



Transportation Authority of Marin (TAM) Community Working Group Meeting 3

US 101/I-580 Multi-Modal and Local Access Improvement Project

Tuesday, July 1, 2025, 5:00 pm to 7:00 pm

The Marin 101-580 Community Working Group (CWG) meeting was held in person at the TAM offices - 900 Fifth Avenue, Suite 100, San Rafael, CA 94901, and via Zoom and with a call in option.

The agenda for this meeting was designed to recap the October 1, 2024 scoping meeting and the status of environmental studies, along with preliminary traffic analysis results. It also covers progress on the Bellam Off-Ramp Widening project, updates to Bellam Boulevard design concepts and options, and a summary of feedback from recent Bellam workshops. The PowerPoint presentation for the meeting is available [here](#).

Welcome

Executive Director, Anne Richman welcomed the CWG members and expressed appreciation for the input from the group and public on the project.

Purpose and Agenda

Charles Gardiner reviewed meeting protocols, agenda, and purpose of the CWG. He informed the members of the public that they would have time to comment after the presentations and CWG member comments. The CWG members and project team role call happened next. See page 5 for a roster of attendees.

Meeting Overview

The project team reviewed the following information with the Community Working Group.

Alternatives

The project has four alternatives—three build alternatives and a no-build alternative:

1. Alternative One: Local street improvements on Bellam Boulevard.
 - a. Option A: Roundabout design.
 - b. Option B: Signalized intersection design.
2. Alternative Two: Direct connector along Simms Street and with all the improvements in Alt 1.
3. Alternative Three: Direct Connector between US 101 and I-580 at the existing Bellam off-ramp with all the improvements in Alt 1.
4. No-build.

Each build alternative aims to improve traffic flow, pedestrian and bike safety, and transportation efficiency in the area.

Scoping Meeting Recap

The scoping meeting was held on October 1, 2024, from 5:30 to 7:30 p.m. A summary report is available on the [project website](#). The public comment period ran from September 27 to November 14, 2024. Most responses were positive and supportive of the project, with feedback primarily focused on traffic

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congestion and conflicts, safety concerns, and suggestions for additional alternatives not yet considered. [Slide 9]

Environmental Phase Update

Fall and spring biological surveys have been completed for the larger study area, and research on archaeological and historical properties is now underway. Several technical studies are currently in progress, with the Draft Environmental Impact Report (EIR) anticipated in late 2026. For the traffic studies, Caltrans has approved the Traffic Forecasting Memos and the Existing Conditions Report. Traffic analysis to support the environmental review is ongoing. [Slide 10]

Traffic Study [Slides 11 to 20]

The initial traffic analysis outlines projected traffic conditions for the year 2035 using regional traffic modeling that considers anticipated land use changes, housing developments, and job growth. Several improvements were analyzed, including a “Do Nothing” scenario (no improvements), the Bellam Off-ramp Widening Project, improved signalized intersections on Bellam, roundabouts on Bellam, and a direct connector. Travel time analyses were conducted for routes from Tamalpais Boulevard in Corte Madera to the Richmond-San Rafael Bridge, Andersen Drive, Francisco Boulevard East, and Kerner Boulevard. Key findings show significant travel time reductions for all routes—from the current 15 to 22 minutes down to 5 to 7 minutes with improvements. Traffic volume projections estimate 6,400 vehicles going to the Richmond-San Rafael Bridge during the peak period of 2 to 8 PM by 2035. The traffic patterns of these vehicles to the Richmond-San Rafael Bridge are expected to shift with potential improvements. Approximately 93% of vehicles would use Sir Francis Drake under the “Do Nothing” scenario, with increasing percentages using the Bellam route to the bridge with the Bellam off-ramp and Bellam Boulevard improvements. Approximately 95% of the traffic would use a direct connector, if implemented. It is important to note that these projections are based on initial modeling, and the full traffic analysis is still underway.

Bellam Off-ramp Widening Project [Slide 22]

The Bellam Off-ramp Widening Project aims to reduce traffic congestion on U.S. 101 and eastbound I-580, improve off-ramp efficiency, and enhance the area's overall transportation infrastructure. Key improvements include adding a second lane to the off-ramp, separating left- and right-turning traffic, modifying traffic signals, and adjusting crosswalk locations for better safety and flow.

