



STATE ROUTE (SR) 37 POLICY COMMITTEE

**9:30 a.m., Thursday, January 4, 2018
Foley Cultural Center, Lakeside Conference Room
1499 N. Camino Alto
Vallejo, CA California 94590**

MEETING AGENDA

- 1. CALL TO ORDER AND INTRODUCTIONS** Chair David Rabbitt
County of Sonoma
- 2. OPPORTUNITY FOR PUBLIC COMMENT**
- 3. CONSENT CALENDAR**
 - A. Minutes of the November 2, 2017 SR 37 Policy Committee Meeting** Daryl Halls, STA
Recommendation:
Approve SR 37 Policy Committee November 2, 2017 Policy Committee Meeting Minutes
Pg. 5
- 4. ACTION ITEMS**
 - A. None.**
- 5. INFORMATION ITEMS**
 - A. Presentations:**
 - 1. San Francisco Bay Conservation and Development District Isaac Pearlman
 - 2. Bay Area Resilient by Design Allison Brooks
 - 3. State Water Resources Control Board Steven Moore
 - B. Caltrans SR 37 SHOPP Update** Dan McElhinney, Caltrans
 - C. SR 37 Corridor Plan Public Comments and Outreach Update** Robert Guerrero, STA
Kevin Chen, MTC
Pg. 9
 - D. SR 37 Corridor Update**
 - **Segment A** Nick Nguyen, TAM/James Cameron, SCTA
 - **Segment B** Janet Adams, STA/James Cameron, SCTA
 - **Segment C** Janet Adams, STA

SR 37 Policy Committee Members:

Solano Elected Officials

Bob Sampayan, Mayor City of Vallejo
Jim Spering, MTC Commissioner
Erin Hannigan, Solano County Board of Supervisor

Sonoma Elected Officials

David Rabbitt, Sonoma County Board of Supervisor
Jake Mackenzie, MTC Commissioner
Susan Gorin, Sonoma County Board of Supervisor

Marin Elected Officials

Damon Connolly, MTC Commissioner
Judy Arnold, Marin County Board of Supervisor
Stephanie Moulton-Peters, Councilmember, City of Mill Valley

Napa Elected Officials

Alfredo Pedroza, MTC Commissioner
Belia Ramos, Napa County Board of Supervisor
Leon Garcia, Mayor City of American Canyon

E. Update on SR 37 Corridor Funding

Daryl Halls, STA

6. COMMITTEE MEMBER COMMENTS

Group Discussion

7. FUTURE TOPICS

- SR 37 Transit Options

8. ADJOURNMENT

Next **SR 37 Policy Committee Meeting: March 1, 2018** at **Foley Cultural Center in Vallejo.**



**State Route (SR) 37 Policy Committee Meeting Minutes
 9:30 a.m., Thursday, November 2, 2017
 Foley Cultural Center
 Vallejo, CA 94592**

1. CALL TO ORDER/INTRODUCTIONS

Committee Chairperson, Supervisor David Rabbit, called the SR 37 Policy Committee Meeting to Order at approximately 9:33 a.m.

**POLICY COMMITTEE
 MEMBERS PRESENT:**

Judy Arnold	Marin County Supervisor
Damon Connolly	MTC Commissioner, Marin County Supervisor
Leon Gia	Mayor, City of American Canyon
Susan Gorin	Sonoma County Supervisor
Erin Hannigan, Vice Chair	Solano County Board of Supervisors
Jake Mackenzie	MTC Commissioner, City Council, Rohnert Park
Stephanie Moulton-Peters	Councilmember, City of Mill Valley
Alfredo Pedroza	MTC Commissioner, Napa County Supervisor
David Rabbitt, Chair	MTC Commissioner, Sonoma County Supervisor
Belia Ramos	Napa County Supervisor
Bob Sampayan	Mayor, City of Vallejo
Jim Sperring	MTC Commissioner, Solano County Supervisor

**POLICY COMMITTEE
 MEMBER ABSENT:**

None.

**EXECUTIVE
 DIRECTORS PRESENT:**

Daryl Halls	STA
Kate Miller	NVTA
Suzanne Smith	SCTA
Dianne Steinhauser	TAM

**EXECUTIVE
 DIRECTORS ABSENT:**

None.

OTHERS PRESENT:

Anthony Adams	STA
Janet Adams	STA
Tanya Albert	County of Napa
Steve Birdlebough	SCTLC
Scott Buckley	COWI North America
James Cameron	SCTA
Aaron Carter	ICF International
Fidel Chavez	Carpenters Union
Kevin Chen	MTC
Rich Cimino	MAS
Birgitta Corsello	Solano County
Bernadette Curry	STA
Terrance Davis	City of Vallejo
TJ Devtz	United Bridge Partners
Elizabeth Dippel	Sonoma-Marin Area Rail Transit (SMART)
Bill Emlen	Solano County
Dick Fahey	Caltrans

Jean Finney	Caltrans
Rick Fraitcs	Marin Audubon Society
Andrew Frenin	MTC
Andrew Fremier	MTC
Maureen Gaffney	SF Bay Trail
Seana L.S. Gause	SCTA
Joseph Green-Heffern	Solano County Resident
Robert Guerrero	STA
Steve Kinsey	Alta Planning + Design Inc.
Teri Killgore	City of Vallejo
Bill Knapp	CH2M
Claire Koenig	AGL
Beth Linskens	Walsh
Mike Lohman	HDR
Paul Ma	Caltrans
Jess Malgapo	City of Vallejo
Dan McCulloch	Carpenters Union
Dan McElhinney	Caltrans District 4
Steve Morton	WSP USA
Ashley Nguyen	MTC
David Oster	Sonoma Resident
Kate Powers	Marin Conservation League
Leo Roy Pfeifer	Sustainable Novato
Logan Pitts	Senator Bill Dodd
Belia Ramos	Napa County Board of Supervisors
Barbara Salzmer	MAS
Bijan Sartipi	Caltrans
David Schonbrow	TRANSDEF
Danielle Schmitz	NVTA
Jack Sweareugen	Friends of SMART
Craig Tackabery	Marin County Public Works
Ashley Taylor	Senator Bill Dodd
Jim O. Toole	ESA
Matt Tuggle	Solano County
Kendall Webster	Sonoma Land Trust
Eric Whan	City of Napa
Laurie Williams	Marin County, Novato Watershed Program
Kary Witt	HNTB

2. OPPORTUNITY FOR PUBLIC COMMENT

Steve Birdlebough, SCTL, asked when all of the comments are going to be evaluated as part of the final report.

Jack Sweareugen, Friends of SMART, expressed his concern that the plan doesn't address the long term needs of traffic and urged carpool/vanpool and passenger rail service considerations. Mr. Sweareugen submitted a comment letter.

Barbara Salzmer, MAS, expressed concern about mitigation process. Ms. Salzmer submitted a comment letter.

Kendall Webster, Sonoma Land Trust, described the Baylands Group efforts and highlighted the near term improvements. She suggested that the near term approval would be premature at this time.

3. CONSENT CALENDAR

A. Minutes of the September 25, 2017 SR 37 Policy Committee Meeting

Recommendation:

Approve SR 37 Policy Committee September 25, 2017 Meeting Minutes.

A motion was made by Supervisor Erin Hannigan, and a second by Bob Sampayan, the September 25, 2017 SR 37 Policy Committee meeting minutes were approved.

4. PRESENTATION

A. SR 37 Transportation and Sea Level Rise Corridor Improvement Plan Phase 1

Janet Adams, STA, provided a presentation on the purpose of the corridor improvement plan and explained staff's recommendation. Dan McElhinney, Caltrans, also provided an update on the State Highway Operations Protection and Programming (SHOPP) near term improvement plans. Supervisor Susan Gorin commented that she appreciated Caltrans' focus on SR 37 east west movement, but she also recommended Caltrans consider SR 121 coming south including u-turn violations near the Sonoma Raceway.

Kate Howards commented that she thought it was premature to prioritize segment B and which might eliminate other options on a broad level. David Schonbrunn recommended the Policy Committee consider a 3rd lane interchange median barrier, similar to the Golden Gate Bridge. He also commented that he supported HOV lanes as well. Steve Birdleough recommended the Policy Committee should consider not separating segment A and segment B.

Supervisor Judy Arnold noted that she supports segment B in general if there is a clear acknowledgment in the draft corridor plan that the projects in segment A will be further outlined. She mentioned that, as a show of commitment, TAM is planning to study improvements in segment A in tandem with the Corridor Study. Supervisor Susan Gorin commented that she agreed with Supervisor Arnold and has similar concerns about priorities for segment A.

David Schonbrunn commented that there was no meaningful analysis with the Kimley Horn's study regarding rail options and noted it was premature to commit to a long term project. Supervisor David Rabbit commented on the cost of operating a moveable barrier. Diane Steinhauser, TAM, reiterated Supervisor Arnold's comments about TAM's segment A study. She noted the study will include additional technical analysis of near term integrated projects that will address levee management and raising of the roadway. Supervisor Jim Spering requested clarification from Ms. Steinhauser and clarified the current recommendation doesn't preclude other options of studies. He also explained that one thing that continues to be lost in these conversations is that there seems to be no consideration of the individuals suffering from the current commute conditions.

On a motion by Supervisor Jim Spering, and a second by Jake Mackenzie, the Policy Committee approved staff's recommendation with a footnote to consider Marin's study recommendation for segment A when it's available. After further discussion, the Executive Directors agreed to discuss at their next meeting a recommendation by Dianne Steinhauser to add ramp metering on SR 37/Hwy 101 as a near term priority SHOPP project.

5. INFORMATION ITEMS:

A. Summary of SR 37 Public Open house Events/Public Comments and Implementation Activities Update by Transportation Agency

Staff from each Transportation Authority provided an update and overview of their individual workshops and upcoming public outreach events. Comments received were summarized. Supervisor Jake Mackenzie noted that SMART submitted a grant application for rail planning along the SR 37 corridor and the State Rail Facilities Plan.

B. Presentations

- Bay Area Coastal Conservancy
Jessica Davenport, Coastal Conservancy, provided an overview and introduction to her agency. In addition, she discussed her participation on the SF Baylands Group and their overall participation in the SR 37 Corridor Study effort.

Supervisor Jim Spering asked if the Baylands Group viewed SR 37 as a barrier or not. Ms. Davenport responded that the existing restoration projects were designed based on the existing road configuration. She further responded that this process provides an opportunity to work together to plan for future improvements.

- San Francisco Bay Trail
Maureen Gaffney, SF Bay Trail, presented the role and responsibilities for the SF Bay Trail Program. She provided a summary of program's planned and existed trails along the SR 37 corridor.
- MTC Environmental Working Group
Ashley Nguyen, MTC, explained how the environmental working group was established for the SR 37 Corridor Study and Design Alternative Assessment. A public comment was made with a recommendation to consider including SMART participate in this working group.

6. COMMITTEE MEMBER COMMENTS AND STAFF UPDATES

A request was made to have clear agenda recommendations in the future to avoid confusion. Another recommendation was made for utilizing "drop box" software for future agenda distribution.

7. FUTURE TOPICS

A. SR 37 Corridor Study and Public Outreach Update

B. Presentations:

- a. San Francisco Bay Conservation and Development District
- b. Bay Area Design By Resiliency
- c. State Water Resources Control Board

8. ADJOURNMENT

The committee adjourned at 12 p.m. The next SR 37 Policy Committee Meeting was scheduled for 9:30 a.m., Thursday, January 4, 2018.



Date: December 27, 2017
 To: SR 37 Policy Committee
 From: Robert Guerrero, STA Senior Project Manager
 Re: SR 37 Corridor Plan Public Comments and Outreach Update

Background:

The four North Bay County Transportation Authorities of Marin, Napa, Solano and Sonoma initiated a comprehensive public input process for the SR 37 Corridor Plan in September 2017. This effort was planned as part of the September draft release of the SR 37 Corridor Plan and was completed in partnership with the Metropolitan Transportation Commission and Caltrans. The overall SR 37 Corridor Plan public outreach included several components in addition to the publicly advertised Policy Committee meetings:

- 4 County Open Houses – September and October 2017
- SR 37 Web Based Public Survey – December – January 2018
- SR 37 Focus Group – January 2018
- SR 37 Telephone Town Hall Meeting – Tentatively planned for February-March 2018

An additional round of County public input events is tentatively planned to occur after the SR 37 Telephone Town Hall meeting in March 2018.

Discussion:

SR 37 Corridor Plan Comments

At the November 2, 2017 SR 37 Policy Committee meeting, staff from the four North Bay Transportation Authorities provided the committee an overall summary of the SR 37 Open House Events. Since that time, public comments on the Draft SR 37 Corridor Plan have continued to be accepted. Attachment A includes a complete set of all written comments received to date as part of the open house events, submitted letters, and emails.

Staff will work to address and integrate the comments where possible into the SR 37 Corridor Plan before the March 1, 2018 SR 37 Policy Committee meeting. In addition, staff will provide the committee with a matrix detailing how the comments were addressed at that time.

SR 37 Web Based Public Survey

In December, staff made available a web based SR 37 survey and advertised it in coordination with each agency’s public information distribution process. This included web site posting, press releases, and social media. Attachment B includes a snap shot summary of the survey data collected through December 15th; it should be reiterated that this information does not represent the final set of data. The survey is planned to continue collecting information through Friday, January 12th. Interested members can access the survey directly from this link:

<https://app.maptionnaire.com/en/3469>

SR 37 Focus Group

Staff is working with its partners to conduct focus group meetings in January, with the goal of having focused question and answer sessions with corridor users in January. Focus group objectives include:

- Gain a better understanding of travel patterns on SR 37 from daily commuters in the four-county area.
- Identify specific locations on the route where travelers have key issues and concerns.
- Identify priority improvements along the route.
- Gain a deeper understanding of the preferences and concerns regarding potential funding strategies to pay for the needed improvements

Six focus group meetings will be conducted, each will be 1.5h long and will have up to 12 participants. One focus group will be organized in each County and two additional focus groups will be organized to target specific communities. The focus groups are designed to follow a conversational format and the list of questions provided below is intended to help guide the focus groups through the discussion. Staff will report the results of the focus group meetings to the SR 37 Policy Committee at their meeting in March.

Recommendation:

Informational.

Attachments:

- A. SR 37 Corridor Plan Public Comments
- B. SR 37 Web Based Survey Results as of December 15, 2017

Attachment A

Draft Corridor Plan Comments

SR 37 – Baylands Group

October 16, 2017

Robert Z. Guerrero
Senior Project Manager
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Dear Mr. Guerrero:

We are writing to provide comments from the State Route (SR) 37 – Baylands Group on the *Draft SR 37 Transportation and Sea Level Rise Corridor Improvement Plan*, dated September 18, 2017.

The SR 37 – Baylands Group is comprised of North Bay wetland land managers, ecological restoration practitioners, and other stakeholders with a long-term interest in the conservation and restoration of the San Pablo Baylands. Significant public investments have already been made along the length of the SR 37 corridor to protect and restore functional wetlands, ecosystem connectivity, climate resilience, and protect infrastructure, including SR 37. We recognize that the challenges of severe congestion and seasonal flooding that currently plague SR 37 and will be exacerbated by sea level rise and increasing population in the North Bay call for a SR 37 redesign solution. However, such a redesign must be guided by sustainable principles and protect the values and services that the natural and agricultural lands provide to the residents of the region. The investment in long-term sustainability made now will pay enormous dividends for future generations in avoided infrastructure costs. We look forward to working together, along with local stakeholders and regulatory agencies, to ensure that the SR 37 alternatives include design features that protect and restore habitat connectivity, wetlands, and agricultural lands.

The SR 37 – Baylands Group (Baylands Group) was convened in June 2017 by the Sonoma Land Trust in response to the formation of the State Route 37 Policy Committee and its stated purpose of advancing plans to redesign and rebuild SR 37. We are committed to ensuring that redesign of SR 37 is compatible with and advances the ecological restoration and conservation goals for the San Pablo Baylands (See attached SR 37 – Baylands Group *Vision Statement and Guiding Principles*). To support this effort, the State Coastal Conservancy is providing regional leadership to the Baylands Group through a partnership with Sonoma Land Trust under the Conservancy's Climate Ready Technical Assistance Grant Program, and San Francisco Bay Joint Venture (Joint Venture) is funding the San Francisco Estuary Institute to provide technical support. In addition, the Joint Venture's Management Board, composed of non-profits and state and federal agencies working on San Francisco Bay habitat conservation, passed a resolution giving its support to a redesign of SR 37 that is compatible with and advances the ecological restoration and conservation goals for the San Pablo Baylands.

The Baylands Group is developing a Preliminary Vision for the four-county SR 37 corridor (San Pablo Baylands), which will include a map depicting existing habitats, completed, current, and planned habitat restoration projects, and conceptual diagrams of ecological processes illustrating the importance of connectivity across SR 37. We anticipate working with the Policy Committee to incorporate the Preliminary Vision into the SR 37 corridor plan and design process via collaboration between the Baylands Group and MTC's Environmental Working Group.

Our comments follow.

Phase 1: Corridor Improvement Plan

1. Improvements to the SR 37 corridor should be integrated with implementation of existing habitat goals and the extensive ecological planning for this region that has already occurred to ensure ecosystem function and landscape resiliency into the future.
2. The corridor improvement project should be defined as an array of alternatives that meet goals to relieve traffic congestion of SR 37 while adapting to sea level rise rather than assuming the road will be reconstructed in its current location. Integration of the project's transportation and ecological goals could be achieved by elevating the highway on a bridge causeway, moving traffic inland, planning for alternative transportation options, or other alternatives.
3. A thorough examination of alternatives, including an inland highway and a North Bay bridge, is needed. Since the Corridor Improvement Plan is intended to feed into the California Environmental Quality Act (CEQA) process, it is important not to rule out alternatives that would avoid impacts to baylands habitats at this stage. Redesign of the highway in its current alignment should be selected as the preferred alternative only if it is determined, through CEQA analysis, to be the least environmentally damaging option.
4. In developing the alternative of reconstructing SR 37 along its current alignment, improved ecological connectivity should be a central objective. The primary means of achieving this objective is to "Elevate Highway 37 and modify or realign rail lines and other infrastructure to allow the full passage of water, sediment and wildlife." This recommendation is found in *The Baylands and Climate Change: What We Can Do*, the 2015 update to the 1999 *Baylands Ecosystem Habitat Goals* report. The 2015 Science Update represents the consensus of over 100 scientists representing a cross section of expertise and experience gained through studying and working in the San Francisco Bay.

