TAM's commitment to equity. The final two meetings reviewed the alternatives—with an introduction to two new concepts, Alternative 3B modified and Alternative 6—and discussion and recommendations regarding which alternatives to advance to the environmental review phase. The SWG supported alternatives 2, 3A, 3B modified, and 6 to move forward to the environmental phase.

Connie highlighted the project team activities since the last SWG meeting, which include:

- Changing the project name to better reflect the scope of the project, new State requirements regarding climate planning and vehicle miles traveled, and local concerns about access and connectivity.

- Narrowing the alternatives from eight to the recommended four to move into the environmental review phase.
  - Alternatives 2, 3A, 3B – Modified, and 6 were selected to advance to the environmental phase.
- Completing the Caltrans Planning Document (PSR-PDS), which was signed on September 7, 2023.
- Starting preliminary traffic studies, which will continue through the environmental review phase.
- Developing Bellam Corridor improvement concepts for vehicles, bicycles, and pedestrians to address congestion and safety.
- Initiating community outreach and capacity building with underrepresented communities in the Canal neighborhood and along Woodland Avenue.
- Planning the environmental review phase, which will begin with the scoping meeting in early 2024.

Connie then reviewed the revised goals and objectives.

Chadi Chazbek, Design Manager, noted that, with the SWG’s input and thoughtful discussion, the alternatives were supported by the San Rafael City Council and the TAM Board. He then reviewed the geometry of each of the alternatives—Alternatives 2, 3A, 3B Modified, and 6. He noted that all of the connector alternatives would include the replacement of the Bellam Blvd. EB Undercrossing, an auxiliary lane on EB I580, and bike and pedestrian improvements along Bellam Boulevard from Kerner to Anderson.

The project costs vary by alternative and range from \$192 million for Alternative 3A to about \$315 million for Alternative 6. The costs are in 2031 dollars and include a 35% contingency, but additional traffic flow improvements on Bellam are not included. More evaluation of the Bellam corridor intersection and traffic improvements is needed prior to putting a cost to it. Current funding for the project is \$135 million from Regional Measure 3 and \$16.5 million from Measure A, the local sales tax measure, which is funding part of the current work on the project. There is a gap between the programmed funding and the full build-out cost. TAM and other regional agencies will be looking at possible sources for the additional funding to carry the project forward.

Chadi reviewed the schedule. The Caltrans planning document was signed in September 2023 with the environmental scoping meeting planned in early 2024. The EIR will take two years to complete, in late 2025. After the draft EIR document is final, a local preferred alternative will be selected. Then project design, right-of-way acquisition, and construction will follow, with completion around 2033 pending the availability of construction funds.

#### SWG Comments/Questions

The term “protected bike lanes” may be too specific because it specifies class four bike lanes. Can TAM leave the possibility for a class one shared-use bike path above the curb?

The initial concept for this project involved northbound 101 to eastbound I-580. Is TAM planning to look at expanding or incorporating the westbound I-580 connector to southbound 101?

- At this time, given the timing, scope, and budget, TAM is only considering northbound 101 to eastbound I-580, however, project designs will not preclude the opposite direction.
- Connie reviewed the hillside alternatives, which were dropped from consideration.

Has the cost changed from the beginning of the project?

- Chadi reviewed the project costs during the presentation which addressed this question.

Does the right-of-way acquisition timeline vary with each alternative?

- The timing of right-of-way acquisition may vary with the alternatives, but all alternatives involve right-of-way acquisition.

Was construction scheduled to start in 2028?

- 2028 was the original date when the project was discussed in 2013.

What are the verticals for the alternatives? Can the Caltrans PSR-PDS document be shared?

- There are differences in the vertical elevation. The presentation includes cross-sections showing the height of alternatives.

Are there people who are opposed to the project?

- There was a lot of opposition to the hillside alternatives due to environmental impacts and the fact the hillside is the last open space in the area and there is some opposition to the connector.

Is there the potential for phasing the Bellam Boulevard improvements?

- TAM is looking at options to do the project in phases, which could enable the local street improvements to be done sooner. The current plan is to complete the environmental review for all project elements and then consider construction phasing. There is a planned project to widen the Eastbound I580 Bellam off-ramp, which is expected to go to construction next year.

The Canal Alliance is looking for funding from the U.S. Department of Transportation (USDOT) for freeway impacts on the community and health. Can TAM consider whether the project will exacerbate these problems? Bike/ped is important but also parks, housing, and a day labor center could be included. Is there an opportunity to incorporate these other elements into the project?

The Canal Alliance is leading the Neighborhood Vision Plan for the Canal neighborhood, which has identified a need to do more precise planning and infrastructure work for its residents. The City was able to access other grant funding of which the Canal Alliance received a million dollars to support the Canal neighborhood and Marin City in this planning exercise.

- TAM welcomes the opportunity to continue to collaborate and support infrastructure improvements in the area. TAM will coordinate with the Canal Alliance. TAM is already coordinating with the City of San Rafael.

## Outreach and Communications

Molly Graham outlined the planned communication and outreach.