Construction began in March 2025 and is expected to be completed by winter 2025. As part of the work, the traffic signal will be “trued up,” the crosswalk will be relocated and squared off, a new right-turn lane will be added, and new signal signs will guide both pedestrian and vehicle movements. The lane configuration will feature a third lane from the left for through-traffic heading toward the Richmond–San Rafael Bridge, with dedicated lanes for both left and right turns.

Bellam Boulevard Improvements [Slides 24-35]

The latest updates for potential improvements to Bellam Boulevard include two options, signalized intersections and roundabouts with connections to pedestrian and bike paths at both ends of Bellam. To support non-motorized travel, the options include 10-foot-wide shared-use paths, improved pedestrian crossings, and accommodations for bus stops. Once complete, the project is expected to reduce travel times, improve traffic flow, and enhance safety for drivers, pedestrians, and cyclists.

Community Outreach and Feedback [Slides 36-37]

TAM's overall goal is to engage the community early, gather diverse perspectives, and continue to expand outreach. The TAM project team, in collaboration with Canal Alliance and the Multicultural Center of Marin hosted several workshops on Bellam Boulevard improvements. The workshops were held in both English and Spanish to ensure broad community participation. Street fair-style

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presentations were conducted in the Canal community to engage residents in accessible and informal settings. Outreach efforts specifically targeted diverse community groups, with a focus on including non-English speakers in the planning and feedback process. All meeting presentations, visual simulations, maps, display boards, agendas and summaries are located on the community engagement page on the project website [here](#).

CWG Comments/Questions

1. What is the basis for the “Do Nothing” traffic projection?

- *The projection uses regional planning data and a standard forecasting method that applies growth factors to current traffic volumes. The model incorporates county and city development plans. The results indicate that traffic congestion will continue to worsen over time without infrastructure improvements, establishing a baseline for evaluating proposed improvements.*

2. What is planned at the northbound 101 off-ramp?

- *The Bellam Off-ramp Widening Project will reduce traffic congestion at the Bellam Boulevard off-ramp and the afternoon backup on Northbound 101 and Eastbound I-580 waiting to exit to Bellam. The off-ramp will be widened to improve traffic flow and safety by separating turning movements—vehicles turning left onto Bellam Boulevard will be in dedicated lanes, distinct from those turning right or continuing straight toward the eastbound I-580 on-ramp. The redesigned ramp will feature four lanes at the light, allowing for more efficient and organized vehicle movement through this heavily traveled intersection. The crosswalks at the intersection will also be realigned to improve safety.*

3. How will people access the post office with left-hand turn restrictions?

- *With the proposed left turn restrictions, accessing the post office will require travel to the signal at Andersen Drive and making a U-turn. Leaving the post office would require a right turn onto Bellam and reversing direction at the roundabout or a U-turn at a signalized intersection. This restriction exists now Monday through Friday.*

The CWG raised concerns about the potential for traffic backups at the intersection of Andersen and Bellam, increased travel time to access the post office, and the possibility of added congestion resulting from traffic rerouting.

- *The project team emphasized that the design prioritizes safety, specifically by preventing direct left turns across a wide street. While the full traffic analysis is still underway, the team acknowledged potential challenges related to rerouting. They also expressed a commitment to reviewing future traffic analyses and discussing further refinements.*

4. What government entities will approve the Environmental Impact Report (EIR)?

- *Caltrans is the primary agency responsible for approving and overseeing the Environmental Impact Report (EIR) and National Environmental Policy Act (NEPA) documentation.*

5. What are the odds of a no-connector option happening?

- *There is no final decision yet as the analysis is ongoing, but local improvements are highly likely to proceed since they are foundational to all alternatives. Local improvements would likely be built first, regardless of which final alternative is selected.*

6. Will the number of vehicles exiting from northbound 101 to Bellam be reduced?

- *If no improvements are made, some traffic would shift to the Bellam off-ramp as the Sir Francisco Drake route to the bridge gets more congested. With the off-ramp widening and*

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improvements on Bellam Boulevard, more traffic would shift to the Bellam off-ramp, but local travel times would improve. If the connector is built, the number of vehicles exiting Bellam is expected to decrease. Approximately 95% of bridge-bound traffic is projected to use the direct connector as it is designed to reduce local street exits by providing a more efficient freeway-to-bridge route. [Slide 20]