Historical ecology should be the starting point for understanding the San Pablo Baylands and the need for improved connectivity. For example, east of Sonoma Creek, there was a naturally-occurring wave-built berm along part of the area that is now SR 37. In this area, wetlands received tidal flows through sloughs extending from rivers and creeks, rather than being directly connected to San Pablo Bay. The road was originally built on the natural berm along part of this route, but in other places the road cut through marshes and was built on a man-made berm. In those places, the road cut off the marshes from their natural tidal connection to San Pablo Bay. SR 37 is now located along the same alignment. If the road were to be rebuilt in its current location, different designs would be needed in different segments, based on the need for restoring historic hydrologic connectivity.

Given the extensive changes that have occurred over that past century and expected changes due to climate change, historical ecology is only one piece of the puzzle. To support conservation and restoration of the Baylands, SR 37 corridor improvement should include consideration of:

- a. Historical ecology;
- b. Changes that have occurred since the land was diked and drained for agriculture, including subsidence;
- c. Remaining historic habitats and other valuable existing habitats;
- d. Habitat conservation and restoration projects that have been completed or are ongoing or planned;
- e. The impacts of projected sea level rise on wetlands, including the need for marsh migration; and
- f. The needs of specific wildlife populations.

In other words, in some areas, elevation of SR 37 may be needed to restore a historic tidal connection, while in other areas it may be needed to improve habitat connectivity for endangered tidal marsh species, or to accommodate marsh migration due to sea level rise.

5. Direct impacts to habitats and wildlife, including endangered species, must be avoided or minimized. Any mitigation should be accomplished by supporting wetlands restoration in the San Pablo Baylands that is compatible with existing habitat goals for the area, not through offsite mitigation.
6. Near-term solutions should protect wetland resources and maintain restoration options to the maximum extent possible. They should be designed to avoid filling wetlands and the Bay and avoid placing infrastructure, such as sea walls, that would be barriers to tidal exchange. Near-term solutions that do not involve construction of new roadway elements (such as express bus service, park and ride lots and organized carpools and vanpools) are encouraged.
7. Near-term solutions should avoid foreclosing design options. Near-term solutions should not foster an acceptance of the status quo or a premature commitment to incremental improvements rather than open-minded consideration of a design that is significantly different from the current one. Pursuing structural near-term improvements provided on Page 26 could narrow the full range of design options and could result in foreclosure of options for tidal wetland restoration and negatively impact the connectivity discussed above.
8. Agencies leading the corridor improvement process should avoid piecemealing under CEQA. Given the limited utility of addressing current and future flood risk on one part of the highway without the others, pursuing road segment improvements as separate projects with their own environmental documents, rather than under a programmatic EIR for the whole corridor, could result in piecemealing under CEQA. CEQA does not allow piecemealing because it can result in underestimating significant impacts and can hinder development of a comprehensive solution.

Phase 2: Design Alternatives Assessment

9. Project alternatives developed in the Design Alternative Assessment (DAA) for the segment between SR 121 and Mare Island should be evaluated based on their ability to achieve the following goals.
 - a. As in the corridor-level analysis, connectivity that is restricted by the current form of the highway should be restored in areas where it is needed, based on consideration of the factors above (historical ecology, existing habitat, current and planned restoration projects, sea level rise projections and the need for marsh migration, needs of particular wildlife populations, etc.). Connectivity includes hydrologic connectivity needed to support wetland processes, such as sediment transport to enable marshes to keep up with sea level rise, as well as connectivity needed by fish, wildlife and plant communities.
 - b. As in the corridor-level analysis, direct impacts to habitats and wildlife, including endangered species, must be avoided or minimized. Again, any mitigation should be accomplished by supporting wetlands restoration in the San Pablo Baylands that is compatible with existing habitat goals for the area, not through offsite mitigation.

We look forward to further exploring these issues through the collaboration between the Baylands Group and MTC's Environmental Working Group.

Detailed Comments on the Corridor Improvement Plan

10. Pages 8 and 19. The study uses relatively old estimates of sea level rise projections. Newer models, based on more recent observations and modeling improvements, indicate higher rates of sea level rise are likely under more extreme greenhouse gas emission scenarios. Although the mean level of sea level rise in the study is consistent with the median projection of the most recent Ocean Protection Council (OPC) report (2017), the upper limits of projections are much higher (range of NRC 2012 at 2100 17-66 inches, range of OPC study 19.2- 120 inches). As the report acknowledges, the State's guidance to plan for a worst scenario, planning for SR 37 should include the new 10-foot projections in their planning

process. An adequate assessment of project risks and costs will need to include this larger rate of sea level rise with a 100-year storm. It is also worth noting that substantial portions of sections A2 and B1 are vulnerable to inundation with only 1.6 feet of sea level rise (see www.ourcoastourfuture.org and below).

11. Page 11. Add the following text to the end of the sentence in the green text box: "...using nature-based solutions."
12. Page 19. Add San Pablo Song Sparrow and Chinook salmon as protected species.
13. Page 20. There should be net zero wetland loss. Many of the Baylands along the B2 section of the corridor are high quality habitat that will prove difficult to mitigate given the length of time needed for tidal marsh restoration and future projections of sea level rise.
14. Pages 34. Wetland mitigation should be performed on site, not off site. Mitigation should be within the SR 37 corridor even if large-scale on site mitigation is not feasible. Smaller mitigation sites within the watershed have potential for connectivity and expanding habitat. These localized benefits would not be realized through restoration of a large, off site mitigation parcel.
15. Throughout the document, the spelling for Ridgway's rail should be corrected. There is no 'e' after the 'g'.

Conclusion

We view this planning process as an iterative one and look forward to our continued work with the SR Policy Committee and agency staff. The forthcoming SR 37 – Baylands Group Preliminary Vision will provide additional guidance to inform this process. Thank you for the opportunity to comment on the *Draft SR 37 Transportation and Sea Level Rise Corridor Improvement Plan*. Feel free to contact Jessica Davenport, Project Manager, State Coastal Conservancy, at Jessica.Davenport@scc.ca.gov or (510) 286-4164 with any questions you may have.

Sincerely,

SR 37 – Baylands Group

- Audubon California
- Ducks Unlimited Inc.
- Marin Audubon
- Point Blue Conservation Science
- San Francisco Bay National Estuarine Research Reserve
- San Francisco Estuary Institute
- San Pablo Bay National Wildlife Refuge, U.S. Fish and Wildlife Service
- Sonoma Land Trust
- State Coastal Conservancy
- Fraser Shilling (Road Ecology Center, UC Davis; for identification purposes)
- Peter Baye, Independent Consulting Wetland Ecologist

Attachment:

SR 37 – Baylands Group *Vision Statement and Guiding Principles*

State Route 37 — Baylands Group

Vision Statement and Guiding Principles

This Vision Statement and Guiding Principles were developed by the State Route (SR) 37 – Baylands Group, which is composed of North Bay wetland land managers, ecological restoration practitioners, and other stakeholders interested in the conservation and restoration of the San Pablo Baylands.

Vision:

Integrate infrastructure improvements for SR 37 with existing and future habitat planning, conservation and restoration to ensure healthy ecosystem function and resilience to landscape scale change of the San Pablo Bay.

Guiding Principles:

1. The San Pablo Baylands are one of the largest open spaces remaining on the San Francisco Bay and provide a unique opportunity for improving habitat conservation. Improvements to the SR 37 corridor should be integrated with implementation of the *Baylands Ecosystem Habitat Goals*^{1,2} to ensure ecosystem function and landscape resiliency into the future.
2. We recognize the extensive ecological planning that has come before and seek to integrate it with SR 37 plans and design.
3. Multiple issues, including increased traffic, sea-level rise and land use changes, make implementation of both SR 37 redesign and habitat goals urgent and time sensitive; planning should lead to implementation.
4. Disadvantaged communities are disproportionately affected by tolls. Therefore, we seek opportunities to minimize financial impacts to disadvantaged drivers and to ensure that the highway design relieves, rather than redirects transportation pressure.
5. While the SR 37 corridor extends from east to west, ecological enhancement and flood protection opportunities occur from north to south across SR 37 as rivers and creeks (i.e., Napa River, Sonoma Creek, Tolay Creek, Petaluma River, and Novato Creek) connect the bay's mudflats and marshes to their watersheds.
6. The SR 37 design will not negatively impact the significant investment in existing and future conservation and restoration projects and associated public access and recreational facilities in the San Pablo Baylands, and will seek to enhance them wherever possible.
7. The SR 37 and ecological design will plan for and accommodate sea level rise through 2100, thereby increasing resilience and reducing future costs.
8. The SR 37 design will include opportunities for multi-modal transportation including bike paths and passenger rail.
9. We recognize design constraints related to federal, state and local transportation regulations and engineering guidelines, and we seek opportunities for ecological innovation recognizing these constraints.

¹ Goals Project. 1999. Baylands Ecosystem Habitat Goals. A report of recommendations prepared by the San Francisco Bay Area Wetlands Ecosystem Goals Project. First Reprint. U.S. Environmental Protection Agency, San Francisco, Calif./S.F. Bay Regional Water Quality Control Board, Oakland, Calif.

² Goals Project. 2015. *The Baylands and Climate Change: What We Can Do. Baylands Ecosystem Habitat Goals Science Update 2015* prepared by the San Francisco Bay Area Wetlands Ecosystem Goals Project. California State Coastal Conservancy, Oakland, CA.

10. By understanding that ecological and physical processes differ along the transportation corridor, it will be possible to develop ecologically appropriate design criteria for each section.
11. We understand that the language we use should be clear and recommendations feasible and practicable for the SR 37 design.
12. We acknowledge the importance of developing a SR 37 design that protects the mosaic of existing land uses, such as farming and ranching, and the ongoing operation of stormwater pumps and other infrastructure on public and private lands in the San Pablo Baylands.

Who We Are:

The SR 37 Baylands Group was initially convened in June 2017 by the Sonoma Land Trust in response to the acceleration of plans to redesign and rebuild SR 37. The group's goal is to contribute to a cross-sector plan to redesign the SR 37 corridor for climate resilience, transportation efficiency and ecological restoration.

The SR 37 Baylands Group is open and informal. The State Coastal Conservancy is providing regional leadership to the group through a partnership with Sonoma Land Trust under the Conservancy's Climate Ready Technical Assistance Grant Program. The Conservancy is facilitating communication and engagement with other agencies, including the California Department of Transportation, the Metropolitan Transportation Commission, and environmental regulatory agencies. The Conservancy, the Sonoma Land Trust and the San Francisco Estuary Institute volunteered to convene an initial series of committee meetings, which are being facilitated by the Center for Collaborative Policy.

The first committee meeting in July 2017 focused on the development of the Vision Statement and Guiding Principles. The document was developed by group members who attended the meeting or contributed input or support via email. They include individuals affiliated with the following agencies and organizations: Audubon California, California Department of Fish and Wildlife, California Wildlife Conservation Board, Ducks Unlimited, ESA, Friends of the San Pablo Bay National Wildlife Refuge, Marin Audubon, National Heritage Institute, Point Blue, Sonoma Resource Conservation District, Sonoma County Agricultural Preservation and Open Space District, State Coastal Conservancy, San Francisco Bay Joint Venture, San Francisco Estuary Institute, Solano Land Trust, Sonoma County Water Agency, Sonoma Ecology Center, Sonoma Land Trust, The Bay Institute, UC Davis, United States Fish and Wildlife Service, and UC Berkeley.

Santa Rosa Office
555 Fifth Street, Suite 300 B
Santa Rosa, CA 95401
(707) 575-3661

Oct. 13, 2017

Supervisor David Rabbitt, Chair
State Route 37 Policy Committee
525 Administration Drive, Room 100
Santa Rosa, CA 95403

Via E-Mail

Re: State Route-37 – Comment on Draft SR 37 Transportation and Sea Level Rise Corridor Improvement Plan.

Dear Supervisor Rabbitt,

Greenbelt Alliance appreciates the opportunity to provide these comments on the draft SR 37 Transportation and Sea Level Rise Corridor Improvement Plan (Corridor Plan). We understand that the Corridor Plan is part of the Design Alternative Assessment (DAA) process to identify near-term and long-term strategies for the SR 37 corridor. The objective of the DAA is to plan and expedite the delivery of improvements in the study corridor to address the threat of sea level rise and traffic congestion.

Greenbelt Alliance has been engaged in the public process for SR 37 corridor improvements by participating in policy committee and public workshops and meetings.

Greenbelt Alliance's comments on the Draft Corridor Plan reflect our organization's focus on land-use issues across the nine-county Bay Area region—including land conservation, smart growth development, and their intersection.

We support the stated objective of a SR 37 final plan that prioritizes environmental and habitat enhancement to create a multifunctional project that goes beyond traditional roadway corridor planning, particularly in the face of climate change, as stated on Paged 20 under Implementation Plan.

When considering the short, medium and long term options for addressing sea level rise and mobility along this transportation corridor, we urge you to consider the following:

Natural and Agricultural Landscapes

The SR 37 corridor is a regionally, nationally and internationally important greenbelt consisting of high-value protected wetlands and uplands that provide important ecosystem services including water quality, flood protection, endangered species habitat, and open space. As stated in the Corridor Plan, a net-zero wetland loss approach and large-scale on-site restoration should be prioritized throughout the DAA process.

Achieving a self-mitigating project should be the ultimate goal, as suggested by Steven Moore of the California State Water Resources Control Board at a recent panel discussion hosted by the Bay Area Resilient by Design Challenge.

As stated in the Corridor Plan, the creation and implementation of a Regional Advanced Mitigation Plan (RAMP) is one potential approach. We strongly support examining how participation in a RAMP program could foster robust, coordinated conservation activities along the SR 37 corridor.

We also urge encourage you to consider the extensive research on landscape-scale solutions for the SR 37 corridor solutions provided by UC Davis Professor and Co-Director of the Road Ecology Center Dr. Fraser Shilling.

Land Use

The potential for new transportation investments in the SR 37 corridor to influence land use patterns within the corridor and across the North Bay must be considered and fully analyzed in the Corridor Plan and DAA. While much of the land along SR 37 between US 101 and Interstate 80 is protected as wetlands and open space by public and private entities, there are several privately owned undeveloped areas that could be at greater risk of sprawl depending on how the corridor changes, such as Sears Point Raceway and Port Sonoma Marina. These risks could extend into other areas as well if not carefully addressed. These potential impacts should be studied and addressed to ensure that the envisioned improvements to the area's climate resiliency and mobility patterns come to fruition.

Mobility

Greenbelt Alliance urges a comprehensive analysis of public transit options and alternatives to single occupant automobile travel along the corridor as part of the Corridor Plan and DAA. The analysis should include a variety of modes including rail, ferry, express buses, car sharing, car pooling and emerging on-demand transportation models. Now that the SMART line is running, it is more timely than ever to consider improved east-west transit solutions.

Trails that provide full accessibility for biking and walking should be an integral part of the SR 37 Corridor Plan. Given that the wetlands are an important part of the Pacific Flyway, the corridor should provide trail connectivity, public access and interpretive stations. Full funding for these components need to be included in the project budget.

Greenhouse Emissions and Vehicle Miles Traveled

Greenbelt Alliance urges a comprehensive analysis of the greenhouse gas emissions that will be generated by SR 37 transportation and sea level rise solutions. In particular, the full scope of Vehicle Miles Traveled with various scenarios needs to be considered. Ultimately, any increases in GHGs and VMTs should be avoided or mitigated to meet state and local greenhouse gas emission reduction mandates and objectives.

Social Equity

Finally, the Corridor Plan and DAA must consider methods to equitably and sustainably address the social and economic impacts on low-income families that currently use SR 37, particularly if tolls are instituted. The options and costs for addressing this issue needs to be included in the financial analysis and should not be omitted from the Corridor Plan.

Next Steps

Greenbelt Alliance urges the SR 37 Policy Committee and the county, regional and state agencies involved to prioritize transparency and coordination with the environmental community. This will allow all of us to collaborate and be the more effective in helping move the SR 37 corridor planning forward and advance a more sustainable, equitable, and economically prosperous region.

We understand that the SR 37 Planning consultant intends to meet with environmental groups later this month, and that the Metropolitan Transportation Commission is convening an environmental working group. We understand that there is also a separate Baylands Working Group meeting on a regular basis. We are unclear as to when these groups will be convened and who will be the primary facilitator of these groups. We look forward to the opportunity to provide our expertise and perspectives to these environmental and related processes on the SR 37 Corridor Plan and DAA.

Thank you for consideration of our comments. Please include us in all communications, meetings and notices related to the SR 37 corridor improvement process, Corridor Plan, DAA and Public Policy Committee.

Sincerely yours,



Teri Shore, Regional Director
North Bay
707 575 3661
tshore@greenbelt.org

Amy Hartman
Amy Hartman, Regional Representative
Solano County
(707) 400-0541
ahartman@greenbelt.org

From: Liz Westbrook
To: [Robert Guerrero](#)
Cc: [Louisa Morris](#)
Subject: Highway 37 Corridor Improvement Plan Comments from the Ridge Trail Council
Date: Monday, October 16, 2017 10:51:23 AM

Dear Robert,

This email is in response to the attached Highway 37 Corridor Improvement Plan. The Bay Area Ridge Trail Council works to plan, promote and sustain a connected hiking, cycling, and equestrian trail on the ridgelines around San Francisco Bay—linking people, parks and open space for today and future generations. The success of the Ridge Trail relies on successful regional and local trail connections throughout the region. The Bay Trail connection along Highway 37 is one of these critical trail connections for the Ridge Trail, Delta Trail and Vine Trail.

The Ridge Trail Council feels that the five alternatives shown in the plan do not address pedestrian and bicycle access in a sufficient manner. For example, none of the options accommodate pedestrians and the majority do not separate bicyclists from the 55+ mph vehicular traffic.

