

**From:** [Odin](#)  
**To:** [TAM Info](#)  
**Subject:** Public Comment - 2/12 Administration, Projects & Planning Executive Committee Meeting - Item 5  
**Date:** Saturday, February 10, 2024 5:01:40 PM

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From Odin Palen ([REDACTED]), on Item 5:

As someone who lives car-free and depends on Marin Transit, I strongly support advancing the Part-Time Transit Lanes as soon as possible. This will reduce overall congestion on US-101 by making people choose transit over driving, reducing the number of cars on the road. Globally, studies have shown a decrease in car traffic once transit becomes faster than driving (such as with a bus lane or bus shoulder lane). If Marin wants to reduce its carbon emissions in the face of climate change, moving people away from polluting cars to clean transit is necessary.

I also urge TAM to advance right-of-way acquisition for the North-South Greenway Gap Closure Project - Southern Segment. This is a key connection for people throughout the county, allowing journeys to be made safely by bike between Southern and Northern Marin.

**From:** [Odin](#)  
**To:** [TAM Info](#)  
**Subject:** Public Comment - 2/12 Administration, Projects & Planning Executive Committee Meeting - Item 7  
**Date:** Saturday, February 10, 2024 5:18:05 PM

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From Odin Palen ([REDACTED]), on Item 7:

For the SR 131 Tiburon Blvd./E. Blithedale Ave intersection, I support most Alternative 1 or 2 because it allows a fully safe crossing for bikes and pedestrians. However, easy access to bus stops would be necessary for Alternative 2. Alternative 3 would not be an improvement to improve cyclist and pedestrian safety at all.

However, all three alternatives still include dangerous unsignalized crossings with high-speed traffic, which need to be eliminated if TAM truly wants to make it safe for pedestrians to use this intersection.

The location of the multi-use path should be coordinated with the Caltrans plan to add Class IV bike lanes on SR 131 leading up to this intersection.

Regardless, with the movement of bus stops to the offramps, Transit Signal Priority MUST be done at both traffic lights to ensure that the frequent buses aren't often delayed, as they will have to spend more time off the highway when this project is completed.

For the Manuel T. Freitas Parkway/Civic Center Drive intersection, I strongly support Alternative 2 due to the inclusion of roundabouts for traffic calming. Having used these intersections many times, it is very dangerous to cross the wide roads with high-speed traffic, and roundabouts would be a tremendous improvement for the safety of all road users.

In both alternatives, there is a dangerous unsignalized pedestrian crossing at the SB cloverleaf onramp, which should be signalized to prevent collisions and to improve safety for vulnerable road users. Thank you.

**From:** [Matthew Hartzell](#)  
**To:** [Jennifer Doucette](#)  
**Cc:** [Patrick Seidler](#)  
**Subject:** Comments re: TAM APP ExComm 2-12-24 meeting Agenda item 7  
**Date:** Monday, February 12, 2024 9:36:04 AM  
**Attachments:** [WTB.01\\_NaveDr\\_concepts.pdf](#)

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Jennifer,

Please distribute a copy of the attached packet to the members of the TAM APP Executive Committee today as well as to the consultants speaking on Agenda item number 7.

The attached packet contains conceptual engineering and graphics that were prepared at WTB-TAM's request by ipv Delft in the Netherlands for the Highway 101 Interchange and Approaching Roadways Study. Specifically, this packet include options for a grade-separated passage of the North - South Bikeway through the Nave Drive Interchange. These options allow bicyclists and pedestrians on the North - South Bikeway to pass safely from the existing Pacheco Hill Pathway to the existing bike lanes on Alameda Del Prado without having to cross the southbound Highway 101 offramp or onramp.

Thank you.

