

4.12 TRANSPORTATION/TRAFFIC

INTRODUCTION

This section provides a description of existing transportation conditions in the vicinity of the project site; applicable jurisdictional laws, regulations, and orders associated with transportation; significance criteria for transportation-related environmental impacts; analysis methodologies; and an evaluation of the proposed project's potential transportation effects. The transportation evaluation includes estimates of vehicle trip generation, distribution and assignment of vehicle trips, and an assessment of potential traffic impacts related to the project under both existing and cumulative growth conditions. Parking, pedestrian and bicycle, public transit, and construction effects are also evaluated. Measures to mitigate potential transportation impacts are recommended.

The proposed project would replace the existing 110-room hotel and nearby restaurant with a 187-room hotel. The new hotel would be "dual-branded" with 79-room all-suites and a 108-room extended stay hotel.

ENVIRONMENTAL SETTING

ROADWAYS

The project site is located at 56 Madera Boulevard, between Tamal Vista Boulevard and on- and off-ramps to and from southbound Highway 101. The site is also peripheral to Tamal Vista Boulevard. Several key roadways provide access to the site:

- U.S. Highway 101 (Highway 101) is an eight-lane freeway that bisects the Town of Corte Madera on a north-south axis. Several interchanges with Highway 101 provide access to the Town: a full interchange at Tamalpais Drive, a partial interchange with southbound ramps to and from Madera Boulevard (adjacent to the project site), and partial interchanges at Fifer Avenue (southbound ramps), Industrial Way (northbound ramps), and Casa Buena Drive (southbound on-ramp).
- Tamalpais Drive is an east-west two- to four-lane arterial roadway that extends from Corte Madera Avenue to Redwood Highway. It has a full access interchange at Highway 101. Sidewalks are present on both sides of the street, except across Highway 101 where a sidewalk is only on the south side.
- Madera Boulevard is a collector roadway that extends from Tamalpais Drive to Tamal Vista Boulevard/Council Crest Drive (north-south) and from Tamal Vista/Council Crest Drive to the Highway 101 southbound ramps (east-west). The north-south segment has two through travel lanes. The east-west segment, adjacent to the project site, has four through travel lanes and a continuous two-way left-turn lane. A 4- to 6-foot-wide sidewalk abuts the project site, west of the existing western driveway. On the south side of Madera Boulevard, a continuous sidewalk

exists. There are also sidewalks on both sides of the north-south segment of Madera Boulevard.

- Tamal Vista Boulevard is a north-south two-lane collector roadway that extends from Madera Boulevard/Council Crest Drive to Fifer Avenue. Tamal Vista Boulevard is adjacent to the project site. Sidewalks are present on both sides of the street, and generally range between 5 and 6 feet in width. Utility poles exist within the sidewalk next to the project site, limiting the walkway width to just over 3 feet in places.
- Wornum Drive is an east-west two-lane collector roadway that begins at Tamal Vista Boulevard west of Highway 101 and extends to the Redwood Highway Frontage Road on the east side of Highway 101. A multi-use path runs along the south side of Wornum Drive, connecting pedestrian and bicycle facilities, including the Sandra Marker Trail.

Figure 4.12-1 illustrates the key roadways in the project site vicinity. The figure also shows study intersections, which are discussed later in this section.

BICYCLE ROUTES

Bicycling for transportation and recreation is a significant mode of transportation within Marin County, and there is a large network of connected bicycle routes in the project site vicinity. This network consists of Class I (off-street bike paths), Class II (on-street bike lanes), and Class III (on-street signed routes) facilities, as follows:

- Route 5 is the primary north-south route between the borders of Sonoma County and San Francisco. It runs along the entire length of Tamal Vista Boulevard, and is a signed Class III facility within in the project site vicinity.
- Route 16 is a separated Class I facility that runs east-west along the Sandra Marker Trail, joining Bicycle Route 5 at Wornum Drive. It becomes an on-street Class III facility as it passes under Highway 101 on Wornum Drive, connecting to Bicycle Route 17 in Larkspur on the Redwood Highway Frontage Road.
- Route 17 is an on-street Class II facility running north-south along the Redwood Highway Frontage Road within the City of Larkspur.
- The north-south segment of Madera Boulevard (between Tamalpais Drive and Tamal Vista Boulevard/Council Crest Drive) has on-street Class II bike lanes along the entire segment of the road.
- Tamalpais Drive is the primary route which bicyclists use for access to the bus pads at the Highway 101 on- and off-ramps at Tamalpais Drive, and a popular travel route to and from Paradise Drive.

PUBLIC TRANSIT

Marin Transit and Golden Gate Transit operates 10 bus stops serving nine routes within the project site vicinity. Primary north-south bus routes have access via bus pads at the Highway 101 and Lucky Drive freeway exits as well as the Tamalpais Drive/Paradise Drive and Highway 101 on and off-ramps. Marin Transit's local and intra-city routes are served on the surface roads (e.g., Tamalpais Drive, Madera Boulevard, and Tamal Vista Boulevard.). Key bus routes are as follows:

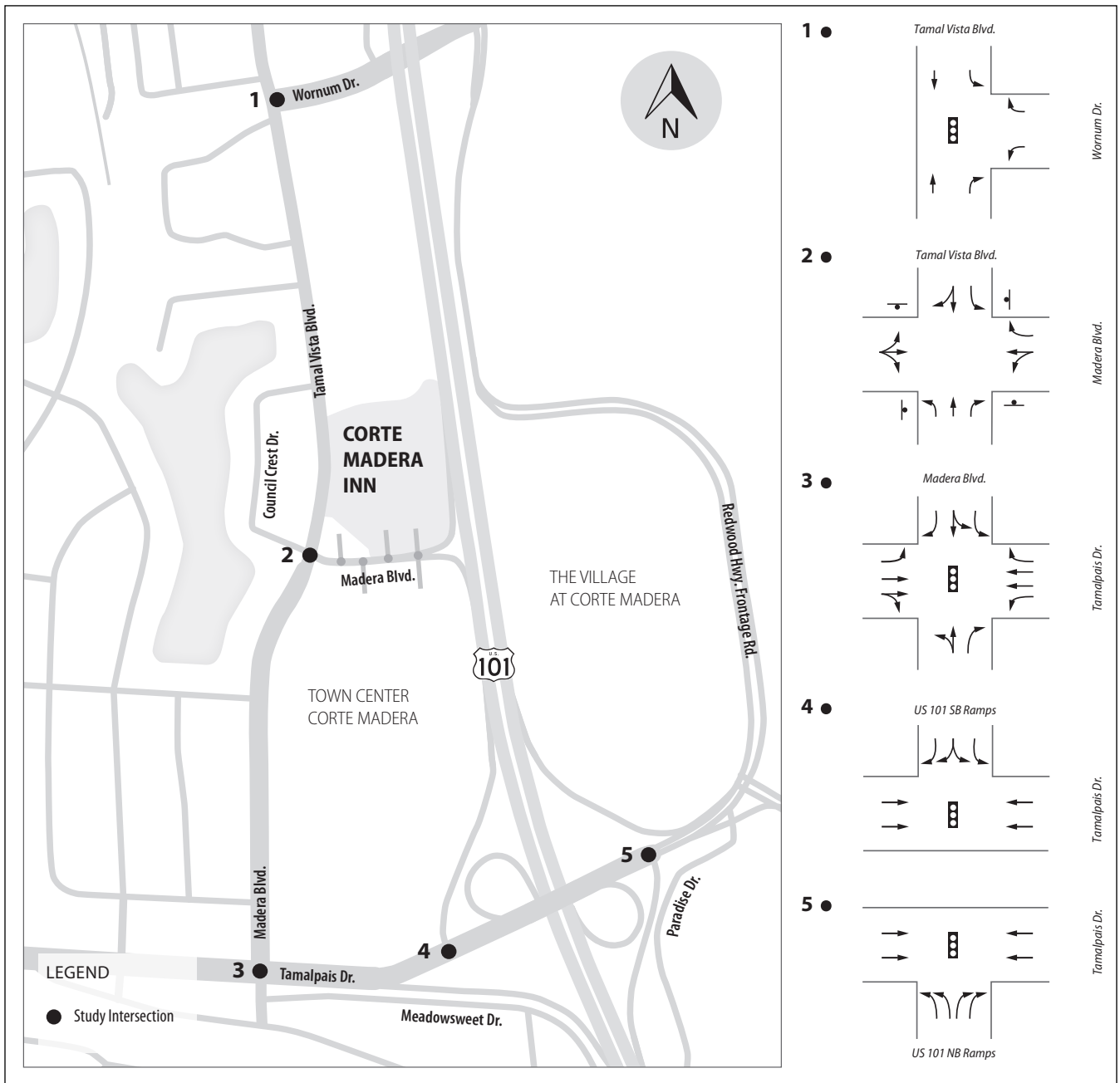


Figure 4.12-1

SOURCE: Parisi Transportation Group, 2014

STUDY INTERSECTIONS AND LANE CONFIGURATIONS

- Route 17, San Rafael – Sausalito: Service every 30 minutes weekdays, every hour weekends/holidays
- Route 18, San Francisco – College of Marin: Service approximately every 15 minutes Monday through Friday, mornings and late afternoon
- Route 22, Marin City – San Rafael: Service every hour seven days a week
- Route 24, San Francisco – Fairfax: Service approximately every 12 minutes during morning and afternoon commute times, Monday through Friday, and every 20 to 30 minutes during non-commute periods
- Route 27, San Francisco – San Anselmo: Service every hour Monday through Friday
- Route 36, Marin City – San Rafael (Canal District): Service every hour Monday through Friday
- Routes 70/71/80, San Francisco – Santa Rosa: Service every 30 minutes, seven days a week
- Route 113, Redwood High School – East Corte Madera (Local): One bus at 7:26 AM on weekdays, two buses between 2:40 and 3:25 PM on weekdays (school days only).
- Route 117, Neil Cummins/Hall Middle School – San Clemente Park (Local): Three buses at 7:37 AM on weekdays, four buses between 2:00 and 3:30 PM on weekdays (school days only)

Buses generally serve the Highway 101 bus pads between about 4:00 AM and until about 1:30 AM. Local bus routes generally operate from about 5:30 AM until 11 PM.

REGULATORY FRAMEWORK

Applicable state, regional, and local agency laws, regulations, and orders that could potentially pertain to project-related transportation issues are presented below.

STATE

The California Department of Transportation (Caltrans) is responsible for planning, designing, building, operating, and maintaining California's state highway system. Highway 101 is managed by Caltrans and is part of the California Freeway and Expressway System.

REGIONAL

The Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area. The MTC prepares a 25-year Regional Transportation Plan that guides funding priorities for regional development of mass transit, highway, airport, seaport, railroad, bicycle and pedestrian facilities.

LOCAL

Transportation Authority of Marin

The Transportation Authority of Marin (TAM) is a Joint Powers Agency established between the County and all cities with the County, including Corte Madera, to address Marin's unique transportation issues and to fulfill the legislative requirements of Propositions 111 and 116, approved in June 1990. TAM is the Congestion Management Agency (CMA) for Marin County, which includes maintaining a Congestion Management Plan (CMP).

City of Larkspur

The Town of Corte Madera shares traffic corridors with the City of Larkspur, providing local access to community facilities and district schools. As a result, circulation issues present in Corte Madera can substantially affect the City of Larkspur, and vice versa.

Town of Corte Madera

The Town of Corte Madera has jurisdiction over all Town streets and Town-operated traffic signals.

