



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

Community Working Group #4
May 27th, 2026



ZOOM Protocols & Meeting Guidelines

Zoom Meeting Protocols

- Everyone will be put on Mute to reduce background sounds. Meeting Host will unmute you when it is your turn to speak.

During Presentations

- The team will organize and moderate clarifying questions about presentation content.
- Everyone: Use the Chat to Panelists feature to ask clarifying questions.
- If you have comments about the project, please hold them until discussion or public comment.

During Discussion

- Community Working Group members can **Raise Hand** to ask questions/make comments. We will open it to general conversation whenever possible.

During Public Comment

- Public participants can **Raise Hand** to provide comments.

Meeting Guidelines

- Please be concise, this is a challenging format for discussion
- Be honest and constructive, build on the ideas of others

Community Working Group

Interest	Member	Organization	Alternate
Bike & Pedestrian	Philip R. Mooney	San Rafael Bike/Ped Adv. Comm.	Barry Bergman
Bike & Pedestrian	Warren Wells	Marin County Bicycle Coalition	Tarrell Kullaway
Business	Jim Rosenfield	Country Mart, Larkspur Landing	Elaine Lin
Business	Richard Atwood	Larkspur	
Business	Stephanie Plante	East San Rafael Working Group	
Business	Karen Strolia	San Rafael Chamber of Commerce	
Community	Alex Vollmer	Spinnaker Point HOA	
Community	Dave Bonfilio	Baypoint Lagoons HOA	
Community	Dave Pedroli	San Rafael City Schools	
Community	Esmeralda Garcia	Multicultural Center of Marin	
Community	Jim Draper	Fed. of San Rafael Neighborhoods	Richard Bernstein
Community	Jon Horinek	College of Marin	
Community	Kevin Hagerty	League of Women Voters	
Community	Michele Barni	Point San Quentin Village HOA	
Community	Omar Carrera	Canal Alliance	Aaron Burnett
Commuter	Air Gallegos	East Bay-San Rafael	
Commuter	Vacant	East Bay-Southern Marin	
Environmental	Kate Powers	Marin Conservation League	
Environmental	Greg Brockbank	Sustainable San Rafael	Wendy Kallins
Transit Rider	Dave Troup	Rides GGT through project area	

Project Team

Transportation Authority Marin

- Anne Richman, Executive Director
- Dan Cherrier, Director of Project Delivery
- Audrey Veyssiere, Assistant Project Delivery Manager
- Connie Fremier, Project Manager
- Molly Graham, Public Outreach Coordinator

Consulting Team

- Chadi Chazbek, Project Manager, Kimley-Horn
- Davy Huang, Project Engineer, Kimley-Horn
- Charles Gardiner, Facilitator, Catalyst Group
- Linadria Porter, Outreach Manager, Catalyst Group

Community Working Group Purpose

Provide Input and Guidance

- Support development of local improvements alternatives
- Discuss environmental review issues and topics
- Comment on project alternatives benefits, impacts, preferences
- Work with others to identify the alternative that best meets the needs of the community and the region

Be a Conduit with the Community

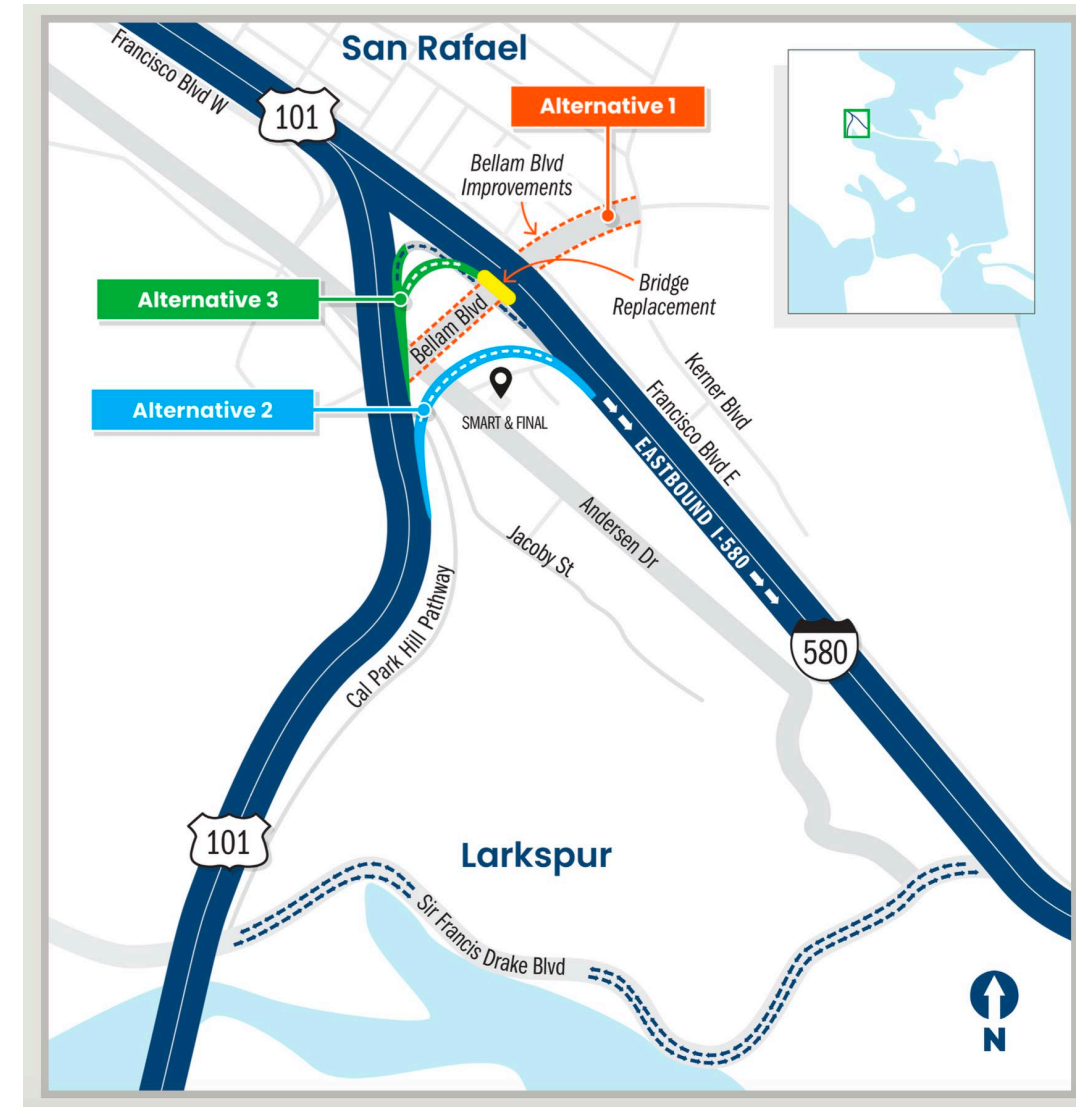
- Advise on community engagement approaches
- Inform your constituents of project issues and progress
- Notify community of opportunities to engage and comment
- Represent the issues and concerns of your community

Today's Meeting Agenda

- Design and Environmental Studies Updates
- Alternative 1, Local Street Improvements Updates
 - Roundabouts
 - Francisco/Kerner Blvd (Two-Way Circulation Study)
 - Community Gateway Feature
- Updates on Other Projects
- Public Outreach
- Next Steps

Project Overview

- **Project Area:** US 101, I-580, and local streets (Bellam Blvd and Francisco Blvd)
- **3 Build Alternatives + 1 No-Build Alternative**
 - **Alternative 1:** Local street improvements on Bellam Boulevard
 - **Estimated Cost - \$30-40M**
 - **Alternative 2:** Connector between US 101 and I-580 along Simms Street + some improvements in Alternative 1
 - **Estimated Cost - \$310-320M**
 - **Alternative 3:** Connector near Bellam Blvd off-ramp + some improvements in Alternative 1
 - **Estimated Cost - \$240-245M**
 - **No-Build**



Estimated Cost is in 2031 Dollars

Funding Updates

Funding Source	Type	Amount
Regional Measure 3	Regional bridge toll	\$ 135 Million
Measure A	Local sales tax	\$17 Million
Reconnecting Community Pilot Grant	Federal highway	\$2 Million
	Total	\$154 Million

Design and Environmental Studies Update

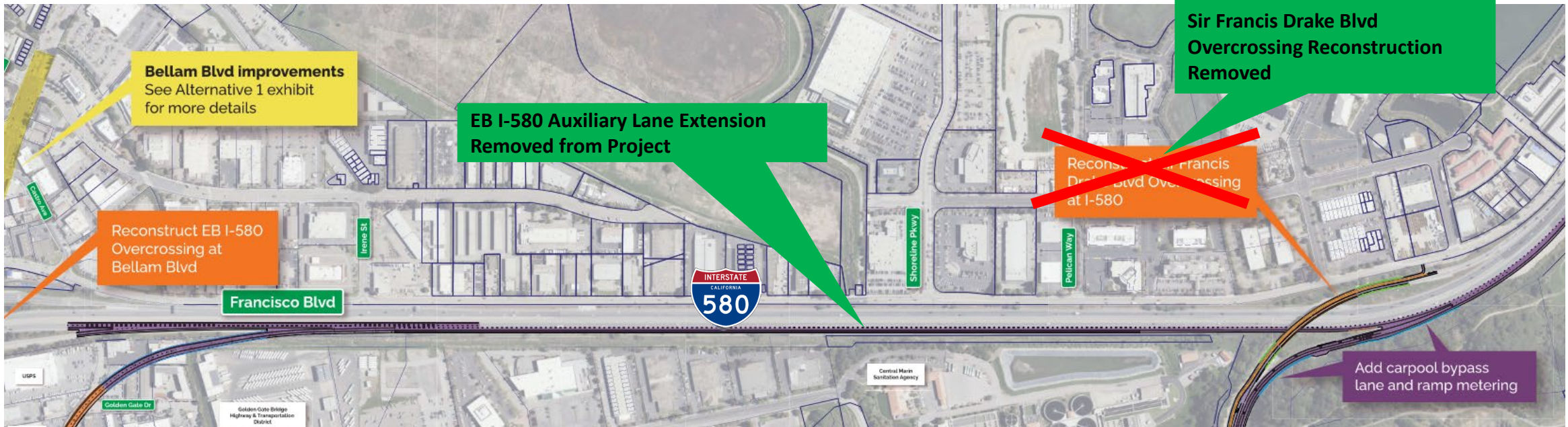
Design Update

Auxiliary Lane Extension Removal

- Traffic Modeling shows that extension of Auxiliary lane from the proposed direct connector to Sir Francis Drake Blvd is not needed. Proposed Auxiliary lane on EB I-580 will be per Caltrans standard for Direct Connectors.
- Removal of Auxiliary lane reduces Vehicle Miles Traveled (VMT) mitigation needs for the project.

Sir Francis Drake Blvd Overcrossing Reconstruction

- Reconstruction is no longer needed due to the removal of the auxiliary lane extension.
- Cost of this overcrossing reconstruction is removed from cost estimates for Alternatives 2 and 3.



Environmental Phase Update

Design

- Coordinating with Caltrans and FHWA on approval of roadway geometrics.
- Preliminary structures design is in review with Caltrans.

Environmental Technical Studies

- Technical studies completed so far do not identify significant environmental impacts from the project.
- Air quality consultation has occurred, and project is anticipated to not be a project of air quality concern.