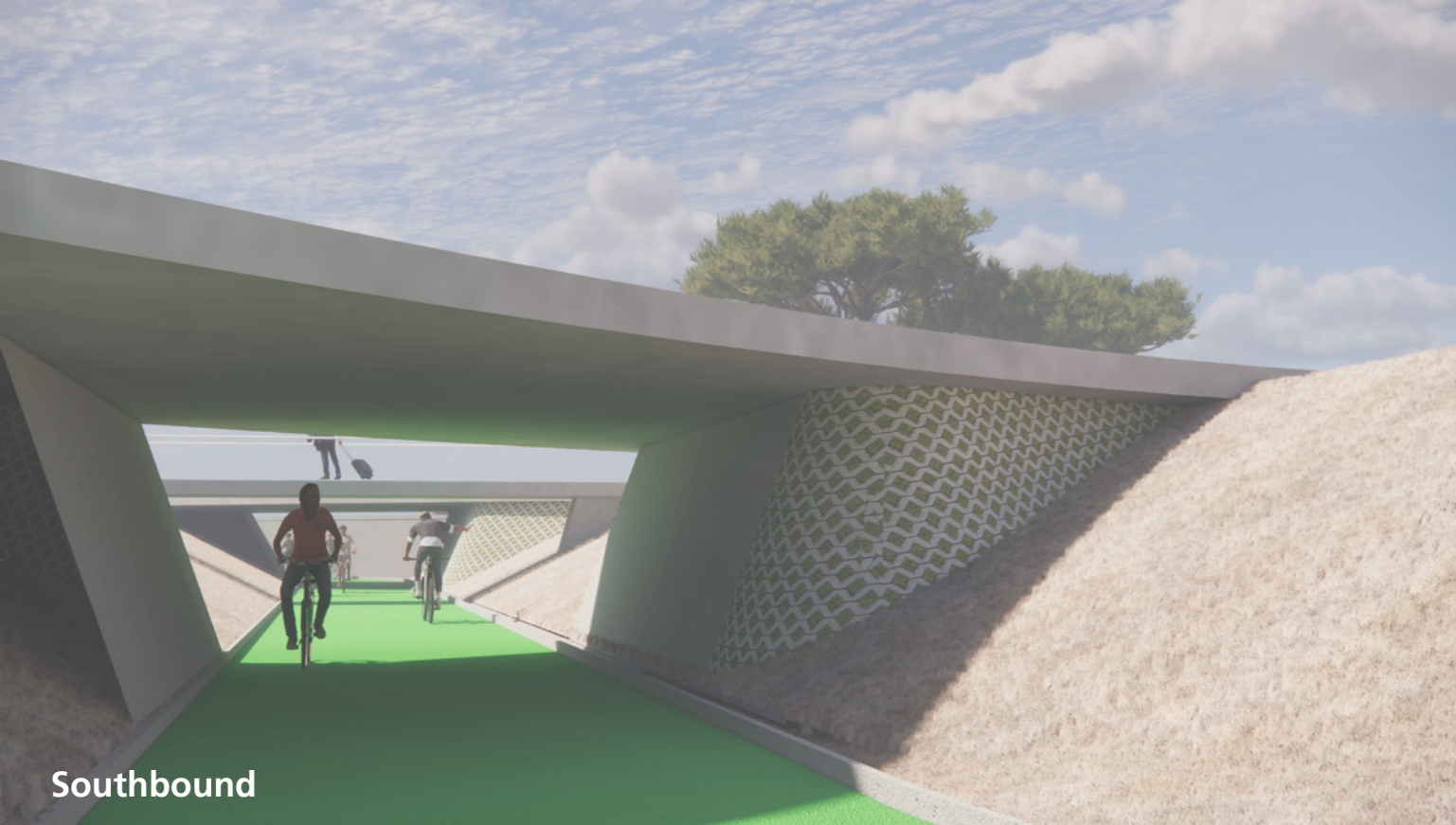
Matthew  
WTB-TAM



## Nave Dr. Bike tunnel visualisation (suggested options for the visualisation)

For: WTB

February 2024



Southbound



Northbound

**Content**

We developed a 3D model with the discussed alignment. With this alignment we saw a few opportunities that improvement in the user experience. That's why we're sending you 3 options that we designed using the same alignment.

