



MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
EXECUTIVE COMMITTEE
Administration, Projects & Planning
October 14, 2019
3:30 PM

TAM CONFERENCE ROOM
900 FIFTH AVENUE
SAN RAFAEL, CALIFORNIA

MEETING MINUTES

Members Present: Alice Fredericks, Tiburon Town Council, Committee Chair
Brian Colbert, San Anselmo Town Council
Gary Phillips, San Rafael City Council
Kate Sears, Marin County Board of Supervisors

Members Absent: Damon Connolly, Marin County Board of Supervisors

Other Commissioners Present: Judy Arnold, Marin County Board of Supervisors
Stephanie Moulton-Peters, Mill Valley City Council

Staff Members Present: Anne Richman, Executive Director
Bill Whitney, Principal Project Delivery Manager
Dan Cherrier, Principal Project Delivery Manager
David Chan, Manager of Programming & Legislation
Derek McGill, Planning Manager
Helga Cotter, Senior Accountant
Li Zhang, Deputy Executive Director/Chief Financial Officer
Molly Graham, Public Outreach Coordinator
Nick Nguyen, Principal Project Delivery Manager
Scott McDonald, Senior Transportation Planner

Chair Alice Fredericks called the meeting to order at 3:30 p.m.

1. Chair's Report (Discussion)

Chair Fredericks welcomed TAM's new Executive Director, Anne Richman.

2. Commissioner Comments (Discussion)

There were none.

3. Executive Director's Report (Discussion)

Executive Director (ED) Richman provided an update on the Richmond-San Rafael Bridge, noting that the Bay Area Toll Authority (BATA) has begun installing the moveable barrier on the westbound upper deck. ED Richman stated that a ribbon-cutting celebration should occur in mid-November upon completion of the project.

ED Richman reported that TAM, Caltrans and BATA have been evaluating the feasibility of installing a bicycle barrier on the westbound Sir Francis Drake Boulevard flyover from I-580 to improve vehicle and bicycle access to and from Richmond-San Rafael Bridge. ED Richman stated that staff expects to report on an implementation strategy and funding options at the November Board Meeting.

ED Richman reported on her attendance of the groundbreaking celebration on October 2, 2019 for the final segment of the Sonoma portion of the Marin Sonoma Narrows (MSN). She noted that design work for the last segment in Marin is underway with funding from Measure AA, and that the agency is awaiting the release of funds from Regional Measure 3 (RM3) and state funds to complete the 17-mile corridor project.

ED Richman reviewed recent outreach activities in which TAM has participated, including the Sausalito Sustainability Commission, Party for a Cooler Planet, and the Drive Clean Marin's EV and E-bike Event. ED Richman noted that TAM will be participating in the Marin Senior Fair on October 23, 2019.

ED Richman reported that, due to the holiday season in November and December, the Executive Committee Meetings and Board Meetings will be rescheduled. She asked the commissioners to reply to an upcoming email to ensure there are quorums for the meetings.

4. Open time for public expression

No one from the public came forward to speak.

5. Approval of the Minutes from June 10, 2019 Meeting (Action)

Commissioner Sears moved to approve the Minutes from June 10, 2019 Meeting, which Commissioner Phillips seconded. The motion carried unanimously.

6. Accept the 2018 System Monitoring Report and the 2019 Congestion Management Program Report (Action)

Planning Manager Derek McGill presented the staff report which asked the Committee to accept the 2018 System Monitoring Report and the 2019 Congestion Management Program (CMP) Report for Marin County and refer it to the full Board for acceptance. Mr. McGill explained that TAM conducts the CMP every 2 years, and he provided background information on the program. He stated that the CMP is the first attempt to connect land use to transportation investment. He discussed the three key elements to the program, including the adoption of performance standards and monitoring land use development impacts on local transportation systems. Mr. McGill stated that the agency conducts monitoring in even years and releases the CMP report the following year.

Mr. McGill discussed the roadway network that was established and performance standards that were designated against which current standards are assessed. He noted that the CMP also includes a capital improvement program, land use development review program, as well as secondary items related to the CMA and he cited the travel model program adopted by the TAM Board earlier this year.

Mr. McGill discussed the Board's authorization to expand traffic counts over a 5 years period in 2015, noting that the agency has expanded bicycle and pedestrian counts to include 5 new locations in the County. He also noted that the agency has expanded data collection to include full 7 day counts to assist in determining peak hours and enable local jurisdictions to compare traffic data on weekdays and weekends. Mr. McGill stated that a comprehensive traffic study was conducted over a 3-day period at on- and off- ramps in 2017, and a cell phone data-based origin destination study was conducted in 2018.

For this reporting cycle, Mr. McGill stated that 18 new traffic count locations have been added, and that the agency is reporting on SMART ridership for the first time. He also stated that additional analyses have been included in the monitoring report to identify delays in transit routes due to traffic congestion.

