

Kentfield Planning Advisory Board

P.O. Box 304, Kentfield, California 94914

December 5, 2017

Dan Dawson, Principal Transportation Planner
Marin County Department of Public Works
3501 Civic Center Drive
San Rafael, CA 94903
Via email: sfdimprovements@marincounty.org

RE: SIR FRANCIS DRAKE BLVD REHABILITATION PROJECT DEIR

Dear Mr. Dawson:

The Kentfield Planning Advisory Board has noted text and data errors that should be corrected, followed by comments on incompleteness and suggestions for additional information.

Text and Data Corrections

1. 3.0, Page 39: Ross Terrace is in the community of Kentfield and is not within the city limits of the Town of Ross.
2. 3.3.2, Page 42: 3.3.2 Commercial uses are also along the North Side of SFD at Wolfe Grade. Multifamily housing exists along SFD from McAllister Avenue to the Ross City Limits.
3. Figure 3.18. There is no office called Marin Senior Care in the building on SFD near Ash. No organization that would expect a more-than-average number of seniors to visit is in this building.
4. 5.0, Page 298, Table 4.10.C. The table states that there are 13,300 average daily trips, SFD Ash to Laurel Grove. It should be 23,300.
5. 4.11.1.3, Page 315: College of Marin should be listed in the “Schools” section.
6. 4.11.2.1 Page 316: The Kentfield Greenbrae Community Plan is a “Local Plan and Policy” which is not mentioned here. The Kentfield Planning Advisory Board is tasked with reviewing major public works projects within the plan jurisdiction. The conclusions in the Circulation section should be considered.

General Issues and Incompleteness

The EIR appears to focus only on impacts and mitigation measures during construction and does not sufficiently study the negative impacts post construction.

Section 5.0, Alternatives Analysis

The brief descriptions of the alternatives are not sufficient for members of the public to understand exactly what activities would be done under each alternative. Provide a table listing all the components of the proposed project and indicate in the table which of these would be included in each of the alternatives. If there is any other relevant information, such as estimated cost or timing of work, please also provide.

Public Services and Recreation

3.0, Table 2.11.A, Page 34. 4.11. The table only refers to impacts during construction and does not provide information about how response time for emergency services (fire, ambulance, sheriff, CHP) could be affected upon completion of the project, especially between El Portal and Eliseo where there would be three eastbound traffic lanes, and on College Avenue where a new turn lane would be a traffic lane between SFD and the College Avenue Bridge. Please provide information.

College Avenue/SFD intersection

1. Table 2.11.A, page 34, indicates that there would be less than significant impacts on College of Marin and Kent Middle School. Would there be any increased risk of accidents resulting from the addition of the second left turn lane from SFD to College in the area where two traffic lanes would merge into the single through lane, including the proximity to a well-used crosswalk?
2. Table 2.11.A, Page 36-37 Impact on local businesses. Although it is stated that there is no loss of parking, changes near the College/SFD intersection appear to require a loss of parking on the north side of SFD where 2-hour parking in this area near the businesses and away from the College students is necessary. Please confirm no parking spaces or red zones for site distance would be lost on the north side of SFD.
3. Figures 3.5 and 3.16. The existing parking seems a bit inaccurate. Four cars park near the fire station. It would appear that at least one of those 4 parking spaces would be lost after construction. To move parking back would seem to require a retaining wall of 12 to 18 inches due to the slope. Passengers will need to open the car doors and exit the vehicles. Please provide a cross section of that area.
4. If the EIR is referring to the loss of the 4 large trees between Stetson and Terrace, those trees are a requirement of the development of the 5 unit condominium parcel they front and their loss would be a significant impact to the community.
5. It is known that at the Barry Way Intersection with Sir Francis Drake, which has two left-hand turn lanes from SFD to Barry Way, more cars tend to stay in the right-hand turn lane when making the turn. The angle of that turn is approximately 65 degrees. There are no markings on the pavement on Barry Way to encourage people in the right lane to merge left. Contrast that to the turn from Sir Francis Drake onto College Avenue. The angle of that turn is about 120 degrees. The cars in the left lane of the turn are forced to make a decision within a few feet after they negotiate the turn. For example, will they turn left into one of the several driveways, or will they merge right to avoid the stopped cars in front of them or to

approach the one lane at the Corte Madera Creek crosswalk? Or will they race on College Avenue to get ahead of the lane of traffic on their right? Anyone in the left lane should use a turning signal, one way or another, because they are leaving their lane. Would this slow down traffic? Would a likely scenario be that someone making the left hand turn, SFD to College, with a destination anywhere beyond the College Avenue Bridge or on the right side before the bridge, avoid the left hand turn lane and make the turn from the right hand lane; this would be similar to what any vehicle with a long wheel base (buses, trucks) would do. COM students and Kentfield residents will catch on quickly. Those who don't stay right will probably have to slow down to let in the people merging. This combination of issues indicates that the two left turns onto College will not reduce the stacking lane on Sir Francis Drake, and in fact, might increase it due to the lane restriction on the turn.

