



TRANSPORTATION AUTHORITY OF MARIN  
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MARCH 30, 2026  
5:30 P.M.

TAM CONFERENCE ROOM  
900 FIFTH AVENUE, SUITE 100  
SAN RAFAEL, CALIFORNIA

*This meeting will be held in-person and via Zoom webinar.*

900 Fifth Avenue  
Suite 100  
San Rafael  
California 94901

Phone: 415-226-0815  
Fax: 415-226-0816

www.tam.ca.gov

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Peter Mark

Corte Madera  
Rosa Thomas

Fairfax  
Lisel Blash

Larkspur  
Gabe Paulson

Mill Valley  
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Novato  
Kevin Jacobs

Ross  
Teri Dowling

San Anselmo  
Yoav Schlesinger

San Rafael  
Kate Colin

Sausalito  
Melissa Blaustein

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County of Marin  
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Dennis Rodoni  
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Webinar ID: 894 6840 9425  
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**How to provide public comment (limited to 3 minutes or less):**

**Before the meeting:** Please email your comment to [info@tam.ca.gov](mailto:info@tam.ca.gov), no later than 5:00 p.m. the day before the meeting to facilitate timely distribution to Committee members. Please include the agenda item number you are addressing and your name and address. Your comments will be forwarded to the Committee members and will be placed into the public record.

**During the meeting:** For members of the public participating in-person, the Committee Chair will recognize persons from the audience who wish to address the Committee during public open time or on a particular agenda item at the time that item is considered by the Committee.

If watching this meeting online, click the "raise hand" feature in the webinar controls. This will notify TAM staff that you would like to comment. If participating by phone, "raise hand" by pressing \*9 and wait to be called upon by the Chair or the Clerk. You will be asked to unmute your device when it is your turn to speak and your comments will become part of the public record.



Late agenda material can be inspected in TAM's office between the hours of 9:00 a.m. and 5:00 p.m.  
The TAM Office is located at 900 Fifth Avenue, Suite, 100, San Rafael.

The meeting facilities are accessible to persons with disabilities. Requests for special accommodations (assisted listening device, sign language interpreters, etc.) should be directed to Jennifer Doucette, 415-226-0820 or email: [jdoucette@tam.ca.gov](mailto:jdoucette@tam.ca.gov) no later than 5 days before the meeting date.

## **AGENDA**

1. Call Meeting to Order
2. Committee Member Comments
3. TAM Updates
4. Open Time for Public Expression
5. Adoption of Meeting Minutes from September 29, 2025 (Action)
6. Election of BPAC Chair and Vice-Chair (Action)
7. Complete Streets Checklist Review for Novato Creek Bridge (Discussion)
8. Highway 101 Interchange Improvements Update (Discussion)
9. Adjournment



Item 3

# TAM Updates

Transportation Authority of Marin  
Bicycle/Pedestrian Advisory Committee

March 30, 2026

# Measure AA Expenditure Plan Review Schedule

Expenditure Plan Review Schedule	
Collection of Measure AA Revenue Commenced	April 1, 2019
TAM Board Approves Expenditure Plan Review Process and Timeline	October 24, 2024
Expenditure Plan in Effect for Six Years	March 31, 2025
Public Outreach Process	April-December 2025
Present Draft Amended Expenditure Plan to TAM Executive Committee and Board	September-December 2025
TAM Board Opens 45-day comment period/hearing for any changes proposed	January 2026
<i>45-day Comment Period Closes</i>	<i>March 9, 2026</i>
TAM Board Adopts Amended Measure AA Expenditure Plan	March 2026
Present Amended Expenditure Plan to Cities, Towns, and County for Approval	April/May 2026
Identify Expenditure Plan changes in TAM FY2026-27 Budget Process	April-June 2026

★ **We are here**

# Summary of Proposed Measure AA Amendments

- Measure AA received strong voter support in 2018 with 76.7% approval
- No changes proposed to 95% of Measure AA funding
- Strategic changes proposed to 5% of Measure AA to respond to input received

	2018	Proposed	PROPOSED EXPENDITURE PLAN AMENDMENTS
Category 1.3 Local Interchanges	3.0%	2.5%	Reallocate 0.5% to support the Crossing Guard Program
Category 2.1 Local Transportation Infrastructure	22.0%	18.0%	Reallocate 4% to fund new Category 2.4 Reimagined Roadways
Category 2.3 Sea Level Rise	1.0%	1.0%	Change eligible recipients to include TAM and remove call for projects requirement
<del>Category 2.4 Innovative Technology</del>	0.5%	0.0%	0.5% remains in Category 2.4 but reallocated to Reimagined Roadways from Innovative Technology
Category 2.4 Reimagined Roadway	0.0%	4.5%	New Category. Maintain 0.5% from Category 2.4 plus 4% from Category 2.1
Category 3.2 Crossing Guard Program	7.0%	7.5%	0.5% from Category 1.3, Revise language to specify number of guards rather than number of locations
Category 4.6 Ferries and Regional Transit	0.5%	0.5%	Change eligible recipients and broaden to First/Last Mile at Major Transit Stops
<b>Additional Changes</b>			
COC Membership			Align with Measure B
Review Timeline			Align with Measure B for concurrent review processes

# Upcoming Grant Opportunities

## MTC One Bay Area Grant Cycle 4 (OBAG 4)

- County program guidelines approved in February, TAM will conduct call for projects for Marin, then recommendations go to MTC for decision-making
- Approx \$12.3M available for County Target, covering a four-year period FY 26/27 to FY 29/30
- May add in ~\$900K in TFCA Bikeway funds
- Focuses on non-highway/non-capacity projects, in/near PDAs, EPCs, and TOCs
- Local process, timing, and criteria to TAM Board in April, call for projects to follow

## MTC RM3 Safe Routes to Transit and Bay Trail Program

- 2nd Round of Call for Projects with \$75 million to be released around July 2026, with deadline in late Fall 2026

# Active Transportation Program (ATP) & Application Assistance

- Call for Projects opened March 19, Due June 22, 2026
- Approximately \$550 M for statewide, \$45 M for regional programs available
- In prior cycles, TAM retained a consultant to develop applications for a few selected jurisdictions
- For Cycle 8, TAM again offered to develop about three applications
- Larger jurisdictions (the County, San Rafael, and Novato) are required to contribute up to 25 percent of the development cost
- TAM issued an ATP Request for Application Assistance and received eight requests
- Staff has selected the following requests for TAM to develop applications:
  - Larkspur – Redwood Highway Westside Active Transportation Bike Path (resubmittal)
  - Mill Valley – Safe Routes to Schools/Safe Routes for Senior Project (resubmittal)
  - Novato – Redwood Blvd Sidewalk Gap Closure Project
  - San Anselmo – Creek Park Contraflow Bike Lane Project
  - San Rafael – Manuel T. Freitas Parkway Multi-use Pathway

# Lincoln Avenue Corridor – Waypoint AI Test Case

- Opportunity to better integrate advances in AI
- **Goal:** understand feasibility/practicality of these tools
- AI tool conducted robust existing conditions analysis & developed corridor and intersection treatments for Lincoln Ave. in San Rafael
- Study does NOT represent adopted City or TAM recommendations; it is an exploratory effort to evaluate tools and process, not to advance design
- Significant cost and time savings potential
- Not a replacement for agency staff, local expertise & policy decisions



Lincoln Avenue And Linden Lane

#### EXISTING CONDITIONS:

- The north-south crossing across Linden Lane to the north is signalized and properly daylighted, but it is missing an ADA-compliant curb ramp on the north side of the crossing.
- Pedestrians on the west side of Lincoln Avenue lack a direct way to cross to the bus stop on the east side without a significant detour and multi-leg crossing maneuver.
- The north-south crossing across Linden Lane to the south is signalized and has ADA-compliant curb ramps.
- The single crossing across Lincoln Avenue has ADA-curb ramps.
- The left turn from Lincoln Avenue onto Linden Lane (southern intersection) is protected.

#### RECOMMENDED TREATMENTS:

1. Add an east-west crossing over Lincoln Avenue at/after the bus stop, using high-visibility markings and aligning details with the current HSP designs.
2. Install the missing ADA-compliant curb ramp at the northeastern curb at the northern intersection with Linden Lane.
3. Ensure that the signalized pedestrian crossings have LPIs.
4. If geometry permits, consider curb extensions to shorten crossing distances.

