



Transportation Authority of Marin (TAM) Community Working Group Meeting 4

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

Wednesday, May 27, 2026, 5:00 pm to 7:00 pm

The Transportation Authority Marin (TAM) hosted the Marin 101-580 Community Working Group (CWG) meeting in a hybrid format, allowing participation in person at the TAM offices (900 Fifth Avenue, Suite 100, San Rafael, CA 94901), via Zoom, or a call in option.

The purpose of the meeting was to provide project updates and receive community input on the ongoing environmental studies, updates to Bellam Boulevard design concepts and options, and an update on the Bellam Off-Ramp Widening project and other projects in the study area. The PowerPoint presentation for the meeting is available [here](#).

Welcome

Director of Project Delivery, Dan Cherrier welcomed the CWG members and expressed appreciation for the group's participation and input. He also thanked the members of the public for providing feedback on the project.

Purpose and Agenda

Charles Gardiner reviewed meeting protocols, agenda, and purpose of the CWG. He informed the members of the public they would have time to comment at the end of the meeting. See page 9 for a list of attendees.

Project 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 1: Local street improvements on Bellam Boulevard. Estimated Cost: \$30-40M.
 - a. Option A: Roundabout design.
 - b. Option B: Signalized intersection design.
2. Alternative 2: Direct connector along Simms Street, including improvements from Alternative 1. Estimated Cost: \$310-320M.
3. Alternative 3: Direct Connector between US 101 and I-580 near the Bellam Boulevard off-ramp, including improvements from Alternative 1. Estimated Cost: \$240-245M.
4. No-build.

Each build alternative aims to improve traffic flow, pedestrian and bike safety, and transportation efficiency in the area. (Slide 7)

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Funding/Cost

The team provided a funding update, highlighting the available funding for planning and implementation. (Slide 8)

Discussion and Comment (project team responses are shown in italics)

1. When the project cost estimates were presented, did they include the cost of acquiring the parcels of land needed, and were those costs projected forward to account for when the acquisitions would occur?
 - *The project cost includes estimated right-of-way costs. The preliminary right-of-way cost is estimated for each alternative, including property acquisition, business relocation, and other related impacts. These costs are escalated to the projected midpoint of construction—currently estimated at 2033—to reflect future-year dollars rather than today's costs.*

Design and Environmental Studies Update

Design Update

Based on updated traffic modeling, the proposed extension of the eastbound I-580 auxiliary lane from the direct connector to Sir Francis Drake Boulevard is no longer required to meet future traffic demands on EB I-580. The project will instead provide an auxiliary lane per Caltrans standards for direct connector facilities, as it merges with EB I-580. Eliminating the auxiliary lane extension reduces the project's Vehicle Miles Traveled (VMT) mitigation requirements and removes the need to reconstruct the Sir Francis Drake Boulevard Overcrossing. As a result, the overcrossing reconstruction costs have been removed from the cost estimates for Alternatives 2 and 3.

Project design continues to advance, with ongoing coordination among the TAM project team, Caltrans, and FHWA. Preliminary structural designs have been completed and are currently being reviewed by Caltrans. (Slide 10)

Environmental Phase Update

The project team continues to make progress on environmental studies, with several technical analyses completed and approved by Caltrans and others currently under review. These studies will be included in the Draft Environmental Document and are expected to be released for public review next year. The team is also coordinating with regulatory agencies and advancing the review of bridge and other structural design elements associated with the project.

Environmental technical studies conducted to date have not identified any significant environmental impacts associated with the project. Other studies, such as air quality and noise analysis, are still underway. (Slide 11)

Discussion and Comment

1. Given the existing flooding issues and the impacts of king tides in the project area, are these conditions being evaluated and incorporated into the Sea Level Rise Memorandum for the project?
 - *Sea level rise is a regional challenge that extends beyond the scope of the project and cannot be fully addressed by this project alone. However, sea level rise and flooding considerations, including the potential impacts of king tides, are being evaluated through the project's Sea Level Rise Memorandum. The project team is also incorporating resilience considerations into the design, including proposed bridge and ramp structures, and is coordinating closely with the*

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County of Marin and the City of San Rafael to ensure the project is informed by ongoing sea level rise studies, planning efforts, and adaptation strategies throughout the area.

