

RESILIENTSR37



M A R I N • S O N O M A

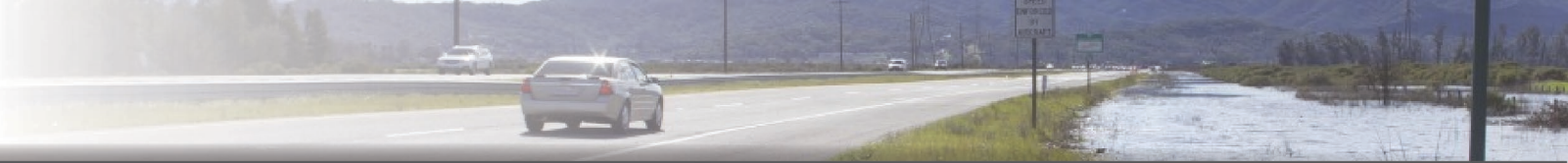
N A P A • S O L A N O

CALIFORNIA
37

CORRIDOR
PROJECTS

"ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS."





ADDENDUM TO SR 37 PLANNING AND ENVIRONMENTAL LINKAGES (PEL) STUDY: PRIORITIZATION

Stakeholder Group Meeting #1

May 6, 2024

“ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.”

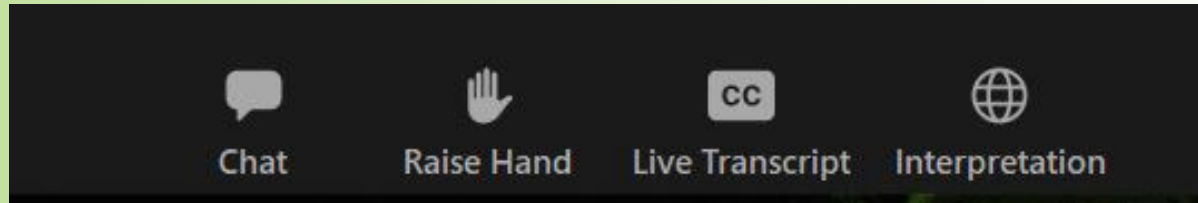
TODAY'S AGENDA

1. Welcome and Introductions
2. Meeting Purpose
3. Meeting Protocols
4. PEL Background/Need for Addendum
5. Anticipated Addendum Process
6. Preliminary Prioritization Criteria
7. Questions/Discussion

"ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS."

ZOOM PROTOCOLS

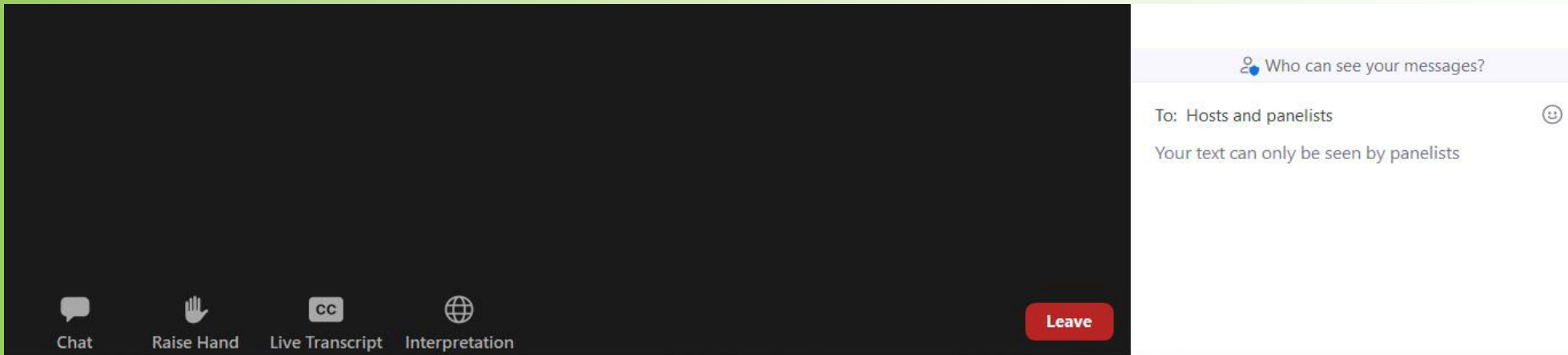
- **Link to Presentation:** *The meeting presentation will be posted on our project webpage. The link to the webpage is included in the Chat box.*
- **Recording and Transcription:** *This meeting is being recorded and transcribed.*



To turn on closed captions, click on the cc/Live Transcript icon on the bottom of your screen and choose the “enable” option.

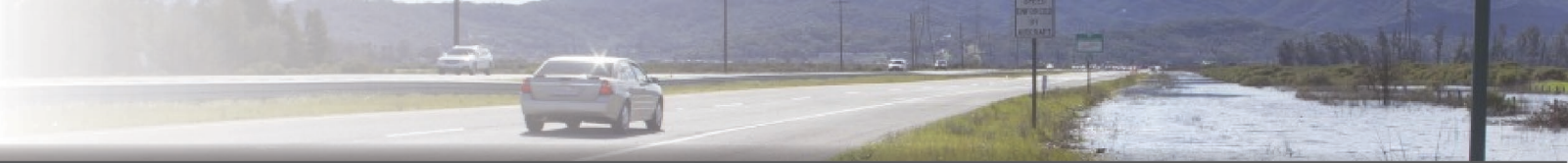
ZOOM PROTOCOLS

- **Questions/Answers:** *We will respond to questions at the end of the meeting. Please ask your questions using the Chat feature in Zoom.*



To ask a question, click on the “Chat” icon on the bottom of your screen.

Type your question into the box.