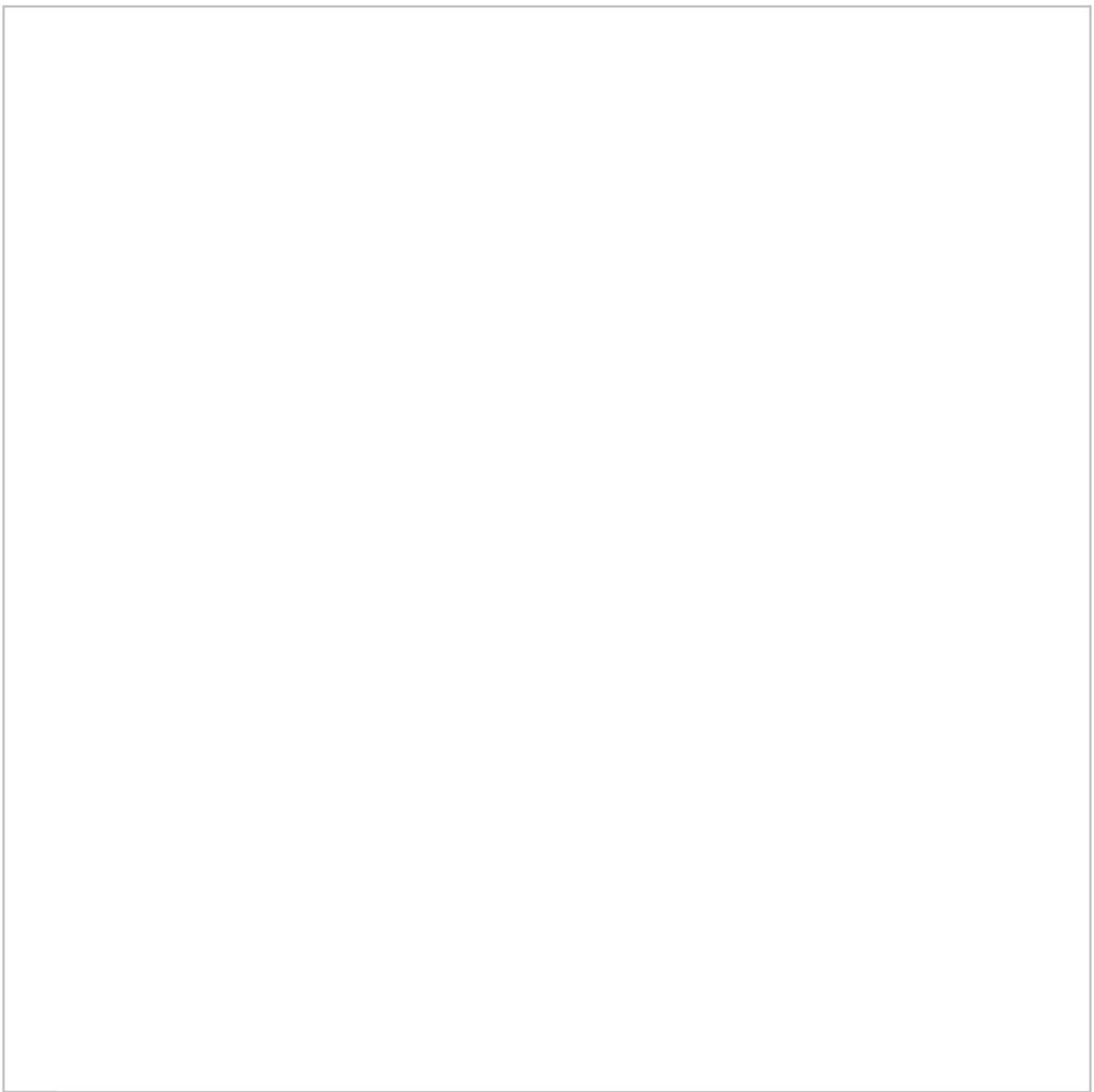
The Ridge Trail Council advocates for a Class 1, fully separated multi-use path that accommodates both bicycles and pedestrians as a baseline with additional opportunities for robust public access tiering off of whatever roadway facility is ultimately chosen.

Thank you for your time and consideration of our comments.
Liz

--

Liz Westbrook
Trail Director
Bay Area Ridge Trail Council
1007 General Kennedy Ave. #3
San Francisco, CA 94129
[415-561-2595 x 202](tel:415-561-2595)
www.ridgetrail.org

[Preview attachment Draft Hwy 37 Corridor Improvement Plan.pdf](#)



[Draft Hwy 37 Corridor Improvement Plan.pdf](#)
[2.9 MB](#)



Marin Audubon Society

P.O. BOX 599 | MILL VALLEY, CA 94942-0599 | MARINAUDUBON.ORG

October 16, 2017

rguerrero@sta.ca.gov

Robert Guerrero . Senior Planner
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

RE: Comments on State Route 37

Dear Mr. Guerrero:

The Marin Audubon Society writes in support of the letter sent by the Baylands Group on the *Draft State Route 37 Transportation and Sea Level Rise Corridor Improvement Plan*. We have one recommendation in addition to the comments made by the Baylands group in their October 16 letter. Our recommendation is that an alternative which avoids impacts to the aquatic ecosystem of the Highway 37 area be considered and evaluated before alternatives involving mitigation are considered.

The preferred mitigation in the CEQA is avoidance. In compliance with that guidance, MTC should first consider alternatives that would avoid adverse ecosystem impacts. Only after avoidance is determined to be infeasible should alternatives that would minimize and/or replace wetlands on or off-site, or through a bank be considered. We note also that both the Federal 404 Guidelines and the San Francisco Bay Regional Water Quality Control Board require an Alternatives Analysis which also must demonstrate that there is no practicable alternative which would have less environmental impact on the aquatic ecosystem.

Thank you for considering our recommendation.

Sincerely,



Barbara Salzman
President



October 13, 2017

Mr. Robert Guerrero
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Subject: SR 37 Transportation and Sea Level Rise Corridor Improvement Plan

Dear Mr. Guerrero:

Thank you for the opportunity to comment on the above-referenced document. As you are aware, the San Francisco Bay Trail is a planned 500-mile walking and cycling trail around the entire San Francisco Bay running through all nine Bay Area counties and 47 cities. 354 miles are currently in place, serving millions of residents and visitors alike as they use the trail to connect between neighborhoods, schools, transit, jobs, shopping, parks and to the unique bay shoreline. The mission and goal of the Bay Trail is a Class I, fully separated multi-use pathway located adjacent to the shoreline.

The current planned Bay Trail alignment in the North Bay is within the Highway 37 corridor, and Bay Trail staff have been involved in the various discussions and planning efforts—the UC Davis study and the current Highway 37 Policy Group—since their respective inceptions. We are pleased to see the amount of focus and attention that is being paid to this vital transportation corridor in the light of sea level rise and increasing traffic congestion, however, we are concerned that the needs of the Bay Trail and the non-motorized users it serves are not adequately accommodated in the discussion or documents to date. Our main concerns are as follows:

- Safety—All options need full barrier protection for non-motorized users
- Pedestrians must be accommodated
- That a complete and continuous multi-use pathway is a baseline element of any alternative and moves through planning, environmental review, design, permitting and construction in tandem.

Page 19 of the current Draft Highway 37 Corridor Improvement Plan portion of the Design Alternatives Analysis (DAA) states:

“There are various options to constructing a raised segment B that accommodate multi-modal transportation operations and SLR resiliency while minimizing environmental impacts and construction costs.

- An option of providing a 12’ barrier separated Class IV bicycle facility on the roadway connecting to the Class I bicycle facility on the Bay Trail.”

It is unclear what “Class I bicycle facility on the Bay Trail” is being referenced here, but it is important to note that of the examples that follow on pages 25 and 26, only two of the five propose a barrier, three propose a rumble strip as separation from high-speed traffic, and not a single alternative proposes to accommodate pedestrians.

Bay Trail Project comments to date have repeatedly stated that regardless of what entity ultimately owns and operates this facility, inclusion of Class I, fully separated multi-use pathway along the entire length of the project is of paramount importance and must be and remain a baseline element of the project. It is important to note that the current condition in Segment B on Highway 37 is a 12’ travel lane, a 2’ rumble strip, and a 6’ shoulder from which bicycles are not currently prohibited. And yet bicycles are exceedingly rare on any part of Highway 37 because it is **simply too dangerous**. Three of the proposed design alternatives do little more than add a few additional feet to the current condition.



The Bay Trail alignment in the Highway 37 Corridor. Dashed lines are planned segments, solid lines are existing segments.

The options shown that include a barrier do not illustrate an inviting condition. While understood that these are concept level plans, it is imperative that plans for Highway 37 include the following from the outset:

- **Minimum pathway width** of 12' clear with two 2' shoulders. Current shown is an 8' wide two-way bicycle only path with 2' shoulders.
- **Positive barrier** separating traffic from multi-use path, designed to protect pathway from debris while also allowing visual penetration.
- **Robust safety analysis**—which side for path? Wind, pollution, debris, must be evaluated
- Routine **maintenance** and repair of facility must be incorporated into project
- High quality **connections** to existing and future segments of Bay Trail such as Port Sonoma, Sonoma Baylands, Sears Point, Tubbs/Tolay loop trail, Skaggs Island, White Slough Path, Wilson Avenue, the Vallejo Waterfront and ferry, and the Napa Valley Vine Trail and other important local destinations must be included and well designed.
- **Scenic viewing/resting areas**, including access down to ground level boardwalk platforms with interpretive displays must be baseline elements of the project.
- **Pathway lighting** to allow nighttime use
- **Tolling**—the Bay Trail is and must remain **free** and accessible to the public at all times.
- **Design** will be of particular importance due to the length of the facility. The East Span Bay Bridge represents good bike/ped design. Yolo Causeway on Highway 80 near Sacramento is poorly conceived and executed.
- **All aspects of the pathway**—planning, designing, permitting, funding, construction—**must move forward together.**

We encourage the designers to ride and walk on existing bridges with adjacent Bay Trail facilities (Golden Gate, Carquinez, Benicia- Martinez, Dumbarton, East Span Bay Bridge, and, in 2018, the Richmond-San Rafael Bridge) to understand the users perspective. Bike/ped facilities added to a bridge or other existing facility as an afterthought are usually of poor quality and provide an unpleasant user experience, whereas facilities like the East Span of the Bay Bridge with an 11'-12' foot breakdown lane separating the pathway from traffic are much more enjoyable. Integrated design for vehicles, the environment, and non-motorized users is the key to success for this important, large scale project.

The importance of including the most robust version of bicycle and pedestrian facilities in the planning phases cannot be overstated. Some have noted over the past few years of discussion that the Bay Trail could be placed on the levees that may remain in place below an elevated structure, should that alternative move forward. While such an approach could provide value for a time, the underlying, fundamental reason for tackling the monumental Highway 37 challenge is that the current levees and roadways are being overtaken by sea level rise.

Therefore, any scenario that leaves the Bay Trail below the future roadway structure either leads to a discontinuous trail or requires a massive parallel effort to build an entirely separate continuous trail off of the roadway.

As the DAA moves to the next phase of more detailed design consideration, please ensure that bicycles and pedestrians are accommodated with the items listed above incorporated into any and all alternatives. Additionally, any near and mid-term projects to address traffic and/or SLR on Highway 37 should seek opportunities to advance the Bay Trail. The Sonoma County Regional Parks Department should be consulted regarding current efforts to connect the Sears Point Bay Trail (currently ending near the Hwy 121/37 intersection) to the Tubbs/Tolay Bay Trail. Several short-term fixes are proposed for the 37/121 and SMART Rail intersection, and opportunities to advance the goals of the Bay Trail, Sonoma County Regional Parks, and the traveling public should not be missed.

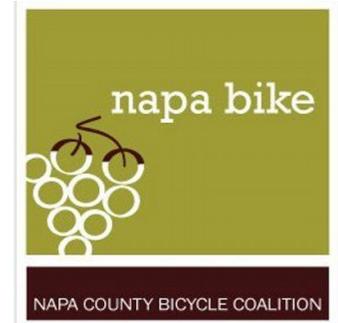
The Bay Trail has resolutions of support from all 47 cities it passes through and enjoys a deep base of support from elected officials at all levels. Now is the time to ensure that meaningful, desirable accommodation for the non-motorized public is included in our planning efforts, not merely the minimum required by Deputy Directive 64. This regional, multi-disciplinary effort represents a brilliant-if-challenging opportunity to design world-class public access, environmental restoration, and adaptive roadway design all in one. Now is the time to be visionary.

Thank you again for the opportunity to be a part of this exciting and important project. I can be reached at (415) 820-7909 or by e-mail at mgaffney@bayareametro.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Maureen Gaffney', with a long horizontal flourish extending to the right.

Maureen Gaffney
Principal Planner
San Francisco Bay Trail Project



October 13, 2017

Mr. Robert Guerrero
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

SR 37 Transportation and Sea Level Rise Corridor Improvement Plan

Dear Mr. Guerrero:

The Marin, Sonoma, and Napa County Bicycle Coalitions appreciate the opportunity to provide input on the SR 37 Transportation and Sea Level Rise Corridor Improvement Plan. Our organizations work to promote safe bicycling for transportation and recreation.

The North Bay is celebrated for its picturesque cycling opportunities in spite of limited access to its baylands and east-west connectivity between counties. Given the increasing adoption of e-bikes, which greatly expand the reach of bicycles for a broader population, the desire to choose active transportation for utilitarian or recreational purposes will continue to grow. Most people, however, will choose to bike only if facilities are designed in a safe and inviting manner.

Investments along the Highway 37 corridor present a unique opportunity to address these needs and enable people to access and enjoy the North Bay's shoreline and wetlands. It is a key 19-mile stretch in the long-planned 500-mile San Francisco Bay Trail and would provide a needed east-west connection between a number of regionally-significant multi-use pathways that are existing or planned, including the North-South Greenway/SMART Pathway, Petaluma River Trail, and Napa Vine Trail.

We appreciate the steps being taken to address the corridor's worsening traffic congestion and threat of sea level rise, but are troubled by the lack of consideration given to those who would use the corridor by foot or bike. Our recommendations are as follows:

- 1. Provide a physically separated, continuous multi-use pathway that accommodates people travelling by foot and bike. In order for the corridor's multi-use pathway to meet its potential as a world-class facility, we urge the agencies to 1) expand access to include those travelling by foot and 2) design it in a manner that is safe and appealing. On the latter, it's crucial that the pathway is physically separated and protected from vehicular traffic. The use of rumblestrips as a buffer between people bicycling and heavy traffic travelling 50+ MPH is unacceptable.**
- 2. The multi-use pathway described above should be included as a baseline element of the project. This multi-use pathway should be planned, designed, permitted, funded, and built in lockstep with the rest of the project.**
- 3. The multi-use pathway must connect seamlessly with other regional and local bicycle and pedestrian networks. As noted above, a multi-use pathway along the Highway 37 corridor has the potential to connect to a number of existing and planned pathways. These connections should be prioritized as the design process advances.**

As the project moves forward, please ensure that near, mid, and long-term improvements for the corridor advance the recommendations listed above with the underlying goal of creating a corridor that is safe and inviting for people travelling by foot and bike.

If improved as recommended above, the corridor would become an incredible recreational asset for the region. Please take advantage of this once-in-a-lifetime opportunity to deliver a project that enables people to actively and safely enjoy the North Bay's shoreline, connects our counties, and serves the larger vision of completing the Bay Trail.

Respectfully Submitted,

**Bjorn Gripenburg
Policy & Planning Director
Marin County Bicycle Coalition**

**Alisha O'Loughlin
Executive Director
Sonoma County Bicycle Coalition**

**Patrick Band
Executive Director
Napa County Bicycle Coalition**



SONOMA COUNTY TRANSPORTATION & LAND USE COALITION

October 13, 2017

David Rabbitt, Chair
State Route 37 Policy Committee
525 Administration Drive, Room 100
Santa Rosa, CA 95403

Via email

Re: State Route-37 – Comment on Kimley/Horn Corridor Improvement Plan

Dear Mr. Rabbitt:

On behalf of the Sonoma County Transportation and Land Use Coalition, I submit the attached comments and observations concerning the Draft Corridor Improvement Plan that has been submitted by the consultants, Kimley/Horn. We commend the consultant for presenting a plan that highlights the need for immediate, low-cost improvements to increase the capacity of the 2-lane stretch of highway, particularly with respect to the Sears Point intersection of SR-37 and SR-121. However, we are concerned that the Draft Plan does not explore the steps needed to encourage car-pooling, vanpools, and to extend public transportation services to the corridor.

Our Coalition has promoted improvements in public transportation and the protection of open space in Sonoma County since 1991. We thank you and members of the Policy Committee for your deliberative approach to the congestion and sea level rise issues in this Corridor. We urge you develop a plan that addresses all of these issues. Thank you again for your attention to this matter. If you have inquiries concerning our recommendations, please contact our Advocacy Chair, Steve Birdlebough (707) 576-6632 scbaffirm@gmail.com.

Sincerely,

Willard Richards, Chair

cc: Sonoma County: Susan Gorin, Jake Mackenzie, Suzanne Smith
Solano County: Jim Spering, Erin Hannigan, Bob Sampayan, Daryl Halls
Napa County: Alfredo Pedroza, Belia Ramos, Leon Garcia, Kate Miller
Marin County: Judy Arnold, Damon Connolly, Stephanie Moulton-Peters,
Dianne Steinhauser
MTC: Kevin Chen

COMMENTS ON THE SEPTEMBER, 2017 DRAFT SR-37 CORRIDOR PLAN

Page 3, line 6 "... and critical habitat would be lost." **Revise or delete.** The relationship between habitat and permanent roadway closure due to sea level rise is complex, and would develop over many years. The environmental effects of inundation events would largely precede any final closure of the highway, and are not described further in the plan document.

Page 4, Traffic Congestion, lines 3-4 "No transit opportunities are available along the study corridor to offset vehicular demand." **Revise** this sentence to state that no concerted efforts have yet been taken to encourage car-pools, establish van-pools, or provide bus, ferry, or rail service connecting the Interstate 80 and US 101 Corridors.

Page 15, lines 3-4 "... rail transit, ferry alternatives ... were evaluated as possible strategies to retreat and it was determined that none of these are feasible standalone strategies" **Revise** to state that rail, and ferry options may be important within the next three decades and should be studied further. No public transportation system ever stands alone. The region is best served when transit systems and roadways support one another.