# Safe Routes to Schools

- Education, encouragement, and infrastructure
- Awarded \$7.5M for “**Safe Pathways**” projects (19 small projects, under \$100K and 14 large projects, max \$450K)
- New **program dashboard**, showing that 32% of Marin students now walk or roll to school –roughly **triple the national average**.
- Countywide **Youth E-Bike Safety** – coordinated approach
  - Data: Public Health dashboard to track crash data
  - Legislation & enforcement: In 2025, all Marin jurisdictions approved ordinances pursuant to AB 1778
  - Outreach: Extensive, creative education campaign



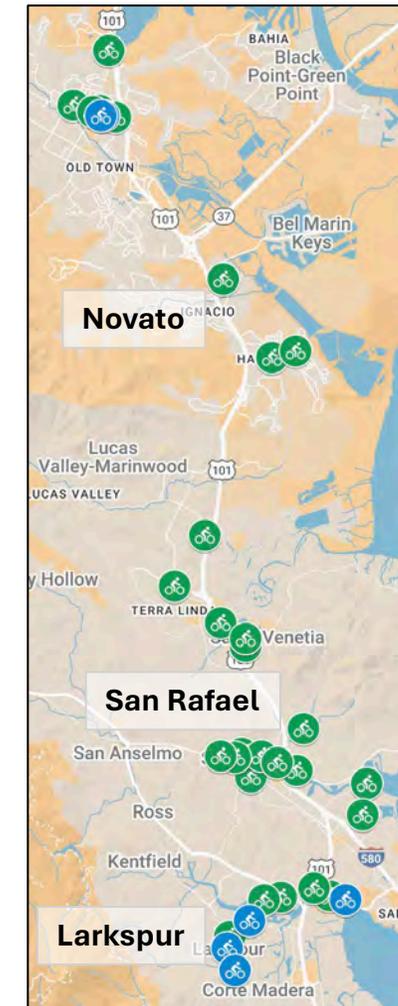
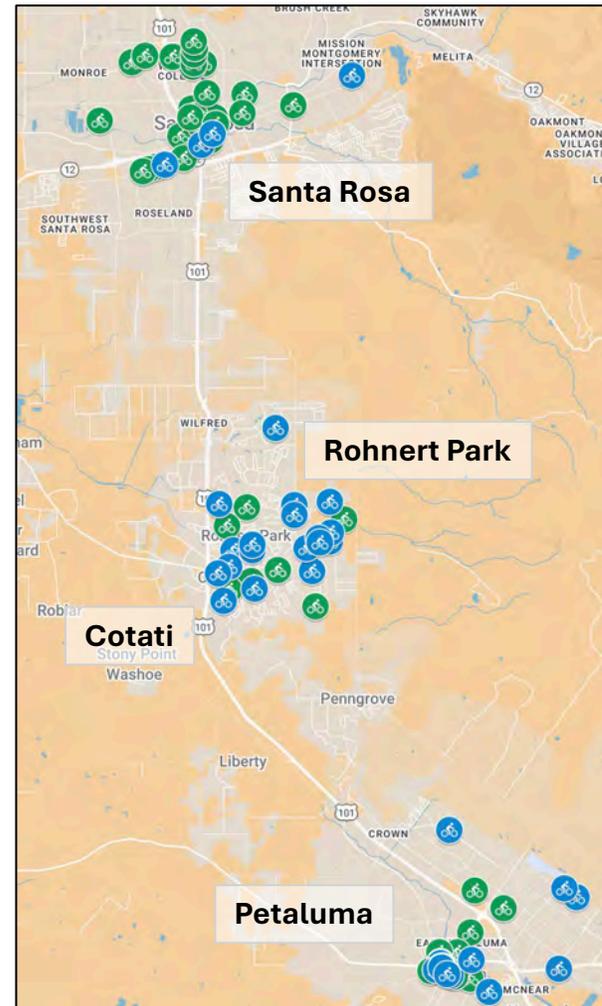
# Redwood Bike Share Implementation

Launched in October 2024 across 5 cities; remaining cities operational by March 2025.

300 bikes and 56 Hubs now in daily use, with each county receiving half of the total fleet.

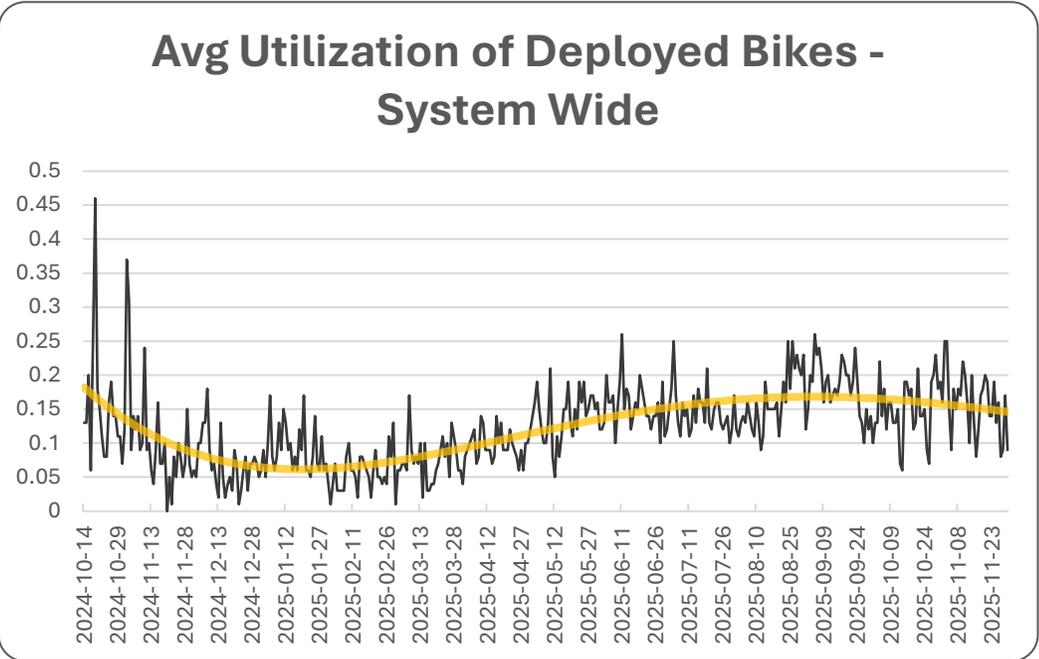
Further development of each city's network is underway with 110 additional Dropzones created, and many others planned.

Serving as first/last mile connection for SMART, shopping, and employment destinations.



# Redwood Bikeshare Ridership Highlights

Fleet utilization has climbed consistently through the summer, with a noticeable spike in early fall. Typical winter drop in usage.



**16,500+**  
Total Trips



**3,000+**  
Total Unique Riders



**14 mins**  
Median trip duration



**2.1 miles**  
Avg trip length

# TAM's New Website – Feedback Survey

- Help shape TAM's new website by taking a [5-minute survey](https://tinyurl.com/TAMwebsiteredesignsurvey) to guide improvements to usability and access to information
- Survey open through April 10, 2026
- Take the survey: <https://tinyurl.com/TAMwebsiteredesignsurvey>



# Questions & Discussion

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Thank you!

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MEETING OF THE  
TRANSPORTATION AUTHORITY OF MARIN  
BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

SEPTEMBER 29, 2025  
5:30 PM

TAM CONFERENCE ROOM  
900 FIFTH AVENUE, SUITE 100  
SAN RAFAEL, CALIFORNIA

**MEETING MINUTES**

Members Present: Don Magdanz, San Rafael  
Joe Mulligan, At-Large Member  
Kevin McGowan, Marin Public Works Association, Vice-Chair  
Mark Birnbaum, Novato/Northern Marin, Chair  
Mike Howe, West Marin

Members Absent: Ben Berto, Ross Valley (Participated remotely as a member of the public)  
Cheryl Longinotti, Larkspur/Corte Madera  
Kristin Drumm, At-Large Member

Staff Members Present: Anne Richman, Executive Director  
David Chan, Director of Programming and Legislation  
Jennifer Doucette, Executive Assistant/Clerk of the Board  
Joanne O'Hehir, Administrative Assistant  
Melanie Purcell, Director of Finance and Administration  
Scott McDonald, Principal Transportation Planner

**1. Call Meeting to Order**

The meeting was called to order at 5:32 p.m. Chair Birnbaum welcomed everyone to the meeting and asked Executive Assistant/Clerk of the Board Jennifer Doucette to conduct a roll call to ensure a quorum of the Bicycle/Pedestrian Advisory Committee (BPAC). A quorum of the Committee was confirmed and detailed information about how the public may participate was provided.