Town of Corte Madera General Plan

The Circulation Element of the *Town of Corte Madera General Plan* contains a range of policies and implementation programs designed to maintain or improve transportation circulation within the Town. Some of the relevant policies and implementation measures within the Circulation Element of the General Plan that could apply to the proposed project are as follows:

Policy CIR-1.2: Ensure that current Levels of Service at intersections are maintained when considering new development within Corte Madera.

Implementation Program CIR-1.1a: Level of Service Standards. The Town shall strive to maintain Level of Service (LOS) D operation during the weekday morning and evening peak periods at intersections of an arterial street with either another arterial or a collector street and intersection of two collector streets. For projected future conditions the LOS is to be calculated using the average operation of the intersection, and not that for any single movement or approach. Exceptions to meeting this standard include:

- 1. Stop-controlled minor street approaches to either collector or arterial streets, where safety shall be the primary consideration;*
- 2. Locations where the Town Engineer deems improvement to be technically, financially, or environmentally infeasible;*
- 3. Conditions where the improvement would result in significant adverse impacts to other travel modes, including walking, bicycling, or transit, or;*
- 4. Locations where attainment would ensure the loss of an area's unique character.*

Policy CIR-1.3: Maintain and upgrade existing streets to meet the needs of Town residents.

Implementation Program CIR-1.3.c: Madera Blvd./Council Crest Dr./Tamal Vista Blvd. Signalize the intersection of Madera Boulevard, Council Crest Drive and Tamal Vista Boulevard to meet the Town traffic level of service standard.

It is noted that in 2012 the Town determined that this intersection should not require signalization in the future to meet the Town's level of service standard. Thus, the Town plans to remove Implementation Program CIR-1.3c from the Circulation Element.

Policy CIR-1.5: Emphasize traffic safety and reduce travel-related impacts to residential neighborhoods and the local street system.

Implementation Program CIR-1.5.a: Circulation Studies. Developers shall fund and the Town will administer traffic impact studies to address on- and off-site traffic and circulation impacts, including assessments of project level of service intersection impacts.

Policy CIR-1.6: Assure the adequacy and availability of the circulation system for all persons by implementing the Americans with Disabilities Act.

Implementation Program CIR-1.6.a: Barrier Removal. Remove barriers on sidewalks and at street crossings as identified and prioritized in the Town of Corte Madera ADA Transition Plan.

Implementation Program CIR-1.6.b: Barrier Free Design. Continue to design roadway, intersection and sidewalk projects to assure accessibility for all persons, consistent with the Americans with Disabilities Act.

Policy CIR-1.8: Support investment in local and regional transit and transportation plans that provide alternatives to automobile-intensive transportation programs through CIP actions.

Implementation Program CIR-1.8.a: Regional Transit. Partner with regional transportation agencies and transit providers to create programs aimed at reducing vehicle miles traveled (VMT) in the Town and region. These programs may include the provision of additional transit options, reviving fixed rail service within the County, carpooling programs, partnerships with employers to support variable work hours, transit passes, and programs aimed at altering travel behavior.

Policy CIR-2.1: Prioritize options for improving bicycle and pedestrian access across Highway 101.

Implementation Program CIR-2.1.a: Priority Projects. Upgrades to the Tamalpais/Paradise Drive – Highway 101 interchange and completion of a Class I bicycle lane along Paradise Drive to the Tiburon City limit (Consistent with planned improvements for the Bay Trail) are recognized as top priorities. This priority may also be implemented by construction of a free-standing pedestrian/bicycle bridge to the north or south of the existing interchange.

Policy CIR-2.2: Prioritize the reconstruction of the Tamalpais/Paradise Drive – Highway 101 interchange to improve use by vehicles, bicycles, and pedestrians.

Implementation Program CIR-2.2b: Tamalpais/Highway 101 Interchange. The Town designates upgrades to the Tamalpais/Paradise Drive – Highway 101 interchange as its top priority for major roadway improvements. Accordingly, the Town shall work with Caltrans, TAM, and related agencies to ensure the interchange improvements are recognized through regional transportation construction and funding programs.

Policy CIR-3.5: Emphasize use of pedestrian pathways and sidewalks as an integral part of the Town's circulation system.

Implementation Program CIR-3.5.a: Sidewalk Design. Design new and replacement sidewalks to increase pedestrian safety, use, and aesthetics.

Implementation Program CIR-3.5.c: Sidewalk Repairs. Require property owners to pay their fair share of costs for repairing existing sidewalks.

Policy CIR-6.1: Require parking to meet the needs of existing and planned land uses.

Implementation Program CIR-6.1.a: Off-Street Parking. Through the design review process and appropriate update to the Zoning Ordinance, require all new development to provide sufficient off-street parking. The Zoning Ordinance parking standards shall recognize reduced on-site parking requirements when development include mixed-uses with offset peak hour parking, and provisions for alternative transportation modes.

Implementation Program CIR-6.1.b: Preferential Employee Parking. The Zoning Ordinance shall require that all new office, commercial and light industrial development that includes 50 or more on-site employees provide preferential employee parking for carpools and vanpools.

Town of Corte Madera Traffic Impact Fees

The Town of Corte Madera uses a Traffic Mitigation Improvement Fund program adopted in 1984. The Corte Madera Code of Ordinances Section 3.32.040 (b) states:

The amount of said fees shall be fixed by resolution of the town council and amended from time to time for the purpose of reflecting changes in construction costs and expected build-out. The amount of the fees shall be in proportion to the traffic generated in the thirtieth highest peak hour of the year by each project at streets and intersections where improvements are required, as shown in the circulation element of the general plan. A list of needed traffic improvements conforming to the circulation element shall be adopted from time to time by resolution of the town council.

Town of Corte Madera Street Impact Fee

The Town of Corte Madera uses a Street Impact Fee program adopted in 2003. Corte Madera Town Council Resolution 3314 was established to compensate the Town for the disproportionate

roadway damage caused by construction-related traffic for construction project values exceeding \$10,000, and such fee shall be 1 percent of the project's valuation.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

SIGNIFICANCE CRITERIA

Based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines, redevelopment of the project site would present a significant impact related to transportation if the project would:

- Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulatory system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system including, but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- Conflict with an applicable congestion management program including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increase hazards due to a design feature (i.e., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access; or
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreases the performance or safety of such facilities.

The issue of parking adequacy is also addressed in the EIR, as lack of adequate parking could have impacts related to increased traffic in the neighborhood.

METHODOLOGY

Study Approach

The traffic evaluation focuses on five key intersections that serve the project site. Intersections are generally the focus of traffic assessments since intersections, rather than the roadway segments between them, typically control the capacity of street networks. Traffic, pedestrian, and bicycle counts were conducted at each of the five study intersections in April 2014 between 7:00 and 9:00 AM and between 4:00 and 6:00 PM on a weekday. These counts were compared to other recent weekday counts to confirm that they represent typical conditions. The highest peak one-hour of both the morning and afternoon counts at each intersection (e.g., 8:00 to 9:00 AM, 4:45 to 5:45 PM) are referenced in this chapter.

Next, the number of vehicle trips that could be generated by the project was estimated. Projections were made and the resulting vehicle trips were then distributed and assigned to the roadway network. These projections provide potential peak hour traffic volume increases at each study intersection.

Intersection performance was then evaluated for each intersection. This analysis provides estimates of increased motorist delays that could result at the study intersections, as well as a "level of service" grade. If an intersection's level of service would degrade below an acceptable standard, measures to mitigate the intersection's operation back to an acceptable service level are provided.

Freeway performance was also assessed based on level of service standards.

Bicycle and pedestrian access and circulation were evaluated considering existing facilities and the project's proposed amenities.

Public transit access was considered, particularly in regards to the site's customer and employee travel provisions.

Level of Service

Signalized intersection level of service is defined in terms of the average total vehicle delay of all movements through an intersection. Vehicle delay is a method of quantifying several intangible factors, including driver discomfort, frustration, and lost travel time. Specifically, level of service criteria are stated in terms of average delay per vehicle during a specified time period. Vehicle delay is a complex measure based on many variables, including signal phasing (i.e., progression of movements through the intersection), signal cycle length, and traffic volumes with respect to intersection capacity. **Table 4.12-1** shows level of service criteria for signalized intersections.

TABLE 4.12-1 LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Average Control Delay Per Vehicle (in Seconds)	Description
A	≤ 10	Free flow
B	>10 – 20	Stable flow (slight delays)
C	> 20 – 35	Stable flow (slight delays)
D	> 35 – 55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	> 55 – 80	Unstable flow (intolerable delay)
F	> 80	Forced flow (jammed)

Source: Transportation Research Board, 2000.

Unsignalized intersection level of service criteria can be further reduced into two intersection types: all-way stop-controlled and two-way stop-controlled. All-way stop-controlled intersection level of service is expressed in terms of the average vehicle delay of all of the movements, much like that of a signalized intersection. Two-way stop-controlled intersection level of service is defined in terms

of the average vehicle delay of an individual movement(s). This is because the performance of a two-way stop-controlled intersection is more closely reflected in terms of its individual movements, rather than its performance overall. With this in mind, total average vehicle delay (i.e., average delay of all movements) for a two-way stop-controlled intersection should be viewed with discretion. **Table 4.12-2** shows level of service criteria for unsignalized intersections (both all-way and two-way, stop-controlled).

TABLE 4.12-2 LEVEL OF SERVICE DEFINITIONS FOR UNSIGNALIZED INTERSECTIONS

Level of Service	Average Control Delay Per Vehicle (in Seconds)
A	≤ 10
B	> 10 – 15
C	>15 – 25
D	> 25 – 35
E	> 35 – 50
F	> 50

Source: Transportation Research Board, 2000.

The level of service for a freeway section is based on vehicle density (passenger cars per lane per mile). Caltrans’ policy is to maintain freeway mainline operations at the Level of Service (LOS) C/D threshold based on the *Guide for the Preparation of Traffic Impact Studies* (December 2002). However, Caltrans acknowledges that this may not always be feasible, and if an existing facility is operating at less than the appropriate target level of service the existing level should be maintained. **Table 4.12-3** shows level of service criteria for freeways.

EVALUATION

Vehicle Trip Generation

Traffic counts were conducted between 7:00 AM and 9:00 AM and between 4:00 PM and 6:00 PM at the study intersections and at the project site’s driveways on weekdays in April 2014. **Figures 4.12-2 and 4.12-3** illustrate existing weekday AM and PM peak hour traffic volumes. **Figure 4.12-4** shows existing pedestrian and bicycle volumes.

The traffic counts indicate that the project site currently generates 42 AM peak hour trips (16 inbound and 26 outbound) and 60 PM peak hour trips (32 inbound and 28 outbound). According to the site’s owner, during the period of the counts the existing hotel averaged a 77 percent occupancy level.

The proposed project would replace the existing 110-room hotel and nearby restaurant with a 187-room hotel. The new hotel would be “dual-branded” with a 79-room all-suites hotel and a 108-room extended-stay hotel.

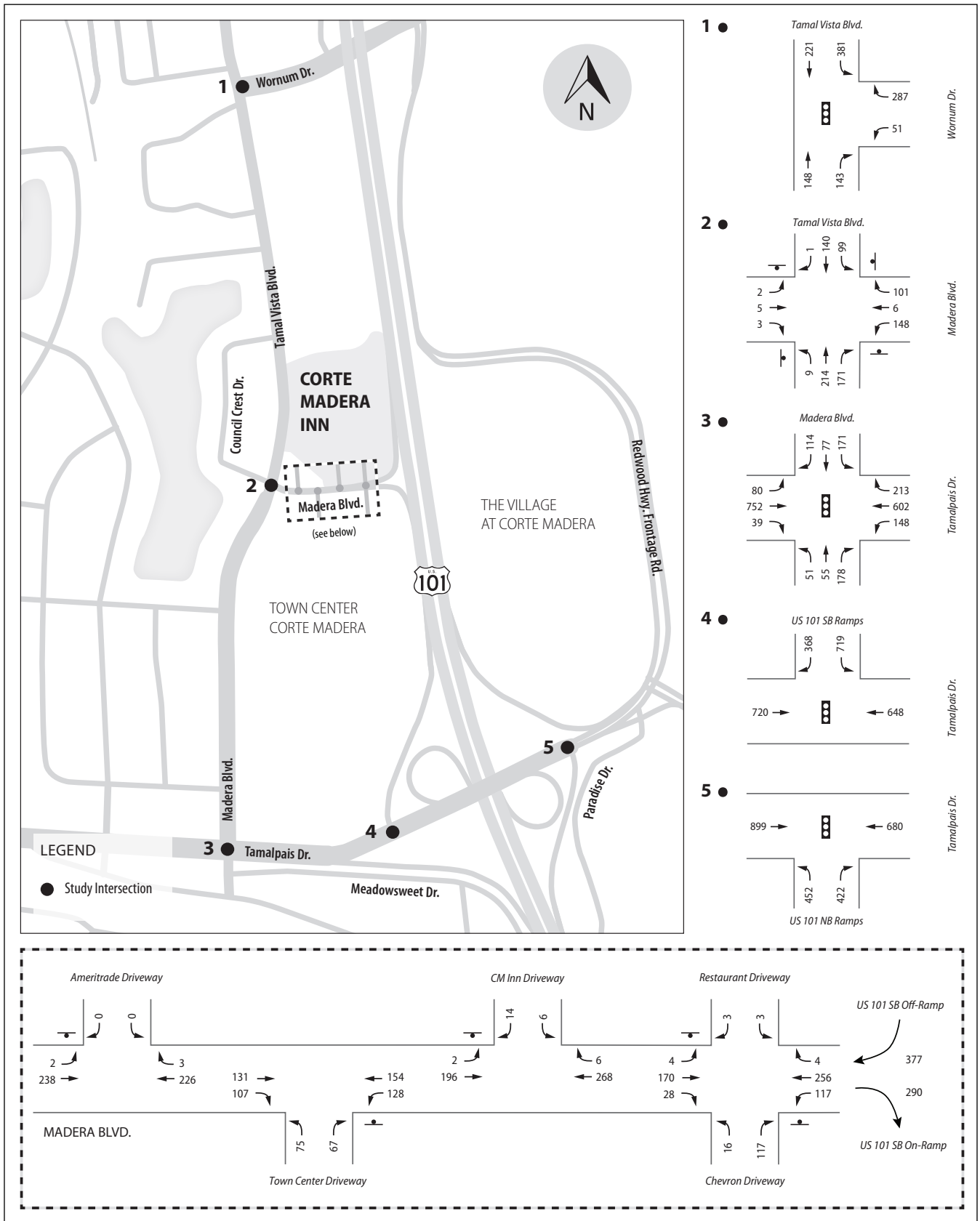


Figure 4.12-2

SOURCE: Parisi Transportation Group, 2014

EXISTING AM PEAK HOUR TRAFFIC VOLUMES

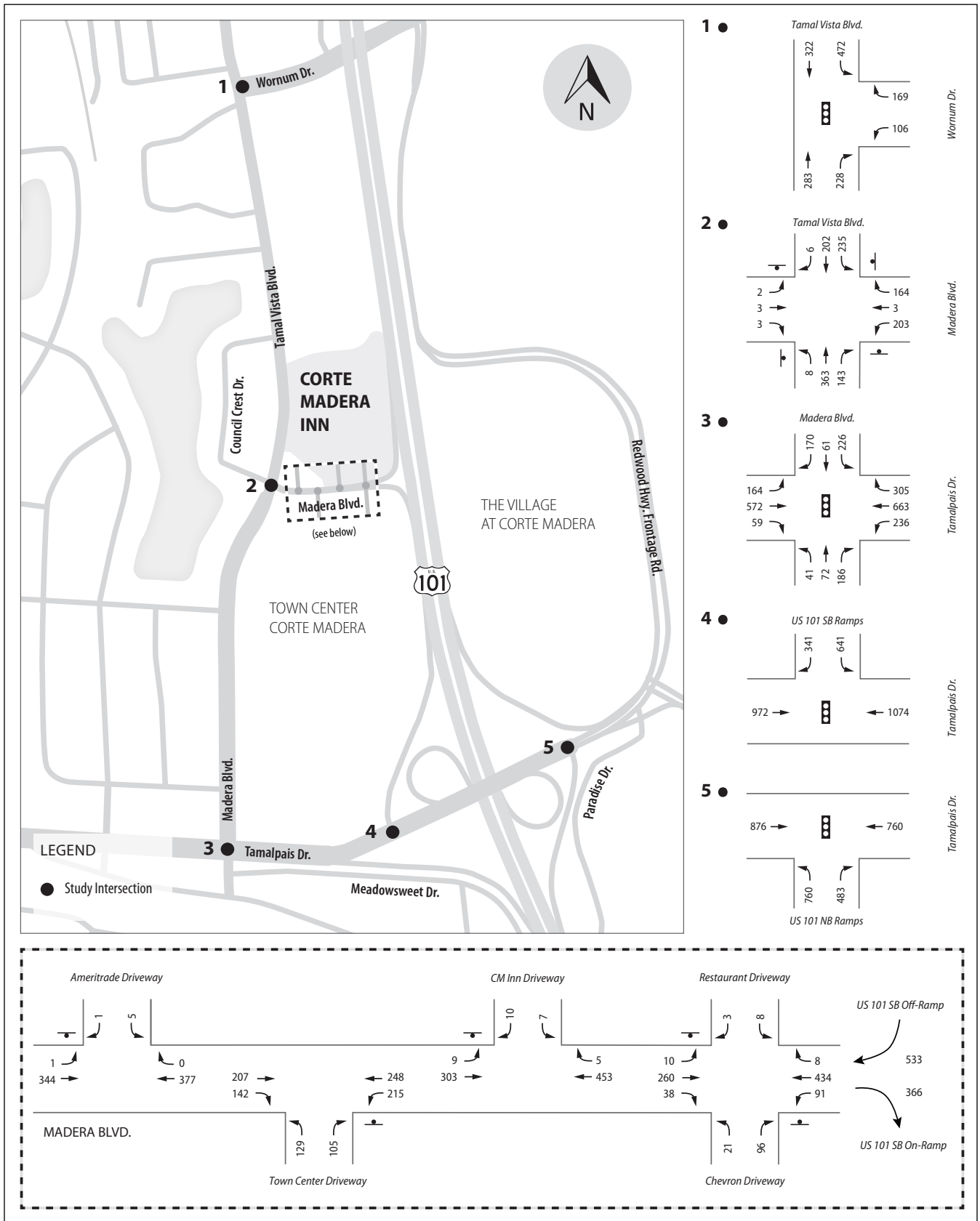


Figure 4.12-3

SOURCE: Parisi Transportation Group, 2014

EXISTING PM PEAK HOUR TRAFFIC VOLUMES

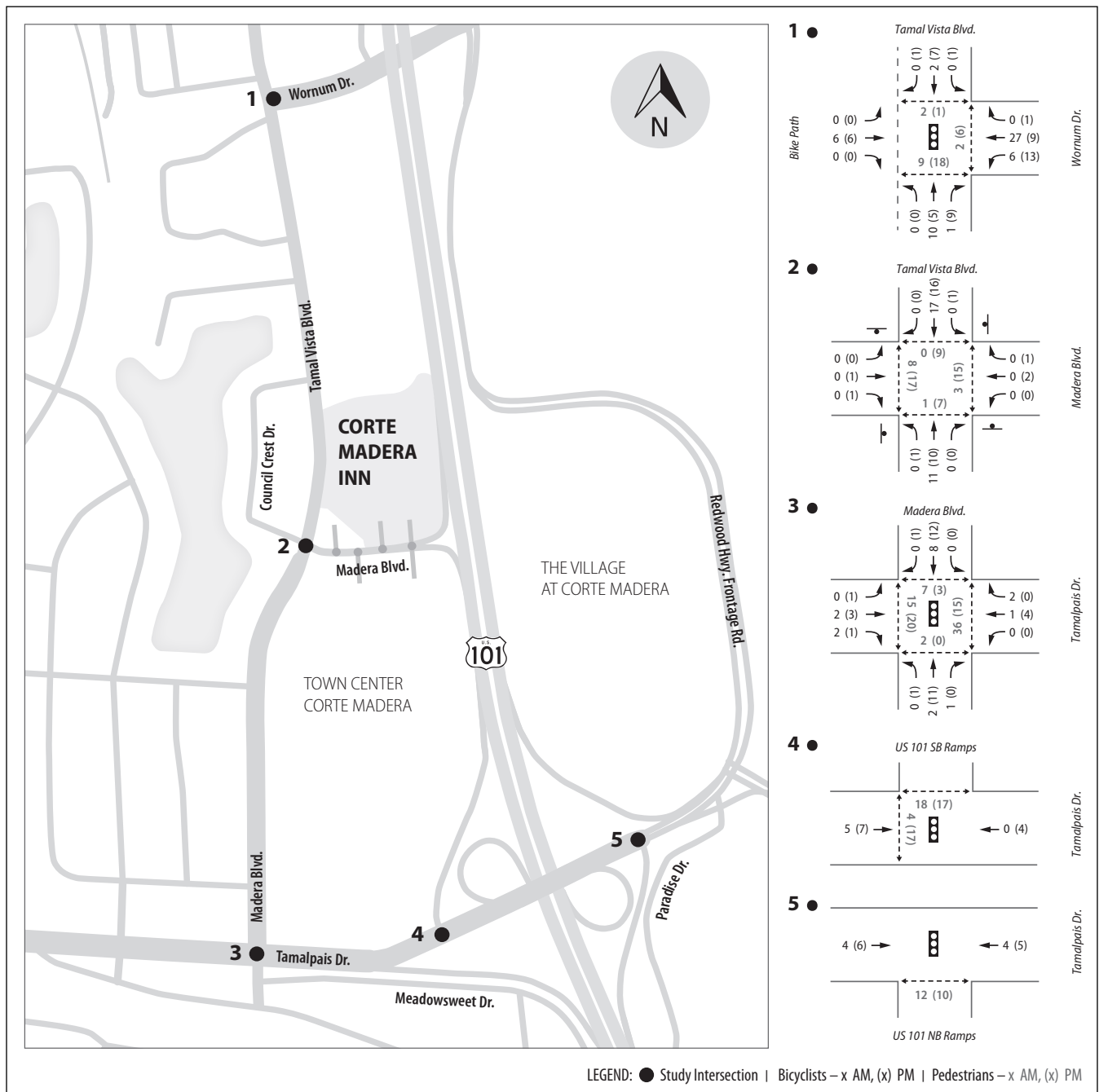


Figure 4.12-4
**EXISTING AM/PM PEAK HOUR BICYCLE
 AND PEDESTRIAN VOLUMES**

SOURCE: Parisi Transportation Group, 2014

TABLE 4.12-3 LEVEL OF SERVICE DEFINITIONS FOR FREEWAY MAINLINE, WEAVING, AND RAMP JUNCTIONS

Level of Service	Maximum Density (Passenger Cars/Mile/Lane)		Description
	Basic Freeway Sections	Freeway Weaving Segments and Ramp Junctions	
A	< 11	< 10	Free-flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.
B	> 11 - 18	> 11 – 20	Free-flow speeds are maintained. The ability to maneuver with the traffic stream is only slightly restricted.
C	> 18 - 26	> 20 – 28	Flow with speeds at or near free-flow speeds. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver.
D	>26 – 35	> 28 – 35	Speeds decline slightly with increasing flows. Freedom to maneuver with the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort.
E	> 35 – 45	> 35	Operation at capacity. There are virtually no usable gaps within the traffic stream, leaving little room to maneuver. Any disruption can be expected to produce a breakdown with queuing.
F	> 45	Demand exceeds capacity	Represents a breakdown in flow.

