Sir Francis Drake Boulevard
Corridor Rehabilitation
Community Meeting #3
March 15, 2016
1. Opening Remarks 7:00
2. Presentation 7:15
3. Comments and Questions 7:45
4. Breakout Session 8:00
5. Next Steps/ Adjourn 8:55
Outreach
Outreach Process

- Community Meeting #2: November 18, 2015
- CAC Meeting: December 7, 2015
- Walking Tour #1: January 13, 2016 (East of Wolfe Grade)
- Walking Tour #2: January 25, 2016 (West of Wolfe Grade)
- Meeting with Marin Transit: January 29, 2016
- TAC Meeting: February 22, 2016
- Community Meeting #3: March 15, 2016
Community Meeting Comments:

**Summary of Corridor Priorities**

- Reduce vehicle congestion
- Improve safety of children going to school
- On street bicycle access along SFDB is not a priority – need to reinforce linkages to key alternative routes
Walking Tours:

Summary of Corridor Priorities

- Intersection modifications should not reduce vehicle capacity
- As children will bicycle on the sidewalk, provide the widest accommodation possible
- “Guardrails” may not be necessary, but providing a fence to guide children on their walk to school is important
Funding and Goals
Project Goals

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

Budget: $13.2 million budget from TAM Measure A
Estimated Cost: $18 million

SHARE OF PROJECT COSTS

- Eliseo to Corte Comoda Multi-Use Facility: $4,100,000
- Pavement Rehabilitation and ITS: $6,000,000
- Intersection Adjustment to Reduce Congestion: $3,500,000
- Pedestrian Safety Enhancement: $2,300,000
- South Side Sidewalk Gap Closures: $2,100,000
Congestion Relief
Project Strategies

1. Reduce congestion by providing third eastbound traffic lane from El Portal to Hwy. 101
2. Increase intersection throughput by enabling simultaneous left turns
3. Provide standard lane widths to encourage better speed compliance and allow other improvements
4. Convert high speed “slip lanes” into standard right-turn lanes to improve safety while maintaining vehicle capacity
5. Add “green” light time for Sir Francis Drake Blvd. by reducing pedestrian crossing distances
6. Improve sight lines for motorists
7. Plan for future adaptive and responsive traffic signal control
Lane Configuration West of College

Existing

Proposed
Lane Configuration East of College

Existing:

- 9' SW
- 8' PARKING
- 14' LANE
- 14' LANE
- 6' MED (VARIES)
- 10' TURN LANE
- 13' LANE
- 13' LANE
- 8' PARKING
- VARIES
- 6' SW

Proposed:

- 9' SW
- 11.5'-14.5' SHOULDER PARKING
- 11' LANE
- 11' LANE
- 6' MED (VARIES)
- 10' TURN LANE
- 11' LANE
- 11' LANE
- 12'-15' SHOULDER PARKING
- VARIES
- 6' SW

Proposed: Standard lane widths with increased shoulder width
Third Eastbound Travel Lane

Limits of 3rd Lane Eastbound
Highway 101 - Alternative 1

3rd lane continues under 101 to eastbound Sir Francis Drake Boulevard

**Benefit:**
Provides additional capacity to eastbound traffic and northbound US 101

**Constraints:**
- Bus stop blocks dedicated lane onto southbound US 101
- Potential wetlands impact under US 101
**Benefit:**
Provides additional storage for vehicles entering US 101 southbound moving the vehicle queue to the east reducing congestion on SFDB west of Eliseo.

**Constraints:**
Marin Transit must cross two lanes to continue east on SFDB. Southbound US 101 onramp only has one lane requiring vehicles to merge on SFDB.
**HWY 101 - Ultimate Recommendation**

Traffic in the middle lane has the option to go under 101 or onto southbound US 101

**Benefit**
Provides additional capacity to eastbound traffic on SFDB and northbound US 101
Provides additional capacity onto southbound 101

**Constraints:**
Potential impact to wetlands
Existing southbound US 101 onramp (CALTRANS right of way) is too narrow to accommodate second lane and is currently **unfunded**
College Avenue - Left turn

- Remove 4 parking spaces
- Additional left turn lane
- Reconfigure southeast corner
Wolfe Grade - Existing Condition
Wolfe Grade - Intersection Improvement

- PARKING TO BE REMOVED
- AT-GRADE CROSSWALK
- BUS STOP
- PROVIDE WIDE RIGHT LANE
- PARKING TO REMAIN
- BACICH ELEMENTARY SCHOOL
- RECONFIGURE INTERSECTION LAYOUT
- IMPROVE SIDEWALK
- INCREASE LENGTH OF LEFT TURN INTO BACICH
- WIDEN SIDEWALK BETWEEN MANOR AND CORTE COMODA
- PEDESTRIAN BRIDGE TO REMAIN
- ROSS VALLEY NURSERY SCHOOL
La Cuesta - Intersection Improvements

- Adjust median width to allow 3 lanes
- Reconfigure intersection layout
- 3rd lane improvement
- Bus stop
Eliseo Drive - Intersection Improvement
**Upgrade Traffic Signal System Technology**

**Potential Traffic Signal Upgrade**
- Multiple traffic signal coordination plans
- System wide vehicle detectors, cameras, and communication upgrades
- Initial cost several million; ongoing maintenance

**Potential Benefits on Sir Francis Drake Blvd**
- Most noticeable benefits related to incident management, off-peak and ‘shoulders’ of peak traffic
- Minimal benefit during periods of recurring congestion
# Potential Delay Reduction

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- Signal Phasing Changes
- Reconfigure Turn Lanes
- Signal Coordination
Regional Traffic Upgrades

Expected Benefits of 3\textsuperscript{rd} Eastbound Lane on Richmond – San Rafael Bridge and Improvements on East Sir Francis Drake Blvd.

