Appendix C: Public Engagement Summary

Introduction

The Metropolitan Transportation Commission (MTC), California Department of Transportation (Caltrans), and transportation agencies for Marin, Napa, Solano and Sonoma counties are collective referred to as ‘One Team’ for the long-term solution planning of State Route 37 (SR 37). The motto for this long-range planning process is “One Corridor, One Team, Many Solutions”. The future of this critical transportation corridor demands finding solutions to chronic traffic congestion and periodic flooding due to raising tides. But it will also require balancing transportation needs with protecting and enhancing sensitive marshland habitats. Planning a long-term solution presents an opportunity to provide future bicycle, pedestrian, transit and carpool options. One Team has collaborated to gather stakeholder and public input on the Project purpose, important considerations in evaluating the Project and the range of alternatives that should be considered during this long-range planning process.

Public Outreach Efforts

During the Spring 2021 Public Outreach effort, there were three studies concerning SR 37 long-range planning efforts seeking public input. These were:

- The Congestion Management Comprehensive Plan
- The SR 37 Ultimate Sea Level Rise Resilient Design Alternative Analysis, US 101 to SR 121
- The Planning and Environmental Linkage

While each study has unique objectives, they all overlapped in the need to gather public input on the long-term vision for SR 37 corridor. For this reason, many of the public outreach efforts were highly collaborative. From approximately April through late June 2021, the One Team engaged the public through the development of:

- Public announcements
- Virtual public meetings
- Creation of a unified website highlighting all the planning efforts www.resilient37.org
- Interactive Corridor Mapping Tool: State Route 37 Public Comment Web App (arcgis.com)
- Questionnaire: Highway 37 between US Highway 101 to Interstate 80 Questionnaire Survey (surveymonkey.com)
- Established Project email (StateRoute37@dot.ca.gov) and Project phone line (510) 286-1204

A copy of the Resilient37.org and each of web-posted materials are provided in Attachment 2 to this document. All posted materials were translated into Spanish and Tagalog languages or the electronic platform offered a language selection option for persons accessing via the computer. Notifications announcing Project information, public meeting dates and interest in receiving public input were sent through an email blasts through each of the agency partner’s distribution lists, posted on social media and highlighted in the Sears Point Raceway electronic sign.

The following outreach channels were used to promote the public engagement:

- TAM, SCTA, NVTA, and STA websites
- TAM, SCTA, NVTA, and STA commissions’ mailing lists
- SR 37 Facebook page
- Caltrans SR 37 website
- E-blasts to the SR 37 mailing list and TAM, SCTA, NVTA, and STA distribution lists
Targeted communications with local Cities to send notices out to their distribution lists

Two public meetings were held:

- Senators Mike McGuire & Bill Dodd host a Town Hall Meeting: Thursday, April 15 6–7:30 p.m.
- A Corridor-wide Planning and Environmental Linkages Public Meeting: Wednesday, May 26 5:30–7:30 p.m.

This remainder of this public outreach provides a summary of information obtained through each of the information gathering efforts, beginning with public meetings, the interactive corridor mapping tool and the questionnaire. While persons were provided an opportunity to email or phone to verbalize their inputs, at the time of this summary, no emails had been provided – only one phone call, the transcript of which is attached this summary document.

Public Meetings:

In-persons public meetings were avoided to respect California’s efforts to reduce the spread of COVID-19 and the associated stay-at home order and limit gathering. This summary is limited to two public meetings that were arranged and orchestrated specifically for the three planning efforts, however MTC, Caltrans and representative elected officials from the four north San Francisco Bay Counties hold a SR 37 Executive Steering Committee meetings that are also open to the public. Periodic presentations on the planning studies are offered and the committee opens these agenda items for public comment.

Townhall Meeting, April 15, 2021

Meeting Venue: The townhall meeting was streamed through the Zoom virtual-meeting platform application as well as links provided in Facebook and YouTube. Meeting invitations were posted through email notifications, posting on the SR 37 Project website Resilient37.org and notifications via Senators McGuire and Dodd’s websites and distribution channels.

Meeting Format: The meeting began with salutations from both senators and welcome from the Caltrans District 4 Director, Dina El-Tawansy. The meeting provided an overview of current work underway, status of interim projects under study to relieve traffic congestion and short-term flood protection strategies. A video about the SR 37 corridor described the need for longer-term solutions to address ultimate threats of sea level rise, interests in alternative modes and public access for bicycles and pedestrians. Following the video, Senators introduced a number of representative council members from each of the north San Francisco Bay counties as well as Caltrans representatives who would assist in responding to public comments and questions. A recording of the meeting is available via: Video Gallery | Senator Mike McGuire (ca.gov) or Highway 37 Town Hall - YouTube. To date the Facebook post has been view 2,300 times and the YouTube version has been viewed 876 times, in addition to those who attended the live presentation.

Public input: Fewer than 40 comments were received via Project email and the Senator McGuire’s office during the public meeting. These comments were read aloud and responded to by representative panelists. Several comments were combined when they listed common themes. Issues that were raised and discussed included:

- Inclusion of rail along SR 37
- Process for notifying property owners during or prior to construction
- A need for an overpass to resolve congestion at the SR 37 and SR 121 intersection
Corridor-wide Planning and Environmental Linkages Public Meeting

Meeting Venue: The meeting was streamed through the Zoom virtual-meeting platform application. Meeting invitations were posted through email notifications sent out by the One Team partner agencies, posting on the SR 37 Project website Resilient37.org and an electronic notification on the Variable Message Sign owned by the Sears Point Raceway located at the corner of SR 121 and SR 37.

Meeting Format: The meeting began with instructions on how to interact via the zoom platform and welcoming statements from Senator Dodd, Executive Director at MTC, Therese McMillan, and Caltrans District 4 Director, Dina El-Tawansy. Caltrans representatives presented a series of five modules, each ending with a survey question that persons could fill out live during the public meeting. The modules consisted of:
1. Public introduction to the SR 37 PEL Study
2. Background on the SR 37 corridor
3. Draft Purpose statement and goals
4. Alternatives development and public input on conceptual alignments
5. Questions and answer opportunity with the agency panel

The presentation closed with a description of next steps for the development of the SR 37 Project development process.

Public Input: Polling questions included asking about the person’s role in the PEL effort; how did they hear of the meeting; degree of familiarity with planning processes, top issues of concern for SR 37; and what considerations should shape the range of alternatives. Comments were primarily received electronically though a question and answer function of Zoom application. Issues that were raised and discussed included:
• Inquiry about providing rail transit
• Concerns about tolling with emphasis on it being a regressive tax
• A desire to maintain access to Tubbs Island and other currently publicly accessible locations, including the Bay Trail
• A call to work with property owners in the development of alternatives
• Include consideration for how the alternative will impact traffic on SR 29 in American Canyon
• An interchange or flyover lanes are needed at SR 121
• A desire to plan for a 100-year horizon since the Project will be expensive, built it to last
• How will this project consider how SLR affects other areas of the Bay
• Include the consideration of ferry service from Marin to Vallejo
Interactive Web Mapping Tool
The Project website provides a link to an interactive web mapping tool that allows the viewer to select different data layers and provide observations, route suggestions or comments at specific geographic locations. Available data to turn on and off range from geographic and ecological data (waterbodies, habitat types, protected sensitive habitat areas) to land use features to demographic data. The map also shows the current comments so that those using the tool can see and react to previously placed comments or suggestions. Figure 1 below is a screenshot showing some of the alternative alignments and comments placed with a yellow dot on the map.

Figure 1: Screenshot of the Interactive Web Mapping tool
The Interactive Web Mapping tool has been available for commenting since April 6, 2021. Comment received through June 11 include:

- Several across San Pablo Bay alignments for consideration
- Consider allow motorcycles to use shoulders for safety purpose
- A roundabout is suggested for SR 121 intersection with SR 37
- Suggest raising the portion of SR 37 between SR 121 and Mare Island to prevent flooding
- Suggest a causeway/bridge for the entire length
- Extend lanes to address congestion on weekends
- Elevated rail tracks should be included in the structure to replace current rail row which is threatened by SLR

The following comments were located outside the SR 37 corridor noting traffic congestion on routes north of SR 37 due to diversions or traffic from SR 37. These consist of:

- Enlarge SR 116 to 4 or 6 lanes to address congestion in this area especially during work on 37
- Diverting 37 PM Peak traffic does not yield to Adobe Traffic causing back up on both Stage Gulch and Adobe
- Convert the intersection of Napa Road and Fremont Dr to a roundabout

Questionnaire
The One Team developed an online survey to collect input from a broad diversity of SR 37 users. The objective of the survey is to understand public’s perception of the major issues, important considerations in developing and evaluating alternatives, what should be integral in the future planning of SR 37 and priorities for improvements or alternatives. The survey was open to the public between April 10 and June 11th, 2021. During the two-month period, a total of 469 responders filled out approximately 77% of all questions in the survey. Of the 22 questions in the survey, five questions were follow-up questions allowing the respondent space to further explain their answers.

The Questionnaire was generally organized around the following 5 themes:
1. General Information about the Responder
2. Obstacles on SR 37 and How the Obstacles have Affected Travel Patterns
3. Interest in Multi-modal Options
4. Public Access and Wildlife Preservation
5. Evaluation and Development of Alternatives

This table lists the questions included under each theme:

<table>
<thead>
<tr>
<th>Theme</th>
<th>Survey Questions</th>
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<tbody>
<tr>
<td>General Information about the Responder</td>
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<tr>
<td>Obstacles on SR 37 and How the Obstacles have Affected Travel Patterns</td>
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<tr>
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<td></td>
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<tr>
<td>Evaluation and Development of Alternatives</td>
<td></td>
</tr>
</tbody>
</table>
| General Information about the Responder | • Please indicate your role in the Highway 37 planning.  
• Which community do you live in or nearby?  
• Where are you most frequently traveling to?  
• How often do you normally (non COVID-19 period) travel Highway 37?  
• What is the purpose(s) for your travel on Highway 37? |
| --- | --- |
| Obstacles on SR 37 and How the Obstacles have Affected Travel Patterns | • Which of the following issues (flooding, congestion, recreational, ecosystem resilience, lack of bus, rail transit or bicycle) along Highway 37 concern you?  
• Please elaborate about the issues most concerning you.  
• Over the past few years, has your travel on Highway 37 ever been limited?  
  - If yes, what was the issue(s) restricting your travel?  
• Have you tried to use other routes when Highway 37 is impeded or congested?  
  - If yes, which routes did you use?  
  - If no, please let us know why other routes are inadequate |
| Interest in Multi-modal Options | • If more modes of travel were offered along the Highway 37 corridor, which would you use?  
• If transit options were offered, what destinations are you most interested in?  
• Are you interested in bike/pedestrian paths?  
  - If yes, then what bike/pedestrian path options do you prefer? |
| Public Access and Wildlife Preservation | • Using the map above, are there access points that are underserved, hard to get to or would benefit from improved accessibility? (please list)  
• Are there areas that need to be limited from public access to ensure preservation of the wildlife and sensitive areas? |
| Evaluation and Development of Alternatives | • To evaluate alternative routes, what issues should be considered in order of priority?  
• Are there any other issues that you think should be considered in the evaluation of alternative routes? If so, please explain below.  
• Should alternative routes be considered?  
  - If you feel like an alternative route for Highway 37 would be better, please provide a suggestion.  
• To make a long-term solution a reality, the State of California would need to seek funding. Which option do you prefer (tolling, pay for express lanes, Means-based tolling or household transportation tax) |
| Other Suggestions | • Are there any other issues or suggestions you would like to be considered for the long-term Highway 37 plan? |

Attachment 2 provides the detailed answers and proportionate distribution for the responses received. When applicable, the responders were offered place to expand or include descriptive qualitative answers. These qualitative answers are included in summary format following the tabular charts and tables for the direct answers provided.
Attachment 1: Public Engagement Collateral Materials

Attached please find the following publicly distributed engagement materials in following order:

1. Resilient37.org Website
2. Announcements
3. Factsheets (English, Spanish, Tagalog Versions)
4. April 15, 2021 - Townhall PowerPoint Presentation Slides
Learn More: Frequently Asked Questions

What is the vision for highway 37?

Highway 37 is a vital stretch of roadway that connects several communities and supports economic activity. The vision for Highway 37 is to create a safe, efficient, and sustainable transportation network that meets the needs of the region.

How will my input be used?

Your input is valuable and will be considered in the development of the project. We encourage community members to provide feedback on the proposed solutions and strategies.

When can we expect these improvements?

The project team is working to identify and address the most significant challenges facing the highway. A detailed analysis of potential solutions is underway, and we will provide updates on our progress as they become available.

Learn More About the Various Planning Efforts with these Fact Sheets

- SR 37 Resilient Sea Level Rise Design Alternatives Assessment for Highway 35 to Highway 221
- Corridor-wide Planning and Environmental Impact Study
- Comprehensive Multimodal Corridor Plan

Who can participate in the planning process?

Everyone is encouraged to participate and provide their input.