6. No apparent study was done of College Avenue and its ability to receive two lanes of traffic in an area with a center left hand turn lane during pending major construction on the College of Marin Kentfield campus. Please provide information on how the reconfigured road pattern would work during college construction.
7. Figure 3.16: What is impact on pedestrian safety and ambience on SFD of modifying driveways and narrowing the sidewalk frontage?

Bon Air to Terrace Avenue

8. Page 69: How will getting rid of the left turn and U-turn lane at Ash, and moving u-turns to Terrace, impact the eastbound left turn lanes at Terrace, including visibility for left and U-turners?
9. Figure 3.15. Because of the sharper angle of the westbound turn SFD to Wolfe Grade, and the increased pedestrian movement, will it not slow traffic westbound turning right and back it up on SFD even farther than it does now (currently it often backs up to Bon Air Road in the afternoons)?
10. Figure 3.21. The east bound left turn lane on SFD at Wolfe Grade is currently not long enough and cars back into the moving traffic lane on a red light. How and where would the trees that are removed from the front of Bacich School be replaced?
11. Figure 3.15. It is noted that crosswalks at Wolfe Grade are ADA requirements. During school hours there would probably be crossing guards available. However, during the summer, and when school is not in session, the crossing, directly across from a school with playgrounds and play equipment, will be unmanned. This is of great concern and safety measures should be provided.
12. Was traffic speed westbound between Laurel Grove and College Avenue studied? At Ash Avenue there is a pedestrian crossing, and traffic must be prepared to slow for the intersection. What specifically is proposed to slow down traffic in this segment of SFD? Is there any device that would caution the WB drivers approaching Ash of possible pedestrians crossing the road or change in traffic speed and conditions?

Highway 101 to Bon Air

13. Although the DEIR states that project goals include reducing congestion by reducing travel time, it is not clear how this would be accomplished. The addition of the 3rd lane does not decrease congestion, but increases congestion in the three-lane portion of the road by bunching more vehicles into the stretch of road that was previously striped for two lanes.
14. Provide an explanation in lay terms of how increased bunching up of vehicles on SFD eastbound from EL Portal to Hwy 101 reduces travel time. Would there be more lane changing needed with three lanes as vehicles work to get into either the eastbound SFD lane, into the Bon Air Center, or onto 101 south or northbound? Where would this merging take place, and how would it affect safety and travel time?
15. Currently large trucks park on SFD in front of the offices between El Portal and La Questa to unload. Is there sufficient turning radius and access within the parking lots for these trucks to unload without obstructing parking and out of the moving traffic lane?

Additional Comments

16. Referring to the Kentfield/Greenbrae Community Plan, the draft EIR does not explain how the project would comply with the Plan Goals 1, 4 and 7 on page I-3.
17. In the most recent winter storms, curbside inlets for storm water runoff in the area of SFD and Laurel Avenue were inadequate to handle the runoff from the surrounding higher elevation. The result increased the flood level in Granton Park. Storm drains in this area should be improved as a part of this project.
18. Please note all bus stops. Some spots are noted and some are not. Please indicate which are in pull-off areas and which are planned to be in a moving traffic lane.
19. There should be analysis of how vehicles move entering a choke point or a merge, and how the choke point or merge affects capacity. This happens when the third lane is created east of El Portal, when traffic from those lanes exit via the single lane accessing Hwy 101 or the single lane EB under the freeway. What examples are there of similar road changes in the Bay Area, and what has been the experience following the changes?
20. Following changes at the College/SFD intersection the lights on College Avenue may need to be reconfigured.
21. Page 51. Intercept surveys were conducted on two days in April only, one of which was a minimum day in the Kentfield District. This seems inadequate.

KPAB thanks you for this opportunity to comment. We look forward to reviewing the final EIR.

Yours truly,



Anne Petersen, Chairman

CC: Supervisor Katie Rice
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