

From: David Schonbrunn <David@Schonbrunn.org>
Sent: Tuesday, July 13, 2021 11:35 PM
To: Distrib- City Clerk <City.Clerk@cityofsanrafael.org>
Subject: 580 Connector Project

I met with Ms. Richman, and explained to her why the Connector project had misidentified the problem. The reason the Bellam off-ramp backs up is because of all the traffic going to the Canal. A friend provided me with traffic data derived from cell phones. It shows that only a small percentage of those exiting 101 at Bellam are going over the bridge. The vast majority of the traffic is remaining in Marin.

The problem is the traffic light at Bellam and the off-ramp. It has nothing to do with having an easy connection to the Bridge.

I would be pleased to speak with staff there or the Mayor, and show the data.

—David

David Schonbrunn, President
Transportation Solutions Defense and Education Fund (TRANSDEF)
P.O. Box 151439
San Rafael, CA 94915-1439

415-370-7250 cell & office

David@Schonbrunn.org
www.transdef.org
www.occupymtc.org
@occupymtc
www.nomegatax.org/

From: John Moore [REDACTED]
Sent: Thursday, July 15, 2021 11:04 AM
To: Distrib- City Clerk <City.Clerk@cityofsanrafael.org>
Subject: Highway Connector

It appears there are "concerns" in your midst regarding a long-needed proposal to connect two major freeways properly, as should have been done years ago with any semblance of design sense and foresight. We residents of Marin County have endured enough as the congestion grows leaps and bounds without any recognition from the "officials," until now. Your concern is that a connector could impact the city's traffic flow.

You are kidding, right? Of course it will impact traffic flow, in a totally positive way. It is the "single most important" improvement in an area riddled with poorly designed roads that have proven to be built in bottlenecks. Let's name a few. How about the two frontage roads that parallel the freeway that are difficult to access, or the "entrance" to San Rafael northbound which is wholly inadequate. Which brings me to the other exit Northbound, just prior, at Bellam, a single lane that backs up the hill on 101 for those wanting to go to the canal area, or the industrial area, or, are you ready for this.....the Richmond Bridge. What? One needs to exit in order to, yes, get back on the freeway going East. Are you kidding me? Where else in the State are two major freeways so dysfunctional?

Even better is the Sir Francis Drake exit in Larkspur for those wishing to get to THE ONLY FREEWAY THAT SERVES TRAVELERS TO THE EAST BAY. Who would ever design "any" approach to a bridge on a two lane surface street running past the Ferry Terminal (wrong place) Parking Lot which also serves access to a major shopping center???. Unbelievable!

It's easy to be critical, but without criticism, nothing positive gets done. Hello?

Any project planned to connect 101 to 580 is the ONLY solution to gridlock. If the new car sale pipeline continues unfettered on both sides of 101, how in the world can more cars get around when they can't right now? Most of the roads in Marin, and the way they are connected, are wholly inadequate. Anyone with half a brain can see that.

Answer? For "starters," build a fly over connector, only half a mile, above the Recycling Center and, are you ready for this....the offices of the San Francisco Bridge District. How appropriate. It could be done in a month, tops, working AT NIGHT! Environmental impact? Who cares. The environment is compromised already, we all know this, especially by ALL THE CARS BACKED UP EVERYDAY spewing gas fumes due to an inadequate, substandard road system.

Do the same Southbound on 101, where those wanting to continue East ON A FREEWAY do not have to semi-exit to continue onto 580, while competing with those trying to exit onto Bellam, or for those backed up simply trying to GET ON THE FREEWAY Southbound from Central San Rafael.

Why is this not obvious to you? Who is in charge here? Let common sense prevail, and don't say you don't have enough money to do it. We all know you do.

For reference, check your road history facts for the efforts made immediately after the Earthquake in 1989. How long did it take for greater Los Angeles to get their precious freeway system back up and running? It was immediate. Why? The area would not be able to function, period. Priorities were set and met. The same can be done here with the right LEADERSHIP.

So, let's gitter done people. No time for debating anymore