Completed Technical Studies

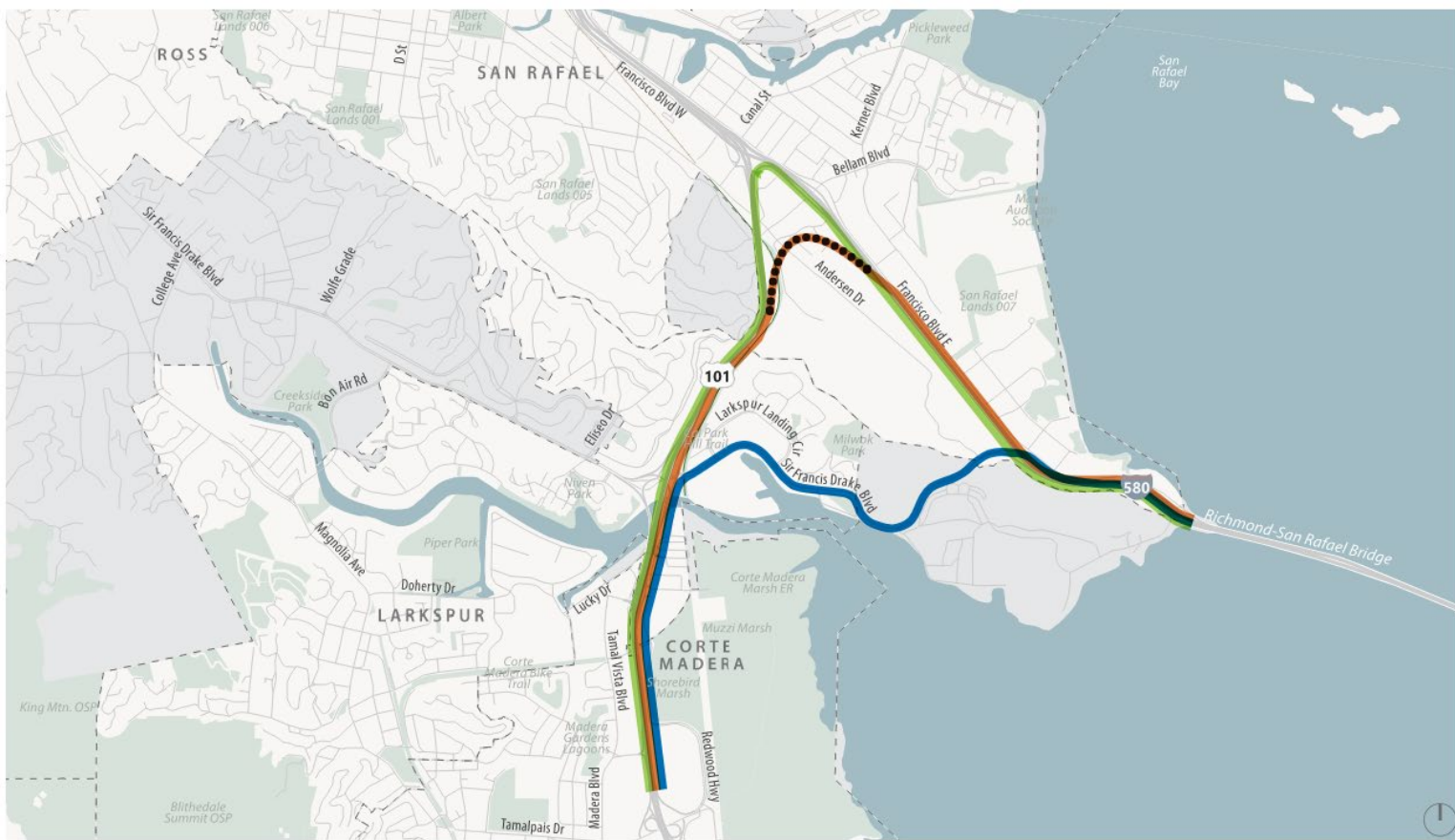
- Aquatic Resources Delineation
- Water Quality Assessment
- Sea Level Rise Memorandum
- Paleontology Identification Report
- Initial Site Assessment

In-Progress Technical Studies

- Natural Environment Study
- Air Quality and Noise Studies
- Visual Impacts Assessment
- Location Hydraulic Study
- Community Impacts Assessment
- Architectural Survey Report
- Historical Resources Evaluation Report

Environmental Phase Update

Traffic Studies



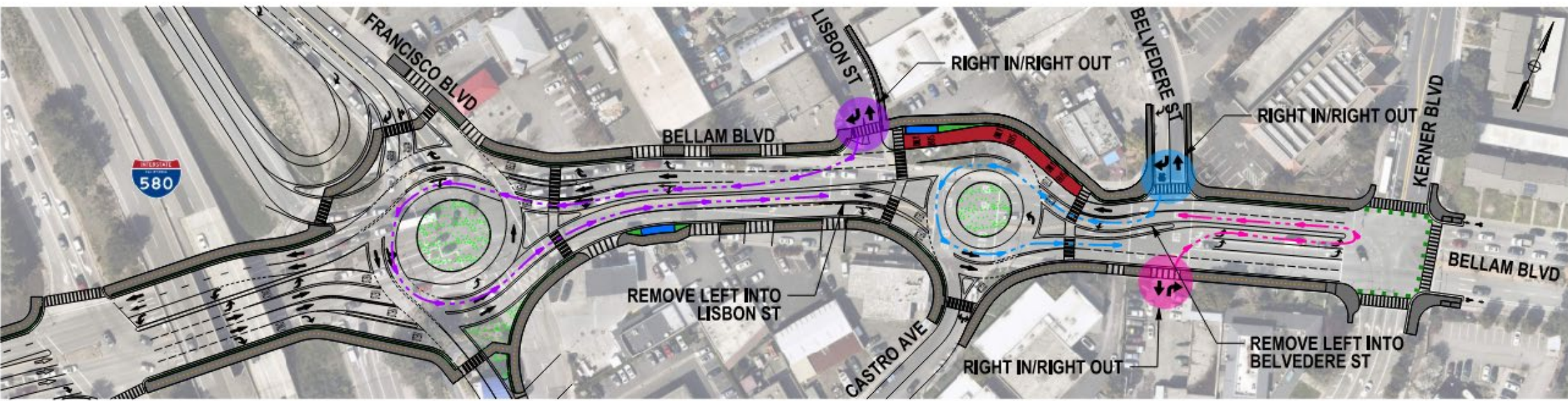
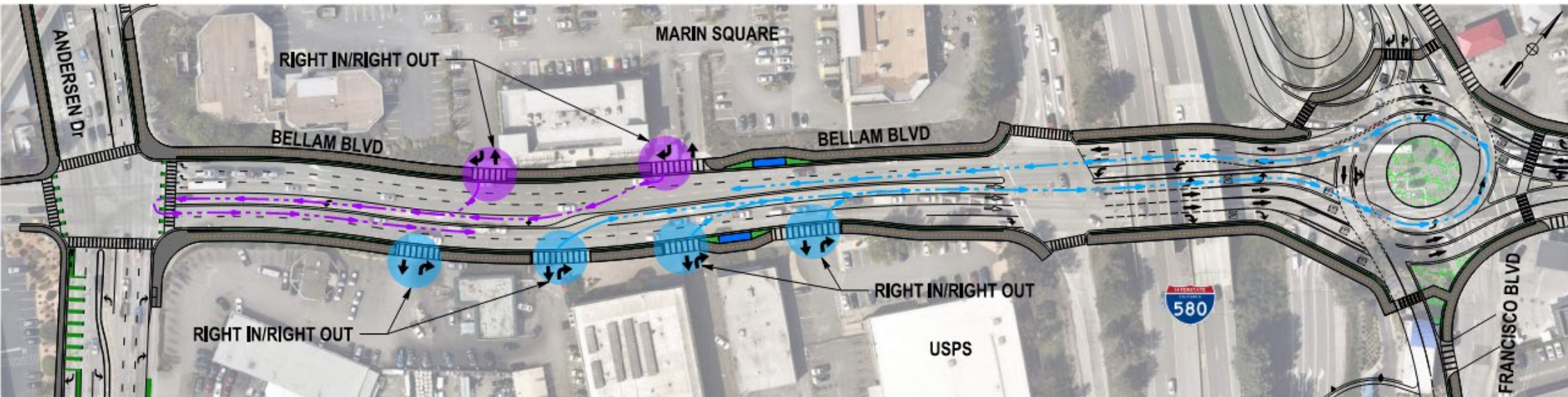
- Traffic Operations Analysis Report evaluating the three project alternatives in the project area.
- Study shows that the build alternatives are meeting the project purpose and need and, improve traffic operations by reducing overall vehicle hours of delay.
- Report has been reviewed once by Caltrans and is currently being updated and refined.

