

RESILIENTSR37



Seeking Long-Term Flooding and Traffic Solutions between US 101-SR 121

Becoming Resilient Against Sea Level Rise includes Marsh Wetland Restoration

Marshland restoration measures reduce wave energy and hydrologic connectivity under the roadway and allow flood waters to pass efficiently, while enhancing the health of the surrounding ecosystem.

Many portions of Highway 37's 21-mile vital regional transportation link are vulnerable to flood-related closures and chronic traffic congestion. An **Ultimate Resilient Sea Level Rise, Design Alternatives Assessment** is focused on Highway 37 within Marin and Sonoma counties, specifically between U.S. 101 and Highway 121. Strong storm events test Novato Creek's and Petaluma River's banks, especially during high tide when waters overflow the banks and managed levees and make

Highway 37 impassable. With the onset of climate change, the San Francisco Bay is projected to rise higher, resulting in more frequent and severe flooding in the future. Long-term solutions are needed. The future of Highway 37 requires designing a roadway to meet the challenges of rising tides, serves growing transportation needs, and provides opportunities for bicyclists, pedestrians, transit, and carpool options.

The focus of this Design Alternatives Assessment is to explore the long-term purpose and needs, then develop and evaluate potential long-range solutions along Highway 37 between US 101 and Highway 121. This process builds upon information collected from previous studies as well as consultation with environmental and regulatory specialists. The long-term solutions need to address transportation needs, including commuters,

tourists, transit riders, bicyclists, and pedestrians. In short – it includes YOU! The solutions explored for Marin and Sonoma will be incorporated into the corridor-wide solutions that are currently under development. **Get involved in planning Highway 37: resilient, reliable, safer and built to last for all travelers!**

The Development and Evaluation of a Long-Term Solution Alternatives Needs Your Input



Complete the Survey to Help Plan 37:
www.Resilient37.org/Questionnaire

- Should the Highway be realigned to a new location?
- How should bicycle, pedestrian, and transit options be included?
- What matters in evaluating and comparing the selection of long-term solutions?

How High Should the Highway 37 be Built?

The level of the San Francisco Bay could rise five to seven feet by 2100 under high greenhouse gas emission scenarios, according to 2018 projections by the California Ocean Protection Council. With high tides during a large storm, this translates into the need to raise Highway 37 by at least 20 feet.

Once the range of alternatives are developed with your input, then, the Design Alternatives Assessment will evaluate how the alternatives compare against each other. Evaluation can include measuring impacts on adjacent lands, habitats, noise or many other factors. Once the evaluation is complete, the study will advance a set of alternatives and make recommendations for an action plan on how reasonable alternatives for the area between US 101 and Highway 121 might be phased, funded, and implemented given competing regional and statewide priorities.

Is English your second language? We can help. Request assistance by calling 415.778.6757 and allow three days for response.

¿El inglés es tu segundo idioma? Podemos ayudar. Solicitar asistencia llamando al 415.778.6757 y permitir tres días para la respuesta.

Ang Ingles ba ang pangalawang wika mo? Makakatulong tayo. Humiling ng tulong sa pamamagitan ng pagtawag sa 415.778.6757 at payagan ang tatlong araw para sa tugon.



ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS