



2. Background on the SR 37 Corridor

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CORRIDOR PROJECTS
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WEB BASED PUBLIC COMMENTING TOOL

What do you want to do?

1. Leave a comment? Click below
 - a. On a point
 - b. On a line
 - c. On an area
2. Learn more about the corridor?
 - a. Explore data? Click below
3. View legend? Click below

State Route 37 Public Comment Web App

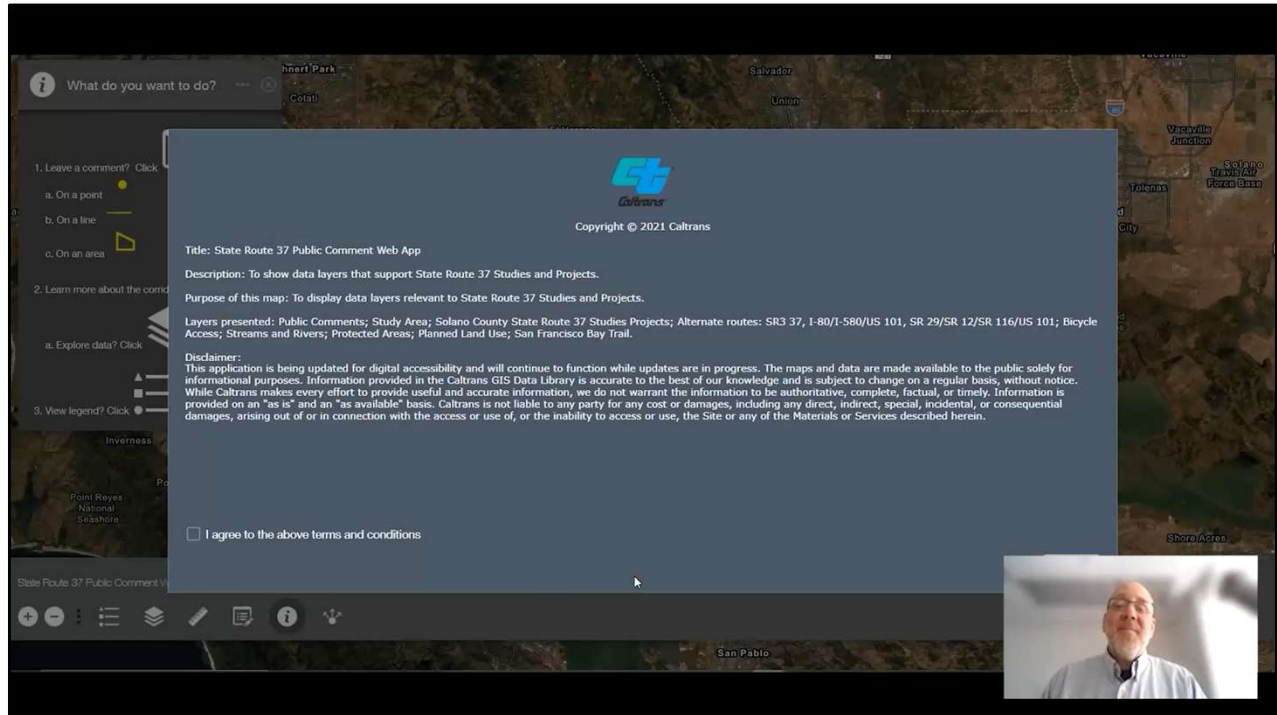
www.Resilient37.org

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Logos: MTA, TAM, scia, NCTA, STB, etc.

Introduction to the web-based public commenting tool found at www.Resilient37.org.



Intro to Web App:

Directions: Start at home screen of the Web App.

In this module we wish to orient you with the various issues, opportunities, and sensitive resources located within the State Route 37 study area. To assist in public engagement and involvement in this study, Caltrans has developed the State Route 37 Public Comment Web App as you see here. The map is hosted on the Arc GIS Online platform and is available to everyone at the link shown in the presentation.

Once you enter the site by accepting the terms and conditions, you will be able to explore this corridor through this digital map.