Pages 15 - 17, Rail Alternative. **Revise** to recommend further study. The "Rail Alternative" is described as a potential replacement for SR-37, when in fact it would supplement the roadway, particularly if population along the I-80 corridor continues to grow. To the extent that rail service could provide an option for people who commute from the City of Sonoma and the I-80 corridor to the US-101 corridor, it would reduce traffic on SR-37. These factors merit ongoing evaluation, and should not be dismissed. The estimated costs of various approaches to establishment of passenger rail service should be described in considerably greater detail.

Page 17, Ferry Alternative. **Revise** to recommend further study of the costs, benefits, and implementation options for various ferry alternatives that would reduce dependence on the roadway. Knowledge of these factors provides a basis for determining relative value of widening the 2-lane section of highway.

Page 17, Maintain Existing Roadway. **Revise** to call for improvement of the existing roadway in the next two or three years. In addition to the suggested lane modifications, features such as diamond lanes, lane-metering, and queue-jumping options should be evaluated to encourage use of carpools, van-pools, and to enable establishment of bus routes through the corridor.

Page 19, Raised Roadway. **Revise** to describe the current state of knowledge about the depth of bedrock along SR-37. Feasibility of the various options depends greatly on foundation conditions and on forecasts of mud compaction beneath berms. It may not be possible to proceed much further with planning until more geological information is available.

Page 20, Environmental Mitigations. **Revise** to address the potential noise, air pollution, and greenhouse gas impacts of an elevated and widened roadway.

Page 22, Exhibit 20: Study Corridor Segments. **Display all** of the railroad track locations, including the eastern segment from the bridge over the Napa River to Napa Junction.

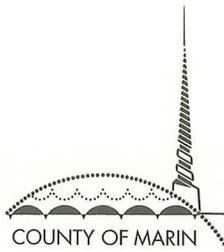
Page 22, Lane-Drop Merge at SR 121 Intersection. **Add** a description of queue-jumping options, diamond lane and lane-metering opportunities to encourage car-pools, van-pools, and to make

Page 3 of 3
October 13, 2017
Mr. David Rabbitt
Chair, State Route 37 Policy Committee

bus service along SR-37 an attractive option. Without such features, it is likely that the Express Bus Transit Service discussed on page 23 would attract fewer riders, and there would be little likelihood of reducing the proportion of single-occupant vehicles in the corridor.

Page 23, Paragraph 3: “Improve Merge and Lane Drop at Mare Island WB On-Ramp.” **Add** a description of diamond lane and lane-metering opportunities to encourage car-pools, van-pools, and to make bus service viable, as described above.

Pages 23-24, Express Bus Transit Service. **Revise** to include van-pool and car-pool improvements. Rather than calling for a separate study of ways to reduce reliance on single-occupant vehicles, make this a significant part of the Corridor Plan. Coordinate the Corridor Plan with Climate Action Planning by the four counties.



DEPARTMENT OF PUBLIC WORKS

Quality, Excellence, Innovation

Raul M. Rojas
DIRECTOR

October 13, 2017

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Kevin Chen, MTC
Bay Area Metro Center
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San Francisco, CA 94105

RE: Draft State Route 37 Transportation and Sea Level Rise Corridor Improvement Plan

Accounting

Airport

Building Maintenance

Capital Projects

Certified Unified Program
Agency (CUPA)

Communications
Maintenance

County Garage

Disability Access

Engineering & Survey

Flood Control &
Water Resources

Land Development

Purchasing

Real Estate

Reprographic Services

Road Maintenance

Stormwater Program

Transportation &
Traffic Operations

Waste Management

Thank you for the opportunity to review the draft State Route 37 Corridor Improvement Plan released last month. We at the Marin County Flood Control and Water Conservation District (District) and Marin County Watershed Program have reviewed the draft, and with TAM's support, our comments are as follows:

Pages 3 and 6, 7 (3 places) - There are several instances where language reads that a section of SR 37 is "protected by levees." Protect, by definition, implies that the levee owners are shielding the highway from harm or injury. It seems more accurate to say that the highway was constructed at an elevation that is below many high tides and that the original construction relied on a variety of existing levees and berms not owned by Caltrans to keep the roadway dry under most conditions. "Reliance" is used on Page 6, which seems a more accurate term than "protected". It should also be noted that this reliance is generally not based on any formal relationship between Caltrans and the levee owners. Care should be taken to distinguish the District-maintained flood control levees from Caltrans levees or other existing levees and/or berms.

It is important to note that the existing levee/berm network along Novato Creek, especially those segments downstream of the SR 37 crossing, predate the highway's construction (see USGS Quadrangle Map, Petaluma River, 1914). It is not clear if the original highway design analyzed flood protection provided by existing levee/berms along Novato Creek, especially those south of the highway alignment. The Marin County Flood Control & Water Conservation District (MCFCWD) is not aware of an explicit acknowledgement or agreement that the Novato Creek levee/berms, both upstream and downstream of the highway alignment, would be maintained and operated to provide such protection. The primary use of the lands south of SR37 and downstream of highway is for

irrigation reclamation/treated wastewater discharge with associated and complimentary agricultural uses (crop production and livestock grazing).

Page 3 states that Segment A is the most vulnerable to SLR – then provides the reasoning that it relies on levees for flood control. SLR is tied to daily tidal inundation, which is different than flood control, which is typically focused around rainfall events. Care should be taken to distinguish riverine flooding from inundation due to sea level rise.

Pages 3 and 7 - The emergency work that Caltrans performed should be more explicitly described in the Plan. Page 3 - To what elevation was the roadway raised? Page 7 - How long was the segment of roadway that was raised? It should clarify that only a short segment was raised. Page 7 indicates that Caltrans used “funds to address the flooding.” To “address” implies that the flooding issue is resolved. It may be more accurate to say that they used funds to “reduce the occurrence of flooding.”

Page 7 - Exhibit 5 is difficult to read and to pull out the information about where exactly the weak links are.

Page 14 – Traffic is also displaced to Atherton Avenue when SR 37 is closed at Novato Creek. There is no capacity on that two lane road for SR 37 traffic.

Page 16 - Exhibit 15. Sears Point/Infineon Raceway is north of SR 37; on this map the marker is south. And the train segment should be labeled Amtrak only (not Capital Corridor).

Page 17 – Please provide details for costs shown in Table 2.

Page 17 – The heading “Strategies to Protect” is followed by details on maintaining the existing roadway and operational improvements. How do they provide protection?

Page 18 - Item 2 should include the need for pump stations to move water, as gravity drainage may not work.

Page 19 – the embankment option will also likely require the need for pump stations to move water, because the roadway will function as a levee.

Page 21 - Again, it would be helpful to show and describe the weak links in more detail.

Page 21 - Table 3 reaches with “2050.” What does that imply? The text implies the DAA will identify near-term roadway and levee improvements. What are the near-term design heights?

Page 23 - Exhibit 24. For this alternative, does the traffic model account for the EB portion of the roundabout being used as a third through lane for EB 37 traffic? There is no means to preclude drivers from making such a maneuver and without signal control, it becomes like any other mixed-flow lane. Any backup on EB 37 east of this location will likely encourage this behavior which will then effectively block any movement of drivers going north on 121.

Page 24 - Include language that some levees also need to be rebuilt due to age and lack of engineered design. Simply raising the levees may not be enough. Segment B addresses the Bay Trail. Why is there no mention in Segment A? Please include an analysis of operational issues at the SR 101 interchange due to the change in westbound traffic volumes.

Page 29 - Please provide details for the Segment A Flood Protection costs.

Page 29 - Near Term Improvements Summary table: With this generic improvement it would be helpful to break this out into A1 and A2 segments or list similarly to the B segment which has project items identified for specific locations in the segment.

Page 30 – Please provide details for Segment 1 levee improvements and raised roadway costs. Please provide a basis why this work can't start in the 7-10 year timeframe.

Page 30 - Mid-to-Long-term Improvements Summary table. Similar to the Near Term table, with this generic improvement it would be helpful to break this out into A1 and A2 segments or list similarly to the B segment which has project items identified for specific locations in the segment.

Page 31 - Priority Segment. Either the heading should be changed or the first sentence truncated to state it has been identified as the priority segment for the following reasons: (and then cite the reasons). Otherwise it suggests the corridor study is primarily about capacity enhancement/congestion mitigation. Please be open to the possibility to move forward with some strategic elements in Segment A concurrent with efforts to move forward Segment B.

Sincerely,



Laurie Williams, Senior Watershed Planner

c: Nick Nguyen, TAM
Chris Blunt, City of Novato
Robert Guerrero, Solano Transportation Authority



SONOMA
COUNTY
REGIONAL
PARKS

BERT WHITAKER
DIRECTOR

2300

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sonomacountyparks.org

October 13, 2017

Robert Guerrero, STA Senior Project Manager
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, Ca 94585

Re: Draft SR 37 Transportation and Sea Level Rise Corridor Improvement
Plan (Corridor Improvement Plan)

Dear Mr. Guerrero:

Thank you for the opportunity to review and comment on Draft SR 37 Transportation and Sea Level Rise Corridor Improvement Plan (Corridor Improvement Plan). This is an important opportunity to design and improve a significant east-west recreational and transportation access for pedestrians and bicyclists along the SR37 corridor.

The Sonoma County Regional Parks Department received a grant from the Association of Bay Area Governments (ABAG) to prepare a feasibility study for the Bay Trail – Sears Point Connector which is scheduled to be completed later this month. Regional Parks hired Questa Engineering to prepare a feasibility study to close a gap in the San Francisco Bay Trail between its current terminus approximately 1,000 feet south of SR37 to the existing Bay Trail segment and trailhead at Tubbs Island. This approximately one mile “Gap” in the Bay Trail is located immediately east of the SR37-SR121 intersection in the Sonoma Raceway area (Study Segment B1).

The mission and goal of the Bay Trail is a Class I bicycle path, fully separated multi-use pathway located adjacent to the shoreline. The trail is intended to serve both bicyclists and pedestrians in a fully separated facility, available to all users, including those with mobility challenges. Existing and planned sections of the Bay Trail are within the study area of the Corridor Improvement Plan. Please include a copy of the “Existing and Planned Bay Trail” map that was on display at the public meetings but not included in the Draft Corridor Improvement Plan. A copy of trail map is attached for reference.

There are examples of projects where pedestrians and bicycles have been accommodated adjacent to a roadway such as the Carquinez Bridge Bicycle and Pedestrian Path and the Bay Bridge Trail which is part of the San Francisco Bay Trail. In both projects, a safety barrier was constructed to separate the vehicle traffic from the pedestrian/bicycle traffic.

The remaining uncompleted segments of the Bay Trail that parallels the SR37 corridor are identified below by County locations. The trail segments correspond to the study areas identified as A1, A2, and B1 on Exhibit 20 of the Corridor Improvement Plan.

S:\Planning\Special Projects\Bay Trail\Hwy 37 Project\SR 37 SLR Corridor Response.docx

Page | 1 of 4



SONOMA
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sonomacountyparks.org

Marin County and Sonoma County (Segments A1 and A2)

- 1) Between Highway 101 and Petaluma River

Sonoma County (Segment B1)

- 1) Petaluma River to Port Sonoma-Marina
- 2) Between Eliot Trail and Tubbs Island Trailhead
- 3) Between lower Tubbs Island and Sonoma Creek

For the past year, Regional Parks and Questa Engineering has been studying options for a Class I bicycle path connection between these Bay Trail segments, and has held two public workshops, including stakeholders representing US Fish and Wildlife Service, California Department of Fish and Wildlife, Caltrans, Sonoma Land Trust, SF Bay Conservation and Development Commission, Sears Point Raceway, Vallejo Flood Control and Sanitation District and others.

Completion of the Bay Trail in this area is a priority for Sonoma County as well as the greater region, and is addressed in the guiding documents of the Sonoma County, state and federal plans. At the stakeholder session, in addition to expressing support for completing this Bay Trail gap segment, concerns were expressed that there needs to be bicycle and pedestrian connections to SR121 active transportation routes, and that should a SR37 elevated causeway or raised roadway be constructed, accessible connections to the Bay Trail at Tubbs Island and at Sears Point will need to be provided.

A few key points in your Draft Corridor Improvement Plan should be revisited:

- As stated above, the Bay Trail currently ends approximately 1,000 feet south of SR37, and the Draft Corridor Improvement Plan should address the connection to the current endpoint of the trail.
- Near-term options for the SR121-SR37 intersection (pages 22-23) do not address bicycle and pedestrian facilities or connections to the Bay Trail.
- The “Potential Improvements” on Exhibit 16 (page 17) shows a proposal to increase the length of the eastbound right lane. The increased lane length would require widening of SR37 and could reduce the amount of land available to develop a proposed trailhead parking lot for the Bay Trail. Regional Parks is evaluating a trailhead parking lot at the southwest intersection of SR37 and railroad tracks.
- Many of the concepts (pages 25-26) indicate use of a Class IV bikeway along the reconstructed SR37. Class IV bikeway is intended for the exclusive use by bicyclists and no pedestrians. These options would require construction of a separate exclusive facility for pedestrian use that is not currently indicated. Some of the options being considered in the Bay Trail – Sears Point Connector Feasibility Study, such as an elevated boardwalk or floating boardwalk crossing of Toley Lagoon may be compatible with SR37 vehicle options and would

S:\Planning\Special Projects\Bay Trail\Hwy 37 Project\SR 37 SLR Corridor Response.docx

Page | 2 of 4



SONOMA
COUNTY
REGIONAL
PARKS

BERT WHITAKER
DIRECTOR

2300

County Center Drive

Suite 120A

Santa Rosa

CA 95403

Tel: 707 565-2041

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sonomacountyparks.org

provide a separate pedestrian and bicycle facility. We recommend at a minimum a Class I bicycle path with a physical barrier separating vehicle traffic on the south side of the roadway facing San Pablo Bay. This will allow trail users to enjoy and experience the views of San Pablo Bay and beyond.

- The existing and planned segments of the Bay Trail will be submerged due to sea level rise and will be inaccessible to pedestrians and bicyclists. Thus, any proposed mid-to long-term improvements to SR37 such as raised roadway or elevated causeway must include bicycle and pedestrian access along the entire length of SR37 as required by Caltrans Deputy Directive 64. The Bay Trail is a regional recreational trail but also serves as a non-motorized transportation route connecting all four counties: Marin, Sonoma, Napa, and Solano.
- Tables 4 and 5 (pages 29 and 30) should address Active Transportation components of the project, including completion of the Bay Trail.
- An elevated levee-like buttress fill option for the Bay Trail is also being considered along SR37, and could possibly be accommodated in several of the SR37 options. This may provide some sea level rise protection.
- The area immediately east of Tolay Lagoon is the Tubbs Island farmland operated by Vallejo Flood Control and Sanitation District. This area is protected from tidal action by a levee maintained by them. A sea wall and rock slope protection of the road embankment toe as shown on the preliminary sections may not be needed in this area.
- There could be several miles of SLR resilience if the buttress fill option were constructed together with the levee system maintained by Vallejo Flood Control and Sanitation District.
- A priority of the US Fish and Wildlife Service San Pablo Bay Wildlife Refuge resilience study is the enlargement of the current Highway 37-Tolay Creek culvert, to insure a better hydrologic connection between upper Tolay Creek and Tolay Lagoon. The final Corridor Improvement Plan should include this discussion.
- Pedestrian/bicycle on-off ramps to and from the Class I bicycle path (serving as the Bay Trail) should be incorporated into the SR37 improvements. The on-off ramps will enable pedestrians and bicyclists to access existing trailheads, vista points, and future park and ride lots within the SR37 corridor. The future park and ride lots can also serve as trailheads. The Carquinez Bridge Bicycle and Pedestrian Path project is an example of where public access to a vista point and parking lot was provided.

A second Bay Trail – Sears Point Connector Study stakeholder workshop is scheduled for late October, and we will forward additional comments to you regarding the feasibility study. We would also be happy to meet with you to provide a better

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Page | 3 of 4



SONOMA
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PARKS

BERT WHITAKER
DIRECTOR

understanding of the Bay Trail issues in the study area so that they can be incorporated into the Final SR37 Transportation and Sea Level Rise Corridor Improvement Plan.