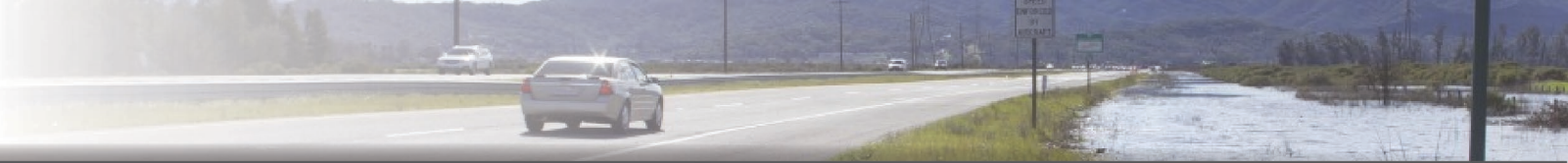


PEL STUDY BACKGROUND

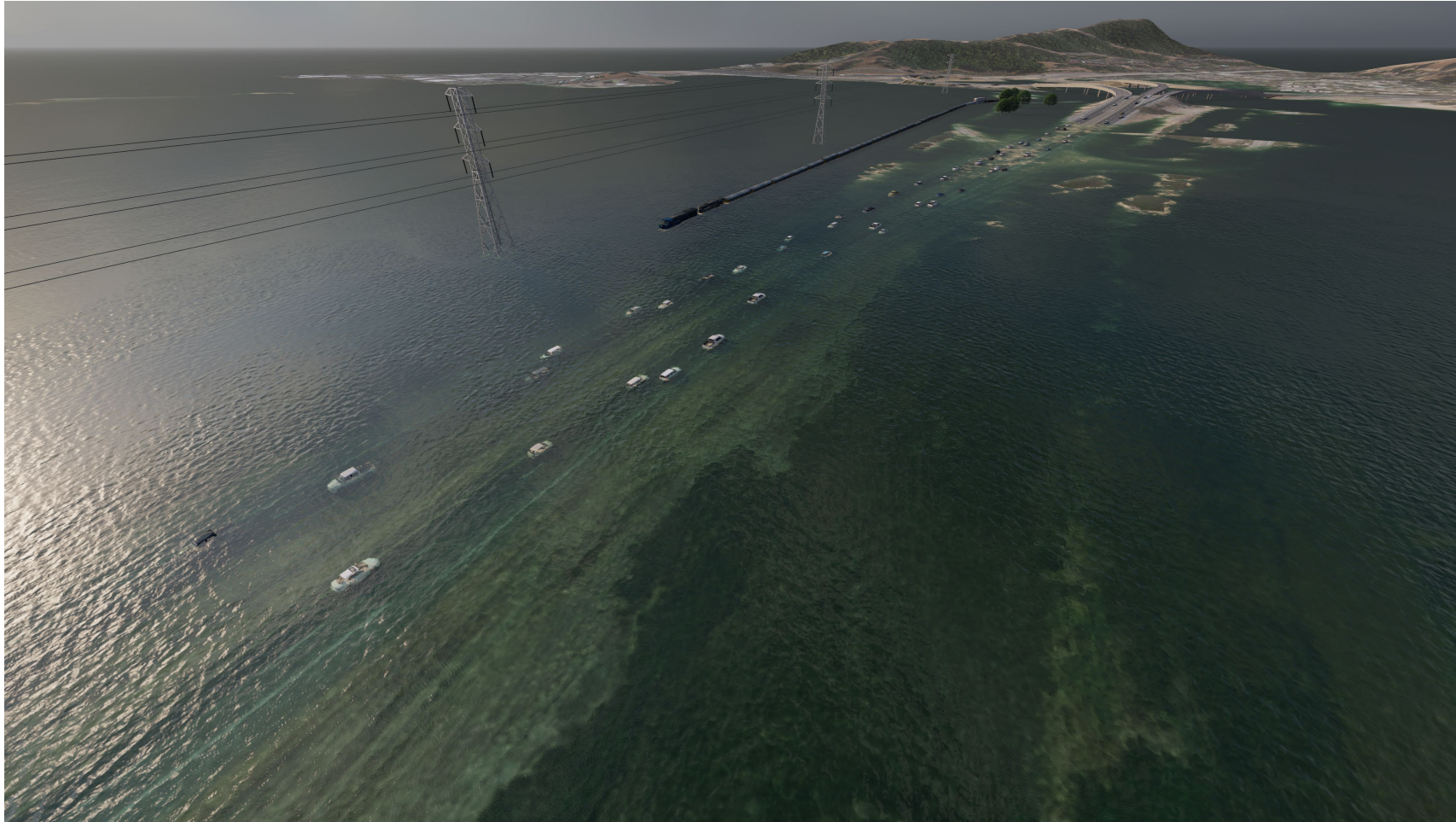


Flooding at Novato Creek, 2019

“ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.”



PEL STUDY BACKGROUND



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PEL STUDY BACKGROUND

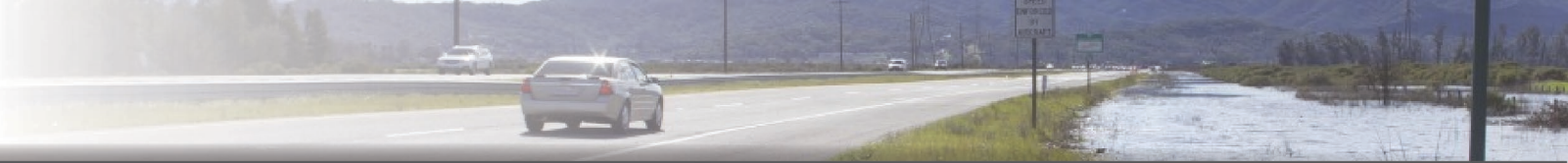


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PEL STUDY BACKGROUND

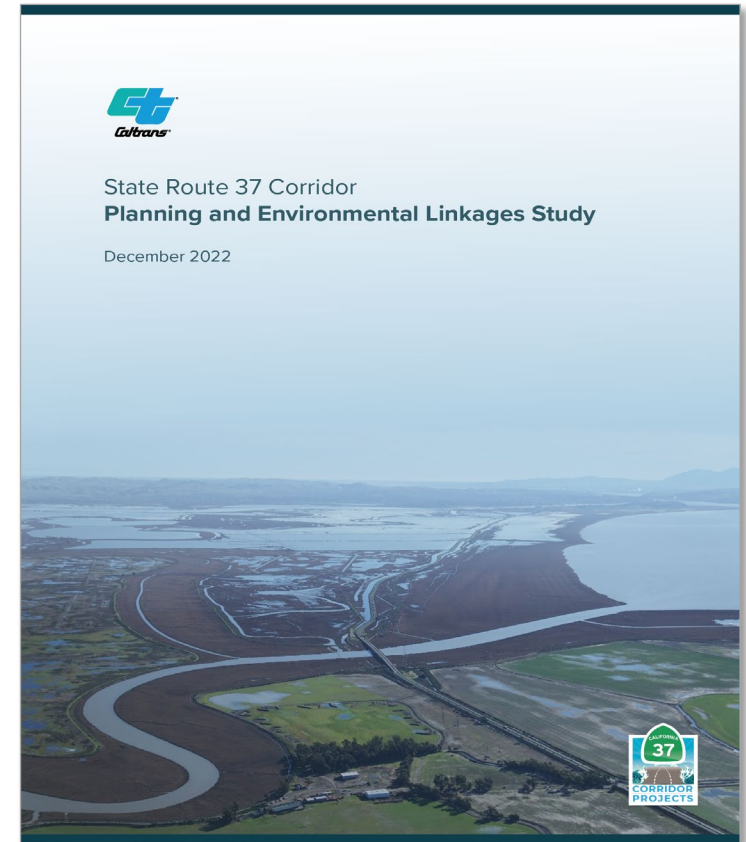


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PEL STUDY PURPOSE STATEMENT

- Preserving a critical regional transportation corridor that is resilient to extreme events while integrating ecological resiliency, which facilitates adaptation to sea level rise.
- Providing reliable travel time and promoting increases in average vehicle occupancy.
- Providing safe mobility for bicyclists and pedestrians.
- Maintaining and enhancing public access, including to recreational areas.
- Providing equitable multimodal transportation solutions that improve access for, and providing meaningful benefits to, all users of SR 37, with special consideration of underserved communities.