**2. Committee Member Comments**

Chair Birnbaum reported that Caltrans has indicated responsibility for the section of path between Hanna Ranch Road and Frosty Lane in Novato, with the railroad crossing under SMART's jurisdiction; and that formal documentation is being pursued to confirm ownership and support future discussions for improvements to provide a safer connection for bicyclists to Bel Marin Keys, which could become part of the SMART/Great Redwood Trail system.

**3. TAM Updates**

Director of Programming and Legislation David Chan and Principal Transportation Planner Scott McDonald provided highlights from the TAM Updates presentation, which was distributed to the TAM BPAC and posted on the TAM website as supplemental information.

Chair Birnbaum asked if any members of the public wished to speak.

Ben Berto commented on the importance of strong marketing to boost awareness and participation in the Redwood Bikeshare pilot program.

#### **4. Open Time for Public Expression**

Chair Birnbaum asked if any members of the public wished to speak, and hearing none closed public comment.

#### **5. Adoption of Minutes from September 11, 2024 (Action)**

Chair Birnbaum asked if any members of the public wished to speak, and hearing none, asked for a motion.

Member McGowan moved to approve the Minutes of the September 11, 2024 meeting. Member Howe seconded the motion, which passed unanimously.

#### **6. Programming of FY2025-26 and FY2026-27 TFCA, TDA Article 3, and Measure B 1b Funds (Action)**

Principal Transportation Planner Scott McDonald presented this item, which recommends that the TAM BPAC reviews the preliminary staff recommendation for FY2025-26 and FY2026-27 Transportation Fund for Clean Air (TFCA), Transportation Development Act (TDA) Article 3, and Measure B 1b Funds, as follows: Corte Madera - Paradise Drive Gap Closure Project - Seawolf to Prince Royal (\$1,272,000), County of Marin - Quick Build Public Safety Improvements for Vulnerable Road Users (\$200,000), Larkspur - Pathway Repaving 2025 (\$125,00), San Anselmo - Sir Francis Drake Boulevard/Madrone Avenue Pedestrian Hybrid Beacon (\$200,000), San Rafael - Point San Pedro Pedestrian Quick Build Enhancements (\$88,300) and Park St. & Belle Ave. Pedestrian Enhancement (\$66,700); and provides recommendations regarding the programming of these funds. Project sponsors were also invited to provide a project overview.

Town of San Anselmo Assistant Public Works Director Scott Schneider presented an overview of the Sir Francis Drake Boulevard/Madrone Ave. Pedestrian Hybrid Beacon project.

County of Marin Principal Planner Sahar Shirazi presented an overview of the Quick Build Public Safety Improvements for Vulnerable Road Users project.

In response to Member McGowan, Ms. Shirazi confirmed that the Marin County Board of Supervisors adopted a Vision Zero policy in 2024 as part of the Local Road Safety Plan, and that an 18-month process is underway to develop the corresponding Action Plan. Ms. Shirazi also clarified that the Quick Build Public Safety Improvements for Vulnerable Road Users project includes physical infrastructure improvements.

In response to Member Howe, Ms. Shirazi explained that safety assessments of San Geronimo Valley Road are underway and that the Safe Routes to Schools program is prioritizing its project list, with potential signage to be included for assessment.

Ms. Shirazi also provided an overview of the Horse Hill Bikeway Maintenance project.

Committee members and staff discussed the existing conditions and connections to and from the Horse Hill Bikeway, including Casa Buena Drive/Meadowsweet Drive in Corte Madera.

City of Larkspur Public Works Director Julian Skinner presented an overview of the Pathway Repaving 2025 project.

Chair Birnbaum asked if any members of the public wished to speak.

Marin County Bicycle Coalition (MCBC) Policy and Planning Director Warren Wells expressed support for staff's funding recommendations.

Member McGowan moved to approve staff's recommendations. Member Magdanz seconded the motion, which passed unanimously.

## **7. Measure AA Expenditure Plan Review Update (Discussion)**

Director of Programming and Legislation David Chan presented this item for discussion.

Committee members and staff discussed the proposed new category of "Reimagined Roadways", including the importance of nomenclature, as well as, incorporating bicycle and pedestrian improvements into projects that may fall into this category.

In response to Member McGowan's inquiry regarding proposed changes to language in Category 2.3 – Sea Level Rise, TAM Executive Director Anne Richman explained that at 1%, the current sea level rise allocation generates a few hundred thousand dollars annually, which is insufficient for major capital projects. As a result, issuing a broad call for projects may be inefficient, and a more strategic use of funds, such as targeted technical assistance or planning, could be more effective, while still allowing flexibility for future projects.

Member McGowan expressed support for aligning the Measure AA and Measure B Expenditure Plan Review processes.

Ben Berto expressed support for the overall approach but emphasized the need to consider impacts on bicycle facilities and suggested using clearer terminology, such as "reimagined transportation" instead of "reimagined roadways." Mr. Berto also urged consideration of larger projects, such as reopening the Alto Tunnel, when planning long-term funding priorities.

Chair Birnbaum asked if any members of the public wished to speak and hearing none, closed public comment.

*The meeting was adjourned at 7:01 p.m.*

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**DATE:** March 30, 2026

**TO:** Transportation Authority of Marin Bicycle/Pedestrian Advisory Committee

**FROM:** Anne Richman, Executive Director  
Scott McDonald, Principal Transportation Planner  
Jennifer Doucette, Executive Assistant/Clerk of the Board

**SUBJECT:** Election of BPAC Chair and Vice-Chair (Action), Agenda Item No. 6

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**RECOMMENDATION**

The Bicycle/Pedestrian Advisory Committee (BPAC) nominates and elects a Chair and Vice-Chair following any other preceding action items on the agenda.

**BACKGROUND**

Officers/Election of Chair and Vice-Chair

Pursuant to Section 5 of the BPAC Bylaws, the BPAC should biennially elect a Chair and Vice-Chair. An individual receiving a majority of votes by a quorum of the BPAC shall be elected and will assume office at the meeting following the election.

The Chair may also identify, in consultation with TAM staff, items of interest for future agendas that are relevant to the BPAC’s duties and responsibilities. The Vice-Chair will assume all duties of the Chair in the absence of, or upon the request of the Chair.

**DISCUSSION**

None.

**FISCAL IMPACTS**

None.

**NEXT STEPS**

None.

**ATTACHMENTS**

None.

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**DATE:** March 30, 2026

**TO:** Transportation Authority of Marin  
Bicycle/Pedestrian Advisory Committee

**FROM:** Anne Richman, Executive Director  
Audrey Veysiere, Assistant Project Delivery Manager

**SUBJECT:** Complete Streets Checklist Review for Novato Creek Bridge (Discussion), Agenda Item No. 7

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## **RECOMMENDATION**

Discussion item only.

## **BACKGROUND**

### About the Complete Streets Policy

In 2022, the Metropolitan Transportation Commission (MTC) updated its Complete Streets Policy requiring that all projects with a total project cost of \$250,000 or more applying for discretionary transportation funding or endorsements from MTC submit a Complete Streets Checklist to MTC. Review of these projects seeking MTC funding is required by a local city or county level Bicycle and Pedestrian Advisory Committee (or equivalent) providing an opportunity for comments. This is intended to encourage integrated planning for projects. The MTC Complete Streets Checklist encourages project implementation to consider bicycle/pedestrian needs and safety improvements – to the extent feasible – as part of projects affecting the physical or operational state of transportation facilities and public rights-of-way.