Please continue to consult and coordinate with stakeholders from SCTA, ABAG, and Regional Parks on any near-term and mid-to long term solutions. Thank you for the opportunity to comment on this project. If you have any questions, please contact me at 565-3348 or by email ken.tam@sonoma-county.org

Sincerely,

Kenneth Tam
Park Planner II

Enclosure: Existing and Planned Bay Trail map

c: James Cameron, Sonoma County Transportation Authority (SCTA)
Maureen Gaffney, Association of Bay Area Governments (ABAG)
Steve Ehret, Sonoma County Regional Parks
Steven Schmitz, Sonoma County Transit, SCBPAC, CBPAC
Andrew Manalastas, Sonoma County TPW
Bjorn Gripenburg, Marin County Bicycle Coalition
Patrick Band, Napa County Bicycle Coalition
Alisha O'Laughlin, Sonoma County Bicycle Coalition
Jeff Peters, Questa Engineering

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Tel: 707 565-2041

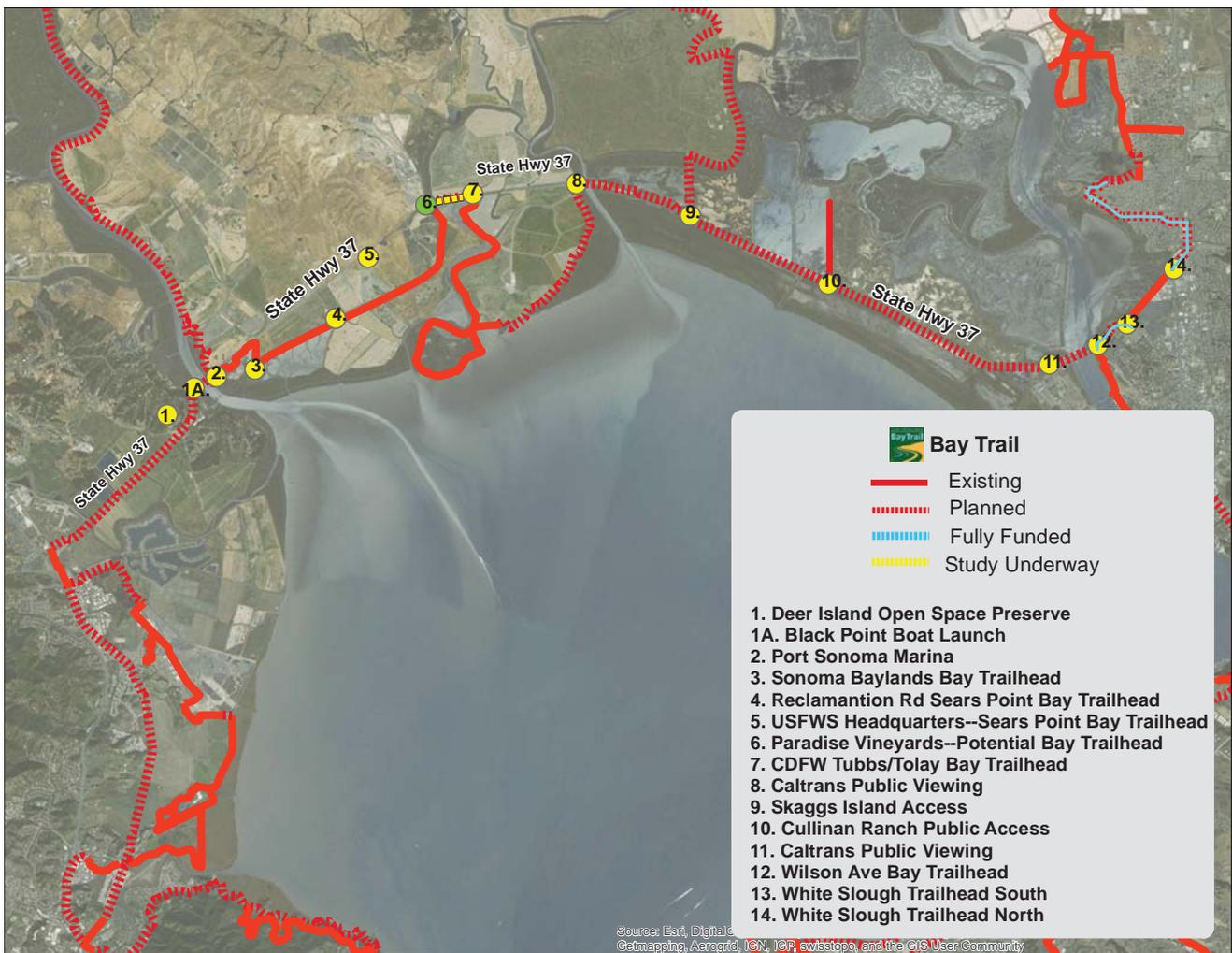
Fax: 707 579-8217

sonomacountyparks.org



Existing and Planned Bay Trail

Potential improvements to existing and planned Bay Trail along the State Route 37 corridor



Source: Bay Trail Project



SIERRA CLUB

Sierra Club Redwood Chapter
P.O.Box 466, Santa Rosa CA 95402
(707) 544-7651 -- vbrandon@lakelive.info

Sierra Club San Francisco Bay Chapter
2530 San Pablo Ave., Ste. 1, Berkeley, CA 94702
(510) 295-8798 -- itregub@gmail.com

October 13, 2017

David Rabbitt, Chair
State Route 37 Policy Committee
525 Administration Drive, Room 100
Santa Rosa, CA 95403

Via E-Mail

Re: State Route-37 – Comment on Draft Corridor Improvement Plan

Dear Mr. Rabbitt—

On behalf of the Sierra Club's Redwood and San Francisco Bay chapters, we submit the attached comments and observations concerning environmental impacts of the Draft Corridor Improvement Plan prepared by the consultants, Kimley/Horn. We appreciate that the plan recognizes the need for immediate, low-cost improvements to the existing 2-lane section of highway between Sears Point and Mare Island. However, we are concerned that the suggested early measures would fail to promote car-pooling, van-pools, and public transportation, which are essential to minimize tailpipe emissions in the corridor.

Measures such as queue jumps and lane-management signage or metering lights can encourage commuters to ride-share, and enable express buses to divert reasonable numbers of riders from single-occupant vehicles. If the lane-drops at Sears Point and Mare Island are designed to favor car-pools, van-pools and express buses over single-occupant vehicles, emissions, vehicle miles traveled, and congestion could all be limited. Experience shows that the mere addition of a traffic lane fails to erase a bottleneck for very long; usually, more people are

induced to drive alone, and peak-hour traffic delay remains as serious as before.¹ In this case, new pavement could simply move the existing morning congestion a few miles toward Novato, without shortening travel time for most drivers.

Because the SR-37 plan has a horizon beyond the year 2030, it must also begin to address the development of all modes of public transportation; it should not focus primarily on motor vehicles. Because population growth is expected to continue, the plan should also establish the foundation for ferry and rail services. Corridor planning must consider multi-modal options, especially when nearby transit systems exist, such as in Solano and Marin Counties; it should not be limited to roads alone.²

Finally, the analysis must consider whether the low-income families that currently use the highway could pay significant tolls. The effects of options to address this issue will affect the financial analysis and should not be omitted from the corridor plan.

We thank you and members of the Policy Committee for your deliberative approach to issues affecting this corridor. We understand that the consultant intends to meet with environmental groups later this month, and Sierra Club representatives hope to be able to elaborate on the wetlands, public access, air quality, and noise issues at that time. If you have questions concerning our recommendations, please contact Steve Birdlebough (707) 576-6632 scbaffirm@gmail.com or Joseph Green-Heffern (707) 207-37027 jm.greenheffern@gmail.com

Sincerely,



Victoria Brandon, Chair
Redwood Chapter



Igor Tregub, Chair
SF Bay Chapter

cc: Policy Committee members
MTC and Transportation Authority Staff

¹ See, Handy, *Increasing Highway Capacity Unlikely to reduce Congestion*
http://www.dot.ca.gov/research/researchreports/reports/2015/10-12-2015-NCST_Brief_InducedTravel_CS6_v3.pdf

² See, e.g. Transportation Research Board, *Guidebook for Corridor-Based Statewide Transportation Planning* (2010), pp. 57-59.

SIERRA CLUB COMMENTS ON THE SEPTEMBER, 2017 DRAFT SR-37 CORRIDOR PLAN

Page 3, line 6 "... and critical habitat would be lost." **Revise or delete.** The relationship between habitat and permanent roadway closure due to sea level rise is complex, and would develop over many years. The environmental effects of inundation events would largely precede any final closure of the highway, and are not described further in the plan document.

Page 4, Traffic Congestion, lines 3-4 "No transit opportunities are available along the study corridor to offset vehicular demand." **Revise** this sentence to state that no concerted efforts have yet been taken to encourage car-pools, establish van-pools, or provide bus, ferry, or rail service connecting the Interstate 80 and US 101 Corridors.

Page 15, lines 3-4 "... rail transit, ferry alternatives ... were evaluated as possible strategies to retreat and it was determined that none of these are feasible standalone strategies" **Revise** to state that rail, and ferry options may be important within the next three decades and should be studied further. No public transportation system ever stands alone. The region is best served when transit systems and roadways support one another.

Pages 15 - 17, Rail Alternative. **Revise** to recommend further study. The "Rail Alternative" is described as a potential replacement for SR-37, when in fact it would supplement the roadway, particularly if population along the I-80 corridor continues to grow. To the extent that rail service could provide an option for people who commute from the City of Sonoma and the I-80 corridor to the US-101 corridor, it would reduce traffic on SR-37. These factors merit ongoing evaluation, and should not be dismissed. The estimated costs of various approaches to establishment of passenger rail service should be described in considerably greater detail.

Page 17, Ferry Alternative. **Revise** to recommend further study of the costs, benefits, and implementation options for various ferry alternatives that would reduce dependence on the roadway. Knowledge of these factors provides a basis for determining relative value of widening the 2-lane section of highway.

Page 17, Maintain Existing Roadway. **Revise** to call for improvement of the existing roadway in the next two or three years. In addition to the suggested lane modifications, features such as diamond lanes, lane-metering, and queue-jumping options should be evaluated to encourage use of carpools, van-pools, and to enable establishment of bus routes through the corridor.

Page 19, Raised Roadway. **Revise** to describe the current state of knowledge about the depth of bedrock along SR-37. Feasibility of the various options depends greatly on foundation conditions and on forecasts of mud compaction beneath berms. It may not be possible to proceed much further with planning until more geological information including fault zones and liquefaction risk is known.

Page 20, Environmental Mitigations. **Revise** to address the potential noise, air pollution, and greenhouse gas impacts of an elevated and widened roadway.

Page 22, Exhibit 20: Study Corridor Segments. **Display all** of the railroad track locations, including the eastern segment from the bridge over the Napa River to Napa Junction.

Page 22, Lane-Drop Merge at SR 121 Intersection. **Add** a description of queue-jumping options, diamond lane and lane-metering opportunities to encourage car-pools, van-pools, and to make bus service along SR-37 an attractive option. Without such features, it is likely that the Express Bus Transit Service discussed on page 23 would attract fewer riders, and there would be little likelihood of reducing the proportion of single-occupant vehicles in the corridor.

Page 23, Paragraph 3: "Improve Merge and Lane Drop at Mare Island WB On-Ramp:" **Add** a description of diamond lane and lane-metering opportunities to encourage car-pools, van-pools, and to make bus service viable, as described above.

Pages 23-24, Express Bus Transit Service. **Revise** to include van-pool and car-pool improvements. Rather than calling for a separate study of ways to reduce reliance on single-occupant vehicles, make this a significant part of the Corridor Plan. Coordinate the Corridor Plan with Climate Action Planning by the four counties. Also, address the equity issues presented by low-income families that would not be able to afford tolls.



October 23, 2017

David Rabbitt, Chair
State Route 37 Policy Committee
525 Administration Drive, Room 100
Santa Rosa, CA 95403

Via E-mail

Re: State Route-37 – Comment on Corridor Improvement Plan

Dear Mr. Rabbitt—

On behalf of *Friends of SMART*, I submit the below comments and observations concerning the Draft Corridor Improvement Plan that has been prepared by Kimley/Horn consultants. We intended to submit these comment earlier, but were evacuated during the fires, and hope they can still be considered.

The plan properly addresses the need for immediate, relatively low-cost improvements to smooth the flow of traffic at each end of the 2-lane stretch of highway, particularly at the Sears Point intersection with SR-121. However we are concerned that the plan neglects the future mobility in the corridor that will be provided by train service, while focusing on the very slight and temporary improvement offered by an added traffic lane in the “B Segment” of the highway. Caltrans has been expanding roadway capacities for 75 years; and the verdict is in: we can't pave our way out of congestion. Added traffic lanes will attract more traffic, while moving us *away from* the important goal of reducing vehicle miles traveled.

We urge that the Plan incorporate steps to encourage car-pooling, van-pools, and public transportation that will provide better options for those using the highway during rush hours, without encouraging more solo drivers. We are especially concerned about the recommendation to drop consideration of passenger rail service in the corridor. We ask that plans for this corridor explicitly include passenger rail on the existing right-of-way. The benefits of eventual rail service need to be acknowledged, and the conditions under which passenger trains could best serve the corridor should be described.

It is now widely understood that highways tend to facilitate low-density auto-oriented neighborhoods that have burdensome infrastructure costs, while rail service permits more efficient transit oriented developments. It is also important to attend to sea level rise impacts on the tracks so that SMART and NCRA are not cut off from the national rail network. Passenger rail services linking Sonoma and Napa county cities with the I-80 and US-101 corridors are likely to be needed eventually, and SMART should be able to bring in new rolling stock and rail maintenance equipment.



Unless transit options such as bus, ferry and rail services are implemented as integral parts of the Plan, it is destined eventually to fail. It is important to consider the needs of the highway *and* rail service at the same time.

We thank you and members of the Policy Committee for your deliberative approach to the congestion and sea level rise issues in this Corridor. We urge you develop a plan that addresses all of these issues. If you have inquiries concerning our recommendations, please contact me or Steve Birdlebough (707) 576-6632 or scbaffirm@gmail.com.

Sincerely,

Jack C. Swearingen, Chair
Friends of SMART



December 20, 2017

State Route 37 Policy Committee

David Rabbitt, Chair

Re: State Route-37—Comment on Corridor Improvement Plan

Dear Chair Rabbitt and Committee Members:

Friends of SMART have revised and are hereby re-submitting our comments on the Draft State Route-37 Corridor Improvement Plan prepared by Kimley/Horn Consultants. We learned that our first submission was inadmissible because it arrived too late. (We were impacted by the October wild fires in Sonoma County.)

The Plan properly identifies a need for immediate, relatively low-cost improvements to smooth the flow of traffic at each end of the 2-lane stretch of highway, particularly at the Sears Point intersection with SR-121. Unfortunately, the Plan is overly focused on the slight and temporary improvement offered by added traffic lanes in the “B Segment” of the corridor

Added traffic lanes attract more traffic, and at the same time move us *away from* the important goal of reducing vehicle miles traveled. Caltrans has been expanding roadway capacities for 75 years, and the verdict is in: we can't pave our way out of congestion. It is now widely understood that highways tend to facilitate low-density auto-oriented development (sprawl) with burdensome infrastructure costs, while rail service permits more efficient transit oriented developments. We urge that the Plan incorporate steps to encourage car-pooling, van-pools, and public transportation that will provide better options for those using the highway during rush hours, without encouraging more solo drivers. In particular, we believe it prudent and visionary to adopt a near-term, comparatively inexpensive solution such as a moveable center divider. This will provide time to evaluate the options for a comprehensive solution.

We are especially concerned about the recommendation to drop consideration of passenger rail service in the corridor. In so doing the Plan neglects the future mobility that train service could provide in the corridor. Passenger rail services linking Sonoma and Napa county cities with the I-80 and US-101 corridors will be needed eventually, and SMART must be able to bring in new rolling stock and rail maintenance equipment. It is also important to attend to sea level rise impacts on the tracks so that SMART and NCRA are not cut off from the national rail network

We ask that plans for this corridor explicitly include passenger rail on the existing rail right-of-way. The benefits of eventual rail service need to be acknowledged, and the conditions under which passenger trains could best serve the corridor should be described.



Unless transit options such as bus, ferry and rail services are implemented as integral parts of the Plan, it is destined eventually to fail. It is important to consider the needs of the highway *and* rail service at the same time.

We thank you and members of the Policy Committee for your deliberative approach to the congestion and sea level rise issues in this Corridor. We urge you develop a plan that addresses all of these issues. If you have inquiries concerning our recommendations, please contact me or Steve Birdlebough (707) 576-6632 or scbaffirm@gmail.com.

Sincerely,

Jack C. Swearingen, Chair
Friends of SMART

Appendix A: Comment Cards and Electronic Comments



State Route 37 Improvement Plan
Novato Open House

Please share your thoughts and ideas

Date: 9/20/2017

Name: Nicholas Janusch, PhD

Address:

Comments: Thank you for organizing this information session.

It looks like a 4-lane toll road (all lanes charged) will happen. I am concerned whether the planners are considered if variable pricing toll lanes (express lanes) ~~were~~ being considered. I know from experience that a complete toll road will be publicly unpopular. ~~There may~~ it may also consider other ~~at~~ undesirable effects by ~~then~~ incentivizing drivers to other routes and increase system congestion. Please consider the idea of ~~AD~~ Express Lanes.

Along the same lines, there are immediate congestion concerns that need to be addressed, something worth considering (if enough capacity) is to create a middle reversible lane with permanent barriers on each side. This would be a zipper lane. The lane direction will depend on traffic conditions and people will be charged for the use of the lane. (I am thinking that this lane is only for segment B)*. The toll price can vary depending ~~on~~ demand and people can CHOOSE to pay to use 37 with their wallets or just with their time. This solution provides an equitable outcome and generates immediate revenue and congestion savings. Moreover, you could earmark a portion of the revenue to maintaining the local ecological system.

* I'm envisioning gates that will open and close at each end of segment B.



State Route 37 Improvement Plan
Novato Open House

Please share your thoughts and ideas for State Route 37!

Date: Sept 20, 2017

Name: Nancy OKADA

Address: 

Comments:

① Do Geotechnical survey first to find bedrock

② Consider how accidents impact the flow of traffic

③ Put money into ferry service to encourage alternative transit

④ Consider floating road way - look to Bayou states and what they do.



State Route 37 Improvement Plan
Novato Open House

Please share your thoughts and ideas for State Route 37!

Date: 9/20/17
Name: Maureen Labro
Address: 

Comments:

I am a very big fan of alternative transportation possibilities. So I would like to see more public transit, ferries etc... therefore could potentially help with road congestions.



State Route 37 Improvement Plan
Novato Open House

Please share your thoughts and ideas for State Route 37!

Date: 9/20/17
Name: STEPHANIE MOULTON - PETERS

Address: [Redacted]

Comments: PLEASE IDENTIFY AND PROTECT WILDLIFE
CORRIDORS IN THE HWY 37 PROJECT.

[Lined area for additional comments]



State Route 37 Improvement Plan

Novato Open House

Please share your thoughts and ideas for State Route 37!

Date: 9/20/17
Name: Joe Green-Heffern
Address: 

Comments:

I ~~so~~ strongly support ~~early~~ ^{timely} implementation of near-term improvements to allow time for evaluation/selection of long term solution and appropriate finance/delivery strategy.

A rush to a privatization delivery strategy would be ill advised, especially if justified as a way to meet an aggressive schedule for near-term or mid-term improvements. The public needs to be part of any long delivery model.



State Route 37 Improvement Plan
Novato Open House

Please share your thoughts and ideas for State Route 37!

Date: 09/20/17
Name: JOHN PAVON
Address: [REDACTED]

Comments:

Safety Needs to come first!

We need to Address the Area 1/2 mile
Before the East Bound traffic turn off
for Hwy. 12/Santa Rosa near point
Drivers are not following traffic laws,
signage, merging way beyond when
it is legal to merge. Please Read
my petition: "Solve Hwy. 37" Real the flag
title has some name: "Solve Hwy 37" It
was created to keep the conversation going &
show the transparent communication between
everyone that I want to talk to about
Addressing this safety issue. My solution could
be solved with as little as \$2,000.00 cost.
Some type of petition please, Caltrans, without
Caltrans has said "No" to all my offers. Yet
hundreds of people drive with me and have
signed my petition. Even Congressman
Mike Thompson agrees with me.

See Page 2
↓



State Route 37 Improvement Plan

Novato Open House

Please share your thoughts and ideas for State Route 37!

Date: 9/20/17

Name: SYLVIA BARRY

Address:

Comments:

There needs to be a solution for the congestion at 101/37/ South Novato (A) interchange.