2. Will the Bay Trail Gap Closure Project along Bellam Boulevard connect to the existing Bay Trail segment to the Starkweather area?
 - *The project's environmental review encompasses only the section between Kerner Boulevard and Jacoby Street. The Bay Trail connection extending from Kerner Boulevard to the existing Bay Trail is being advanced as a separate project by the City of San Rafael.*
3. A CWG member emphasized the importance of balancing public safety while minimizing light pollution. The project team was encouraged to incorporate lighting strategies that reduce glare and unnecessary illumination, such as downward-directed and shielded fixtures, to lessen impacts on surrounding communities while preserving nighttime visibility and dark-sky conditions.
 - *The concerns regarding light pollution will be taken into consideration. The team clarified that the lighting examples presented were conceptual in nature, with no final lighting design decisions having been made at this stage.*

Traffic Study

The Traffic Operations Analysis found that the build alternatives meet the project purpose and need to improve traffic operations by reducing overall vehicle delay. Following an initial Caltrans review, the report is being updated and refined to address comments and support the project's continued advancement. (Slide 12)

Discussion and Comment

1. CWG members highlighted the importance of maintaining safe and accessible facilities for bicyclists and pedestrians.
2. A CWG member raised concerns about the potential impact on traffic and safety particularly on Castro Street, which is narrow and the location of a fire department facility.

Alternative 1 – Local Street Improvements – 1A Roundabouts and 1B Signalized Intersections

The project team recommended discontinuing further evaluation of the roundabout alternative (Alternative 1, Option A) due to potential significant right-of-way impacts, concerns from Caltrans regarding the nonstandard westbound I-580 to Bellam Boulevard off-ramp realignment, the ability to achieve traffic flow and safety objectives with signalized intersections (Alternative 1, Option B), and challenges in maintaining transit accommodations along Bellam Boulevard. As part of the discussion, the team reviewed the access modifications for streets and driveways in the Bellam corridor.

The Ad Hoc Committee of TAM commissioners concurred with the recommendation to remove the roundabout option from further consideration at the February 3, 2026, meeting.

The project team is continuing to evaluate signalized intersection alternatives that can improve traffic operations, safety, and accessibility within the corridor. (Slides 13 – 17)

The project team paused the presentation for comments and asked the CWG members if they had any comments, issues, and/or concerns with the recommendation to drop the roundabout from further evaluation.

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Discussion and Comment

1. After some clarifying questions, the CWG members accepted the project team's recommendation to drop the roundabout from further consideration, recognizing the right-of-way concerns of that option and noting the importance of maintaining the traffic, pedestrian, and bicycle safety features for the signalized intersections option.
2. A representative of the Marin County Bicycle Coalition noted that the coalition's primary concerns are focused on mid-block bicycle conditions rather than intersections, and believes the plan is acceptable if the intersections are designed well.

Francisco/Kerner Blvd – Two-way Circulation Study

At the request of the City of San Rafael, the project team is evaluating converting Kerner Blvd. and Francisco Blvd. East between Bellam Blvd. and Irene Street from one-way to two-way operation. This conversion would be considered as an enhancement to Alternative 1B (Signalized Intersections). The initial analysis found that two-way circulation would provide comparable peak-period traffic operations to Alternative 1B in the 2035 opening year while improving access to local businesses and amenities and emergency access and egress routes. Additional benefits include the opportunity to install a pedestrian crossing at Bellam Blvd/Castro Avenue, which is not feasible under Alternative 1B alone. The option would require minimal additional right-of-way but would result in the loss of some on-street parking along Francisco Blvd. East and potentially Kerner Blvd. Because it is incompatible with the roundabout alternative (Alternative 1A), it would only be considered with the signalized intersection option. City of San Rafael staff support carrying the two-way circulation concept forward as an additional option under Alternative 1. (Slides 19 – 28)

Discussion and Comment

1. There would be significant modifications along Bellam Boulevard, depending on the alternative being considered (one-way, two-way, etc.). My understanding is that the primary construction elements include replacing the span beneath the freeway bridge and modifying the center support column. The major work would consist of improvements within the existing roadway. Is Alternative 1 the most likely option? Would construction begin in 2031?
 - *All the alternatives are still being evaluated. There is no preferred alternative at this time.*
2. Will the two-way circulation option happen faster than 2031?
 - *The project team is exploring the implementation of a phased approach that would construct local improvements along Bellam Blvd. sooner than other project elements, such as a connector ramp (Alternatives 2 and 3).*
3. How do you communicate and educate businesses on how they can make a recommendation given the level of technical data? How do you reach out to businesses that are directly impacted by part of the project?
 - *The Community Working Group is one way information is communicated to the business community as there are several business representatives, such as the San Rafael Chamber of Commerce, who are CWG members. The project team can meet with businesses one-on-one to answer direct questions and give an update. (Note several presentations have been given to business organizations since 2019.)*

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- *Project information and presentations are posted to the [101/I-580 project website](#). Comments and questions can be submitted using the [comment form](#) on the website.*
- *When the draft environmental document is ready for public review, mailers will be sent to all addresses within the project area with information where they can access the document and how comments can be submitted.*

Community Landscaping / Aesthetic Features

The project includes exploring aesthetic enhancements and/or public art installations within the Bellam Blvd. 101/I-580 interchange area in collaboration with the City of San Rafael and Caltrans. Concepts will be developed with input from local community organizations, including Canal Alliance, the Multicultural Center, and Canal Arts. The concepts will be reviewed, refined, and approved during the design phase by the City and Caltrans. (Slide 29)

Discussion and Comment

There were no comments or discussions related to this topic.

