COUNTY OF MARIN

Sir Francis Drake Boulevard

Corridor Rehabilitation

Kentfield Planning Advisory Board

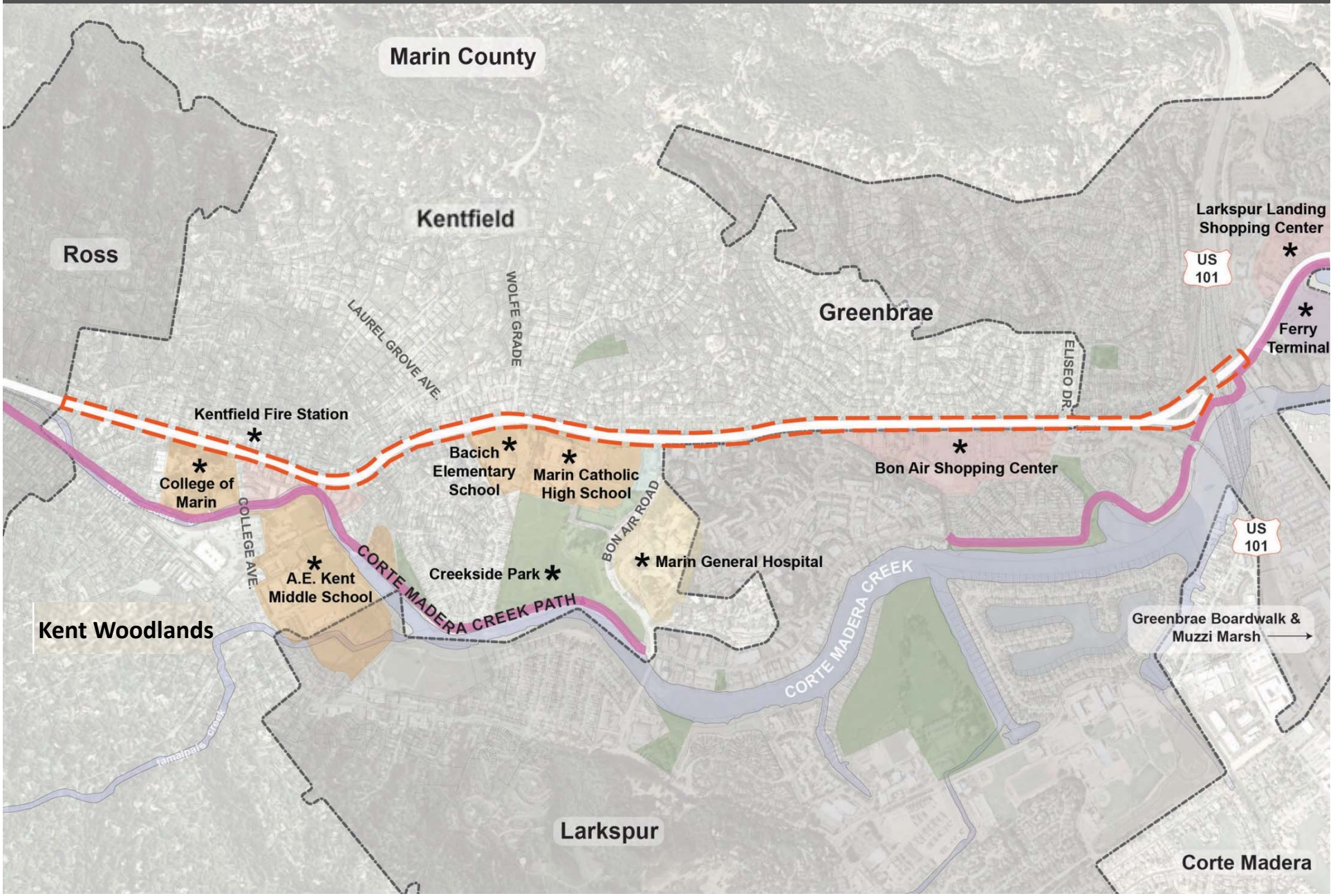
October 28, 2015

AGENDA

- Introduction
- Community Meeting Feedback
- Existing Conditions, Strategies & Toolkit
- Preliminary Alternatives & Tradeoffs

INTRODUCTION

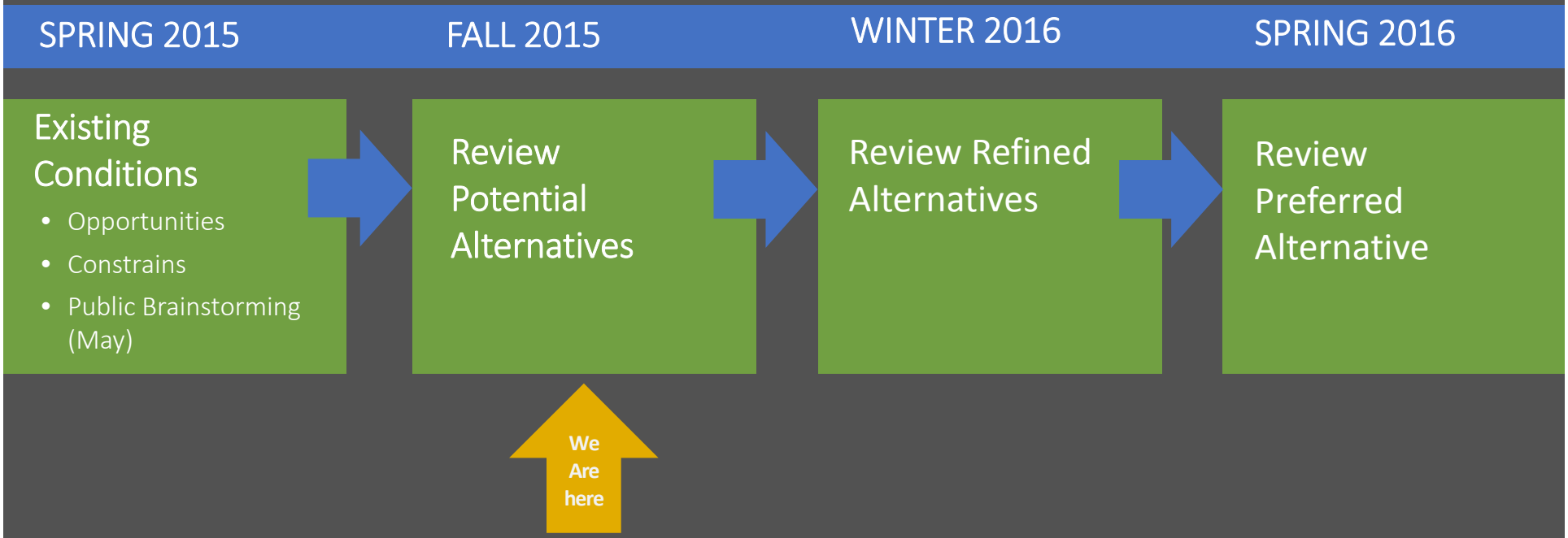
Sir Francis Drake Boulevard - Overview

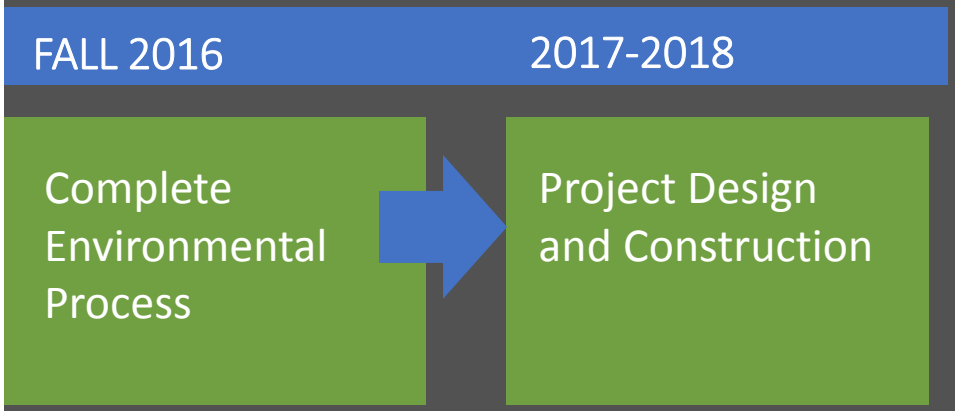


Introduction: Project Goals

- Repair pavement.
- Close sidewalk gaps and improve pedestrian crossing safety.
- Improve traffic flow and reduce congestion.
- Improve transit access.
- Improve bicycle access and safety.

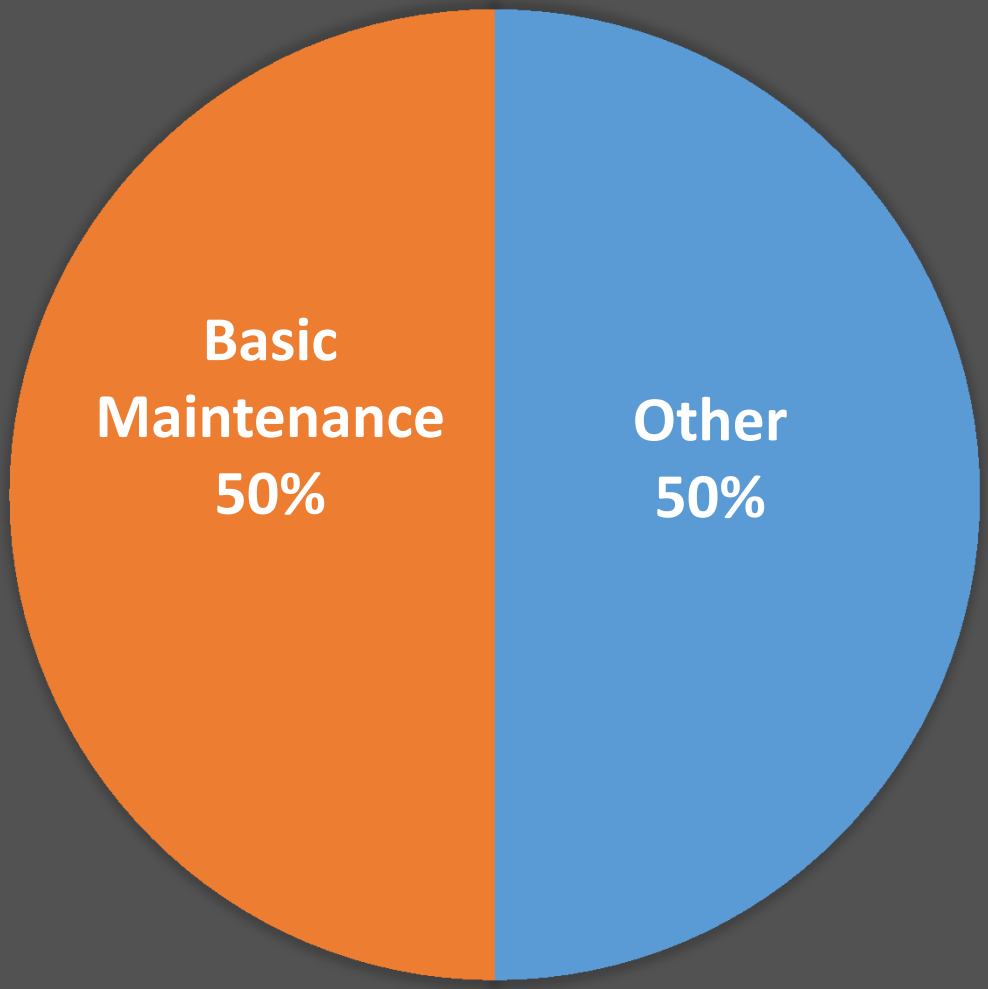
Introduction: Project Schedule





Introduction: Available Budget

$13.2 Million Budget Available from TAM Transportation Sales Tax

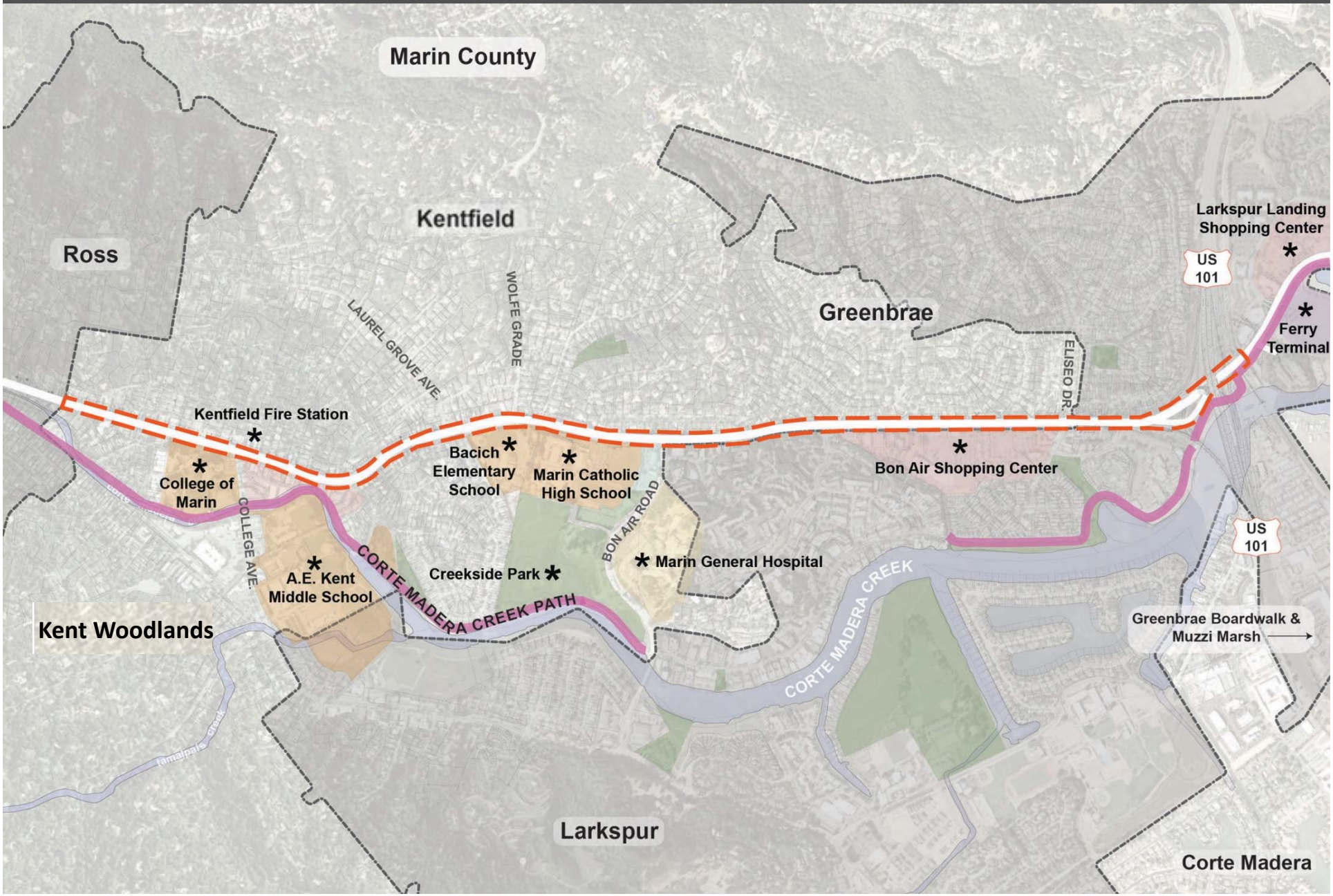


What is other?

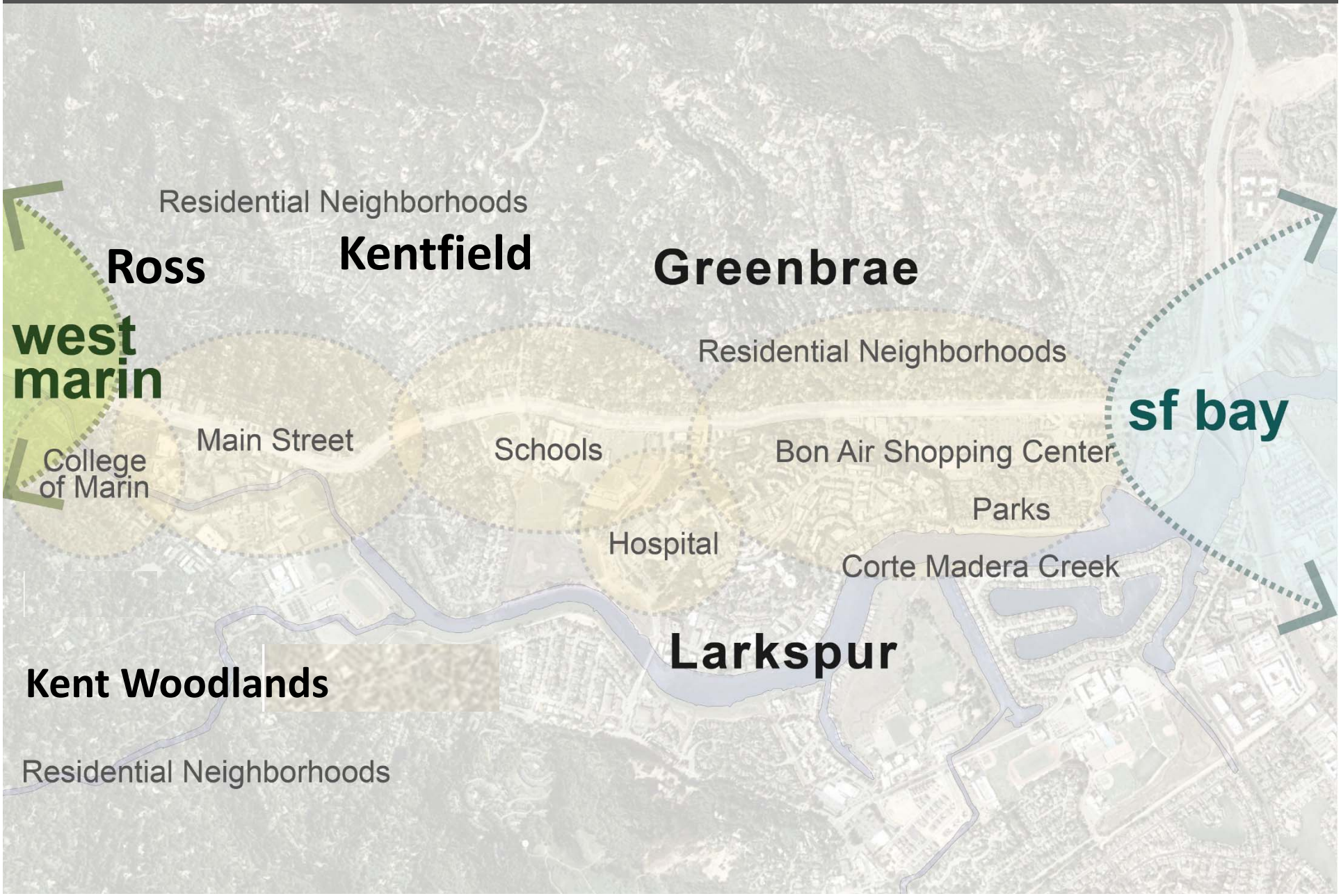
- Sidewalk gap closures
- Bicycle facility enhancement
- Reduce traffic delays
- Transit facilities
- Intersection modifications
- Advanced traffic signal systems