It will be much worse with the completion of narrow opening in addition to moving the bottle neck from MARZ Island etc to ~~pt (A)~~.

101/37/ S. Novato

This goes to Freitas Parkway

09/27/2017

John Pavon-(Solve Hwy. 37)



Safety needs to come first!

We need to address the area of Hwy. 37 east bound traffic ½ mile before intersection 121/37. Drivers are not following the traffic laws, signage, merging way beyond when it is legal to merge. Some crossing the solid white line, others forcing their vehicle in front of the patently waiting bumper to bumper traffic to continue east thru the intersection headed toward 80. Because of this constant illegal late merging the patently correct awaiting traffic, now is force to wait for hours because of this constant stream of illegal late mergers who feel that they are more important then anyone else on the hwy. This has created an increase road rage, near and many accidents. I have observed Fed EX drivers, Large Semi Trucks that are tired of waiting and waiting. Paul Grant lost his wife of 25 yrs near this location she had two sons' now without a mother, because some road raged man refused to wait in line like everyone else! Paul says, this high speed driver did not even slow down. Her vehicle was totaled! This and more is the reason why, I stated "Solve Hwy. 37" a petition with over 160 people in an effort to solve this issue of illegal lane change, causing road rage, and future injury and death. See Page 2 below.

Save a Life!

SOLVE HWY. 37

Save a Life!





State Route 37 Improvement Plan
American Canyon Open House

Please share your thoughts and ideas for State Route 37!

Date: 9-27-17
Name: REBECCA ARSHAM
Address: [REDACTED]

Comments:
I am interested in what options
have been considered for public
transit. Possible a bus service
that links into ~~at~~ Golden Gate transit.



State Route 37 Improvement Plan
American Canyon Open House

Please share your thoughts and ideas for State Route 37!

Date: 9/27/17

Name: Chris Benz

Address: [Redacted]

Comments:

- Please prioritize
- 1) Preserving the function of wetlands to protect against storm surge.
 - 2) HOV lanes to incentivize carpooling, vanpooling, etc to reduce congestion
 - 3) Expanded ferry service between Vallejo & Marin.



State Route 37 Improvement Plan
American Canyon Open House

Please share your thoughts and ideas for State Route 37!

Date: 9/27/17

Name: Gavin Nugadant

Address: 

Comments:

• The commute from Solano to Marin should be partially alleviated with affordable or low income housing for the commute workers
 • a fully private road construction & operation is not in the best interests of the Public - just look at Yosemite; the venerable names taken & ransomed by the former concessionaire - Corps only see \$
 • High occupancy vehicles (HOV) just commute lanes all the way for the future - cars are not
 • light rail lines



State Route 37 Improvement Plan
American Canyon Open House

Please share your thoughts and ideas for State Route 37!

Date: 9/27/2017

Name: Savannah (Cagelo)

Address: 

Comments:

1.) Car ferries for carrying people across the bay with their cars in case they still have a way to go.
2.) Charity/fund raise for money on HWY 37 trans. to reduce traffic.



State Route 37 Improvement Plan
Vallejo Open House

Please share your thoughts and ideas for State Route 37!

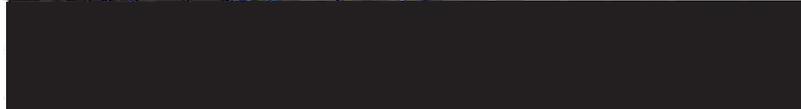
Date:

10/2/2017

Name:

Monica Brown

Address:



Comments:

1) No tolls
2) No private ownership
3) If there must be tolls; annual accounting - that the public can understand and when the project is paid off tolls go away

4) 4 lane road; bridge on Mare Island is 4 lanes - see the 5 lane to 4 lane backup on I-80 East at North Texas exit/ aka Manuel Campos

5) Build a double decker bridge; 2 lanes on top; 2 on the bottom

6) With the bridge toll increase and a toll road Solano County is being a county that will pay more than its fair share of and on.

7) No metering lights at 4 million dollars. If needed, end of project not in the middle

8) The HW 12; I-80/I-680 - take that money and do the bridge/HW 37 first - then the other project later. HW 37 needs are greater.

over →

- 9) what extra money will Marin; Napa and Sonoma pay? Bulk of traffic comes from Solano going to S.F. or HW 101.
- 10) Climate change will occur faster than predicted. Do HW 37 first; public only.



State Route 37 Improvement Plan
Vallejo Open House

Please share your thoughts and ideas for State Route 37!

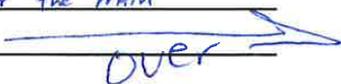
Date: 10/2/17
Name: Nathan Brammeier
Address: [Redacted]

Comments:

My concern in funding is that Vallejo/Solano county is seen as the "red-headed step child" compared to CC & Alameda counties. It's surprising to me that a 4th bore on 24 was approved for that much money when it does nothing to relieve rush hour traffic. Only counter to the commute. Meanwhile, SR 37 received no funding (or did it?). I'm assuming 24 got the money because of the affluence of CC county.

Can we use the fact that Vallejo is now the hottest housing market in the country to secure funding?

I'm sure you'll get a lot of people talking about the light at Sears Point. An alternative needs to be discussed whether an over- or underpass. That would go a long way to relieve congestion at a relatively low cost. Can this be worked on while still deciding the fate of the main stretch?



Has anyone done an economic study to figure out how much money is lost due to time spent commuting? Whether it's hours spent commuting instead of working or loss of goods/services that travel on 37, that has to add up to a significant amount. Would that also be able to be used to secure funding?

Thank you for your time!
Nathan Brammeier

Has there been any thought of adding only 1 more lane and use that as an express lane w/ direction depending on time of day? Would that help to cut costs?

I saw the projection for the interchange @ 121 is an estimated 10-20 years while Section B is 7-10 years. I get that Section B will be tolled and you can't really toll an interchange, but most people will tell you that that interchange is the biggest issue on 37. That should be the first thing worked on. It's time to get creative with funding and figure it out. I'll hold a bake sale... ☺



State Route 37 Improvement Plan
Vallejo Open House

Please share your thoughts and ideas for State Route 37!

Date: 10/2/17

Name: PHILIP SMES

Address:

Comments:

I HAVE SPENT THE LAST 30 YEARS INVOLVED WITH THE SR37 CORRIDOR. ON SEVERAL STUDIES * THE SAN FRANCISCO BAY TRAIL WAS LEFT OUT OF THE DECISION TO FLOOD THE FORMER CARGILL SALT PROPERTIES AND LEVEE REMOVAL. THIS ~~WATER~~ COULD HAVE FUNCTIONED AS A BAY TRAIL ROUTE ^{BUT} WAS LOST.

* IN THE 1990S CALTRANS COMMISSIONED A HWY 37 STUDY TO LOOK AT THE CORRIDOR. THE BAY TRAIL WAS PART OF THAT PLAN. THE CONSULTANTS WERE KORVE ENGINEERING AND ZM. ^{NO ONE HAS MENTIONED THIS}

* THE SONOMA COUNTY REGIONAL PARKS DEPT ^{WORK} CONDUCTED A FEASIBILITY STUDY OF THE BAY TRAIL CONNECTION IN 2005/06.

ANY SOLUTION TO THE CORRIDOR NEEDS TO ~~CONSIDER~~ INCLUDE A "QUALITY" BAY TRAIL EXPERIENCE.

ATTACHING A MULTI-USE PATH ON THE SIDE OF A BUSY HIGHWAY WOULD BE A LESS DESIRABLE SOLUTION.

^{THAN} THE SR37 PROJECT NEEDS TO ~~CONSIDER~~ VIEW THE INCLUSION OF A BAY TRAIL ROUTE AS AN OPPORTUNITY TO PROMOTE NON-MOTORIZED CONNECTIVITY AND A WAY FOR TOURISTS WHO ~~TO~~ COME AND SPEND TIME IN OUR COMMUNITIES TO ~~ENJOY~~ ENJOY THE BEAUTY OF THE BAY.

TOURISTS SPEND AN AVERAGE OF \$197/DAY
ON DAY TRIPS AND OVER \$400/DAY ON
OVERNIGHT STAYS.

A BEAUTIFUL, SUSTAINABLE AND QUALITY TRAIL
BIKING & HIKING EXPERIENCE WOULD BE
AN ASSET TO THE NORTH BAY.



State Route 37 Improvement Plan
Vallejo Open House

Please share your thoughts and ideas for State Route 37!

Date: 10/2/17
Name: Erik Rizzo
Address: [Redacted]

Comments: I understand that this is absolutely necessary to address the impacts of climate change. However I am very disappointed but not surprised that in order to get this done sooner rather than later that the public will need to be "tollled." Another example of a rebel + dimming the working people. the lesser of the evils seems to be the toll road where people pay for the distance travelled. I am not a fan of privatization - don't believe in turning over public goods to private for profit entities. (A hostage situation is likely to result.) A public transportation aspect must be a part of the solution. Express busway or train might be considered. Please don't increase the sales tax; yet another regressive solution along with tolls.

Thank you for giving me the opportunity to comment. The citizens of Vallejo are the least affluent of the people served along this proposed project. We already get hammered by the city fees + sales tax, the state taxes, the county taxes + the feds. We don't want one more. ER



State Route 37 Improvement Plan
Vallejo Open House

Please share your thoughts and ideas for State Route 37!

Date: Oct. 2/17

Name: Darrell Schwamm

Address:

Comments:

For now: 1) place yellow plastic dividers the last half mile between the two lanes approaching Hwy 121 heading east
2) Place 12 CHP cars to ticket those who cheat

Long term: Allow no cars during commute hour, only a commuter bus of two or three - cars only between 11 AM + 2:00 PM

OR

Create 2 lanes each way, one just for commute buses
a) park cars on Mare Island - FREE
b) Have bus at Novato to connect to Santa Rosa / San Rafael Train,arkspun Ferry, + other buses to S.F.



State Route 37 Improvement Plan
Vallejo Open House

Please share your thoughts and ideas for State Route 37!

Date: October 2, 2017
Name: Brett A. Olsen
Address: 

Comments:

This project is great and it can't get done soon enough. That said, there needs to be something done immediately. I have two suggestions for a faster temporary ease to the unreasonable back ups for the eastern direction evening commute.

1) Use some of the ample shoulder space and create a second east direction lane. There is enough room, I see cars cheating on the shoulder all the time.

2) Separate the 2 east bound lanes from Lakeville to Hwy 121 with barricade to eliminate the cheaters. When they try to re enter to lane to Vallejo they exaggerate the problem.

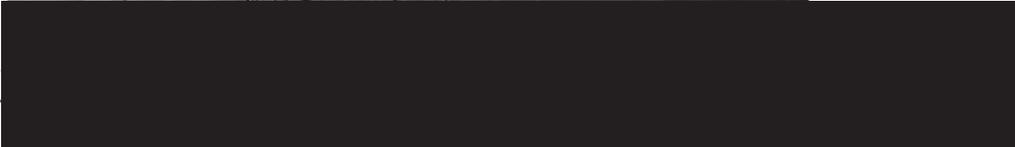


State Route 37 Improvement Plan
Vallejo Open House

Please share your thoughts and ideas for State Route 37!

Date: 10/2/2017

Name: Tom HIEMSTRA

Address: 

Comments:

IT IS TIME TO REFORM. THE HIGH EXPENSE THAT WENT ON FOR SEVERAL YEARS WITH THE U.C. DAVIS STANFORD STUDY REFLECTED THAT OVERWHELMINGLY COMMUTERS WHO ARE SUBJECTED TO HUMAN SUFFERING NEED A 4 LANE CAUSEWAY.

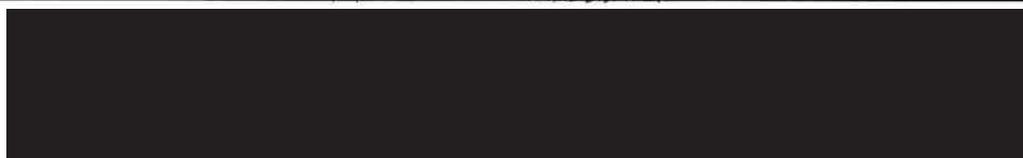
A 4 LANE CAUSEWAY NEED TO HAPPEN NOW WITH A PRIVATE COMPANY THAT DOESN'T NECESSARILY TAKE ORDERS FROM COLLUSION WITH UNION BOSSES.

PERMIT MEASURES WITH A NEGOTIATING CONTRACT THAT PROVIDES AN OPTION PURCHASE PRICE IS INTELLIGENT PLANNING.

PHASE ONE IS RESPONSIBLY CREATING A COMMUTER BYPASS THAT FREES UP TRAFFIC AT SONOMA RAILWAY. THE ~~THE~~ TRAFFIC LIGHT CAUSES PAIN PREVENTABLE CONGESTION.

TIME IS OF THE ESSENCE TO MAKE IT HAPPEN.

Tom HIEMSTRA





State Route 37 Improvement Plan
Vallejo Open House

Please share your thoughts and ideas for State Route 37!

Date: 10-2-17
Name: Mark Joseph
Address: 

Comments:

I think the project is essential for getting people, and goods around the North Bay Area.

A toll is probably the only realistic way to finance the project, but we should try to keep costs down & figure out some way to offer a tax credit for those who cannot afford the tolls.

~~Lastly~~, There should be some mitigation funds for Napa County to compensate for extra traffic thru American Canyon & Napa (29/121).

Lastly, we should include a Class I Bike/Red path parallel with the new roadway - a Class II is just not as safe & a Class I would be a great amenity for the area (Bay Trail)



State Route 37 Improvement Plan
Vallejo Open House

Please share your thoughts and ideas for State Route 37!

Date: 10/2/17

Name: Eileen van Driess

Address: [Redacted]

Comments: For the very immediate future, let's look at public transportation between Vallejo and Napa / Marin. Commuter buses and other bus services provided throughout the day. It would be wonderful to see public transportation linked ~~to~~ to include Vallejo and this portion of the Bay Area.



State Route 37 Improvement Plan
Vallejo Open House

Please share your thoughts and ideas for State Route 37!

Date: 10/2/2017
Name: Chris Harris
Address: [Redacted]

- Comments:
1. Widen #37 to 2 Lanes in Both Directions Between Mare Island Bridge and Sears Point Raceway
 2. Build 2 track Light Rail Trolley (LRV) from Novato to American Canyon Hwy 12 Junction
 3. Build 2 track Light Rail Trolley (LRV) from Fairfield to Vallejo (Down Broadway Rail Line)
 4. Make A FREE PARK & RIDE TROLLEY STATION @ Cordova / Fairfield / Sosune Area
 5. RUN a 2 track Light Rail Trolley (LRV) from Vallejo to Napa



State Route 37 Improvement Plan
Vallejo Open House

Please share your thoughts and ideas for State Route 37!

Date: 20 OCTOBER 2017
Name: JOHNNY WALLER
Address: [REDACTED]

Comments:
2000-2100 IS WAY TOO LONG. THE TRADITIONAL PUBLIC ONLY FINANCING MODEL WON'T WORK. BDM'S FINANCING DOUBLES THE COST OF PROJECTS DUE TO DEBT SERVICE.
THE ONLY VIABLE OPTION IN MY OPINION IS SOME FORM OF PUBLIC/PRIVATE FINANCING, OR JUST PRIVATE FINANCING CREATING A TOLL FACILITY. THE CORRIDOR IS A VITAL LINK IN THE NORTH BAY; THE WORKERS IN SONOMA AND MARIN COUNTY WOULD LIKELY BE GLAD TO PAY FOR IT.



State Route 37 Improvement Plan
Vallejo Open House

Please share your thoughts and ideas for State Route 37!

Date: Oct 2, 2017
Name: Barbara Feth
Address: 

Comments:

- ① Please prioritize bicycle and rail solutions to reduce the amount of car traffic.
- ② Elevate roadway and increase lanes.
- ③ Provide access from bicycle lanes to piers and levee trails for boating, birding, and hiking.



@000

Please share your thoughts and ideas for State Route 37!

Date: 10/2/2017
Name: Gina Marr-Hiemstra
Address: [Redacted]

Comments: As a commuter to upper San Rafael for employment, I am open to all innovative concepts possible for the following:

- 1) Expanding more Island access ramp to the Highway 37
- 2) creating a better way to shift traffic from a 2 lane to a one lane than in the last 22 seconds
- 3) Bringing up the 37 to a 4-lane road with a proper shoulder
- Having this as a toll road is an option
- 4) correcting the traffic light at 121 intersection (both ways) - especially 37 eastbound needs to have improved measures to deter people cutting, running the red light & jumping lanes.

Although ride-share sounds great, having a Vallejo to Larkspur ferry connection is better. People will pay.

Hopefully, this project doesn't take 10 years, we are already 5 years behind.

Thank you,
Gina Marr-Hiemstra



State Route 37 Improvement Plan
Vallejo Open House

Please share your thoughts and ideas for State Route 37!

Date: Oct 02, 2017

Name: David Belef

Address: [Redacted]

Comments: Absolutely NO Privatization !! No equity debt partnership either !! Keep any revenue in the taxpayers pockets - NOT Billboards !!

Must include class I Bike/Pedestrian access

Nothing short of that is acceptable.



State Route 37 Improvement Plan
Vallejo Open House

Please share your thoughts and ideas for State Route 37!

Date: October 2, 2017

Name: John Feltz

Address: 

Comments: ① Provide bike path ~~in~~ for transit east and west
along the highway

② elevate the roadway above the wetland

③ develop ~~new~~ hiking and walking trails north
of highway 37



State Route 37 Improvement Plan
Vallejo Open House

Please share your thoughts and ideas for State Route 37!

Date: Oct 2, 2017
Name: ROBIN LEONG
Address: 

Comments: I WORKED ON THE HWY 37 STUDY FOCUS GROUP STUDIES CHAIRED BY UC DAVIS ON CLIMATE CHANGE 50 YRS FROM NOW. (CONSIDERING HOW MUCH MONIES WILL BE SPENT ON A RAISED HWY 37 THERE SHOULD BE A COMPARISON OF COST TO REALIGN IT TO STATE ROUTE 12

IF THAT IS NOT FEASIBLE I ASK FOR A BIKE PATH WITH VIEWING AREAS TO WITNESS THE SPRING AND FALL MIGRATION OF BIRDS IT WOULD ALSO BE NICE TO SEE IF NEW SPECIES OF WATERFOWL ~~START~~ START NESTING AS IN 2017 ² REDHEADS BROOD WERE SEEN ON CULLINAN RANCH

HOPEFULLY THERE WILL BE LEVEES THAT THE SALT MARSH HARVEST MOUSE CAN MOVE NORTH TO SOUTH UNDER HWY 37 DURING THE CHANGES OF TIDES



State Route 37 Improvement Plan
Vallejo Open House

Please share your thoughts and ideas for State Route 37!

Date: _____

Name: _____

Address: _____

Comments: Robust, enjoyable, inviting
facilities for bicycles, pedestrians
and those wishing to access our
open spaces within the corridor
must be accommodated and not
as an afterthought. High quality
public access must be baseline
elements of any and all options.
Think East span Bay Bridge, not
up to Caspersway.

thanks!



State Route 37 Improvement Plan
Vallejo Open House

Please share your thoughts and ideas for State Route 37!

Date: 10/2/17

Name: Harry Englebright

Address: 

Comments: This is an opportunity to incorporate a Class II bike/peel path as part of the project to complete an important link in the Bay Trail

Multiple horizontal lines for additional comments.



State Route 37 Improvement Plan
Vallejo Open House

Please share your thoughts and ideas for State Route 37!

Date: 10/2/17

Name: Kathy Kerridge

Address: [Redacted]

Comments: We need to put in a ferry service from Vallejo to Suisun immediately to relieve congestion. There can then be a connecting bus to the train.

We should immediately make 37 a 3 lane, + have a transit only lane in the middle lane going with the community. There have buses that go both north + south to numerous connections. Make them free to alleviate congestion.

Get ~~rid~~ current rail line back for a commuter train.

~~Start~~ Start raising low points now with a bridge with idea of eventually making it a bridge the whole way.



State Route 37 Improvement Plan
Vallejo Open House

Please share your thoughts and ideas for State Route 37!

Date: 10-24-17

Name: Jana Parn

Address: 

Comments: Safety needs to come first!

1/2 mile west of 121/37 needs to

be taken a closer look, people are

behaving badly, Road Rage people are

waiting in line while others are using the

left turn lane for a passing lane, please

go to "Save Hwy 37" sign my petition

Read the Blog following the petition.

This was a great meeting 45 people showed up!

Thank you for your good work! JP



State Route 37 Improvement Plan
Vallejo Open House

Please share your thoughts and ideas for State Route 37!

Date: October 2, 2017
Name: Amanda Cundiff
Address: 

Comments: Thank you for hosting this event to collect community feedback.

I am very concerned & hopeful that there will be public transit between Marin and Vallejo. I personally would use it at least 5x/week. I don't want to drive my car to work, but currently I have no other choice.

I would like to see the floating 4-lane bridge option explored more thoroughly. I understand it would be more expensive, but the benefits to the estuary/wetland - and therefore, our SF Bay economy - would be huge.

I AM ABSOLUTELY OPPOSED to privatization of the highway.

I am in favor of tolls. Drivers should pay for their highway usage. Tolls help pay the costs while also making public transit more affordable by comparison.

Thank you!

Oh - also, we need a network of bike & walking paths in Vallejo, & these could be partly funded by Greenhouse gas Reduction Funding grants from Cal Resources Agency (Green Infrastructure Grants).

If you widen Highway 37 to 4 lanes btw Sears Point and Mare Island, YOU MUST - absolutely must - make the ~~se~~ left lanes HOV lanes so that carpools and public transit buses can truly be express. Thank you.



State Route 37 Improvement Plan
Vallejo Open House

Please share your thoughts and ideas for State Route 37!

Date: October 2nd, 2017
Name: Richard L. BURNETT
Address: 

Comments:

Highway 37 is a MAJOR THOROUGHFARE linking the four North Bay counties. It is vital that the various stakeholders (citizens) who regularly use this state highway have the best possible solution as soon as possible. On the regional level, the proposed RMB funding option (which is supposed to be on the ballot) could be an immediate funding source to help with the initial feasibility studies for planning purposes. Long-term, state legislators in Sacramento should be alerted to the immediate concerns and possible solutions.



State Route 37 Improvement Plan
Vallejo Open House

Please share your thoughts and ideas for State Route 37!

Date: 10/2/17

Name: TERI SHORE

Address:

Comments:

The following alternatives + issues must be addressed in Corridor Improvement Plan:

ALTERNATIVES:

- 1) No project - use all funding to invest in public transit, transit alternatives and incentives to create homes + jobs near transit. Don't rebuild SR.
- 2) Transit - Rail, bus, express bus, ferry (except no ferry in Pt. Sanoma), new transit alternatives, vans, carpool, carshare - 100% investment. ~~Also rebuild~~
- 3) Full VMT analysis + mitigation
- 4) Bridge, including floating bridge
- 5) Full growth including impacts analysis
- 6) Full funding for Bay Trail connectivity.
- 7) Conservation Easement over all of South Point Parkway as mitigation
- 8) No development at raceway
- 9) Pacific Flyway interpretative stations, trails, funding
- 10) Focus on flooding hot spots first
more to come!



State Route 37 Improvement Plan
Sonoma Open House

Please share your thoughts and ideas for State Route 37!

Date: 9-28-2017
Name: Sue + Bob Vargas
Address: 

Comments:

Make improvement of Hwy 37
the #1 State Hwy Improvement Project.

Start with improving interchange
of Hwy 37 and Hwy 121

Do as many short term improvements ASAP.

Elevated Highway seems like the best
long range and environmentally
sound alternative

Not doing anything is leading to
dangerous driving and more
fatal accidents.

Look at Rail service too.

Besides commuters, the Commercial truck
going from Hwy 101 to Interstate 80
delivers goods which benefit everyone!

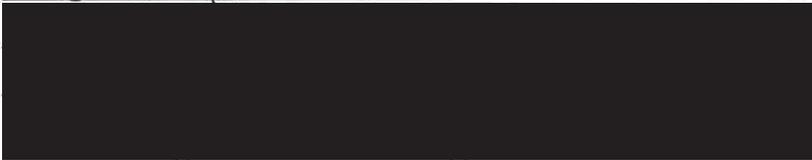


State Route 37 Improvement Plan
Sonoma Open House

Please share your thoughts and ideas for State Route 37!

Date: Sept 28 2017

Name: Georgene Bonovich

Address: 

Comments:

Thank you for holding this meeting. I was very lucky to see it mentioned on Facebook yesterday. Would it be possible to send email communications?

I welcome the short term improvements at the intersection of 121/37 and hope the Caltrans improvements near the Petaluma River keep that portion of the road open.

Please bring better public transportation options to Sonoma. We have practically nothing here, even though we pay for the improvements elsewhere. Please, bring Smart here. Or at least, provide shuttles to Petaluma.



State Route 37 Improvement Plan
Sonoma Open House

Please share your thoughts and ideas for State Route 37!

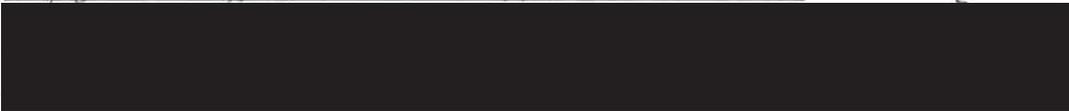
Date:

9/28/17

Name:

STEVE BIRDLEBOUGH

Address:



Comments:

PLEASE SHOW THE RAILROAD'S EAST
LOCATION ON THE DISPLAY - BRAZOS
BRIDGE TO NARS JUNCTION -

PLEASE NOTIFY ME OF THE OCTOBER
MEETING WITH ENVIRONMENTAL GROUPS.



State Route 37 Improvement Plan
Sonoma Open House

Please share your thoughts and ideas for State Route 37!

Date: 9/28/17
 Name: ROGER BRAY
 Address: 

Comments: NEAR TERM:

0 FUND SMALL PROJECTS TO IMPROVE COMMUTE TIMES WHILE WAITING FOR EIR/STUDIES/\$

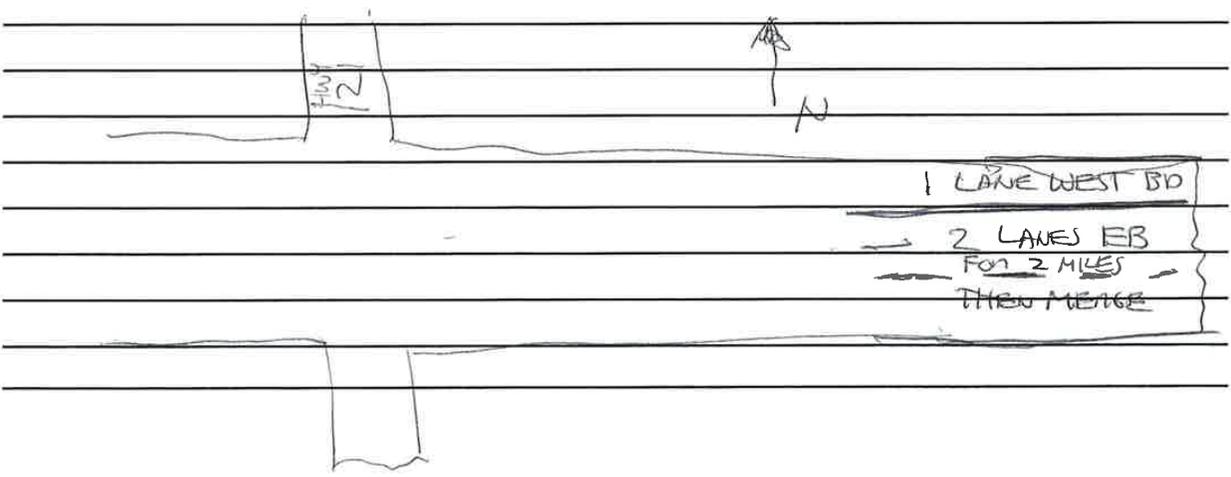
PROJECTS THAT WOULD HELP (SHORT TERM) 1-4 years

1) ~~WIDEN~~ LENGTHEN LEFT TURN LANE EASTBOUND

② LAKEVILLE ROAD (1/8 MILE) TO ALLOW MORE TRAFFIC TO EXIT ② LAKEVILLE

2) ~~CHANGE~~ CHANGE CURRENT CONFIGURATION OF HWY 37 PAST SEARS POINT. EXTEND 2 LANES EASTBOUND FOR APPROXIMATELY 2 MILES. THIS WOULD ALLEVIATE TRAFFIC STALLING BACK TO ATHLETIC ~~ROAD~~ ~~ROAD~~ ON MOST NIGHTS. (SEE DETAIL BELOW)

3) ACTIVATE ~~RAIL~~ PASSENGER RAIL SERVICE FROM NAPA-SONOMA JUNCTION TO ALLOW MOVEMENT OF COMMUTERS INTO MARIPOSA COUNTY AND INTEGRATE WITH SMART SYSTEM.





State Route 37 Improvement Plan
Sonoma Open House

Please share your thoughts and ideas for State Route 37!

Date: 09-28-17

Name: John Pavan

Address: [REDACTED]

Comments: I Feel "SAfety Needs to come first"
I have been trying to get a section $\frac{1}{2}$
on the EAST side of 12/37 split intersection
over 160 people agree with me.
People are Behaving Badly through Way Bayon.
When it is safe to merge sometimes crossing
a solid white line to force their way into
the right lane to go to take a Hwy 50.

I am told that my solution would cost less
than \$2,000 and take less than 2wks to do
place plastic divider on that left turn lane
preventing people from cutting in line ahead of
traffic. "Road rage" is the best description of
the problem. "Caltrans Blames CHP" CHP Blames
Caltrans, "It never ends how the group
"Does not seem to care" they want to take
several years to create an intersection instead of
an intersection. That is long time people
may die for your lack of action taking
something now.

This is all I am concerned about!



State Route 37 Improvement Plan
Sonoma Open House

Please share your thoughts and ideas for State Route 37!

Date: 9/28/17

Name: Kat Kubal

Address: [Redacted]

Comments: I would like to voice my support for
SMART train to come along the Hwy 37
Corridor



State Route 37 Improvement Plan
Sonoma Open House

Please share your thoughts and ideas for State Route 37!

Date: 9/28/2017

Name: Michael Orme

Address: 

Comments:

- CHARGE TOLL FEE
- WIDEN LANES



State Route 37 Improvement Plan
Novato Open House

Please share your thoughts and ideas

Date: 9/20/2017
Name: Nicholas Janusch, PhD
Address: [Redacted]

Comments: Thank you for organizing this information session. It looks like a 4-lane toll road (all lanes charged) will happen. I am concerned whether the planners are considered if variable pricing toll lanes (express lanes) ~~were~~ being considered. I know from experience that a complete toll road will be publicly unpopular. ~~There may~~ it may also consider other ~~and~~ undesirable effects by ~~then~~ incentivizing drivers to other routes and increase system congestion. Please consider the idea of ~~NO~~ Express Lanes.

Along the same lines, there are immediate congestion concerns that need to be addressed. something worth considering (if enough capacity) is to create a middle reversible lane with permanent barriers on each side. This would be a zipper lane. The lane direction will depend on traffic conditions and people will be charged for the use of the lane. (I am thinking that this lane is only for segment B)*. The toll price can vary depending on demand and people can CHOOSE to pay to use 37 with their wallets or just with their time. This solution provides an equitable outcome and generates immediate revenue and congestion savings. Moreover, you could earmark a portion of the revenue to maintaining the local ecological system.

* I'm envisioning gates that will open and close at each end of segment B.

From: Amber Falconer
To: [REDACTED]
Subject: [REDACTED]
Date: [REDACTED]

Hello,

I am a regular commuter, Bay Area driver and native to the Bay Area as well. My thoughts below:

121/37 intersection:

Traffic going to Sonoma via 121 on EB 37 sits behind late merging vehicles. Making both EB 37 lanes dedicated to going to Vallejo/Mare Island until immediately before the light at 121 will worsen traffic conditions and make getting to Sonoma even worse. In addition it will increase traffic congestion on Lakeville Hwy as this alternate route becomes increasingly used.

Ideally, the road would be partitioned prior to the crest of the hill with a barrier to separate the traffic going EB to Vallejo/Mare Island from the traffic turning north into 121 to Sonoma. If possible, the change from 1 lane to 2 lanes EB before the crest of the hill would also be an improvement.

Round about is a TERRIBLE idea. They have merit but not in a high traffic intersection like this one. Has anyone actually looked at how many failed roundabouts have been installed in the Bay Area? And accidents?

Shifting the EB 37 merge to east of the railroad tracks would likely help.

If a bike lane is going to go on the section from 121 to Mare Island it has to be behind a barrier. It's too long of a stretch and susceptible to too many varying light conditions to be safe for bicyclists. However, bike lanes SIGNIFICANTLY drive up construction costs (as we've all seen on 101). Where is the evidence of need, usage and interest for this that would validate the cost? And considering the costs, why is it not listed as an option, instead of automatically included? After all we're talking about putting the burden of these changes on the tax payers and road users in the form of taxes and tolls and there is a high percentage of lower income/working class drivers that can't afford these costs. Why wouldn't a SMART Train option be considered instead of a bike lane for those 10 feet?

Thank you,
Amber



SR 37 Open House summary

INTRODUCTION

Between September 20th and October 2nd 2017, Caltrans, the Metropolitan Transportation Commission (MTC), the Transportation Authority of Marin (TAM), the Sonoma County Transportation Authority (SCTA), the Napa County Transportation Authority (NCTA) and the Solano Transportation Authority (STA) conducted a series of 4 open houses to inform the public about the State Route 37 Improvement Plan. The attendance at the open houses ranged from approximately 30 to about 100 members of the public. Staff and management from Caltrans, MTC and the four transportations authorities were in attendance, as well as elected officials from the local counties and cities. The event details for each open house can be found in table 1.

Table 1. Event Details

City	Date	Location	Attendees (sign-ins)	Comment Cards	Elected officials present
Novato	Sept 20 6pm-8pm	The Key Room	26	7	- Damon Connolly, District 1 Supervisor, Marin County - Judy Arnold, District 5 Supervisor, Marin County
American Canyon	Sept 27 6pm-8pm	American Canyon Council Chambers	20	5	- Leon Garcia, Mayor of American Canyon
Sonoma	Sept 28 6pm-8pm	Sonoma Veterans Memorial Building	29	7	- David Rabbitt, District 2 Supervisor, Sonoma County - Susan Gorin, District 1 Supervisor, Sonoma County - Jake Mackenzie, Mayor of Rohnert Park
Vallejo	Oct 2 6pm-8pm	Vallejo Naval and Historical Museum	72	24	- Bob Sampayan, Mayor of Vallejo



Open House Objectives and Format

The objectives of the Open House were to:

- Inform residents about the status of efforts to reduce traffic congestion and respond to climate change on SR 37;
- Highlight key takeaways from studies conducted to date, including high level results from the affordability analysis;
- Provide an opportunity for participants to share their issues and concerns regarding the corridor, and
- Inform residents about upcoming opportunities to receive information and provide input.

The events followed an “open house” format, where participants browsed through the information provided at 7 thematic stations at their own pace. Staff was positioned at each station to provide information, answer questions, and collect feedback. The topics covered by the informational boards included:

- Process Overview
- Traffic Concerns
- Environmental Concerns
- Potential Short-Term Improvements
- Potential Mid- to Long-Term Improvements
- Potential Financing Options
- Existing and Planned Bay Trail

Media Coverage:

All four events received media coverage from local newspapers and TV stations. Local media coverage included the following articles and TV stories:

- Vallejo Times Herald: <http://www.timesheraldonline.com/general-news/20171003/dozens-fill-vallejo-museum-to-discuss-possible-highway-37-improvements>
- Fairfield Daily Republic: <http://www.dailyrepublic.com/solano-news/vallejo/the-week-ahead-highway-37-plans-topic-of-vallejo-open-house/>
- Sonoma Index Tribune: <http://www.sonomanews.com/news/7468672-181/agencies-host-hwy-37-informational>
- San Francisco Chronicle: <http://www.sfchronicle.com/opinion/article/Rebuild-State-Route-37-to-address-sea-level-rise-12219708.php>
- Marin IJ: <http://www.marinij.com/general-news/20170921/highway-37-marin-officials-seek-solutions-for-flood-prone-road>
- KRON 4: <http://kron4.com/2017/09/20/video-toll-proposed-on-highway-37-in-the-north-bay-for-rebuilding-road/>
- Marin IJ: <http://www.marinij.com/general-news/20170920/live-updates-highway-37-improvements-planning-meeting-6-pm>



PUBLIC COMMENTS

All event attendees were invited to submit comment cards to share their concerns and ideas about the project with the team. Below is a summary of the written comments received during the open houses. The summary is intended to illustrate the variety of comments received and key takeaways include the most frequently mentioned concerns. The attached appendix includes a scan of all of the comments received.