Source: Transportation Research Board, 2000.

Vehicle trip generation for the proposed new uses was estimated using study data from the *Trip Generation, 9th Edition* manual by the Institute of Transportation Engineers. The trip generation rates were based on over 20 studies conducted at all suites hotels and other hotels, including extended-stay hotels.

The trip generation rates, and estimated number of vehicle trips, shown in **Table 4.12-4** assume full-occupancy of all 187 rooms. According to the site's owner, full occupancy rarely occurs. Average annual occupancy of similar dual-branded hotels averages 74 to 77 percent, with 84 to 88 percent occupancy occurring during the peak months of July and August (when overall traffic levels are lower in Marin County). Therefore, the traffic analysis provided within this chapter is conservative as assumes traffic levels resulting from full-occupancy conditions. It is possible that the project would actually generate—on a regular basis— traffic volumes that are 20 to 25 percent less than those shown in Table 4.12-4.

As shown in Table 4.12-4, the proposed project, at full occupancy, would be estimated to generate 1,456 daily (weekday) vehicle trips, 110 AM peak hour vehicle trips, and 119 PM peak hour vehicle trips.

TABLE 4.12-4 ESTIMATED VEHICLE TRIP GENERATION

Land Use Hotel Type	ITE Code	Daily			AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Residences Inn	#310	4.46	4.46	8.92	0.39	0.28	0.67	0.34	0.36	0.70
SpringHill Suites	#311	3.12	3.12	6.24	0.32	0.16	0.48	0.23	0.32	0.55
Rooms										
Residence Inn	108	482	482	963	42	30	72	37	39	76
SpringHill Suites	79	246	246	493	25	13	38	18	25	43
Subtotals	187	728	728	1,456	67	43	110	55	64	119
Corte Madera Inn	110	(294)	(294)	(588)	(16)	(26)	(42)	(32)	(28)	(60)
Difference	77	434	434	868	51	17	68	23	36	59

Source: Institute of Transportation Engineers, 2012; Parisi Transportation Consulting, 2014.

When accounting for existing vehicle trips generated by the site, the project would be estimated to generate 868 new daily vehicle trips, 68 new AM peak hour vehicle trips, and 59 new PM peak hour vehicle trips.

Vehicle Trip Distribution and Assignment

The proposed project's estimated new vehicle trips were distributed and assigned to the study roadway system, including the highway ramps and five study intersections, based upon existing and forecast travel patterns, as shown in **Table 4.12-5**.

Figures 4.12-5 and 4.12-6 illustrate estimated existing plus project traffic volumes.

Vehicle Traffic Increases Due to Project

This section describes the potential traffic increases that could be generated by the project and the resulting changes in intersection level of service. Separate assessments were conducted for "Existing + Project" and for "Cumulative + Project" conditions.

Existing and Existing + Project Conditions

Table 4.12-6 shows the estimated AM and PM peak hour traffic volume increases along key roadway segments as a result of the project.

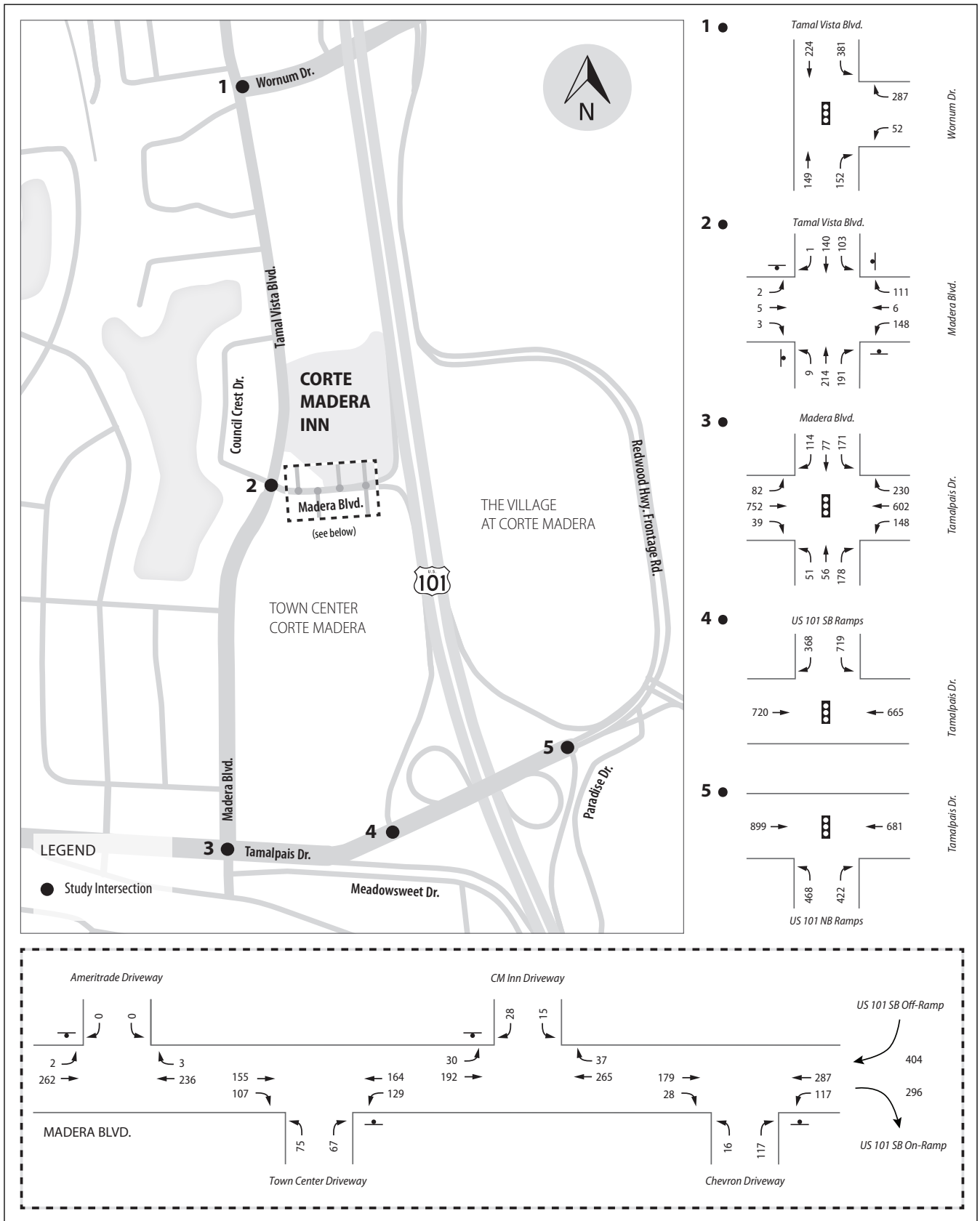


Figure 4.12-5

SOURCE: Parisi Transportation Group, 2014

EXISTING PLUS PROJECT AM PEAK HOUR TRAFFIC VOLUMES

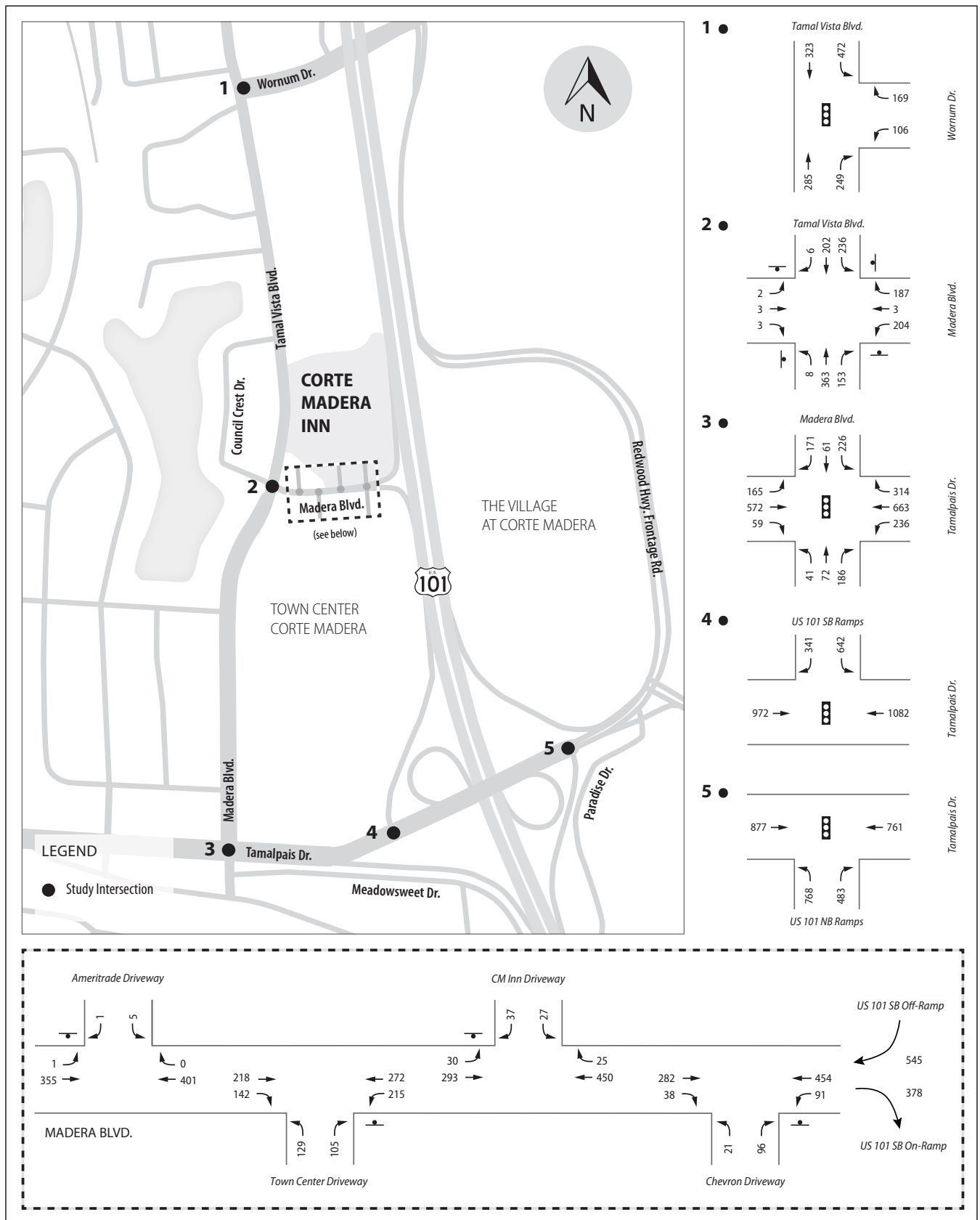


Figure 4.12-6

SOURCE: Parisi Transportation Group, 2014

EXISTING PLUS PROJECT PM PEAK HOUR TRAFFIC VOLUMES

TABLE 4.12-5 VEHICLE TRIP DISTRIBUTION

Trip Destination	AM		PM	
	Inbound	Outbound	Inbound	Outbound
US 101 South	32%	35%	35%	30%
US 101 North	55%	35%	51%	40%
Tamal Vista Blvd. north of Wornum Drive	5%	5%	6%	5%
Wornum Drive east of Tamal Vista Blvd.	2%	20%	2%	20%
Tamalpais Drive west of Madera Blvd.	3%	2%	3%	2%
Casa Buena Drive south of Tamalpais Drive	1%	1%	1%	1%
Tamalpais Drive east of US 101	2%	2%	2%	2%
Total	100%	100%	100%	100%

Source: Parisi Transportation Consulting, 2014.

