<table>
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<th>Agenda Item</th>
<th>Time</th>
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<tr>
<td>1</td>
<td>Opening Remarks</td>
<td>10:00 AM</td>
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<tr>
<td>2</td>
<td>Team Presentation</td>
<td>10:15 to 11:00 AM</td>
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<tr>
<td>3</td>
<td>Breakout Session</td>
<td>11:00 to 12:05 PM</td>
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<td>4</td>
<td>Breakout Session Report Back</td>
<td>12:05 to 12:25 PM</td>
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<td>5</td>
<td>Next Steps</td>
<td>12:25 to 12:30</td>
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<td>Adjourn</td>
<td>12:30</td>
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Sir Francis Drake Boulevard - Overview
**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.
$13.2 Million Budget Available from TAM Transportation Sales Tax

Available Budget

- Basic Maintenance 50%
- Other 50%

What is other?
- Sidewalk gap closures
- Bicycle facility enhancement
- Improve corridor connectivity
- Transit facilities
- Intersection modifications
- Advanced traffic signal systems

Includes soft and hard costs
**Project Schedule**

**SPRING 2015**

- **Existing Conditions**
  - Opportunities
  - Constrains
  - Public Brainstorming (May)

**FALL 2015**

- Review Potential Alternatives

**WINTER 2016**

- Review Refined Alternatives

**SPRING 2016**

- Review Preferred Alternative

**FALL 2016**

- Complete Environmental Process

**2017-2018**

- Project Design and Construction

*We Are here*
The Corridor
Projects in Development

- Central Marin Ferry Connection
- Marin County
- Ross
- Kentfield Fire Station
- Kentfield
- Larkspur
- Greenbrae
- Marin General Hospital
- Bon Air Shopping Center
- Marin Catholic High School
- Bacich Elementary School
- A.E. Kent Middle School
- College of Marin
- US 101
- Central Marin Ferry Connection
- Ferry Terminal
- Greenbrae Boardwalk & Muzzi Marsh
- Corte Madera
Sense of Community
Natural Landscape
Natural Landscape
Community Character

**Local Scene**
- Local, Small Town Feel
- Consistent Small Scale
- Balanced Residential + Commercial Activity
- Pedestrian + Vegetation Presence

**Community Heart**
- Active Community Hub
  - North - Residential
  - South - Schools, Church, Hospital
- Ped/Bike, Transit Opportunities
- Beautification Opportunities

**Parkway Zone**
- Auto-Oriented Zone
  - Vehicular Oriented Pace + Scale
  - Beautification Opportunities
  - Opportunities to Increase Pedestrian, Bicycle + Transit Access

**Bay Gateway**
- Visual + Physical Link
  - Vehicular Oriented Pace + Scale
  - Opportunities to Strengthen Physical + Visual Connections
Corridor Observations
Bicycle and Pedestrian Facilities
Pedestrian Crossing Length
Pedestrian Refuges
Transit Facilities
Pedestrian Connectivity
North - South Connectivity

[Map showing various locations and arrows indicating connectivity]

Locations marked include:
- Kentfield Fire Station
- Marin County
- Ross
- College of Marin
- A.E. Kent Middle School
- Creekside Park
- Marin Catholic High School
- Marin General Hospital
- Bon Air Shopping Center
- Greenbrae
- Larkspur Landing Shopping Center
- Ferry Terminal
- Corte Madera
Split Phasing and Traffic Capacity
Existing Trees
Existing Vegetation
Transportation
Existing Average Daily Traffic

VEHICLE CLASSIFICATION
- <1% (bicycles)
- 1% (motorcycles)
- 1% (emergency vehicles)
- 5% (tractors)
- 93% (passenger cars)

+5% TRAFFIC GROWTH

2011 2015
Vehicle Volumes Per Hour at Eliseo Drive

Average Weekday Daily Traffic
(Tues-Thurs)
West of Eliseo Drive

Source: Marin County, February 2015
Vehicle Speeds During AM/PM Peaks

% of Typical Travel Speed

0 - 50%
51 - 70%
71 - 80%
81 - 100%

Source: Marin County, February 2015
Vehicle Collision History

- 40 MPH Speed Limit
- 35 MPH Speed Limit
- 30 MPH Speed Limit

Signalized Intersections

Number of Collisions at road segment, 2009-2013

- Injury
- No Injury

Map showing the number of collisions at various road segments, with pie charts indicating the distribution of collisions with and without injury.
Types of Collisions at Select Locations