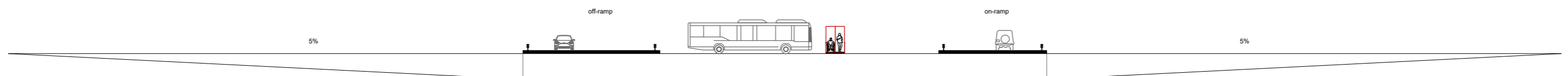
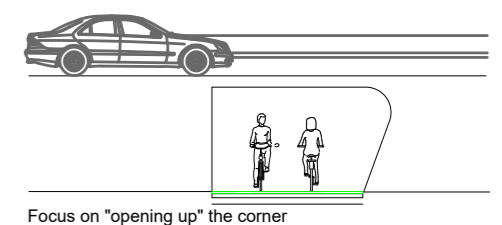
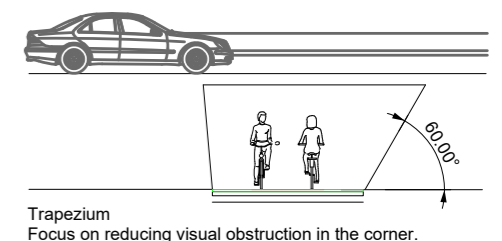
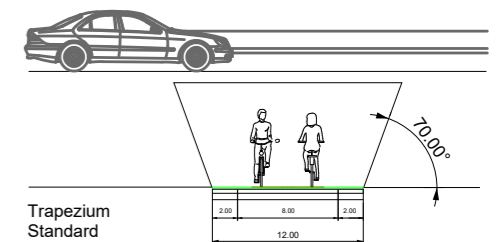
1. First and foremost, the option suggested by the render guide.
2. A design that opens up-towards one side.
3. A design that opens up towards two sides.