Attachment Figure 1B: Resilient37.org Webpage: page 2 of 2
Announcements
Think of Highway 37 as more than just a commute! The future of this critical transportation corridor demands finding solutions to chronic traffic congestion and periodic flooding due to rising tides. It requires balancing transportation needs with protecting and enhancing sensitive marshland habitats. It also presents an opportunity to provide future bicycle, pedestrian, transit, and carpool options.

Get involved in planning Highway 37: resilient, reliable, safer and built to last for all travelers! To learn more about the planning processes and how to provide your valued input:

- **Watch this YouTube Video:** https://www.youtube.com/watch?v=3umF5VmfBu4
- **Attend a Live Virtual Meeting:** https://sd02.senate.ca.gov/video
  - Senators Mike McGuire & Bill Dodd host a Town Hall Meeting: Thursday, April 15 6–7:30 p.m.
  - Corridor-wide Planning and Environmental Linkages Public Meeting: Wednesday, May 26 5:30–7:30 p.m.
- **Take a survey/Fill out the questionnaire:** www.Resilient37.org/Questionnaire
- **Show us where you have an interest or concern:** www.Resilient37.org/SR37Map
- **Provide a comment or sign up for updates:** StateRoute37@dot.ca.gov
- **Call the Highway 37 Public Information Line:** (510) 286-1204

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


**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.
Factsheets (English, Spanish, Tagalog Versions)
A Future Highway 37 Begins with a Comprehensive Multimodal Corridor Plan

Whether you commute everyday using Highway 37 or use the roadway to view the wildlife resources, the many challenges facing Highway 37 will concern you. The Comprehensive Multimodal Corridor Plan (CMCP) is being developed in a collaborative effort between MTC, Caltrans, and the four northern Counties: Marin, Sonoma, Napa, and Solano — and they need your input. Although there are many issues facing Highway 37 sustainability — sea level rise, growing traffic needs, limited accessibility, and equity solutions in transportation options — there are also many exciting opportunities and possibilities for Highway 37. These solutions will include:

- Highway safety and congestion relief improvements
- Multimodal options including bicycle, pedestrian, and transit, as well as transit-supporting projects such as park-and-rides and bus stops
- Reconstruction to avoid flood-related closures and to meet earthquake standards
- Public Access improvements along Highway 37

This future cannot be built overnight. The CMCP will outline the short-term, medium-term, and long-term projects, strategies, and funding priorities for improvements along Highway 37. To be competitive for limited transportation funding,
the CMCP must document how the planned improvements address federal and state transportation planning objectives, including multimodal considerations, social equity, climate change, goods movement, economic development, and return on investment. To learn more about how projects can be eligible for SB-1 Solutions for Congested Corridors Program Guidelines grant funding, visit www.catc.ca.gov/programs/sb1/Solutions for Congested Corridors Program (SCCP) | CTC (ca.gov). A critical element is collecting public input on the selection, prioritization, and implementation of projects within the corridor.

It’s One Corridor – Many Solutions

Your ideas will help shape these potential solutions. The Project team has developed a survey to assist in collecting information in a focused format.

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

For more methods of engagement, visit www.Resilient37.org

Get involved in planning Highway 37: resilient, reliable, safer and built to last for all travelers!

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ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS
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,
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 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.

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ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS
State Route (SR) 37, a 21-mile vital transportation link in the region connecting four North Bay counties, is extremely vulnerable to flood-related closures due to sea level rise (SLR), and experiences a high level of congestion. Caltrans, Metropolitan Transportation Commission (MTC), and the four North Bay Area counties are partners in the Resilient SR 37 program with multiple studies addressing the corridor’s critical flooding, SLR, congestion, ecosystem connectivity, and multimodal issues. Caltrans is preparing a comprehensive long-range study to identify the best solutions to address the corridor’s deficiencies, considering the corridor’s needs, and the very high sensitivity of the area. Following the conclusion of this on-going PEL study, Caltrans will initiate the environmental review process as the California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA) lead agency.

Incorporating Past Efforts
Caltrans and its partners at MTC and the four counties of Marin, Sonoma, Napa, and Solano, have done extensive work and outreach on various aspects and areas along the SR 37 Corridor. The on-going PEL study will review this information and work with stakeholders to develop an integrated plan to inform Caltran’s future environmental...
document efforts for the long-term SR 37 corridor project.

**What will the PEL study do?**

This study builds on existing work to develop long-term alternatives addressing corridor needs. It will result in an implementation plan that allows projects to transition into a streamlined environmental review process, addressing the following items:

1. **Corridor Assessment:** assess corridor options by using previous and on-going studies and design, including consideration of environmental constraints such as sea level rise, mitigation efforts, and economic factors.

2. **Purpose and Need:** identify corridor-wide and site-specific transportation needs and decide on methods for comparing alternatives.

3. **Alternatives Development and Evaluation:** develop and evaluate potential alternatives and assess how well these meet the identified needs, including environmental concerns around SLR and the San Pablo Baylands.

4. **Implementation Plan:** develop how alternatives can be phased, funded, and implemented given competing regional and statewide priorities.

**Where can you engage?**

**Public Meetings:**

**SR 37 Website:**
https://dot.ca.gov/caltrans-near-m/e/district-4/d4-projects/d4-37-corridor-projects

**Caltrans Contact Information:**
Email: StateRoute37@dot.ca.gov
Phone: (510) 286 1204

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Una futura carretera 37 comienza con un plan integral de corredor multimodal

Ya sea que usted viaje a diario por la carretera 37 o utilice el camino para apreciar la vida silvestre, los desafíos numerosos a los que se enfrenta la carretera 37 le involucran a usted. El Plan Integral de Corredor Multimodal (CMCP) se está desarrollando en un esfuerzo de colaboración entre la MTC, Caltrans y los cuatro condados del norte: Marin, Sonoma, Napa y Solano, y necesitan su opinión. Aunque hay muchas dificultades a las que se enfrenta la sostenibilidad de la carretera 37 (aumento del nivel del mar, necesidades crecientes de tráfico, accesibilidad limitada y soluciones de equidad en las opciones de transporte) también hay muchas oportunidades y posibilidades interesantes para la carretera 37. Estas soluciones incluirán:

• Mejoras en la seguridad de la carretera y en la descongestión
• Opciones multimodales incluyendo para bicicletas, peatones y el transporte público, así como proyectos de apoyo al transporte público, como los estacionamientos para tomar el autobús y las paradas de autobús
• Reconstrucción para evitar los cierres relacionados con las inundaciones y para cumplir las normas antisísmicas
• Mejoras en el acceso público a lo largo de la carretera 37

Este futuro no puede construirse de la noche a la mañana. El plan CMCP resumirá los proyectos a corto, mediano y largo plazo, las estrategias y las prioridades de financiación para las mejoras a lo largo de la carretera 37. Para ser competitivo en la limitada
financiación del transporte, el plan CMCP debe documentar cómo las mejoras planificadas abordarán los objetivos de planificación del transporte federales y estatales, entre ellos consideraciones multimodales, de equidad social, cambio climático, movimiento de mercancías, desarrollo económico y retorno sobre la inversión. Para conocer más sobre cómo los proyectos pueden ser elegibles para la financiación de los Lineamientos del Programa de Soluciones para Corredores Congestionados de la iniciativa SB-1, visite www.catc.ca.gov/programs/sb1/Solutions para el Programa de Corredores Congestionados (SCCP) | CTC (ca.gov). El recolectar la opinión del público sobre la selección, priorización y ejecución de proyectos dentro del corredor es un elemento indispensable.

**Es un solo corredor con muchas soluciones**

Sus ideas ayudarán a dar forma a estas posibles soluciones. El equipo del proyecto ha desarrollado una encuesta para asistir en la recolecta de información en un formato específico.

*Llene la encuesta para ayudar a planificar la 37:
www.Resilient37.org/Questionnaire*

Para conocer otras maneras de participación, visite www.Resilient37.org

*Participe en la planificación de la carretera 37: resistente, fiable, más segura y ¡construida para durar para todos los viajeros!*

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


Buscando soluciones a largo plazo contra inundaciones y tráfico entre la autopista US 101 y la carretera 121

La capacidad de recuperación ante la subida del nivel del mar incluye la restauración de los humedales

Las medidas de restauración de los humedales reducen la energía de las olas y la conectividad hidrológica debajo de la carretera y permiten que las aguas de las inundaciones pasen de forma eficiente, a la vez que mejoran la salud del ecosistema alrededor.

Muchos tramos de la carretera 37, un enlace de transporte regional vital de 21 millas, son vulnerables a los cierres relacionados con las inundaciones y a la congestión crónica del tráfico. Un estudio llamado *Ultimate Resilient Sea Level Rise, Design Alternatives Assessment* se enfoca en la carretera 37 dentro de los condados de Marin y Sonoma, específicamente entre la autopista U.S. 101 y la carretera estatal 121. Los eventos de tormentas fuertes ponen a prueba las orillas del Novato Creek y del Petaluma River, especialmente durante la marea alta, cuando las aguas desbordan las orillas y los diques gestionados y vuelven la carretera 37 intransitable. Con el comienzo del cambio climático, se prevé que la Bahía de San Francisco aumente más su altura, lo que conllevará inundaciones más frecuentes y graves en el futuro. Se necesitan soluciones a largo plazo. El futuro de la carretera 37 requiere el diseño de una carretera que responda a los desafíos del aumento en las mareas, que atienda a las crecientes necesidades de transporte, y que ofrezca oportunidades para los ciclistas, los peatones, el transporte público y opciones de vehículos compartidos.

El enfoque de esta Evaluación de Alternativas de Diseño es explorar el propósito y las necesidades a largo plazo, y luego desarrollar y evaluar posibles soluciones a futuro a lo largo de la carretera 37 entre la autopista US 101 y la carretera 121. Este proceso se basa en la información recopilada de estudios anteriores, así como en la consulta con especialistas en medio ambiente y regulación. Las soluciones a largo plazo deben abordar las necesidades de
transporte, incluyendo los viajeros habituales, los turistas, los usuarios del transporte público, los ciclistas y los peatones. En resumen, ¡le incluye a USTED! Las soluciones analizadas para Marin y Sonoma serán incorporadas a las soluciones para todo el corredor que se están desarrollando actualmente. **Participe en la planificación de la carretera 37: resistente, fiable, más segura y ¡construida para durar para todos los viajeros!**

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**El desarrollo y la evaluación de las alternativas de solución a largo plazo necesitan su opinión**

Llene la encuesta para ayudar a planificar la 37:
www.Resilient37.org/Questionnaire

- ¿Debería la carretera ser reorientada a una nueva ubicación?
- ¿Cómo deberían incluirse opciones para bicicletas, peatones y transporte público?
- ¿Qué es lo más importante a la hora de evaluar y comparar las propuestas de soluciones a largo plazo?

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**¿A qué altura debe construirse la carretera 37?**

El nivel de la bahía de San Francisco podría aumentar entre 1.5 y 2.1 metros para el año 2100 en escenarios de altas emisiones de gases de efecto invernadero, según las proyecciones de 2018 del Consejo de Protección del Océano de California. Con mareas altas durante una tormenta fuerte, esto se traduce en la necesidad de elevar el nivel de la carretera 37 en al menos 6 metros.

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Una vez que se tenga la gama de alternativas con sus aportaciones, el equipo de evaluación de alternativas de diseño evaluará cómo se comparan las alternativas entre sí. La evaluación puede incluir la medición de impactos en los terrenos adyacentes, los hábitats, el ruido o muchos otros factores. Una vez realizada la evaluación, el equipo del estudio presentará un conjunto de alternativas y hará recomendaciones para un plan de acción sobre cómo las alternativas razonables para el área entre la autopista US 101 y la carretera 121 podrían ser escalonadas, financiadas e implementadas dadas las prioridades regionales y estatales en competencia.
Estudio de Planificación y Enlaces Ambientales (PEL) del corredor de la carretera estatal 37, desde la US 101 hasta la I-80

La carretera estatal (SR) 37, un enlace de transporte crucial de 21 millas en la región que conecta los cuatro condados del norte de la Bahía, es extremadamente vulnerable a los cierres relacionados con las inundaciones debido al aumento del nivel del mar, y sufre un alto nivel de congestión. Caltrans, la Comisión Metropolitana del Transporte (MTC) y los cuatro condados del norte de la Bahía colaboran en el programa Resilient SR 37 con múltiples estudios que abordan los problemas críticos de inundación, el aumento del nivel del mar, la congestión, la conectividad del ecosistema, y otros asuntos multimodales del corredor. Caltrans está preparando un estudio exhaustivo de largo alcance para identificar las mejores soluciones para abordar las deficiencias del corredor, teniendo en cuenta las necesidades del corredor, y la gran sensibilidad de la zona. Una vez concluido este estudio PEL en curso, Caltrans iniciará el proceso de evaluación ambiental como organismo principal de la Ley de Calidad Ambiental de California (CEQA) y la Ley Nacional de Política Ambiental (NEPA).