TABLE 4.12-6 ESTIMATED TRAFFIC VOLUME INCREASES ON ROADWAY SEGMENTS: EXISTING AND EXISTING + PROJECT

Location	AM Peak Hour				PM Peak Hour			
	Existing	Existing + Project	Difference		Existing	Existing + Project	Difference	
			Volume	Percent			Volume	Percent
Madera Blvd. west of Highway 101 Ramps	667	700	33	4.9%	899	923	24	2.7%
Madera Blvd. east of Tamal Vista Blvd.	530	564	34	6.4%	751	785	34	4.4%
Tamal Vista Blvd. north of Wornum Drive	1,037	1,041	4	0.4%	1,246	1,249	3	0.2%
Tamal Vista Blvd. north of Madera Blvd.	557	57	14	2.5%	972	995	23	2.4%
Madera Blvd. north of Tamalpais Drive	710	730	20	2.8%	998	1,009	11	1.1%
Casa Buena Drive south of Tamalpais Drive	548	549	1	0.2%	655	655	0	0.0%
Tamalpais Drive west of Madera Blvd.	1,638	1,640	2	0.1%	1,669	1,671	2	0.1%
Tamalpais Drive east of Madera Blvd.	2,064	2,081	17	0.8%	2,188	2,197	9	0.4%

Source: Parisi Transportation Consulting, 2014.

The largest traffic increases would occur along Madera Boulevard, with peak hour traffic levels east of Tamal Vista Boulevard increasing by 34 vehicles per hour (4 to 6 percent increase). Traffic would increase by 14 to 23 vehicles per hour (2 to 3 percent) on Tamal Vista Boulevard north of Madera Boulevard and by 11 to 20 vehicles per hour (1 to 3 percent increase) on Madera Boulevard south of the site. Traffic on Tamalpais Drive east of Madera Boulevard would increase by 9 to 17 vehicles per hour (less than 1 percent).

Table 4.12-7 shows the estimated AM and PM peak hour traffic volume increases at key Highway 101 ramps.

The Highway 101 ramps that would experience the highest peak hour traffic increases would be both Madera Boulevard ramps (southbound off-ramp and southbound on-ramp), the northbound off-ramp to Tamalpais Drive, and the northbound on-ramp from Industrial Drive. Traffic on the southbound off-ramp to Madera Boulevard would increase by 12 to 28 vehicles per hour (2 to 7 percent increase) and traffic using the on-ramp would increase by 6 to 15 vehicles per hour (2 to 4 percent). Traffic exiting northbound Highway 101 would increase the Tamalpais Drive off-ramp's volume by 8 to 16 vehicles per hour (1 to 2 percent). Traffic entering northbound Highway 101 would increase the Industrial Drive on-ramp volume by 9 to 20 vehicles per hour (2 percent).

Table 4.12-8 shows the AM and PM peak hour traffic volume increases expected on key Highway 101 segments.

The proposed project would increase peak hour traffic volumes on Highway 101 by 0.3 percent or less.

Table 4.12-9 shows the estimated number of peak hour vehicle trips the proposed project would add to study area intersections.

The proposed project would increase peak hour traffic at the Tamal Vista Boulevard/Madera Boulevard/Council Crest Drive intersection by about 2 to 4 percent. It would increase traffic by less than 1 percent at other study area intersections.

Table 4.12-10 shows how the project's estimated vehicle trips would affect study area intersection level of service.

As shown in Table 4.12-10, project-related traffic would have minimal effect on the peak hour operations of study area intersections. Project traffic would increase intersection delays by 1 second or less, and would not affect current levels of service.

All study intersections would continue to operate at Level of Service (LOS) D or better conditions.

Table 4.12-11 shows how project traffic could affect Highway 101 operating conditions.

Project-related traffic would not affect the operating densities or service levels of Highway 101.

TABLE 4.12-7 ESTIMATED TRAFFIC VOLUME INCREASES ON FREEWAY RAMPS: EXISTING AND EXISTING + PROJECT

Location	AM Peak Hour				PM Peak Hour			
	Existing	Existing + Project	Difference Volume	Percent	Existing	Existing + Project	Difference Volume	Percent
Highway 101 Southbound Off-ramp to Madera Blvd.	377	405	28	7.4%	533	545	12	2.3%
Highway 101 Southbound On-ramp from Madera Blvd.	290	296	6	2.1%	366	381	15	4.1%
Highway 101 Southbound Off-ramp to Tamalpais Drive	1,087	1,087	0	0.0%	982	983	1	0.1%
Highway 101 Southbound On-ramp (loop) from Westbound Tamalpais Drive	320	320	0	0.0%	440	440	0	0.0%
Highway 101 Southbound On-ramp from Eastbound Tamalpais Drive	398	398	0	0.0%	226	226	0	0.0%
Highway 101 Northbound On-ramp from Industrial Way	533	542	9	1.7%	1,054	1,074	20	1.9%
Highway 101 Northbound Off-ramp to Tamalpais Drive	874	890	16	1.8%	1,246	1,254	8	0.6%
Highway 101 Northbound On-Ramp (loop) from Eastbound Tamalpais Drive	490	490	0	0.0%	430	430	0	0.0%
Highway 101 On-ramp from Westbound Tamalpais Drive	476	476	0	0.0%	577	577	0	0.0%

Source: Parisi Transportation Consulting, 2014.

Cumulative and Cumulative + Project Conditions

This analysis provides an evaluation of cumulative traffic conditions. Cumulative conditions consider traffic growth that would result due to planned land use projects, as well as background traffic growth. Cumulative conditions also consider planned changes to the roadway system.

The cumulative analysis assumes the following land use projects:

- 1421 Casa Buena Drive townhouse development (Corte Madera)
- The Market Place commercial/retail use changes (Corte Madera)
- Preserve at Marin renovation of apartments (Corte Madera)
- Tam Ridge Residences (Corte Madera, previous WinCup site)
- Larkspur Community Facility (Larkspur)
- Marin General Hospital expansion (Larkspur)
- Rose Garden residential community (Larkspur)

TABLE 4.12-8 ESTIMATED TRAFFIC VOLUME INCREASES ON HIGHWAY SEGMENTS: EXISTING AND EXISTING + PROJECT

Location	AM Peak Hour				PM Peak Hour			
	Existing	Existing + Project	Difference Volume	Percent	Existing	Existing + Project	Difference Volume	Percent
Highway 101 Southbound north of Industrial Way	8,498	8,526	28	0.3%	7,073	7,085	12	0.2%
Highway 101 Northbound north of Industrial Way	5,870	5,879	9	0.1%	7,210	7,230	20	0.3%
Highway 101 Southbound north of Madera Blvd.	8,156	8,184	28	0.3%	6,619	6,631	12	0.2%
Highway 101 Northbound north of Madera Blvd.	6,163	6,163	0	0.0%	7,318	7,318	0	0.0%
Highway 101 Southbound south of Tamalpais Blvd.	7,832	7,838	6	0.1%	6,162	6,176	14	0.2%
Highway 101 Northbound south of Tamalpais Blvd.	6,111	6,127	16	0.3%	7,658	7,666	8	0.1%

Source: Parisi Transportation Consulting, 2014.

TABLE 4.12-9 ESTIMATED TRAFFIC VOLUME INCREASES AT STUDY INTERSECTIONS: EXISTING AND EXISTING + PROJECT

Intersection	AM Peak Hour				PM Peak Hour			
	Existing	Existing + Project	Difference Volume	Percent	Existing	Existing + Project	Difference Volume	Percent
Tamal Vista Blvd. / Wornum Drive	1,231	1,245	14	1.1%	1,580	1,603	23	1.4%
Tamal Vista Blvd. / Madera Blvd.	899	933	34	3.6%	1,335	1,370	34	2.5%
Tamalpais Drive / Madera Blvd.	2,480	2,500	20	0.8%	2,755	2,766	11	0.4%
Tamalpais Drive / US 101 SB Off-Ramp	2,455	2,472	17	0.7%	3,028	3,038	10	0.3%
Tamalpais Drive / US 101 NB Off-Ramp	2,453	2,470	17	0.7%	2,879	2,888	9	0.3%

Source: Parisi Transportation Consulting, 2014.

TABLE 4.12-10 ESTIMATED INTERSECTION LEVEL OF SERVICE: EXISTING AND EXISTING + PROJECT

Intersection	Control	AM				PM			
		Existing Traffic, Baseline Intersections		Existing + Project Traffic, Baseline Intersections		Existing Traffic, Baseline Intersections		Existing + Project Traffic, Baseline Intersections	
		Delay(s)	LOS	Delay(s)	LOS	Delay(s)	LOS	Delay(s)	LOS
Tamal Vista Blvd. / Wornum Drive	Signal	16.3	B	16.3	B	21.0	C	21.0	C
Tamal Vista Blvd. / Madera Blvd.	4-Way Stop	10.0	A	10.0	A	16.5	C	16.8	C
Tamalpais Drive / Madera Blvd.	Signal	31.4	C	31.4	C	35.5	D	35.6	D
Tamalpais Drive / US 101 SB Off-Ramp	Signal	14.0	B	14.0	B	13.3	B	13.3	B
Tamalpais Drive / US 101 NB Off-Ramp	Signal	10.7	B	11.5	B	13.6	B	13.7	B

Notes: s = seconds; LOS = Level of Service Source: Parisi Transportation Consulting, 2014.

TABLE 4.12-11 ESTIMATED FREEWAY LEVEL OF SERVICE: EXISTING AND EXISTING + PROJECT

	Peak Hour AM				Peak Hour PM			
	Current Traffic Segments		Current Traffic + Project Segments		Current Traffic Segments		Current Traffic + Project Segments	
	Density	LOS	Density	LOS	Density	LOS	Density	LOS
US 101 SB north of Madera Blvd.	32	D	32	D	29	C	29	C
US 101 SB south of Tamalpais Drive	24	C	24	C	21	C	21	C
US 101 NB south of Tamalpais Drive	22	C	22	C	99	F	99	F
US 101 NB north of Wornum Drive	31	D	31	D	74	F	74	F

Notes: LOS = Level of Service
Source: Parisi Transportation Consulting, 2014.