Directions: Select I agree and hit ok to enter the site.

Within this webapp you can explore available data for the study area. There is data on sea level rise, land use, bicycle and pedestrian trails, access points, wetland restoration areas, and much more. There are even links where you can view and interact with 3D renderings

Directions: Select a 360 visualization.

These renderings have been created to assist in visualizing alternatives that have been previously discussed for SR 37 in past corridor planning and design alternative assessment studies. Once you familiarize yourself with the platform and explore the data, you can also provide comments directly within the map, using the Add a Comment tool that is embedded within this resource. Comments can be added for a point of interest, a line drawing, or an area drawing. We look forward to your engagement in this process

The screenshot shows a presentation slide for 'RESILIENTSR37' covering the Marin, Sonoma, Napa, and Solano corridors. The slide title is 'ISSUES AND OPPORTUNITIES: One Corridor, Many Solutions'. It features a video feed of Dick Fahey, a Senior Transportation Planner at Caltrans District 4, presenting on 'Resiliency and Extreme Events'. The main content is a map of the State Route 37 corridor with various layers overlaid, including 'Road Intersection', 'Park and Ride Lots', 'Remediated Access Points', 'Public Access Point', 'Wildland Restoration', 'Projected Sea Level Rise', 'Regional Watershed Boundary', 'California County Boundaries', and 'DR Bridge Access'. The map shows the corridor's proximity to San Pablo Bay and the projected sea level rise layer. The slide footer includes the slogan 'ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS.' and the number 5, along with logos for AM, TAM, scia, NUTA, STA, and Delov.

Resiliency and Extreme Events to be presented by Dick Fahey.

Hi I'm Dick Fahey, Senior Transportation Planner at Caltrans District 4. I've been working in the sea level rise, vulnerability, resiliency space with Caltrans for the last 10 years both internally and externally. Today I want to talk to you about the climate change and sea level rise impacts to State Route 37 and how we're planning for the future through the PEL Study process.

Climate change and the threats from Sea Level Rise will critically impact the study corridor and surrounding ecosystems. The State Route 37 corridor currently experiences issues with flooding during winter rain and high tide events, and with the ever-increasing threat of sea level rise, the State Route 37 corridor will experience increasing flooding due to the roadway's low-lying elevation and proximity to San Pablo Bay.

Directions: Turn on SR 37: projected sea level rise layer.

The most immediate impact of sea level rise is increased flooding so that lands that did not previously experience tidal or storm-based inundation would be newly flooded. In addition, changes in wave height and run-up and increased erosion from wave action at the new shoreline edges will impact shoreline areas as sea levels rise.

Directions: Turn on San Francisco Bay Levees layer.

Currently, State Route 37 relies on a complex interconnected system of levees along major creeks and rivers, and the San Francisco Bay for flood protection. Many of the levees are privately owned and were not constructed specifically for protecting State Route 37 from flooding.

Directions: Zoom to Novato Creek 360 and Select.

Without modification, current Sea Level Rise Projections show that areas of State Route 37 would be permanently inundated with only 36 inches of Sea Level Rise, and could be exposed to storm surge flooding by a 25-year coastal storm event today or a 5- to 10-year coastal storm event with only 6 to 12 inches of Sea level rise.

Directions: Click “Sea Level Rise year 2100 – 7 Feet” icon,

Here you can see the current elevations of the roadway and rail facilities within the corridor compared to the high-end estimate of 7 feet of Sea Level Rise by the end of the century. The existing infrastructure would not be sustainable in its current configuration if these predicted Sea Level Rise scenarios come to pass. Without taking action now to make bold and forward leaning planning decisions for these conditions, those that rely on this corridor will be the most impacted.

Directions: Click play on “Fly over video”

But options exist. Here you can see a rendering for how a viaduct alternative that has been proposed during past studies could promote resiliency against the threats of climate change. This, among many other alternatives, will be considered and evaluated during the PEL planning process to address the flooding and sea level rise challenges that face this critical corridor.

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ISSUES AND OPPORTUNITIES: One Corridor, Many Solutions

Resiliency and Extreme Events

Ecological and Hydrological

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Ecological and Hydrological to be presented by Lindsay Vivian.

