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You think traffic's bad now? It's about to get a whole lot worse. Attend June 1 "Open House"

This is from our friends at Marin Against Density (MAD) the important watch-dog group that led the fight against Larkspur Landing expansion. Please read, including the IJ piece and if unable to attend be certain to write. This will effect us all ...

Subject: Attend June 1 "Open House" -- Forward this to friends.

Reply-To: <marinagainstdensity@gmail.com>

Meeting re: Sir Francis Drake Rehab Project -- June 1.

Plan to attend -- and forward this to friends!

* * * MAD Action Alert * * *

It's very important that you do this:

1. Attend the County's "Open House" on Wednesday, June 1. We suggest that you arrive at 6:30 pm to allow yourself enough time to look at the numerous and complicated displays and exhibits.

Sir Francis Drake Boulevard Rehabilitation Project
"Open House"

Wednesday, June 1

Arrive by 6:30 pm

Kent Middle School Multipurpose Room

800 College Ave., Kentfield

If you object to elements of the proposal, or to the entire project, please make that known at the forum as best you can. The "open house" format is not ideal for registering overarching concerns (as opposed to suggesting small changes in the elements). You should follow up in writing to Supervisor Katie Rice and Dan Dawson, Principal Transportation Planner, to express reservations about the overall plan. (Their email addresses are krice@marincounty.org and ddawson@marincounty.org)

2. Forward this together with the Marin IJ piece below to all of your friends in Ross, San Anselmo, Fairfax, Larkspur, and Southern San Rafael. They were not notified by the County about this project, even though they will be negatively impacted by the traffic consequences of paving, construction, and the SF Drake corridor redesign. They need to know about this project. Encourage them to come to the informational "Open House" meeting on June 1.

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<http://www.marinij.com/opinion/20160417/marin-voice-drake-boulevard-plan-wont-fix->

[traffic-jam](#)

You think traffic's bad now? It's about to get a whole lot worse.

San Anselmo, Fairfax, Ross, Kentfield, Greenbrae, San Rafael, Larkspur and Corte Madera residents: Wake up and smell the coffee.

"Big Dig" roadwork on Sir Francis Drake Boulevard commences this summer and continues, with only a small break, through 2018 or beyond.

Much of this involves a Sir Francis Drake redesign that makes traffic permanently worse.

Plans call for digging up Drake twice. A Marin Municipal Water District pipe replacement project will be followed, separately, by the more time-consuming and disruptive Drake "improvement" project promoted by Supervisor Katie Rice.

Planned roadwork extends from Ross to Highway 101.

Only residents immediately adjacent were alerted. But the resultant traffic snarl, both short and long term, affects all of Central Marin. That's because drivers will self-detour to already overcrowded alternate routes (Miracle Mile, Bon Air Road, College, Magnolia, Doherty and Tamalpais, etc.).

Per county staff and District 2 Supervisor Katie Rice, this grand scheme's genesis was the Transportation Authority of Marin allocating \$13 million to repaving Drake, of which only \$6 million is needed for paving.

Given TAM's stretched resources, this is not credible. Flush with "extra" funds, the county engaged a passel of expensive consultants to design a complete overhaul of the corridor.

The "Big Dig" moves medians; reconfigures intersections, sidewalks and turning lanes; and narrows vehicular lanes. Some former vehicular lane space is allocated to new bike lanes (recently redubbed "striped shoulders" to deflect constituent ire).

The outrageous truth is: The Drake redesign will permanently slow traffic, as intended by the planners.

Much of the funding comes from half-cent sales tax Measure A, which voters approved specifically for projects providing congestion relief. Yet the Drake redesign features elements that county staff and openly tout as purposely slowing vehicles.

These include narrower vehicular lanes (intended to "calm" traffic and cause safety problems); "squaring up the corners" at many intersections to slow traffic making right turns off Drake and adding duplicative crosswalks with traffic-control signals.

If you've experienced the permanent traffic mess at Tam Junction that followed the roadway reconfiguration there, you can see what's coming to Central Marin.

Advertisement

The Drake "improvement" plan has the hallmarks of an election year patronage project.

But the patrons don't want it.

A recent Marin Voice piece trumpets the project as reflecting community input. It's true there were two thinly attended workshops at which advocates lobbied for certain features. But when the county's "refined" plan was unveiled at the final well attended public meeting on March 15, community members rightfully panned it.

Kevin Haroff, candidate for 2nd District supervisor, decried the plan as violating the intent of Measure A. He called instead for immediately redeploying funds to implement Adaptive Signal Control Technology (a high-tech solution proven to improve traffic flow) and reopening of the Richmond Bridge's third eastbound lane.

Adding insult to injury, the cost estimate for the county's latest plan ballooned to \$18 million. Rice and planners intend to find the funds.

We wonder where all the money comes from. "Grants" of funds from (or routed through) the Metropolitan Transportation Commission typically come with strings attached, e.g., require prioritizing of high-density housing development along the route.

We wonder why constituents outside the immediate vicinity weren't consulted or notified. We wonder why we weren't given an opportunity to just say no.

Momentum and ongoing design expenditures lend an air of inevitability to this ill-conceived project.

Yet there's a chance constituents will prevail.

Last year, San Anselmo voters killed an unpopular project pushed by our out-of-touch political establishment.

The Drake "improvement" plan is another "we know best" Big Dig program.

Drake's fate will be an important issue in the contested June supervisorial election.