

Kentfield Planning Advisory Board

P.O. Box 304, Kentfield, California 94914

Minutes of October 28, 2015

Anne Petersen called the meeting to order at 7:30 p.m. in Room 229 of the COM New Academic Center. Other board members present: Dale Hansen, Neil Park, Pam Scott, Stuart Tanenberg. Also attending: County Planner Dan Dawson, project consultants, about 35 community members including Supervisor Rice, GPOA president Jack Valinoti and several other GPOA leaders.

Minutes of October 14, 2015: Approved.

Review of Alternative Scenarios for improvements to the Sir Francis Drake Corridor, Highway 101 to the Ross Town Line

Dan Dawson and project consultants gave an overview of the project, which began research in fall 2014, continues in fact-finding mode, a preferred alternative design should be ready in early 2016, with environmental review anticipated in spring and summer 2016, detailed design initiated in fall 2016, and construction starting in fall 2017. Tonight's meeting follows up on a May 2 workshop at which public comment was invited. Following an hour-long presentation guests commented on various scenarios discussed. The presentation included the following:

- The study and work are funded by County Measure A revenue, for which Sir Francis Drake from 101 to Wolfe Grade is designated for highest priority, with Wolfe Grade to the Ross line second highest. A total of \$13.2 million is available, with half required to underwrite basic maintenance and the other half available for corridor improvements.
- Funds available for improvements can be used for such things as sidewalk gap closures, bike facility enhancement, corridor connectivity improvement, transit facilities, intersection modifications, and traffic signalization.
- The study area is divided into four segments: 1) Ross line to Broadway, 2) Broadway to Wolfe Grade, 3) Wolfe Grade to El Portal, 4) El Portal to Hwy 101.
- Traffic along the corridor increased five percent since 2011 and is as follows: 93% cars, one percent buses, five percent trucks, and one percent bicycles. Average daily traffic, based on counts at four points along the corridor, varies as follows: the lowest count is at the McAllister/SFD intersection, with 37,800 trips on weekdays and 28,000 on weekend days; the highest is along SFD at Larkspur Landing, which has 49,500 trips each weekday and 45,500 each weekend day. On average there are about 10,000 more vehicle trips daily on the eastern end of the corridor than on the segments from the Ross line to Wolfe Grade.
- The worst Levels of Service are at Wolfe Grade/SFD and Bon Air Center/SFD intersections.
- Working within the existing road ROW there is limited room for modifications, especially at the western end of the study corridor (Ross line to Wolfe Grade). Among ideas under consideration are the following 1) adding an EB, WB, or both EB and WB, traffic lanes on the eastern end where the ROW is wider. This could be accomplished by narrowing the existing lanes to 11 feet, providing room for an additional lane, a sidewalk, a bike lane, or landscaping enhancement; 2) extending or modifying medians at crosswalk locations in order to provide a midway stopping point for pedestrians crossing the road; 3) overlapping the left turn times at Eliseo and La Cuesta intersections to provide more "green light" time. Currently the Eliseo left turn to EB SFD and the Barry left turn to WB SFD are timed separately. Slight lane relocation and restriping could allow both these actions to be done simultaneously.

- Public comment at earlier meetings identified improving vehicle flow and crosswalk distance/safety as probably the top public concerns.
- Work will be done entirely within the existing county right of way. There will be no acquisition of land.
- An additional meeting is planned on November 18 to further work out possible alternatives.

There were about 20 comments and questions from members of the public following the presentation. Some of these comments were as follows:

- Several inquiries were made about whether this project is coordinated with the Richmond Bridge and East SFD discussions. Confirmed that the two project teams work cooperatively.
- Comments were made about several specific traffic light timing changes.
- One resident raised concern about inadequate provision for disabled pedestrians crossing at Wolfe Grade and Bon Air Road.
- One person said she was disappointed they did not discuss “flexible solutions” to help people get where they want to go – but were focused on infrastructure. Consultant said they are aware there could be things done other than roadway or signal changes that could improve circulation and it was possible that work under the corridor project might create opportunities for future changes not under the project umbrella. This project is restricted to infrastructure improvements.
- Several people asked/expressed concern that there was consideration about adding bike lanes on SFD, which they believe would be an unsafe place to ride a bicycle. Several people emphasized the importance of safe routes for school children and keeping them off the road.
- One person pointed out major choke points exist at both ends of the study area - under 101 at the Greenbrae Interchange where the EB is narrowed and in Ross where the roadway goes down to one lane in each direction.
- Regarding any beautification or landscaping, please include both Kentfield and Greenbrae.
- What about improving the route from the Hub (San Anselmo) to 101 to encourage drivers to use that route rather than SFD. Supervisor Rice said that for the most part upper Ross Valley drivers currently do use the Miracle Mile route to the highway.
- Important to keep the parking on SFD in front of Bacich as that is the major school drop off.

Marin Catholic. The school plans a meeting November 12 regarding the field lighting project.

The meeting was adjourned at 9:15 p.m. In order to accommodate the Thanksgiving holiday, the KPAB will tentatively plan one meeting in November, on the 3rd Wednesday, November 18.

Minutes: Ann Thomas