### About the Novato Creek Bridge Replacement Project

State Route (SR) 37 is a key transportation corridor linking the four North Bay counties. Due to its strategic transportation role and environmentally sensitive natural footprint, SR 37 has been the subject of numerous planning studies conducted by a number of transportation agencies and organizations, including MTC and the California Department of Transportation (Caltrans). Staff and elected officials from these various agencies have been in discussion over the past several years about how to advance improvements in the corridor.

The corridor is divided into eight segments for project delivery purposes. Segments 1, 2, and 3 are in Marin County. Each segment has unique challenges and varies in how those challenges can be met in regard to mobility, sea level rise, and flooding.

A Policy Committee that includes representatives from Marin, Sonoma, Solano, and Napa Counties, as well as elected officials and State, Regional, and Tribal representatives, was formed in 2015 to provide direction. A Memorandum of Understanding was created to define the structure of the Policy Committee and the supporting Executive Steering Committee (ESC) and Project Leadership Team (PLT). The primary focus of the committees has been to develop and deliver the Resilient State Route 37 Program.

The Policy Committee recently prioritized the eight segments, and Segment 2 over Novato Creek was determined to be the top priority, mostly due to flooding potential. The Novato Creek Bridge Project (officially known as the Flood Reduction Project Phase 1) will construct a new structure at the ultimate elevation to clear the potential 100-year flood event and is expected to begin construction in 2027. The project is in design and includes a barrier separated multi-use path. The bridge will return to the current roadway profile until sufficient funds are obtained to construct the full elevated causeway in Segments 1 and 3. At that time, the Bridge will be widened to the ultimate width.

More information about the project can be found on TAM's website: <https://www.tam.ca.gov/projects-programs/sr-37/>.

## **DISCUSSION**

A funding package for the construction phase of the Novato Creek Bridge was recently completed by Caltrans by putting additional State Highway Operation and Protection Plan (SHOPP) funds towards the project, and work by staff to negotiate with other stakeholders a greater share of RM3 funding being allocated to Marin to complete the multi-modal aspects of the Project.

The total cost of the Flood Reduction Project Phase 1 is \$270 million. This will be funded by \$155 million from the Infrastructure Investment and Jobs Act (IIJA), \$75 million from the SHOPP, and \$15 million that TAM received from Senator McGuire's office by way of state Assembly Bill (AB) 179 in 2022. The final \$25 million will be provided from the Regional Measure 3 (RM3) funding administered by MTC.

To access the RM3 funding opportunity, an allocation request has been developed and needs to include a Complete Streets Checklist as required by MTC. Attached is the Complete Streets Checklist (Attachment A), now available for BPAC review and comments.

## **RELATIONSHIP TO CTP**

State Route 37 improvements address the Regional Connectivity and Adaptation to Climate Change strategies defined in the Marin Countywide Transportation Plan 2050.

## **FISCAL IMPACTS**

None.

## **NEXT STEPS**

Following the TAM BPAC review, any comments provided will be added to the Complete Streets Checklist.

## **ATTACHMENTS**

Attachment A – Complete Streets Checklist  
Attachment B – Staff PPT Presentation

# MTC Complete Streets Checklist - DRAFT

## Section 1: Contact and Project Information

Contact Name: Audrey Veysiere

Email Address: aveysiere@tam.ca.gov

Contact Phone Number: (628) 313-0520

Project Sponsor: Transportation Authority of Marin (TAM)

County: Marin

Is your project seeking regional discretionary funds or an endorsement? Regional discretionary funding

Project Name/Title: SR37 Flood Reduction Project Phase 1

Project Location: Novato

Project Description: The Project is the first Phase of a bigger project. Phase 1 proposes to reduce flooding from stormwater overtopping and adapt to 2130 SLR on State Route 37 (from PM R11.5 to PM 12.6) by replacing the Novato Creek Bridge. A 14-foot-wide designated bicycle and pedestrian path would be incorporated in the project. It would be separated from the other vehicles by a 2-foot barrier. SMART owns and operates a freight rail line running on the eastbound side of SR37. There is no transit stop/station.

Please choose the project phase(s): Construction (CON)

Please check all the modes that the project includes: Bicycle, Pedestrian, Non-Roadway Transit (heavy rail, ferries, etc.), Driver/Automobile

## Section 2: Bicycle, Pedestrian and Transit Planning

Please check all of the relevant plans that this project helps to implement: Bicycle, Pedestrian and/or Active Transportation Plan(s), Other, Safe Routes to School Plan

Please provide details on plan recommendations affecting the project area: The City of Novato Bicycle / Pedestrian Plan (2015) expressed support for the proposal to develop a bikeway along State Route 37. The California Transportation Plan 2050 (2021) recognizes separated bikeways and multi-use paths can protect users from fast-moving vehicles as an opportunity to enhance its active transportation network. The project area is part of the Bay Trail as a proposed portion. The State Rail Plan (2024) and the SMART Strategic Plan (2019) mention that additional planning is underway to explore opportunities to further expand connections to Vallejo and Napa, utilizing this eastwest passenger rail corridor as a connection point. SR 37 is considered a "Mid Tier Project" regarding the level of priority Caltrans has allocated for bike and pedestrian improvements. "Mid Tier Project" indicates a tier project that had somewhat lower, but still substantial demand and existing challenges (Caltrans 2018a).

Does the project area contain segments of the regional Active Transportation (AT) Network? Yes

Is there a MTC Mobility Hub within the project area? No

Is the project on a known High Injury Network? No

Will the project help to improve active transportation in an EPC? No

Will the Project integrate green infrastructure? Yes

### **Section 3: Compliance and Exception Review**

Is this project in compliance with MTC Complete Streets Policy? Yes

Is this project in compliance with the MTC Transit Priority Policy? Yes

Generated on: 3/13/2026

This is a DRAFT version - not yet submitted



# Complete Streets Checklist Novato Creek Bridge Replacement

Transportation Authority of Marin  
Bicycle/Pedestrian Advisory Committee

March 30, 2026

# SR 37 Corridor Challenges



Congestion



Flooding

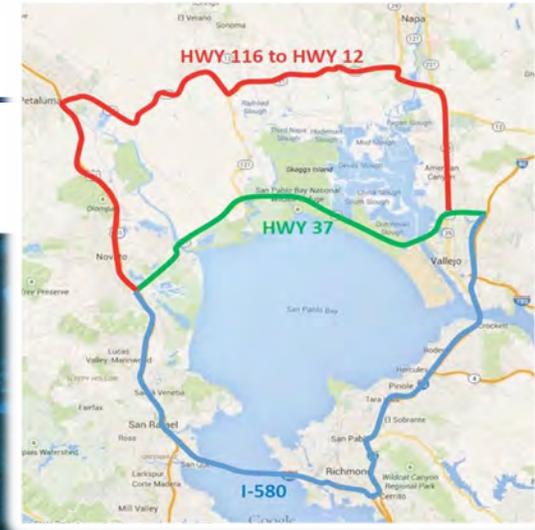


Sea Level Rise



Ecology

# SR 37 Corridor Projects



# Flood Reduction – US 101 to Atherton Avenue in Marin County



## SCOPE

- Construction of elevated causeway for the most vulnerable section of SR 37 (US 101 to Atherton Ave)
- Address reoccurring flooding and sea level rise of projected year 2130 elevation.
- The first SR 37 ultimate resiliency projects; Novato Creek Bridge Replacement is the first construction package (Phase 1), anticipated begin construction in 2027.

## COST

- \$270 M to fund Construction for first construction package (Phase 1): Novato Creek Bridge Replacement
- \$1.7B – Causeway from US 101 to Atherton Ave (Phase 2), to be funded.