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PEL STUDY BACKGROUND

Level 1 Evaluation



How well do alignments meet the **project purpose** and address the **project need**?

- Alignments that perform poorly may not be recommended for further evaluation

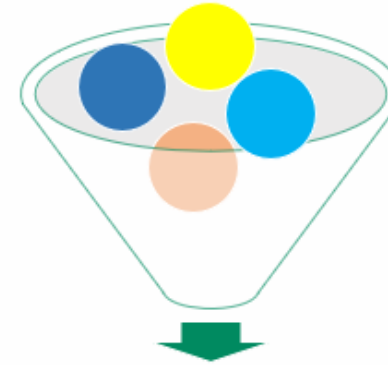
Level 2 Evaluation



For remaining alternatives, how well do they meet other key objectives such as

- Feasibility/Cost
- Environmental and Ecological Factors
- Compatibility with Community Plans

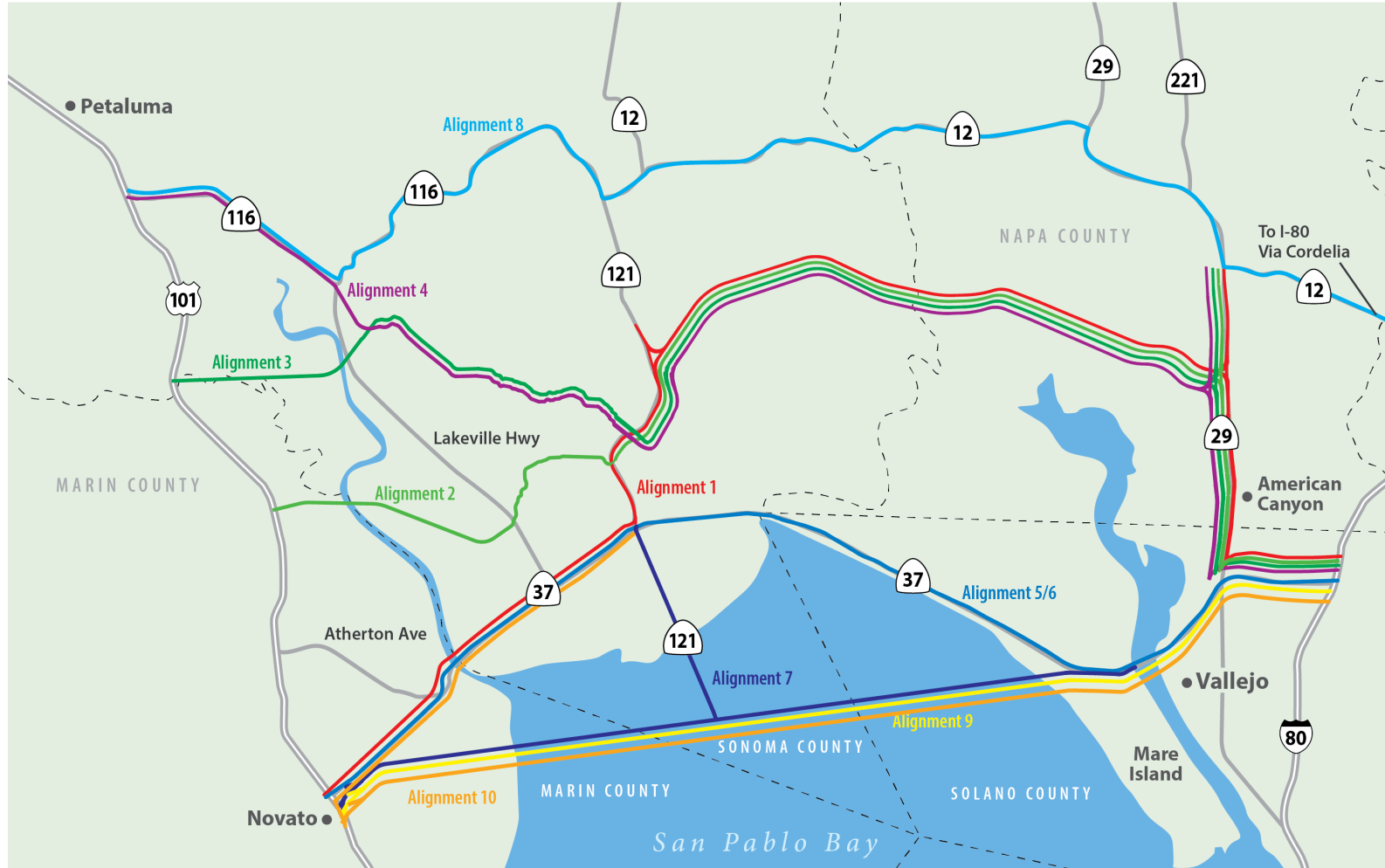
Level 3 Evaluation



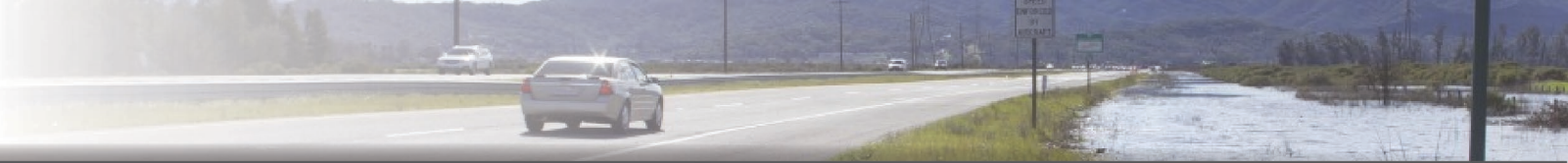
For alternatives that perform best under Level 1 and 2 screenings – how do the alternatives compare against each other?