Alternative 1, Local Street Improvements Updates

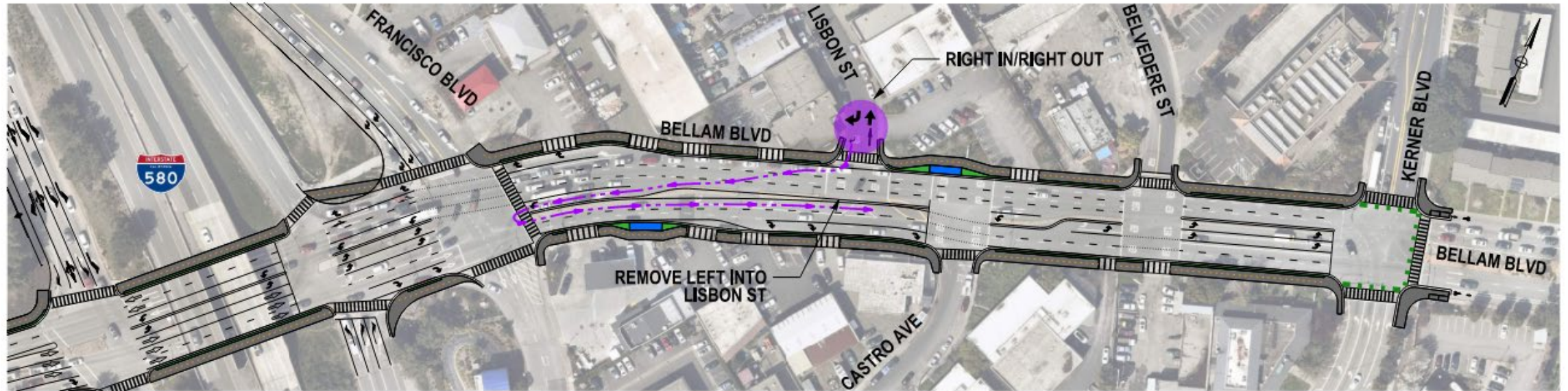
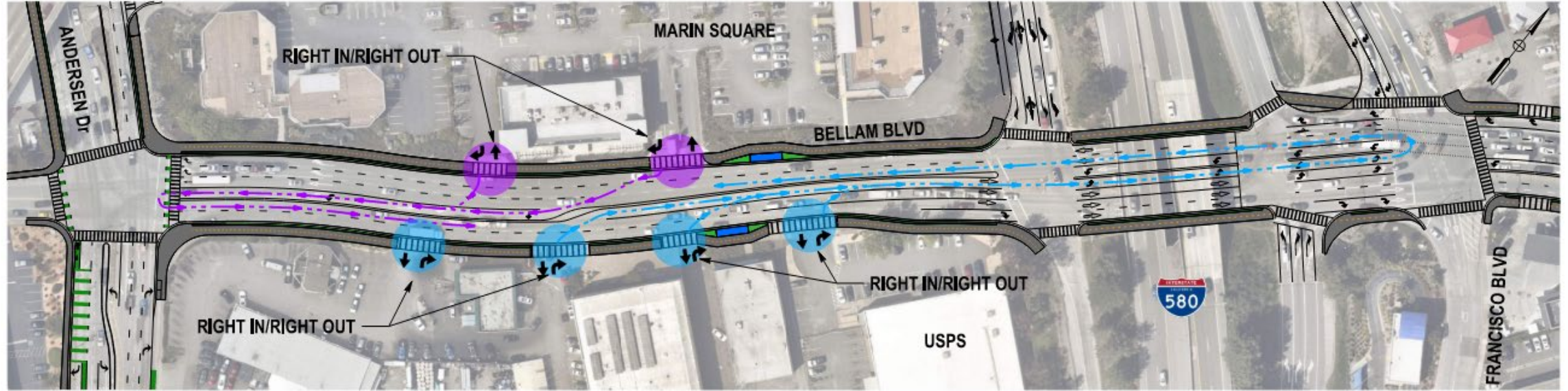
Alternative 1 Options Comparison