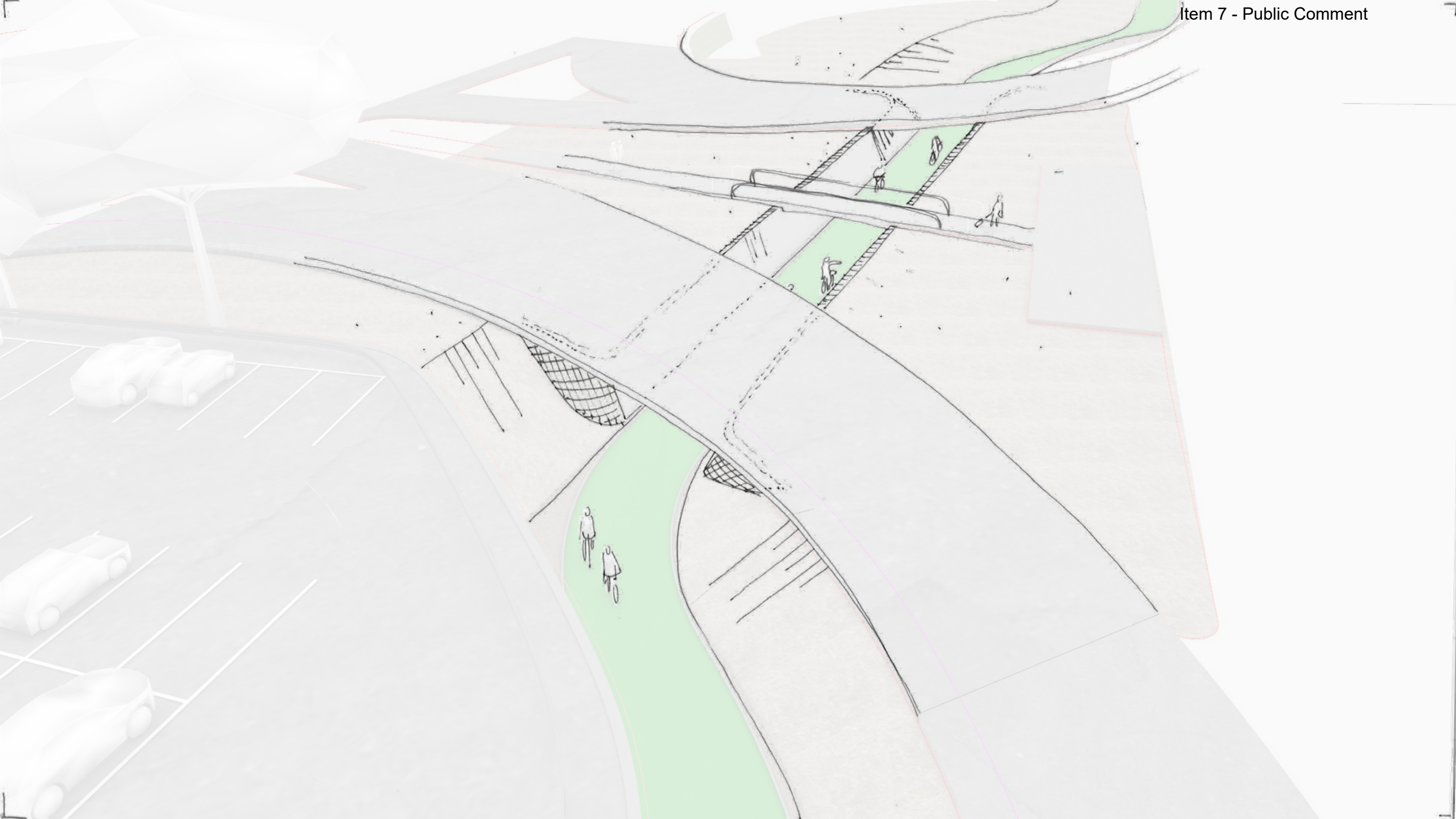
**Design Goals:**

- Landscaping, use slopes unless retaining walls, or abutments are necessary.
- Slopes should have natural finishings to blend into the environment.
- Improve user experience, abutments under the bridges should slope outwards – like an upside-down trapezoid – providing a light and spacious experience to the cyclists.
- Maximize perceived safety by opening up the roof and walls of the tunnel whenever possible.