Mr. McGill discussed levels of service that were established for local roads (D) and highways (E), noting that certain sections have been grandfathered in because they failed when the network was created, and continue failing to meet the performance standards. He discussed the methods used to measure levels of service, which he noted was based on speed and not delay at intersections. He reported that the level of service on 16 out of 17 roads are above the level of service standard in the mornings, while the section on Sir Francis Drake Boulevard in front of the ferry terminal meets the proscribed level of service D.

Mr. McGill discussed improvements in morning roadway conditions between 2016 and 2018, noting that road speed has improved in 9 segments in both directions and 6 segments in one direction. He stated that travel speed on segments of Bridgeway and Sir Francis Drake Boulevard have declined. Overall, Mr. McGill noted that morning traffic conditions improved between 2016 and 2018.

Mr. McGill discussed evening traffic levels between 2016 and 2018, noting that 12 out of 17 segments performed above the standard. Mr. McGill explained that two segments on Sir Francis Drake Boulevard met the standard, while another segment on Sir Francis Drake Boulevard and a segment on Second street fell below. He noted that these two segments were grandfathered in and have never met the standard.

Mr. McGill discussed declining speeds on most road segments, noting that evening periods in 2018 compare to similar conditions in 2014. However, Mr. McGill explained that construction projects on Sir Francis Drake Boulevard and Third Street should improve traffic conditions, and he noted that improved conditions in 2010 and 2012 likely were due to the declining economy.

In summary, Mr. McGill stated that all segments with failed levels of service were grandfathered in, and that the morning peak period has improved. He noted that part of the reason could be the effects of Safe Routes to School, and he also noted that major road improvements have been scheduled in the main corridors.

Mr. McGill moved on to discuss highways. He stated that I-580 and State Route (SR) 37 were not included in this monitoring cycle due to construction or weather-related conditions and because of issues that arose with the monitoring equipment that is installed on the highways. He explained that the focus was on Highway (Hwy) 101, which maintained the standard level of service E, while the southbound segment between Lucas Valley and Freitas Parkway fell below standard. Mr. McGill noted that there were improvements in both directions between Golden Gate Bridge and Spencer Avenue due to improved flow across the Golden Gate Bridge when the barrier works had been completed.

Mr. McGill reported on the evening peaks, noting that 4 out of 6 segments performed above standard. However, he stated that SR131, Tiburon Boulevard to Tamalpais Drive northbound, has consistently underperformed since TAM began monitoring standards of service. Mr. McGill explained that the conditions should be alleviated by the northbound ramp metering project.

Mr. McGill reported on traffic flow from Hwy 101 from Sir Francis Drake Boulevard to I-580, which he said has improved with the opening of the third lane on the Richmond-San Rafael Bridge and work on the approaches. He confirmed that further improvements will be made upon completion of the Bellam Boulevard project.

In summary, Mr. McGill stated that northbound Hwy 101 from Tiburon Boulevard to Tamalpais Drive has consistently failed in the afternoon commute, but that all other sections of freeway are doing relatively well in both directions.

Mr. McGill provided information on the high occupancy vehicle (HOV) lanes. He noted that failure of the HOV lane from Tiburon Boulevard to Tamalpais Drive in the evening commute continues, and he noted a new failure in the segment from Hwy 101 to I-580 approaching San Rafael.

Mr. McGill reported that there have been no mixed flow lane failures; that the morning conditions are good, apart from the southbound lanes from Lucas Valley to Freitas Parkway. He noted that the Bus on Shoulder feasibility study will begin soon, and the ramp metering project should help with the morning commute and alleviate north bound evening conditions.

Mr. McGill went on to discuss other modes of travel, including transit, when he noted a slight ridership increase between FY2016-17 and FY2017-18. He stated that data is not yet available from the monitoring report for FY2018-19, which ended in June. Mr. McGill reported on Marin Transit ridership and he noted a slight increase over the previous year, while national trends report decreases in ridership. He reported on a slight increase in ferry rides and stated that ridership on Golden Gate Transit's fixed route services are flat.

Mr. McGill discussed bicycle and pedestrian counts, noting that the highest weekday volumes continue to be Bridgeway and downtown Sausalito, followed by downtown San Anselmo and downtown Fairfax. He reported that the highest multi-use path continues to be the Sausalito Pathway, while usage of the Central Marin Ferry Connector has increased by 40%. However, Mr. McGill discussed the reasons the counts are not necessarily reflective of daily usage, but he stated that use of the bicycle and pedestrian facilities has risen by 36% compared to 2014 and 2016. He noted that midday peaks have been included in the last cycle and show the highest ridership,

In response to Commissioner Sears, Mr. McGill confirmed that 7-day data is available and was provided to cities and towns, but that the report focuses on traffic conditions on an average weekday. He confirmed that there is a substantial increase at weekends on SR 1 and in the western part of Sir Francis Drake Boulevard.