Includes soft and hard costs

Introduction: Project Area Context

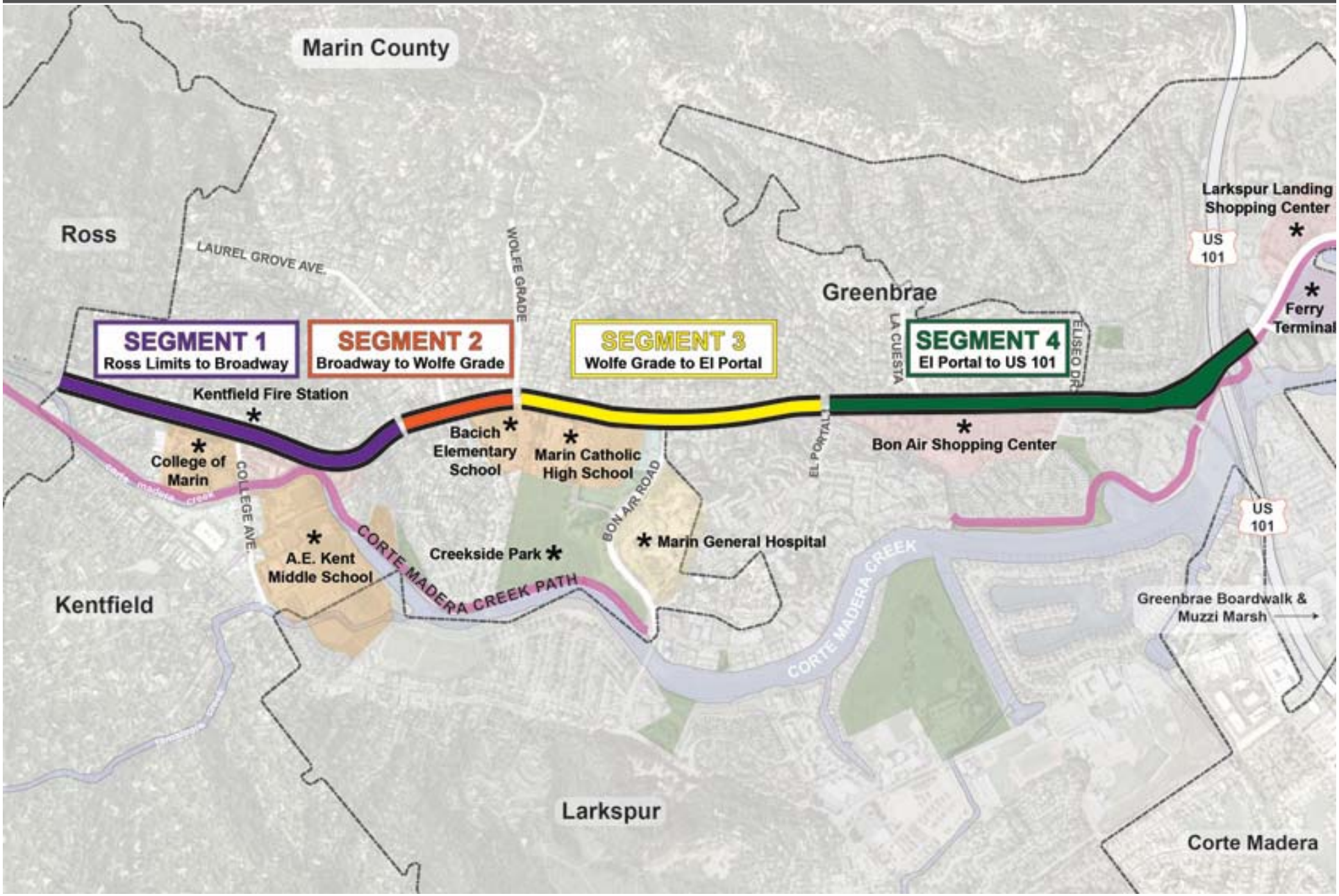


Introduction: Community Context



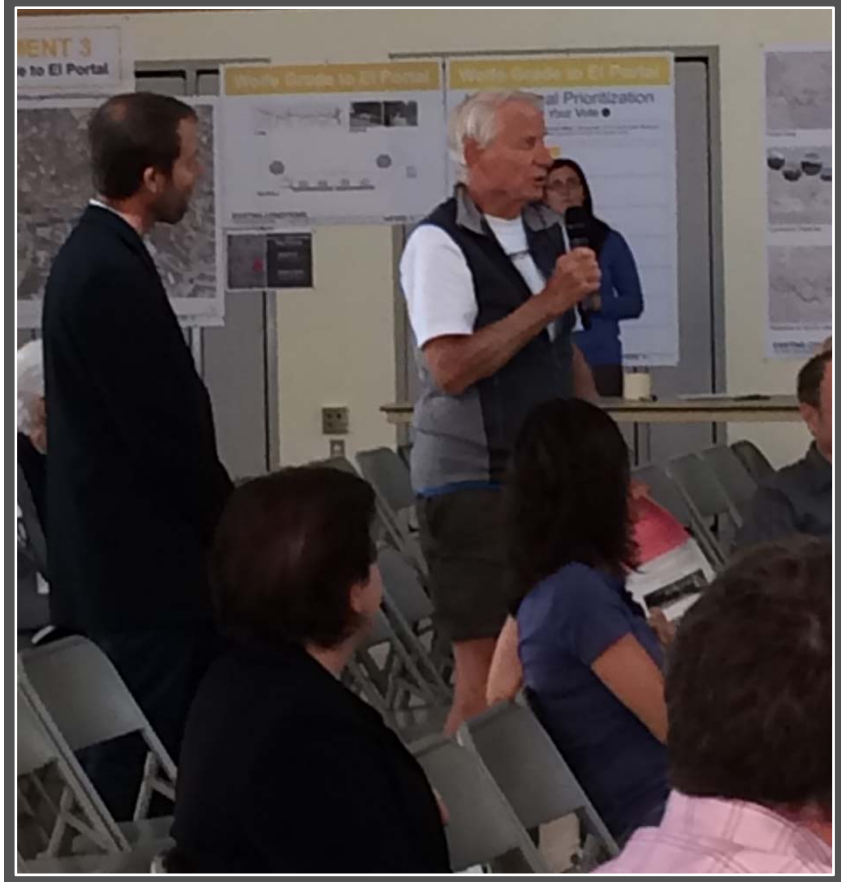
Introduction: Community Character

Introduction: Corridor Study Segments

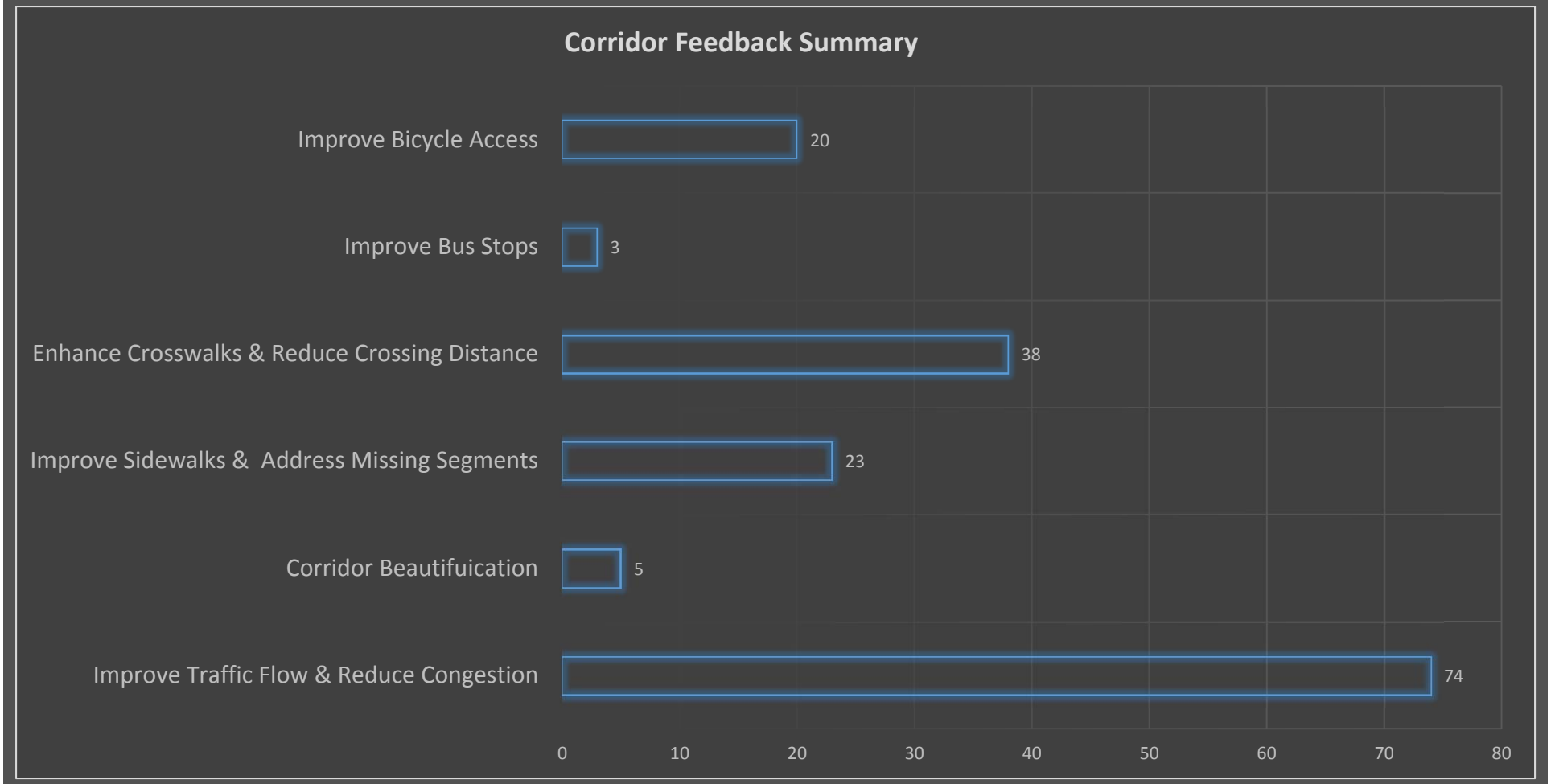


May 2, 2015
Community Meeting
Feedback

May 2, 2015 Meeting



Summary of Corridor Priorities



EXISTING CONDITIONS, STRATEGIES & TOOLKIT

Existing Conditions and Strategies:

- Traffic
- Pedestrian and Bicycle Access
- Transit Access
- Community Character

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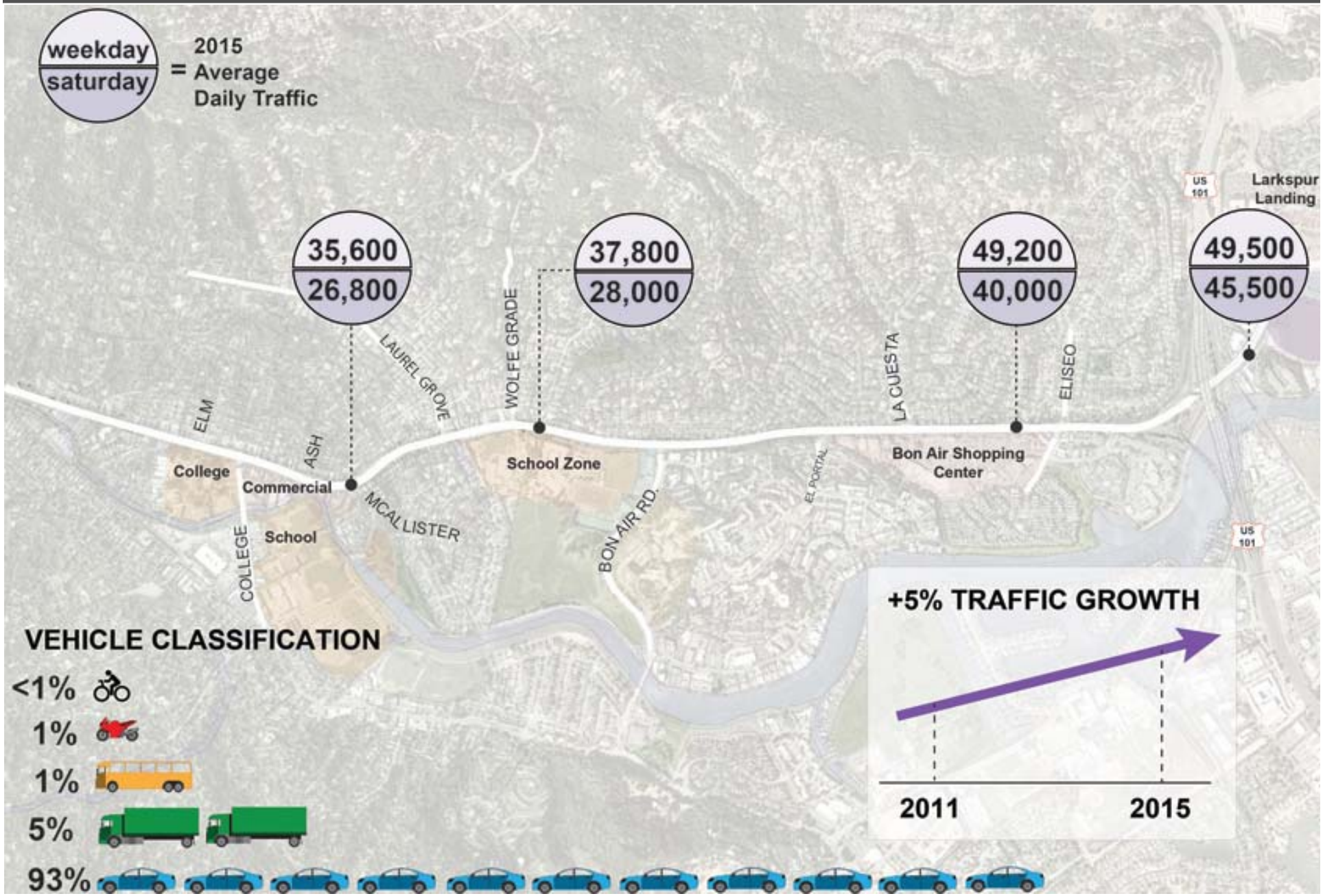
Existing Conditions: Daily Traffic Volumes



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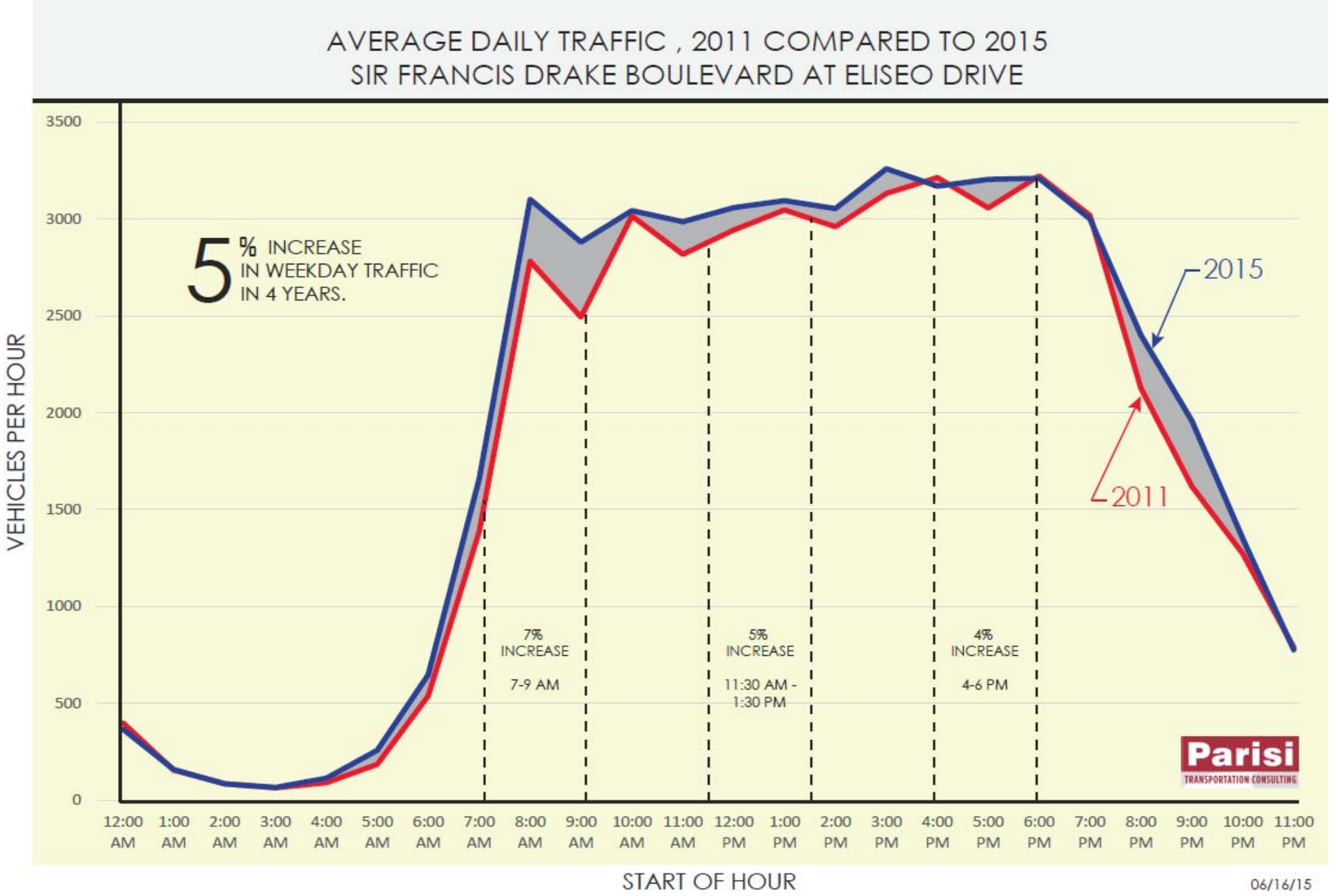
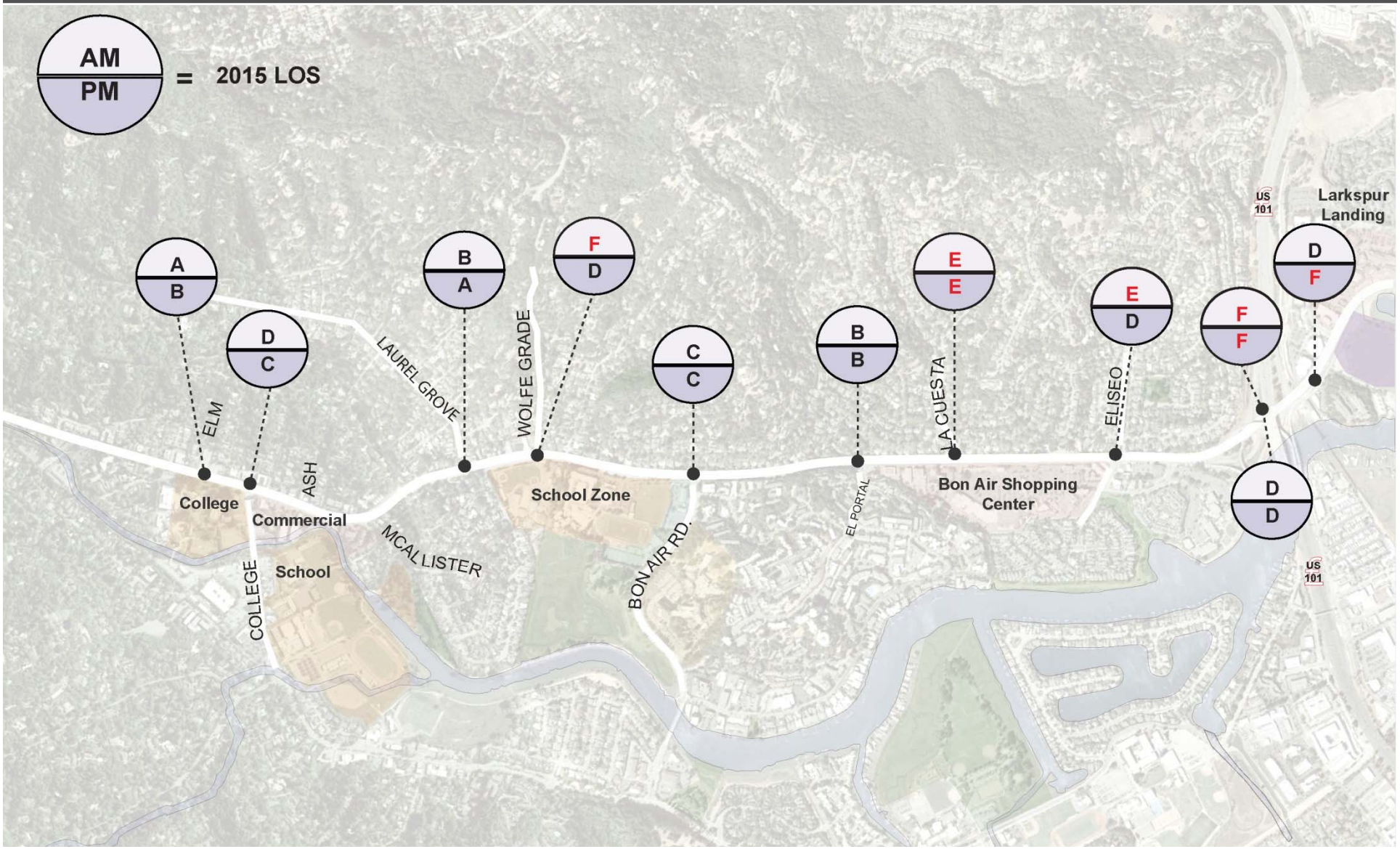
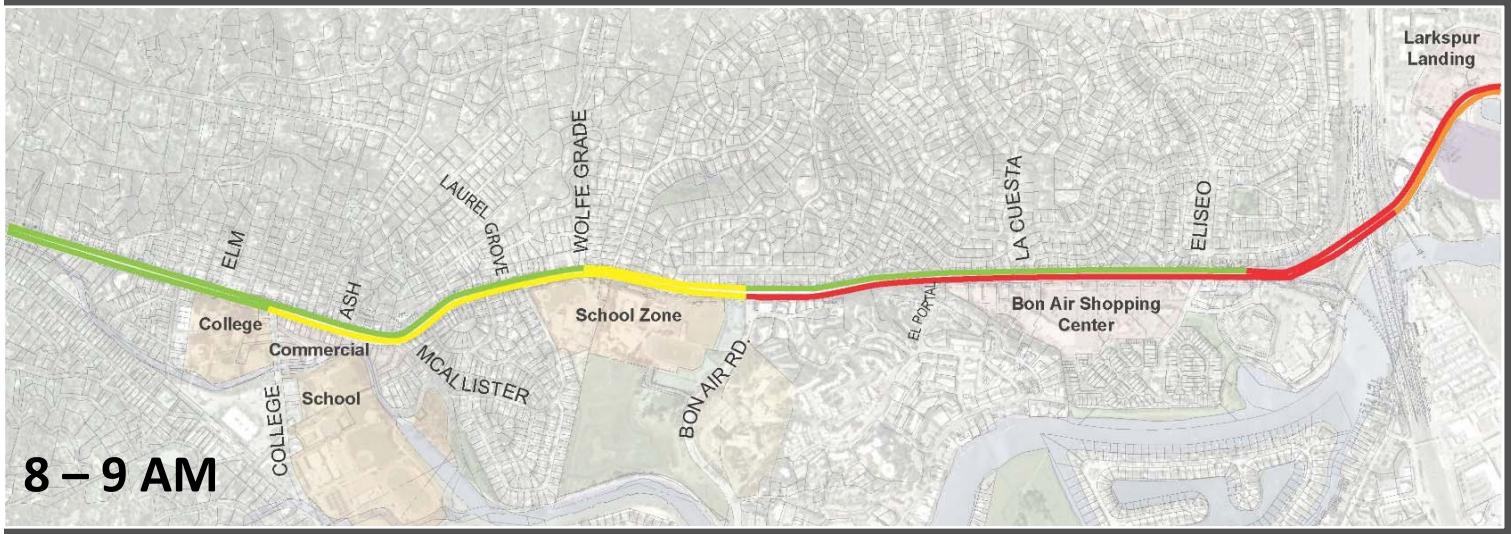
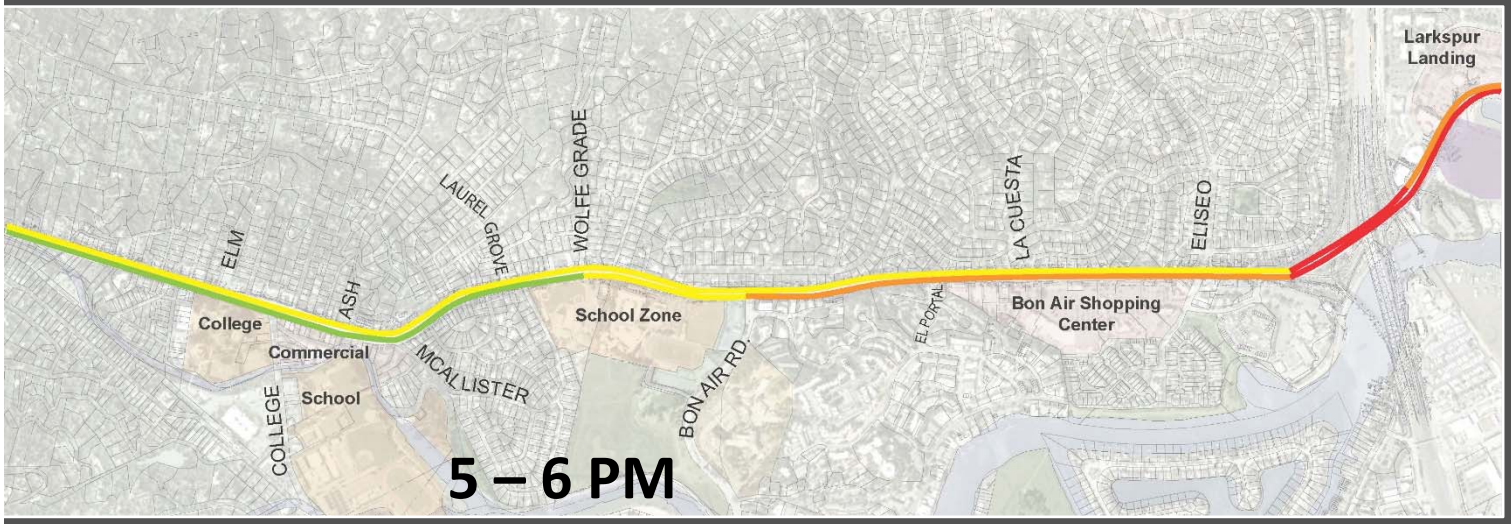


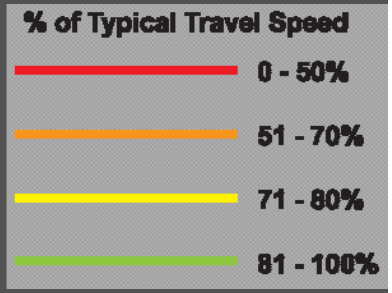
Existing Conditions: Weekday Peak Hour Service Levels



Existing Conditions: Vehicle Speeds







Source: Marin County, February 2015

Toolkit: Add Traffic Lanes

Minimum lane widths:
11’ Travel Lane
10’ Turn Lane

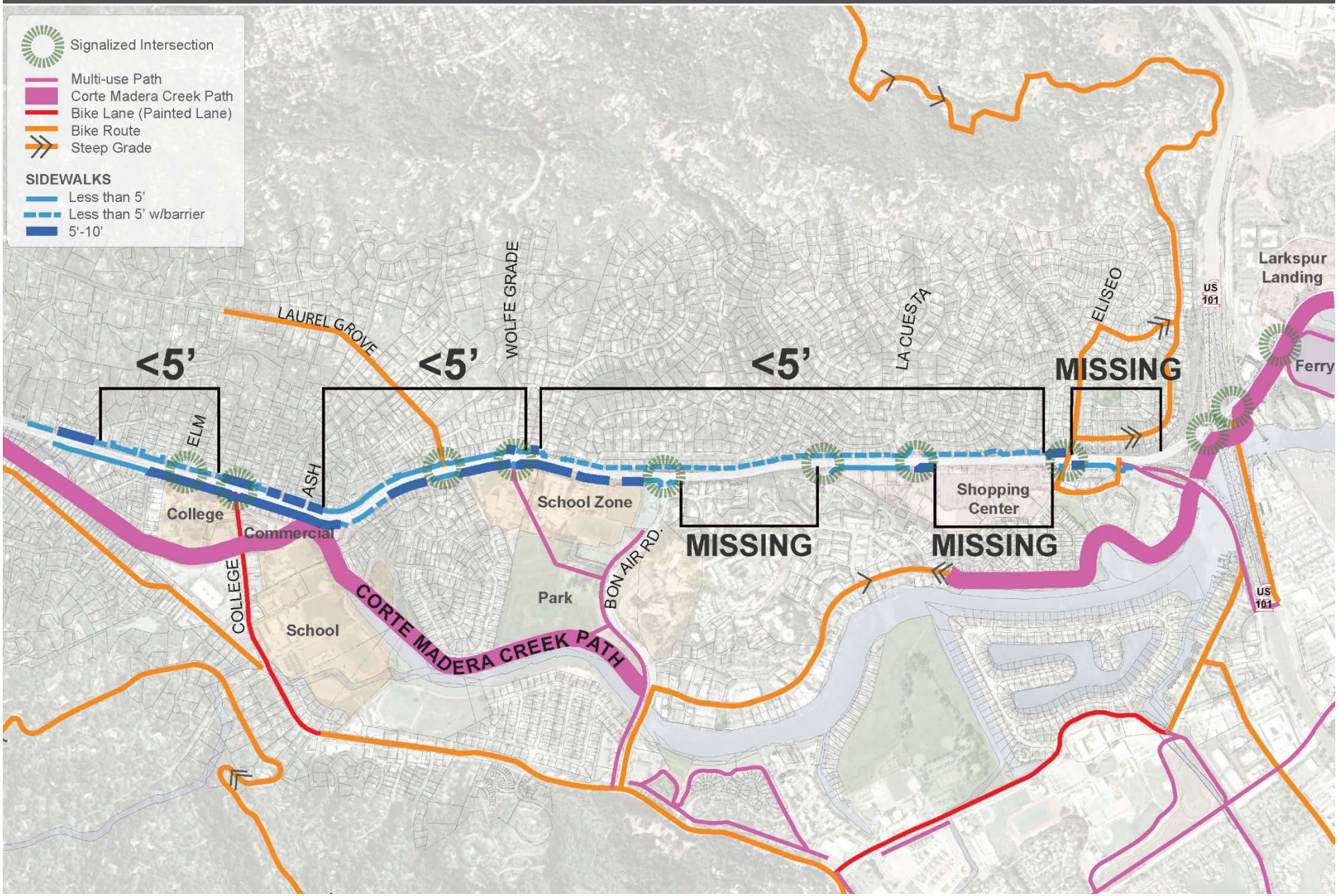
Toolkit: Intersection Improvements

- Signal Phasing Changes
- Reconfigure Turn Lanes
- Signal Coordination

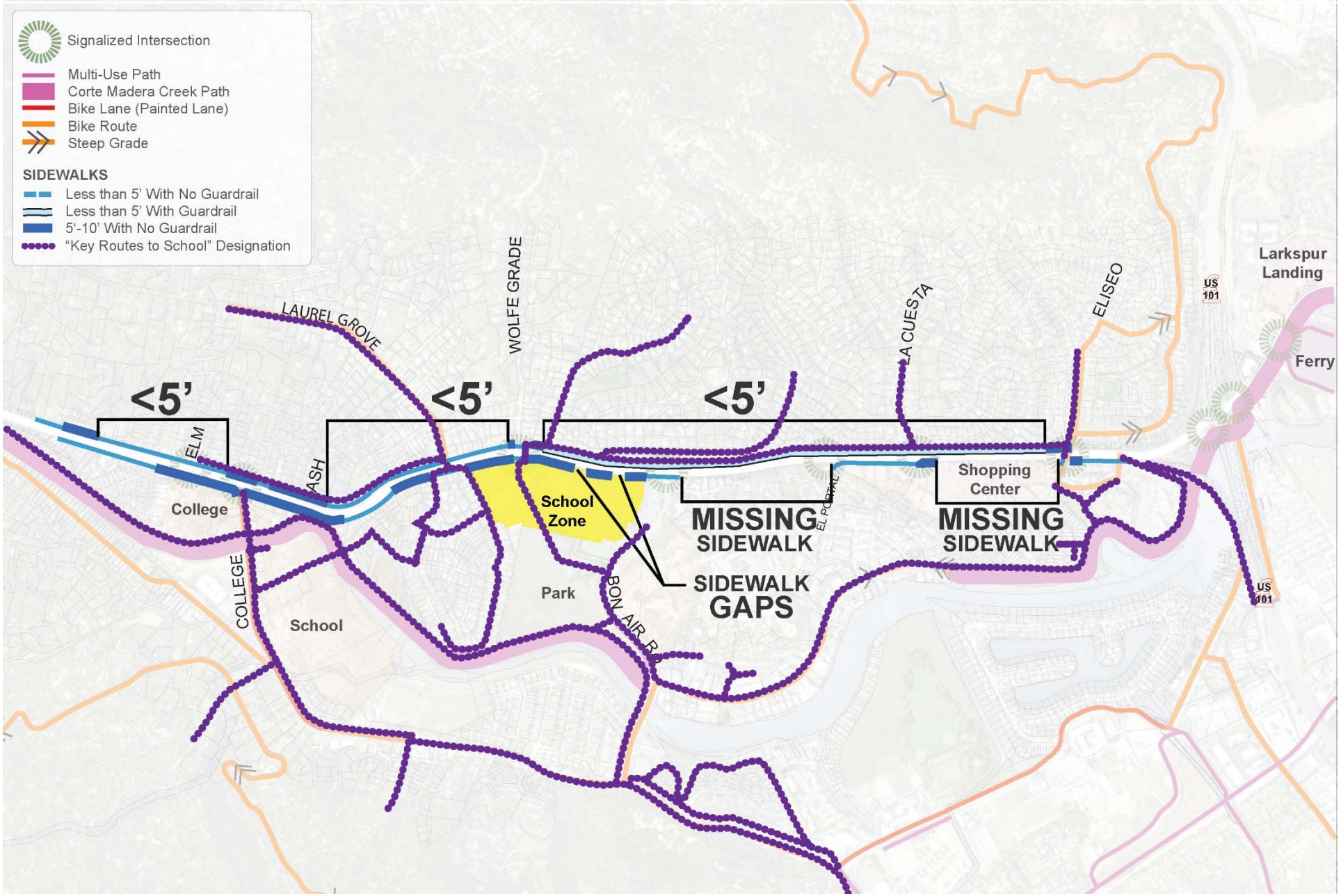
Existing Conditions and Strategies:

- Traffic
- **Pedestrian and Bicycle Access**
- Transit Access
- Community Character

Existing Conditions: Bicycle & Ped Facilities



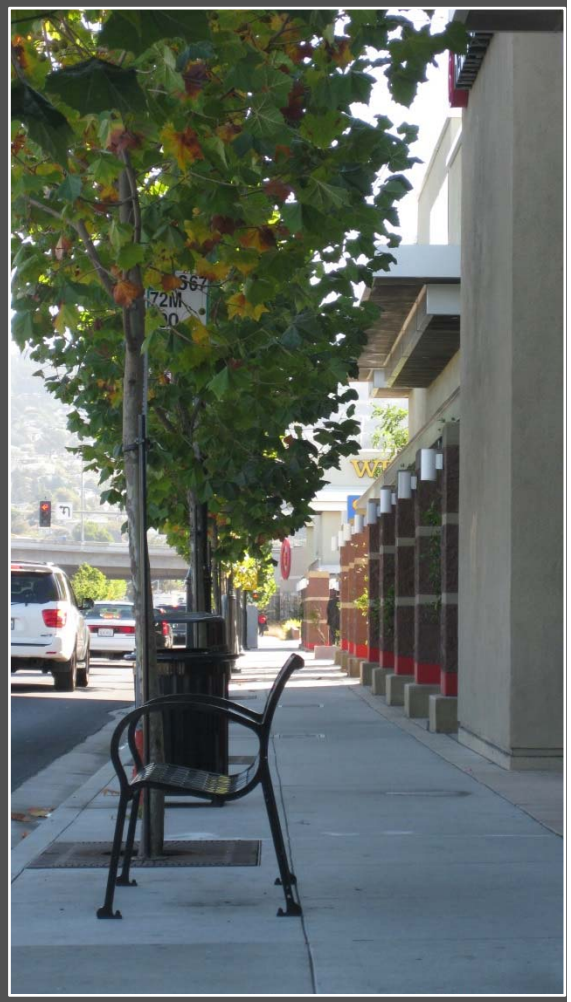
Existing Conditions: Key Routes to Schools



Existing Conditions: Ped Crossing Length

Toolkit: Sidewalk Widths

4’ – 6’ wide
Target minimum for new sidewalks



8’ – 10’ + wide
Allows for trees, streetlights, furnishings.

