



State Route 37 Stewardship Study

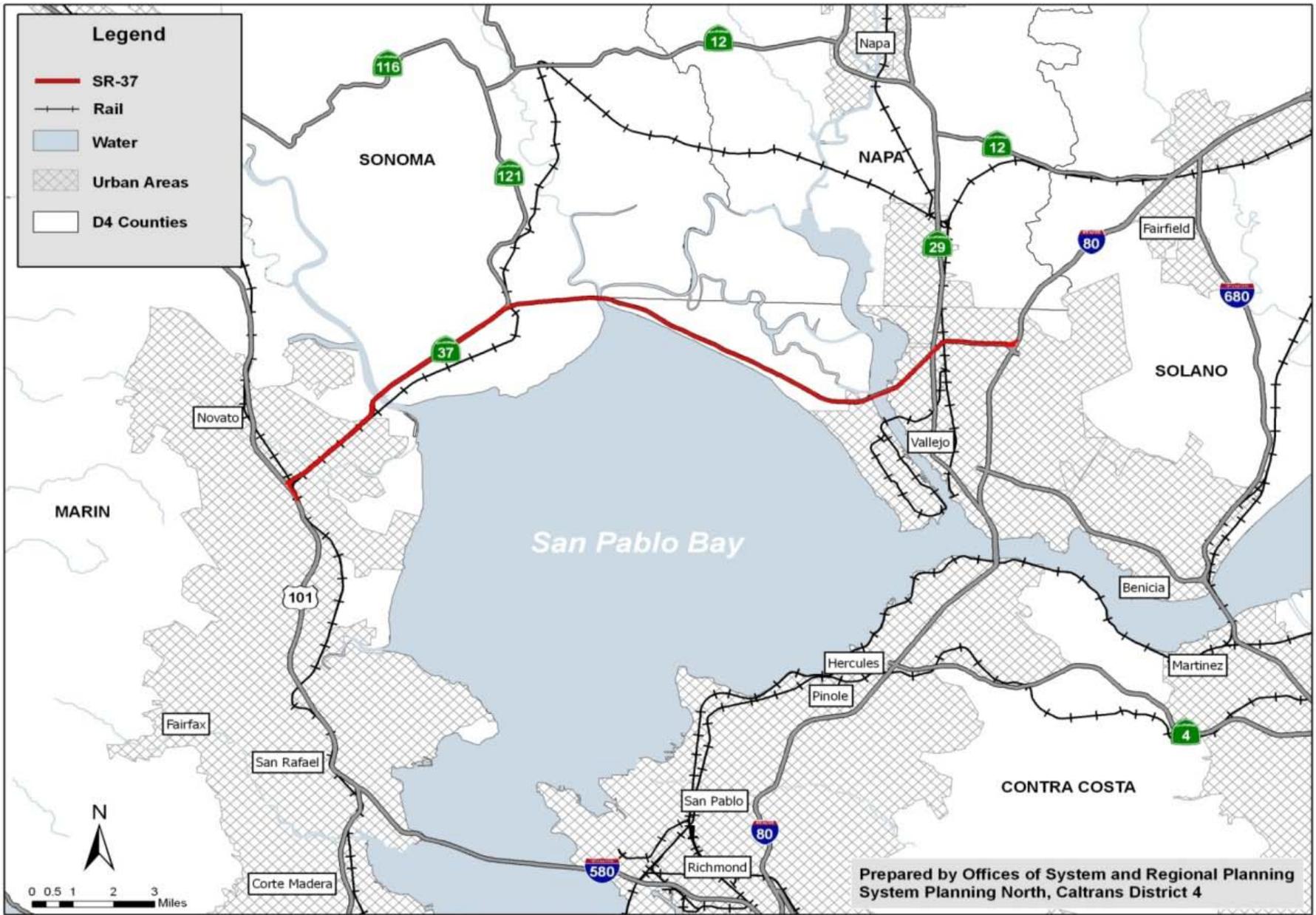
Integrating Environment and Community in
Transportation Planning



**Presentation to the
Sonoma County
Transportation Authority
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**Kome Ajise
Deputy Director
Planning and Modal Programs
CA Department of Transportation**





SR 37 Stewardship Study

TRB-Funded Study to Complement D4 Corridor Planning:

Coordinating Stakeholder Input

Measuring and Valuing Ecological and Transportation Benefits

Negotiating Agreement with Regulatory Agencies

Transportation Context:

- Infrastructure History and Future Options
- Traffic and Mobility
- Community and Access
- Complete Streets

