



Meeting Summary

MARIN SONOMA NARROWS (MSN) PUBLIC MAP DISPLAYS

Wednesday, June 15, 2005 in Novato

Thursday, June 16, 2005 in Petaluma

Monday, October 24, 2005 in Petaluma



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Introduction/Background

The California Department of Transportation (Caltrans) in partnership with the Transportation Authority of Marin (TAM) and the Sonoma County Transportation Authority (SCTA), and in cooperation with the Federal Highway Administration (FHWA), is preparing a Draft Environmental Impact Statement/Report (DEIS/R) for improvements to an approximately 17-mile segment of Route 101 between Route 37 in Marin County and the Old Redwood Highway Interchange in Sonoma County. Being considered are:

- Continuation of a High Occupancy Vehicle (HOV) lane;
- Upgrading the "Narrows" section from an expressway to a freeway; and
- Other improvements

To solicit feedback on design features of the proposed improvements and recommended interchange configurations, the public was invited to attend one of three public map displays held in June and October 2005:

Date and time:	Wednesday, June 15, 2005, from 6:00 P.M. to 8:30 P.M.
Place:	Margaret Todd Center, Meeting Room 3 1560 Hill Road, Novato, CA **
Date and time:	Thursday, June 16, 2005, from 5:30 P.M. to 8:30 P.M.
Place:	Petaluma Community Center 320 North McDowell Blvd., Petaluma, CA **
Date and time:	Monday, October 24, 2005, from 5:30 P.M. to 7:30 P.M.
Place:	Petaluma Community Center 320 North McDowell Blvd., Petaluma, CA

Attendance

Approximately 11 members of the public attended the map display on June 15, 2005, 31 on June 16, 2005, and 21 on October 24, 2005.

Notification

Invitations to all three public map display meetings were mailed to members of the MSN Project Policy Advisory Group, state and federal elected officials, interested parties with affiliated agencies and organizations, and approximately 50 members of the public. In addition, the June 15 and 16 map displays were noticed via a display advertisement which ran in the Marin Independent Journal and the Santa Rosa Press Democrat on June 9, 2005 and in the Petaluma Argus-Courier on June 15, 2005.



Meeting Format

The meeting was open house format with maps and display boards exhibited around the room. No formal presentation was given. Project and technical staff were on hand to discuss the project and answer technical questions.



In addition, each meeting attendee received a comment card and was encouraged to record any comments and questions and to leave the form at the end of the meeting or return it by mail. The following section provides a summary of those comment cards submitted.

Summary of Comments Received

Alignments/Interchanges/General Preference

- Support eliminating the interchange alternative at Airport Road, Novato.
- Prefer Alternative 14B.
- Would like to know best guess as to how much higher roadway will be and how much right-of-way you will require on our property.
- Strongly prefer Alternative 4B. Prefer two interchanges, one for the landfill and one for the frontage to our property.
- The current plans look workable.
- Support Alternative 14B. Exits at the development would be to and from our turn-off at San Antonio Road.
- Based on preliminary plans, I would support Alternative 12B.
- In Alternative 14B, could be more potential interaction between trucks going to the landfill.
- Fixed, reversible lanes are preferred.
- 6-lanes is growth inducing.
- Support fixed, reversible HOV lane alternative.
- Support inter-modal transportation for this project – train stations, bus lanes, bike lanes, etc.
- Congestion on Highway 1 in Marin and Sonoma Counties is a result of all the on-ramps being placed within a mile of the next off-ramp, forcing all vehicles entering Highway 101 to either change lanes or exit at the next off-ramp.



- Priorities call for fixing northbound Highway 101 from the Atherton ramp to the Narrows (where, during commute hours, four lanes of heavy traffic squeeze into two lanes) before other factors – such as eventual heavy use of HOV lanes – come into play. Not fixing the main tie-up to provide relief to this section is a mistake in priorities.
- Alternative 4B is less desirable.
- Alternative 14B looks like a good choice.