Toolkit: Pedestrian Crossing Enhancements

Pedestrian refuge

High-visibility crosswalk

Flashing beacon

Bulb-out

Toolkit: Bicycle Access

Bike Lane

Separated Bikeway

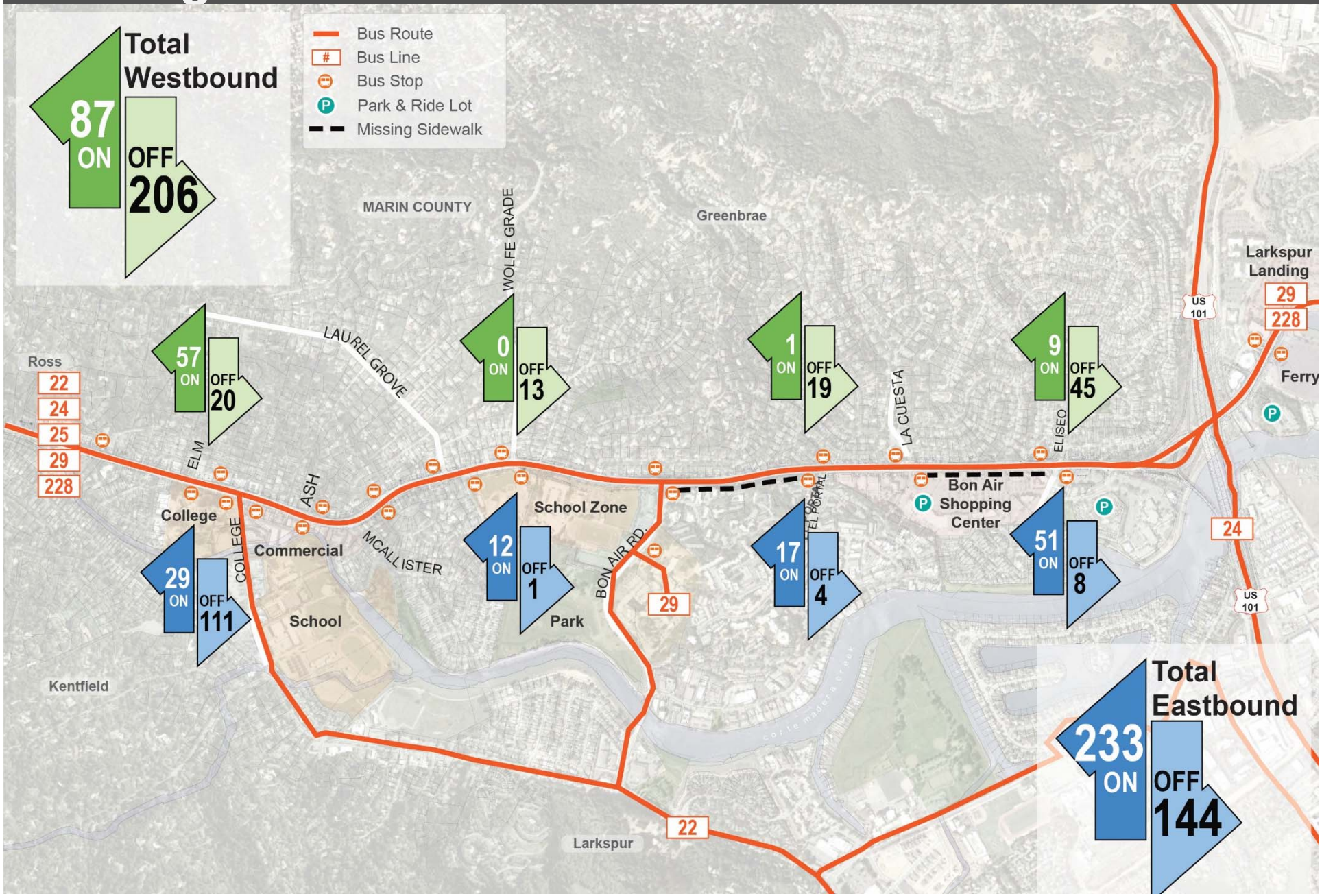
Bike Lane with Buffer

Multi-use Path

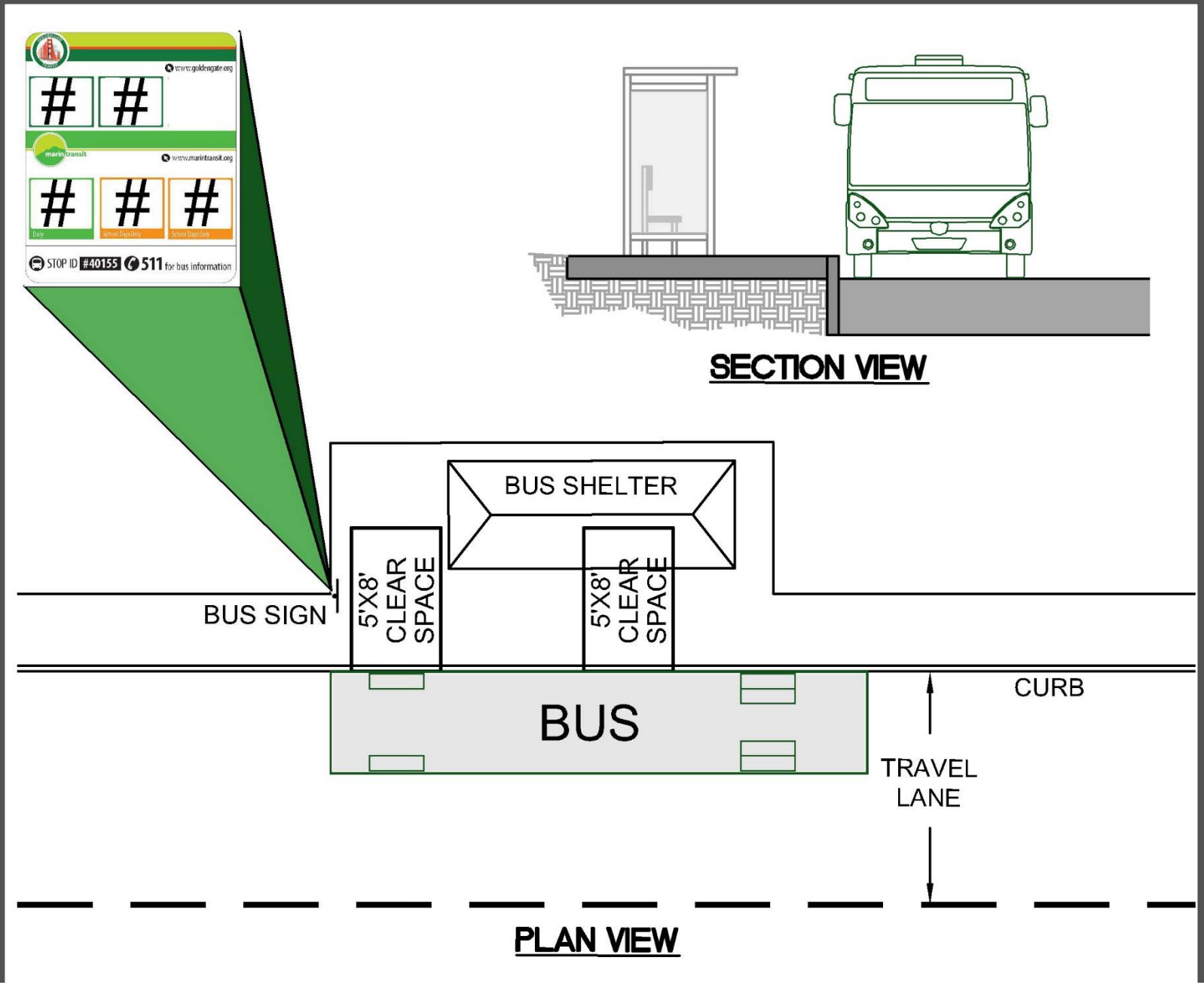
Existing Conditions and Strategies:

- Traffic
- Pedestrian and Bicycle Access
- **Transit Access**
- Community Character

Existing Conditions: Marin Transit and GGT



Toolkit: Typical Bus Stop Improvement



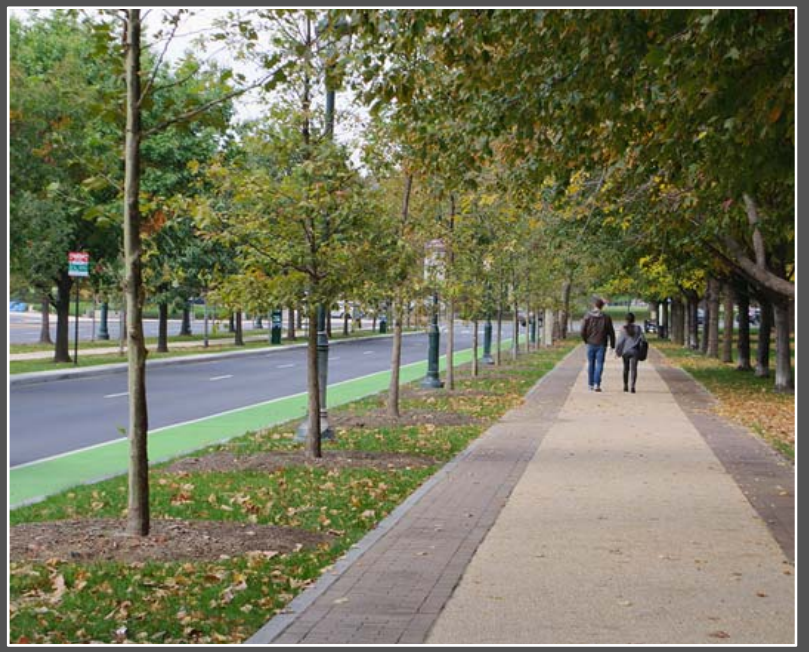
Toolkit: Bus Shelters & Transit Amenities

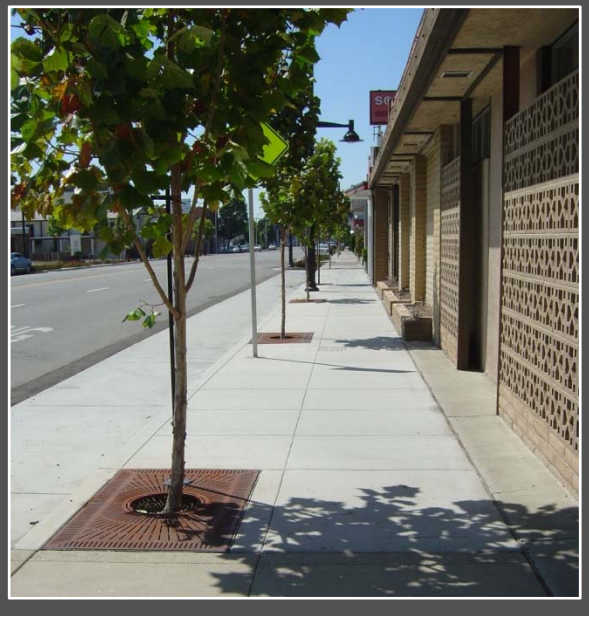
Existing Conditions and Strategies:

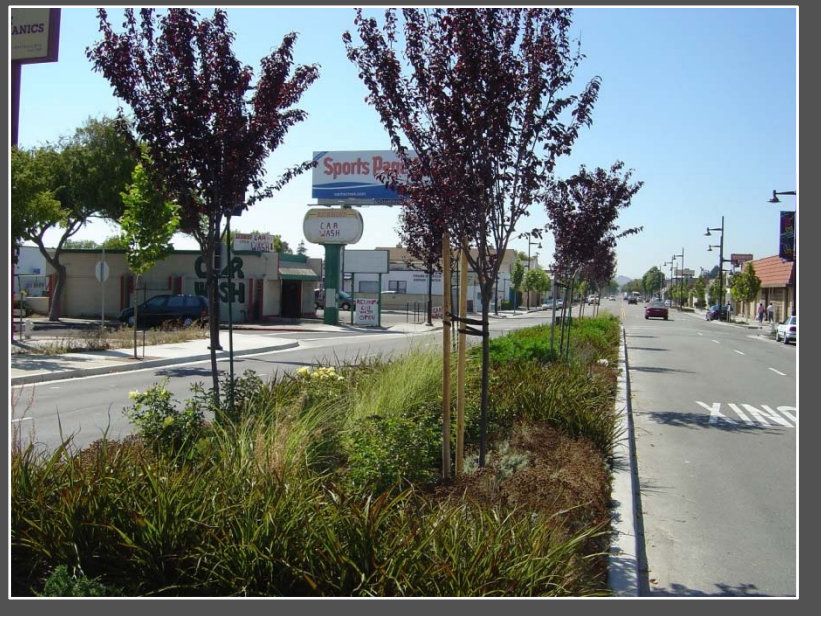
- Traffic
- Pedestrian and Bicycle Access
- Transit Access
- **Community Character**

Existing Conditions: Community Character

Toolkit: Community Greening





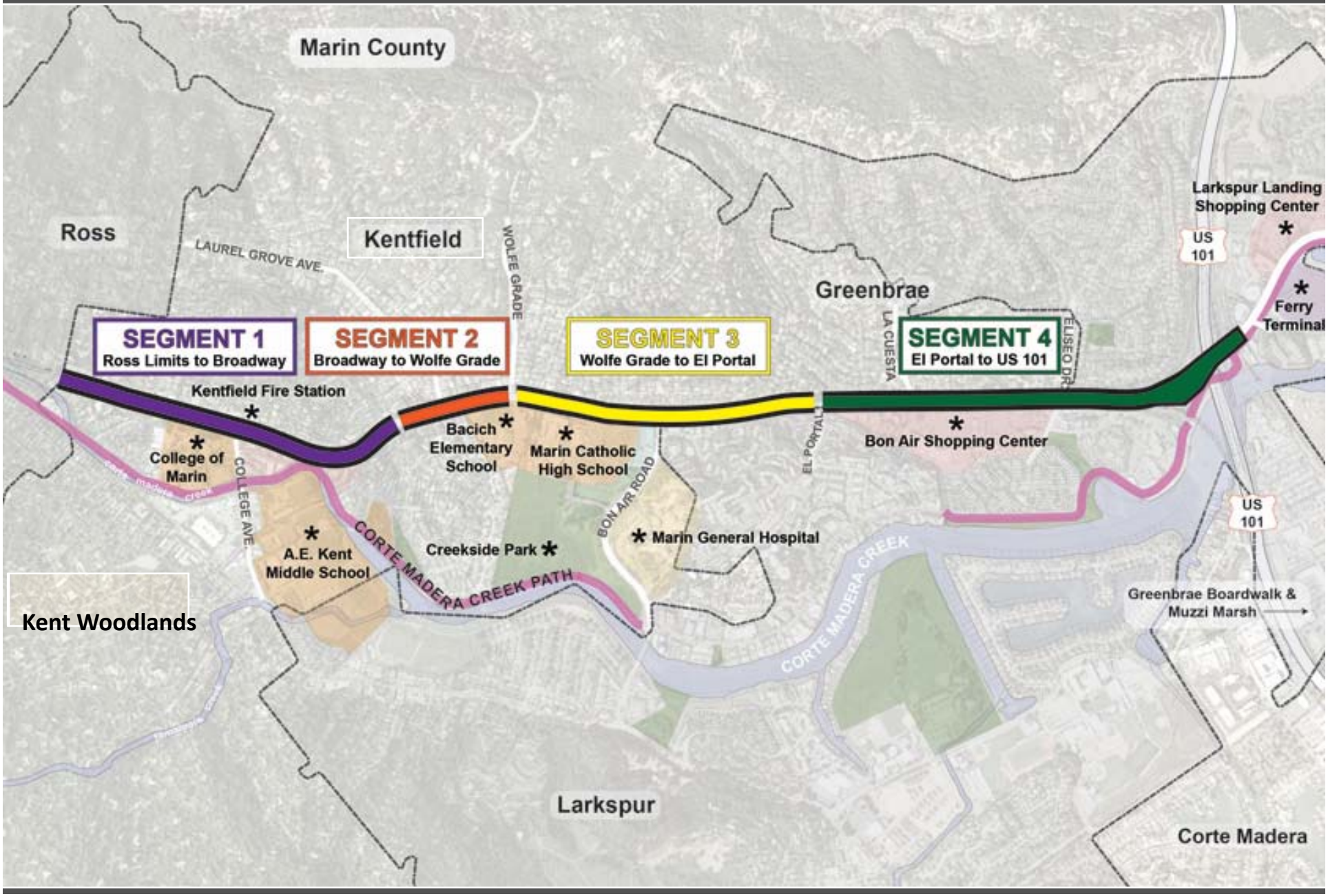


ALTERNATIVES AND TRADEOFFS

Criteria to Evaluate Alternatives

- Traffic Performance and Reduction in Delay
- Pedestrian access
- Bicycle access
- Physical Feasibility – right of way, buildings, etc
- Cost
- Beauty/ Character
- Environmental Impact