Alternative 1 Option	Traffic Operations	I-580/Existing Facilities Modifications	Right of Way Impacts	Access Modifications
1A – Roundabouts	Meets future demand on Bellam Blvd	Requires WB I-580 Off-Ramp to Bellam Blvd Modification to non-standard hook ramp	Impacts to business at Francisco/Bellam and Bellam/Castro intersections	Belvedere Street and Lisbon Street will be limited to right in/right out Accommodates new pedestrian crossing at Bellam/Castro intersection Challenges with maintaining bus stops on Bellam Blvd with the roundabouts
1B – Signalized Intersections	Meets future demand on Bellam Blvd	None	Minor impacts, primarily sliver acquisitions along Bellam Blvd	Lisbon Street limited to right in/right out No impacts to bus stops on Bellam Blvd

Alternative 1 Option A – Access Modifications



Alternative 1 Option B – Access Modifications



Alternative 1 Options Modifications

Roundabouts

- The project team recommended to stop further evaluation of the roundabouts option due to:
 - Potential significant right-of-way impacts
 - Caltrans concerns about the nonstandard WB I-580 to Bellam Blvd Off-Ramp realignment
 - Ability to meet traffic flow and safety requirements with signalized intersections
 - Challenges with maintaining transit accommodations on Bellam Blvd with the roundabouts
- Ad-Hoc Meeting was held on February 3rd 2026. Commissioners concurred with the project team to drop the roundabouts option from further consideration.

Signalized Intersections

- The team is continuing to evaluate other potential options which provide improvements to traffic, safety, and accessibility in the area.

Francisco/Kerner Blvd Two-Way Circulation Study

Francisco/Kerner Blvd – Existing Access



Francisco/Kerner Blvd – Proposed Access



Francisco/Kerner Blvd Two-Way Circulation (Variation to Alternative 1B – Signalized Intersections)

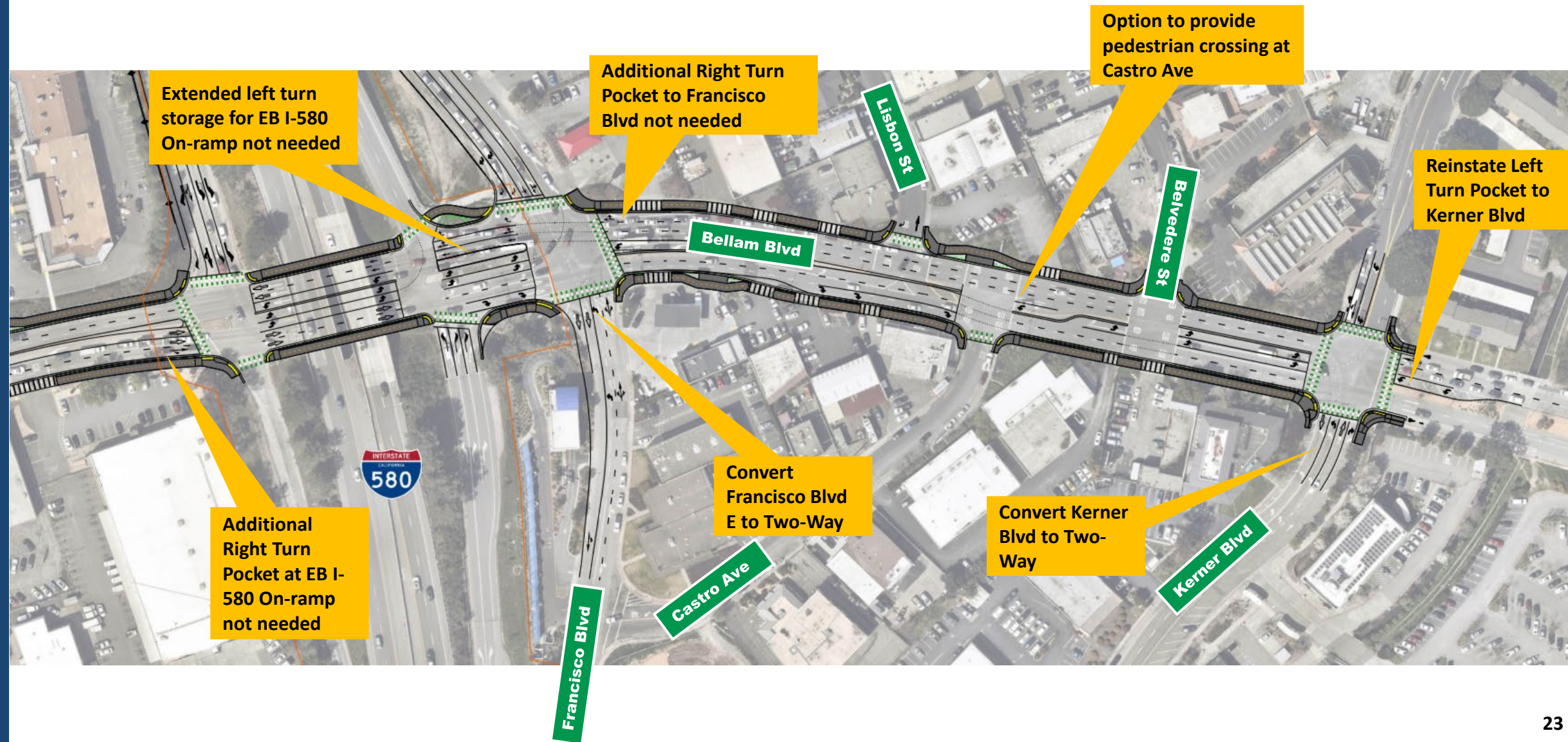
Two-Way Circulation

- Study of converting Francisco Blvd E and Kerner Blvd between Bellam Blvd and Irene Streets back to two-way streets, as an option in addition to Alternative 1B – Signalized Intersections.
- Allows for additional access to amenities and businesses.
- Provides additional emergency access/egress routes.

