

# Kentfield Planning Advisory Board

*P.O. Box 304, Kentfield, California 94914*

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Email: [sfdrakeimprovements@marincounty.org](mailto:sfdrakeimprovements@marincounty.org)

Re: SFD Rehabilitation Environmental Impact Report, Comments

Ms. Reid:

Members of the Kentfield Planning Advisory Board submit the following requests for information to be included in the project EIR. Our comments are arranged according to the organization of the proposed project.

## **Segment 1: Ross Limits to Broadway**

### Ross Limits to College Avenue

- Regarding the Maple Avenue bus stop, would moving the stop from the proposed location to one further west, which would be on the east side of Elm Avenue encourage persons debarking the bus to walk a few more steps and use the Elm Avenue crosswalk, and would this be a safer alternative than trying to cross SFD at Maple Avenue? Provide any accident data that might be helpful.
- What are the impacts of the merge that occurs WB on SFD after College Avenue as cars use the existing bus stop pad as a travel lane to speed up and pass cars on the through lane? How could use of the bus stop location for merging be prevented and the merging completed before cars get to Maple Avenue?
- Study and describe impacts of the loss of parking on the north side of SFD to the Kentfield business area, both on College Avenue and SFD.
- Would additional parking be beneficial to our small businesses who do not have sufficient parking, and encourage them to continue operating in these locations?
- Analyze the proposed parking on the north side of SFD between Stetson and the fire station to see what impacts could be of the following: the ground that is sloped in this area and which could prevent the passenger door from being opened if the parking area is moved back; and trees proposed to replace the current drought tolerant plants that could obstruct the sight line for fire engines exiting the fire station, particularly during an emergency.
- Study the speed of the vehicles executing the westbound acute angle turn onto College. What is the current speed as they make the turn? What would be the speed of the traffic if two lanes were making the turn simultaneously? What would be the impact if one of those vehicles was a large truck or bus?
- How would traffic flow be affected by cars trying to make a left hand turn off of College, within the block before Corte Madera Creek?
- How would the necessary merging on College Avenue impact safety?
- What pedestrian jaywalk traffic will be generated when the two new restaurants open up directly across from the College Administration Building and Student Center, as students/faculty try to get to the new juice bar? What would be the effect as pedestrians cross College Avenue as moving cars are attempting to get around stopped cars, and merge into the one lane of traffic?
- What is the expected impact of changes on College Avenue, including the movement of the 4<sup>th</sup> Grade to Kent Middle School, and the removal and replacement of two buildings on the

Kentfield COM campus, one of which will front College Avenue just north of Corte Madera Creek? Because of the location of the COM buildings to be replaced, the debris is likely to exit the campus onto College Avenue just north of the creek.

- How will changes affect construction traffic coming and going from the COM campus?

#### Terrace Avenue

- What are the impacts of the proposed changes to the Ash Avenue intersection on the ability of Terrace Avenue residents to access SFD eastbound? It is very difficult to exit Terrace now due to all of the current activity at the intersection, including the entrance and exit from the Ski Shop. Adding another through lane could increase the number of U-turns, and obstructed visibility seems to indicate that exiting will be more difficult to accomplish safely.

#### Ash Avenue

- Review if installing a crosswalk warning signal in the area of SFD and Oak Avenue for westbound traffic to be warned of the crosswalk ahead would improve driver safety in that area.
- Consider installing crosswalk signs, arrows pointing to the crosswalk, and blinking lights as seen at crosswalks in San Rafael, at this location immediately before other work is done. We shouldn't need an EIR for this safety measure to be instituted.
- What would be the impacts of preventing U-turns at the Ash Avenue intersection and moving them down to Terrace Avenue? On local businesses? On the eastbound U-turns wanting to access Stetson Avenue? On the eastbound traffic exiting Terrace Avenue onto Sir Francis Drake? Would this be an improvement?
- Study the sightlines for vehicles exiting eastbound from Terrace and whether they would be obstructed by the proposed relocation of the Ash bus stop. Currently it is very hard to see and judge the westbound traffic when Terrace Avenue residents are exiting due to parked vehicles and the speed of traffic, and yet we know our businesses need on-street parking.

### **Segment 2: Broadway to Wolfe Grade**

#### Wolfe Grade Crosswalks

- What are the impacts from the delay for left turns to and from Wolfe Grade due to the use of crosswalks, causing back up on SFD and on Wolfe Grade?
- Study the delay of right turns from SFD onto Wolfe Grade.
- What would be the potential loss of on-street parking for residents on lower Wolfe Grade with the project as proposed?
- Describe any strategies that could be used to assure safety of pedestrians using the required crosswalk at Wolfe Grade. Is there an alternative solution, other than the crosswalk, to meet ADA requirements at this hazardous location where public safety is of highest concern?
- If the crosswalk at Wolfe Grade is implemented, would one school crossing guard be sufficient to handle all three crosswalk legs at this intersection? If not, how would this be addressed to protect the public's safety?

### **Segment 3: Wolfe Grade to El Portal**

#### El Portal

- The addition of three lanes from El Portal to Eliseo will preclude trucks from parking on the side of SFD to unload for businesses. How will this function be accomplished?
- How will loss of the auxiliary lane from El Portal to Bon Air Center affect drivers headed for the shopping center coming from the west who will no longer have that stacking lane to ease their entry to the shopping area?

- What would be the impact on drivers as they must suddenly merge from two lanes into three narrow lanes of traffic during peak commute which is backed-up during a peak commute?
- Would three lanes add to the problem of drivers detouring from SFD through the Bon Air Shopping Center so they can “keep moving,” and then re-entering SFD at Barry Way or Del Monte? What effect would this practice have on drivers who have not taken the short-cut, but have a string of traffic exiting the Center on Barry Way or Del Monte? How can this practice be stopped?
- Could the right-hand SFD eastbound lane be reserved for buses and HOVs so that the buses can get to the ferry terminal on time?

#### **Segment 4: El Portal to Hwy 101**

##### La Cuesta

- Passengers exiting the westbound bus at the stop in front of Coldwell Banker jaywalk to cross to the Bon Air Center. How can this be prevented?

##### Eliseo Drive

- How and where would the merge of three lanes into two be accomplished (one to go under the freeway and one to go on the southbound 101 entrance)?
- Would the merging start within the intersection itself?
- Would a bus stopped in front of the Shell station be required to immediately cross three lanes to get over to the lane bound for East Sir Francis Drake? How will the maneuver be accomplished safely?

#### **Alternatives**

The KPAB suggests that project alternatives to be studied include the following:

1. Elimination of westbound U-turns between Laurel Grove and College Avenue
2. Retention of parking on the north side of SFD in the Kentfield business district and maintaining one left turn lane from westbound SFD onto College Avenue
3. Construction of a pedestrian overpass from the Niven Park area to Bon Air Center between La Cuesta and Eliseo Drive, and elimination of pedestrian crosswalks at La Cuesta and Eliseo Drive. If an overpass were constructed, EB and WB bus stops could be located near the overpass, possibly eliminating the need for other stops. Please include information on this possibility in the EIR.

Thank you for this opportunity to comment. We look forward to reviewing the EIR.

*Anne Petersen*

Anne Petersen, Chair