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PEL STUDY BACKGROUND



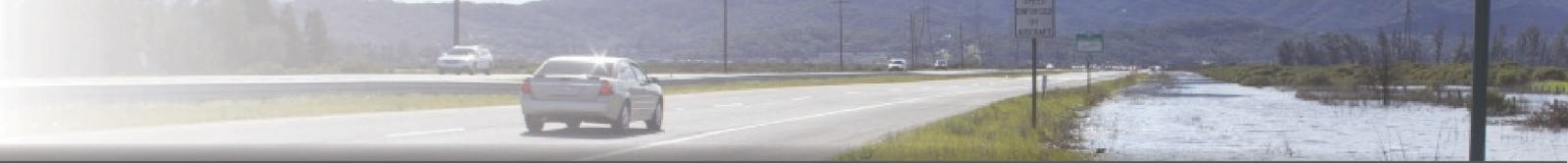
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PEL STUDY BACKGROUND

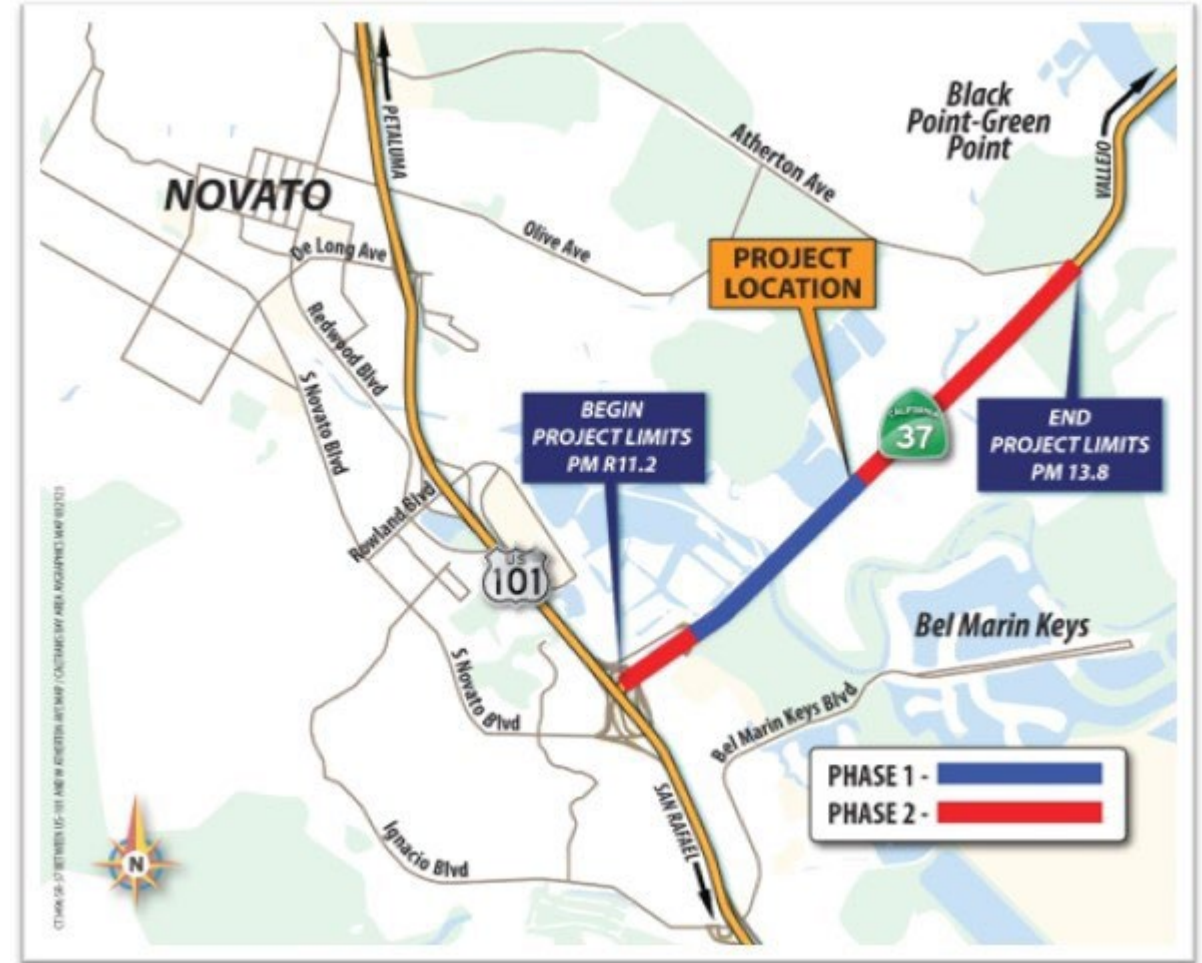


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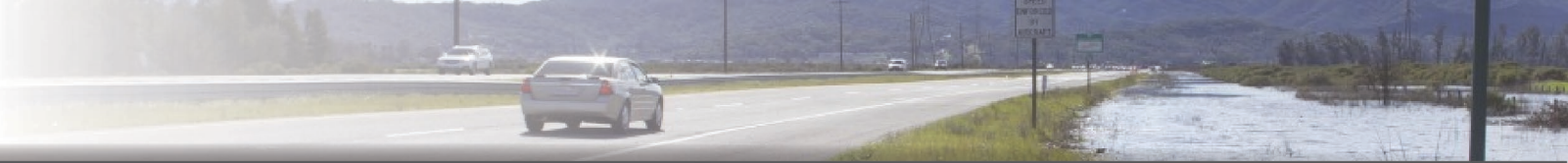


What's been happening since PEL Study was completed:

- Flood reduction project
 - Final Environmental document completed (January 2024)
 - Preferred Alternative aligns with PEL recommendation
 - Design phase to start



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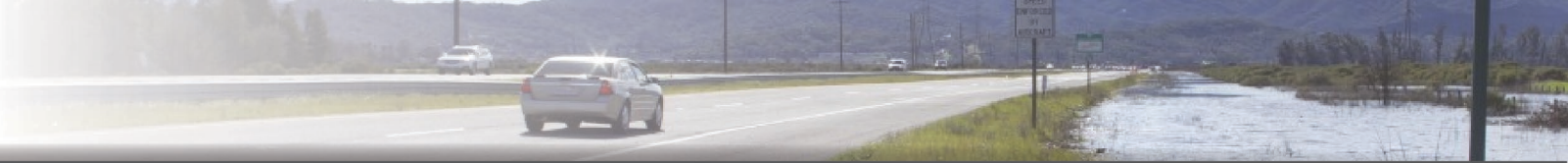


What's been happening since PEL Study was completed:

- “Interim Project”
 - Final Environmental document completed (February 2023)
 - Currently in design