TABLE 4.12-12 ESTIMATED TRAFFIC INCREASES ON ROADWAY SEGMENTS: CUMULATIVE AND CUMULATIVE + PROJECT

Location	AM Peak Hour				PM Peak Hour			
	Cumulative	Cumulative + Project	Difference Volume	Percent	Cumulative	Cumulative + Project	Difference Volume	Percent
Madera Blvd. west of Highway 101 Ramps	999	1,032	33	3.3%	1,047	1,085	24	2.3%
Madera Blvd. east of Tamal Vista Blvd.	862	896	34	3.9%	899	933	34	3.6%
Tamal Vista Blvd. north of Wornum Drive	1,527	1,531	4	0.3%	1,563	1,566	3	0.2%
Tamal Vista Blvd. north of Madera Blvd.	1,029	1,048	14	1.4%	1,209	1,232	23	1.9%
Madera Blvd. north of Tamalpais Drive	1,141	1,161	20	1.8%	1,308	1,319	11	0.8%
Casa Buena Drive south of Tamalpais Drive	734	735	1	0.1%	848	848	0	0.0%
Tamalpais Drive west of Madera Blvd.	2,422	2,424	2	0.1%	2,059	2,060	1	0.0%
Tamalpais Drive east of Madera Blvd.	3,043	3,060	17	0.6%	2,745	2,754	9	0.3%

Source: Parisi Transportation Consulting, 2014.

The cumulative analysis considers forecast background traffic growth from the Circulation Element of the *Town of Corte Madera General Plan*.

Figures 4.12-7 and 4.12-8 illustrate estimated cumulative conditions peak hour traffic volumes. **Figures 4.12-9 and 4.12-10** show estimated cumulative plus project conditions peak hour traffic volumes.

Table 4.12-12 shows the estimated cumulative and cumulative plus project AM and PM peak hour traffic volumes along key roadway segments.

Under cumulative conditions, the largest traffic increases would occur along Madera Boulevard, with peak hour traffic levels east of Tamal Vista Boulevard increasing by 34 vehicles per hour (6 percent increase). Traffic would increase by 14 to 23 vehicles per hour (1 to 2 percent) on Tamal Vista Boulevard north of Madera Boulevard and by 11 to 20 vehicles per hour (1 to 2 percent) on Madera Boulevard south of the site. Traffic on Tamalpais Drive east of Madera Boulevard would increase by 9 to 17 vehicles per hour (less than 1 percent).