- Broadside
- Head-On
- Rear End
- Hit Object
- Sideswipe
- Vehicle/Ped
- Other

Signalized Intersections

LAUREL GROVE
- ELM
- Commercial
- MCALLISTER
- School

WOLFE GRADE
- School Zone

Bon Air Shopping Center
- A CUESTA
- ELM SECO

Larkspur Landing
- Ferry
- US 101
On Street Parking

106 TOTAL STREET PARKING SPACES

- 5
  15 minute (8am-6pm)

- 12
  2 hour (M-F, 7am-4pm)

- 18
  2 hour (8am-6pm)

- 19
  40 minute (8am-6pm)

- 52
  2 hour

N O O N S T R E E T P A R K I N G
Existing Bicycle & Pedestrian Facilities

[Map showing existing bicycle and pedestrian facilities with various symbols and labels such as signalized intersections, multi-use paths, bike lanes, bike routes, steep grades, and sidewalks of different widths.]
Transit Use

Total Westbound

Bus Route
Bus Line
Bus Stop
Park & Ride Lot
Missing Sidewalk

Total Eastbound

87
ON
OFF
206

57
ON
OFF
20

0
ON
OFF
13

1
ON
OFF
19

9
ON
OFF
45

29
ON
OFF
111

12
ON
OFF
1

17
ON
OFF
4

51
ON
OFF
8

233
ON
OFF
144
Street Conditions
# Street, Sidewalk & Lane Widths

## SIR FRANCIS DRAKE BOULEVARD

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<th>15'</th>
<th>12'</th>
<th>12'</th>
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**SPEED LIMIT 40**
Street, Sidewalk & Lane Widths

SIR FRANCIS DRAKE BOULEVARD

RIGHT OF WAY 85'±

4'-7' VARY

14'

12'

2'-13' VARY

12'

12'-14' VARY

0'-6' VARY

SPEED LIMIT 40
Street, Sidewalk & Lane Widths

SIR FRANCIS DRAKE BOULEVARD

RIGHT OF WAY 90°±

4'-7" VARIES  14'  12'  2'  12'  14'

SPEED LIMIT 40
Street, Sidewalk & Lane Widths

SIR FRANCIS DRAKE BOULEVARD

RIGHT OF WAY ± 105'

4' 6' 8' 12' 12' 2'-14' 12' 14' 8' 6' 6'

BUS STOP PARKING VARIES MEDIAN PARKING BUS STOP

SPEED LIMIT 35
Street, Sidewalk & Lane Widths

SIR FRANCIS DRAKE BOULEVARD

RIGHT OF WAY 110'±

- 6' PARKING
- 6' TURNING
- 8' MEDIAN
- 11' VARIES
- 12' MEDIAN
- 12' MEDIAN
- 12' MEDIAN
- 4' PARKING
- 8' PARKING

SPEED LIMIT 35
Street, Sidewalk & Lane Widths

SIR FRANCIS DRAKE BOULEVARD

RIGHT OF WAY 60'±

SPEED LIMIT 30

CENTER TURN LANE
Complete Street Precedents

Creating mobility options

Pedestrian  Bicycle  Transit  Cars / Trucks
Complete Street Precedents

8 / 80 Rule
Complete Street Precedents

Getting More from our Streets

Ecology  Identity  Social Space  Reinvestment
Complete Street Precedents
Complete Street Precedents

Commercial District
High Visibility Crosswalks
Bulb-out & Pedestrian Refuge
Traffic Operations

- Add/lengthen turn pockets
- Re-align intersection approaches
- Add auxiliary lanes
- Modify signal phasing
- Update signal synchronization
- Signal coordination with CALTRANS
Bus Shelters & Transit Amenities
Bike Lane & Buffer
Complete Street Precedents
Signage & Wayfinding
Parallel Routes for Cyclists
Street Trees & Median Planting
Parkway Sidewalk
Breakout Session
Breakout Session - 11:00 to 12:05 PM
Issues + Opportunities Map Exercise

**ISSUE DOT**
Place pedestrian, bus, bike or car issue dot on map location

**POST-IT NOTE**
Write issue/opportunity on post-it note & place on map location
GET DOTS
Get 4 blue dots at segment station

CAST VOTE
Place dots next to categories that are your highest priorities

Take Note
You may place more than 1 dot per issue
Breakout Session - 11:00 to 12:05 PM
Next Steps

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Existing Conditions
• Opportunities
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WINTER 2016

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We Are Here

Complete Environmental Process

2017-2018

Project Design and Construction
Additional Comments:

www.marincounty.org/depts/pw/divisions/transportation/sir-francis-drake-boulevard-rehabilitation