Environmental Context:

- Restoring Historic Marshlands
- Protecting Threatened Environments and Species
- Analyzing Sea Level Rise Risk
- Flood Protection



SR 37 Stewardship Study

Applicants

UC Davis Road Ecology Center and
Caltrans, District 4

Application Partners

Napa County & Southern Sonoma
County Resource Conservation Districts
Sonoma Ecology Center
Sonoma Land Trust

Research Time Frame

March 2011 through May 2012
(14 months)



How Stakeholder Process Worked

- **Established partnership with UC Davis Road Ecology Center to obtain TRB SHRP2 research grant funding.**
- **UC Davis brought in the four local partners to provide environmental perspective and provide credibility.**
- **Followed federal Eco-Logical model for setting up extensive early collaboration on corridors in sensitive environmental settings including resource and permitting agencies.**
- **Convened broad stakeholder group early in process and utilized neutral facilitator to lead meetings and provide continuous communications.**
- **Maintained an open process with out pre-set concepts or options to lay early groundwork for future project development.**

Key Corridor Issues

Key regional connector highway

Traffic problems from growing demand and bottlenecks

Extreme environmental sensitivity

Sea Level Rise vulnerability

Parts of route play role in flood protection

Agricultural production

Tourism and Raceway events

Non-motorized access/Bay Trail

Emergency response/Recovery Highway Route

Traffic Data

Segment	Description	Existing Facility	AADT 2008	AADT 2011
A	US 101 (Novato) in Marin County to SR 121 (Sears Point) in Sonoma County	4-lane expressway	34,500	36,500
B	SR 121 (Sears Point) in Sonoma County to Mare Island (Vallejo) in Solano County	2-lane conventional	32,500	32,500 (34,500 at Walnut Ave, Vallejo)
C	Mare Island to I-80 Interchange in Solano County	4-lane expressway	63,000	38,500 (92,500 at Fairgrounds Drive, Vallejo)

Most prominent bottlenecks at SR 121 intersection and Mare Island where highway narrows to two lanes (Segment B).

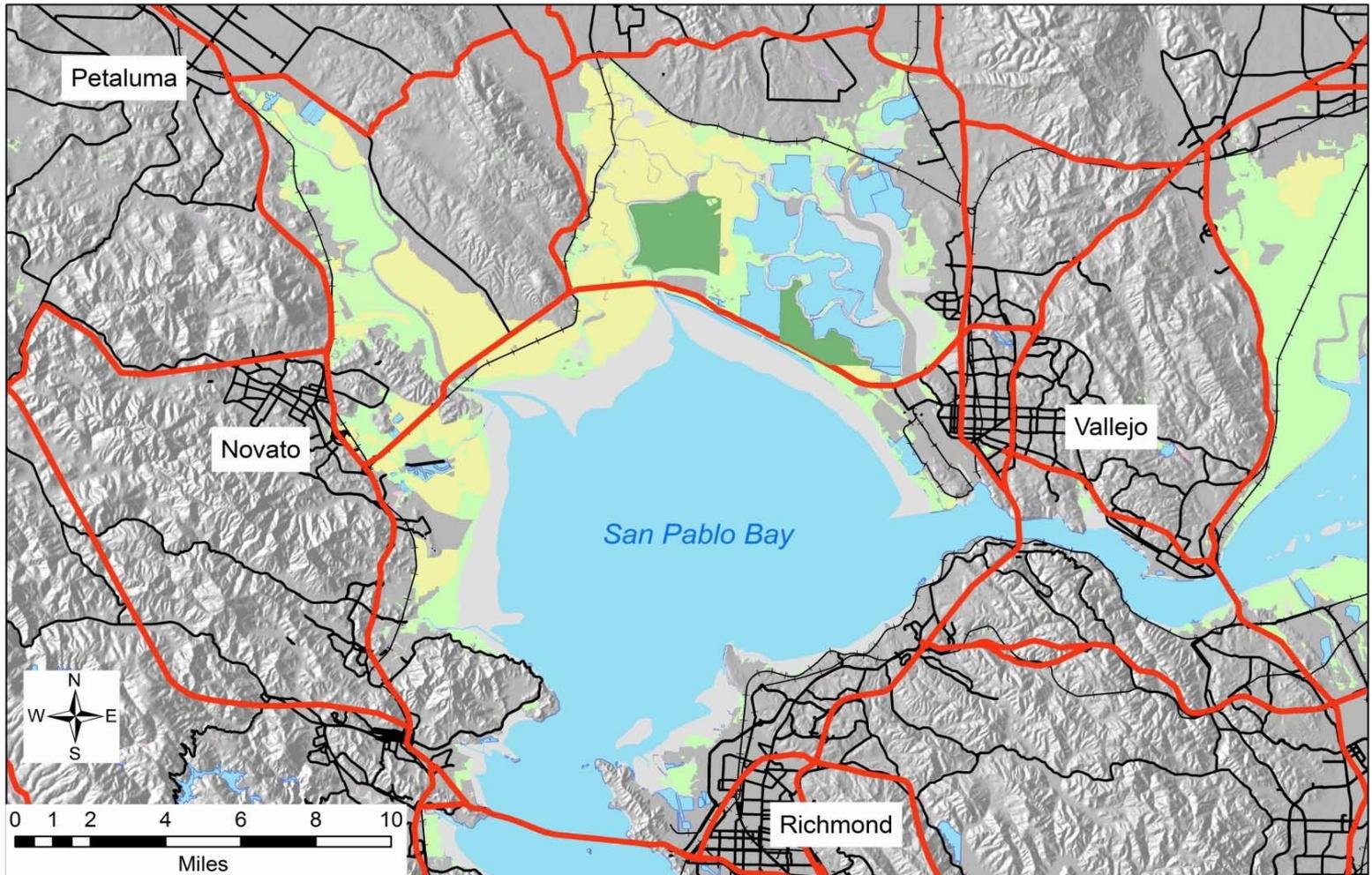
Trucks: 4% (Novato) – 12.5% (Vallejo) of AADT