## SCHEDULE

- Environmental Phase: Completed in January 2024 (A)
- Novato Creek Bridge Replacement (Phase 1):
  - Complete Design: May 2026 (T)
  - Begin Construction: 2027 (T)



# Video (<https://youtu.be/NJuV850ZpFw>)

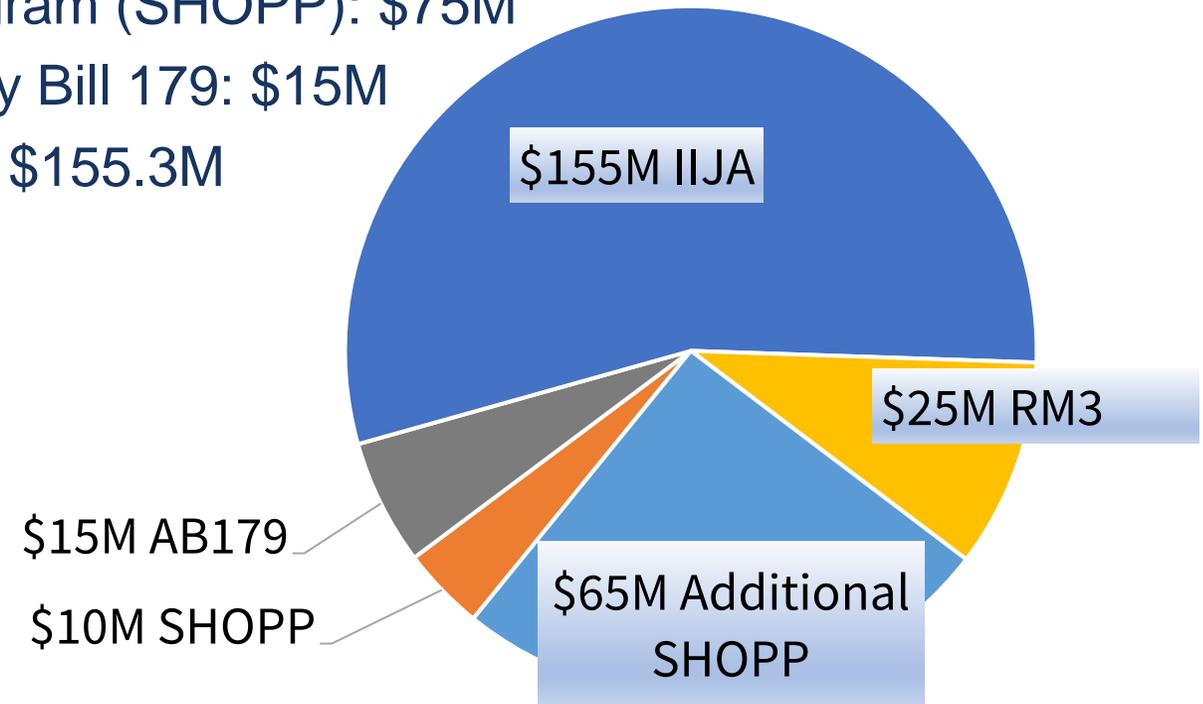


# Novato Creek Bridge Replacement Project – Funding

## Funding Sources

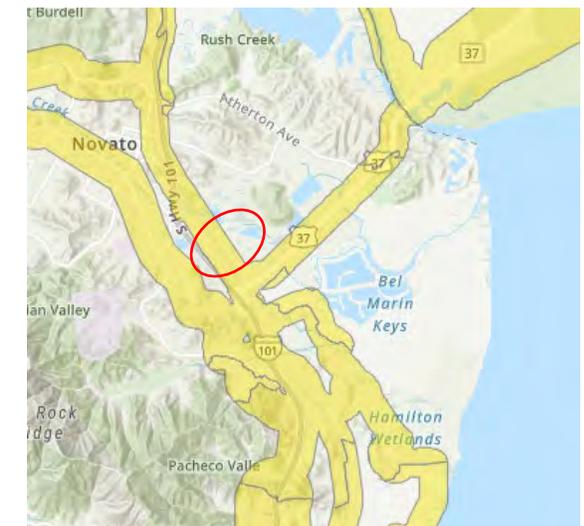
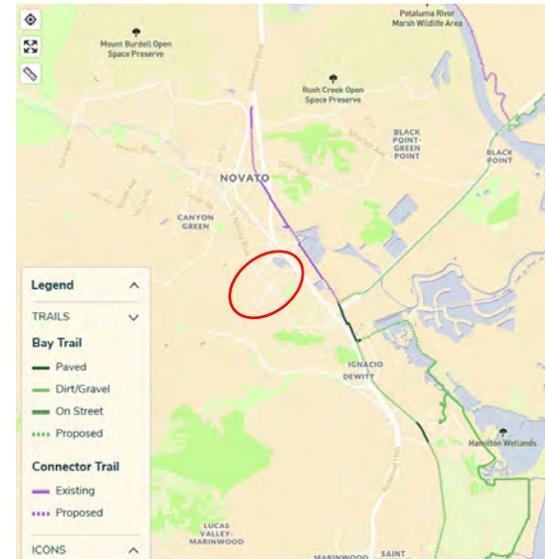
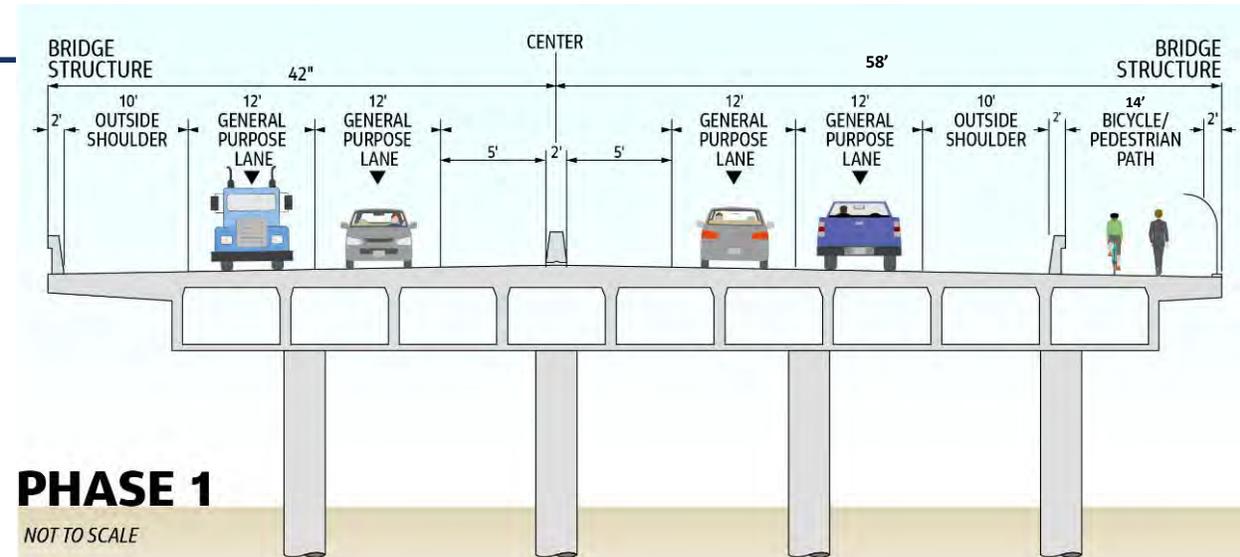
- State Highway Operation and Protection Program (SHOPP): \$75M
- General Fund by Senator McGuire’s Assembly Bill 179: \$15M
- Infrastructure Investment and Jobs Act (IIJA): \$155.3M
- Regional Measure 3: \$25M

**Total Project Cost: \$270M**



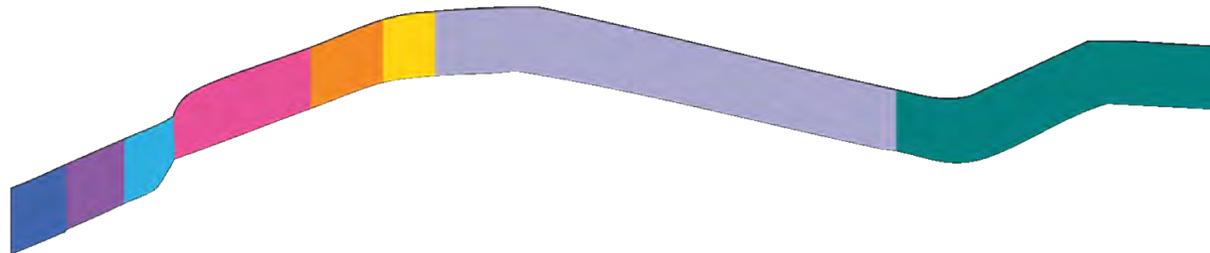
# Complete Streets Checklist

- Project Description:
  - Construction Phase
  - A 14-foot-wide designated bicycle and pedestrian path separated by a 2-foot barrier. →
  - Part of the regional Active Transportation (AT) Network →
- In compliance with:
  - MTC Complete Streets Policy
  - MTC Transit Priority Policy
- No transit stop/station
- Plans that support a bikeway on SR37:
  - The City of Novato Bicycle / Pedestrian Plan (2015)
  - Proposed portion of the Bay Trail →
  - Caltrans "Mid Tier Project"



# Questions & Discussion

*We appreciate your time.*





**DATE:** March 30, 2026

**TO:** Transportation Authority of Marin  
Bicycle/Pedestrian Advisory Committee

**FROM:** Anne Richman, Executive Director  
Audrey Veyssiere, Assistant Project Delivery Manager  
Ray Rodriguez, Assistant Project Delivery Manager

**SUBJECT:** Highway 101 Interchange Improvements Update (Discussion), Agenda Item No. 8

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## **RECOMMENDATION**

Discussion item only.