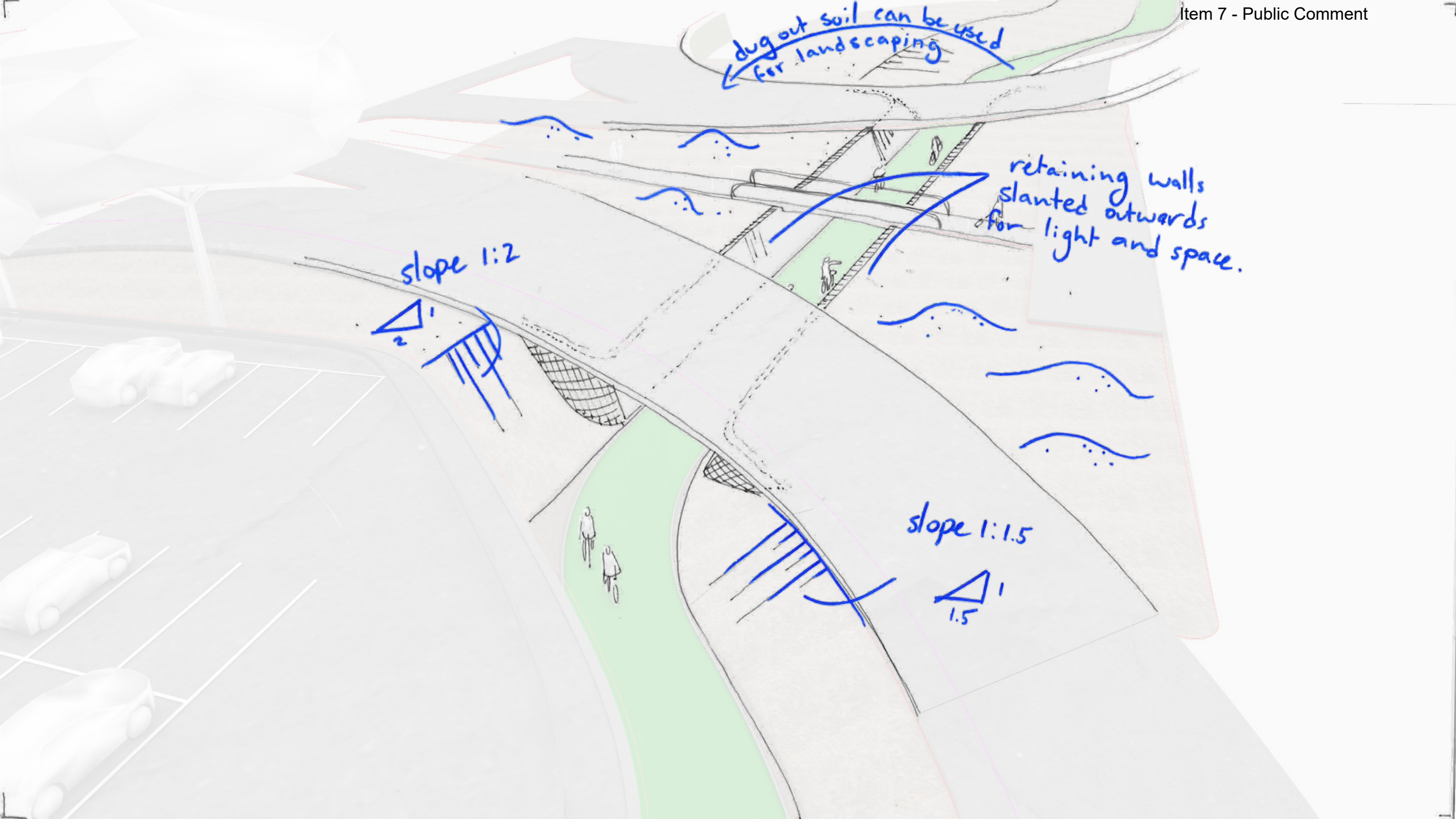
**Points of Attention:**

- Trees on site. The chosen alignment closely passes trees, the roots of these trees are likely to be encroaching into the path. Therefore, it is expected that 1-2 trees would need to be removed (at SouthWest tunnel entrance).
- MEP is not checked. The presence of mechanical, electrical and plumbing could hinder the construction.
- Water levels are not checked. It is important to prevent water logging in tunnels, the tunnel construction might be limited to option 1 if water is an issue. Option 1, tunnel with retaining walls could be designed to function as barriers against the tunnel flooding.