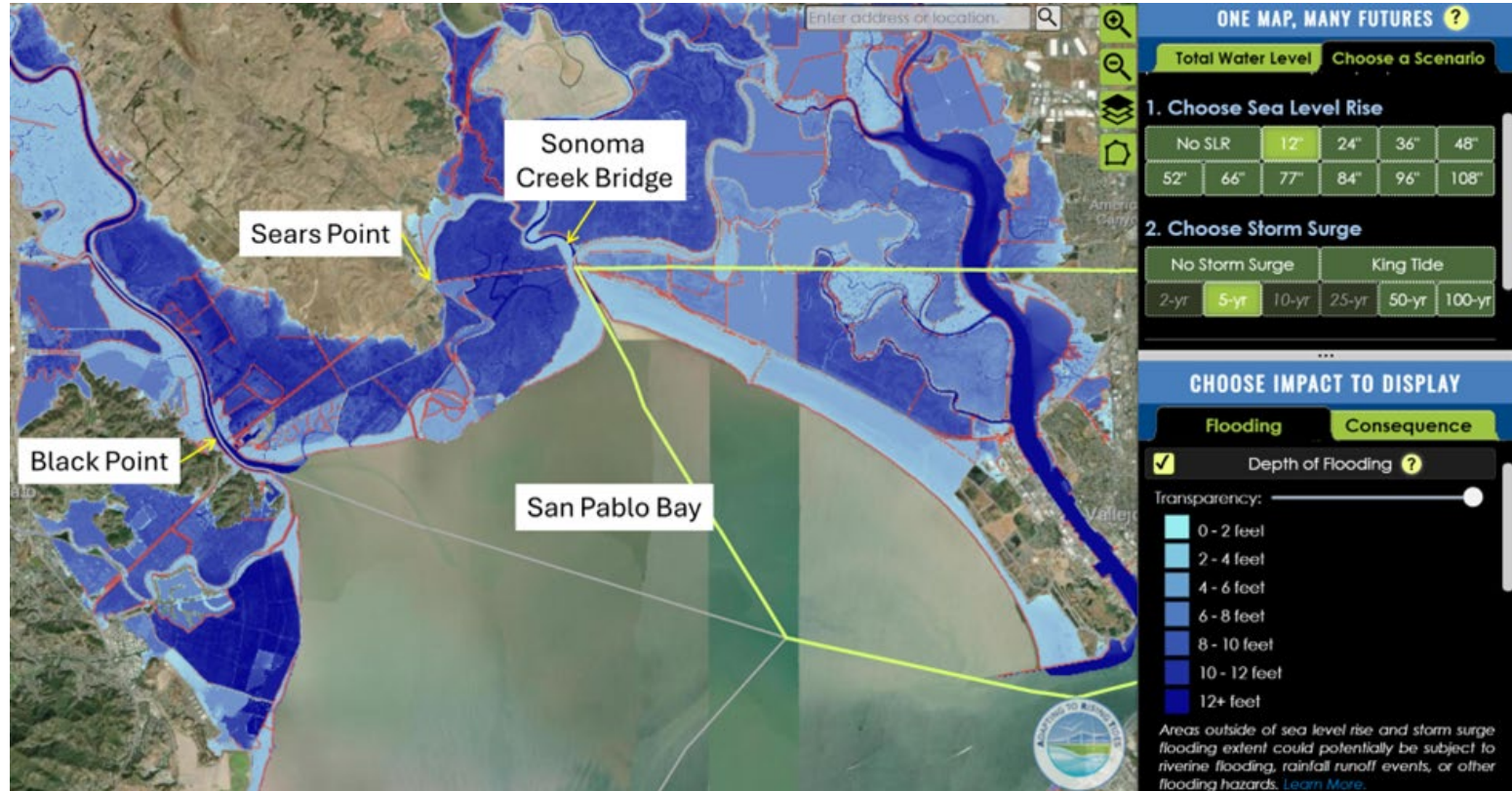


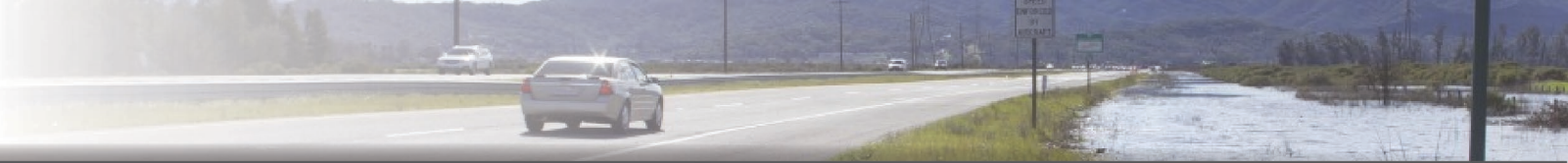
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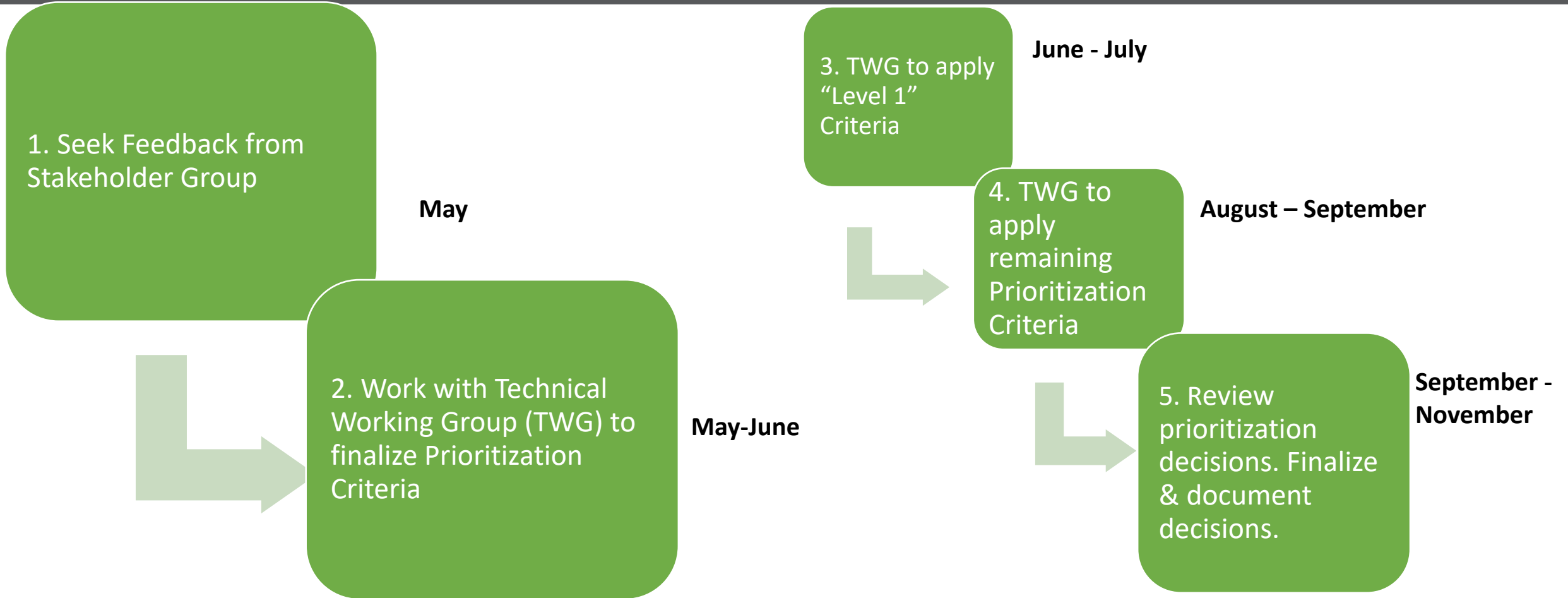
What's been happening since PEL Study was completed?