- This is the final meeting of this current SWG. TAM will convene an updated SWG before the environmental phase with the addition of other neighborhoods and new participants.
- There is a Spanish-language capacity-building effort underway within the Canal neighborhood and Woodland Avenue residents. The work includes workshops and site visits to learn about transportation planning and discuss local issues.
- Coordination with the City of San Rafael continues.
- Local improvement workshops will get underway next year following the environmental scoping process.

## Public Comments

*Jeff Rhoads.* The name change is interesting but does not reflect what is really going on in the area. East San Rafael has access problems and potential flooding up to six feet. There is a need to focus on East San Rafael improvements. We need to make sure alternatives do not foreclose a new interchange on I-580

in the future. Bicycle and pedestrian improvements are not sufficient to address the access issues in the East San Rafael neighborhood.

*Matthew Hartsell.* Bellam is the #1 Bay Trail gap in Marin and #13 in the Bay Area. Grant funding program next year could provide some funding. Recommend extension of bike and pedestrian all the way to the North-South Greenway with a protected intersection at Andersen and Bellam. Bike lanes on both sides limit access to Marin Square and difficult access for other businesses across wide Bellam. Look at other alternatives, such as two-way shared use on both sides.

*Jean Severinghaus,* East Greenbrae, south of 101. I participated in earlier efforts to create a connector to take traffic off Sir Francis Drake (SFD). The proposed parking garage at Ferry should not come before the connector. Do not lose track of the need to take people off 101/Sir Francis Drake.

*Yvonna Cazare.* Will the local improvements include speed bumps? As part of the City of San Rafael's Police Advisory Commission survey, the primary concern from the Canal neighborhood was speed bumps.

- Speedbumps will be considered during the environmental phase. "Complete streets" planning includes traffic calming measures such as speed bumps, where appropriate. At this stage, TAM is developing the project at a conceptual level.

*Yvonna Cazare.* Will air quality be studied in the environmental phase? Also, there seem to be businesses from the area that are missing from the SWG.

- Yes. Air quality is part of the environmental review. East San Rafael businesses are represented on the SWG by the East San Rafael Working Group and the San Rafael Chamber of Commerce.

## Stakeholder Working Group Members

<b>SWG Participation – SWG #7, October 11, 2023</b>			
<b>Present</b>	<b>Name</b>	<b>Interest</b>	<b>Affiliation</b>
✓	Air Gallegos	Commuter	East Bay to/from San Rafael
	Becky Kittredge	Commuter	East Bay to/from Larkspur
	Betsy Swenerton	Community	Brett Harte Community Assoc
✓	Dave Pedroli	Community	San Rafael City Schools
✓	Dave Troup	Transit Rider	Rides GGT through project area
✓	DJ Allison	Bike & Pedestrian	San Rafael Bike/Ped Adv. Comm.
	Douglas Mundo	Community	Multicultural Center of Marin
	Elaine Lin/Jim Rosenfield/Libby Schenkel	Business	Country Mart, Larkspur Landing
✓	Jim Draper/Richard Bernstein	Community	Fed. of San Rafael Neighborhoods
	Joanne Webster	Business	San Rafael Chamber of Commerce
	Jon Horinek	Community	College of Marin
	Julie Cervetto	Business	Larkspur Chamber of Commerce
✓	Kate Powers	Environmental	Marin Conservation League
✓	Kevin Hagerty	Community	League of Women Voters
✓	Linda Jackson/Greg Brockbank	Environmental	Sustainable San Rafael
✓	Michele Barni	Community	Pt. San Quentin Village HOA
✓	Omar Carrera	Community	Canal Alliance
	Stephanie Plante	Business	East San Rafael Businesses
✓	Warren Wells/Tarrell Kullaway	Bike & Pedestrian	Marin County Bicycle Coalition
✓	Wendi Kallins	Environmental	Sustainable Marin

✓ signifies in attendance.

### Project Team attendees

- Anne Richman, Executive Director
- Dan Cherrier, Principal Project Delivery Manager
- Connie Fremier, Project Manager
- Molly Graham, Public Outreach Coordinator
- Chadi Chazbek, Project Manager, Kimley-Horn
- Davy Huang, Project Engineer, Kimley-Horn
- Charles Gardiner, Facilitator, Catalyst Group
- Linadria Porter, Outreach Manager, Catalyst Group

### Other attendees

- Maika Llorens Gulati, City of San Rafael Vice Mayor, and Councilwoman District 1
- Yvonna Cazares, City of San Rafael
- Katherine Hagerman, City of San Rafael
- Farid Javandel, County of Marin
- Raymond Santiago, Golden Gate Bridge, Highway and Transportation District (GGBHTD)
- Sissel Bentsen-Heber, WSP
- Evan Cross, The Marin Football Club/ Pahána known
- Sybil Hatch, Convey

- Matthew Hartzell
- Chris Kelley
- Steve Kinsey, CivicKnit
- Amy Likover, Federation of San Rafael Neighborhoods
- Peter Oppenheimer
- Jeff Rhoads, Resilient Shores
- Lori Schfin