Commissioner Phillips asked Mr. McGill for further information on SMART ridership. Mr. McGill confirmed this is the first report that includes SMART annual ridership data; that there were approximately 800,000 riders in FY2017-2018, and that this information will be included in future charts.

Commissioner Phillips and Mr. McGill discussed the historical performance of the Hwy 101 segment between Freitas Parkway and Lucas Valley Road, which experienced large swings. Mr. McGill confirmed he would seek further clarification.

Mr. McGill stated that he would seek clarification regarding the roadway route from San Anselmo Avenue to Redhill for Commissioner Colbert. He clarified the differences between measuring commute times and delay times, noting that a local jurisdiction is interested in delays at traffic signals, and while TAM's interest is in the overall performance of a segment. Mr. McGill explained that the agency would consider local causes of delays if they impacted regional performance of a segment.

Commissioner Moulton-Peters commented on heavy weekend traffic at Shoreline Highway, and Sunday evening traffic from Hwy 101 to the Richmond-San Rafael Bridge, which impacts local traffic. She requested data on weekend traffic counts be included in future reports. Commissioner Moulton-Peters said she was gratified to see that bike counts are increasing and that she expects them to increase further once the southbound section of the North-South Greenway Multi-use Path is completed. Principal Project Delivery Manager Bill Whitney stated construction should begin in the spring of 2020 with completion slated for one year later.

In response to Commissioner Phillips, Mr. McGill acknowledged that local jurisdictions are moving away from levels of service for reasons related to conflicts in state law. However, he stated that CMPs have not been affected and continue to report on levels of service, which Commissioner Phillips stated he found helpful. However, Mr. McGill confirmed TAM is providing vehicle miles travelled data to towns and cities through TAM's travel demand

model work. Mr. McGill stated that the agency intends to focus on speed, which Commissioner Sears stated is important because residents relate to speed and not vehicle miles travelled.

No one from the public came forward to speak.

Commissioner Sears moved to accept the 2018 System Monitoring Report and the 2019 Congestion Management Program Report and refer it to the full TAM board for acceptance, which Commissioner Phillips seconded. The motion carried unanimously.

7. TAM response to Grand Jury Report on Wildfire Preparedness (Action)

Principal Project Delivery Manager Dan Cherrier presented the staff report which asked the Committee to review and forward TAM's response to the September 12, 2019 letter from the Marin County Civil Grand Jury to the full TAM Board for consideration. Mr. Cherrier discussed TAM's response to the Grand Jury Report dated June 27, 2019, which related to evacuation planning during natural disasters. He stated that staff believes that the Marin County Sheriff's Office – Office of Emergency Services, is better equipped to deal with natural disasters because TAM, as a funding agency, does not have the authority to set procedures and policies for other jurisdictions.

Mr. Cherrier discussed TAM's response to correspondence from the Grand Jury, who noted that there is nothing in the agency's statutes that would prohibit undertaking the recommendations. He also discussed the role of Marin Wildfire Prevention Agency (MWPA), which more than 20 public agencies and special districts have joined, along with private and neighborhood groups.

Mr. Cherrier stated that TAM's main focus has been on complete streets, traffic calming methods, and multi-modal options rather than on evacuation policies. He stated that TAM staff would not recommend conditioning transportation funding on a local jurisdiction's evacuation policies, which staff believes are decisions an individual city/town needs to make. Mr. Cherrier stated that staff believes that the response to the Grand Jury was adequate and explained that it is not in the best interests of the agency to condition funding.

Chair Fredericks stated that TAM's statutes do not necessitate the agency providing evacuation services. Commissioner Sears suggested TAM's response should include language emphasizing the Agency's collaboration with towns and cities through the funding of capital improvement projects that might contribute to evacuation or safety projects.

Commissioner Moulton-Peters discussed the Miller Avenue Complete Streets project in connection with evacuation needs, noting that the design did not include bulb-outs and curbs that impede the flow of traffic which she suggested could be communicated in the response. She discussed her support for Commissioner Sear's comments that the response emphasizes what it is already doing related to the evacuation needs. She suggested there might be a role for TAM with the new Fire Jointed Power Authority (JPA). There was general agreement amongst the commissioners to await further information about the new JPA and, in the meantime, to amend the letter to the Grand Jury assuring them that TAM is engaged and collaborating with towns and cities in the evacuation effort, and present the revised response to the TAM Board as a discussion item.

Commissioner Sears moved to recommend the approval of TAM's response to the September 12, 2019 letter from the Marin County Civil Grand Jury, with revisions per the direction of the committee members and forward it to the full TAM Board for approval, which Commissioner Phillips seconded. The motion carried unanimously.

The meeting was adjourned at 4:25 p.m.