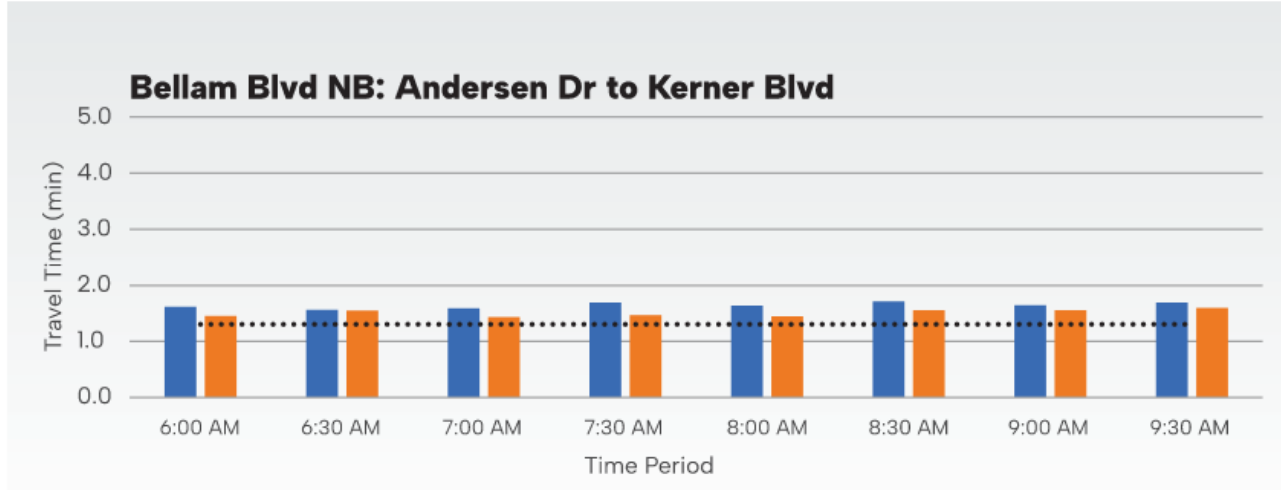
Study Findings

- Preliminary Analysis shows similar traffic operations in the peak periods to current Alternative 1B – Signalized Intersections for the opening year (2035).
- Conversion to two-way results in parking loss on Francisco Blvd E and potentially on Kerner Blvd.
- Allows for option to install a pedestrian crossing at Bellam Blvd/Castro Ave that is not possible with Alternative 1B – Signalized Intersections.
- Two-way circulation option is incompatible with roundabouts option.
- No significant additional proposed right of way needs compared to Alternative 1B – Signalized Intersections.
- City of San Rafael staff supports including two-way circulation as an additional option for Alternative 1.

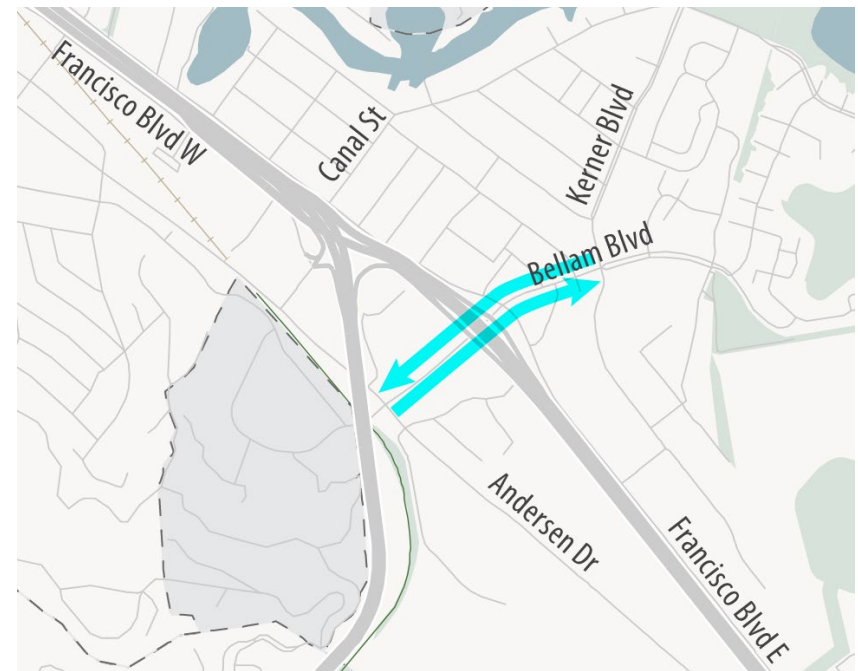
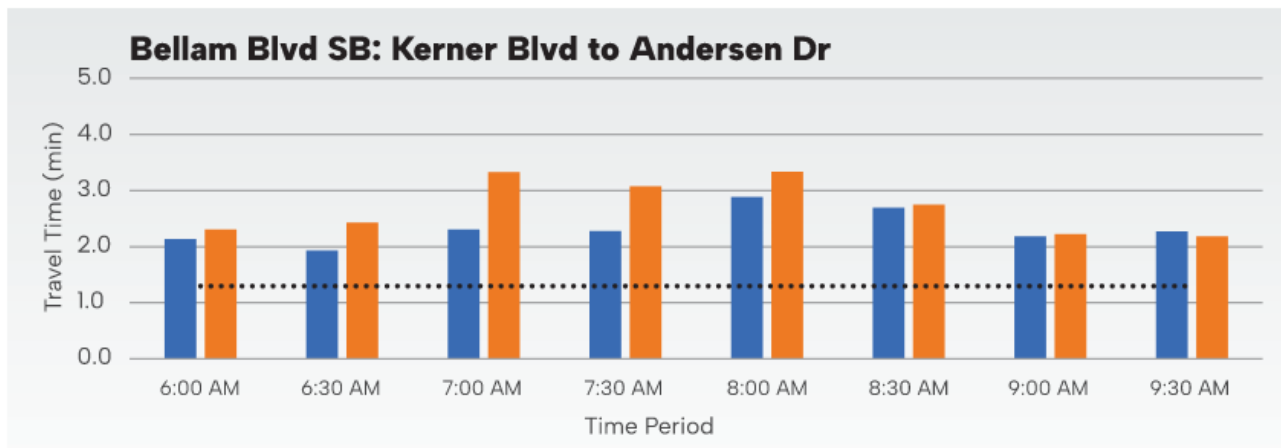
Francisco/Kerner Blvd Two-Way Circulation (Variation to Alternative 1B – Signalized Intersections)