- Revised Projections for Sea Level Rise
 - Inundation still expected but time scale revised

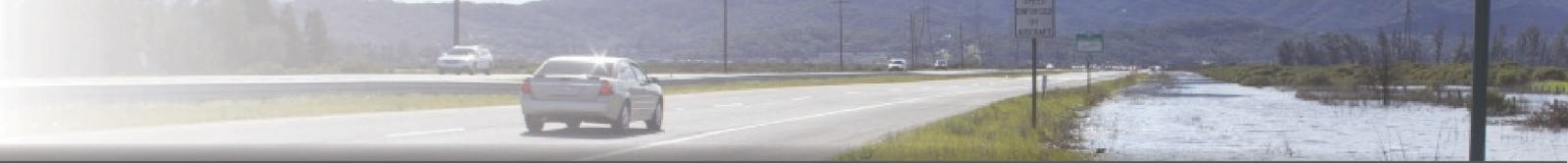




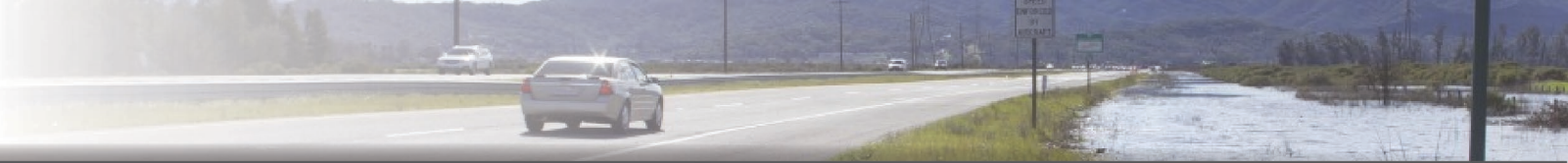
ANTICIPATED WORKFLOW



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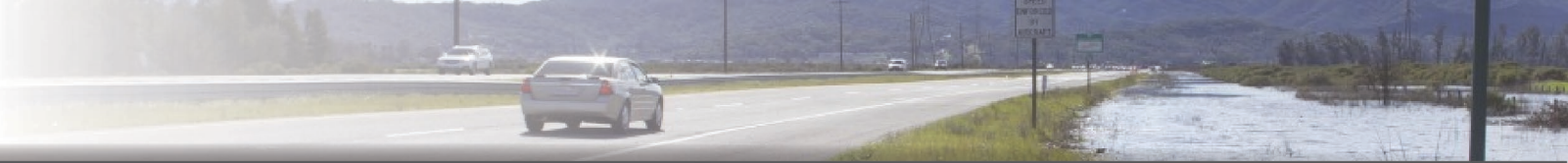
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RESILIENCE/RELIABILITY



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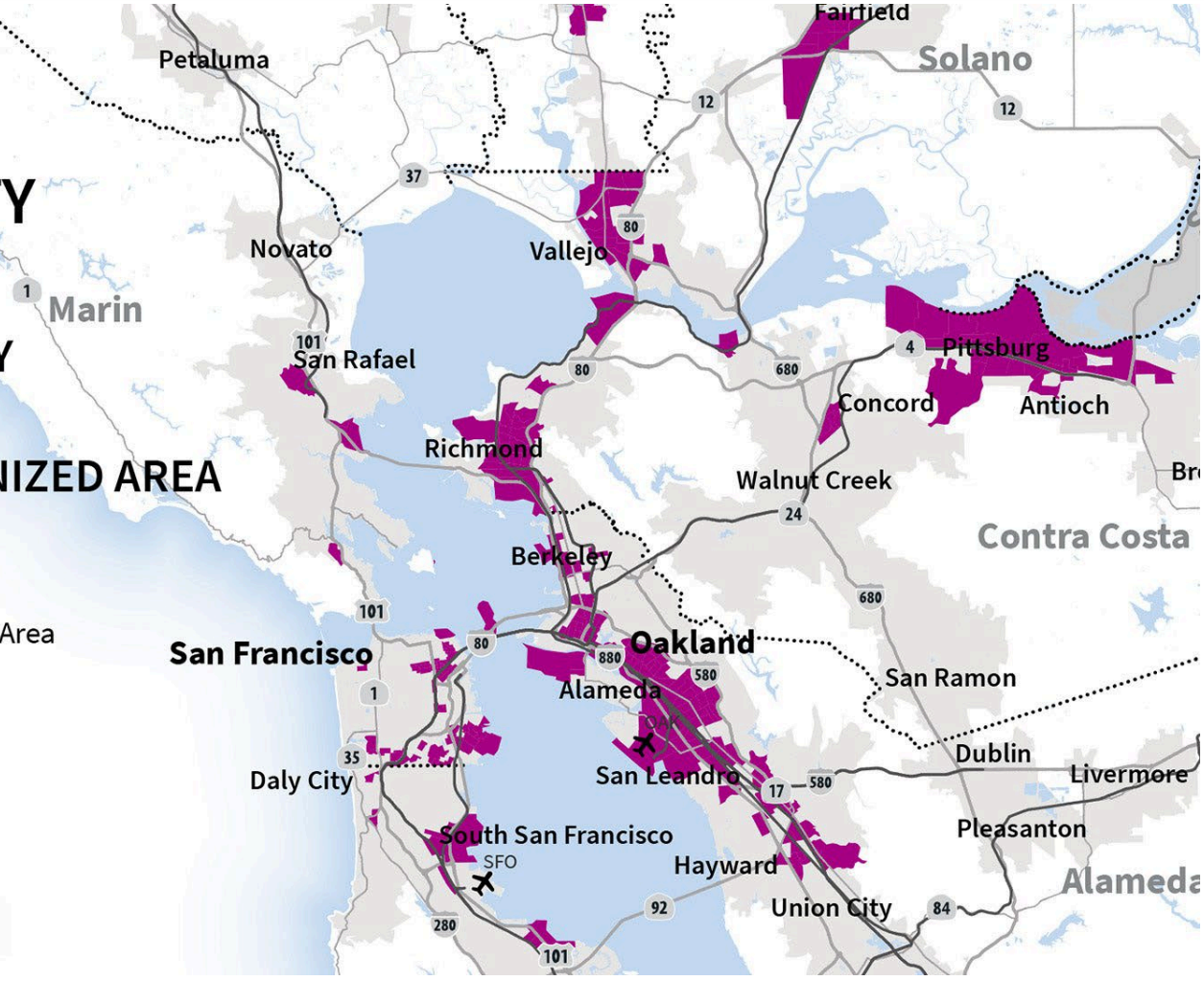


