OUTREACH

MEETINGS TO DATE:
• Community Meeting #1: May 2, 2015
• Community Meeting #2: November 18, 2015
• Walking Tour #1: January 13, 2016 (East of Wolfe Grade)
• Walking Tour #2: January 25, 2016 (West of Wolfe Grade)
• Community Meeting #3: March 15, 2016
• Meeting with Marin Transit: January 29, 2016
• Meetings with Kentfield SD: 2016- February & May
• TAC Meetings: 2015- March & October, 2016- February
• CAC Meetings: 2015- May & December, 2016- April & May
• Community Meeting Open House Gallery: June 1, 2016

November 18, 2015 Community Meeting Review Corridor Priorities and Alternatives
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
DEFINITIONS

**Average Daily Traffic:** Abbreviated as ADT, it is the average number of vehicles traveling in both directions passing a specific point during a 24-hour period.

**Adaptive Traffic Signal (ATS) Coordination:** A system that adapts signal timing plans to real-time traffic volumes.

**Time-Based Traffic Signal Coordination:** A system that provides multiple time-of-day timing plans based on typical day-to-day traffic volumes.

**Curb Extensions:** Also called bulb-outs; These extend the sidewalk into the parking lane to provide additional pedestrian space at key locations. Curb extensions enhance pedestrian safety by increasing pedestrian visibility and shortening crossing distances. In some cases, they allow for the reallocation of green time to make signal timing more efficient.

**Level Of Service (LOS):** A qualitative measure used to relate the quality of traffic service. LOS is measured as A to F, with ‘A’ being free flow and ‘F’ being a constant congestion.

**Simultaneous Phase:** At a traffic signal, opposing traffic in left turn lanes are allowed to turn simultaneously.

**Slip Lanes:** A road traffic lane provided at an intersection to allow vehicles to turn at the intersection without actually entering it. Motorists still need to yield to the predominant vehicular movement.

**Speed Limit:** The maximum speed vehicles may legally travel along a roadway. It is generally set at the speed which 85 percent of the free-flowing traffic is travelling at or below.

**Split Phase:** At a traffic signal, traffic in one direction of a street is allowed to go straight-through, right or left while traffic in the opposing direction waits.
Caltrans Highway Design Manual and Guidelines for the design of County roads specifies a minimum lane width of 11 feet with speeds of less than 40 mph (Topic 301).

The provision of 11 ft. lanes along the road west of Wolfe Grade, will allow provision of additional space between parked cars and the adjacent travel lane. This will allow for added sight distance for cars exiting the side streets and driveways along the section of road way.

The Federal Highway Administration provides the following guidelines for high speed facilities (freeways and two lane highways) they showed that in terms of substantive safety (potential increase in collisions) there is "little difference between 11 foot and 12 foot lanes" along the corridor.
EXISTING BACKGROUND STUDIES

SIR FRANCIS DRAKE BOULEVARD

COMMUNITY OPEN HOUSE 06.01.2016

PEDESTRIAN AND BICYCLE FACILITIES

KEY ROUTES TO SCHOOL

ON STREET PARKING

TRANSIT USE

PAVEMENT CONDITIONS
TRAFFIC ENGINEERING DATA

EXISTING AVERAGE DAILY TRAFFIC

- Existing average daily traffic volumes as of 2015.
- Data showing a 3% traffic growth over 4 years.

VEHICLE COLLISION HISTORY

- Collision history maps showing vehicle speeds during AM/PM peaks.
- Data on vehicle speeds during weekday peak hours.

EXISTING CONDITIONS: DAILY TRAFFIC VOLUMES

- Graph comparing average daily traffic between 2011 and 2015.
- Highlighting a 5% increase in weekday traffic.

EXISTING CONDITIONS: WEEKDAY PEAK HOUR SERVICE LEVELS

- Service level plots for AM and PM peaks.
- Traffic service levels during peak hours.

VEHICLE SPEEDS DURING AM/PM PEAKS

- Speed distribution for AM/PM peaks.
- % of typical travel speed bands.

REGIONAL TRAFFIC UPGRADES

- Planned improvements for regional traffic.
- Existing and forecasted conditions for AM/PM peaks.