## **BACKGROUND**

The Measure AA Expenditure Plan includes a category that provides funding for improving interchanges on Highway 101. TAM has been working with Caltrans and our local partner agencies over the last few years to analyze and study twelve Interchanges along Highway 101 to document existing conditions and propose potential improvements. The overall approach of the study was to identify operational and safety improvements for all users of an interchange and approaching roadways, including adjacent intersections.

In July 2022, the TAM Board approved the Interchange Program's Implementation and Prioritization Plan. The Plan identified the following three interchanges to be prioritized for further evaluation and development:

- Tiburon Boulevard/East Blithedale Avenue
- Manuel T. Freitas Parkway/Civic Center Drive
- Alameda Del Prado/Nave Drive

A single Project Initiation Document (PID) was completed and approved by Caltrans in December 2025. The PID identified conceptual design alternatives for each interchange.

More information can be found on TAM's website here: <https://tam101study.com/>.

## **DISCUSSION**

The next step in the project development phase is to work closely with Caltrans, transit agencies and our local agencies, to prepare a Project Approval and Environmental Document (PA&ED). The purpose of the PA&ED is to identify a preferred alternative for each interchange. PA&EDs are required to be developed and approved by Caltrans before any major or highly complex project can be programmed and constructed on the State Highway System.

Given the cost of the PA&ED phase for each alternative (~\$1.5 million), the TAM Administration, Projects, and Planning (AP&P) Executive Committee agreed to narrow down the number of alternatives, potentially reducing the costs such that all three interchange projects could advance to PA&ED.

In January and February 2026, TAM Staff conducted focused workshops for the Tiburon Boulevard/East Blithedale Avenue, Manuel T. Freitas Parkway/Civic Center Drive, and Alameda del Prado/Nave Drive interchanges to share information and where applicable, to reduce the number of alternatives.

TAM staff will present the alternatives selected to enter the PA&ED phase to the BPAC. Feedback will help inform next steps of the environmental and design phase.

### **RELATIONSHIP TO THE COUNTYWIDE TRANSPORTATION PLAN (CTP)**

These projects fit the goals of multiple elements within the CTP 2050. Elements include Safe Travel for All, Easy & Safe School Travel, Accessible & Walkable Communities, Complete Active Transportation Network, Higher Quality Transit, and Connected & Complete Community Corridors.

### **FISCAL IMPACTS**

None.

### **NEXT STEPS**

- Summer 2026: Seek TAM Board approval of Implementation Strategy for PA&ED phase.
- Late 2026: Selection of consultants for the PA&ED phase.
- Early 2027: Beginning of the PA&ED phase.

### **ATTACHMENTS**

Attachment A – Presentation



# U.S. 101 Interchange Improvements Program Update

Transportation Authority of Marin  
Bicycle/Pedestrian Advisory Committee

March 30, 2026

# Summary

1. Identification of 12 interchanges for potential improvements
2. Study and evaluation of the 12 interchanges at a general and conceptual level
3. Preparation of a single PID for 3 interchanges
4. Reduction of the number of alternatives
5. Next steps
6. Conceptual Design Alternatives Overview



Tiburon Boulevard/East Blithedale Interchange

# 1. Identification of 12 Interchanges for Potential Improvements

Measure AA Expenditure Plan identified 11 interchanges for potential improvements to allow smoother travel for all users and to improve access to Highway 101 and local roads:

1. Alexander Avenue
2. Bridgeway/Gate 6
3. Tiburon Blvd/E. Blithedale Ave
4. Paradise Drive/Tamalpais Drive
5. Sir Francis Drake Boulevard
6. San Rafael on-ramps at 2<sup>nd</sup> Street and Heatherton Avenue
7. Merrydale Road/North San Pedro Road
8. Manuel T. Freitas Pkwy/Civic Center Dr
9. Lucas Valley/Smith Ranch Road
10. Ignacio Boulevard
11. San Marin Drive/Atherton Avenue

During early evaluation and outreach it was decided to add a twelfth interchange at Alameda del Prado/Nave Drive.

## 2. Study of the 12 Interchanges at a General & Conceptual Level

- HNTB was selected to assess the 12 interchanges
- Initial work included preparation of general alternatives for the 12 interchanges and working with local jurisdictions to develop:
  - Existing Conditions Assessments
  - Online Surveys
  - Opportunities & Concept Development
  - Cost Estimates
  - Public Outreach
  - Existing Conditions, Constraints & Opportunities Memos
  - Evaluation & Prioritization
  - Prioritization Recommendations & Draft Implementation Plans



## 2. Evaluation of the 12 Interchanges at a General Level

All interchange concepts were evaluated with goals weighted by the Executive Committee:

Goal	Weight
1. Enhance Health and Safety	23%
2. Relieve Local Traffic Congestion	22%
3. Improve Multimodal Access to/from & across Hwy 101	20%
4. Promote Economic Viability	15%
5. Implementability	20%
<b>Total</b>	<b>100%</b>

Most goals included addressing greenhouse gas emissions, vehicle miles travel reduction, and equity measures.

## 2. July 2022 – TAM Board Chose to Pursue Improvements at:



Alameda del Prado/Nave Drive

Manuel T. Freitas Pkwy/Civic Center Dr

Tiburon Blvd/E. Blithedale Ave

# 3. Preparation of a Single PID for 3 Interchanges

The Project Initiation Document (PID) identified 12 alternatives:

- 2 alternatives for Alameda del Prado/Nave Dr. Interchange
- 4 alternatives for Tiburon Blvd./E. Blithedale Ave. Interchange
- 6 alternatives for Manuel T. Freitas Pkwy./Civic Center Dr. Interchange

**Caltrans approved the PID in December 2025**

The alternatives of all 3 interchanges were evaluated using the following metrics:

- Relieve Local Traffic Congestion
- Improve Multi-Modal Access
- Promote Economic Vitality
- Identified Users Benefits
- Safety
- Schedule
- Right of Way Needs
- Magnitude of Required Permits and Mitigation
- Other Recent Investments

# Consistency with the Marin Countywide Transportation Plan 2050

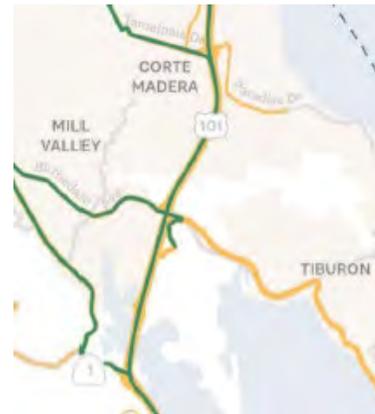
Tiburon Blvd/E. Blithedale Ave



Activity Hubs



Active Transportation Network

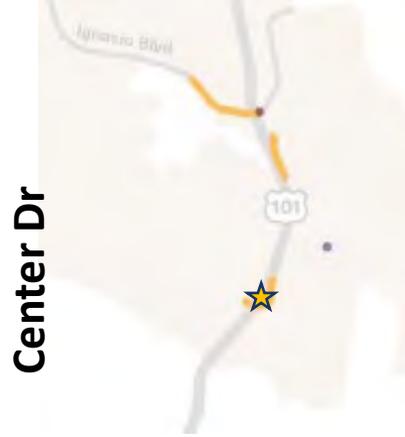


Transit Priority Network

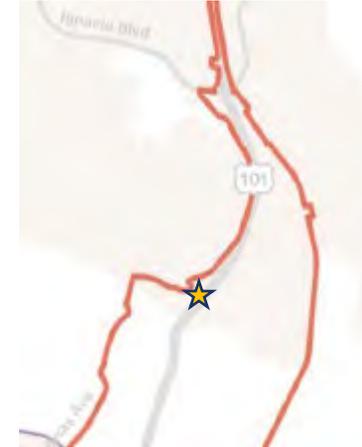
## Connected and Complete Community Corridors Strategy:

- Safety and Connectivity as key elements of strategy
- Interchange project should advance safe walking, biking and transit priority

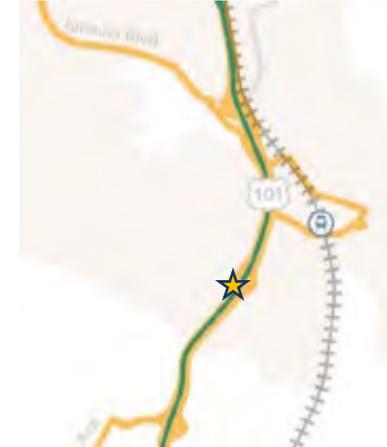
Manuel T. Freitas Pkwy/Civic Center Dr



High Collision Network

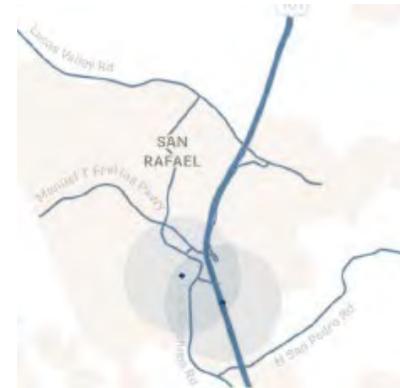


AT Network

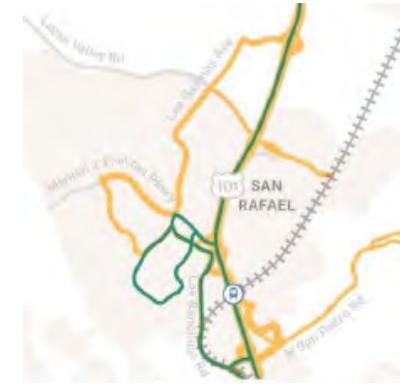


Transit Priority Network

Alameda del Prado/Nave Dr



Activity Hubs for Northgate PDA



Transit Priority Network

## 4. Reduction of the Number of Alternatives to Reduce Costs

- 3 mini workshops were held to provide overview and narrow alternatives for three Hwy 101 interchanges
- Included elected officials, commissioners, and jurisdiction staff
- MCBC and WTB-TAM's comments were shared during the workshops
- Feedback will inform next steps, including potential refinement or reduction of options



## 5. Estimated Schedule and Next Steps

- Summer 2026 – Board adopts Implementation Strategy to enter PA&ED phase
- Late 2026 – Caltrans Co-Operative Agreement signed; Consultants selected
- Early 2027 – PA&ED work begins
- Late 2029 – Final Environmental Document(s) approved
- Late 2031 – Design approved
- Late 2032 – Right of Way Agreements signed
- 2034 – Construction complete

Schedule assumes that construction funding can be obtained prior to 2030.

# 6. Conceptual Design Alternatives Overview



Tiburon Blvd/E. Blithedale Ave



Manuel T. Freitas Pkwy/Civic Center Dr



Alameda del Prado/Nave Drive

# Tiburon Blvd/E. Blithedale Ave. – Alternatives

- Alternative 2A – Widen Bridge + MUP
- Alternative 2B – MUP Undercrossing Structure
- Alternative 2D – Replace Bridge + MUP

All alternatives include:

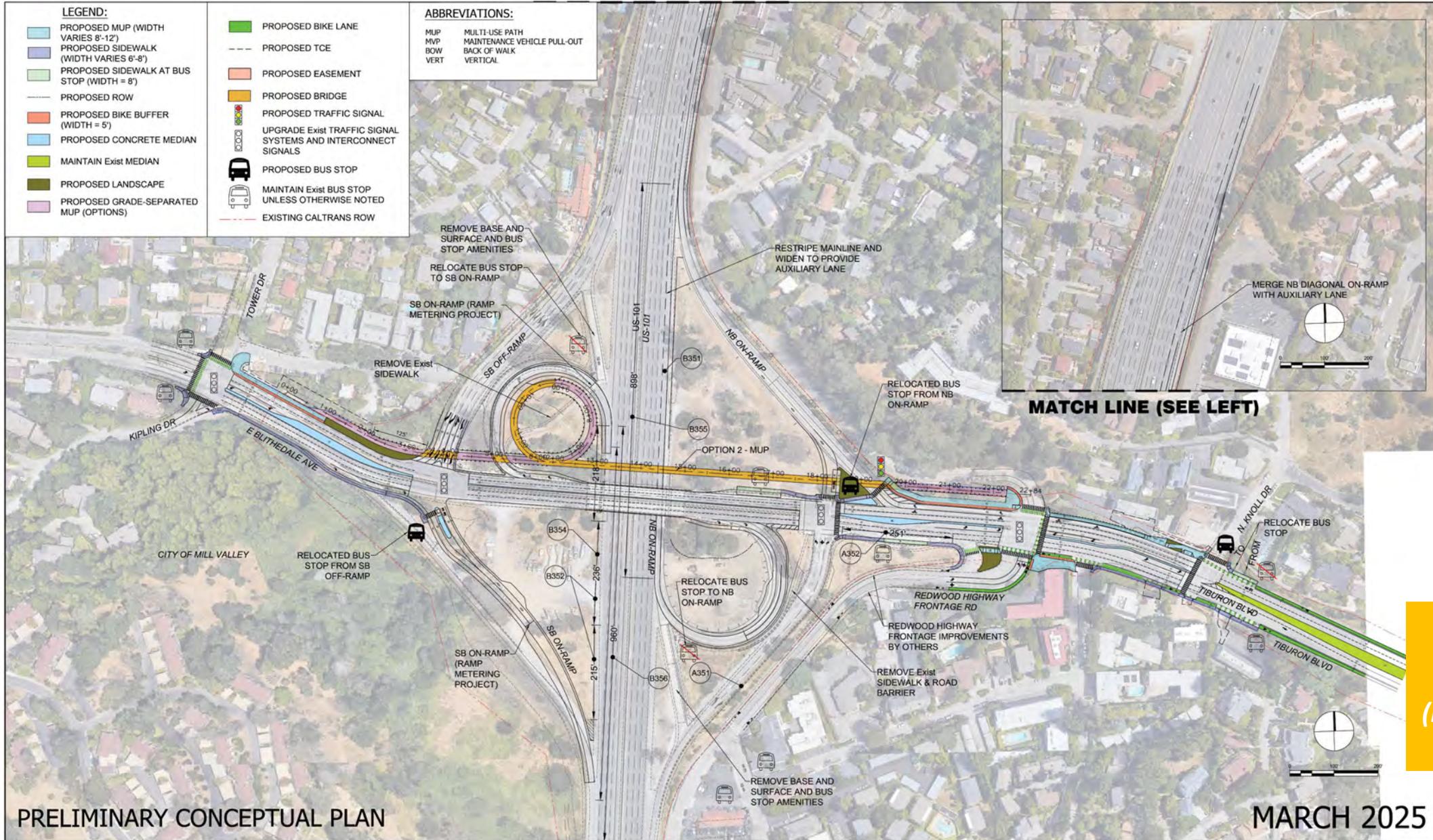
- ADA compliance curb ramps
- Bus stops relocated from ramps
- Upgrade traffic signals to be interconnected
- Improve bike/pedestrian connectivity in east and west direction
- Added third EB lane
- Tightening up curb radiuses at ramp entrances





## Alternative 2B: MUP Undercrossing Structure

MATCH LINE (SEE RIGHT)