Incorporación de los esfuerzos anteriores
Caltrans y sus colaboradores de la MTC y los cuatro condados de Marin, Sonoma, Napa y Solano, han realizado un extenso trabajo y esfuerzo de alcance sobre diversos aspectos y áreas a lo largo del corredor de la carretera 37. El estudio PEL en curso analizará esta información y trabajará con las partes interesadas para desarrollar un plan integrado que apoye los futuros esfuerzos de Caltrans en materia de documentos ambientales para el proyecto del corredor de la SR 37 a largo plazo.
Qué hará el estudio PEL?
Este estudio se basa en el trabajo existente para desarrollar alternativas a largo plazo que aborden las necesidades del corredor. Dará lugar a un plan de implementación que permita la transición de los proyectos a un proceso agilizado de evaluación ambiental, abordando los siguientes puntos:

1. Evaluación del corredor:Evaluar las opciones del corredor mediante el uso de estudios y diseños anteriores y en curso, incluyendo la consideración de las limitaciones ambientales, la subida del nivel del mar, los esfuerzos de mitigación y los factores económicos.

2. Propósito y necesidad:Identificar las necesidades de transporte en todo el corredor y en ciertos lugares específicos y decidir los métodos para comparar las alternativas.

3. Desarrollo y evaluación de alternativas:Desarrollar y evaluar las alternativas potenciales y valorar en qué medida éstas satisfacen las necesidades identificadas, incluyendo las preocupaciones medioambientales en torno a la subida del nivel del mar y la zona de la Bahía de San Pablo.

4. Plan de implementación:Desarrollar la forma en que las alternativas pueden ser escalonadas, financiadas e implementadas teniendo en cuenta las prioridades regionales y estatales en competencia.

¿Cómo participar?
Reuniones públicas:

Sitio web de la SR 37:
https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-37-corridor-projects

Información de contacto de Caltrans: 
Correo electrónico:  
StateRoute37@dot.ca.gov  
Tel: (510) 286-1204

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


Maging kayo man ay naglalakbay araw-araw gamit ang Highway 37 o ginagamit ang kalsada para makakita ng mailap na hayop-gubat, magiging alalahanin ninyo ang maraming hamon na hinaharap ng Highway 37. Ang Comprehensive Multimodal Corridor Plan (CMCP) ay ang pagbubuo ng pakikipagtulungan sa pagitan ng MTC, Caltrans, at ng apat na County sa hilaga: Marin, Sonoma, Napa at Solano—at kailangan nila ng inyong input. Bagaman maraming isyu ang hinaharap ng pagpapanatili ng Highway 37—pagtaas ng lebel ng tubig sa dagat, dumaraming pangangailangan sa trapiko, limitadong paggamit, at mga makatarungang solusyon sa mga opsyon sa transportasyon—marami ring kapana-panabik na oportunidad at posibilidad para sa Highway 37. Kabilang sa mga solusyong ito ang:

- Kaligtasan sa highway at mga pagpapabuti ng kaluwagan sa pagkasiksikan
- Mga opsyon ng iba’t ibang paraan kabilang ang pagbibisikleta, taong naglalakad, at transit, pati na rin ng mga sumusuportang proyekto sa transportasyon gaya ng mga park-and-ride at mga hintuan ng bus
- Paggawang muli ng konstruksyon upang maiwasan ang mga pagsasara kaugnay sa pagbaha at upang matugunan ang mga pamantayan sa lindol
- Mga pagpapabuti sa Paggamit ng Publiko sa kahabaan ng Highway 37

Ang Highway 37 sa Hinaharap ay Nagsisimula sa isang Komprehensibong Plano ng Iba’t Ibang Paraan para sa Koridor (Comprehensive Multimodal Corridor Plan)

Ang hinaharap na ito ay hindi maaaring maitayo ng magdamag. Ang CMCP ang magbabalangkas ng mga pangmadalian, pangkatamtaman at pangmatagalang proyekto, istratehiya, at prayloridad ng pagpopondo para sa mga pagpapabuti ng kahabaan ng Highway 37. Para sa kumpitensiy sa
limitadong pondo sa transportasyon, dapat madokumento ng CMCP kung paano ang naplanong pagpapabuti ay tumutugon sa mga layunin ng pagpapaplanong transportasyon ng pederal at estado, kabilang ang mga konsiderasyon ng iba’t ibang paraan, katarungan sa lipunan, pagbabago ng klima, paggalaw ng mga produkto, pag-unlad ng ekonomiya, at pagbalik ng pamumuhunan. Para lalong malaman ang tungkol sa kung paano ang mga proyekto ay magiging karapapat-dapat para sa SB-1 Solutions for Congested Corridors Program Guidelines sa paggawad ng pondo, bumisita sa [www.catc.ca.gov/programs/sb1/Solutions](http://www.catc.ca.gov/programs/sb1/Solutions) para sa Congested Corridors Program (SCCP) | CTC (ca.gov). Ang kritikal na elemento ay ang pagkolekta ng input mula sa publiko ukol sa pagpili, pagprayeridad at pagpapatupad ng mga proyekto sa loob ng koridor.

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**Ito ang Isang Koridor – Maramihang Solusyong**

Ang inyong mga ideya ang tutulong sa paghubog nitong mga potensyal na solusyon. Ang pangkat ng Proyekto ay bumuo ng isang survey upang tumulong magkolekta ng impormasyon sa isang nakatuon na pormat.

**Kumpletuhin ang Survey upang Tumulong sa Plano 37:**
www.Resilient37.org/Questionnaire

Para sa marami pang paraan ng paglahok, bisitahin ang www.Resilient37.org

*Lumahok sa pagpapaplanong Highway 37: may kakayahang makabawi, maaasahan, mas ligtas at itinatag upang magtatagal para sa lahat ng naglalakbay!*
RESILIENTSR37

Paghahanap ng mga Pangmatagalang Solusyon sa Pagbaha at Trapiko sa pagitan ng US 101-SR 121

Maraming bahagi ng 21-milya ng Highway 37 na mahalagang pang-ugnay sa transportasyon sa rehiyon ang madaling naaapektuhan ng mga pagsasara kaugnay sa pagbaha at malubhang paninikip ng trapiko. Ang Ultimate Resilient Sea Level Rise, Design Alternatives Assessment ay nakatuon sa Highway 37 sa loob ng mga county ng Marin at Sonoma, partikular sa pagitan ng U.S. 101 at Highway 121. Ang mga kaganapan ng malalakas na bagyo ay sumusubok sa mga pampang ng Novato Creek at Petaluma River, lalo na sa panahon ng high tide kapag umaapaw ang tubig sa mga pampang at inayos na mga pilapil sa tubigan at ginagawang hindi madaanan ang Highway 37. Sa simula ng pagbabago ng klima, ang San Francisco Bay ay tinatayang mataas mas mataas, na magreresulta sa mas madalas at matinding pagbaha sa hinaharap. Kinakailangan ng mga pangmatagalang solusyon. Ang hinaharap ng Highway 37 ay nangangailangan ng pagdisenyong isang kalsada na tumutugon sa mga hamon ng pagtaas ng tubig sa dagat, nagsisilbi sa dumaraming pangangailangan ng transportasyon, at nagkakaloob ng mga oportunidad para sa mga nagbibisikleta, taong naglalakad, transit, at mga opsyon sa carpool.

Ang pagtuon nitong Pagtatasa ng mga Alternatibong Disenyo (Design Alternatives Assessment) ay upang magsaliksik ng pangmatagalang layunin at mga pangangailangan, pagkatapos ay ang pagbuo at pagtataya ng potensiyal na mga pangmatagalang solusyon sa kahabaan ng Highway 37 sa pagitan ng US 101 at 121. Ang prosesong ito ay nakabatay sa impormasyong nakolekta mula sa mga nakaraang pag-aaral pati na rin sa konsultasyon sa mga espesyalista sa kapaligiran at regulasyon.
Maraming bahagi ng 21-milya ng Highway 37 na mahalagang pang-ugnay sa transportasyon sa rehiyon ang madaling naaapektuhan ng mga pagsasara kaugnay sa pagbaha at malubhang paninikip ng trapiko. Ang Ultimate Resilient Sea Level Rise, Design Alternatives Assessment ay nakatuon sa Highway 37 sa loob ng mga county ng Marin at Sonoma, partikular sa pagitan ng U.S. 101 at Highway 121. Ang mga kaganapan ng malalakas na bagyo ay sumusubok sa mga pampang ng Novato Creek at Petaluma River, lalo na sa panahon ng high tide kapag umaapaw ang tubig sa mga pampang at inayos na mga pilapil sa tubigan at ginagawang hindi madaanan ang Highway 37. Sa simula ng pagbabago ng klima, ang San Francisco Bay ay tinatayang tataas ng mas mataas, na magreresulta sa mas madalas at matinding pagbaha sa hinaharap. Kinakailangan ng mga pangmatagalang solusyon. Ang hinaharap ng Highway 37 ay nangangailangan ng pagdisenyo ng isang kalsada na tumutugon sa mga hamon ng pagtaas ng tubig sa dagat, nagsisilbi sa dumaraming pangangailangan ng transportasyon, at nagkakaloob ng mga oportunidad para sa mga nagbibisikleta, taong naglalakad, transit, at mga opsyon sa carpool.

Ang Pagbuo at Pagtataya ng Pangmatagalang mga Alternatibong Solusyon ay Kinakailangan ang Inyong Input

Kumpletuhin ang Survey upang Tumulong sa Plano 37: www.Resilient37.org/Questionnaire

• Dapat bang ayusing muli ang Highway sa isang bagong lugar?
• Paano dapat isama ang pagbibisikleta, taong naglalakad, at mga opsyon sa transportasyon?
• Ano ang mahalaga sa pagtataya at paghahambing ng pagpili ng mga pangmatagalang solusyon?

Gaano Kataas Dapat Itayo ang Highway 37?

Ang lebel ng San Francisco Bay ay maaaring tumaas ng lima hanggang pitong piye sa 2100 sa ilalim ng mga senaryo ng mataas na emisyon ng greenhouse gas, alinsunod sa mga pagtataya ng 2018 ng California Ocean Protection Council. Sa mga pagtaas ng tubig sa panahon ng malakas na bagyo, naisasalin ito sa pangangailangan na itaas ang Highway 37 nang hindi bababa sa 20 piye.

Sa sandaling ang hanay ng mga alternatibo ay nabubuo mula sa inyong input, kung gayon, ang Pagtatasa ng mga Alternatibong Disenyo ay magtataya kung paano ihahambing laban sa isa’t isa ang mga alternatibo. Maaaring kabilang sa pagtataya ang pagkusukat ng mga epekto sa kalapit na mga lupain, tirahan, ingay o maraming iba pang kadahilanan. Kapag nakumpleto na ang pagtataya, ang pag-aaral ay magsusulong ng hanay ng mga alternatibo at gagawa ng mga rekomendasyon para sa isang plano ng pagkilos kung paano ang mga makatwirang alternatibo para sa lugar sa pagitan ng US 101 at Highway 121 ay maaaring mahati, maipondohan, at maipatupad ayon sa naglalabanang mga prayoridad sa rehiyon at buong estado.

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


State Route 37 Corridor na Pangunahing Proyekto ng Pag-aaral ng Planning and Environmental Linkages (PEL), US 101 hanggang I-80

Ang State Route (SR) 37, ang 21-milyang mahalagang pang-ugnay sa transportasyon sa rehiyon na nagkokonekta sa apat na county ng North Bay, ay lubhang naaapektuhan ng mga pagsasara kaugnay sa pagbaha dahil sa sea level rise (SLR), at nakakaranas ng mataas na antas ng pagkasiksikan. Ang Caltrans, Metropolitan Transportation Commission (MTC), at ang apat na county ng North Bay Area ay mga partner sa programa ng Resilient SR 37 na may maraming pag-aaral na tumutugon sa kritikal na pagbaha sa koridor, SLR, pagkasiksikan, pagkaka-ugnay sa ecosystem, at mga isyu ng iba't ibang paraan. Naghahanda ang Caltrans ng isang komprehensibong pangmatagalang pag-aaral upang matukoy ang mga pinakamainam na solusyon para matugunan ang mga kakulangan sa koridor, na isinasaalang-alang ang mga pangangailangan ng koridor, at ang napakataas na pagiging sensitiibo ng lugar. Kasunod ng kongklusyon nitong kasalukuyang pag-aaral ng PEL, magpapasimula ang Caltrans ng proseso ng pagsusuri ng kapaligiran bilang pinuno ng ahensiya ng California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA).

Pagsama sa mga Nakaraang Pagsisikap

Ang Caltrans at mga partner nito sa MTC at ang apat na county ng Marin, Sonoma, Napa, at Solano, ay nakagawa na ng malawak na trabaho at pakikipag-ugnay sa iba't ibang aspeto at mga lugar sa kahabaan ng SR 37 Corridor. Susuriin ng kasalukuyang pag-aaral ng PEL ang impormasyong ito at makikipagtulungan sa mga apektadong sektor para bumuo ng pinagsamang plano upang ipagbigay-alam sa hinaharap na mga pagsisikap ng pagdokumento sa kapaligiran ng Caltrans para sa pangmatagalang proyekto ng koridor ng SR 37.
Ang State Route (SR) 37, ang 21-milyang mahalagang pang-ugnay sa transportasyon sa rehiyon na nagkokonekta sa apat na county ng North Bay, ay lubhang naaapektuhan ng mga pagsasara kaugnay sa pagbaha dahil sa sea level rise (SLR), at nakakaranas ng mataas na antas ng pagkasiksikan. Ang Caltrans, Metropolitan Transportation Commission (MTC), at ang apat na county ng North Bay Area ay mga partner sa programa ng Resilient SR 37 na may maraming pag-aaral na tumutugon sa kritikal na pagbaha sa koridor, SLR, pagkasiksikan, pagkaka-ugnay sa ecosystem, at mga isyu ng iba't ibang paraan. Naghahanda ang Caltrans ng isang komprehensibong pangmatagalang pag-aaral upang matukoy ang mga pinakamainam na solusyon para matugunan ang mga kakulangan sa koridor, na isinasaalang-alang ang mga pangangailangan sa koridor, at ang napakataas na pagiging sensitibo ng lugar. Kasunod ng kongklusyon nitong kasalukuyang pag-aaral ng PEL, magpapasimula ang Caltrans ng proseso ng pagsusuri ng kapaligiran bilang pinuno ng ahensiya ng California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA).

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**Saan kayo makakalahok?**

Mga Pampublikong Pulong:
Tagsibol/Tag-init 2022.

SR 37 Website:
https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-37-corridor-projects

Kontak na Impormasyon ng Caltrans:
Email: StateRoute37@dot.ca.gov
Phone: (510) 286 1204

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


**Ang Inglés 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.
Townhall PowerPoint Presentation Slides
RESILIENT SR37

“ONE CORRIDOR, ONE TEAM.”
SOLUTIONS, STRATEGIES AND YOUR ROLE IN SHAPING HIGHWAY 37’S FUTURE
AGENDA

• Short-Term Fixes
  • Flood Relief
  • Congestion Relief
• Long-Term Solutions
• Public Input and Next Steps
CALTRANS BAY AREA: SR37 Owner – Operator – NEPA & CEQA Environmental Lead

State Route 37 is a 21 Mile Regional Link Connecting Marin, Sonoma, Napa and Solano Counties

"ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS."
SHORT TERM SOLUTIONS: Flood Relief

- Constructed Flood Wall
- Added Drainage
- Repaired & Paved Low Spots
- Restored Levees
- Controlled Flood Water
- Raised Pavement

“ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.”
SHORT-TERM SOLUTIONS: Near-Term Flood Reduction Project

Marin: Flood reduction between US 101 and SR 121

- Addresses recurring flood due to seasonal rain and high tide events
- Preliminary engineering and environmental review is anticipated to be complete by Early 2023
- Public Scoping Fall 2021
SHORT-TERM SOLUTIONS: Congestion Relief

ALTERNATIVE 1:
3-Lane Contra-Flow (HOV Lane) with Movable Median Barriers

ALTERNATIVE 2:
Part-Time Use HOV Lanes

ALTERNATIVE 3:
4-Lane Highway (with HOV Lanes)
LOOKING FORWARD: Planning & Environmental Linkages (PEL) | May 26, 2021 Public Outreach

“ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.”
LONG-TERM PLANNING
ISSUES AND OPPORTUNITIES: One Corridor, Many Solutions

“ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.”
ISSUES AND OPPORTUNITIES: One Corridor, Many Solutions

Flood Protection

“ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.”
ISSUES AND OPPORTUNITIES: One Corridor, Many Solutions

"ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS."
ISSUES AND OPPORTUNITIES: One Corridor, Many Solutions

"ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS."
ISSUES AND OPPORTUNITIES: One Corridor, Many Solutions

Bicycle and Pedestrian Paths

Flood Protection

Wetland Preservation

Transit Options
ISSUES AND OPPORTUNITIES: One Corridor, Many Solutions

Maintaining Access

“ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.”
ISSUES AND OPPORTUNITIES: One Corridor, Many Solutions

Recreational Opportunities

“ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.”
ISSUES AND OPPORTUNITIES: One Corridor, Many Solutions

Reliability
Enhance the Environment
Reduce Congestion
Plan for Sea Level Rise
Prevent Flooding
Transit Opportunities
Recreation Opportunities

Flood Protection
Wetland Preservation
Transit Options
Bicycle and Pedestrian Paths
Maintaining Access
Bicycle Access
Recreational Opportunities

“ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.”
ONE TEAM PLANNING TOGETHER – Both focused and corridor-wide studies

US 101 – SR 121
DESIGN ALTERNATIVES ASSESSMENT

“ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.”
ONE TEAM PLANNING TOGETHER – Both focused and corridor-wide studies

US 101 – SR 121 DESIGN ALTERNATIVES ASSESSMENT

SR 121 TO MARE ISLAND DESIGN ALTERNATIVES ASSESSMENT

“ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.”
ONE TEAM PLANNING TOGETHER – Both focused and corridor-wide studies

US 101 – SR 121 DESIGN ALTERNATIVES ASSESSMENT

SR 121 TO MARE ISLAND DESIGN ALTERNATIVES ASSESSMENT

COMPREHENSIVE MULTIMODAL CORRIDOR PLAN

“ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.”
ONE TEAM PLANNING TOGETHER – Both focused and corridor-wide studies

- US 101 – SR 121 DESIGN ALTERNATIVES ASSESSMENT
- SR 121 TO MARE ISLAND DESIGN ALTERNATIVES ASSESSMENT
- COMPREHENSIVE MULTIMODAL CORRIDOR PLAN
- PLANNING AND ENVIRONMENTAL LINKAGE

“ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.”
THE PURPOSE STATEMENT MIGHT INCLUDE:

• Preserving a critical transportation corridor that is resilient for the long-term
• Improving multi-modal & high-occupancy options
• Improving travel time reliability
• Improving accessibility
• Integrating with existing and future habitats for mutual benefit in adaptation and resilience to rising sea level rise

What are your thoughts?
THERE’S AN OPPORTUNITY TO CONSIDER A RANGE OF ALTERNATIVE ALIGNMENTS

“ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.”
THERE’S AN OPPORTUNITY TO CONSIDER A RANGE OF ALTERNATIVE ALIGNMENTS

ON THE CURRENT ALIGNMENT

AN OVER-WATER ALIGNMENT

“ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.”
THERE’S AN OPPORTUNITY TO CONSIDER A RANGE OF ALTERNATIVE ALIGNMENTS

ON THE CURRENT ALIGNMENT

AN OVER-WATER ALIGNMENT

OR A NEW ALIGNMENT?

“ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.”
WHAT CONSIDERATIONS SHOULD SHAPE THE RANGE OF SOLUTIONS?

- Protecting and Enhancing Natural Resources
- Providing Mobility Options
- Addressing Users Needs
- Minimizing Impacts on Existing Uses
- Managing Costs and Ability to Fund
HELP SHAPE THE DEVELOPMENT OF THE RANGE OF ALTERNATIVES: Fill out our questionnaire

What safety issues concern you?

Where should the Ultimate highway 37 be aligned?

How can we move more people without causing more congestion?

Where can we add bicycles and pedestrian paths?

www.Resilient37.org/Questionnaire

“One Corridor, One Team, Many Solutions.”
See your input in every step of the way….

2022 - TBD
ENVIRONMENTAL REVIEW AND PROJECT APPROVAL
CEQA/NEPA
Preliminary Engineering

2021 - 2022
SETTING THE LONG-TERM VISION FOR THE FUTURE
SR 37 Ultimate Resilient Design Alternatives Assessment

IDENTIFYING PROJECTS AND STRATEGIES PLAN
Comprehensive Multi-modal Corridor Plan

2028 - TBD
FINAL DESIGN AND CONSTRUCTION
Sea Level Rise Adaptation Plans and Specifications

PROCESS STEPS AND TIMELINE EXPECTATIONS

"ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS."
THERE ARE MULTIPLE OPPORTUNITIES TO PROVIDE YOUR INPUT

Attend Caltrans Hosted Public Meetings:
Corridor-wide PEL
Wednesday, May 26th, 2021
5:30 pm – 7:30 pm
and
Flood Reduction Project Public Scoping - August 2021

Show us where you have an interest or concern
www.Resilient37.org

Provide a comment or sign up for email blast updates
Email: StateRoute37@dot.ca.gov

Leave a comment via Highway 37 Public Information Phone Number
(510) 286-1204

Take a survey
www.Resilient37.org/Questionnaire

“ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.”
We look forward to hearing from you!
TIME FOR PUBLIC INPUT

TIME TO HEAR FROM YOU!

SUBMIT YOUR QUESTIONS:
StateRoute37@dot.ca.gov
Flyer and distribution list: (Needs to be formatted, translated and distributed through all channels)

RESILIENTSR37

Think of Highway 37 as more than just a commute! The future of this critical transportation corridor demands finding solutions to chronic traffic congestion and periodic flooding due to raising tides. But it will also require balancing transportation needs with protecting and enhancing sensitive marshland habitats. And planning a long-term solution presents an opportunity to provide future bicycle, pedestrian, transit and carpool options.

Get Involved in planning Highway 37: Resilient, reliable, safer and built to last for all travelers!

To learn more about the planning processes and how to provide your valued input:

Watch this YouTube Video: https://www.youtube.com/watch?v=3umF5VmfBu4

Attend a Live Virtual Meeting (see www.Plan37.com for more details):

Senators Mike McGuire & Bill Dodd host a Town Hall Meeting: Thursday, April 15th, 6:00 pm – 7:30 pm

Corridor-wide Planning and Environmental Linkages Public Meeting: Wednesday, May 26th 5:30 pm – 7:30 pm

Take a Survey/ Fill out the questionnaire: www.Resilient37.org/Questionnaire

Show us where you have an interest or concern: www.Resilient37.com/SR37Map

Provide a comment or sign-up for updates: StateRoute37@dot.ca.gov

Call the Highway 37 Public Information Line: (510) 286-1204

One Corridor – Multiple Solutions: Highway 37 requires a suite of short, interim, and longer-term solutions.
A Future Highway 37 Begins with a Comprehensive Multimodal Corridor Plan

Whether you commute everyday using Highway 37 or use the roadway to view the wildlife resources, the many challenges facing Highway 37 will concern you. The Comprehensive Multimodal Corridor Plan (CMCP) is being developed in a collaborative effort between MTC, Caltrans, and the four northern Counties: Marin, Sonoma, Napa, and Solano — and they need your input. Although there are many issues facing Highway 37 sustainability — sea level rise, growing traffic needs, limited accessibility, and equity solutions in transportation options — there are also many exciting opportunities and possibilities for Highway 37. These solutions will include:

- Highway safety and congestion relief improvements
- Multimodal options including bicycle, pedestrian, and transit, as well as transit-supporting projects such as park-and-rides and bus stops
- Reconstruction to avoid flood-related closures and to meet earthquake standards
- Public Access improvements along Highway 37

This future cannot be built overnight. The CMCP will outline the short-term, medium-term, and long-term projects, strategies, and funding priorities for improvements along Highway 37. To be competitive for limited transportation funding,
Whether you commute everyday using Highway 37 or use the roadway to view the wildlife resources, the many challenges facing Highway 37 will concern you. The Comprehensive Multimodal Corridor Plan (CMCP) is being developed in a collaborative effort between MTC, Caltrans, and the four northern Counties: Marin, Sonoma, Napa, and Solano — and they need your input. Although there are many issues facing Highway 37 sustainability — sea level rise, growing traffic needs, limited accessibility, and equity solutions in transportation options — there are also many exciting opportunities and possibilities for Highway 37. These solutions will include:

- Highway safety and congestion relief improvements
- Multimodal options including bicycle, pedestrian, and transit, as well as transit-supporting projects such as park-and-rides and bus stops
- Reconstruction to avoid flood-related closures and to meet earthquake standards
- Public Access improvements along Highway 37

This future cannot be built overnight. The CMCP will outline the short-term, medium-term, and long-term projects, strategies, and funding priorities for improvements along Highway 37. To be competitive for limited transportation funding, the CMCP must document how the planned improvements address federal and state transportation planning objectives, including multimodal considerations, social equity, climate change, goods movement, economic development, and return on investment. To learn more about how projects can be eligible for SB-1 Solutions for Congested Corridors Program Guidelines grant funding, visit [www.catc.ca.gov/programs/sb1/Solutions](http://www.catc.ca.gov/programs/sb1/Solutions) for Congested Corridors Program (SCCP) | CTC (ca.gov). A critical element is collecting public input on the selection, prioritization, and implementation of projects within the corridor.

---

**It’s One Corridor – Many Solutions**

Your ideas will help shape these potential solutions. The Project team has developed a survey to assist in collecting information in a focused format.

![Survey Link]

*Complete the Survey to Help Plan 37:*
[www.Resilient37.org/Questionnaire](http://www.Resilient37.org/Questionnaire)

For more methods of engagement, visit [www.Resilient37.org](http://www.Resilient37.org)

*Get involved in planning Highway 37: resilient, reliable, safer and built to last for all travelers!*

---


*One Corridor – Multiple Solutions: Highway 37 needs solutions that are built to last!*
Think of Highway 37 as more than just a commute! The future of this critical transportation corridor demands finding solutions to chronic traffic congestion and periodic flooding due to rising tides. It requires balancing transportation needs with protecting and enhancing sensitive marshland habitats. It also presents an opportunity to provide future bicycle, pedestrian, transit, and carpool options.

Get involved in planning Highway 37: resilient, reliable, safer and built to last for all travelers! To learn more about the planning processes and how to provide your valued input:

- **Watch this YouTube Video:**
  https://www.youtube.com/watch?v=3umF5VmfBu4

- **Attend a Live Virtual Meeting:**
  https://sd02.senate.ca.gov/video
  Senators Mike McGuire & Bill Dodd host a Town Hall Meeting: Thursday, April 15 6–7:30 p.m.

- **Corridor-wide Planning and Environmental Linkages Public Meeting:**
  Wednesday, May 26 5:30–7:30 p.m.

- **Take a survey/Fill out the questionnaire:**
  www.Resilient37.org/Questionnaire

- **Show us where you have an interest or concern:**
  www.Resilient37.org/SR37Map

- **Provide a comment or sign up for updates:**
  StateRoute37@dot.ca.gov

- **Call the Highway 37 Public Information Line:**
  (510) 286-1204

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


- **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.
Attachment 2: Questionnaire Results

The results of the survey are in order of the survey itself. The results include a combination of direct quantitative results from the respondents and when additional input was offered, a digestion of the write-in input is provided. Many questions included an ‘other’ category to capture unanticipated response options. Other questions were specifically formulated to draw out more information from the respondents or to provide an opportunity to elaborate on their answer. The intent of these survey results is to allow the data to be self-evident. The qualitative input is equally valuable and difficult to summarize for easy digestion. As much as possible, the write-in suggestions are exhaustively relayed herein, but grouped or rolled up so as to avoid repetition. The qualitative information will be reviewed to provide the team insights on alternatives, values, prioritization and where emphasis in project development can be most valued.
Q1 ENGAGEMENT: Please indicate your role in the Highway 37 planning effort

Answered: 467  Skipped: 2

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Member of the traveling public</td>
<td>86%</td>
</tr>
<tr>
<td>Member of a community organization or environmental organization</td>
<td>4%</td>
</tr>
<tr>
<td>Working for a North Bay County (Marin, Sonoma, Napa or Solano)</td>
<td>4%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>3%</td>
</tr>
<tr>
<td>Public Agency</td>
<td>1%</td>
</tr>
<tr>
<td>Land Manager/Conservation Manager</td>
<td>0%</td>
</tr>
<tr>
<td>Scientist</td>
<td>0%</td>
</tr>
<tr>
<td>Elected Official</td>
<td>0%</td>
</tr>
<tr>
<td>Regulatory Agency</td>
<td>0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>467</td>
</tr>
</tbody>
</table>

‘Other’ Category: Among the 16 persons that selected ‘other’, five deemed themselves a resident or property owner, five define their commuter using SR 37 and others included an architect, a bicyclist, a community organizer and a waterfowl hunter. One respondent expressed that this categorization was a potential to screen out responders rather than define themselves.
Q2 RESIDENCE: Which community do you live in or nearby?

Answered: 464   Skipped: 5

### ANSWER CHOICES

<table>
<thead>
<tr>
<th>Category</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other (please specify)</td>
<td>28%</td>
</tr>
<tr>
<td>Vallejo/ American Canyon</td>
<td>21%</td>
</tr>
<tr>
<td>Sonoma/Napa</td>
<td>19%</td>
</tr>
<tr>
<td>Novato</td>
<td>17%</td>
</tr>
<tr>
<td>Petaluma</td>
<td>8%</td>
</tr>
<tr>
<td>Fairfield</td>
<td>7%</td>
</tr>
</tbody>
</table>

### RESPONSES

<table>
<thead>
<tr>
<th>Category</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other (please specify)</td>
<td>129</td>
</tr>
<tr>
<td>Vallejo/ American Canyon</td>
<td>99</td>
</tr>
<tr>
<td>Sonoma/Napa</td>
<td>86</td>
</tr>
<tr>
<td>Novato</td>
<td>79</td>
</tr>
<tr>
<td>Petaluma</td>
<td>39</td>
</tr>
<tr>
<td>Fairfield</td>
<td>32</td>
</tr>
</tbody>
</table>

TOTAL: 464

*Other* Category: Nearly 1/3 of all respondents did not align their residence with the choices provided. 46 different locations were mentioned. Those that selected ‘other’ most frequently specified San Rafael/ Marin/ Mill Valley (22), followed by San Francisco (14) and then Sacramento (9). Three respondents from the furthest distance claim to be from Los Banos, Burbank or Humboldt, California. 31 respondents are from the East Bay areas – specifically Alameda and Contra Costa Counties; 28 from communities within Marin County; 22 respondents were from Sacramento, Yolo and Solano Counties. Both the South Bay (San Jose, San Mateo and Santa Clara Counties) and the Northern Sonoma and Napa Counties had 14 respondents each.

Adding these 14 who notated their origins under ‘other’ to the responses provided for Sonoma / Napa area, that would raise the percentage from 19% to 22%. And grouping Novato with those in referencing ‘Marin County’ origins would result in a total of 23% rather than only 17% from Novato.
Q3 DESTINATION: Where are you most frequently traveling to?

Answered: 465    Skipped: 4

![Graph showing destination percentages]

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Novato</td>
<td>21%</td>
</tr>
<tr>
<td>Petaluma</td>
<td>10%</td>
</tr>
<tr>
<td>Vallejo/ American Canyon</td>
<td>14%</td>
</tr>
<tr>
<td>Sonoma</td>
<td>13%</td>
</tr>
<tr>
<td>Napa</td>
<td>8%</td>
</tr>
<tr>
<td>Fairfield</td>
<td>5%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>29%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>465</strong></td>
</tr>
</tbody>
</table>

‘Other’ Category: By integrating the listed responses included under the ‘Other’ category, a more proportion representation of the respondent destinations are found in the table below. The table represents each time a location was listed, even if the respondent listed more than one destination. Therefore, the total is larger than the number of respondents who filled out this question. The category of miscellaneous is descriptive of those who were not specific in any way. For instance, they claimed ‘wherever the wind blows’ or ‘around the entire area’.

<table>
<thead>
<tr>
<th>Destination</th>
<th>Number of times mentioned</th>
<th>Proportion of listing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Destinations along SR 37</td>
<td>4</td>
<td>1%</td>
</tr>
<tr>
<td>Marin</td>
<td>139</td>
<td>27%</td>
</tr>
<tr>
<td>Sonoma/Napa</td>
<td>184</td>
<td>35%</td>
</tr>
<tr>
<td>East on I-80</td>
<td>96</td>
<td>18%</td>
</tr>
<tr>
<td>Solano</td>
<td>70</td>
<td>13%</td>
</tr>
<tr>
<td>San Francisco</td>
<td>19</td>
<td>4%</td>
</tr>
<tr>
<td>East Bay</td>
<td>7</td>
<td>1%</td>
</tr>
<tr>
<td>Misc.</td>
<td>5</td>
<td>1%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>524</strong></td>
<td></td>
</tr>
</tbody>
</table>
Q4 TRAVEL FREQUENCY: How often do you normally (non COVID-19 period) travel Highway 37?

Answered: 467  Skipped: 2

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Every Day (6-7 times a week)</td>
<td>8%</td>
</tr>
<tr>
<td>Monday through Friday (4-5 times a week)</td>
<td>19%</td>
</tr>
<tr>
<td>Average of two to three times per week (2-3 times per week)</td>
<td>22%</td>
</tr>
<tr>
<td>Infrequently (1 or fewer time per week)</td>
<td>52%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>467</td>
</tr>
</tbody>
</table>
**Q5 TRAVEL PURPOSE:** What is the purpose(s) for your travel on Highway 37? (select all that apply)

Answered: 467  Skipped: 2

<table>
<thead>
<tr>
<th>Purpose Description</th>
<th>Answered</th>
<th>Skipped</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily commute route</td>
<td>30%</td>
<td>142</td>
</tr>
<tr>
<td>Personal travel (business functions, entertainment, other recreation, etc.)</td>
<td>70%</td>
<td>328</td>
</tr>
<tr>
<td>Commercial/aggregate/freight travel</td>
<td>3%</td>
<td>13</td>
</tr>
<tr>
<td>Access to recreational activities located along Highway 37</td>
<td>13%</td>
<td>63</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>6%</td>
<td>28</td>
</tr>
</tbody>
</table>

**ANSWER CHOICES**

<table>
<thead>
<tr>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily commute route</td>
</tr>
<tr>
<td>Personal travel (business functions, entertainment, other recreation, etc.)</td>
</tr>
<tr>
<td>Commercial/aggregate/freight travel</td>
</tr>
<tr>
<td>Access to recreational activities located along Highway 37</td>
</tr>
<tr>
<td>Other (please specify)</td>
</tr>
</tbody>
</table>

Total Respondents: 467

*Other* category: Other reasons for traveling on SR 37 included traveling to see family, recreation, medical appointments, volunteering, evacuation and miscellaneous trips.
Q6 CONCERNS: Which of the following issues along Highway 37 concern you? Please rank your top three concerns in order of concern with #1 being most important. Feel free to elaborate with more specifics below:

Answered: 423  Skipped: 46

<table>
<thead>
<tr>
<th>Issue</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>TOTAL</th>
<th>SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flooding resulting in road closures (temp/permanent)</td>
<td>16%</td>
<td>51%</td>
<td>15%</td>
<td>7%</td>
<td>4%</td>
<td>4%</td>
<td>3%</td>
<td>1%</td>
<td>378</td>
<td>6.44</td>
</tr>
<tr>
<td>Traffic congestion resulting in travel delays/unreliable travel times</td>
<td>66%</td>
<td>18%</td>
<td>5%</td>
<td>3%</td>
<td>4%</td>
<td>2%</td>
<td>2%</td>
<td>2%</td>
<td>394</td>
<td>7.21</td>
</tr>
<tr>
<td>Access to public or recreational areas along Highway 37</td>
<td>1%</td>
<td>7%</td>
<td>28%</td>
<td>18%</td>
<td>16%</td>
<td>15%</td>
<td>11%</td>
<td>4%</td>
<td>269</td>
<td>4.51</td>
</tr>
<tr>
<td>Inadequate/ lack of bus transit</td>
<td>5%</td>
<td>9%</td>
<td>17%</td>
<td>25%</td>
<td>16%</td>
<td>15%</td>
<td>11%</td>
<td>3%</td>
<td>269</td>
<td>4.61</td>
</tr>
<tr>
<td>Inadequate/ lack of rail transit</td>
<td>6%</td>
<td>15%</td>
<td>20%</td>
<td>11%</td>
<td>21%</td>
<td>15%</td>
<td>9%</td>
<td>3%</td>
<td>287</td>
<td>4.75</td>
</tr>
<tr>
<td>Pedestrian and/or bicycle access</td>
<td>2%</td>
<td>4%</td>
<td>12%</td>
<td>12%</td>
<td>13%</td>
<td>28%</td>
<td>21%</td>
<td>7%</td>
<td>269</td>
<td>3.68</td>
</tr>
<tr>
<td>Restoration and health of the ecosystem surrounding Highway 37</td>
<td>14%</td>
<td>11%</td>
<td>25%</td>
<td>9%</td>
<td>9%</td>
<td>7%</td>
<td>19%</td>
<td>4%</td>
<td>341</td>
<td>4.91</td>
</tr>
<tr>
<td>Other</td>
<td>5%</td>
<td>3%</td>
<td>7%</td>
<td>3%</td>
<td>4%</td>
<td>1%</td>
<td>8%</td>
<td>68%</td>
<td>236</td>
<td>2.25</td>
</tr>
</tbody>
</table>

Generally the top three concerns persons ranked as highest concerns were traffic congestion and flooding. Next most important concerns and closely rated included restoration and health of the ecosystem. This topic was frequently the third most frequently listed the first, second and third in priority. inadequate transit (both rail and bus) and Access to public or recreational areas along Highway 37. Fewest person identified inadequate pedestrian and bicycle access as top rated issue. Respondents use Question #7 to expand on the issues that most concerned them.
Q7 Please elaborate about the issues most concerning you:

Answered: 286  Skipped: 183

Respondents who elaborated on their concerns with SR 37 were primarily those who were frustrated with traffic congestion, delays in their travel. Specifically 138 of the 286 persons respondents for this question focused on congestion. Substantially fewer commented on the lack of transit service or flooding-related concerns. Other representative topics listed included need for improving roadway safety, bicycle access and preserving the ecology.

The below table provides a representation of the range of comments received when asked to elaborate about issue of concern. This is not a completely exhaustive list of responses, but it is an exhaustive list of issues listed.

<table>
<thead>
<tr>
<th>Key Concerns over SR 37</th>
<th>Representative Concerns</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Safety</strong></td>
<td>- Big Trucks are blocking/rude/driving in both lane and no chance to give our daily committ small car</td>
</tr>
<tr>
<td></td>
<td>- Blockages listed included an Elephant Seal!, raccoon, sea lion on road and stalled trucks that could not be passed.</td>
</tr>
<tr>
<td></td>
<td>- 37 is a dangerous road to drive. There must be adequate preservation of the environment.</td>
</tr>
<tr>
<td></td>
<td>- Too many crashes near intersection of 37 and 121 and of 37 and Lakeville Hwy. Backup from Novato to Vallejo.</td>
</tr>
<tr>
<td><strong>Congestion and traffic delay</strong></td>
<td>- Congestion due to traffic, floods, etc dictate this problem be finally solved. Have seen this issue over 60 years. Look at all issues(environmental, tolls, etc) then solve it in a finite ant of time.</td>
</tr>
<tr>
<td></td>
<td>- Congestion is by far the most important concern, as most of my trips on Hwy 37 are weekend or vacation leisure trips that involve a long drive to or from the Sierra or far northern California. Delays caused by Congestion on 37 add significant time to what already are long trips.</td>
</tr>
<tr>
<td></td>
<td>- Congestion resulting in wasted time and pollution.</td>
</tr>
<tr>
<td></td>
<td>- Congestion that regularly occurs on eastbound 37 between 101 and 121 not only creates significant delays, but also encourages diversion up Lakeville Road contributing to crashes on that notorious section of county road</td>
</tr>
<tr>
<td></td>
<td>- Actually, I am concerned about all of these issues, however, traffic Congestion is not only the one that has the greatest personal impact, but it also contributes to unnecessary carbon output. We need to do everything we can to decrease carbon output. Faster more efficient throughput would be one way to do this. Adding public transit options would also be helpful.</td>
</tr>
<tr>
<td></td>
<td>- Do not use 37 going east after 2:00 in the afternoon due to so much traffic.</td>
</tr>
<tr>
<td></td>
<td>- When I travel 37, I leave Novato before 1:30 when traffic begins to back up going east and SIT FOR TWO HOURS AND READ A BOOK prior to my monthly dinner meeting. I’d rather sit and read than sit in traffic, but don’t you think it’s a little ridiculous I have to leave 5 hours early not to get stressed and frustrated just to see my friends once a month?????? Please build a REAL ROAD on Highway 37. People are more important than marsh critters, and I am an environmentalist.</td>
</tr>
<tr>
<td></td>
<td>- I am a teacher who works in Mill Valley and lives in Fairfield. The traffic is horrible. Most public servants (teachers, police officers, nurses) who serve Marin county can not afford a home in Marin county so we commute and sit in traffic for hours. Please help to solve this issue.</td>
</tr>
<tr>
<td></td>
<td>- My frequent afternoon route is eastbound on 37 from 101 to 121. Afternoon eastbound traffic on 37 leading up to Sears point frequently makes Lakeville Road to 116 a faster route for me. However, Lakeville Rd is slower, seems less safe, and also seem to be a less fit place to divert heavy traffic. People driving my intended route are basically caught in traffic that is really a backup for the Sear's point to Mare section of 37. If there was a way to let this traffic bypass it would be helpful and keep Lakeville road from becoming overused.</td>
</tr>
<tr>
<td><strong>Lack of transit options</strong></td>
<td>- A bus route would alleviate Congestion.</td>
</tr>
<tr>
<td></td>
<td>- A rail connection would be ideal because I could depend on the timing. I also believe a Ferry connection to Marin (Larkspur) would be really beneficial for the same reasons, and maybe cost less.</td>
</tr>
<tr>
<td></td>
<td>- We have to drive because of the total lack of public transit from the Sonoma Valley. In past 15 years traffic backup has gone from bad to horrendous and early in the artery. Can’t believe Smart doesn’t go to sonoma nor do we have buses directly south towards San Francisco. Outrageous.</td>
</tr>
<tr>
<td></td>
<td>- A rail link would be immensely valuable. It is a straight shot from Vallejo and there would be high demand. I personally would often use such a rail link often on the weekends to access Marin.</td>
</tr>
<tr>
<td></td>
<td>- A reliable, quick, safe and environmentally best-option needs to be found for people who drive this road regularly</td>
</tr>
<tr>
<td></td>
<td>- Area needs alternatives to automobile travel.</td>
</tr>
<tr>
<td><strong>Flooding</strong></td>
<td>- Tidal flooding and road elevation by means of a lateral upgrade to Highway 37 between US 101 Novato to Sonoma Napa turn off Hwy 12/29/121.</td>
</tr>
<tr>
<td></td>
<td>- We need to prepare now for the coming sea level rise, hench the more frequent flooding of HWY 37.</td>
</tr>
<tr>
<td></td>
<td>- Flooding and sea level rise condemns SR 37 and long lasting solution is needed. A &quot;bridge&quot; replacing the road allows the ecosystem to adapt and mitigate sl and grow or provide buffer for wetlands and tidal interaction.</td>
</tr>
<tr>
<td><strong>Ecological preservation and restoration</strong></td>
<td>- These wetlands are important for all living things. We are all woven together for survival. Protecting wetlands helps humans, too.</td>
</tr>
<tr>
<td></td>
<td>- This area is our natural flood plain for sea level rise!</td>
</tr>
<tr>
<td></td>
<td>- We all, including CalTrans, have a responsibility to finally start stewarding this land properly. This means</td>
</tr>
</tbody>
</table>
protecting the natural systems that we haven’t paved over yet, doing restoration where we can, and using locally native plants in all CalTrans projects. This is also near the bay, and in areas that naturally flood, and we should be designing projects that allow that natural process to occur, not fighting it, which is pointless anyway with sea level rise.

| Tolling/ Cost on commuters | You acknowledge in your zoom town hall that this stretch of road is the primary east/west corridor in the north bay, and also acknowledge that many lower income people work in Sonoma and Marin but live in Vallejo. My primary concern is that the cost of fixing this corridor is not put on the backs of low income workers living in Vallejo.  
- Another toll road adding to the burdens of lower income people |
| Bicycle/ pedestrian access | Pedestrians and bikes don't pay into this  
- There is no safe bike route along Hwy 37  
- Relieving commute hour Congestion and improved non-motorized access are primary concerns. Providing better non-motorized access would improve Congestion and recreational access. |
Q8 TRAVEL TROUBLES: Over the past few years, has your travel on Highway 37 ever been limited? If yes, what was the issue(s) restricting your travel? (choose all that apply)

Answered: 411   Skipped: 58

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Severe traffic congestion</td>
<td>89%</td>
</tr>
<tr>
<td>Flooding that closed Highway 37</td>
<td>56%</td>
</tr>
<tr>
<td>Severe accidents/incidents</td>
<td>53%</td>
</tr>
<tr>
<td>Wildfire impacting travel on Highway 37</td>
<td>20%</td>
</tr>
<tr>
<td>Roadway improvements or construction/maintenance led to long delays</td>
<td>19%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>7%</td>
</tr>
</tbody>
</table>

Total Respondents: 411

Other Category: Issues that were filled in under “other” as reasons for restricted travel on SR 37 included:
- Blockages by animals, stalled trucks and trailers.
- Heavy congestion back-up linked to commuting and/or events at Sears Point, lack of multiple lanes and traffic lights
- Lack of the ability to find other modes (bus, ferry, rail) or bicycle access as alternatives
- Terrible roadway surface
Q9 DETOURS: Have you tried to use other routes when Highway 37 is impeded or congested?

Answered: 412   Skipped: 57

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>79%</td>
</tr>
<tr>
<td>No, just gave up and turned around</td>
<td>21%</td>
</tr>
<tr>
<td>Yes (please specify which routes you used)</td>
<td>0%</td>
</tr>
</tbody>
</table>

TOTAL 412
A description of alternative routes used when SR 37 was closed or blocked is largely reflective of answers in Question 3 which inquired about the typical destinations for respondents using on SR 37. Like the answers for Question 3, the range of alternatives routes listed are equivalent to respondents destinations north, south, east and west of SR 37. Sometimes portions of SR 37 are included since the blockages occur in other sections of SR 37.

Approximately 60 percent of respondents listed using roadways north of SR 37 including a combination of US 101, SR 116, SR 12, SR 121, Lakeville Road, SR 112, SR 29.

A small subset of respondents included local roadways, such Atherton Avenue and Crest Route as part of their avoidance route.

Nearly 30 percent listed using a route that included traversing the San Rafael/ Richmond bridge on I-580. Some were open to either the northern roadways as well as the San Rafael/ Richmond bridge/ I-580 route.

A small minority included traveling through San Francisco and using the Bay Bridge and following I-80 along the East Bay or depending on their origins and destination, included the Golden Gate Bridge to go around. Only 2 persons listed using a ferry route to avoid SR 37.
**Q11** If No, please let us know why other routes are inadequate:

**Answered:** 223  **Skipped:** 246

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Available detours would add over 15 minutes to each trip</td>
<td>24%</td>
</tr>
<tr>
<td>Alternate routes would add many more miles to each trip</td>
<td>24%</td>
</tr>
<tr>
<td>No other route is practical</td>
<td>35%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>17%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>223</td>
</tr>
</tbody>
</table>

**‘Other’ Category:** Respondents who found that detours were not feasible for their purposes explained that the alternatives routes resulted in excessive time and/or congestion was excessive on other routes. The following reasons were also offered:

- Have to pay a toll both ways when you travel from Vallejo to Marin via 80
- I was afraid of fire on other routes.
- Inadequate signage in some cases
- Bus service is highly limited. No bike paths parallel to much of 37.
- By the time I realize there’s an issue it’s too late and there’s no way out except straight ahead.
- Going to and from Napa through Petaluma/Sonoma is out of the way and extremely time consuming
Q12 TRANSIT: If more modes of travel were offered along the Highway 37 corridor, which would you use? (Please identify all those that apply)

Answered: 334    Skipped: 135

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail</td>
<td>68%</td>
</tr>
<tr>
<td>Bus</td>
<td>31%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>27%</td>
</tr>
<tr>
<td>Microtransit/ small van transit</td>
<td>13%</td>
</tr>
<tr>
<td>Carpool</td>
<td>13%</td>
</tr>
<tr>
<td>Vanpool</td>
<td>4%</td>
</tr>
<tr>
<td><strong>Total Respondents: 334</strong></td>
<td></td>
</tr>
</tbody>
</table>

‘Other’ Category: Majority of those that responded (55 in total) in the ‘other category’ used this opportunity to state ‘none’, meaning, ‘no alternative mode’ would be feasible for their commute or travel plans when using SR 37. Other respondents duplicated the options provided. However, 14 respondents listed bicycle lanes, four persons listed ferry service, one person listed light rail option as more cost-effective than rail and 1 respondent listed express toll lanes.
Q13 TRANSIT LINKAGES: If transit options were offered, what destinations are you most interested in? (choose all that apply)

Answered: 297  Skipped: 172

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public recreational areas</td>
<td>34% 100</td>
</tr>
<tr>
<td>Key Destinations (Examples include Sears Point, Six Flags Amusement Park, etc.)</td>
<td>37% 110</td>
</tr>
<tr>
<td>Key Business/Employment Centers in Novato, Marin, etc.</td>
<td>49% 146</td>
</tr>
<tr>
<td>Transfer to SMART (Sonoma-Marin Area Rapid Transit train service)</td>
<td>64% 189</td>
</tr>
</tbody>
</table>

Total Respondents: 297
Q14 BICYCLE/PEDESTRIAN: Are you interested in bike/pedestrian paths?

Answered: 391  Skipped: 78

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>43%</td>
</tr>
<tr>
<td></td>
<td>170</td>
</tr>
<tr>
<td>No, not interested</td>
<td>57%</td>
</tr>
<tr>
<td></td>
<td>221</td>
</tr>
<tr>
<td>No, not interested (please explain why not)</td>
<td>0%</td>
</tr>
<tr>
<td></td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
</tr>
<tr>
<td></td>
<td>391</td>
</tr>
</tbody>
</table>
Q15 If yes, then what bike/pedestrian path options do you prefer? (choose all that apply)

Answered: 201    Skipped: 268

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Path designed for efficient bicycle commuting adjacent to highway</td>
<td>40% 81</td>
</tr>
<tr>
<td>Path separated from the highway for easy access to adjacent lands, knowing that the path may be flooded during winter weather conditions</td>
<td>61% 123</td>
</tr>
<tr>
<td>Use of shoulders within the highway footprint</td>
<td>7% 14</td>
</tr>
<tr>
<td>Paths designated for recreational purposes</td>
<td>51% 103</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>14% 29</td>
</tr>
</tbody>
</table>

Total Respondents: 201

‘Other’ Category: Most of the respondents that marked ‘other’ and provided specificity justified that bicycle lanes are not needed along this route for reasons of safety, will not be used, not a healthy location for bicycles or the potential for slowing vehicle travel. Pro-bicycle path persons used this option to express the need for protected bike paths and clean pathways or the need to separate bicyclists from pedestrians. One commenter stated a need for separate motorcycle lanes too.
Q16 PUBLIC ACCESS: Using the map above, are there access points that are underserved, hard to get to or would benefit from improved accessibility?

Answered: 340  Skipped: 129

Respondents had mixed interpretations of this question. Some listed that they wanted improved access to other roadways, other community or city destinations as well as opportunities to access public recreational and restoration areas. Many answered 'all of them'. The table below includes the all the areas, destinations of activities that respondent listed to have access improved.

<table>
<thead>
<tr>
<th>Type of Access or Destination</th>
<th>Specifics listed</th>
</tr>
</thead>
</table>
| Natural areas                 | - Petaluma River  
                                - Napa Sonoma Marsh  
                                - Pheasant club near Carl's Marsh.  
                                - San Pablo Bay  
                                - Skaggs island  
                                - Tubbs Island, Hudemann Slough, Skaggs Island, Sonoma Baylands  
                                - Sears Point Restoration  
                                - Cullinan Ranch |
| Roadways/ intersections       | US 101, SR 121, 12, Lakeville Highway, Mare Island bridge |
| Communities                   | Vallejo, Petaluma, Sonoma, Novato, Napa  |
| Activity destinations         | Sears Point Raceway, Shellville Airport, Napa Airport, Vallejo, Six Flags, Solano Fairgrounds |
Q17 PUBLIC ACCESS AND PRESERVATION: Are there areas that need to be limited from public access to ensure preservation of the wildlife and sensitive areas?

Answered: 343    Skipped: 126

This question is the inverse of Question #16 yet, interestingly, a similar ratio answered that they want improved access (36%) as those who want to limit access to preservation areas. This may be a result of the interpretation of the two questions, because the listings for areas that should be restricted from access are more focused on preservation and restoration areas. Whereas in Question16, persons listed a more broad range of areas they wanted accessibility to be improved.

Over 60% of respondents did not feel that limiting access was important. Of those selecting ‘yes’ to limiting access, 20% wanted to defer to wildlife specialists, land managers or other experts. Another 45% were generic in their responses, listing subjects like “all wetlands’, ‘adjacent marshlands’, ‘migrating bird flyway along SR37’, ‘areas between SR 121 and Mare Island’ or ‘all of it’.

The specific locations listed for limiting access included:

- Private Ranches
- Skaggs island
- Tubbs Island
- Hudemann Slough
- Skaggs Island
- Sonoma Baylands
- Hamilton
- Sonoma and Sears Point restoration
- Cullinan Ranch
- Deer Island
- Camp 3
- Pond 3
Q18 EVALUATION CONSIDERATIONS: To evaluate alternative routes, what issues should be considered in order of priority? (number in the order of importance to you)

Answered: 347   Skipped: 122

<table>
<thead>
<tr>
<th>Issue</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>TOTAL</th>
<th>SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preserving accessibility</td>
<td>35%</td>
<td>26%</td>
<td>30%</td>
<td>10%</td>
<td>310</td>
<td>2.85</td>
</tr>
<tr>
<td>Minimizing impacts on private or nearby properties</td>
<td>11%</td>
<td>22%</td>
<td>22%</td>
<td>46%</td>
<td>301</td>
<td>1.97</td>
</tr>
<tr>
<td>Ability to preserve and potentially enhance natural resources</td>
<td>28%</td>
<td>29%</td>
<td>27%</td>
<td>16%</td>
<td>313</td>
<td>2.70</td>
</tr>
<tr>
<td>Expand mobility options (HOV lanes, transit, bicycle routes, etc.)</td>
<td>37%</td>
<td>26%</td>
<td>17%</td>
<td>19%</td>
<td>317</td>
<td>2.82</td>
</tr>
</tbody>
</table>
Q19 Are there any other issues that you think should be considered in the evaluation of alternative routes? If so, please explain below.

Answered: 116  Skipped: 353

This question is intended to provide the agencies values or measures that can be compared or used to influence solutions. Only a quarter of the respondents provided their input beyond those already listed for in question 19. They offered considerations ranging from travel time, safety, wildlife conservation, sea level rise and public transit options. Some respondents provided specific designs or modal options. The table below shows the range of grouped subjects that were listed and the specific suggestions. This list is exhaustive of the suggestions.

<table>
<thead>
<tr>
<th>Topic Grouping</th>
<th>Specific considerations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flooding</td>
<td>- Sea level rise&lt;br&gt;- Consider managed retreat alternatives&lt;br&gt;- enables tidal movement</td>
</tr>
<tr>
<td>Specific Design suggestions</td>
<td>- Flyover at SR 121&lt;br&gt;- Bridge/elevated freeway/ build it over the bay/water&lt;br&gt;- Shortest distance&lt;br&gt;- Designate a Sonoma turn lane&lt;br&gt;- Construct above existing roadway&lt;br&gt;- Use existing roadway for bicycles&lt;br&gt;- Wildlife corridors/ tunnels for wildlife to use</td>
</tr>
<tr>
<td>Transit/ alternative modes</td>
<td>- BART, Rail (SMART), Light rail, Ferry, non-greenhouse emitting vehicles (Electric, fuel cell, etc.) and charging stations&lt;br&gt;- Make alternative modes as or more attractive the single occupancy vehicles to reduce VMT. Shift goods (large truck) movement to trains and or off hours</td>
</tr>
<tr>
<td>Travel considerations</td>
<td>- Reliability / travel times&lt;br&gt;- Safety considerations (shoulders, turn arounds, access)&lt;br&gt;- Capacity enhancing/ expand the roadway&lt;br&gt;- Carpool option</td>
</tr>
<tr>
<td>Cost</td>
<td>- Consider equity issue of costs&lt;br&gt;- Fastrak&lt;br&gt;- Possible toll road</td>
</tr>
<tr>
<td>Resource impacts/ measure or limit impacts on the following:</td>
<td>- Encroaching on sensitive lands&lt;br&gt;- Private property&lt;br&gt;- Measure GHG changes&lt;br&gt;- Economic impact&lt;br&gt;- Fires impacts&lt;br&gt;- Natural character of the area</td>
</tr>
<tr>
<td>Other</td>
<td>- Think long term&lt;br&gt;- No alternatives needed&lt;br&gt;- Time to implement/ construct</td>
</tr>
</tbody>
</table>
Q20 ALTERNATIVE ROUTE LOCATION: Should alternative routes be considered?

Answered: 355    Skipped: 114

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>No, best where it is</td>
<td>31%</td>
</tr>
<tr>
<td>Yes, we should review alternatives</td>
<td>37%</td>
</tr>
<tr>
<td>Maybe, but concerned about preserving the existing road if an alternative is proposed</td>
<td>32%</td>
</tr>
</tbody>
</table>

TOTAL 355
Q21 ALTERNATIVE ROUTE SUGGESTION: If you feel like an alternative route for Highway 37 would be better, please provide a suggestion by one of three methods:1. Use this link to access an interactive map which provides tools to locate your comments and/or draw a new alignment2. Or, you are welcome to save the map image above (right click -> save picture as), print it out, mark-up it up and attach your input in an email to StateRoute37@dot.ca.gov3. Or, noting landmarks in the map above, describe your proposed alternative route below

Answered: 61     Skipped: 408

Fewer than 20 percent of respondents provided alternative suggestions of how to alter or change the current SR 37 route.

Over 50% of these suggestion included building a bridge or causeway. The ideas included building an elevated route between:

1. US101/ Novato to Mare Island across San Pablo Bay or land in addition to remodeled hwy 37.
2. Black point bridge to Mare Island
3. Build a bridge from the Ignacio exit to Vallejo
4. Paralleling the railroad track
5. Sears Point to Mare Island

Transit Alternatives included ferries, rail service and commuter-oriented transit busses.

Specific alternative routes included:

1. North of wetlands and parallel to ST 116 and SR 12.
2. From US 101 across marshland to Lakeville Road
3. Improve Stage Gulch/Hwy 12 route to carry much more traffic effectively, including intersections and interchanges built for through-traffic to avoid local/tourist traffic
4. Improve SR 116 to SR 12 and SR 121 to SR 12
5. US 101 to I-580
6. Flyover eastbound from SR 37 to SR 121

Finally, others used this opportunity to express that they do not support other alternatives, nor tolls, or they expressed that wetland should protected or that if SR 37 were relocated, it would result in economic impacts on Vallejo.
Q22 FUNDING: To make a long-term solution a reality, the State of California would need to seek funding. Which option do you prefer:

Answered: 336   Skipped: 133

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tolling consistent with the other Bay crossings in the region</td>
<td>26% 88</td>
</tr>
<tr>
<td>Having the option to pay for express lanes, priced based on congestion or time of day</td>
<td>26% 86</td>
</tr>
<tr>
<td>Tolling consistent with the other Bay Crossings in region, with a means-based toll to offset hardships for low-income travelers</td>
<td>26% 89</td>
</tr>
<tr>
<td>A per household or regional transportation tax</td>
<td>22% 73</td>
</tr>
<tr>
<td>TOTAL</td>
<td>336</td>
</tr>
</tbody>
</table>
Q23 OTHER ISSUES: Are there any other issues or suggestions you would like to be considered for the long-term Highway 37 plan? (Please feel free to write in the box below to provide additional comments or suggestions). In order to place a location-specific comment, please use this link to leave your input on an interactive map: www.Resilient37.org/interactivemap

Answered: 108  Skipped: 361

Approximately 25% of respondents took time to offer additional input to the SR 37 planning team. The direct comments have only been organized by broad subjects, but otherwise all the comments are presented below as they have been copied as written in the survey without modification of any kind. In some cases, the comments could pertain to more than one topic area, but they were grouped under the predominant theme of the comment. The suggestions or issues have been divided into the following broad topics:

1. Roadway upgrade suggestions
2. Expedite solutions
3. Causeway/ bridge and Over-Bay route suggestions
4. Tolling and cost-related issues
5. Transit considerations
6. Ecological preservation
7. Consider climate change implications
8. Pedestrian and Bicycle considerations
9. Miscellaneous suggestions concerning emergency, access needs and land use concepts

To preserve the integrity of the comments, all comments are copied verbatim and without modification. In many cases, the comments were provided as phrases, but the intent is well understood.

Roadway Upgrade Suggestions

- There needs to be a light at Lakeville highway where it meets 121 and one where 121 and 116 meet. We need more stoplights to keep us safe and move traffic quickly.
- It seems like installing the zipper would solve a lot of problems. Also, make a flyover Sonoma lane so those cars don’t have to sit forever at the light at 121/37 behind Vallejo bound cars who cut over at the last minute.
- 2 lanes in each direction would be a great start
- at this point, it’s frustrating for random commuters who merge onto 37 on the shoulder bypassing everyone else that is waiting patiently
- Don’t feel rising sea level an issue. Making it at least 2 lanes each way would help considerably. But by the time you guys make a decision, especially if the State MAKES Bay Area counties build more, the need will be 3 lanes each way!!!
- Eastbound at Sears Point is a nightmare. Race weekends too. Keep four lanes
- improving alternate routes of 12, 29, 121 and 116
- Fix the intersection of 121/Arnold Dr. and 37 for Sonoma-bound traffic. All other traffic is freight and contractors going back to the East Bay from Sonoma/Marin counties, unfairly clogging up 37 impacting Sonoma residents who need to get home.
- Get rid of the traffic lights. Rethink this survey.
- merge from Sears Point to Mare Island
- Just the over pass at the Napa turn off.
- A solution for traffic especially during events at Infinion raceway would be awesome
• Replace traffic lights with interchanges.
• Make 37 a raised roadway right next to existing from the Raceway to Vallejo. This would eliminate the intersection at the raceway for traffic continuing on. While maining access using the existing roadway.
• Semi trucks are a major cause of rush hour traffic and blockages due to accidents. Limit their use to off peak hours. They destroy the pavement very quickly and cause pot holes. If anyone should be charged toll it should be semi trucks. They spill fuel and oil into the preserve. They make others merge horribly. They move slowly during rush hour and their weight causes damage.
• Suggest to start the HWY 121 traffic be diverted at Lakeville Rd to go along the west side of the raceway and then across to north end of the raceway to meet hwy 121. This would help with the current bottleneck. Then the whole of 37 needs to be a combination of base roadway and via duct structure to allow bay waters and wildlife to connect with the north side of 37. Give the map showing the increase in height of the water do to global warming perhaps the whole road needs to be elevated via duct.
• Suggest you consider a big six-lane tube mounted on hydraulic pads that could be elevated when needed. Build that next to highway 37. Probably bayside, so it could be floated in on barges for placement.
• Traffic through American Canyon on CA-29 is overly congested. Most people who work in the Napa Valley cannot effort to live there, so more affordable housing is needed. Also, alternative routes need to be prioritized through and around American Canyon, there's major commute issues from not only commuters, but vendors and tourists coming and going from Napa Valley. It is not a safe area if there's an emergency, roadways quickly congest without alternative routes. Any SR-37 plan needs to avoid furthering Congestion on SR-29.
• Widen the roadway to accommodate the number of cars that now use the roadway that was built with so many fewer cars on the road. It’s time the highway system kept up with the growth of housing in the affected areas.
• two lanes in each direction
• You just need to make hwy 37 like 50 feet wider it’s NOT that complex. Thanks.
• Use of technology to solve traffic Congestion issues. Managed lanes, Reversible lanes contraolled via traffic signal lights etc. Automatically moveable barriers without the interventaion of a crew or anything else that we can come up with. We can operate a rover in Mars from here and I am sure we can do these and more. Really need a leader who can think in terms of integrating high tech into the transportation arena.