Key takeaways:

- **Short-Term Improvements:** Many respondents insisted on the urgency of implementing the short-term improvements proposed to relieve congestion along the corridor.
- **Expand alternatives to driving:** Expanding road capacity will not achieve a long-term solution; many travelers are seeking more transportation options including all forms of public transportation, bicycling, and walking.
- **Public Transit Options:** Many comments showed strong support for providing public transit options between Vallejo and Marin, often citing ferry services, and express bus services.
- **SMART train extension:** Several comments expressed the need to place a higher priority on considering rail as an option. Extending the SMART train and using existing rail should be more prominently considered.
- **Bicycle and Pedestrian Access:** Creating a quality bicycle and pedestrian path along the corridor with access to open space was a top priority for many commenters.
- **SR 37 & SR 121 Intersection:** The Sears Point intersection was identified by many as the top priority for congestion relief along the corridor, with several respondents offering solutions such as extending the merge length east of the intersection or installing permanent barriers between the east-bound lanes west of the intersection.
- **Opposition to full privatization:** Several comments expressed strong opposition to the privatization of the road, however very few respondents were opposed to the tolling options.
- **Four-lane expansion:** Many comments showed support for expanding Segment B to 4-lanes, many of which suggesting the additional lanes should be HOV lanes.
- **Growing needs of freight:** Though comments were limited, goods movement needs and potential alternatives need to be considered.

Marin Open House Comment Summary:

- Suggests consideration of variable pricing toll lanes (express lanes). Need to study undesirable effects of tolling, such as increasing overall system congestion. Suggests creating a middle reversible lane for segment B with varying toll price.
- Suggests doing a geotechnical survey to find bedrock, investing in ferry service, and considering floating roadway (like Bayou states).
- Encourages alternative transportation options, specifically public transit and ferries.
- Supports the protection of wildlife corridors in the project area.
- Strongly supports implementation of near-term improvements to allow sufficient time for selection of long-term strategy.
- Safety should be prioritized along the corridor: the east bound lane reduction and merge before Sears Point needs to be improved for safety by adding permanent lane partitions.
- Insists on the need to lessen congestion at the 101/37 interchange.

Napa Open House Comment Summary:

- Suggests further consideration of public transit options, especially bus service.
- Supports preserving the function of wetlands, creating HOV lanes and an expanded ferry service between Vallejo and Marin.
- Suggests increasing the production of affordable housing in Marin to alleviate traffic; opposed to a fully private road; strongly supports the creation of HOV lanes, consider rail options.
- Suggests car ferries to relieve congestion and offer a first and last mile option.

Sonoma Open House Comment Summary:

- Prioritize HWY 121 interchange and all short-term improvements, supports elevated highway option and suggests looking into rail service, consider the freight usage of road.
- Supports short-term improvements at 121/37 intersection, encourages more public transit options especially expanding smart.
- Supports short-term improvements, especially lengthening left turn lane eastbound at Lakeville road, extend 2 lanes eastbound past sears point for 2 miles, and activate passenger rail service to integrate with smart system.
- Support for smart train expansion along SR37 to Vallejo.
- Supports toll road and widening of lanes.

Solano Open House Comment Summary:

- Opposed to tolls and private ownership of road; supports 4-lane road expansion as double-decker bridge, HWY 37 should be prioritized because of the urgency of climate change.
- SR 37 needs to be prioritized; the Sears Point intersection needs to be improved in the short-term, the economic impact of the congestion needs to be studied, suggests adding a reversible lane to segment B.



- Suggests looking at Caltrans' 1990 study of SR 37 and the Sonoma County Regional Parks Department's Bay Trail feasibility study from 2005/2006. Insists on including the creation of a "quality" Bay Trail along the corridor to attract tourists.
- Opposed to tolling but recognizes the urgency of the situation; if tolling is inevitable preference for a toll road. Strongly opposed to full privatization, in favor of a public transit option.
- Concerned about the cost to senior citizens on fixed incomes.
- Suggests adding permanent barriers between lanes on eastbound 37 before the 121 intersections in the short term, and prohibiting cars altogether in the long-term to make room for buses.
- Suggests creating a 2nd eastbound lane with the shoulder room and adding permanent barriers to separate eastbound lanes before the 121 junction.
- Strong support for a 4-lane causeway to be built urgently, and for improvements at the 121 intersection.
- Supports toll option as only realistic way to get project underway, and is in favor of creating a bike/ped path along the route.
- Encourages looking at public transit between Vallejo and Marin, such as a commuter bus.
- Supports widening segment B to 4 lanes, suggests building light rail tracks from Novato to HWY 12 junction, from Fairfield to Vallejo, and from Vallejo to Napa, with a free park and ride stations.
- Supports a public/private finance option, as only viable solution for the corridor.
- Supports bicycle and rail solutions to ease traffic and provide access to piers and levee trails; also supports elevated roadway and increased lanes.
- Priority issues along the corridor are: Mare Island access ramp, merge from 2 to 1 lane, elevate and expand number of lanes, correct 121 intersection. Also in favor of tolling and providing ferry service.
- Strong opposition to privatization, and strong support for Class 1 Bike lanes.
- Supports creating a bike path along the corridor, elevating the roadway and developing hiking trails.
- Suggests considering realignment to SR12 and adding bike paths with viewing areas.
- Supports enjoyable bicycle and pedestrian facilities along the route, with better access to open space (mentions the east span of the bay bridge as a good example).
- Supports creating a Class 1 bike/ped path.
- Supports a ferry service from Vallejo to Larkspur, which connects to the SMART train.
- Strong support for the creation of a public transit option between Vallejo and Marin, as well as exploring a floating 4-lane bridge option with HOV lanes. In favor of tolling but strongly opposed to privatization.
- Suggests using RM3 funding for initial feasibility studies and alerting state legislators of the urgency of the project.
- Suggests considering the no project option and putting all funds towards public transit and home creation near jobs, would like to see a full VMT analysis and growth inducing impact analysis, recommends consideration of a floating bridge option, supports Bay Trail project.

Summary of Comments Received Electronically:

- The needs of cyclists need to be prioritized along the corridor.



- Recommends partitioning the road prior to the crest of the hill with a barrier to separate the traffic going EB to Vallejo/Mare Island from the traffic turning north into 121 to Sonoma. Prefers funding SMART train extension than a bike lane.
- Advocates for a Class 1 fully separated multi-use path that accommodates both bicycles and pedestrians.

Comments specific to the Draft Corridor Plan

Comments specific to the draft Corridor Plan were submitted by the following organizations and agencies, the full comments are provided in Appendix B:

- Marin County, Department of Public Works
- SR 37 – Baylands Group
- Greenbelt Alliance
- Bay Area Ridge Trail Council
- Marin Audubon Society
- San Francisco Bay Trail
- The Marin, Sonoma, and Napa County Bicycle Coalitions
- Sonoma County Transportation and Land Use Coalition
- Friends of SMART
- Sonoma County Regional Parks
- Sierra Club

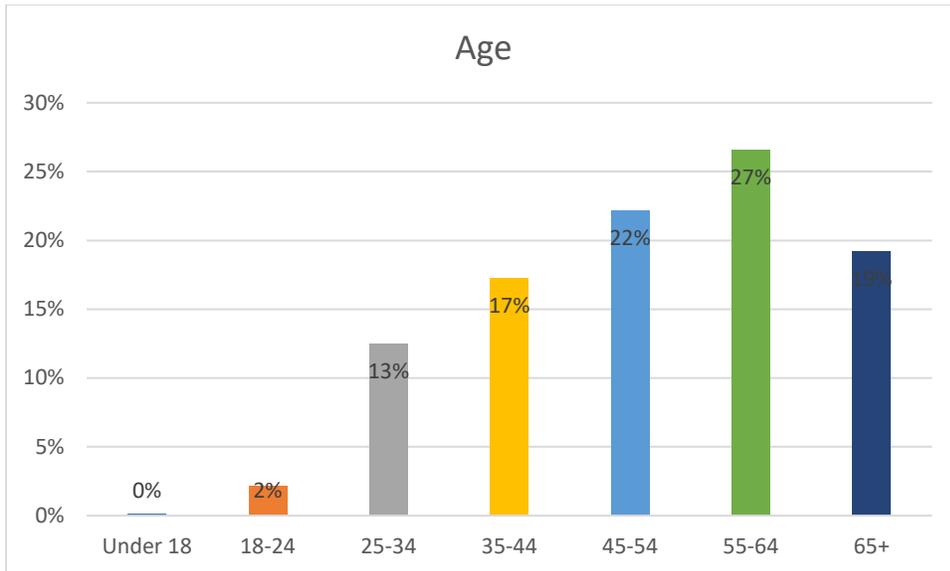
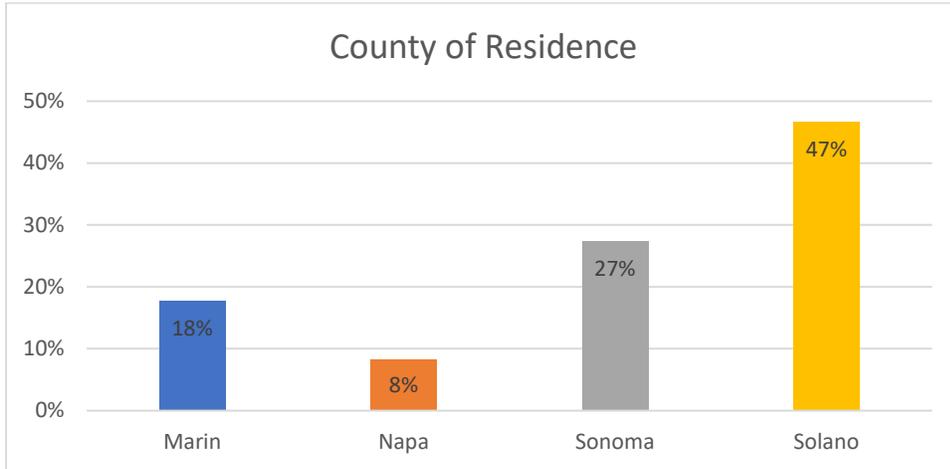


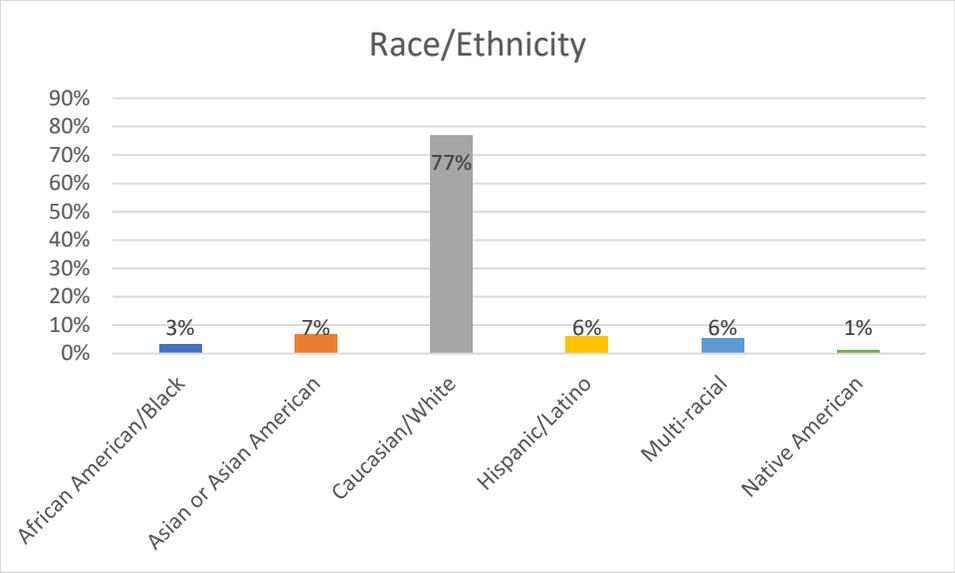
SR 37 Survey Report

December 15, 2017

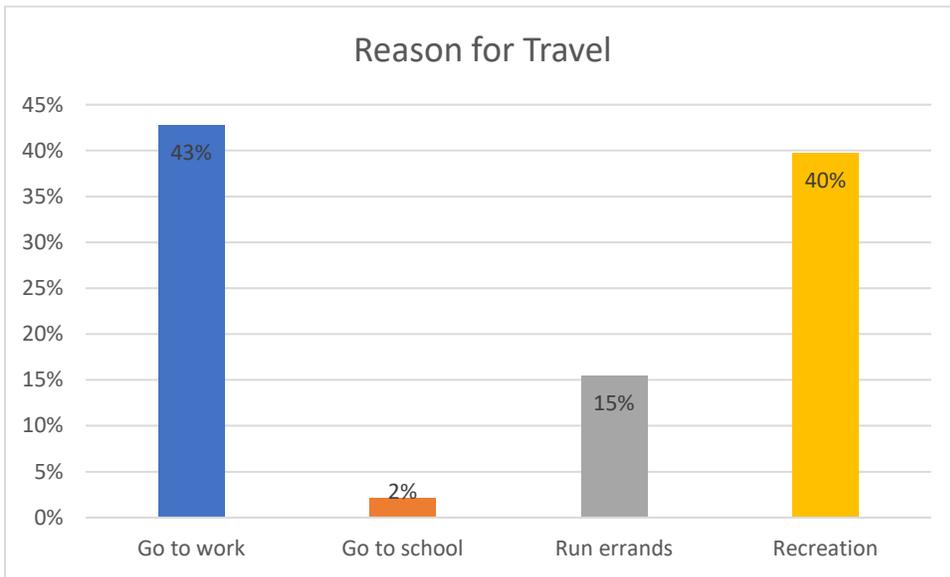
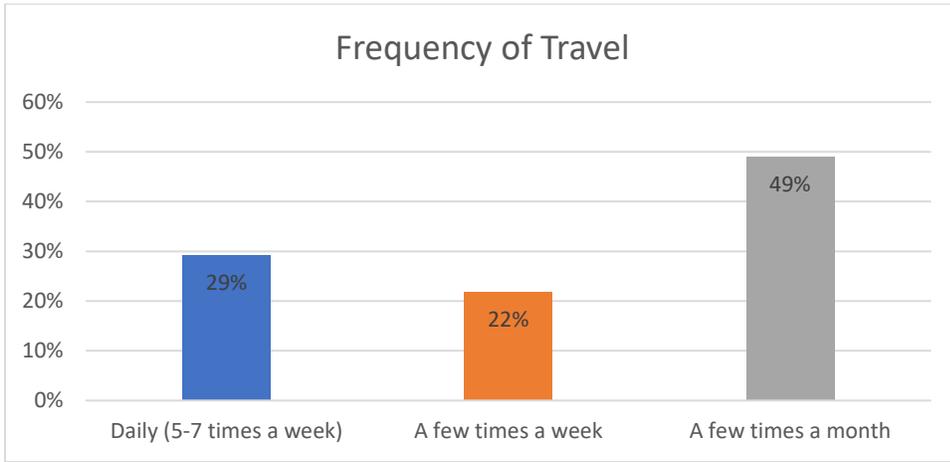
Total respondents as of 12/15/17: 1700

DEMOGRAPHICS





PRELIMINARY RESULTS



Map questions

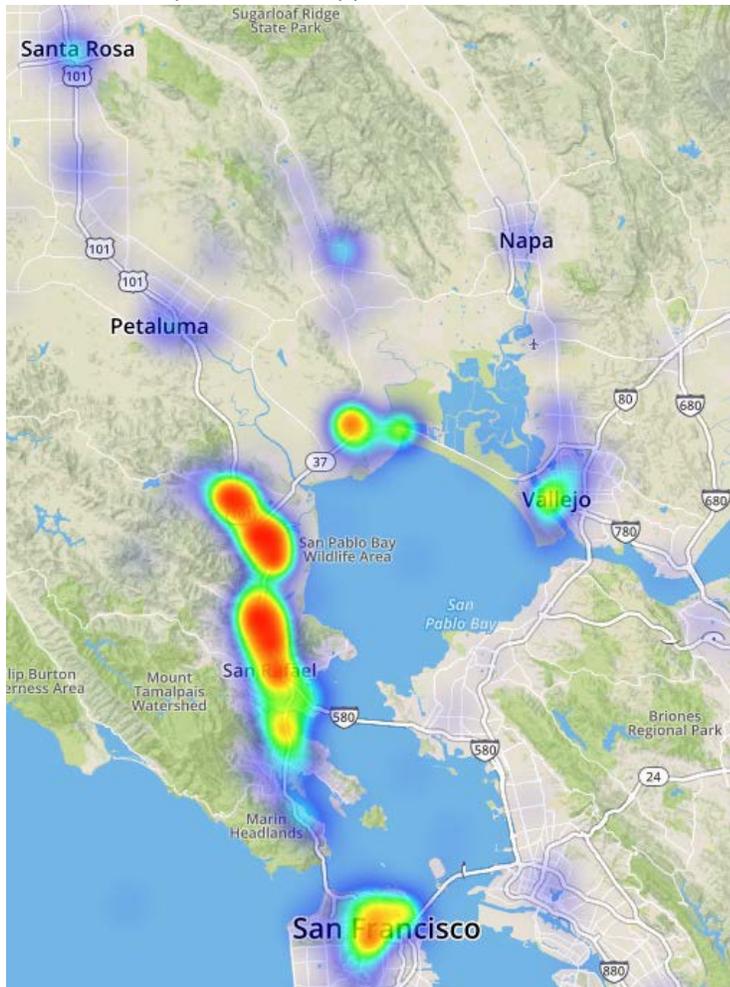
Where are improvements needed?

A total of 2548 pins were dropped on the map.



Where do you work?

A total of 718 pins were dropped.



Where is home?

A total of 1031 pins were dropped.