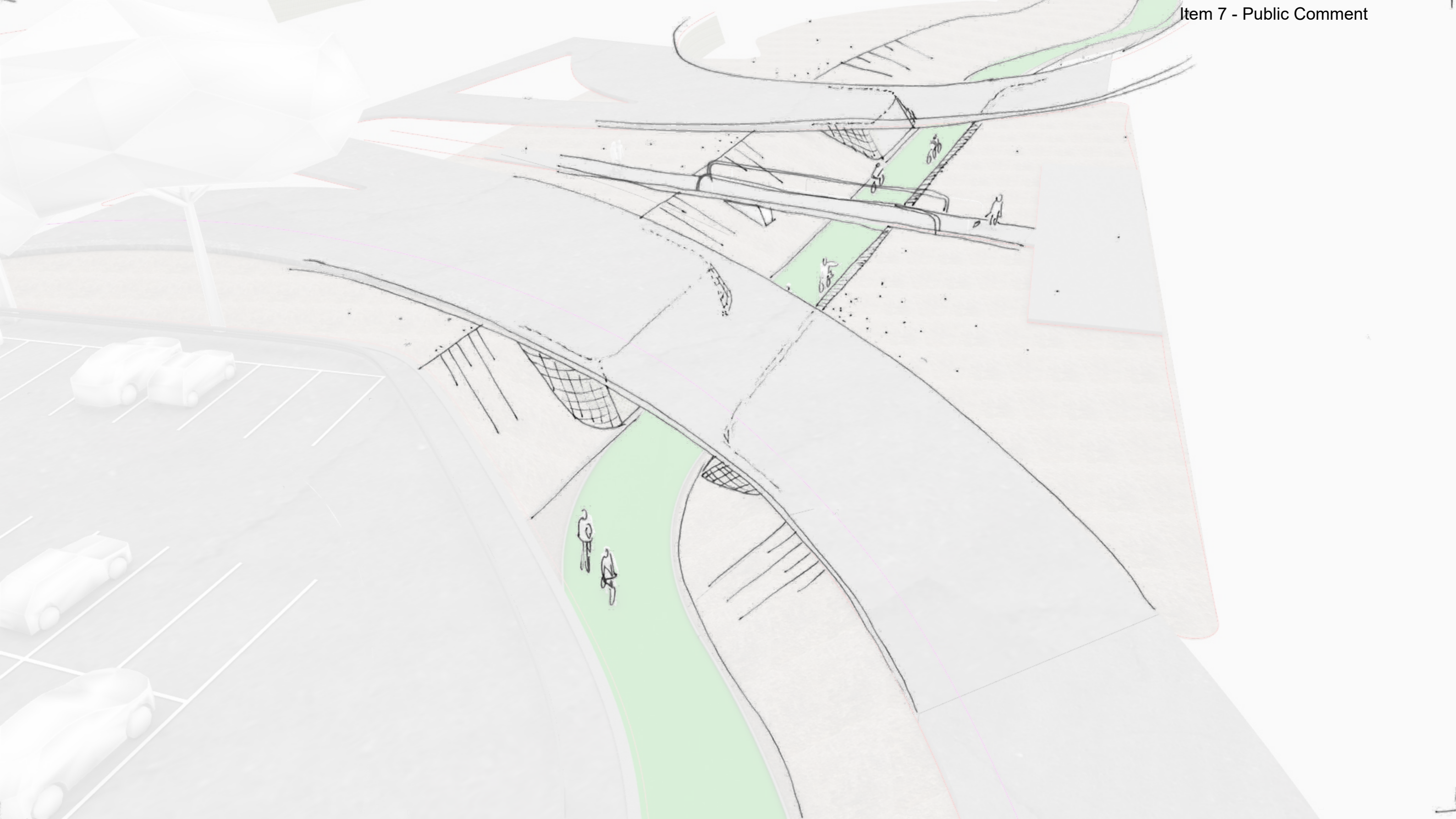




Option 01 - Retaining walls both sides.

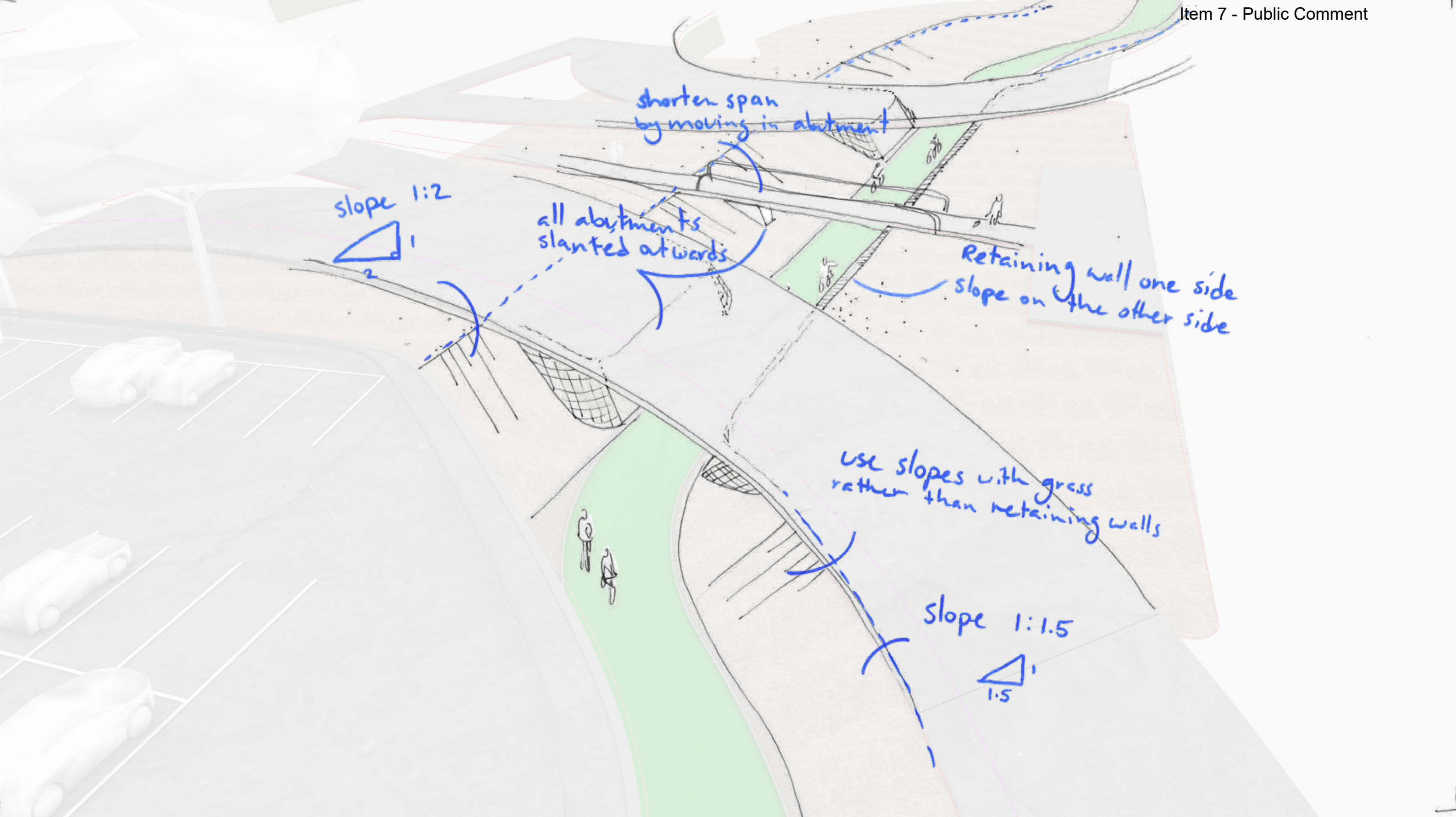


Option 01 - Retaining walls both sides.