Francisco/Kerner Blvd Two Way Circulation AM Travel Times Comparison*

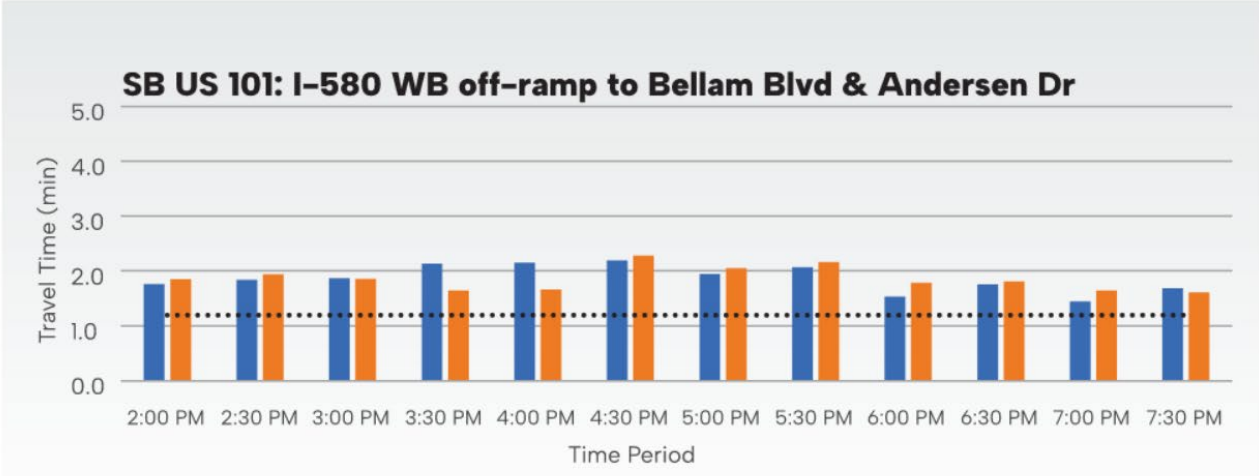


- One-Way
- Two-Way
- ⋯ Free Flow Travel Time

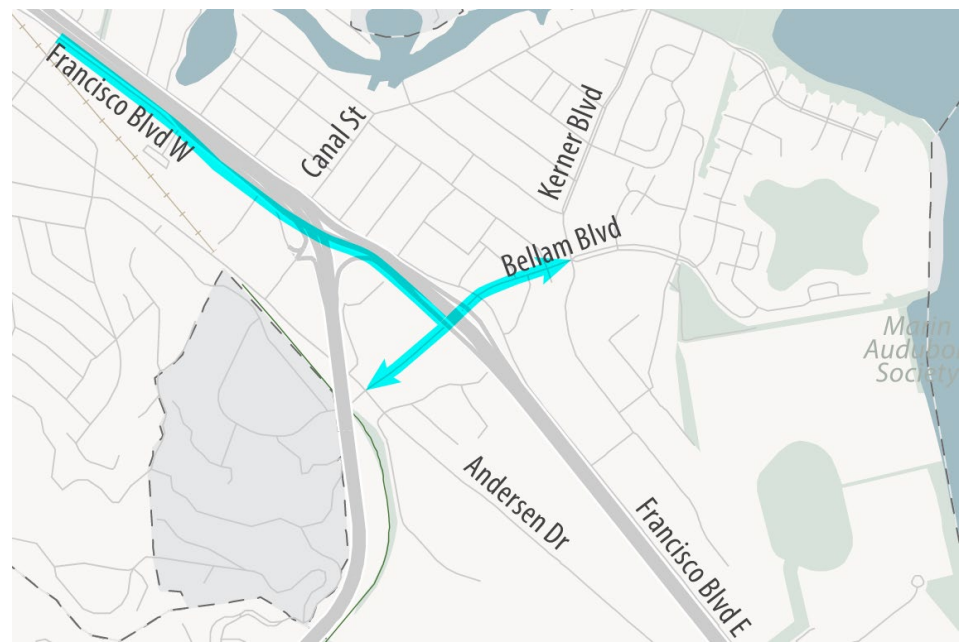
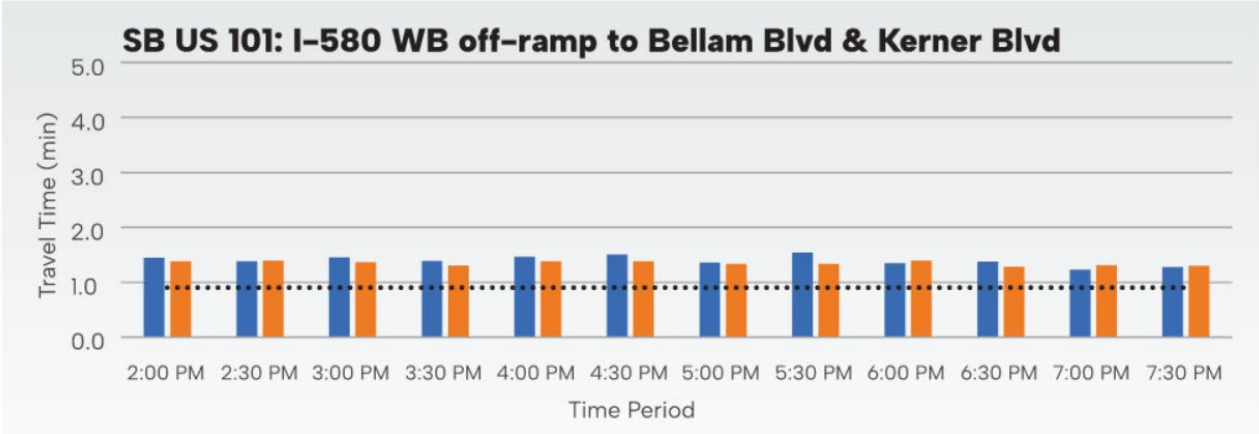


*Opening Year (2035)

Francisco/Kerner Blvd Two-Way Circulation PM Travel Times Comparison*



- One-Way
- Two-Way
- ⋯ Free Flow Travel Time



*Opening Year (2035)

Francisco/Kerner Blvd Two-Way Circulation (Variation to Alternative 1B – Signalized Intersections)

Operational Analysis Results

- Preliminary Analysis shows similar traffic operations to current Alternative 1B – Signalized Intersections.
- Minor travel time differences shown are a tradeoff in intersection operations due to the redistribution of traffic from Kerner Blvd to Francisco Blvd.

