

**Marin Conservation League
North Marin Unit Public Meeting
Wednesday, November 16, 2011**

The meeting was called to order at 6:30 p.m. at the Novato Police Department Training Room. Present were: MCL members Don Wilhelm, Pat U'Ren, Edith Piltch, Susan Stompe and Supervisor Judy Arnold. Guests included speaker Jit Pandher and assistant Connie Fremier, Public attendees included Bill Landeree', Peter Chiang, Brendan Sullivan, Joe Youmans, Tanya Elbert and Ryan Strong.

Jit reviewed the two separate projects; Segment A1, the northbound HOV lane between Highway 37 and Atherton Avenue in Novato. Southbound HOV lanes will also be constructed between Rowland and Highway 37. Segment B1 includes access roads between Atherton and San Antonio Creek as well as enlarging bridge at landfill interchange to eliminate the hazards associated with direct access to the main line.

Segment A -1 through Novato is 80% complete. The final pavement will be completed in the spring when the sub-base warms enough for proper hardening of the asphalt. The bridges and sound walls will be worked on during the winter, weather permitting. The four sound walls are of a design selected by the City Council a couple years ago and should be completed by the end of the year. The bridges over Novato Creek, Olive Avenue and Lamont Street should be complete by May or June. The speed limit through the Novato construction zone will be reduced to 55 miles/hour during the construction.

Segment B-1 is not fully funded, but work will be starting soon on the frontage road and bicycle/pedestrian path north of the current termination of Redwood Boulevard. The extended Redwood Boulevard will go through the Birkenstock property to the entrance of Olompali State Historic Park. From the main Olompali entrance to the access to the park residences the width of the road will be reduced slightly and the alignment will be west of the row of elm trees. A class 1 bicycle/pedestrian lane will continue to the landfill interchange. The interchange will be widened to accommodate large trucks in each direction.

On the east side of the interchange a frontage road will parallel the freeway to the Mira Monte road. On the west side of the freeway a frontage road will proceed north to San Antonio Creek Road. A retaining wall at the west end of the interchange will be 30 feet high.

A subsequent project, Segment B-3, is a new mainline bridge over San Antonio Creek to reduce flooding and smoothing out the highway curvature. The highway will be slightly west and 10 feet higher than the current bridge.

It is important to note that there will be some temporary segments where the mainline has been constructed but that the HOV lane (the third lane) will not be constructed until funds are available. Significant congestion relief will not occur until the third lane is continuous between Novato and Petaluma.

Landscaping will be done after all the construction is completed if there is enough money. The tree loss must be mitigated and some of the trees could be part of the landscaping.

In general several features advocated by MCL have been incorporated into the final design. The meeting adjourned at 8:00 p.m.