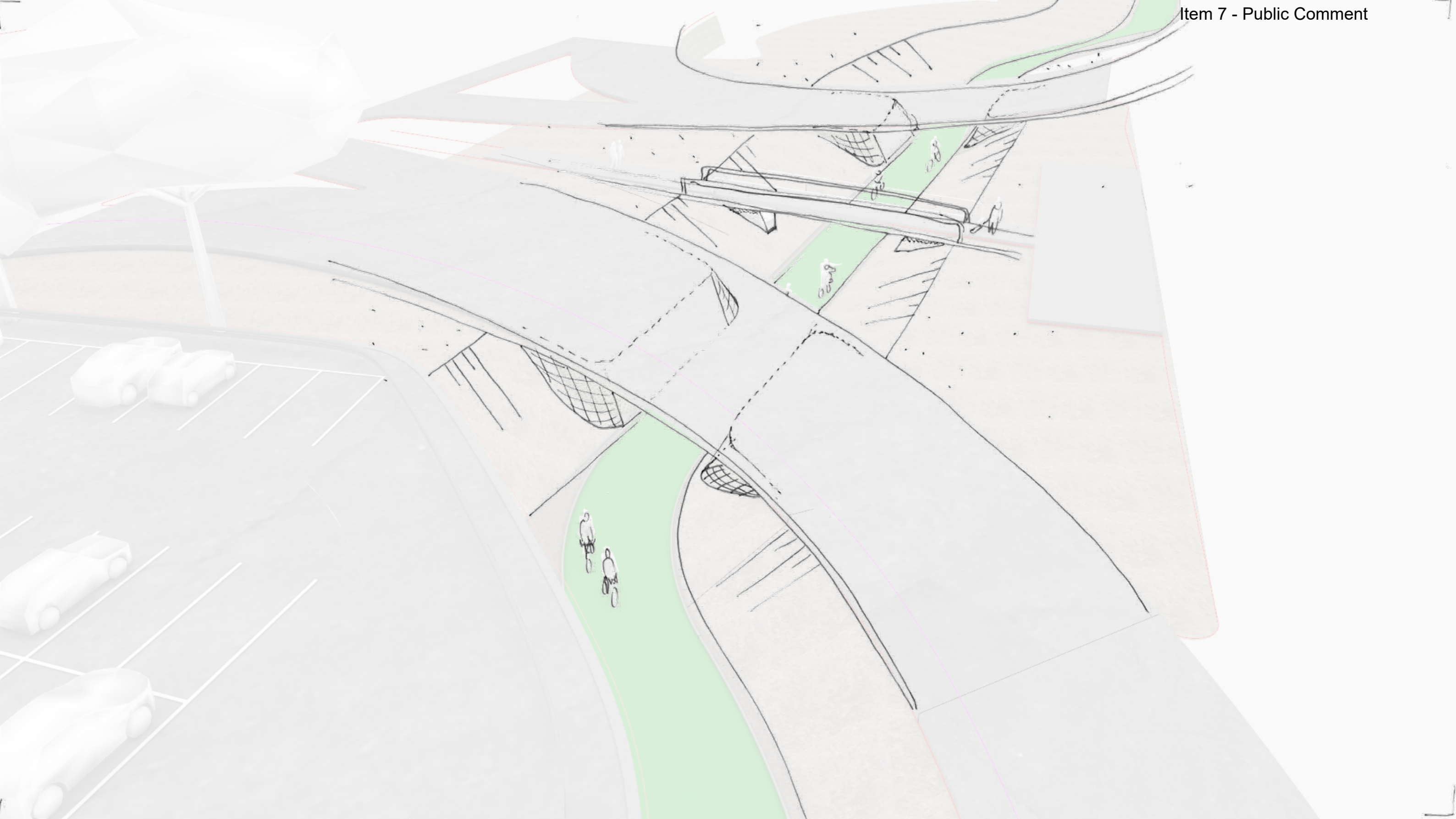


Option 02 - Retaining walls one side.