State Route 37 is an important corridor that runs along San Pablo Bay and connects Marin, Sonoma, Napa and Solano counties to the greater Bay Area Region. San Pablo Bay is characterized by broad expanses of shallow bays and tidal and seasonal wetlands that once encompassed more than 50,000 acres as shown here with the Historic Baylands Boundary.

Directions: Turn on Historic Baylands Boundary, Turn off before the next one;

There are several habitat types in the San Pablo Bay. Tidal wetlands serve as a nursery for fisheries, wintering areas for migratory waterbirds, habitat for a variety of native wildlife species, and sources of nutrients for aquatic species. During the PEL planning process, numerous sensitive resources and variables will need to be considered to create a holistic and long-term vision for this corridor. One variable that will be considered during the PEL process, will be how long-term improvements to State Route 37 can integrate with existing and planned land uses within the study area. For example, State Route 37 occurs along sensitive Baylands and crosses through various lands that are protected from development.

Directions: Turn on California Protected Area Database Layers then San Pablo Bay NWF;

There is a patchwork of land ownership in the study area. Some lands are managed at the federal level, such as the San Pablo Bay National Wildlife Refuge, managed by the US Fish and Wildlife Service. Others are managed at the state level such as the Napa-Sonoma Marshes Wildlife Area, which is managed by the California Department of Fish and Wildlife. There are several other parcels under public and private ownership along the State Route 37 corridor.

Directions: Turn on Planned Land Use (MTC, 2006) Layer and leave on;

During the PEL process, the team will look at both existing and proposed land use within the study area and take into consideration planned changes.

Directions: Turn on Wetland Restoration Layer;

Here you can see where many of these agencies and groups are working to restore and improve ecological function of the Bay. The success of redesigning State Route 37 is dependent upon collaboration with several partners, stakeholders, local communities, users of the highway, and the public. This engagement will allow Caltrans, MTC and the North Bay transportation agencies to identify the changing environmental conditions within these ecosystems. During the PEL planning process, your engagement is being sought for the redesign of State Route 37. Your participation will determine how ecological resilience and other factors can be integrated into the redesign of the highway facility and facilitate adaptation to sea level rise.

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ISSUES AND OPPORTUNITIES: One Corridor, Many Solutions

Resiliency and Extreme Events

Multi-Modal Options

Ecological and Hydrological

Bicycle and Pedestrian Paths

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Multi-Modal: Transit Options and Bicycle and Pedestrian Paths to be presented by Sergio Ruiz

Directions: Turn on these layers: southern detour (I-80/I-580/US 101); northern detour (SR 29/SR12/SR 116/US101);

State Route 37 is the most traveled east-west corridor in the North Bay and we expect demand to grow over time. The implementation of mid-and long-term solutions within the State Route 37 corridor will include consideration of how best to equitably provide transportation opportunities including improving multi-modal options within this corridor. Currently, no existing transit or passenger rail services exist making the State Route 37 corridor a "clean slate" for implementing a multi-modal solution. However, this also means that there is a lack of data on available transit usage and the propensity for such usage within this corridor.

Directions: Turn on USA Major Cities Layer and then the counties boundary.

In 2019, the four North Bay County Transportation Agencies initiated a travel behavior and transit feasibility study. This study completed a travel markets assessment between the cities in the north bay which found that a majority of State Route 37 travelers have their

origin in Solano County and their destination in Marin County. The study also found that a high percentage of trips along the corridor are commute trips.

Directions: Turn on Graphic for movement pattern.

Users are primarily originating from the relatively lower cost housing markets of Solano County and traveling west along the corridor in the morning for access to the job markets of Marin and Sonoma counties, with a reverse commute in the evening. Identifying suitable multi-modal opportunities and how best to implement them along this corridor is an important consideration during this PEL study.

