HIGHWAY 37: REGIONALLY SIGNIFICANT 21-MILE EAST-WEST CORRIDOR
100 MINUTES TO TRAVEL HOME EVERY DAY

- **6 Hours** of Congestion During Weekday AM Commute (27 min. westbound delay)
- **7 Hours** of Congestion During Weekday PM Commute (80 min. eastbound delay)
- **Weekend** Congestion Throughout Most of the Day
- **No Transit** Services

Source: Kimley-Horn, 2017
9 SPECIAL-STATUS SPECIES, PACIFIC FLYWAY AND MANY ACRES OF WETLANDS AND BAYLANDS

Image Sources: Various 2018
BIKE AND PEDESTRIAN ACCESS

LEGEND
- Yellow: Segment A: Expressway
- Blue: Segment B: Conventional Highway
- Red: Segment C: Freeway
- Green: Existing Bicycle Access
- Dashed Green: Planned Bicycle Access

Multimodal Access Points:
1. Deer Island Open Space Preserve
2. Black Point Boat Launch
3. Port Sonoma Marina
4. Sonoma Baylands Bay Trailhead
5. Reclamation Rd Sears Point Bay Trailhead
6. USFWS Headquarters – Sears Point Bay Trailhead Ralph Benson Baylands Center
7. Paradise Vineyards – Potential Bay Trailhead
8. CDFW Tubbs/Tolay Bay Trailhead
9. Caltrans Public Viewing
10. Skaggs Island Access
11. Cullinan Ranch Public Access
12. Caltrans Public Viewing
13. Wilson Ave Bay Trailhead
14. White Slough Trailhead South
15. White Slough Trailhead North
2019 FLOODING

Levee Breach

Overtopped Levee

Westbound SR 37 Looking West

SR 37 Looking East
30 YEARS FROM TODAY SEA LEVEL RISE WILL INUNDATE SR 37

Source: UC Davis, AECOM, 2015
OUR VISION ➔ MULTI-MODAL AND MULTI-BENEFIT PROJECTS

- Sea Level Rise
- Ecological Restoration & Conservation
- Multimodal Corridor
- Access to Baylands
- Equity

RESILIENTSR37
BREAK THE PROJECT DELIVERY PARADIGM

Inter-Agency Consultation

Interim and Ultimate Fixes

Integrate, Don’t Mitigate

Early Outreach

RESILIENTSR37
INTERIM FLOOD PROTECTION IMPROVEMENTS: US 101 — SR 121

Roadway & Bank Protection  
Drainage Improvement  
Raising Pavement Elevation

RESILIENTSR37
INTERIM CONGESTION RELIEF PROJECT: SR 121 TO MARE ISLAND

Existing 2-Lane Segment B

Option 1: 3-Lane Contra-Flow with Moveable Median Barriers

Golden Gate Bridge Example

Option 2: 4-Lane Highway (requires mitigation for bike access)

Richmond-San Rafael Bridge Example

Cost Range: $100M to $150M
SR 37 CORRIDOR SEA LEVEL RISE ADAPTATION ULTIMATE PROJECT
TARGET DELIVERY IN 15 – 20 YEARS

Reconstruction Options

Reconstruct SR 37
Replace Bridge

Modify Interchange/Intersection
Existing Bridge
Existing Rail Line

ResilientSR37
The ultimate project will be designed to accommodate Year 2100 SLR scenario plus a 100-year storm surge event.

Design elevation also needs to accommodate for a 100-Year storm in addition to the projected sea level rise.

Note: Schematic not drawn to scale.
MHHW: Mean Higher High Water
## SEGMENT B ULTIMATE PROJECT — ALTERNATIVE ASSESSMENT SUMMARY

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### Key Takeaways

1. **Lowest travel times for Segment B, no increase in daily VMT**
2. **Less right of way (ROW) acquisition**
3. **Similar GHG emissions compared to existing**
4. **Hybrid results in greater biological resources and hydrology impacts**
5. **Minimizes impacts to existing land uses**
6. **Favored by focus groups**

- **Longest travel times, increase in daily VMT**
- **Highest ROW acquisition**
- **Avoids coastal areas, but transects more habitats**
- **Potential impacts to cultural resources**
- **Potential to induce growth**
- **Decreases public access**
- **Disliked by focus groups**

- **Impacts similar to Hybrid Existing and Causeway Existing**
- **Impacts primarily offshore habitats**
- **Decreases public access**
- **Disliked by focus groups**

- **Lowest travel times for entire corridor**
- **Results in induced demand**
- **High right of way acquisition**
- **Impacts offshore habitats**
- **Potential land use conflicts**
- **Decreases public access**
- **Mixed results from focus groups**

<table>
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<tr>
<th>ROW Acquisition (acres)</th>
<th>163</th>
<th>113</th>
<th>428</th>
<th>147</th>
<th>264</th>
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<tr>
<td>Total Cost (2018$)</td>
<td>$2.4B</td>
<td>$2.9B</td>
<td>$3.3B</td>
<td>$2.9B</td>
<td>$3.3B</td>
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RECONNECT HYDROLOGY AND ECOLOGY THROUGH A FORWARD-LOOKING HIGHWAY DESIGN

Lower Novato Creek

Skaggs Island/Haire Ranch

Cullinan Ranch

LEGEND

Create/Enhance Wetland
Enhance Shoreline
Raise Levee/Improve Shoreline
Ongoing Large-Scale Restoration Efforts

Historical Baylands Boundary
Tidal Marsh
Restoration in Progress or Complete
Restoration in Planning

San Pablo Bay

RESILIENTSR37
RESILIENT SR 37 PROGRAM – PHASED IMPLEMENTATION
Concurrent Project Development. Deliver Early Community Benefits.

Early Benefits
- Flood Protection Project (US 101 – SR 121)
- Congestion Relief Project (SR 121 – Mare Island)
- Early Ecological Enhancements
- Transit With Emerging Technology

RESILIENTSR37

Environmental - Design - Construction
- SR 37 Corridor SLR Adaptation Project (I-80 – US 101)
- Advanced Mitigation Implementation Plan
- Bike/Pedestrian/Public Access
- Transit With Tomorrow’s Technology

Today 2025 2040 2050
Questions?

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