Expedite Solutions
• Widen 37 now!!!
• It feels like this effort is bogged down in analysis paralysis, meanwhile traffic on 37 is a nightmare. What are the quick fixes you can implement in 2021 to reduce impact of bottlenecks?
• Just want to say that I am really glad that the ResilientSR37 team is not just treating fixing Hwy 37 as a "road" problem but is seriously considering environmental, recreational, multimodal transit, and equity issues. If the team can seriously address all of those issues this will be a huge success that can hopefully be exported to other areas/projects.
• My only concern is that finding a solution for this crossing that connects our counties has taken far too long already. Stop wasting your time and ours and let's get on with this.
• Think big and get it done once to reduce overall cost. One environmental impact report not many. 4 lanes (2 each way) Bike path 2 sets of train tracks. Don't need to build them out now but develop the land to support future rail lines. Make the rail lines fast (100 mph? Or more to offset first mile- last mile delays)
• This highway has been long, long overdue for expansion. By talking about it now, it will probably be another 10 years before anything will be done, resulting in complete gridlock when traveling between Solano and Sonoma-Marin counties
• Thank you for the effort to deal with this difficult transportation challenge
• The planning committee is taking too long and to many studies. It's time to build now! Once the project is done worry about the wildlife after.
• The survey is excellently clear and simple, but should mention pollution reduction as a goal.
• Your proposed short term solutions are a waste of time and money! Start now building two causeways from 121 to Mare Island. Two lanes each direction. It could be built with the current highway still used while the causeways are built. Flood problem solved. Minimal environmental impact. Once built, the old road can be utilized for both recreation and rail. To pay for this, take the money from either the Bullet train and or the Sacramento water tunnel!
• Do it fast. Ten years is not acceptable. Accelerate the implementation and avoid bureaucratic delays. Remember how fast the GG Bridge was built?
• Hwy. 37 does not have a good base under it and has been settling all these years. And especially with so much traffic now! That's what's happening. Otherwise those homes would be flooded out, too!!!!
I avoid this road at all costs. You really ought to talk to people in Louisiana, the whole bottom third of the state is a swamp and somehow they have roads. Also find the money, tolls are already a huge burden in this area. Roads don’t have to cost so much. Just suspend CEQA and exempt them from all lawsuits.

Please do keep thinking on this focused on the long-term. Let’s not create a problem for future generations.

Why are we going to pay for this through taxes or tolls? Can’t Biden’s infrastructure bill pay for it? For the love, just get this done!

Causeway, bridge structure and/or Over-Bay route concepts

- We need a bridge
- Why is a bridge not considered in the questionnaire?
- Elevate the road deck, add 2 more lanes in each direction while doing that & charge a toll!
- A viaduct of an expensive time consuming project that leaves cars trapped in an emergency and is hard to repair. Use full to raise the roadbed and allow for water to flow underneath where necessary for the sake of the Marshlands. This is the cheapest fastest safest and most dependable option. Build the new highway next to current one to speed up construction, keep cost low, and prevent even worse traffic during construction.
- Build a raised/elevated road bed the entire length where it is bear the water. Then, when it us finished, move all traffic over and carefully remove the existing roadbed returning the area to the natural landscape.
- Over-Bay: Anticipate change in traffic volume over at least 25 years in whatever is finally constructed. My vote is for a direct aligned bridge from Novato to Vallejo as the best option.
- I feel the best solution is a 4-6 lane, elevated SR37 from Sears Point to Mare Island with a Fastrack toll bridge on the Mare Island side. This will probably not be adequate to handle the linkage over the north bay. Elevating the highway will improve the health of the wetlands.
- I would support an elevated roadway, keeping the existing Highway 37 route
- If building a bridge/causeway as a replacement, include bike/ped and rail/BRT on the bridge. The rail detour up to Sonoma especially seems to have little benefit when most people are heading Novato to Vallejo

Tolling and cost-related issues

- If you’re going to make a toll road area, make it start after Sears Point. That way tourism and commercial related traffic between Marin and Sonoma is not so heavily impacted
- I believe that this highway should have a toll or other fees the state of California has enough money to fund this project. The state has a major surplus and also needs to start spending money on highway improvement and stop throwing it away on worthless projects.
- Separate overhead toll lane
- The original route was a toll road. Get on with it-funding by fastrak. AND put an overpass in at sears point and eliminate the light, add two lanes across the route with more viaducts underneath for bay water transmission ECEPT store petaluma freshwater for the farms during droughts. Dredge the adjacent lands to build up the berm to the height necessary to avoid flooding in 2100. Davis I80 viaduct is a good model. Keep the old highway lower for seasonal route/the raised for flooding periods. Two lanes up/two down (existing levy)
- There should be no tolls or additional taxes to fund this needed project, especially not a “per household tax”. Funding should come from gas taxes we already pay. Stop gouging us!!
- This corridor should not be funded on the backs of low income Vallejoans.
- This is NOT a bay crossing. 101 San Mateo County 880 Alameda County are no toll, but cross wetlands, Is there a difference. NO. We are NOT building a bridge, just raising and widening a road. Just as the state with other projects... NO TOLLS
- Use existing funding sources and don’t raise taxes, fees or use tolls.
- Tolling is a regressive tax that has outsized impact on the lower income communities that will need to continue to use this route. With housing more affordable on one end than the other, tolling the users of the lower income communities to travel to work in richer areas is about as cruel as I can imagine for this project.
- Tolls are not needed. This project should be funded by the State as are all other road projects. The attempt here is to classify it as a “BAY CROSSING” in order to collect tolls. This is a road improvement project and only a road improvement project.
- Tolls? Household taxes? Are you for real? Californians have paid for this already! Just widen the road already. Tell greedy special interest groups to back off and stop siphoning the money
- You don’t need funding. You charge us way too much as it is and you never have enough money. If I ran my business this way, I would be one of the homeless people living under HWY 37. If you were good business people (you are not) you would reduce spending. There is so much waste! Build another road or expand the current one. You can’t just talk
Highway 37 between US Highway 101 to Interstate 80 Questionnaire

crap and do nothing. We are sick of it. Hire a private company to build a private road, charge toll and have no speed limit.

- You left off Federal funding. We cannot be the only part of the nation requiring major infrastructure projects to respond to sea-level rise. If CA gets a piece of the new infrastructure bill, invest part of it in this project. We cannot possibly cover the cost with local taxes and fees.
- Southern California doesn’t tax everyone or add tolls when they improve a highway. Why is it so prevalent here? Are officials not as good at securing funds or are they using them in other ways?
- Stop the bullet train and add more lanes to our broken freeways.
- Take the BILLIONS being wasted on the Bullet Train and funnel them into expanding Highway 37! NO NEW TAXES!
- reach out to the private sector to potentially become a partner to build and help finance the improvements in the corridor
- I don't think it's right to make this a private toll road; it's too important to the local communities who travel on hwy 37 everyday. The toll also poses a regressive tax on employees who work in marin, but cannot afford housing there.
- I don't understand why this infrastructure repair wouldn't be funded like any other State Highway. The toll idea smacks of NIMBY.
- I hate toll roads so much
- I have lived in Novato since 1975 and you have not done one darn thing to relieve Congestion on the only connector to Highway 80 within a zillion miles. Please stop discussing and it and do something. I am 75 years old so it probably won’t happen in my lifetime, so I don't think it's fair to begin making the current users of this congested cow path pay tolls so you can FINALLY build the road you should have built 40 years ago.
- Consideration should be given to the economic impact on lower income travellers. Vallejo is already marginalized by lack of access to public transit and high bridge tolls to commute south. The commute west should not be a toll road! Tolls are a regressive tax.
- Current taxes should be used to fund improvements
- More Bay Area Express Toll lanes please!
- No new taxes please. 60% of my meager income goes to taxes. All those are touchy feely locations are of no concern to Core commuters who go thru out either ends of 37. But people who rarely travel thru the area will constrict vehicle traffic so other “modes” can be installed and not used like most public mass transit means.
- No regional tax as this road is a major like to Sacramento and Tahoe/Reno area. Tolls should be paid equally by all users and trucks should pay higher tolls given their impact.
- NO TOLL ROADS!!!!!
- No toll!

Transit considerations

- Transit/Carpool/Vanpool lanes should be extended to connect with existing carpool/express lane system. Consider emerging technologies and trends when designing elevated structure. Included rail should be electrified for environmental and speed issues.
- Connecting buses from Downtown Sonoma and Downtown Napa should serve new SMART Stations to be located along the existing railroad ROW.
- Increase ferry routes Vallejo to Larkspur and Sausalito. Make it 3 lanes NOW using the zipper tool like the Golden Gate Bridge while you fight over the long term solution.
- This meeting is clearly intended to inflate rail. Rail would be illegal as the voters did not approve this but of course you will just do what you want and won’t listen to objections
- Our dependence upon auto travel is killing the planet. Let 37 sink out of site and use the money saved to expand rail transit.
- Rail Transit ASAP
- It’s really outrageous that Smart is planned to go to cloverdale when population growth and needs in Sonoma Valley and Napa We’re Ignored. What Bad planning and lack of collaborative efforts and thinking about future needs. In short term make sure there is sufficient public transportation to and from these underserved communities. In Sonoma there are no viable public transit options to get to east bay and San Francisco. You should have been thinking of this years ago
- If you do not provide for a SMART link to the Vallejo Ferry building that planning will doom Vallejo to economic failure. In turn, that will downward cycle the entire surrounding area. Don’t be pennywise but pound foolish!
- Improvements to the parallel rail corridor could offer both passenger service and get freight traffic off of Hw 37.
- PLEASE do not add the $1.3 Billion (+) extra cost to improving and elevating SR37 by tossing in SMART rail extension from Marin County to Solano County. Concentrate on SR 37...where the existing problem is. Thank you.
**Ecological preservation**
- Thank you but please include ecological protection and restoration in the purpose and need statement.
- It is critical that Caltrans include ecological protection and restoration in the purpose and need statement for the Planning and Environmental Linkages study. The purpose and need statement is an important driver in determining the ultimate highway design and it is imperative that the ultimate design allow for future ecological protection and restoration along the highway corridor.
- Please consider migratory birds and wildlife in the area. Wetlands are important habitats and we need to limit development impact.
- Please prioritize protecting the marshes. These ecosystems cannot be relocated or rebuilt, unlike highways.
- I think that ecological protection and restoration should be part of the purpose and need statement for the Planning and Environmental Linkages Study for the SR 37 corridor
- I wish that the new highway have at least two lanes and a wildlife corridor. Also, I wish that there was a ferry boat from Vallejo to Larkspur. Thanks

**Consider climate change implications**
- Rising sea levels due to human-caused climate change will be our major future challenge. All alternatives need to focus on transportation modalities that do not contribute to climate change.
- VMT is the concern of the future. Any Hwy. 37 solutions need to address that issue
- Trying to defend Hwy 37 from sea-level rise is climate change denial. Better to manage retreat, and spend limited funds to improve the much more defensible/resilient Hwy 116-12 corridor (with rail, e-buses, safer bike lanes, and safer roadway).
- People who claim to oppose removing the bottlenecks due to environmental concerns ignore the wasted fuel, exhaust and GHG emissions of tens of thousands of vehicles idling in a traffic jam all day and night, or people having to crap on the side of the road, damaging bay water quality.
- One of the worst highways in America. Countless hours wasted sitting in that traffic. Thank God for the Grateful Dead to keep my mind off of the waste of my life sitting in traffic every day just to go 1 mile just because this stupidly run state can't get it's highways in order. Also, they said 37 should have been underwater in 2015, so save the time and cut the BS about the exaggerated apocalyptic sea level claim that only aimed to instill fear in clueless citizens. I've been commuting on that ride for generations and not a shred of evidence that it will be underwater. Just make it 5-10 feet higher if it makes you feel better and we be golden. Don't waste everyone's time and money overthinking this crap. A private company would've had this built in less than a month. Aside from that, 37 is a lost cause in my book I gave up on it years ago. Good luck!
- Consider climate change implications

**Bicycle and Pedestrian Considerations**
- Need bicycling and pedestrian route, plus additional bus options. Also, SMART train eastern route is needed.
- Please do not spend tax payers dollars and time on insuring the vocal minority are served first. Bicycle lanes are used by a very small percentage of people. Richmond San Rafael Bridge recently took the 3rd west bound land for this purpose. If there is ever an accident during commute traffic there is no way an emergency vehicle could get to the people who needed help. When I travel that route at most I see a few people using that lane on foot or bike. Please develop Highway 37 into what it's main purpose is; a major East-West corridor capable of efficiently carrying the volume of traffic as safely and quickly as possible.

**Other Miscellaneous Suggestions concerning emergency, access needs and land use concepts**
- Encourage housing in job rich areas, and encourage jobs in housing rise areas, to reduce need for commuting.
- Promote through incentives flex time and remote work to get people off roads. Rail from Novato to Sonoma (shellville)
- Ev charging stations. Rest areas with parking for people who want to pull out of heavy congestion to use a toilet, and if possible wifi.
- No matter how the current road is eventually bypassed, please keep the existing road for all the fishermen to use.
- No other suggestions. Just wanted to mention I appreciate the time your teams are taking to research and review this project. Good luck.
While Marin County has long resisted housing for its teachers, landscape and home-care workers, that attitude may change. While the interim project is needed, the no-build alternative to a causeway should be more seriously considered.

As only evac route, the ability to turn lanes from west to east in an emergency.

Good luck

none