Design Features

- Consider a sound wall before the 101 widening along Arlington Drive to lessen noise and as a safety measure to ensure cars and busses don't use Arlington Drive as an alternative route.
- Bicycle access between Petaluma and Novato is important. Please be sure bicycle access is maintained as the project plans proceed.
- Make sure maintenance issues are worked out on Class 1 bike lanes – citizens should not have to figure out who to call with problems (State Parks, Marin County, Sonoma County, etc.)
- Bike paths should be available 24-hours/day and 7-days/week. Bike paths are utilized at night by bike commuters.
- Very pleased designs include a way for cyclists to get from Petaluma to Novato.
- Shoulders on low-trafficked roads are kept cleaner and are therefore more suitable for transportation as opposed to recreation.
- Class II bike lanes should have a 5' minimum width.
- Segments A and C have some existing Class 1 and Class II bike lanes. It should be required that this project include bike lanes to provide a continuous route.
- Class 1 bike lanes should have compacted granular surfaces, i/.e. 3/8" recycled concrete and/or asphalt.
- Class 1 bike lanes should have environmental-friendly emulsion or surface treatment.
- Support proposed accommodations for bicyclists. Recommend including “under-freeway” and “over-freeway” bicycle crossings along the route, every two miles if possible.
- Pleased to see that all plans for the middle section included a bicycle route. However, a number of the plans had bike routes on small roads used by garbage trucks, which will result in garbage debris in the bike lane. Please try to keep garbage trucks and bicycles separated.
- Use as many class 1 bike lanes as possible.
- Regarding the reversible HOV lane, a standard HOV lane can be used during “non-commute” hours by all traffic – eliminating need to switch its direction based on direction of traffic. Why isn't one of the alternatives a HOV lane separated from other traffic by 3-4 feet (as is done in Southern California)?
- Pleased bicycle alternatives are being considered.
- Consider adding class 1 bike lanes to the west side.
- Ensure the class 1 bike lanes at San Antonio Creek are high enough that will not flood. Many rely on bicycles for transportation and will ride in all weather.

Water Rights and Contracts

- Section B alternatives impact the wells in our neighborhood and our back-up water supply. Most of us are on emergency contracts with North Marin that can be cut-off. Given the geology of the area, it would make sense to make us regular customers of North Marin instead of emergency customers.
- Deeded water rights are of critical importance to agriculture that currently receives water year-round from a piped spring under Highway 101 – this needs to be maintained in the MSN design.



Meeting Format and Notification

- Need to communicate future meetings better.

Other

- Wall Street Journal article “How Brief Drop in Cars Can Trigger Tie-ups and Other Traffic Tales” (July 1, 2005) correctly places blame for traffic tie-ups on lane changing.
- For all four alternatives, request 1) Segment B display for all four alternatives in CD format: 2) Segment B display for all four alternatives in 11”x17” format in as large a scale as possible.

Meeting Attendees

- Pat Munsch and Family
- Dusty Resneck, Petaluma Pedestrian Bike Advisory Committee
- Brian Mealins
- Louis Salz, Sonoma County Bicycle Coalition
- Jacob Resneck
- Emily Cushman
- Jonathan Ennis
- Susan Stompe, Marin Conservation League
- Amy Skezas and Peter Lofting
- Scott Patterson
- Rick Fraitcs
- Joy Dahlgren, Marin Citizens for Effective Transportation
- Eric Anderson, Marin County Bicycle Coalition
- Chris DeGabriele, North Marin Water District
- Jody Castle, Earth Mechanics Inc.
- Don and Pat Vachini
- Daryl and Charlotte Anderson
- Norm and Ruth Lynch
- Sean Bellach, Office of Assemblyman Joe Nation
- Jerilynn Caskey, North Bay Council
- Daphne Shapiro, Plaza North Shopping Center
- Win Archibald
- Wayne Tinks
- Cynthia Renfrew
- David Libchitz
- Peter Nereo
- Connie and Nikki Ritchie
- Vincent Hoagland, Sonoma County Bicycle and Pedestrian Advisory Committee
- Dr. and Mrs. James Steere
- Andrew Facendini
- Mike Orton
- Bill Hallies
- Ann Kemmer
- Joe Tognalda
- Donamarie Forbes
- Tom Maunder, Petaluma Bicycle & Pedestrian Advisory Committee
- Karen Nygren, Sierra Club Marin Group
- Susan Stompe, Marin Conservation League
- Dan Vachini
- Mike Healy, Petaluma City Council
- Hoot Smith
- Carla Bisagno
- Linda L. Scott
- Cynthia Renfrew
- Brian Mealins, Ex Petaluma Bicycle & Pedestrian Advisory Committee
- Maurice Palumbo, Golden Gate Bridge District
- Christine Culver, Sonoma County Bicycle Coalition
- Ellen Brians
- Don Wilhelm
- Eric Andersen, MCBC
- Guy Preston, Sonoma County Transportation Authority
- Jane Ruzga, Santa Rosa Chamber of Commerce Transportation Committee
- Nathan Botwink, Vernal Pool Technologies, LLC

Staff

- Ray Akkawi, Caltrans
- Sean Charles, Caltrans
- James Triantafyllou, Caltrans
- Elizabeth Emmett, CirclePoint
- Ben Strumwasser, CirclePoint
- Barry Martin, CirclePoint