Directions: Zoom to Novato Side. Turn on Park and Ride Layer

Park and ride opportunities exist along each end of the State Route 37 corridor that could bolster existing carpooling and/or vanpooling options. Improvements can include providing additional parking spaces as well as new pickup and drop-off locations. SMART stops may also expand in the future and the PEL study will consider how the long-term vision for State Route 37 can integrate carpool and vanpool options with micro-transit, express bus connections or even future passenger rail opportunities if they become viable.

Directions: Turn on Recreational Access Points and pan to Vallejo;

The PEL will also consider how to best integrate bicycle and pedestrian facilities along the corridor. These facilities can accommodate both recreational and commuting users. Here you can see the existing Recreational Access Points currently located along State Route 37. These points allow for the public to pursue recreational and educational opportunities within the North Baylands.

Directions: Turn on D4 Bicycle Access Layer

You can also see how the existing District 4 bicycle access data intersects with the existing Recreational access points within the study area.

Directions: Turn on San Francisco Bay Trail Layer;

The long-term solution for State Route 37 will also need to consider how best to integrate the existing bicycle trails and access points along with future bicycle and pedestrian trails such as the San Francisco Bay Trail.

Directions: Turn on SR121 and SR37 visualization.

Using existing data and your feedback during this study, the PEL team will evaluate alternatives so that no form of multi-modal travel will be precluded by alternatives recommended during this process. For example, you can see a multiuse path on this

conceptual causeway design.

Directions: Turn on SR121 and SR37 visualization SLR.

With your input, we can evaluate where the right access points are located, what multi-modal options are considered, and how best to integrate bicycle and pedestrian facilities into the study. This will allow the long-term vision for this corridor to include a wholistic, equitable and integrated solution for the wide range of corridor users.

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ISSUES AND OPPORTUNITIES: One Corridor, Many Solutions

Resiliency and Extreme Events

Multi-Modal Options

Maintaining and Improving Access

Ecological and Hydrological

Bicycle and Pedestrian Paths

Equitable Solution

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Maintaining and Improving Access; Equitable Solution presented by Yolanda Rivas.

Directions: Turn on these layers: SR 37; southern detour (I-80/I-580/US 101); northern detour (SR 29/SR12/SR 116/US101);

Script:

Hi, this is Yolanda Rivas, Caltrans senior environmental planner and I'm here to talk to you about why equity and accessibility are important in the SR 37 corridor planning process.

While many variables must be weighed, the Ultimate Solution will need to address the critical importance of State Route 37 to both the region and the North Bay's transportation system. An important component of this system is accessibility and connectivity for disadvantaged communities and communities of concern.

Directions: Turn on communities of concern layers.

By using the available community demographic information, such as MTC's communities of concern, which shows communities that could be considered disadvantaged or vulnerable now and in the future, we can evaluate how long-term changes to the corridor can best serve the needs of all corridor users, including these populations. The importance of the

21-mile State Route 37 as a connector between housing and jobs was demonstrated in the Multi-Modal presentation and is of critical importance to the region. Maintaining access and connectivity within this region is imperative to providing equitable transportation solutions for all communities that rely on this corridor. Therefore, the number of access points may need to change or be modified as this corridor is upgraded to meet the challenges of climate change and sea level rise.

Directions: Turn on Road Intersections

Currently, 23 roadway intersections and interchanges exist within the corridor. These access points illustrate how State Route 37 functions as part of the larger regional transportation network in the north bay. As design alternatives are developed, opportunities to maintain and improve access will be evaluated. Route functionality and movement patterns are tied to travel markets. We will build off prior studies that have identified who is using the corridor, when they are using it, and key origin and destination travel patterns.

Directions: Turn on Lakeville Hwy 360 Visualization we need to turn Sea Level Rise 360 tour on as well to see the Lakeville link .