**LEGEND:**

- PROPOSED MUP (WIDTH VARIES 8'-12')
- PROPOSED SIDEWALK (WIDTH VARIES 6'-8')
- PROPOSED SIDEWALK AT BUS STOP (WIDTH = 8')
- PROPOSED ROW
- PROPOSED BIKE BUFFER (WIDTH = 5')
- PROPOSED CONCRETE MEDIAN
- MAINTAIN EXIST MEDIAN
- PROPOSED LANDSCAPE
- PROPOSED GRADE-SEPARATED MUP (OPTIONS)

- PROPOSED BIKE LANE
- PROPOSED TCE
- PROPOSED EASEMENT
- PROPOSED BRIDGE
- PROPOSED TRAFFIC SIGNAL
- UPGRADE EXIST TRAFFIC SIGNAL SYSTEMS AND INTERCONNECT SIGNALS
- PROPOSED BUS STOP
- MAINTAIN EXIST BUS STOP UNLESS OTHERWISE NOTED
- EXISTING CALTRANS ROW

**ABBREVIATIONS:**

- MUP: MULTI-USE PATH
- MVP: MAINTENANCE VEHICLE PULL-OUT
- BOW: BACK OF WALK
- VERT: VERTICAL

MATCH LINE (SEE LEFT)

**\$83M**  
 Estimated cost  
 (PA&ED, PS&E, ROW,  
 and CON)

# Existing Example – Undercrossing at Blossom Hill/US 101





# Manuel T. Freitas Pkwy./Civic Center Dr. – Alternatives

- Alternative 3A – Signalized Intersections
- Alternative 3C – Signalized Intersections + MUP Undercrossing
- Alternative 3F – Roundabouts + MUP Undercrossing

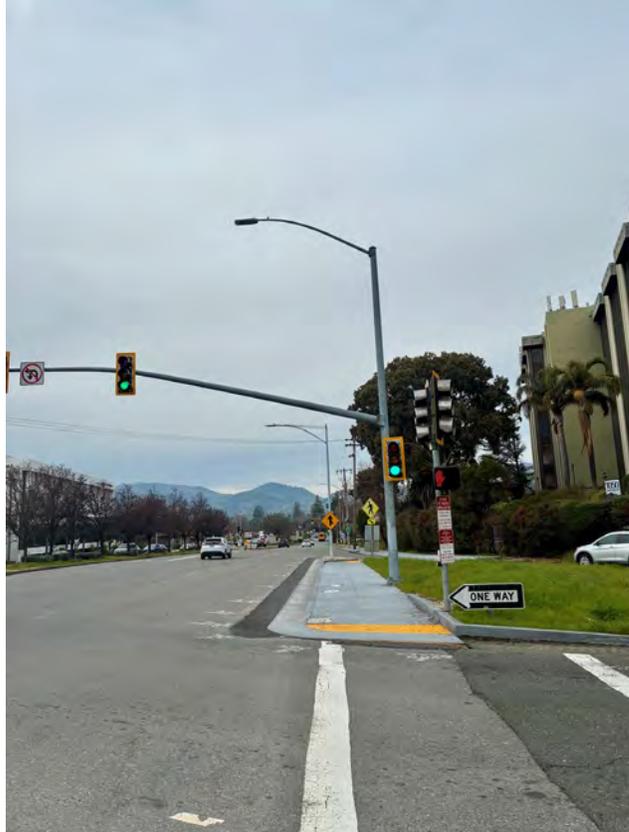
All alternatives include:

- Improved intersections (signalized or roundabouts)
- Relocated bus stops
- Enhanced active transportation facilities (at-grade or grade-separated)
- ADA compliant curb ramps



# Projects Done by Others

New sidewalks and curb ramps



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Roundabout Construction  
At Civic Center/Redwood Highway/Manuel T. Freitas





# Existing Examples



Undercrossing at Blossom Hill/US 101



Watt Ave, Sacramento



# Alameda del Prado/Nave Drive – Alternatives

- Alternative 1A – Signalized Intersections
- Alternative 1B – Roundabouts

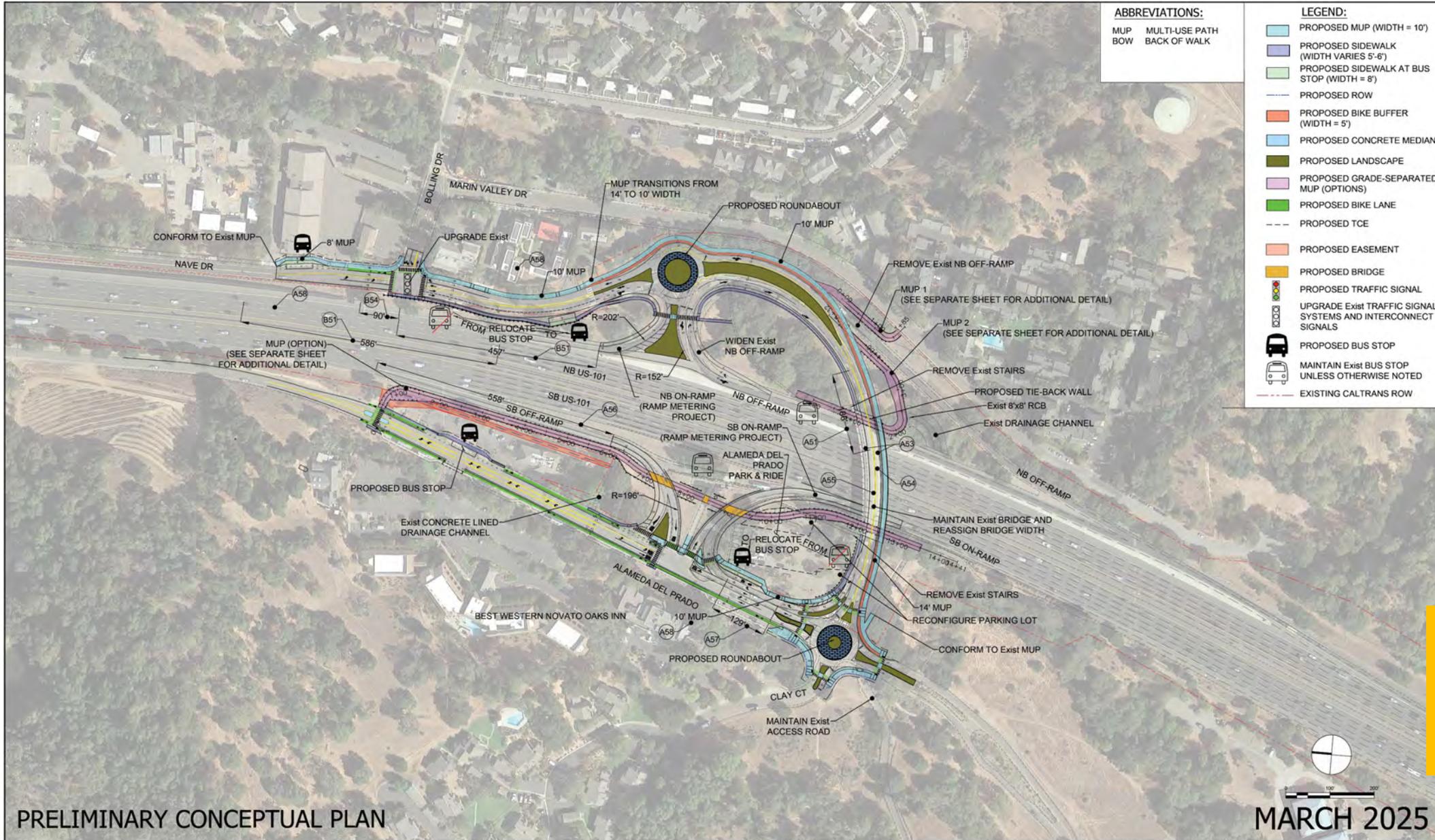
## All alternatives include:

- Improved intersections (signalized or roundabouts, stop sign-controlled)
- Relocated bus stops
- Enhanced active transportation facilities, including pathway connections
- Potential west side grade-separated pathway
- ADA compliant curb ramps





# Alameda Del Prado / Nave Drive Alternative 1B: Roundabouts



**\$67M**  
Estimated cost  
(PA&ED, PS&E, ROW,  
and CON)

# Existing Example – Lincoln Ave. Interchange in San Rafael



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# THANK YOU

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