\textit{Planned Improvements}

- Provide 2 southbound right-turn lanes and re-time intersection
- Extend eastbound left-turn lane 120 feet
- Provide 3rd Eastbound Lane
- Extend eastbound merge 1,000 feet

\textbf{Legend}

- Increasing Congestion

\textbf{Existing (2015) Conditions (PM)}

\textbf{Forecast (2020) Conditions (PM)}
Pedestrian and Bicycle Enhancement
Sidewalk Gap Closures & Widening
**Ash Avenue - Pedestrian Crossing**

- Lighted crosswalk with pedestrian refuge
- Remove U-turn lane
McAllister Avenue – Key Routes to Schools

- Sidewalk extension on east side of McAllister Avenue – Future County Project
Laurel Grove to Bacich

- Widen sidewalk while maintaining parking and right turn access to Bacich
Why Modify Intersections?

- Purpose: To reduce crossing distance, improve sightlines, and provide additional pedestrian capacity.
- No decrease in vehicle capacity
Manor Road - School Route

- Widen the sidewalk between Manor and Wolfe Grade
- Provide pavement in earth areas
- Trim vegetation to improve sight lines
North Side Widened Sidewalk

Limits of Widened Sidewalk on North Side
Widened Sidewalk

Eliseo to El Portal

Existing

Proposed
Widened Sidewalk

El Portal to Bon Air

Existing

Proposed

Marin Catholic High School
Sidewalk Gap Closure: Marin Catholic
The Wolfe Grade Overpass

What would become not only a major issue but a terrible tragedy was the fact that the new Wolfe Grade School was on the south side of busy Sir Francis Drake Boulevard while most of its students lived on the north side. With no adequate road-crossing infrastructure in place at the bottom of Wolfe Grade other than a crosswalk, school staff and parents immediately recognized a dangerous situation. As soon as the school opened in 1959, a California Highway Patrol officer was stationed at the corner to protect schoolchildren from traffic before and after school. County officials became concerned and sent a group of dignitaries, including Supervisor William Fusselman, the county’s public works administrator, and a CHP representative, to count cars and assess the situation. The school assigned a custodian as crossing guard. There was a crosswalk but no stoplights. Motorists were not reliable and frequently sped through the intersection, and also school kids tended to jaywalk across the road, oblivious to the danger. Parents got involved, pushing for a safer alternative to the situation, and a pedestrian overpass was approved and funded in 1962, but still nothing was done until it was too late.

The call for the construction of a pedestrian overpass and roadside guardrails to protect the students came as early as mid-1961, but the proposal turned into a squabble over money between the county and the school district. The county initially insisted that the Kentfield School District split the $22,000 cost for the overpass, but the trustees disagreed, feeling that the project was a county responsibility. In early 1962 an impassioned group of parents appeared with their children at a Board of Supervisors meeting in a “mass demonstration for quick action on a Sir Francis Drake Boulevard pedestrian overpass at Wolfe Grade School.” The group presented a petition signed by 350 residents, and the district offered to contribute $2,000, but the supervisors still wanted to split the cost evenly. The debate raged for five months until the county relented, accepting a trade of a small amount of land to accommodate the south end of the overpass in lieu of most of the agreed $2,000 cost share. As a result of that 1962 agreement, the district gave the land and expended only $74.47 for the project. For reasons unknown, the construction did not occur.

On a sunny January morning in 1965, students Tracy Cotton and the Grady girls, Lisa who was in fifth grade and Leslie in second, walked to school as usual from Almenar Drive in Greenbrae. Their friend and neighbor Sue DeVinny usually came along but was sick that day. “As the girls were walking to school along Sir Francis Drake Boulevard,” DeVinny wrote later, “an elderly driver intended to stem on her brakes to avoid another car but instead hit the accelerator. She crossed the divider and plowed directly into all three girls, killing the two Grady sisters instantly. My friend Tracy’s legs were crushed but she survived.”

DeVinny recounted the horrible events that followed as the parents learned of the accident. “This devastating tragedy left the community in shock and the Grady family absolutely shattered,” she wrote. “Mrs. Grady said good-bye to her daughters as they rushed off to school that morning, and then she never saw them again. Within months, both the Grady and Cotton families had moved from their Greenbrae homes…”

The overpass plans came back to life, but too late. The overpass was built in 1965, six years after the dangers had originally caused alarm among the county, CHP, school district trustees and parents.

“After all these years,” DeVinny concluded, “the overpass stands as a memorial to Lisa and Leslie Grady and should remind us all of how fragile life is and of the importance of maintaining a constant vigil for the safety of our children.”
Standard Barriers

“Metal Beam Guardrail”

Concrete “K-Rail” Barrier

Cable Barrier
Alternative Barriers

- Vegetation
- Low Wooden Rail
- Wood Post and Cable
- Wood Post and Cable
Update to Transit
Bus Queue Bypass
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
Questions
Breakout Session
Additional Comments:

www.marincounty.org/depts/pw/divisions/transportation/sir-fra ncis-dra ke-bou levard-rehabilitation
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