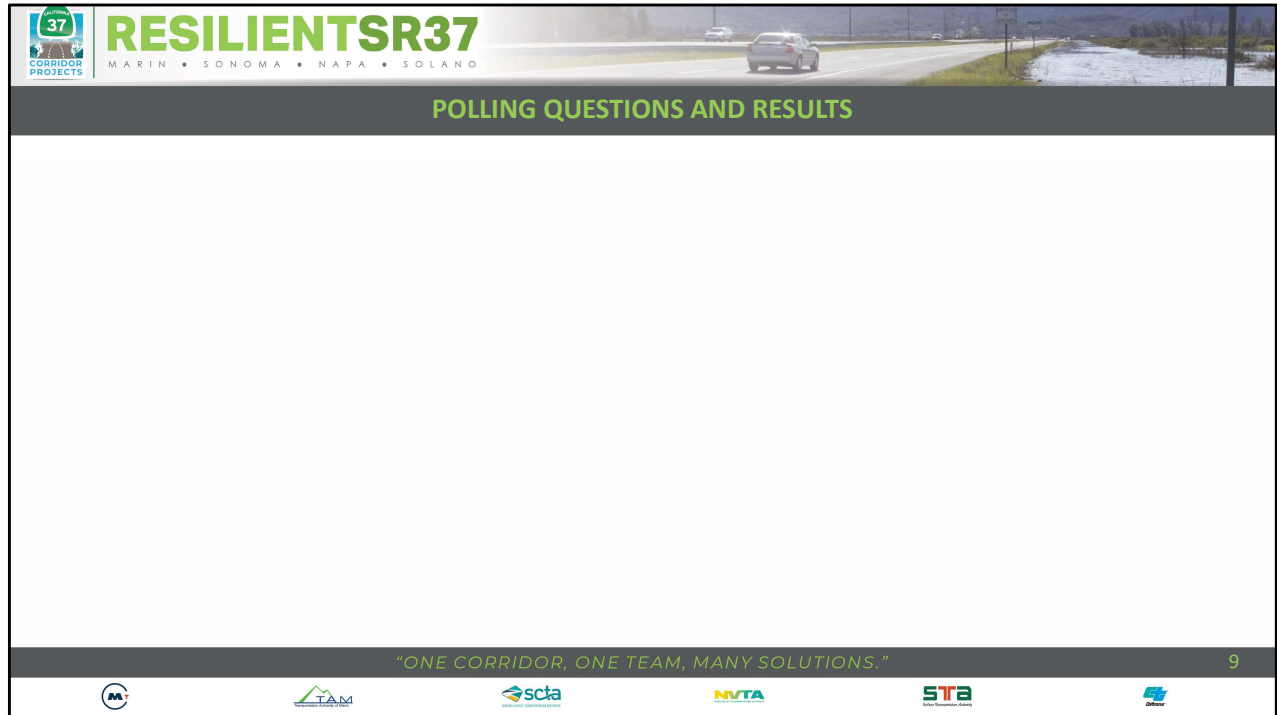
Without action, many access points and intersections, such as the Lakeville Highway intersection with SR 37, will be inundated as sea levels rise.

Directions: Turn on Sea Level Rise -7 feet in the visualization.

And the users who rely on this critical link would be forced to use alternate routes unless design solutions such as this causeway concept are made a reality.

Directions: Turn on Causeway Alternative

By focusing on a large planning study area and considering all available data, Caltrans and its partners will develop a long-term vision that addresses the numerous challenges and needs of this corridor.



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POLLING QUESTIONS AND RESULTS


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Poll time again! Thanks for following along these modules and learning more about the issues and opportunities along the SR 37 corridor. After hearing everything, we'd like you to select the top three issues along SR 37 that concern you:

POLL QUESTION #5: Which of the following issues along SR 37 concern you? (Choose your top three)


- Flooding resulting in road closures
- Traffic congestion resulting in travel delays/unreliable travel times
- Access to public or recreational areas along SR 37
- Inadequate/lack of transit options
- Inadequate/lack of bicycle access
- Restoration and health of the ecosystem surrounding SR 37





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THERE ARE MULTIPLE OPPORTUNITIES TO PROVIDE YOUR INPUT

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


Map your interest or concern:
www.Resilient37.org
- 

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

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

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Now that you have seen how this platform allows you to review and explore data within the corridor. You can now provide comments directly within this map, using the Add a Comment tool. Your comments can be added for a point of interest, a line drawing, or an area (polygon) drawing.