EQUITY CONSIDERATIONS

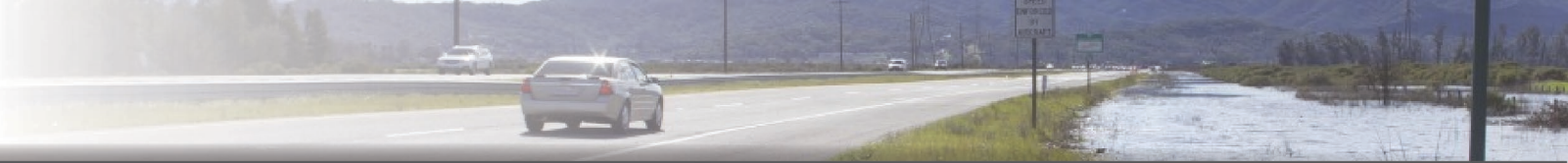


EQUITY PRIORITY COMMUNITIES AMERICAN COMMUNITY SURVEY 2014-2018 TRACTS WITHIN URBANIZED AREA

- Equity Priority Communities
- Census Designated Urbanized Area



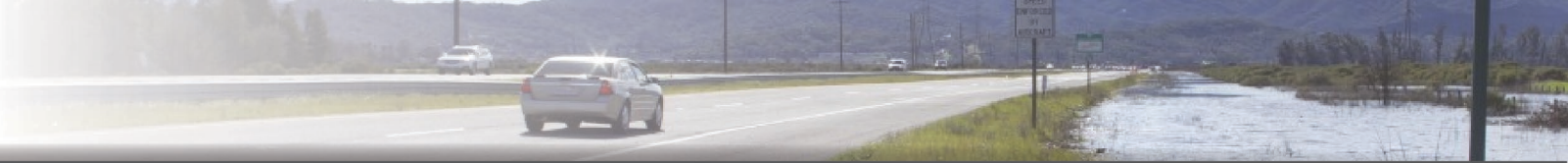
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SAFETY – DURING CONSTRUCTION & POST-CONSTRUCTION



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SYSTEM OPERATIONAL IMPACT



Goods Movement

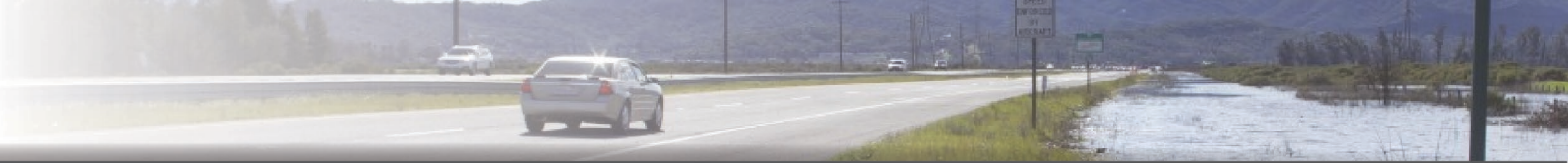


General Traffic



Emergency Vehicle Access

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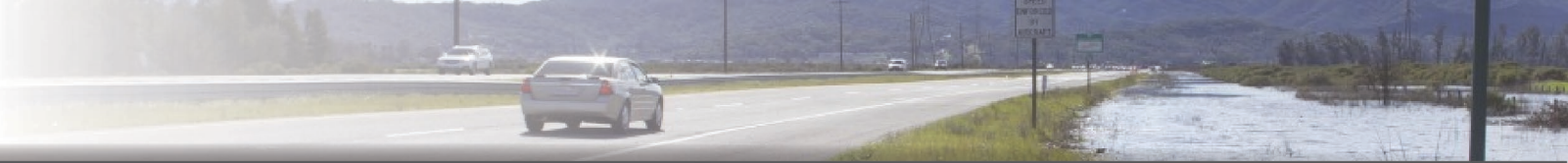


ENVIRONMENTAL FACTORS



- Potential for ecological enhancement
- Anticipated timing of environmental surveys
- Anticipated cost of mitigation

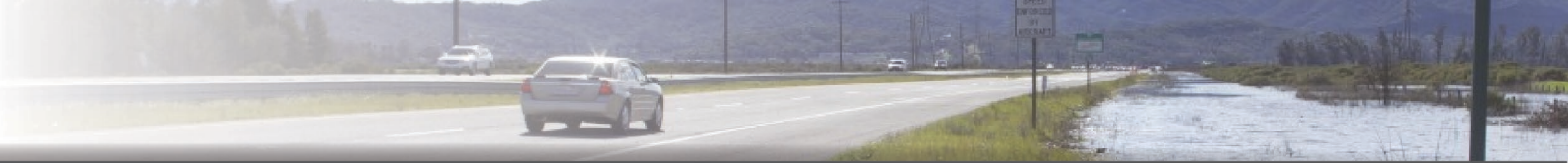
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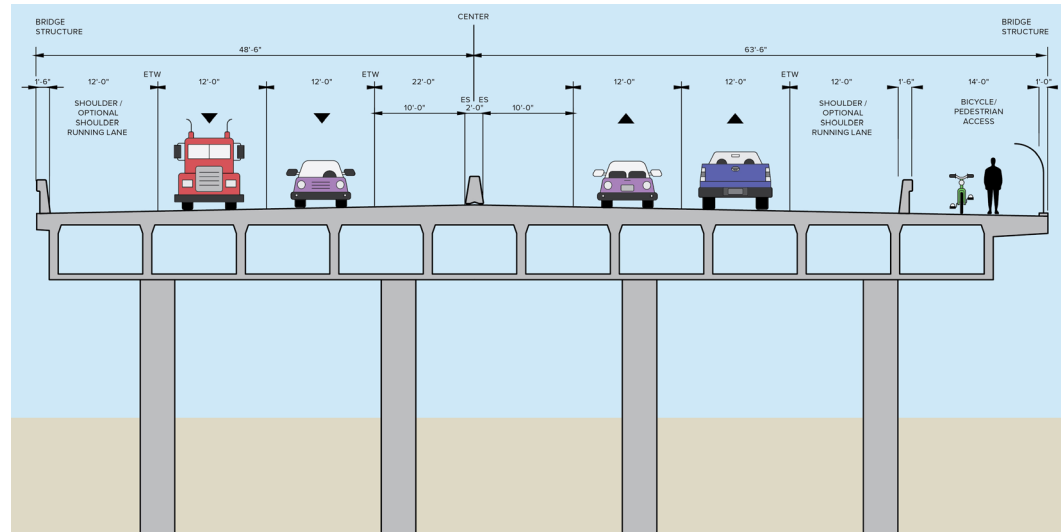
ECONOMIC FACTORS – PROPERTY ACCESS



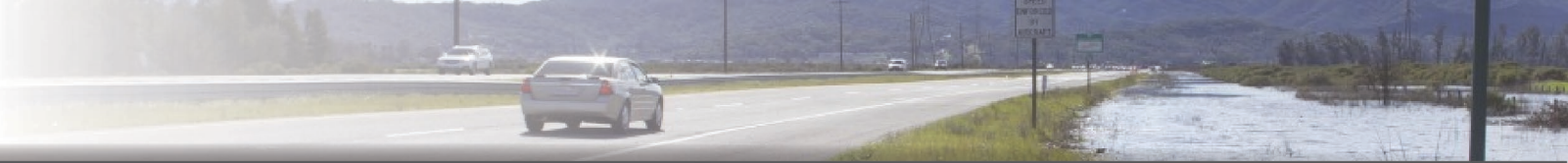
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EFFICIENCY – COST, PHASING



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ACCESS FACTORS

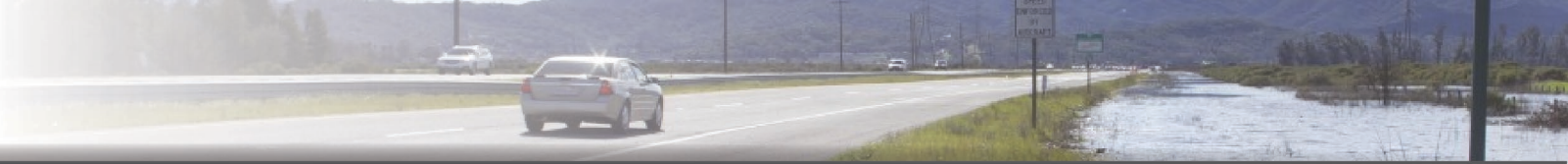


Recreational Access



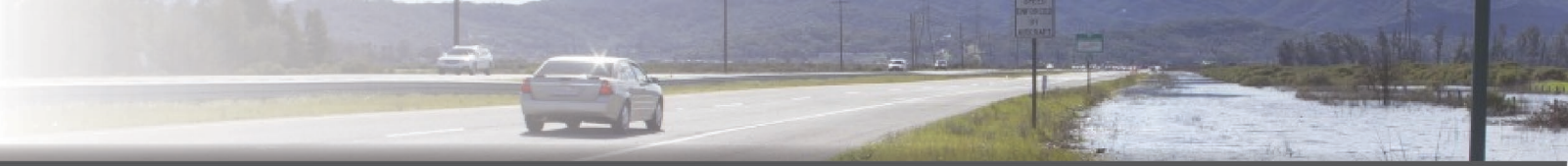
Transit Opportunity

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Questions and Discussion

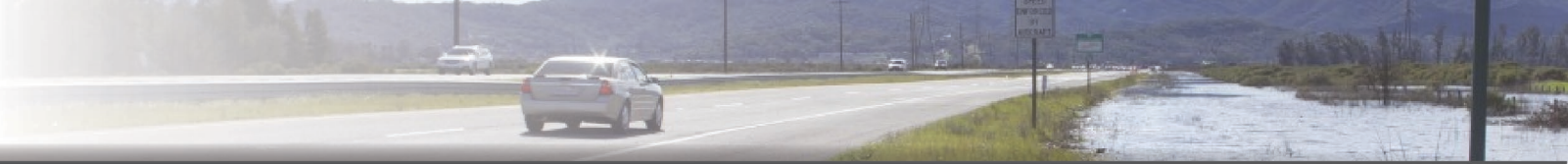
- Are there other criteria that should be considered in thinking of which section to prioritize?
- Is there any new information that could be relevant to decisions on priority?



- Please share your ideas, ask questions, and contribute to the discussion.
- Share your unique perspectives and experience.
- Let everyone participate.
- Please respect each other's thinking and perspectives.
- Attack the problem, not the person. Respectfully challenge the idea, not the person.
- Listen with an open mind.
- Enjoy the process.

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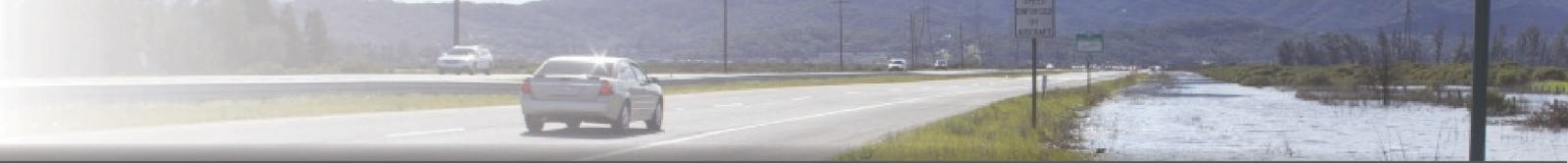


Questions and Discussion

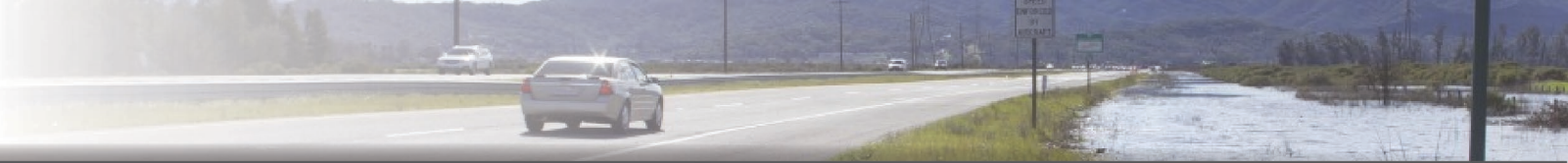
- Are there other criteria that should be considered in thinking of which section to prioritize?
- Is there any new information that could be relevant to decisions on priority?
- Send ideas/comments to stateroute37@dot.ca.gov

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Thank you!

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