Segment 1


Marin County
Ross
LAUREL GROVE AVE.
Kentfield
WOLFE GRADE
Greenbrae
LA CUESTA
ELISEO DR
Larkspur Landing Shopping Center
US 101
Ferry Terminal
SEGMENT 1
Ross Limits to Broadway
SEGMENT 2
Broadway to Wolfe Grade
SEGMENT 3
Wolfe Grade to El Portal
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Bacich Elementary School
Marin Catholic High School
EL PORTAL
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BON AIR ROAD
A.E. Kent Middle School
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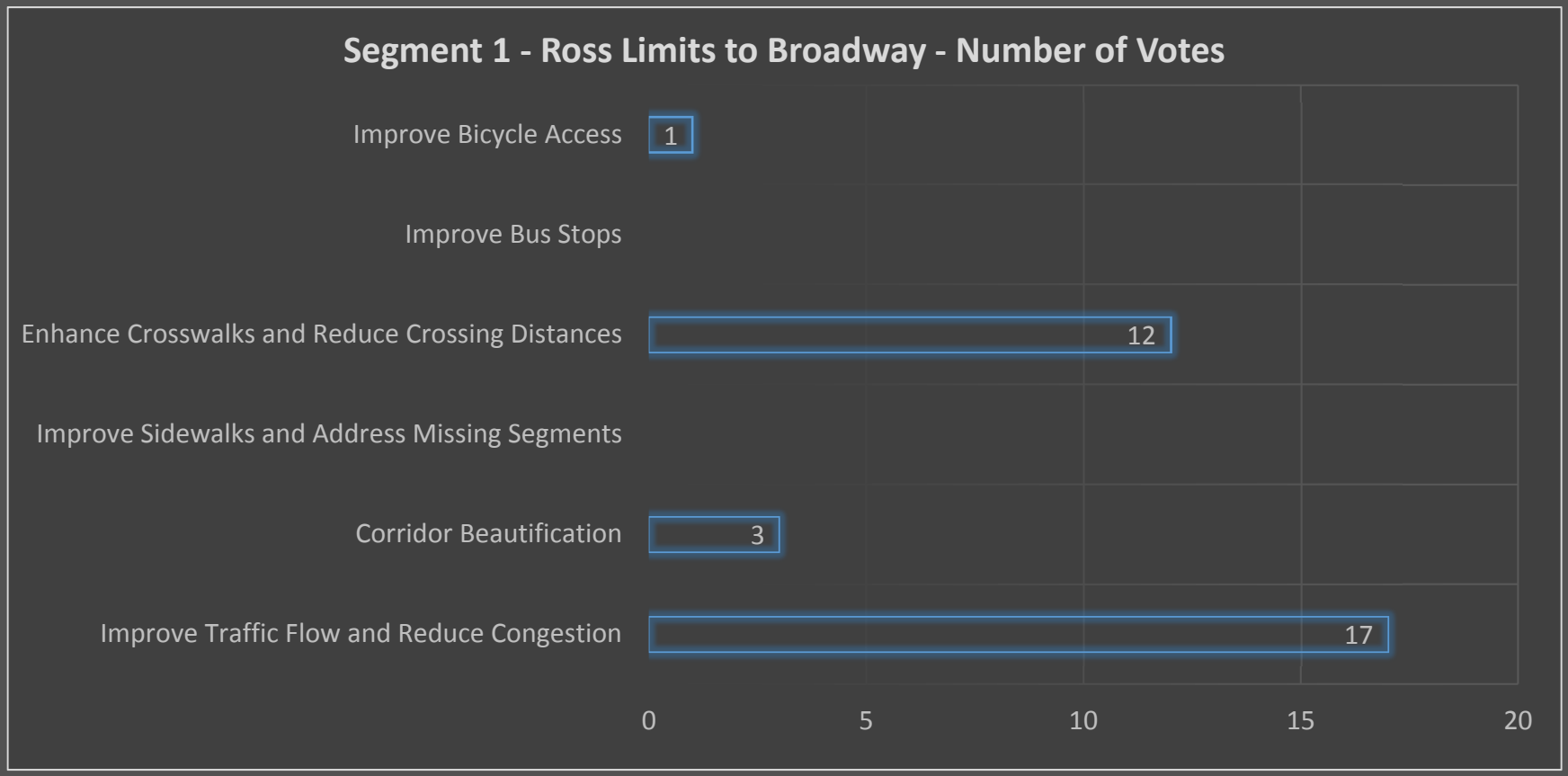
Creekside Park
Marin General Hospital
CORTE MADERA CREEK
Kent Woodlands
Greenbrae Boardwalk & Muzzi Marsh
Larkspur
Corte Madera

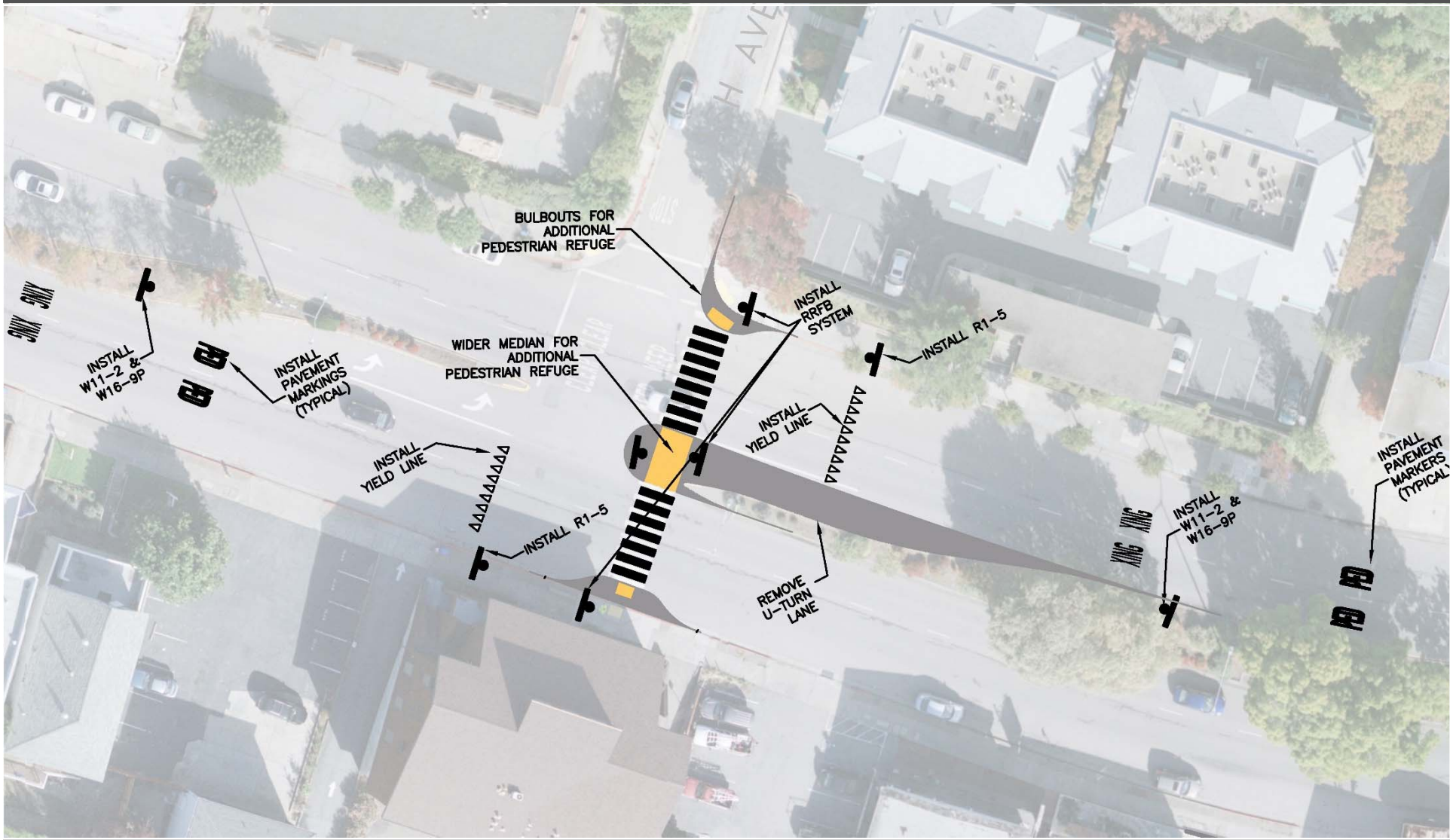
Segment 1 – Community Feedback



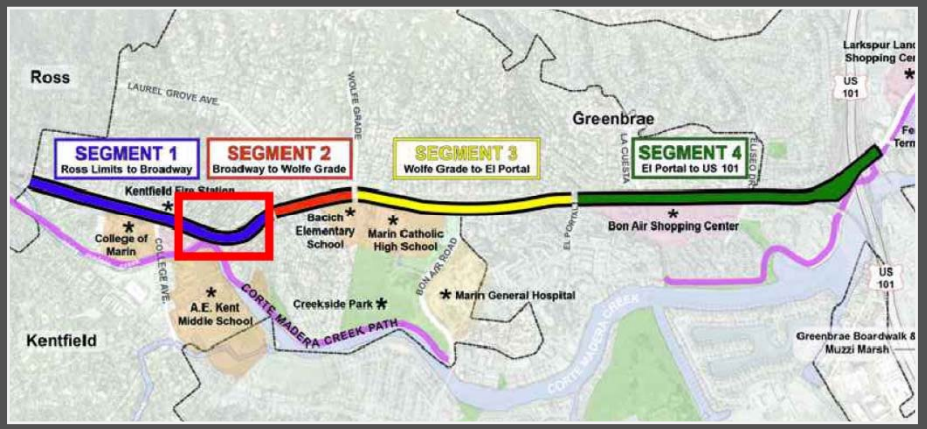
Community Comments: Ross Limits to Broadway

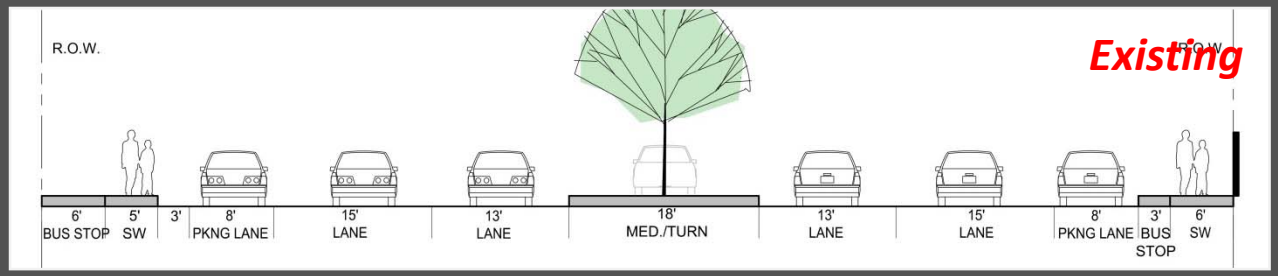
- Add crosswalks at every intersection
- Need more lighting at crossings and audible tones at signalized crossings
- Grade change and street alignment creates a sight distance challenge

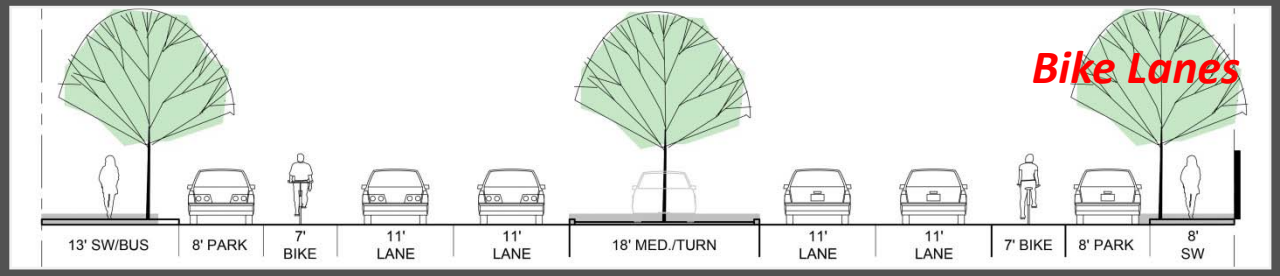
Improving Pedestrian Crossing - Ash Ave.



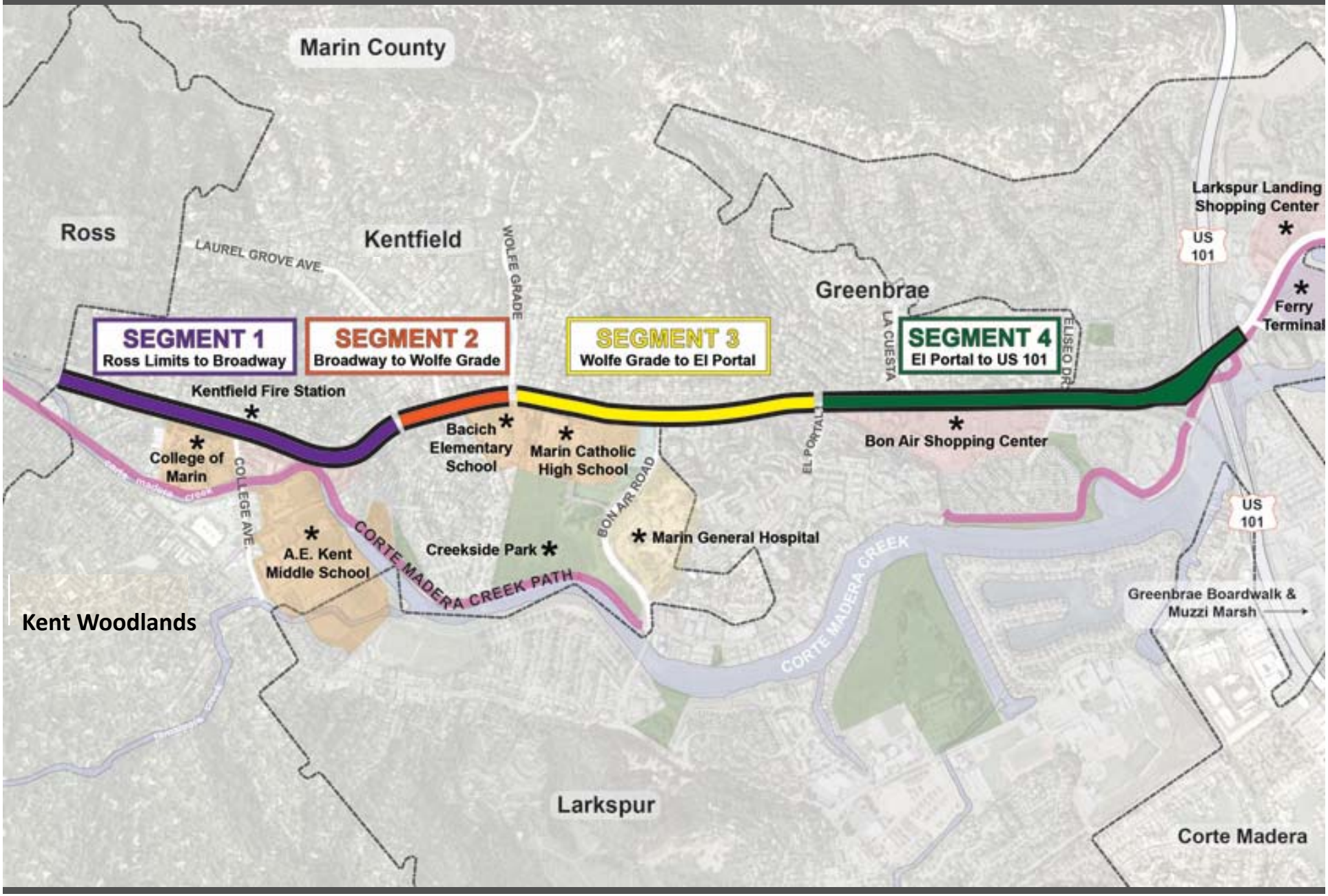
Segment 1 – Cross Section Study







Segment 2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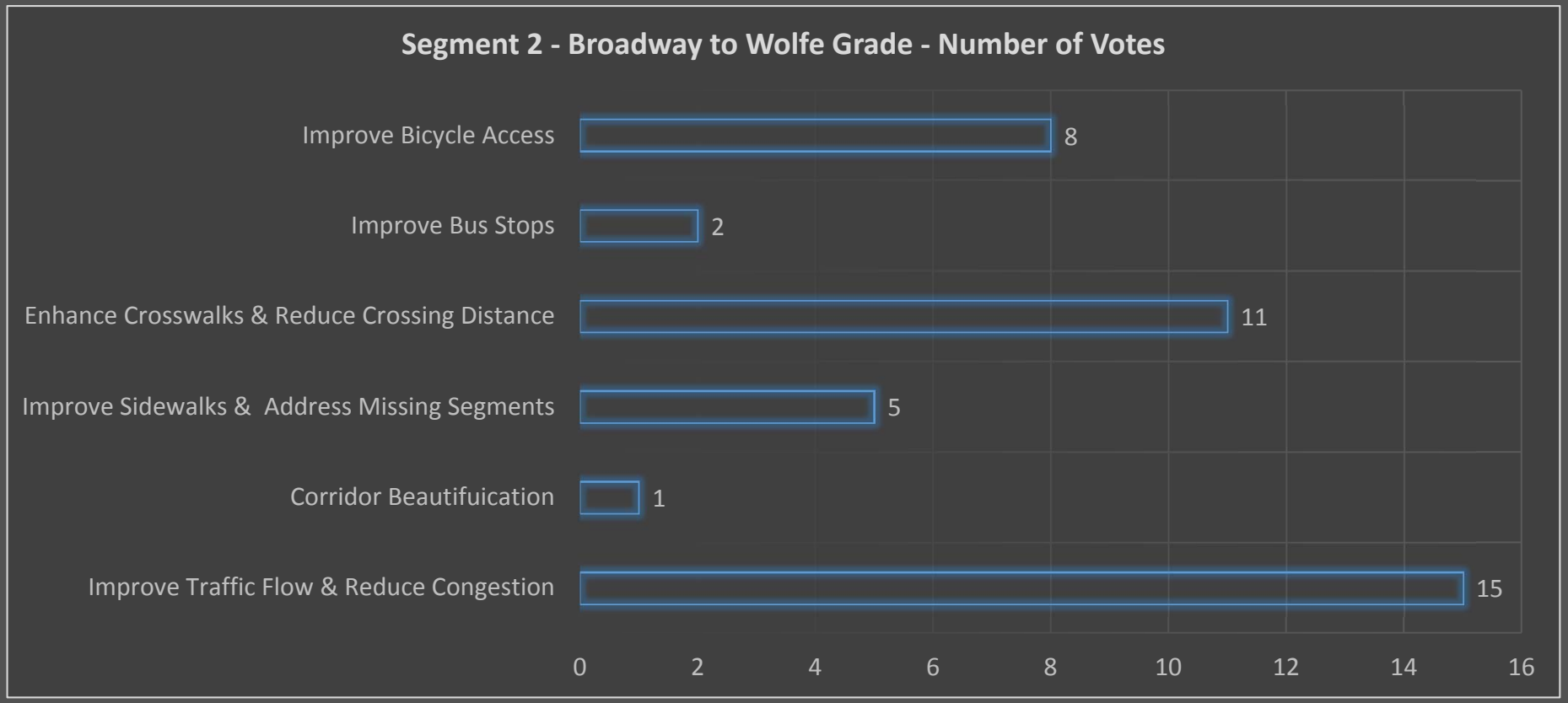
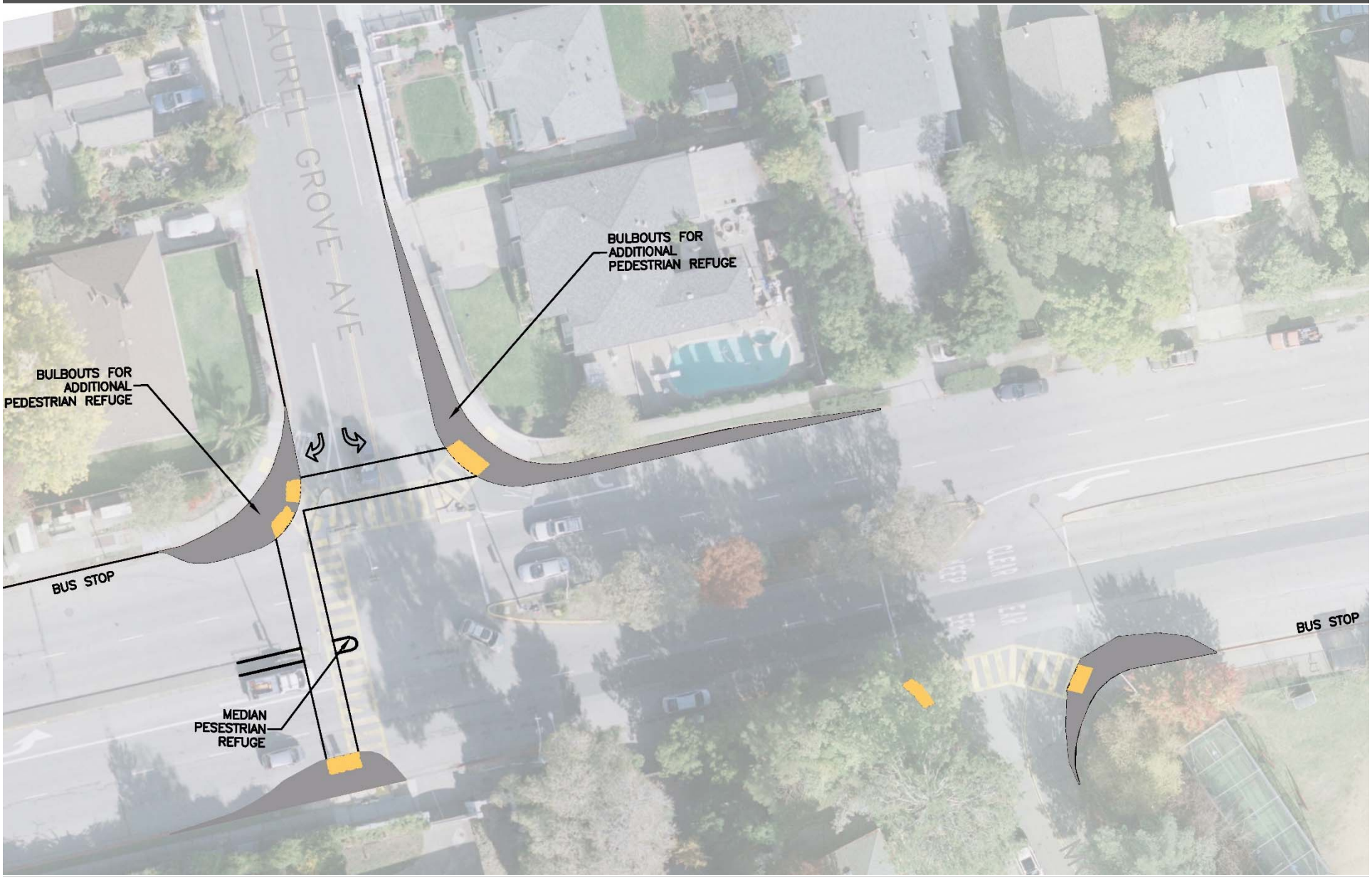
Segment 2 – Community Feedback