Alternative 1 Options Comparison

Alternative 1 Option	Traffic Operations	I-580/Existing Facilities Modifications	Right of Way Impacts	Access Modifications
1A – Roundabouts	Meets future demand on Bellam Blvd	Requires WB I-580 Off-Ramp to Bellam Blvd Modification to non-standard hook ramp	Impacts to business at Francisco/Bellam and Bellam/Castro, intersections	Belvedere Street and Lisbon Street will be limited to right in/right out Accommodates new pedestrian crossing at Bellam/Castro intersection Challenges with maintaining bus stops on Bellam Blvd with the roundabouts
1B – Signalized Intersections	Meets future demand on Bellam Blvd	None	Minor impacts, primarily sliver acquisitions along Bellam Blvd	Lisbon Street limited to right in/right out No impacts to bus stops on Bellam Blvd
1C – Signalized Intersections – Two Way Conversion	Similar to Signalized intersections, with minor increases in delay but still meets acceptable level of service	Removal of the Francisco/Kerner/Irene Loop	Minor impacts, primarily sliver acquisitions along Bellam Blvd	Lisbon Street limited to right in/right out Additional access to amenities and businesses on Francisco and Kerner Blvd Provides additional emergency vehicle access No impacts to bus stops on Bellam Blvd

Alternative 1 Options Remaining

Alternative 1B - Signalized Intersections

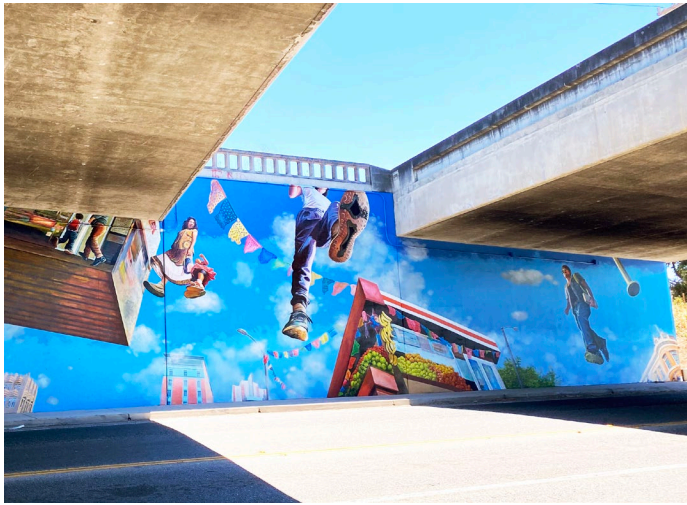
- Caltrans approved the cluster signals idea and reviewed the first draft Traffic Operations Analysis Report
- Continue with analysis of Alternative 1 – Signalized Intersections option, while dropping roundabouts from further consideration.

Two-Way Circulation Option

- Proceed with including the Two-Way Circulation as an option for Alternative 1.
- Perform the additional traffic analysis to include the two-way circulation option into the project.

Community Landscaping/Aesthetic Features

- Aesthetic features and/or art installation in conjunction with the City of San Rafael and Caltrans to include in the Bellam Blvd/I-580 interchange area.
- Community designed with local groups such as Canal Alliance, Multi-Cultural Center, Canal Arts, and others.
- Concepts will be brought to the City of San Rafael and Caltrans Transportation Art Coordinators for review during the design phase and is subject to approval.



Other Project Updates

SB US 101/EB I-580 Bellam Blvd Off-Ramp

- The Bellam Ramp Project successfully resolved backups on NB US 101 from the Bellam Blvd Off-Ramp as intended
- After opening, a backup developed on the SB US 101/EB I-580 Bellam Blvd Off-Ramp and Bellam Blvd
- Revised signal timing was implemented in late April/early May. Project team, City of San Rafael, County of Marin and Caltrans are continuing to monitor traffic operations
- Project team will update the traffic models to reflect these updated conditions

Bay Trails Gap Closure Grant on Bellam Blvd

- City of San Rafael awarded grant for design and construction to close a gap on the Bay Trail along Bellam Blvd
- Project is included with the 101/580 Project environmental clearance
- Preliminary design work to start in 2028

Oak Hill Apartments

- 250 new affordable rental housing units. Anticipated completion of the project in 2028
- Planned traffic signal on Sir Francis Drake Blvd may have traffic impacts for the 101/580 Project

Other Projects in the area

Canal Alliance Community Vision Project

- Currently in the community visioning and planning phase
- 2026 Canal Neighborhood Snapshot

City of San Rafael Sea Level Rise Study

- Feasibility Study completed in late 2025

Public Outreach Update

Local agency coordination

- Coordinated with Central San Rafael Fire and San Rafael Police on access modifications on US 101/I-580 and Bellam Blvd.
- Coordinated proposed bus stop modifications on Bellam Blvd with Marin Transit and Golden Gate Transit.
- Coordinated with Marin Transit on their bus yard project at Francisco Blvd E/Castro Ave.
- Ongoing coordination with City of San Rafael on their projects in the area.

Voces de Canal

- Update with TAM and City of San Rafael to be scheduled to discuss project updates and coordination items.

Community Landscaping/Aesthetic Features Options

- Coordinate with community groups to discuss potential options for Community Landscaping and Aesthetic Features.

Next Steps

- Monitor and coordinate with other projects in the area for impacts
- Incorporate Two Way Circulation Option into the Project
- Complete remaining environmental technical studies
- Prepare and circulate draft environmental document
- Project update with Voces De Canal
- Begin coordination with the community on the gateway feature

**Thank You for
Your Participation**