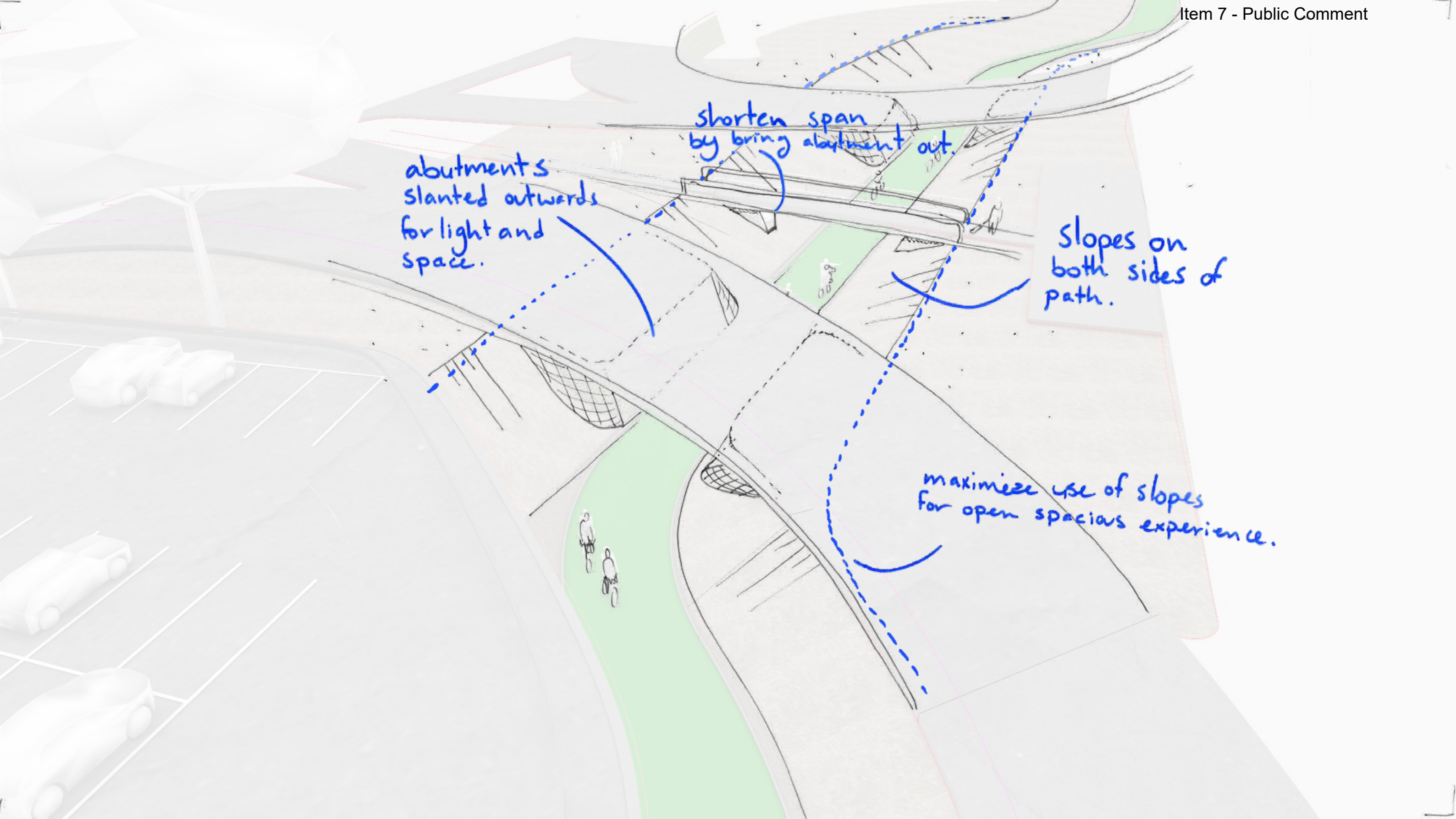




Option 02 - Retaining walls one side.



Option 03 - Slopes on both sides.



Option 03 - Slopes on both sides.