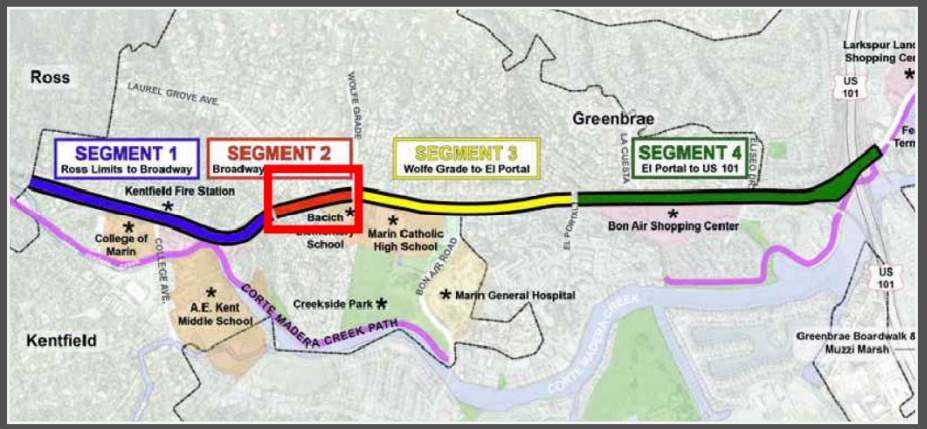
Community Comments: Broadway to Wolfe Grade

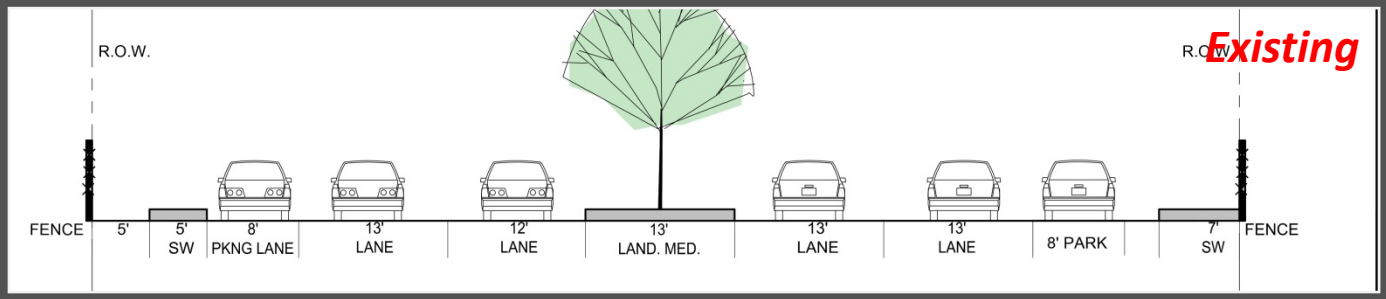
- Left turn lane into Bacich is not long enough
- No-turn-on-red signal is too long from SFDB to Wolfe Grade – backup onto SFDB
- Remove parking along SFBD in front of Bacich and widen the sidewalk

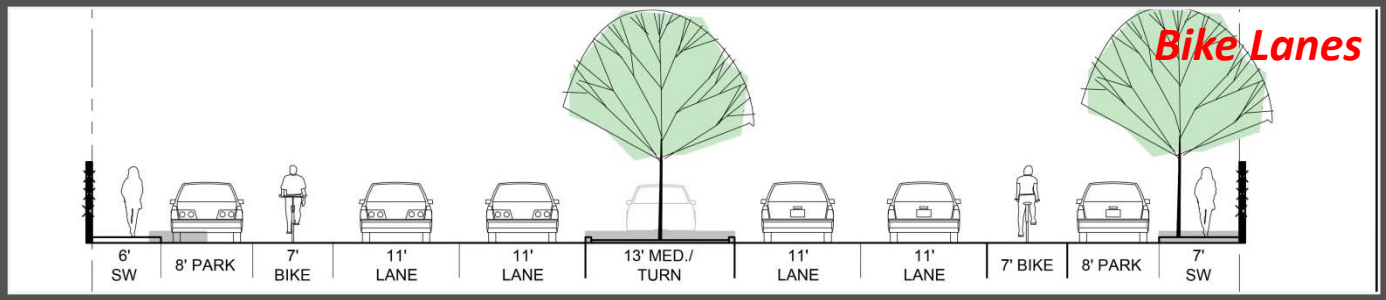
Segment 2 – Intersection Enhancement



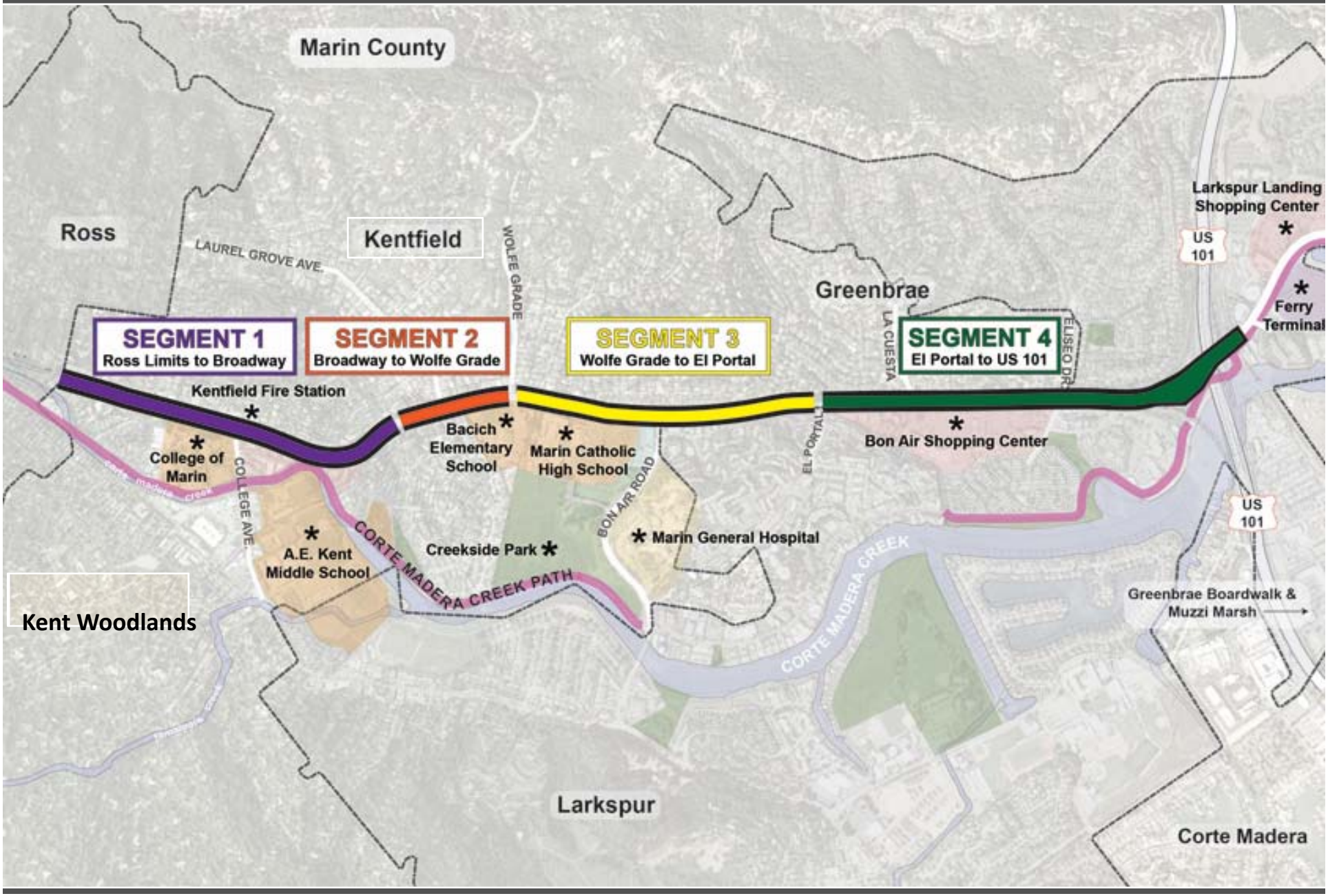
Segment 2 – Cross Section Study







Segment 3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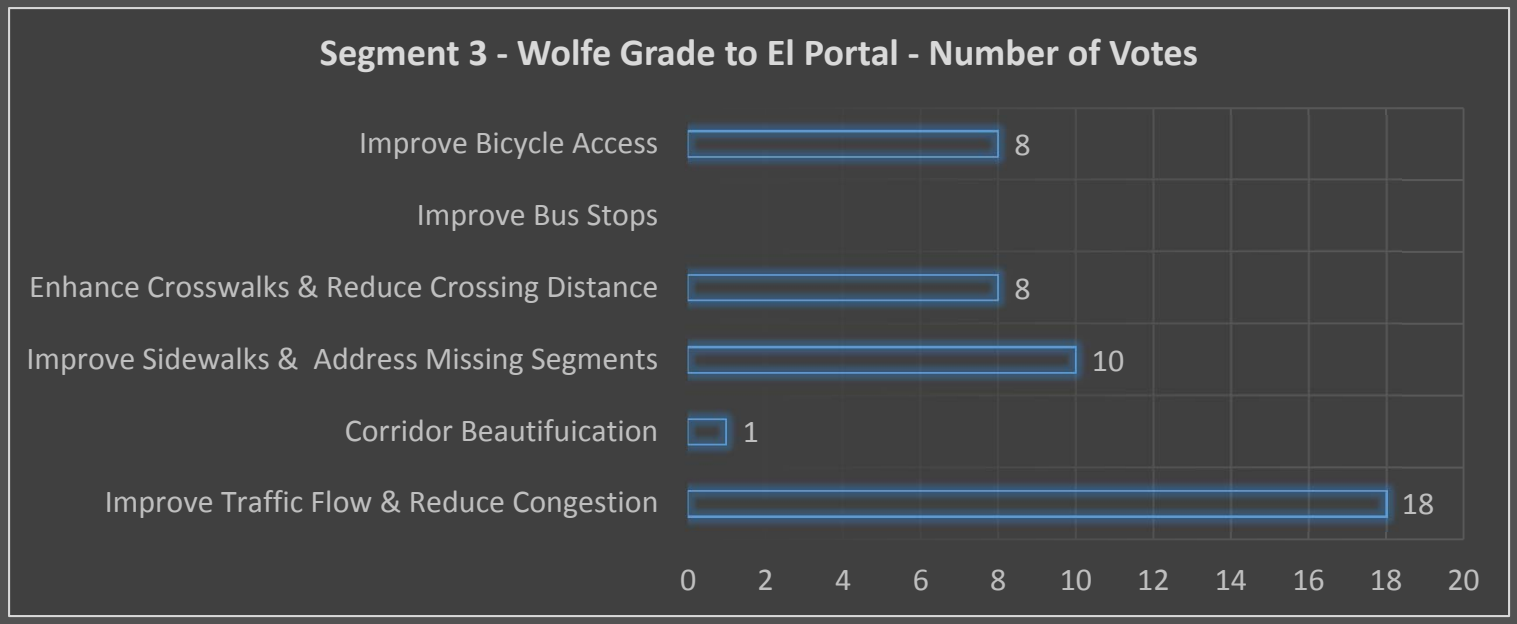
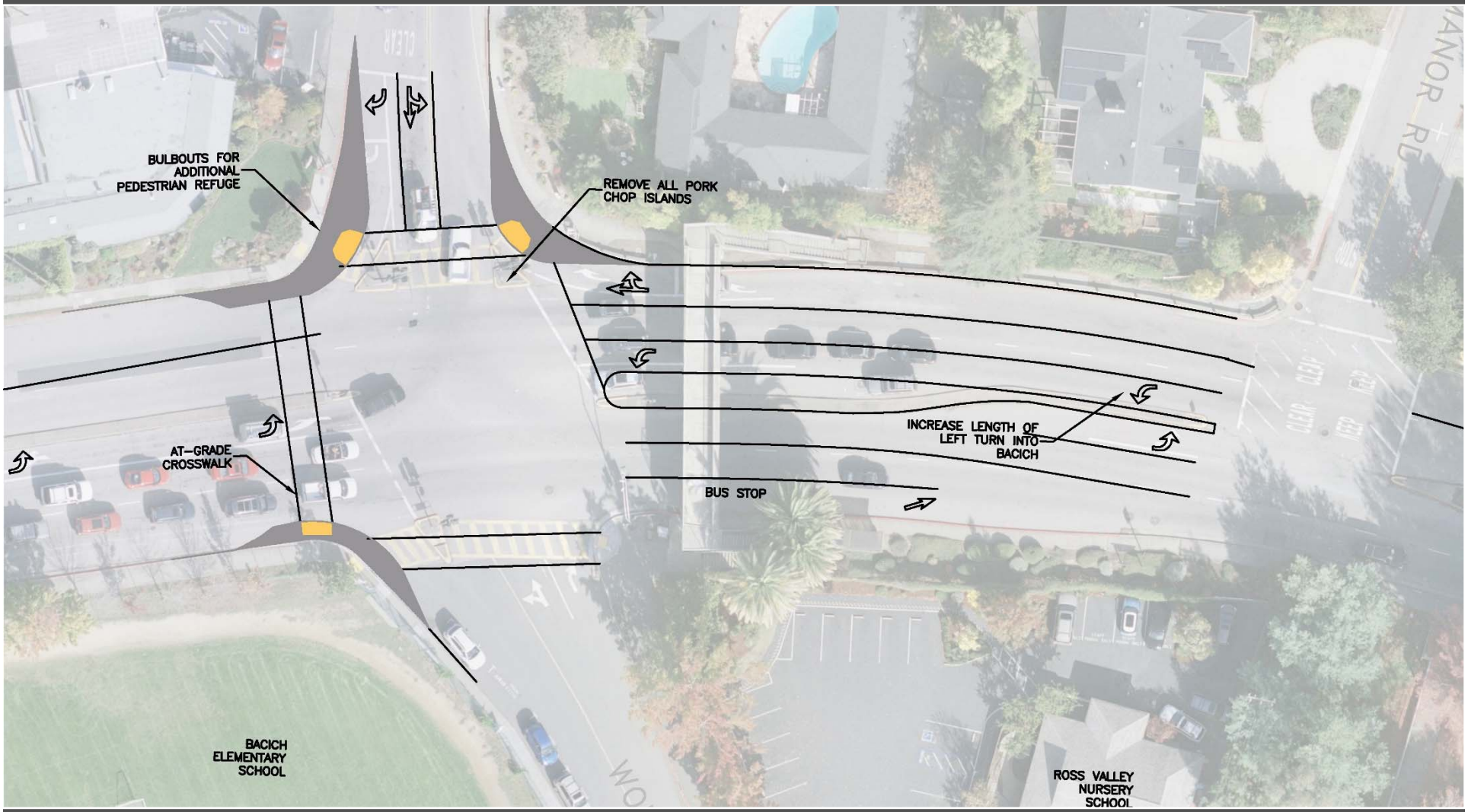
Segment 3 – Community Feedback