Other Project Updates (Slide 30 – 31)

A. Bellam Ramp Project

The Bellam Off-ramp Widening Project successfully resolved traffic congestion on northbound U.S. 101 and improved off-ramp efficiency and enhanced the area's overall flow and transportation infrastructure. Key improvements include 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.

Since project completion, the signal timing has been an ongoing issue, which caused some traffic backups. Caltrans recently implemented some revised signal timing, which resolved the issue on the SB 101 off ramp and reverted the Bellam traffic back to what it was before the project was constructed. The City of San Rafael, County of Marin, and Caltrans will continue to monitor these traffic conditions. The 101/I-580 project team will update the traffic models to reflect revised conditions.

Discussion and Comment

1. Does Caltrans control the traffic signals at the off-ramps?
 - *Caltrans controls three signals—NB US 101 to Bellam off-ramp, I-580 westbound Bellam off-ramp, and the intersection of Francisco Boulevard East and Bellam Boulevard. There is new technology that allows one controller to control all three lights, which would be implemented in the future as part of this project. It was noted there are limits to the improvements that can be accomplished with the existing signal equipment.*
2. When will the existing off-ramp lanes be paved?
 - *The project is complete – repaving the existing lanes was not part of the scope of work. The team will continue to monitor the traffic in the area.*

B. Bay Trail Gap Closure on Bellam Blvd

The City of San Rafael has secured grant funding to design and construct a Bay Trail gap closure along Bellam Blvd. The project is being incorporated into the environmental process for the 101/I-580 Multi-Modal and Local Access Improvement Project (from Kerner to Jacoby Street), with preliminary design work anticipated to begin in 2028.

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Discussion and Comment

1. A CWG member noted that while the project emphasizes pedestrian and bicycle improvements along Bellam Boulevard, it ends at Andersen Drive and does not address critical connections beyond that point. It was noted that access to the existing Bay Trail and bike routes toward Larkspur requires traveling through the Andersen Drive area, which experiences severe traffic congestion and has limited pedestrian and bicycle infrastructure, including a narrow sidewalk beneath the SMART bridge. Conditions at the Andersen intersection and along the remaining segment of Bellam Boulevard create safety concerns for pedestrians and cyclists. They asked whether there are plans to improve these connections, which they feel have been overlooked in the project.
 - *The project includes a connection from Jacoby Street to the Cal Park Hill Pathway, along with improved pedestrian and bicycle crossings at the Andersen Drive intersection to enhance access. Additional bicycle improvements are also planned along Andersen Drive near the old Caltrans ramp area so there is a continuous connection. The project also includes bicycle/pedestrian improvements on the north side of Andersen Drive to the former Office Depot to connect to the paths in that area. The path under the SMART train bridge to Woodland Ave. is not part of this project and a very difficult challenge to address.*

C. Oak Hill Apartments

250 affordable rental units are being planned on Sir Francis Drake Blvd. near San Quentin with the project completion anticipated in 2028. The planned traffic signal on Sir Francis Drake may have traffic impacts on the 101/I-580 project. The 101/I-580 project team is including the signal in the traffic analysis.

Discussion and Comment

There were no comments or discussions related to this topic.

D. Canal Alliance Community Vision Project

The project is currently in the visioning and planning stage. The project team is in the preliminary stage of discussions and partnering with Canal Arts, Multicultural Center of Marin and residents and the community to develop concepts.

The next phase will focus on the priorities of safety, housing, infrastructure, and transportation.

Discussion and Comment

There were no comments or discussions related to this topic.

E. Sea Level Rise Study

The City of San Rafael completed the Feasibility Study in late 2025.

Discussion and Comment

See page 2 under Environmental for more on sea level rise.

Public Outreach and Next Steps

Coordination efforts have included ongoing collaboration with Central San Rafael Fire, San Rafael Police, Marin Transit, Golden Gate Transit, and the City of San Rafael regarding access modifications, transit improvements, and related projects within the study area. Upcoming outreach includes coordination

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with Voces del Canal on project updates and engagement with community groups to explore landscaping and aesthetic enhancement opportunities. (Slide 32)

The project team will complete the environmental studies, incorporate two-way circulation into analysis, continue public engagement, and prepare the draft environmental document (targeting 2027).