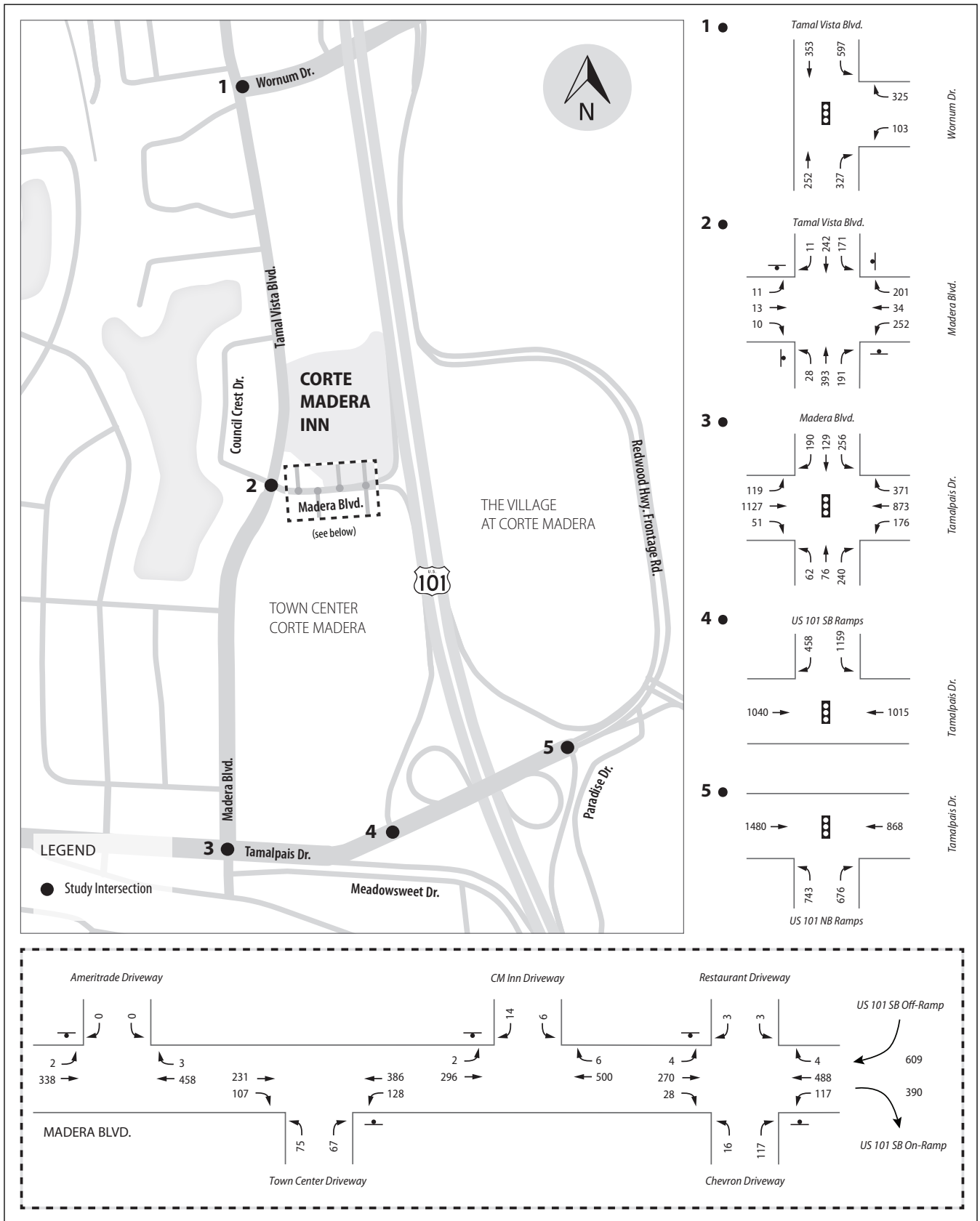


Figure 4.12-7

SOURCE: Parisi Transportation Group, 2014

CUMULATIVE AM PEAK HOUR TRAFFIC VOLUMES

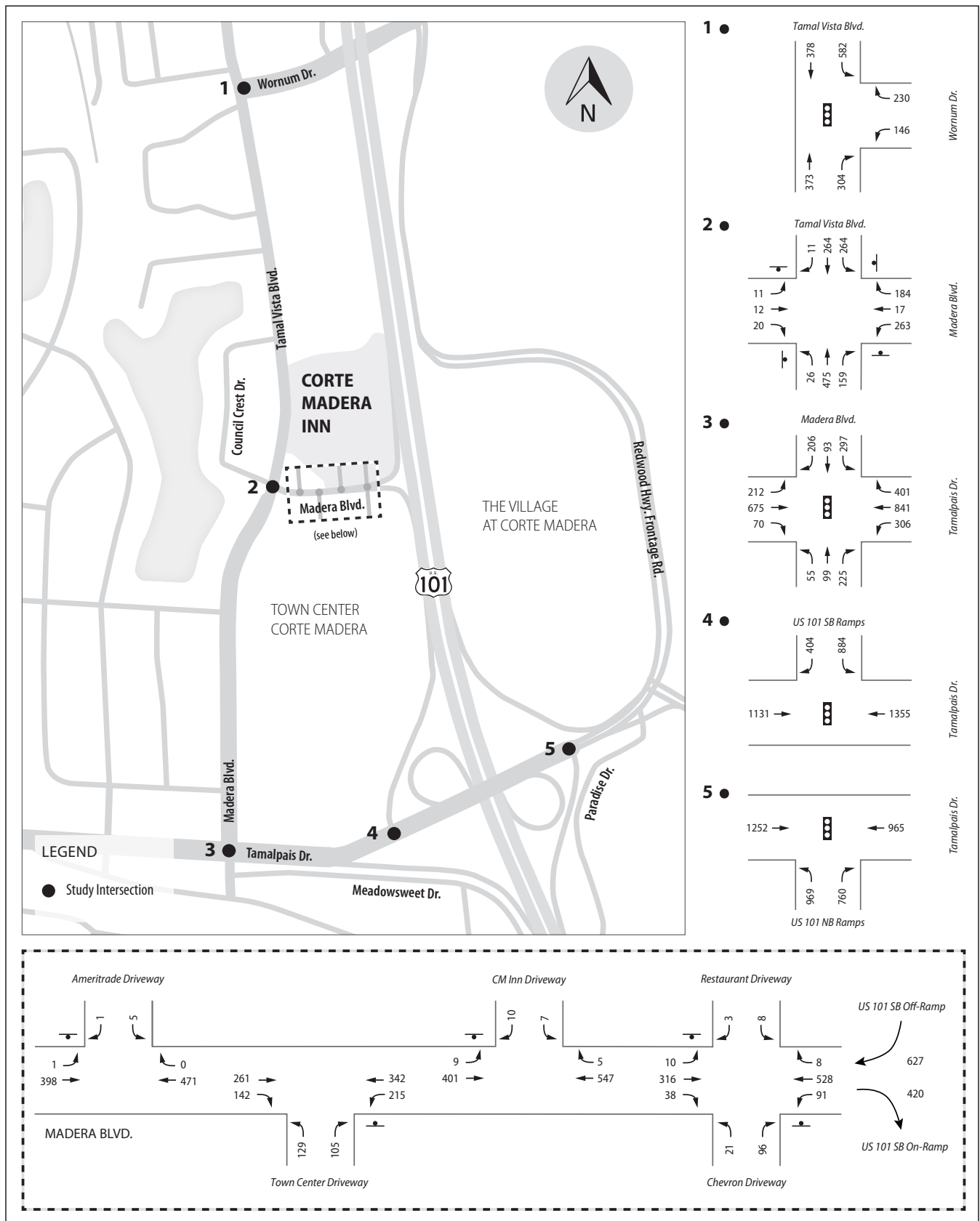


Figure 4.12-8

SOURCE: Parisi Transportation Group, 2014

CUMULATIVE PM PEAK HOUR TRAFFIC VOLUMES

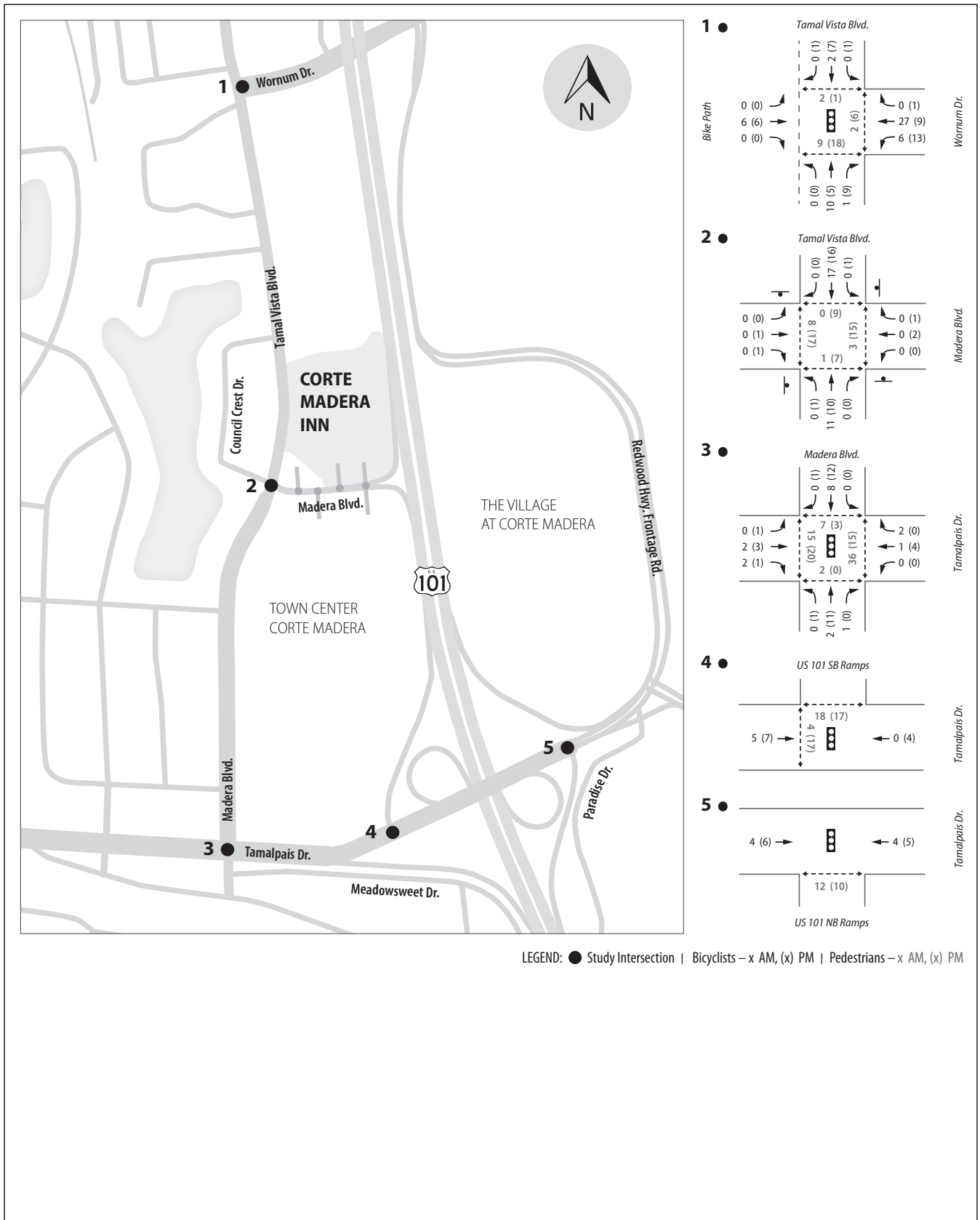


Figure 4.12-9

CUMULATIVE PLUS PROJECT AM PEAK HOUR TRAFFIC VOLUMES

SOURCE: Parisi Transportation Group, 2014

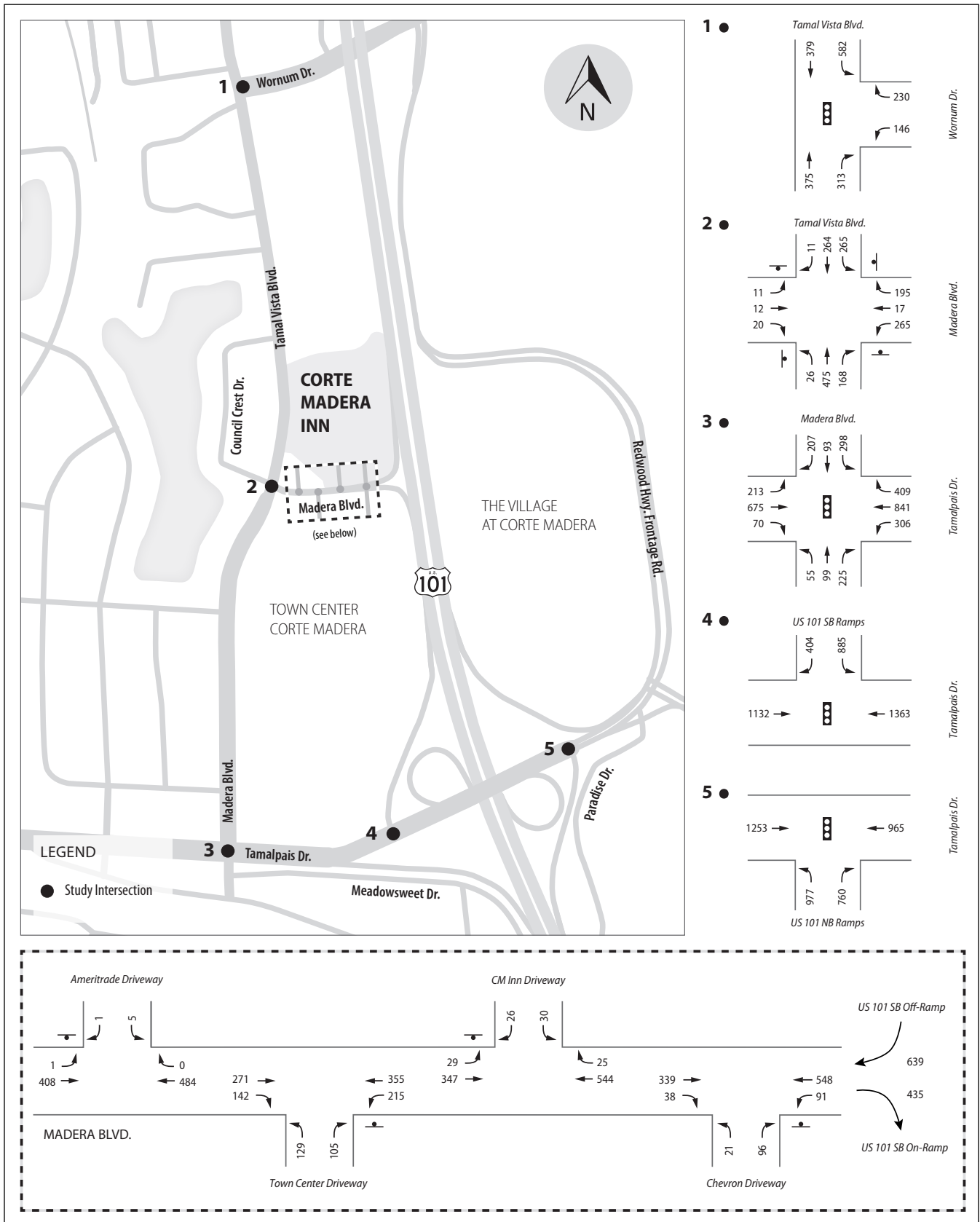


Figure 4.12-10

**CUMULATIVE PLUS PROJECT PM
PEAK HOUR TRAFFIC VOLUMES**

SOURCE: Parisi Transportation Group, 2014

Table 4.12-13 shows the estimated cumulative and cumulative plus project AM and PM peak hour traffic volumes at key Highway 101 ramps.

Under cumulative conditions, the Highway 101 ramps that would experience the highest peak hour traffic increases due to the project would be both Madera Boulevard ramps (southbound off-ramp and southbound on-ramp), the northbound off-ramp to Tamalpais Drive, and the northbound on-ramp from Industrial Drive. Traffic on the southbound off-ramp to Madera Boulevard would increase by 12 to 28 vehicles per hour (2 to 5 percent) and traffic using the on-ramp would increase by 6 to 15 vehicles per hour (2 to 4 percent). Traffic exiting northbound Highway 101 would increase the Tamalpais Drive off-ramp's volume by 8 to 16 vehicles per hour (1 percent). Traffic entering northbound Highway 101 would increase the Industrial Drive on-ramp volume by 9 to 20 vehicles per hour (1 percent).

Table 4.12-14 shows the estimated cumulative and cumulative plus project AM and PM peak hour traffic volumes on key Highway 101 segments.

Under cumulative conditions, the proposed project would increase peak hour traffic volumes on Highway 101 by 0.2 percent or less.

Table 4.12-15 shows the estimated cumulative and cumulative plus project number of peak hour vehicle trips at study area intersections.

Under cumulative conditions, the proposed project would increase peak hour traffic at the Tamal Vista Boulevard/Madera Boulevard/Council Crest Drive intersection by 2 percent. It would increase traffic by 1 percent or less at other study area intersections.

Table 4.12-16 shows peak hour intersection levels of service for the cumulative and cumulative plus project conditions.

As shown in Table 4.12-16, under cumulative conditions project-related traffic would have minimal effect on the peak hour operations of study area intersections. All study intersections would operate at Level of Service (LOS) D or better conditions.

Table 4.12-17 shows estimated Highway 101 operating conditions under cumulative and cumulative plus project conditions.

Under cumulative conditions, project-related traffic would not affect the operating densities or service levels of Highway 101.

LESS-THAN-SIGNIFICANT IMPACTS

Conflict with Applicable Plans, Ordinances, or Policies for Circulation System

As demonstrated within this section, the project would not conflict with an applicable transportation-related plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

TABLE 4.12-13 ESTIMATED TRAFFIC INCREASES ON FREEWAY RAMPS: CUMULATIVE AND CUMULATIVE + PROJECT

Location	AM Peak Hour				PM Peak Hour			
	Cumulative	Cumulative + Project	Difference Volume	Percent	Cumulative	Cumulative + Project	Difference Volume	Percent
Highway 101 Southbound Off-ramp to Madera Blvd.	609	637	28	4.6%	627	639	12	1.9%
Highway 101 Southbound On-ramp from Madera Blvd.	390	396	6	1.5%	420	435	15	3.6%
Highway 101 Southbound Off-ramp to Tamalpais Drive	1,632	1,633	1	0.1%	1,288	1,289	1	0.1%
Highway 101 Southbound On-ramp (loop) from Westbound Tamalpais Drive	430	430	0	0.0%	570	570	0	0.0%
Highway 101 Southbound On-ramp from Eastbound Tamalpais Drive	600	600	0	0.0%	230	230	0	0.0%
Highway 101 Northbound On-ramp from Industrial Way	980	989	9	0.9%	1,610	1,630	20	1.2%
Highway 101 Northbound Off-ramp to Tamalpais Drive	1,419	1,435	16	1.1%	1,729	1,737	8	0.5%
Highway 101 Northbound On-Ramp (loop) from Eastbound Tamalpais Drive	680	680	0	0.0%	460	460	0	0.0%
Highway 101 On-ramp from Westbound Tamalpais Drive	590	590	0	0.0%	960	960	0	0.0%

Source: Parisi Transportation Consulting, 2014.

As discussed above under "Vehicle Traffic Increases Due to Project," the project would result in increased traffic levels along key roadways and through study intersections. The traffic volume increases would not significantly affect roadway operations or intersection level of service. Nonetheless, the project would be required to contribute to the Town of Corte Madera's Traffic Mitigation Improvement Fund program with an amount proportional to the additional traffic generated by the project (compared to its current traffic). These funds would be used by the Town to address streets and intersections where improvements are currently needed or may be needed in the future.