Network Impacts

With SR 37 vs Without SR 37 Volume Comparison: (Two Way AADT Volumes)

Route	Segment Description	2035 AADT - Existing SR37	2035 AADT - Without SR37	% Increase
I-80	I-780 to I-680	134,543	134,289	-0.2%
I-80	Campines Bridge	161,253	177,593	10.1%
I-580	Richmond-San Rafael Bridge	100,770	148,259	47.1%
US-101	I-580 to SR-116	211,016	226,056	7.1%
SR-116	US-101 to Arnold Drive	41,049	42,135	2.6%
SR-121	SR-12 to SR-29	39,992	63,423	58.6%
SR-29	SR-12 to SR-221	52,357	55,149	5.3%
SR-12	SR-29 to I-80	41,569	42,617	2.5%
I-780	I-80 to I-680	84,334	80,208	-4.9%

Corridor Context: Wetlands and Agriculture



Highway 37 Corridor

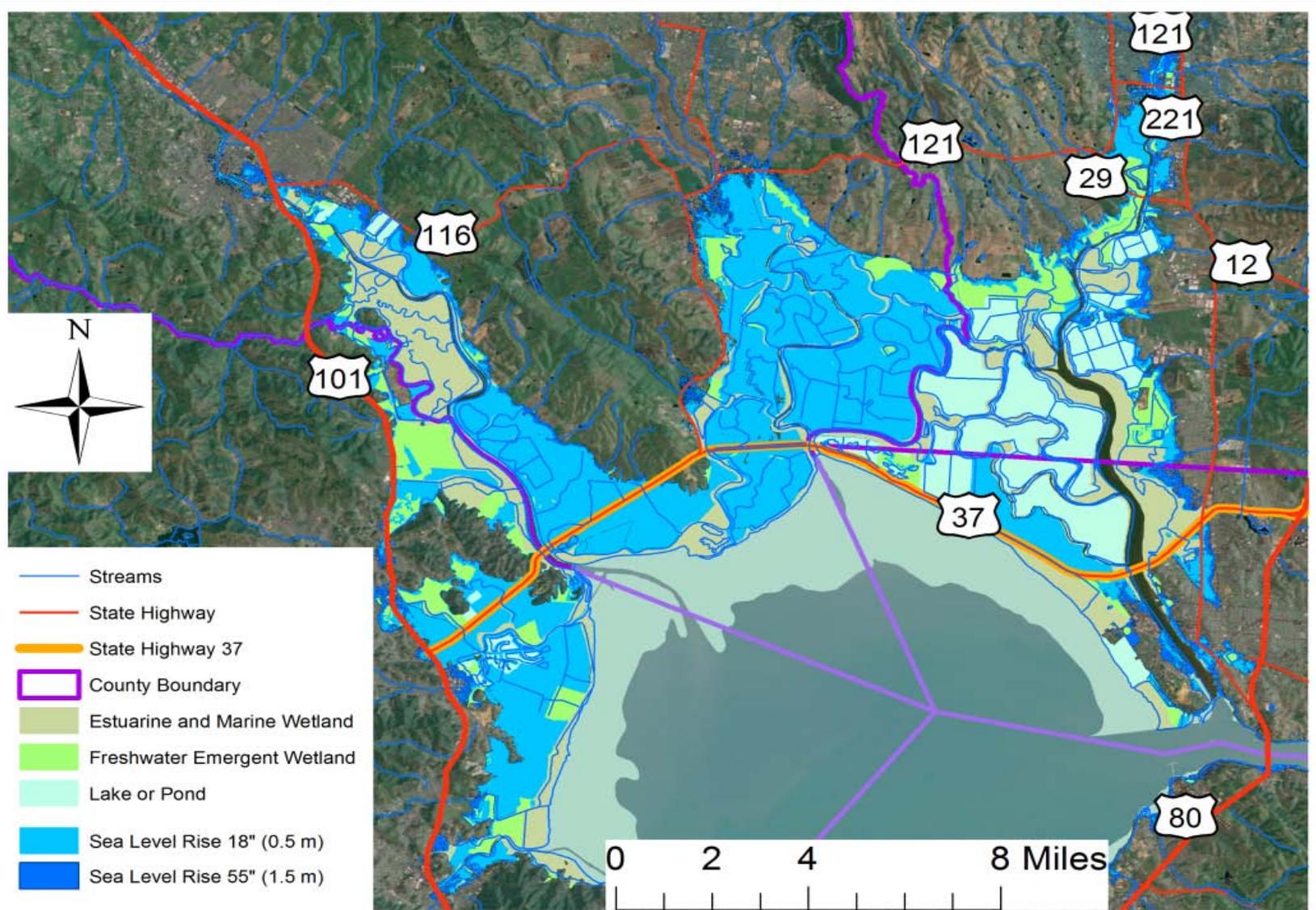


North Bay Wetlands and Agriculture

Data for this map came from the California Spatial Information Library (CASIL), Bay Area Open Space Council, US Fish and Wildlife Service, Caltrans, and the Sonoma Ecology Center. The map was assembled by the Road Ecology Center.

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|------------------------------------|----------------|
| New Acquisitions Cullinan & Skaggs | State Highways |
| Coastal Salt Marsh/Brackish Marsh | Major Roads |
| Freshwater Emergent Wetland | Railroads |
| Freshwater Forested/Shrub Wetland | Ponds & Lakes |
| Regularly Flooded (e.g., Mudflats) | Agriculture |

Sea Level Rise Impacts



Map prepared based on USGS data (Knowles et al., 2010)

SR 37 Initial Alternative Concepts

A. No Highway Expansion

B. Expanded Footprint

C. Napa-Sonoma Causeway

D. Strategic re-alignment

E. San Pablo Bay Tunnel

Transit/rail options, tolling options, operational strategies would enhance any of the above scenarios.

Concept A: “No Highway Expansion”

“No Highway Expansion”:

Caltrans continues to manage the corridor with maintenance and repair activities and minor operational improvements (but no significant change in the footprint or capacity).

Concept B: “Expanded Footprint”

“Expanded Footprint”:

The height and width of the corridor through the marshes would double .

The corridor would be expanded to 4 lanes to address current and projected future traffic volumes.

Concept C: “Napa-Sonoma Marsh Causeway”

“Napa-Sonoma Marsh Causeway”:

The corridor (2 or 4 lanes) would be elevated onto a causeway across the tidal marshes (option 1) or across the San Pablo Bay (option 2) between Vallejo and Novato.

Concept D: “Strategic Co-alignment”

“Strategic co-alignment”:

The corridor would be re-aligned away from marshes & wetlands between Vallejo and Novato, with I-80 and 580 to the south, or with Highways 29 and 12/121/116 to the north.

Concept E: “San Pablo Bay Tunnel”

“San Pablo Bay Tunnel”:

The corridor would be routed through a tunnel at the shortest feasible distance between the Vallejo area and the Novato area.

Next Steps

- **Caltrans recently approved \$350,000 federal funding to continue stakeholder engagement process and further study SR 37**
- **Sonoma Land Trust \$5 million grant for tidal marsh restoration and Bay Trail development**
- **Opportunity to coordinate transportation and restoration planning.**
- **There are no SR 37 projects in the current RTP**
- **CMA priorities inform RTP project listings and County Plans**
- **Opportunities for regional coordination – Plan Bay Area lists climate change and sea level rise as a focus areas for the next RTP**



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Questions & Discussion