Discussion and Comment

The CWG emphasized the value of ongoing community engagement and the role of the business working community in supporting outreach and stakeholder communication.

Public Comments / Questions

1. Via Chat: Will the presentation and agenda be posted on TAM's website?
 - *Yes. The presentation, agenda, and meeting summary will be posted to the 101/I-580 project page [here](#).*
2. Dwight Steves, representing Rafael Bay Homes, expressed opposition to the proposed improvements on Bellam Boulevard, stating that the alternatives will not improve traffic flow and may instead worsen congestion. He noted that peak-period delays are primarily caused by the limited capacity to access southbound US 101 and the volume of vehicles entering the corridor. In his view these issues cannot be addressed through changes to Bellam Blvd. or Andersen Drive. He specifically raised concerns that reducing Bellam Blvd. from three lanes to two would further increase congestion. Based on his long-term residency in the area, he has not observed meaningful traffic improvements on Bellam Blvd. and suggested that the only potential beneficial measure would be adding traffic signals at Lisbon, Belvedere, and Castro Streets to help vehicles access Bellam Blvd. more efficiently. Overall, he does not believe the proposed improvements will effectively address traffic conditions.

He suggested an alternative to making the intersections at Castro, Belvedere, and Lisbon right-turn-only. Instead, he recommended installing a traffic signal that remains inactive under normal conditions and is triggered only when a vehicle approaches. This would allow drivers to access the intersection when needed while avoiding the restrictions of a right-turn-only configuration.

He expressed overall support for adding bicycle improvements, particularly completing the short section of Bellam Boulevard under the bridge. It was noted that there are currently no bike lanes in the area due to safety concerns. Because pedestrian traffic is light, bicyclists often ride on the sidewalk, which feels like a safe alternative and recommends considering part of the project discussion.
3. Matthew Hartzell, Director of Planning for Transportation Alternatives for Marin (WTB-TAM) expressed concern that the current design alternatives do not include protected intersections, which had been discussed during earlier project workshops. He emphasized the importance of incorporating Dutch-style protected intersections to improve safety for bicyclists and pedestrians and noted that Bellam Boulevard is identified as a priority corridor for such treatments in the Marin County Local Road Safety Plan. With roundabouts no longer under consideration, he encouraged the project team to revisit opportunities to incorporate protected intersections. He sought clarification on how the bicyclists would safely navigate the Jacoby Street connector and access the SMART pathway.
 - *The project team clarified that the protected intersection design has not changed and remains the current design. The two-way circulation option is underdevelopment but will follow the same*

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principles as the first design, including protected intersections on Bellam Blvd. to the Jacoby Street connection. The path from Jacoby Street to the Bellam-Andersen intersection is wide enough to accommodate two-way bike-ped traffic.

4. The manager of several properties on Golden Gate and Gary Place expressed appreciation to TAM for the recent stormwater improvements, noting that they made a significant positive difference during the winter. Regarding project alternatives 2 and 3, he asked which alternative the project team currently prefers? Both his mini-storage facility and office buildings will be impacted. He concluded by thanking staff for their work on the project.

- *The project team explained that it is still completing the environmental analysis and does not yet have enough information to recommend a preferred alternative. As part of the environmental review process, the team will compare the impacts of each alternative to help inform decision-making. Once the studies and environmental documents are finalized, the project team will share additional information with the community to support the selection of a preferred alternative. At this stage, the project team has not made a recommendation because the analysis is still underway.*

More information should be available to the public within about a year. As part of the environmental review process, the public will have an opportunity to provide comments before staff recommend a preferred alternative. The project is being processed as a Caltrans CEQA lead document, meaning that Caltrans will have the final authority to approve the selected alternative.

Meeting adjourned: The TAM leadership thanked everyone for their participation and engagement.

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Participation

CWG Participation – CWG #4, May 27, 2026			
Present	Name	Interest	Affiliation
✓	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
✓	Nayre Herrera	Commuter	East Bay to/from San Rafael
✓✓	Omar Carrera/Aaron Burnett	Community	Canal Alliance
✓	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	Bike & Pedestrian	Marin County Bicycle Coalition
	Wendi Kallins	Environmental	Sustainable Marin

✓ signifies in attendance in person or online.

Project Team Attendees

- Dan Cherrier, Principal Project Delivery Manager
- Audrey Veyssiere, Assistant 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

- April Miller, City of San Rafael Department of Public Works
- Dwight Steves, President, Board of Directors, Rafael Bay Homes HOA
- Three other attendees in the room. No names provided.
- Dan Bell (online)
- DJ Allison (online)
- Jeffrey Seth Finn (online)
- Matthew Hartzell (online)
- Ray _____ (online)