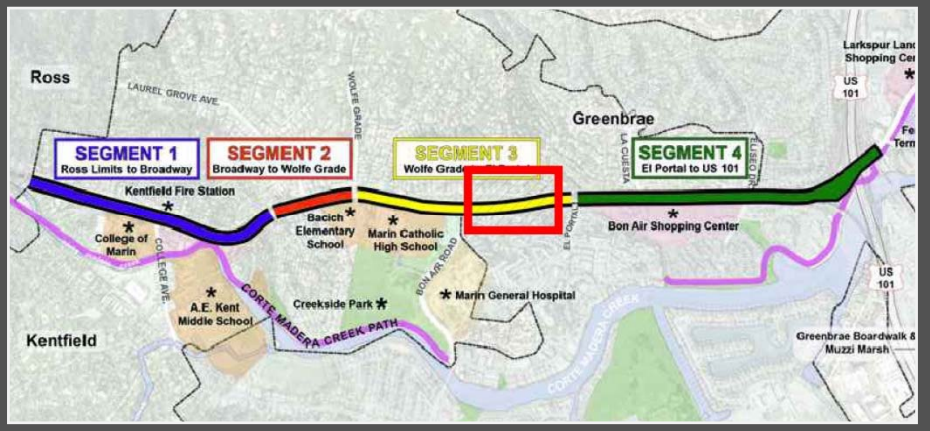
Community Comments: Wolfe Grade to El Portal

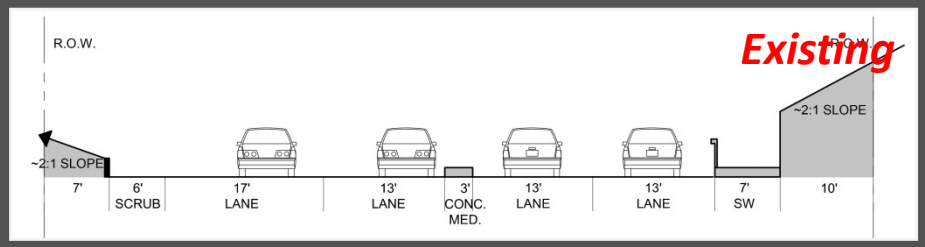
- Need to improve the sidewalks especially related to SRTS
- Marin Catholic's driveway is hard to negotiate for bicyclists, vehicles, and pedestrians
- El Portal is too wide for pedestrian crossing
- Students heavily use the Rosey path connection
- Bon Air to SFDB has a heavy right turn movement complicating pedestrian crossing
- Need additional capacity in the right turn lane from SFDB to Bon Air Road – when the right and left turn lanes backup, there remains only one e/b through lane

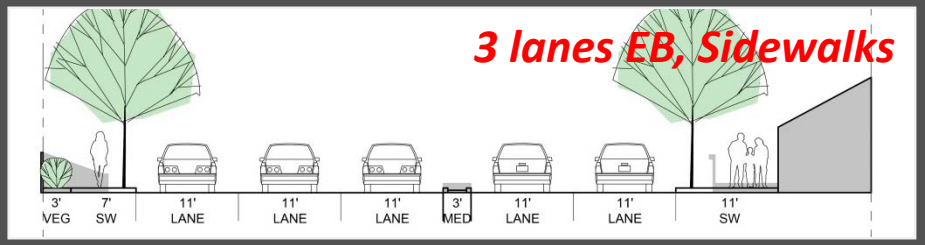
Segment 3 – Intersection Enhancement

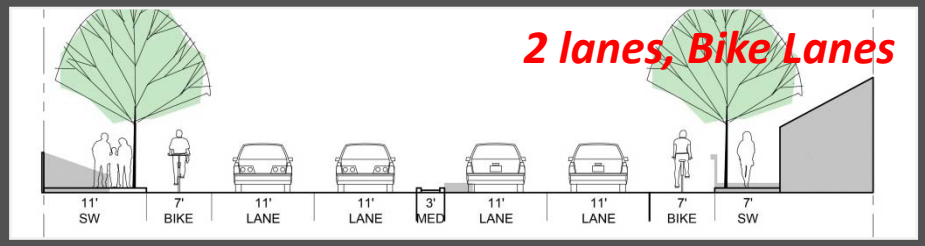


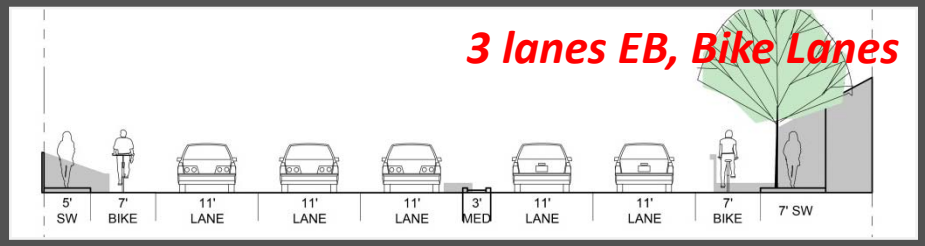
Segment 3 – Cross Section Study

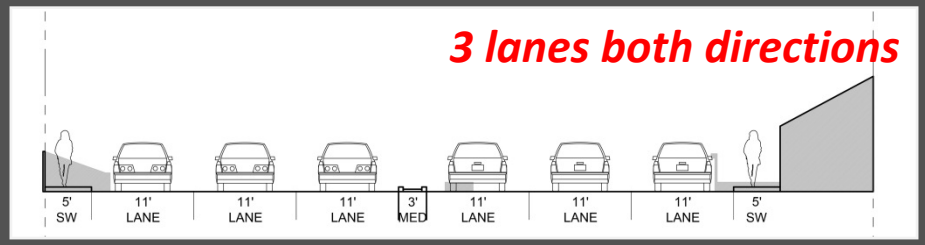




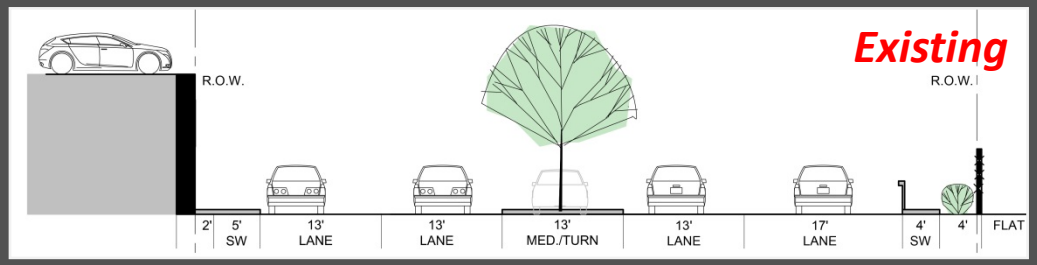


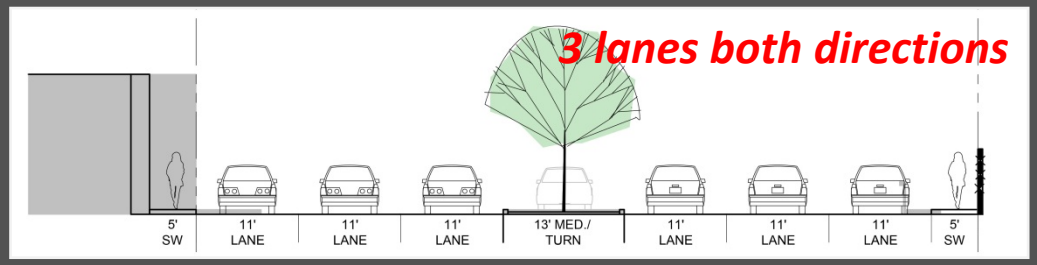




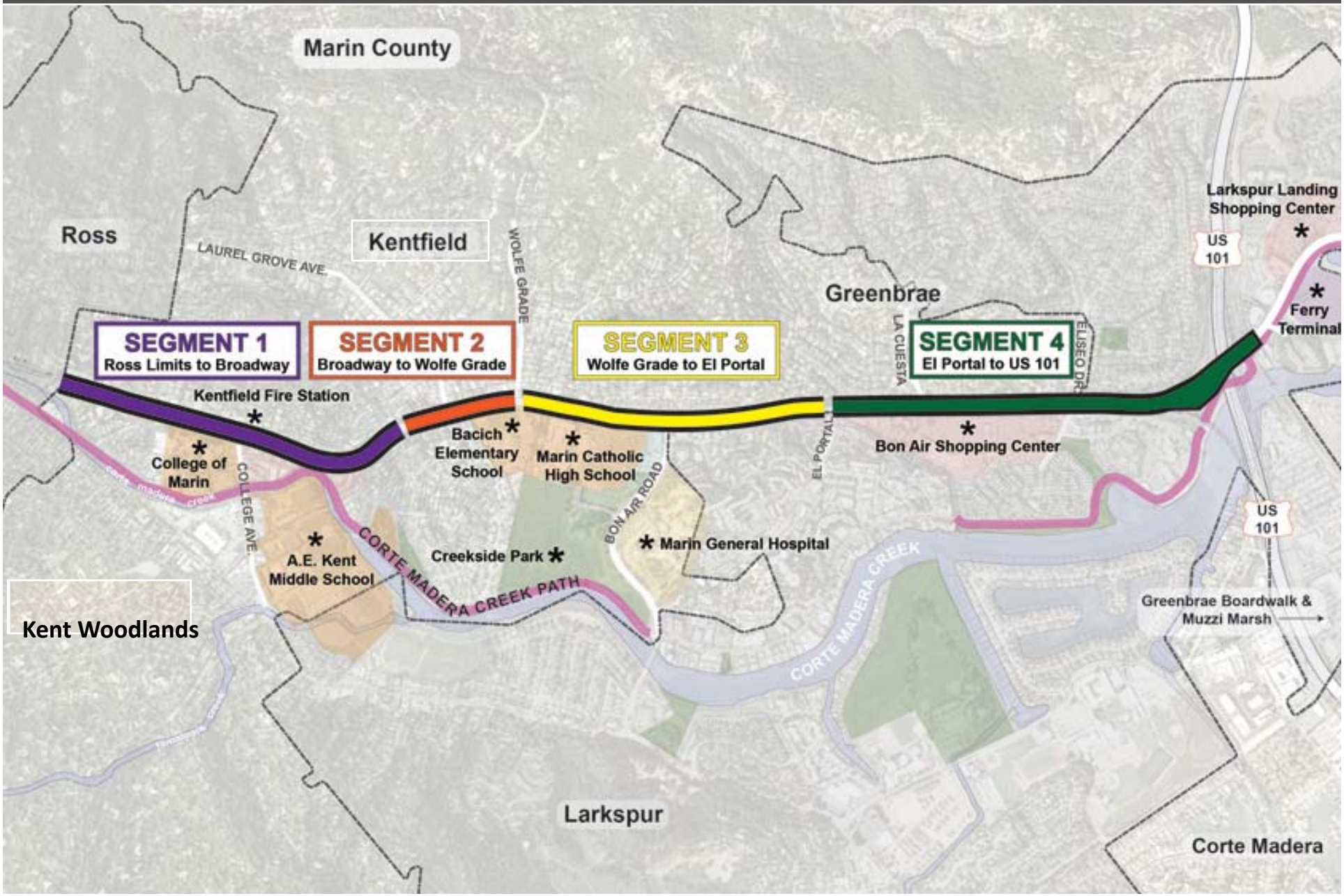


Segment 3 (At Marin Catholic HS)





Segment 4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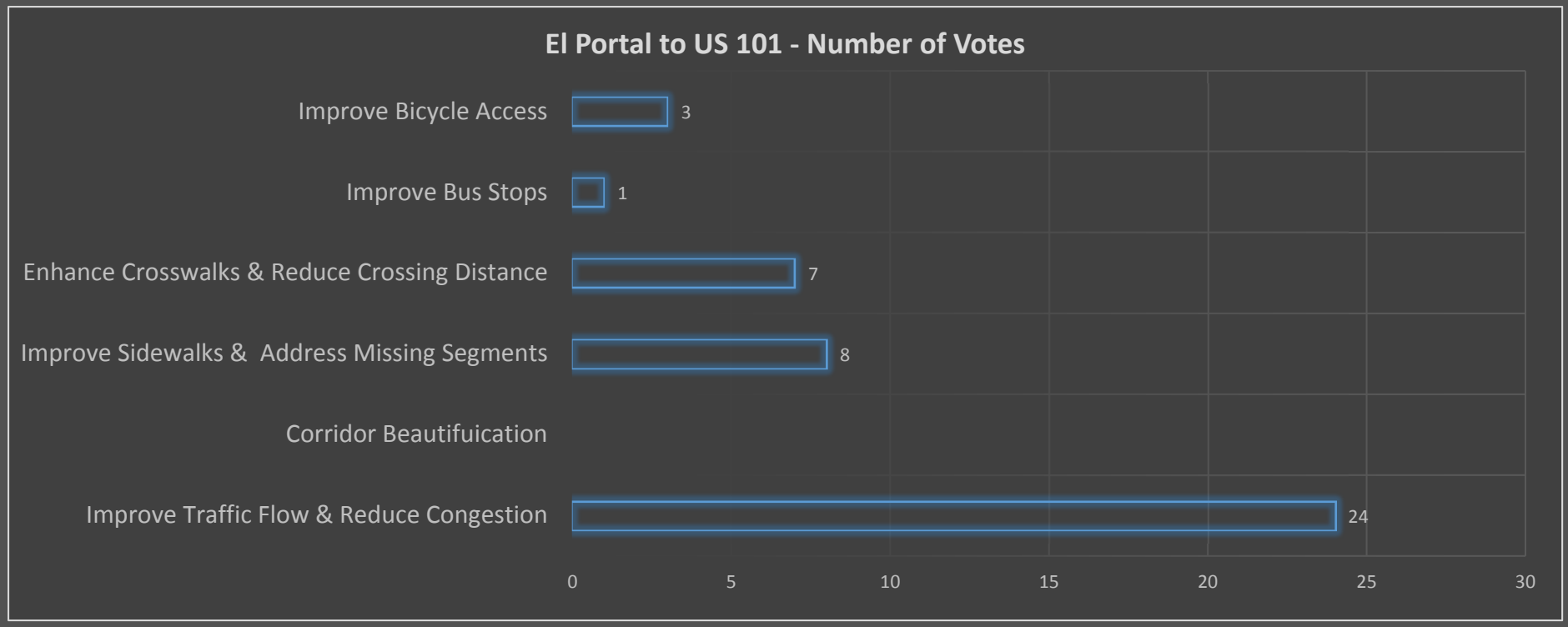
Creekside Park
Marin General Hospital
CORTE MADERA CREEK
US
101
Greenbrae Boardwalk &
Muzzi Marsh
Kent Woodlands
Larkspur
Corte Madera

