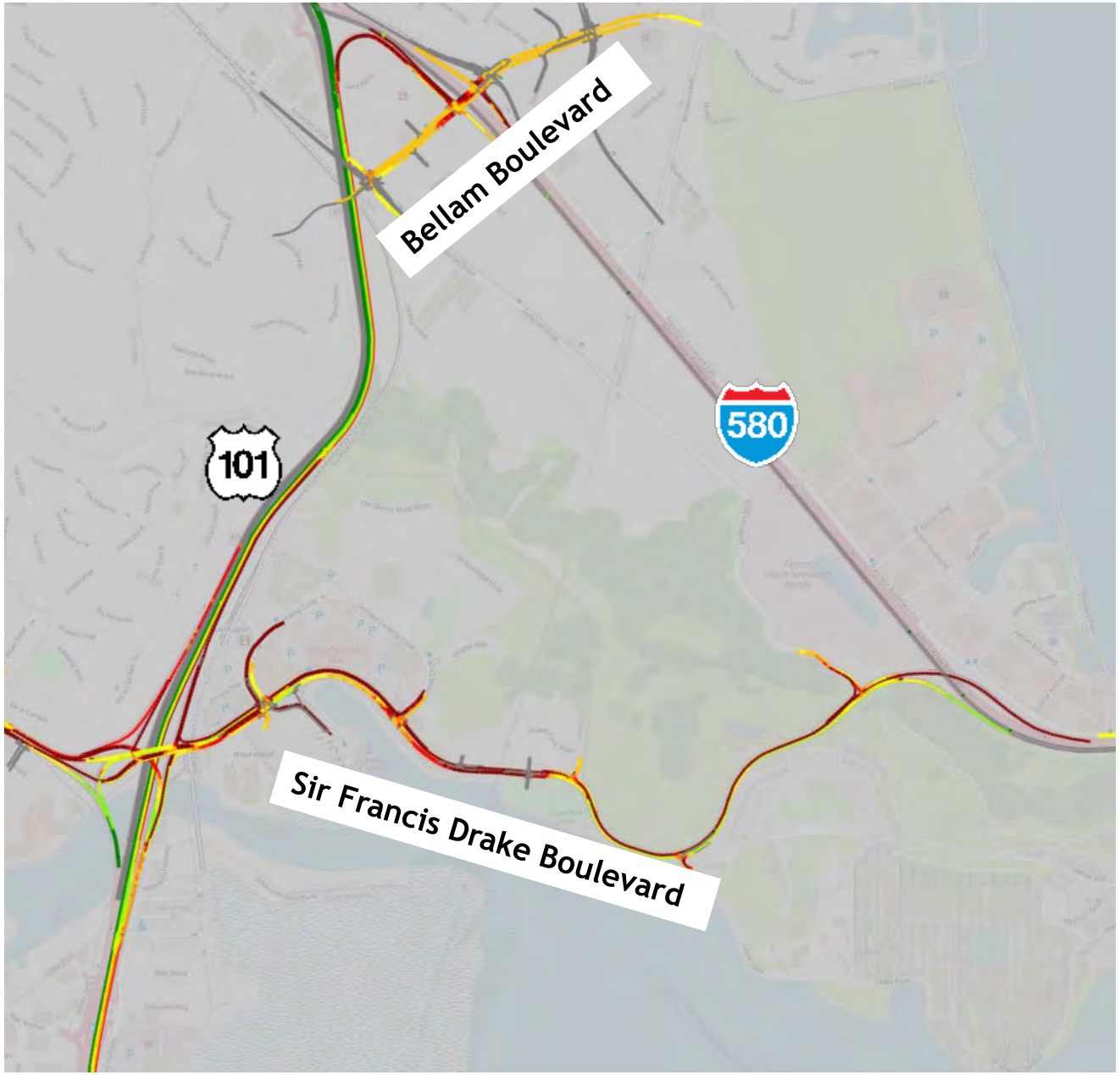
Northbound US-101 to Eastbound I-580 Direct Connector

Agenda Item No. 4
GGBHTD Transportation Committee
November 18, 2021

Welcome and Introduction

- Introduction to the Issue:
  - There is no direct access between Northbound 101 and Eastbound 580 to the Richmond-San Rafael Bridge (one of only two toll bridges without direct access)
  - Traffic volume and delays continue to grow: current 13 min. delay projected to grow to 25 min. delay in 2040
  - Building this connection has been identified as a priority for ~ 10 years and has received locally and regionally approved funding

2040 Congestion – No Build Scenario



With no direct connector SFD will become more congested and traffic will utilize Bellam

Peak Hour Travel Time

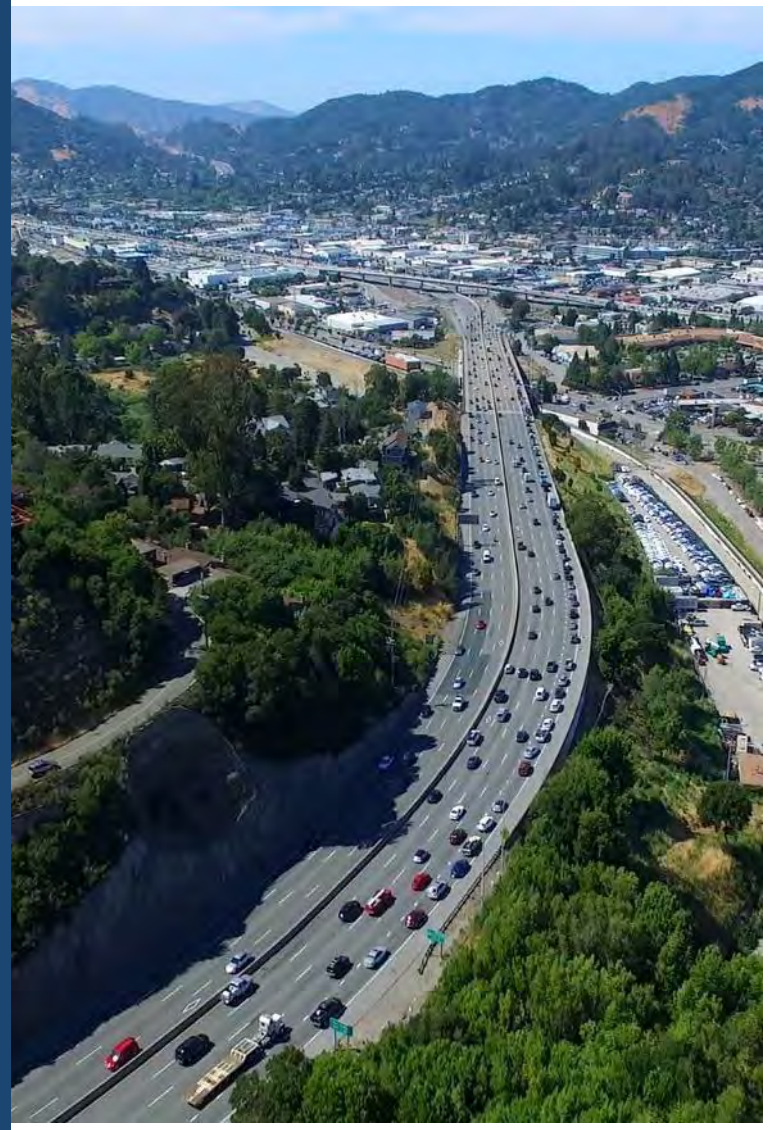
Tamalpais On-Ramp to Bellam Off-ramp

Existing Conditions – 13.3 minutes

Year 2040 No Build – 25.0 minutes

Local Challenges

- Regional and Local Traffic backs up onto freeways (NB 101 and EB I-580) from Sir Francis Drake and Bellam off-ramps
- Constrained movements and close signaling at Bellam and Sir Francis Drake undercrossings exacerbate local traffic congestion
- Additional improvements are needed on Bellam to improve pedestrian and bicycle safety and connectivity

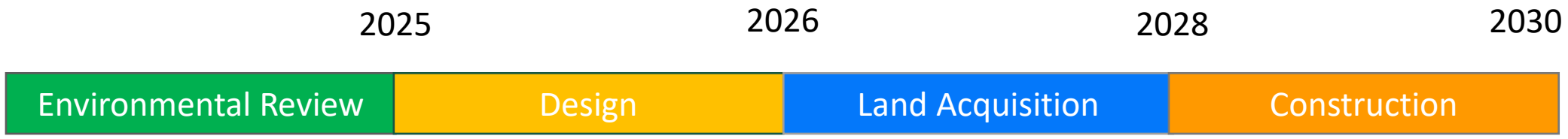


Project Goals and Objectives

- Build a new freeway-to-freeway connection between NB US 101 and EB I-580 to improve connectivity and traffic flow for local and regional traffic
- Separate regional pass-through traffic from local traffic and reduce local traffic congestion
- Enhance bicycle and pedestrian network and local access within the project area
- Promote equity for all users, particularly members of the under-represented communities within the project area
- Project should not preclude construction of future WB 580 to SB 101 Connector

Project Timeline

- Currently in planning phase, start of EIR expected in 2022



Current Project Funding

- Regional Measure 3 (bridge toll funding):
  - $135M for project planning and construction

- Local Funding (Marin County ½ cent transportation sales tax):
  - $16.5M to expedite project planning and to fund local improvements

Coordination & Outreach

Committees

- Technical Advisory Committees, Executive Steering Committees, Stakeholder Work Group

Cities

- San Rafael City Council, City of San Rafael staff, San Rafael Bicycle & Pedestrian Advisory Committee

Community Organizations

- Canal Alliance, League of Women Voters, Multicultural Center of Marin, Federation of San Rafael Neighborhoods, East San Rafael Working Group, Resilient Shores, Marin Conservation League, Pt. San Quentin Association, Spinnaker Point & Baypoint neighbors, and TAM Citizens Oversight Committee

Property Owners

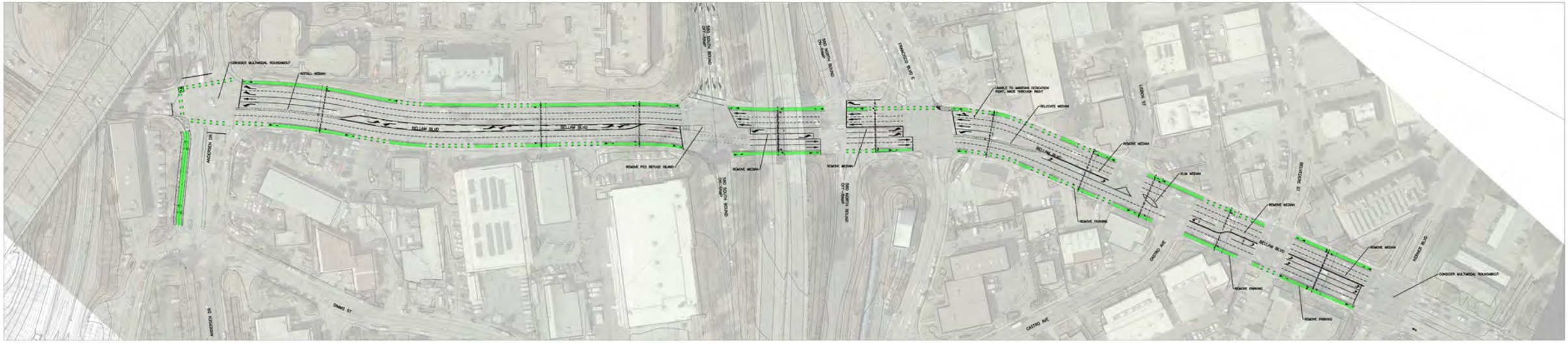
- Central Marin Sanitation Agency and Marin Sanitary Services

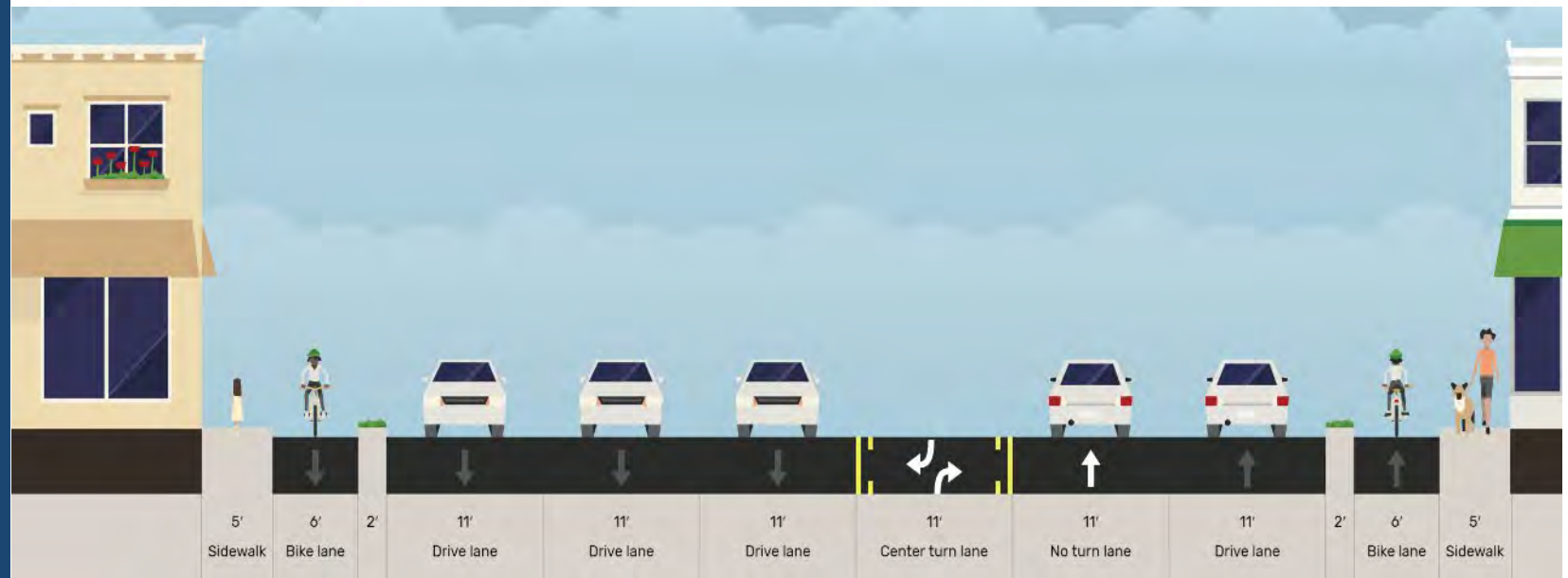
Stakeholder Working Group

Interest	Organization
Bike & Pedestrian	Marin County Bicycle Coalition
Bike & Pedestrian	San Rafael Bike/Ped Adv. Comm.
Business	Country Mart, Larkspur Landing
Business	East San Rafael Businesses
Business	Larkspur Chamber of Commerce
Business	San Rafael Chamber of Commerce
Community	San Rafael City Schools
Community	Multicultural Center of Marin
Community	College of Marin
Community	League of Women Voters
Community	Fed. of San Rafael Neighborhoods
Community	Canal Alliance
Community	Pt. San Quentin Village HOA
Community	Bret Harte Community Assoc
Commuter	East Bay to/from Larkspur
Commuter	East Bay to/from San Rafael
Environmental	Marin Conservation League
Environmental	Sustainable Marin
Environmental	Sustainable San Rafael

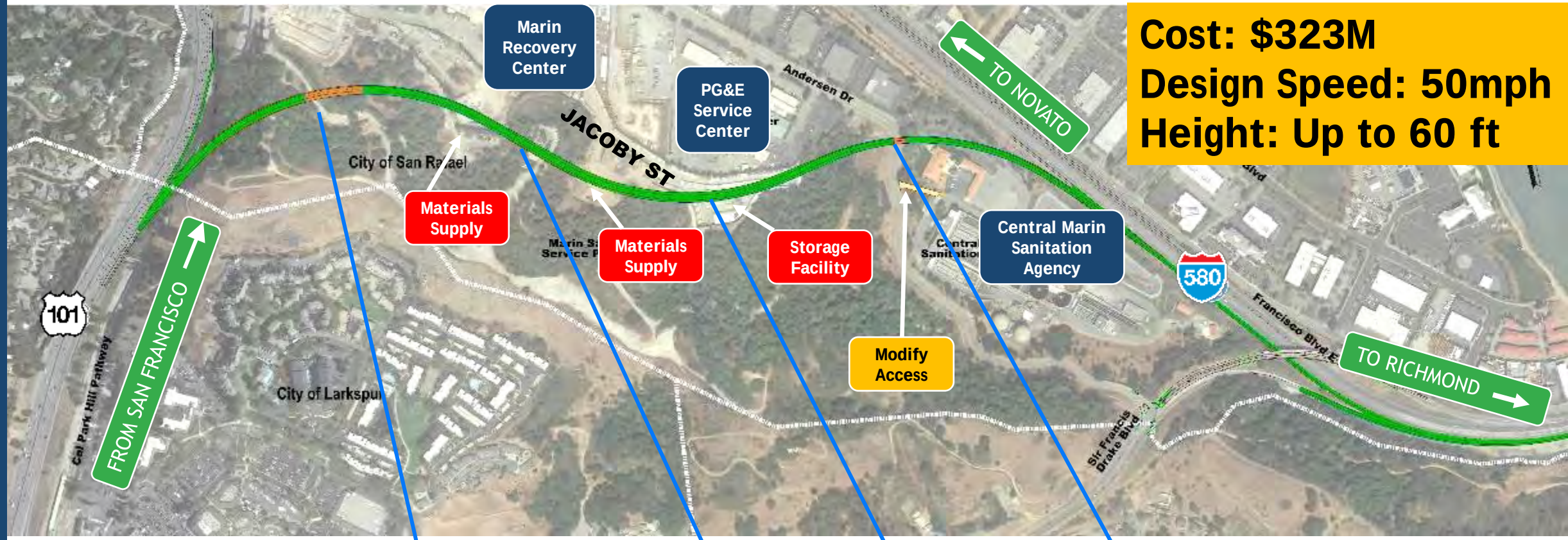
Alternatives Under Consideration

Potential Bellam Pedestrian & Bicycle Improvements

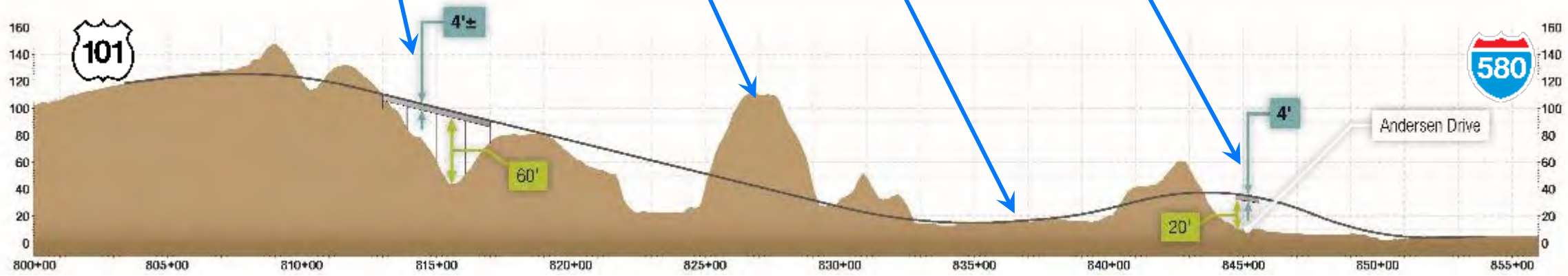




Alternative 1A – Hillside A



Cost: $323M
Design Speed: 50mph
Height: Up to 60 ft



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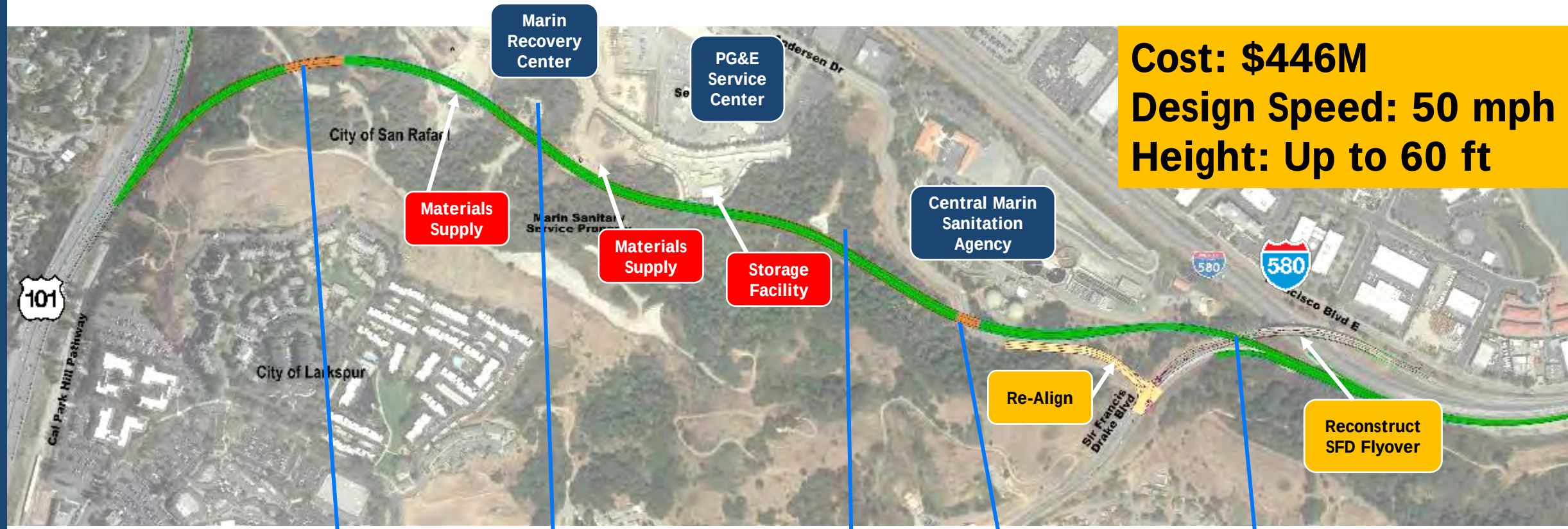
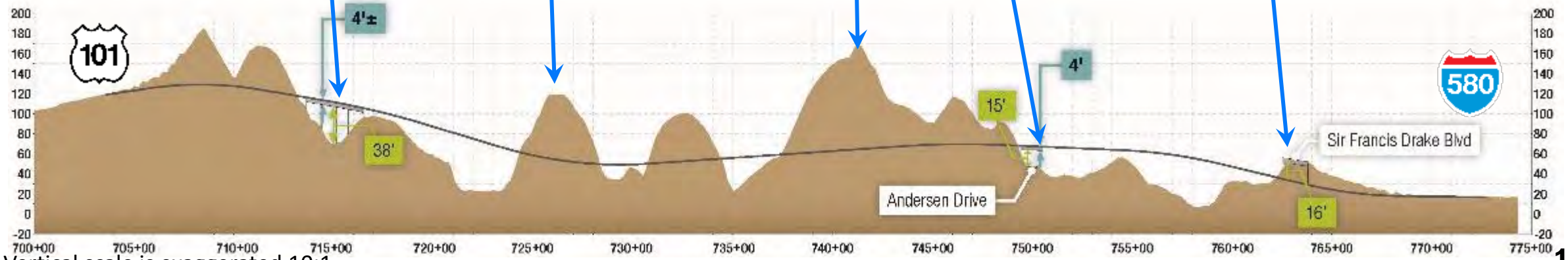
Alternative 1A: Bird's Eye View

Alternative 1B



Cost: $446M
Design Speed: 50 mph
Height: Up to 60 ft



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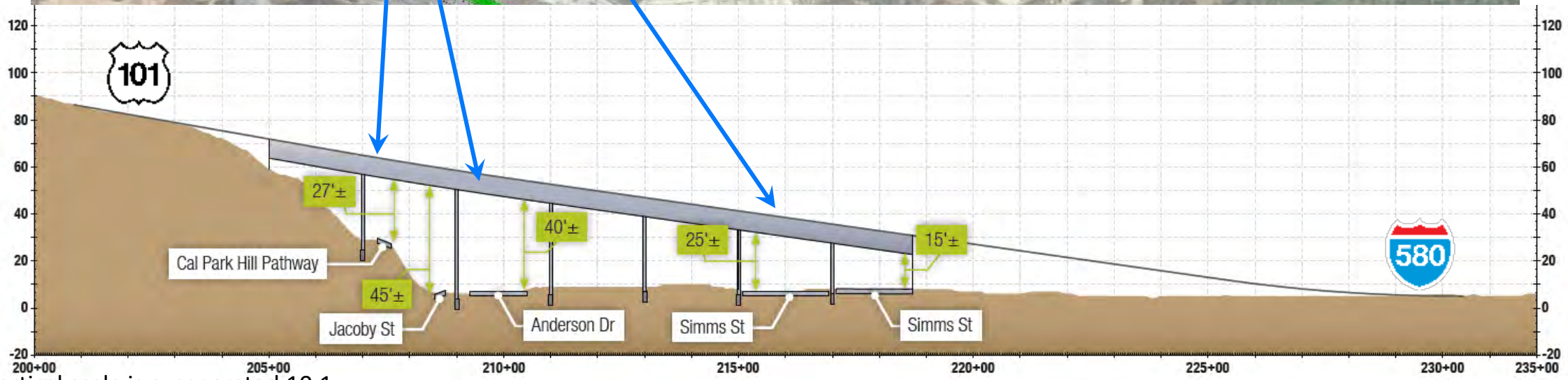
Alternative 1B Bird's Eye View

Alternative 2 – Simms St

Cost: $ 174M
Design Speed: 45 mph
Height: 25 to 45 Ft



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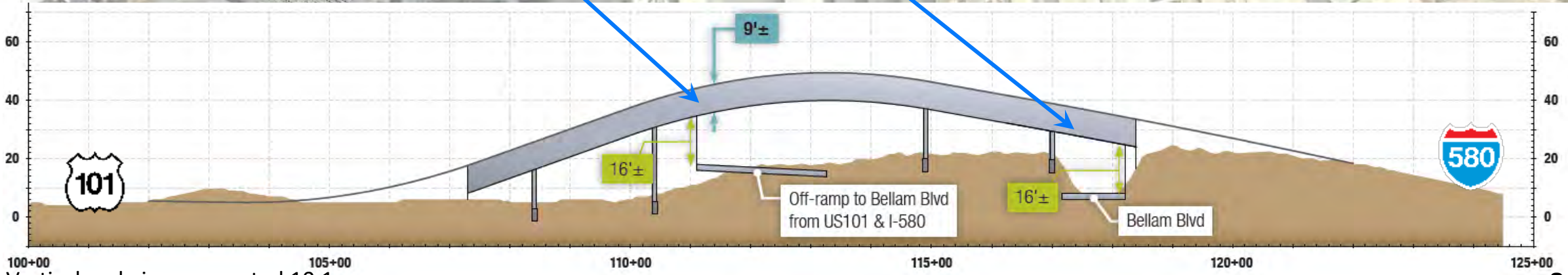
Alternative 3A – "Low Speed A"

Cost: $131M
Design Speed: 35 mph
Height: Up to 25 ft



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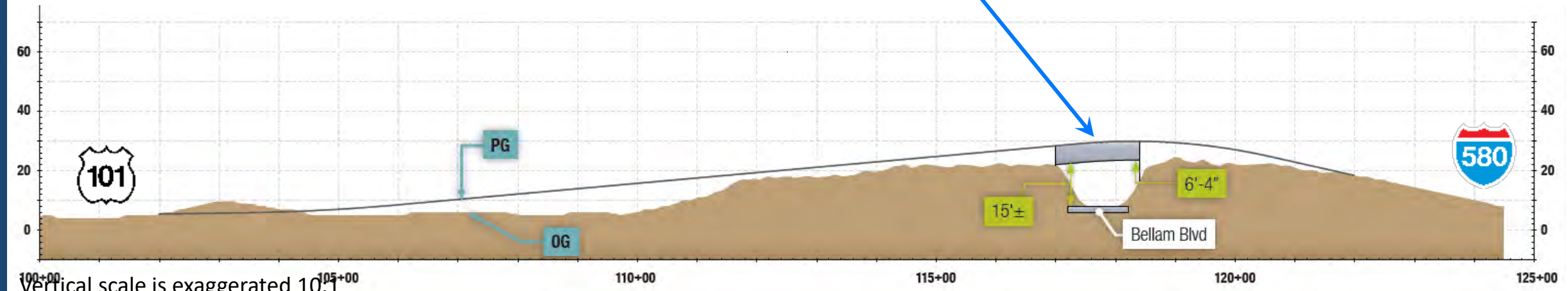
Alternative 3A Rendering

Alternative 3B – "Low Speed B"

Cost: $104M
Design Speed: 35 mph
Height: Up to 22 ft



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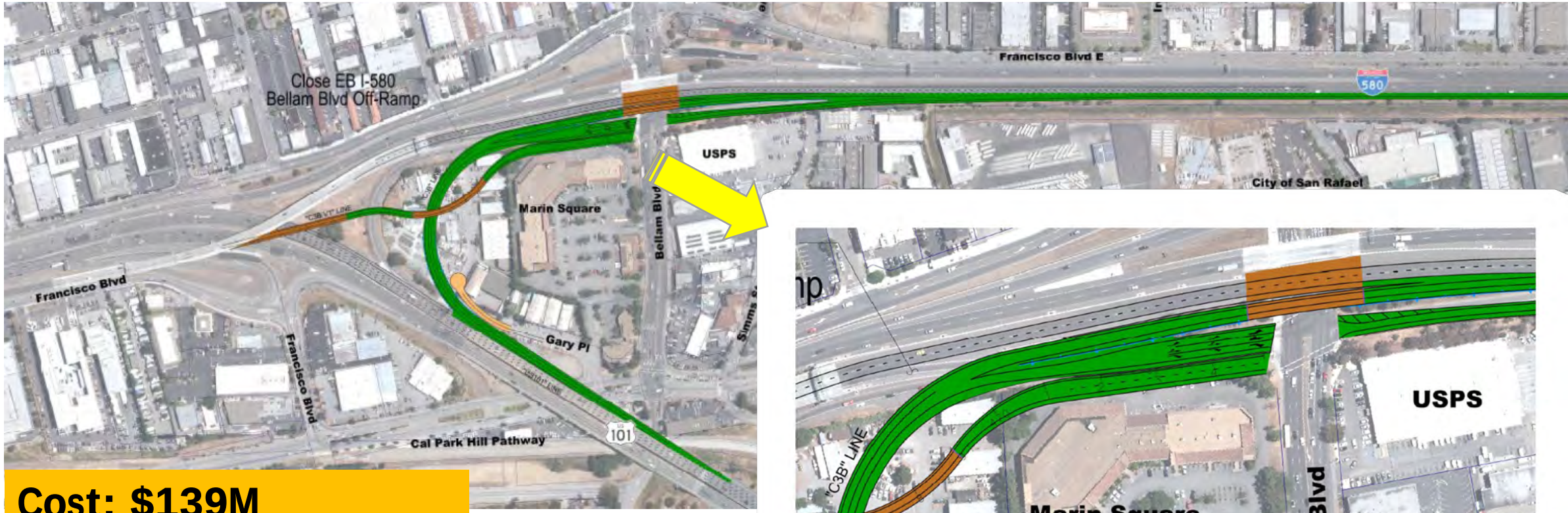
Alternative 3B Rendering

Modified Alternative 3B with New Bellam Exit



Cost: $139M
Design Speed: 35 mph
Height: Up to 22 ft

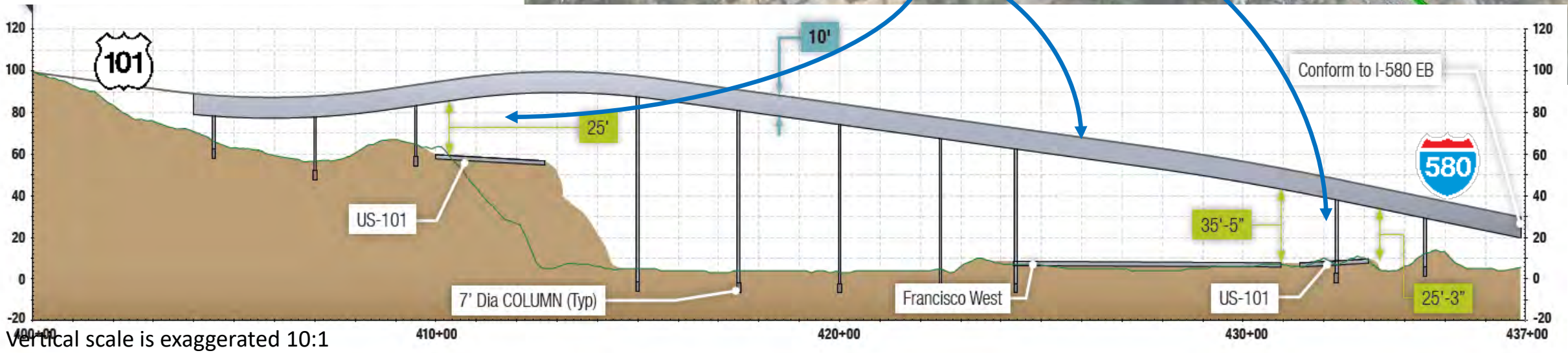
Modified Alternative 3B - Visual Sim

Alternative 4 – "Swing Out"

Close 580 off-ramp to Bellam

Maintain NB US 101 off-ramp to Bellam

Cost: $214M
Design Speed: 35 mph
Height: 90 to 100 ft



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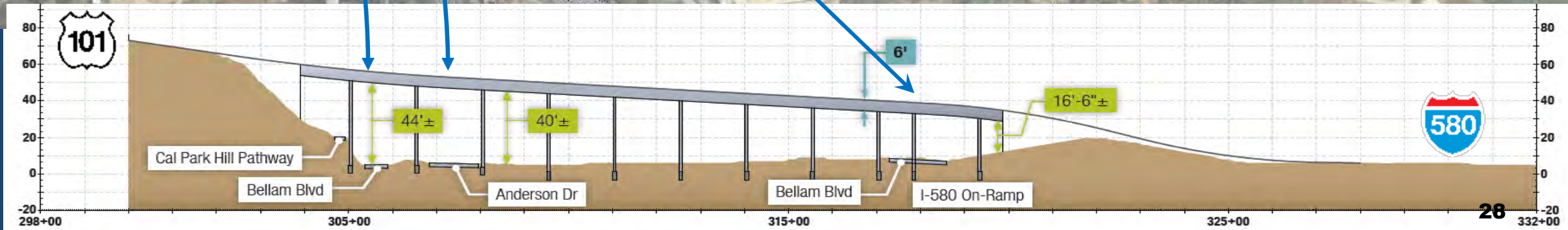
Alternative 5 – "Medium Speed"

Cost: $179M
Design Speed: 40 mph
Height: up to 45 ft



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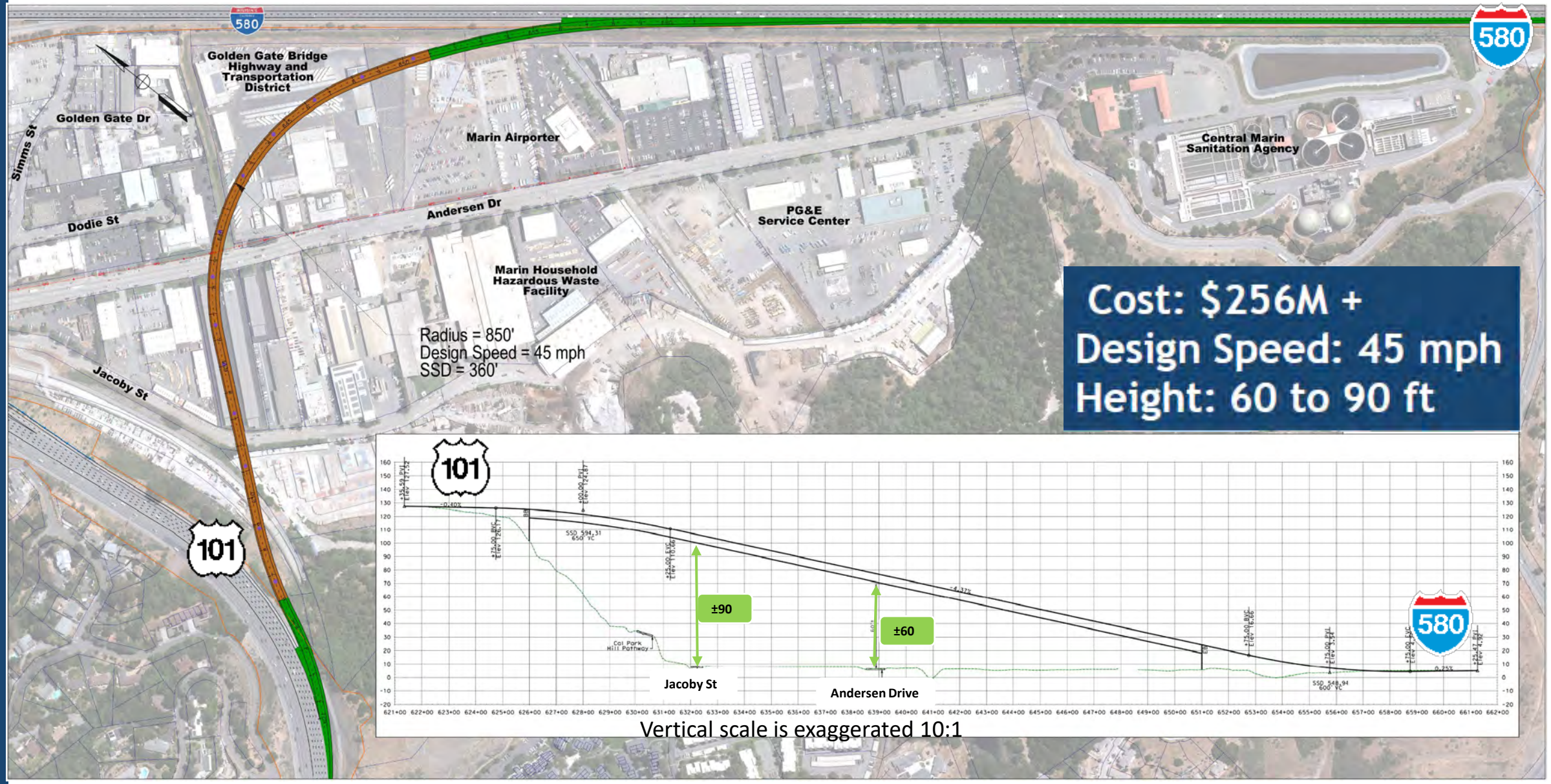
Alternative 6 - Andersen Dr Mid-Way



Alternatives Summary Table

Alternatives	Naming	Design Speed (mph)	Preliminary Cost	EB 580 Off-ramp to Bellam Closure?
1A	Hillside A	50	$292M	
1B	Hillside B	50	$379M	
2	Simms St	45	$168M	
3A	Low Speed A	35	$138M	
3B	Low Speed B	35	$114M	√
Modified 3B	Low Speed B Modified	35	$139 M +	
4	Swing Out	35	$225M	√
5	Medium Speed	40	$189M	
6	Andersen Mid-Way	45	$255M +	

Concepts for WB I-580 to SB US101

Next Steps for the Direct Connector Project

TAM and the project team will focus on three activities in the next year

- Narrow the 9 Connector Alternatives to 2-4 for detailed review and analysis
- Initiate neighborhood and community engagement on design for traffic circulation improvements and bike/pedestrian options at the EB Bellam offramp and in the Bellam corridor.
- Initiate environmental scoping and public input on Connector alternatives and Bellam improvements.