7. Will there be an analysis of current travel times, not just projected ones?
 - *The traffic analysis for the 101-580 project is primarily focused on projected 2035 scenarios. The traffic analysis for the Bellam off-ramp project was completed separately several years ago. As a critical component of the environmental review process, the traffic study relies on regional traffic modeling to generate future projections. These projections incorporate anticipated land use changes, potential housing developments, and expected job growth to create a comprehensive forecast of traffic patterns.*
8. What is the projected timing for the Bellam improvement project?
 - *The project team has developed a phased approach, with local street improvements potentially being accelerated ahead of the direct connector construction once the environmental review process is complete. The entire project is expected to span 7 to 10 years from the current stage.*
 - *Project Timeline: The draft environmental document is anticipated to be completed by fall 2026 and the final environmental document is expected in spring 2027, with construction complete in 2033, pending funding availability. [Slide 39]*

Public Comments

1. Will the presentation and agenda be posted on TAM's website?
 - *Yes. The presentation and agenda will be posted to the 101/I-580 project page [here](#).*
2. What does TAM attribute to the big growth to if the "do-nothing" option is selected?
 - *The projection includes various plans from county and city levels regarding future development. Understanding the growth projection is crucial for evaluating project alternatives. The growth projection serves as a baseline comparison to show how proposed improvements might impact future traffic conditions. It is standard practice in transportation planning to use regional modeling to forecast long-term traffic trends. The question provided important context for understanding the project traffic analysis.*
3. Is the project just transferring traffic load from Sir Francis Drake to Bellam?
 - *The traffic analysis shows complex changes in traffic patterns and improvements across different routes. The goal is to optimize overall traffic flow, not just move congestion. Navigation apps help drivers choose the fastest route; in this case, access to the bridge from northbound 101.*
4. What is happening with the dirt piled up near the 580 on-ramp?
 - *The dirt observed at the site is related to the off-ramp project. It is temporarily stored next to the 580 on-ramp. Most of the dirt will be returned and used back in the project.*

The TAM leadership thanked everyone for their participation and engagement.

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Community Working Group Members

CWG Participation – CWG #3, July 1, 2025			
Present	Name	Interest	Affiliation
	Air Gallegos	Commuter	East Bay to/from San Rafael
✓	Alex Vollmer	Community	Spinnaker Point HOA
✓	Dave Pedroli	Community	San Rafael City Schools
✓	Dave Troup	Transit Rider	Rides GGT through project area
✓	David Bonfilio	Community	Baypoint Lagoon HOA
✓	Esmeralda Garcia	Community	Multicultural Center of Marin
	Greg Brockbank	Environmental	Sustainable San Rafael
✓	Jim Draper/Richard Bernstein	Community	Fed. of San Rafael Neighborhoods
	Jim Rosenfield/ Elaine Lin	Business	Country Mart, Larkspur Landing
	Jon Horinek	Community	College of Marin
✓	Karen Strolia	Business	San Rafael Chamber of Commerce
✓	Kate Powers	Environmental	Marin Conservation League
✓	Kevin Hagerty	Community	League of Women Voters
✓	Michele Barni	Community	Pt. San Quentin Village HOA
✓	Omar Carrera	Community	Canal Alliance
✓	Philip R. Mooney/Barry Bergman	Bike & Pedestrian	San Rafael Bike/Ped Adv. Comm.
✓	Richard Atwood	Business	Larkspur
	Vacant	Commuter	East Bay to/from Sausalito
	Stephanie Plante	Business	East San Rafael Working Group
✓	Warren Wells/Tarrell Kullaway	Bike & Pedestrian	Marin County Bicycle Coalition
	Wendi Kallins	Environmental	Sustainable Marin

✓ signifies in attendance in person or online.

Project Team Attendees

- Anne Richman, Executive Director
- Dan Cherrier, Principal Project Delivery Manager
- Molly Graham, Public Outreach Coordinator
- Connie Fremier, Project Manager
- 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

- Dan Bell
- Aaron Burnett, Canal Alliance
- Lori (no last name displayed)
- Marc Larby
- Andree Jansheski, Bellam Storage
- Gustavo Orozco
- Gabe Paulson, Larkspur City Council
- Jeff Rhoads, Resilient Shores
- 3 other attendees online with no names listed