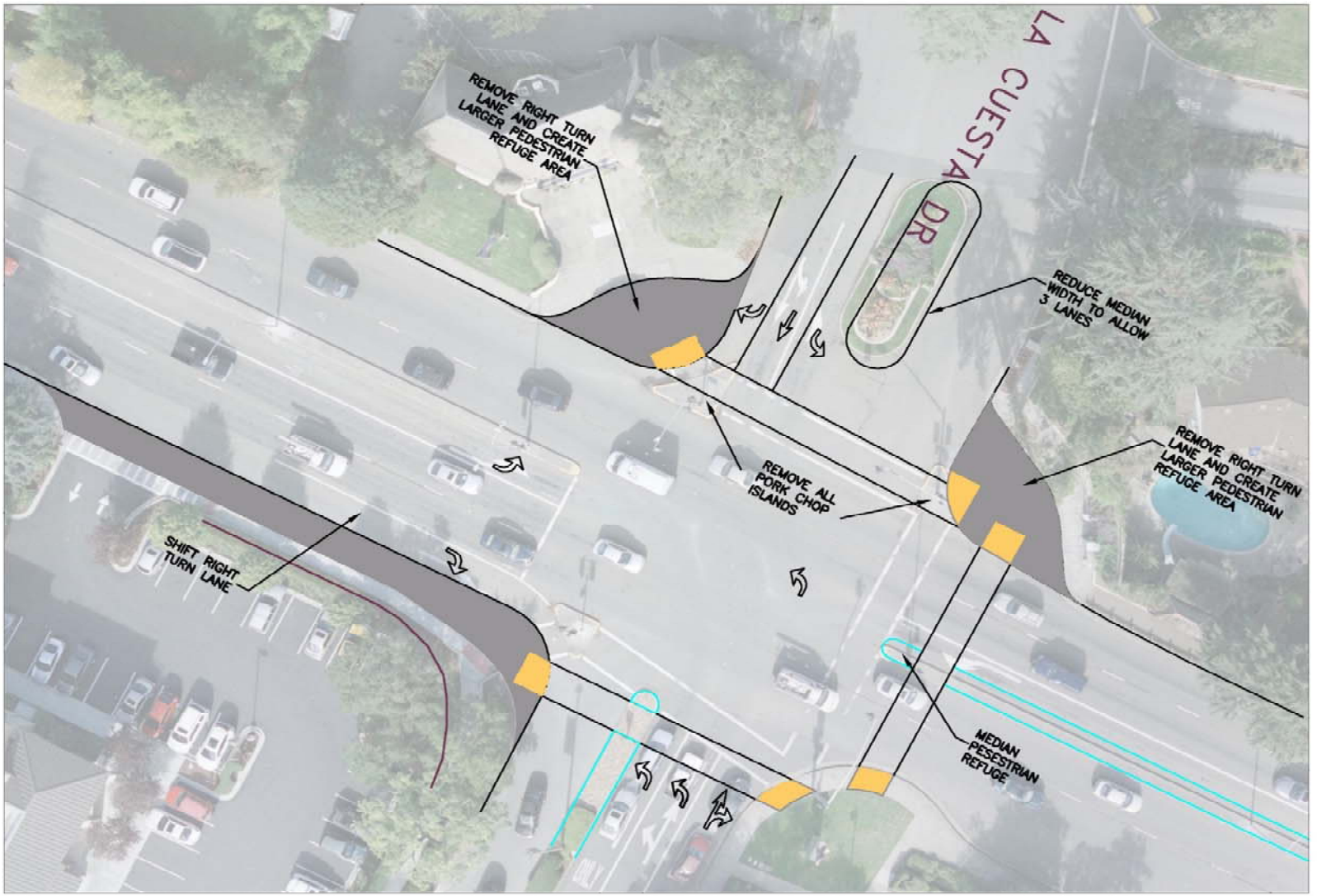
Segment 4 – Community Feedback



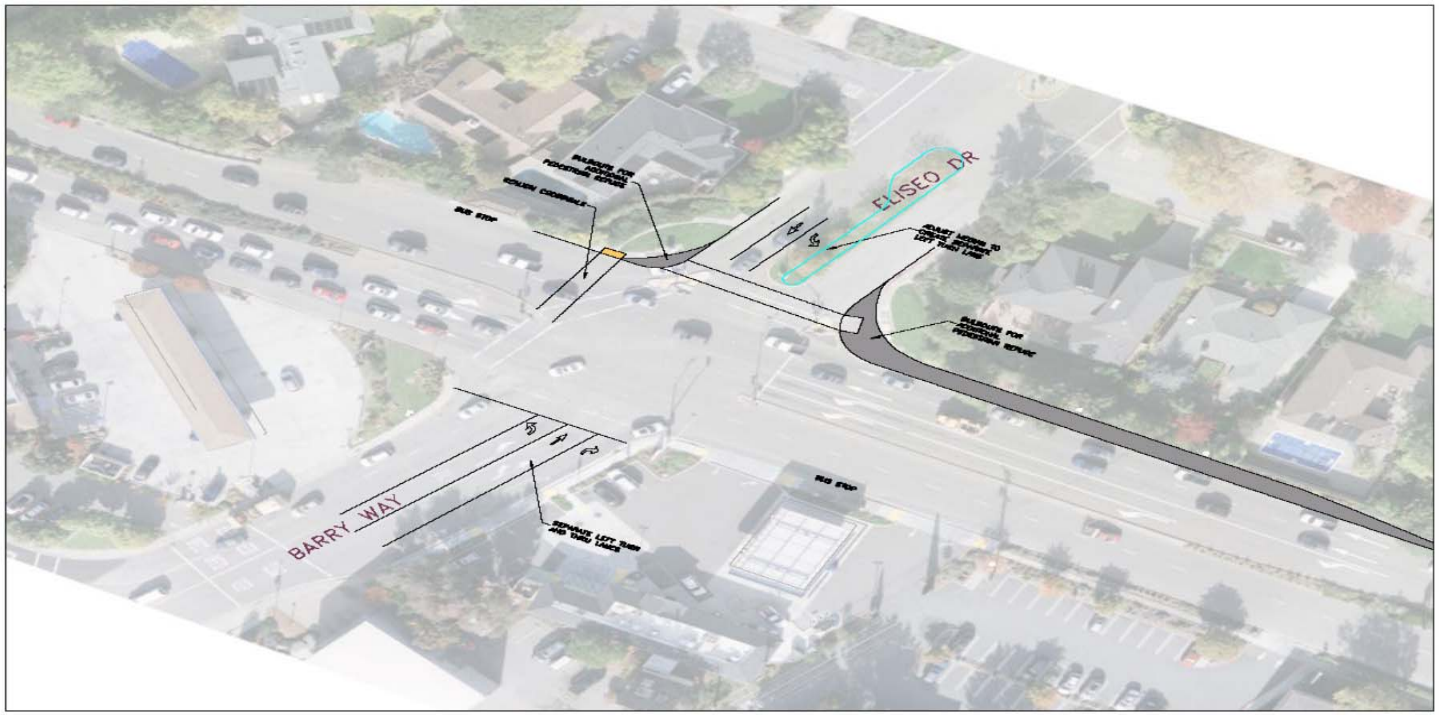
Community Comments: El Portal to US 101

- Mark the third lane from El Portal to Highway 101
- Consider working with Bon Air to improve pedestrian access during their remodel
- Increase capacity of SFDB left turn pocket to Barry Way
- Make the shoulder a right turn lane into the Bon Air

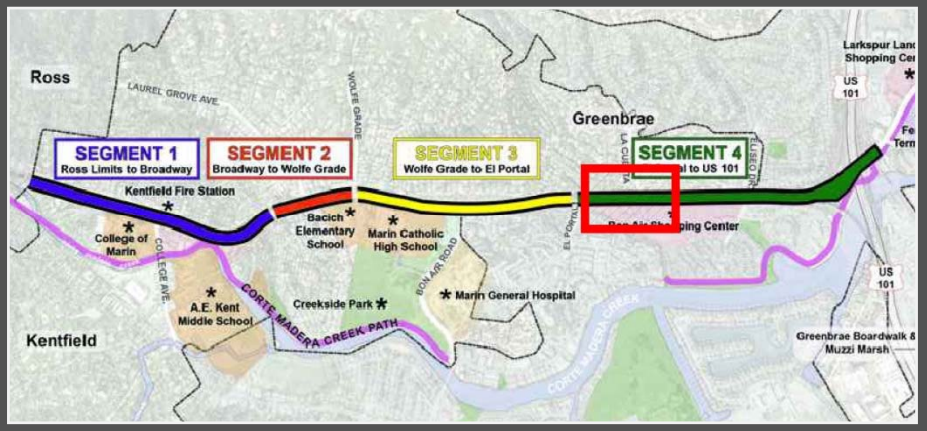
La Cuesta – Intersection Improvements

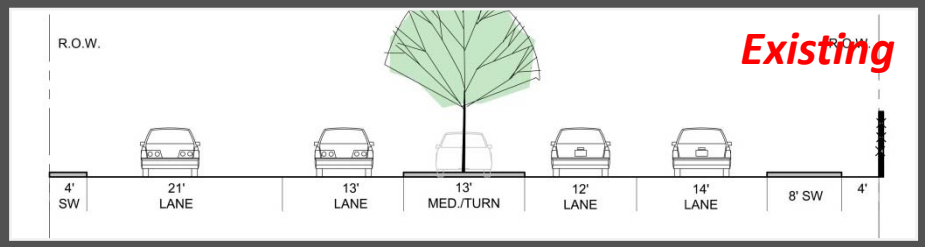


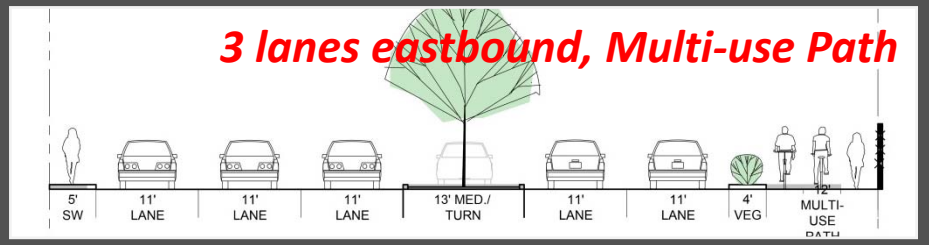
Eliseo Drive- Intersection Improvements

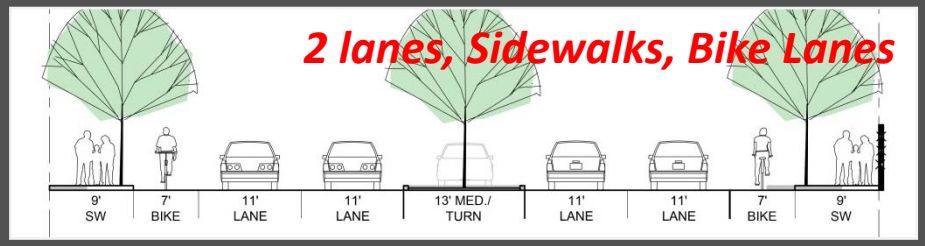


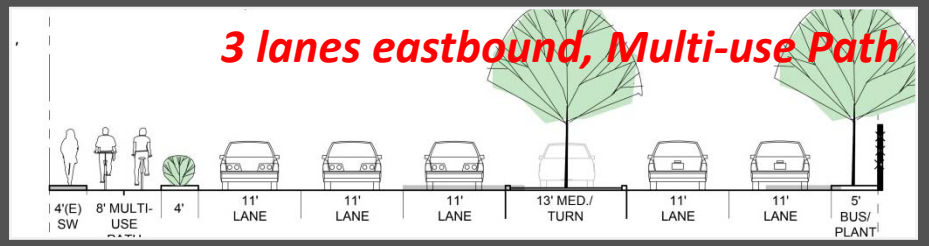
Segment 4 – Cross Section Study

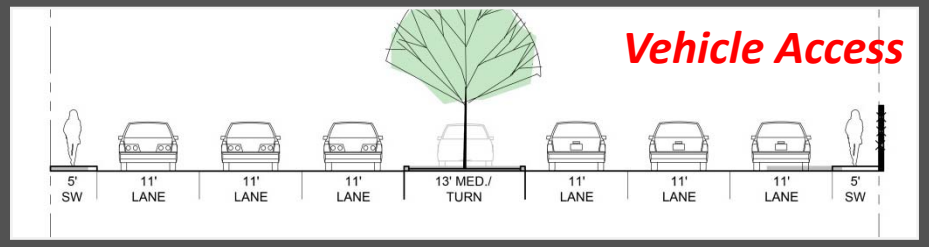




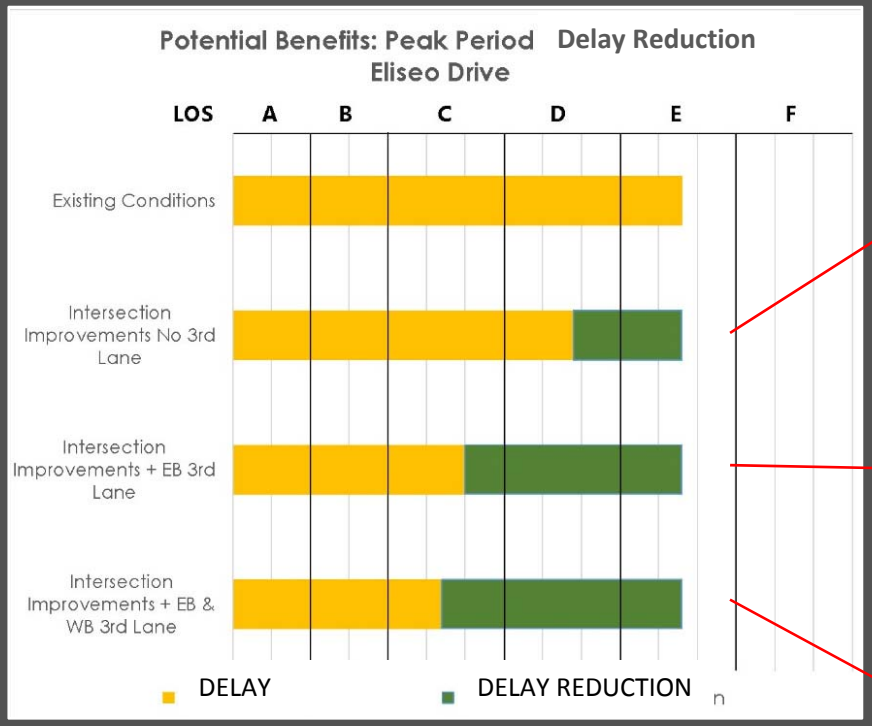


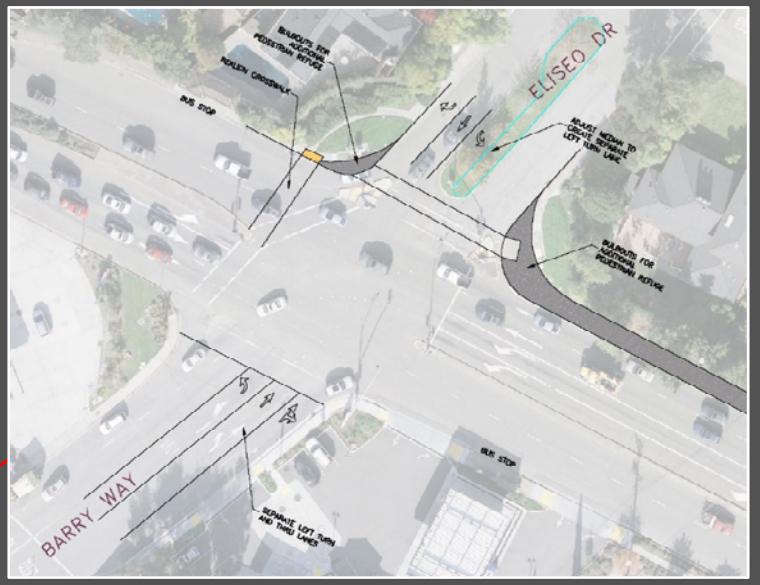


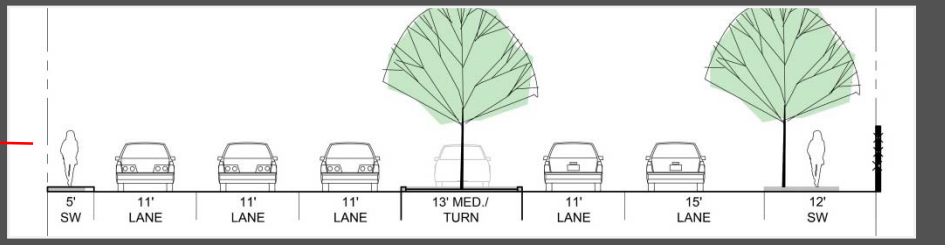


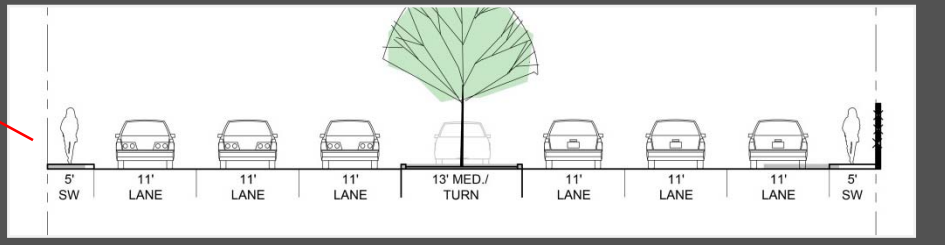


Segment 4 – Delay Reduction Analysis Eliseo

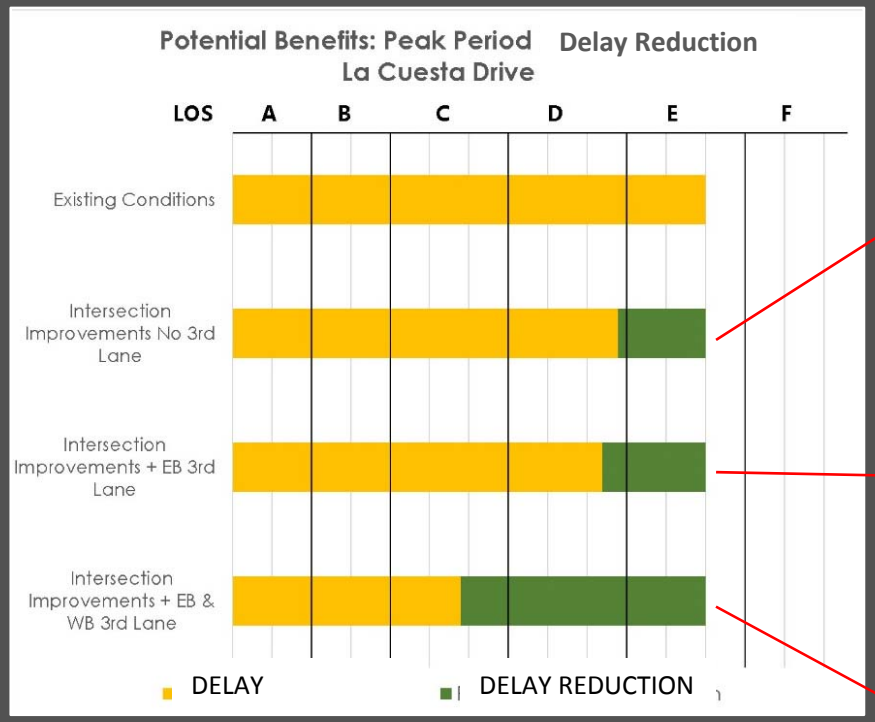


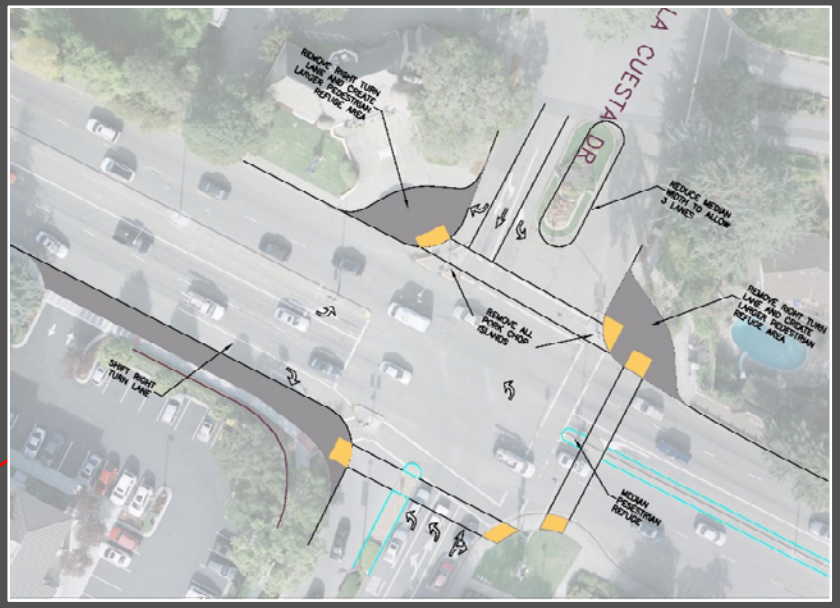


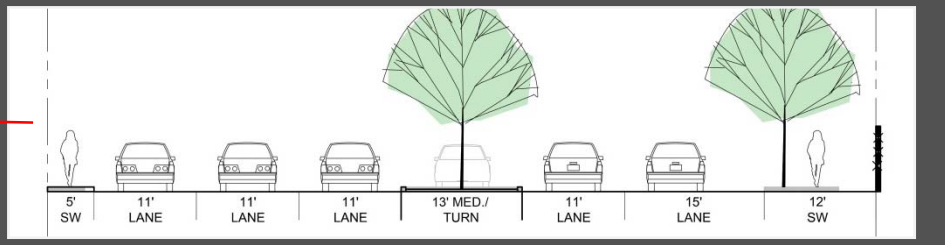


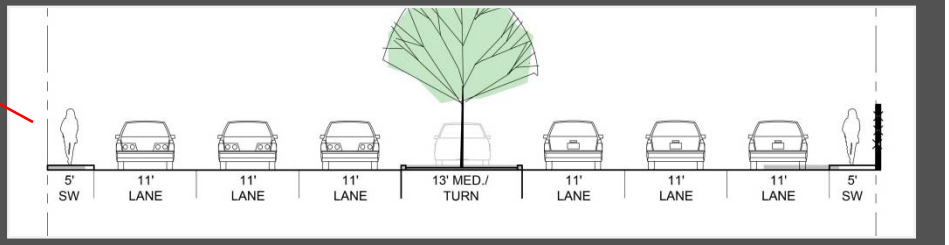


Segment 4 – Delay Reduction Analysis
La Cuesta









General Discussion

- Questions and Comments
- Help spread the word to the community

UPCOMING COMMUNITY MEETING NOVEMBER 18, 2015

COUNTY OF MARIN

Sir Francis Drake Boulevard

Corridor Rehabilitation

Kentfield Planning Advisory Board

October 28, 2015