TABLE 4.12-14 ESTIMATED TRAFFIC INCREASES ON HIGHWAY SEGMENTS: CUMULATIVE AND CUMULATIVE + PROJECT

Location	AM Peak Hour				PM Peak Hour			
	Cumulative	Cumulative + Project	Difference Volume	Percent	Cumulative	Cumulative + Project	Difference Volume	Percent
Highway 101 Southbound north of Industrial Way	12,750	12,778	28	0.2%	10,910	10,922	12	0.1%
Highway 101 Northbound north of Industrial Way	8,510	8,519	9	0.1%	9,710	9,730	20	0.2%
Highway 101 Southbound north of Madera Blvd.	11,540	11,568	28	0.2%	10,040	10,052	12	0.1%
Highway 101 Northbound north of Madera Blvd.	8,770	870	0	0.0%	9,730	9,730	0	0.0%
Highway 101 Southbound south of Tamalpais Blvd.	10,670	10,676	6	0.1%	9,370	9,384	14	0.1%
Highway 101 Northbound south of Tamalpais Blvd,	9,140	9,156	16	0.2%	10,330	10,338	8	0.1%

Source: Parisi Transportation Consulting, 2014.

TABLE 4.12-15 ESTIMATED TRAFFIC VOLUME INCREASES AT STUDY INTERSECTIONS: CUMULATIVE AND CUMULATIVE + PROJECT

Intersection	AM Peak Hour				PM Peak Hour			
	Cumulative	Cumulative + Project	Difference Volume	Percent	Cumulative	Cumulative + Project	Difference Volume	Percent
Tamal Vista Blvd. / Wornum Drive	1,957	1,971	14	0.7%	2,013	2,036	23	1.1%
Tamal Vista Blvd. / Madera Blvd.	1,557	1,591	34	2.2%	1,706	1,740	34	1.9%
Tamalpais Drive / Madera Blvd.	3,670	3,690	20	0.5%	3,480	3,491	11	0.3%
Tamalpais Drive / US 101 SB Off-Ramp	3,672	3,689	17	0.5%	3,774	3,784	10	0.3%
Tamalpais Drive / US 101 NB Off-Ramp	3,767	3,784	17	0.5%	3,946	3,955	9	0.2%

Source: Parisi Transportation Consulting, 2014.

TABLE 4.12-16 ESTIMATED INTERSECTION LEVEL OF SERVICE: CUMULATIVE AND CUMULATIVE + PROJECT

Intersection	Control	AM				PM			
		2040 Traffic, Baseline Intersections		2040 + Project Traffic, Baseline Intersections		2040 Traffic, Baseline Intersections		2040 + Project Traffic, Baseline Intersections	
		Delay(s)	LOS	Delay(s)	LOS	Delay(s)	LOS	Delay(s)	LOS
Tamal Vista Blvd. / Wornum Drive	Signal	35.4	D	35.4	D	32.8	C	32.8	C
Tamal Vista Blvd. / Madera Blvd.	4-Way Stop	21.6	C	21.6	C	34.3	D	34.5	D
Tamalpais Drive / Madera Blvd.	Signal	38.8	D	39.5	D	41.3	D	41.4	D
Tamalpais Drive / US 101 SB Off-Ramp	Signal	22.8	C	22.9	C	18.2	B	18.3	B
Tamalpais Drive / US 101 NB Off-Ramp	Signal	17.1	B	17.2	B	21.8	C	22.3	C

Notes: s = seconds; LOS = Level of Service
Source: Parisi Transportation Consulting, 2014.

TABLE 4.12-17 ESTIMATED FREEWAY LEVEL OF SERVICE: CUMULATIVE AND CUMULATIVE + PROJECT

	Peak Hour AM				Peak Hour PM			
	Cumulative Traffic Segments 2040		Cumulative Traffic + Project Segments 2040		Cumulative Traffic Segments 2040		Cumulative Traffic + Project Segments 2040	
	Density	LOS	Density	LOS	Density	LOS	Density	LOS
US 101 SB north of Madera Blvd.	31	D	31	D	39	E	39	E
US 101 SB south of Tamalpais Drive	24	C	24	C	27	C	27	C
US 101 NB south of Tamalpais Drive	30	D	30	D	155	F	155	F
US 101 NB north of Wornum Drive	35	D	35	D	156	F	156	F

Notes: LOS = Level of Service
Source: Parisi Transportation Consulting, 2014.

The project would be required to develop a Transportation Demand Management (TDM) program to assist in managing vehicle trips and parking. The TDM program would provide strategies and policies to reduce peak period traffic and parking demands associated with the project (specifically that of single-occupant private vehicles), including hotel employees as well as conference guests.

Conflict with Applicable Congestion Management Program

The project would not conflict with an applicable congestion management program (CMP). Highway 101 is the only study roadway in the Marin County CMP. The segment of Highway 101 in the project vicinity has been identified as a “grandfathered” roadway segment, meaning that it is allowed, per the CMP, to operate at level of service “F” until such time as the highway is improved.

Change in Air Traffic Patterns

The project would not change air traffic circulation patterns.

Emergency Access

The project would not result in inadequate emergency access. The project site currently has a 12-foot-wide emergency access driveway abutting the office building site directly north of the project. This access driveway is usually chained off, but the chain can be quickly severed by emergency personnel if they need to use this driveway to access the site. The access driveway would be widened to 30 feet under the proposed project, enabling more convenient access by emergency vehicles when needed.

Parking Impacts

The project's parking impacts would be less than significant, as the project would have adequate vehicle parking and therefore would not cause increased traffic in the neighborhood.

The existing hotel and restaurant have a combined 188 on-site parking spaces. Sixty-six (66) of these spaces are assigned to the restaurant, and 122 are for the hotel and 3,000-square-foot conference space. The proposed project, which would consist of 187 hotel rooms and a 3,600-square-foot conference space but no restaurant, would have 257 on-site spaces, or 69 more parking spaces than currently exist.

According to the Town of Corte Madera's parking regulations, hotels are required to provide one on-site parking space for each guest room, plus one on-site parking space for each 900 gross feet of public meeting area. Under the Town's regulations, the proposed project is required to provide 191 on-site parking spaces. By providing 257 on-site parking spaces, the project would provide 66 more on-site parking spaces than required. The project's parking impact would therefore be less than significant. Most parking demands, including those associated with highly attended conference events, should be accommodated on-site.

As discussed previously, the project would be required to develop a Transportation Demand Management (TDM) program to assist in managing vehicle trips and parking. The TDM program would provide strategies and policies to reduce peak period traffic and parking demands

associated with the project (specifically that of single-occupant private vehicles), including hotel employees as well as conference guests during highly attended conference events.

Impacts on Public Transit and Bicycle Facilities and Safety

As discussed under “Environmental Setting” above, the site is well served by designated bicycle routes, including Class II bicycle lanes along Madera Avenue to the south, and thus would not conflict with adopted policies, plans, or programs regarding public bicycle facilities, or otherwise decreases the performance or safety of such facilities. Pedestrian facilities are discussed below under “Potentially Significant Impacts”.

There are no bicycle lanes along Tamal Vista Boulevard to the north. Tamal Vista Boulevard and Madera Avenue are part of Marin’s Bicycle Route 5, which is the key north-south bicycle route within the County.

The project would likely employ persons who could travel to and from work via bicycle. Pursuant to the Town’s parking code, the project will be required to provide covered and secure bicycle parking for its employees. At least 37 bicycle parking spaces would be required to be provided (187 rooms at 0.2 parking spaces per room). The project’s TDM program could also promote and encourage bicycle use.

The project would not result in any significant impacts to public transit. Employees and customers would be able to use multiple Golden Gate Transit and Marin Transit routes that offer bus stops nearby (see discussion under “Environmental Setting” above).

POTENTIALLY SIGNIFICANT IMPACTS

This section addresses the potentially significant transportation/traffic impacts of the project and recommended mitigation measures.

Traffic Hazards

Impact TRAFFIC-1: The project would result in increased vehicle turning movements into the site’s driveway, contributing to multiple turning movements into several closely spaced driveways along Madera Boulevard. (PS)

The project would increase the number of vehicle turning movements entering and exiting the site via Madera Boulevard by about 70 vehicles during the weekday morning period and by about 60 vehicles during the afternoon peak period (see Table 4.12-4 and Figures 4.12-5, 4.12-6, 4.12-9, and 4.12-10). These represent a 100 to 160 percent increase over existing turning movement volumes.

The proposed project would consolidate the existing site’s two two-way driveways abutting Madera Boulevard with a single two-way driveway. The project driveway would be 30 feet wide and located in approximately the same location as the existing western driveway.

The driveway reconfiguration would reduce the number of potential conflict points between vehicles turning in or out of the site with traffic along Madera Boulevard, including turning traffic to and from the Town Center driveway to the south. The removal of the eastern driveway would also reduce the potential for vehicle turning movement conflicts near the ramps to and from Highway 101.

However, the existing section of Madera Boulevard between Tamal Vista Boulevard/Council Crest Drive and the Highway 101 ramps has a center two-way left-turn lane, two traffic lanes in each direction, on-street parallel parking, and three driveways on the north side (reduced to two with the proposed project) and three driveways on the south side. Various vehicle merging, weaving, diverging, and turning movements occur within the 500-foot-long roadway segment, appearing to result in some driver confusion and the potential for vehicular conflicts. The project would increase the number of vehicle turning movements into the project site driveway.

Mitigation Measure TRAFFIC-1: The project shall contribute to fund a study of potential multimodal access and circulation enhancements along Madera Boulevard between and including the Tamal Vista Boulevard/Council Crest Drive intersection and the Highway 101 ramps. The study shall be overseen by the Town of Corte Madera and shall be completed within 12 months. The study shall identify multimodal enhancements and an applicable funding program to ensure the improvements are completed within a specified time period. The applicant shall contribute to the needed improvements based on the results of the recommended study. (LTS)

Impact TRAFFIC-2: The project would add construction-related vehicle trips, including truck trips, to Town of Corte Madera, City of Larkspur, and other jurisdictional roadways, creating potential temporary traffic hazards. (PS)

The project would generate truck trips and other construction-related vehicle trips over a 12- to 16-month period, as discussed in Chapter 3, Project Description. Staging would occur on the site. Construction workers would be provided with locations on the site to park, and equipment would also be stored on the site.

The proposed stages of demolition and construction would be as follows:

- Filling of pond;
- Demolition of landscaping, buildings, and parking areas;
- Grading and foundation development;
- Building construction;
- Paving for new parking areas and internal roads; and
- Final landscaping

The project would also require the replacement of a sanitary sewer situated along Monona Drive between Madera Boulevard and Larkside Drive. The Town of Corte Madera would require the contractor performing the work to retain at least one travel lane along Monona Drive during the estimated three-week construction timeframe. Standard traffic control measures would be provided during construction.

To minimize disruption to local traffic conditions during onsite construction, the following mitigation measure is recommended.

Mitigation Measure TRAFFIC-2: The project shall abide by the Town of Corte Madera's provisions regarding transportation and parking management during demolition and construction activities. In addition, the project applicant shall develop a demolition/construction traffic management plan, defining hours of operation, specified truck routes, and construction parking provisions. The plan shall be approved by the Town of Corte Madera Public Works Department prior to the issuance of grading or building permits. (LTS)

Pedestrian Facilities and Safety

Impact TRAFFIC-3: The project would increase the level of pedestrian use, including the number of pedestrians crossing Madera Boulevard, possibly resulting in unsafe pedestrian conditions. (PS)

Due to the project's increased number of rooms and trips, it would generate additional pedestrian trips compared to current conditions. Many pedestrians would walk to and from destinations to the west and south, across Tamal Vista Boulevard and Madera Boulevard.

The project would retain the existing sidewalk along the north side of Madera Boulevard. The landscaping would discourage pedestrians from crossing Madera Boulevard at this location. Most pedestrians traveling from the site to the south would travel along this sidewalk to the Tamal Vista Boulevard/Council Crest Drive intersection, and then cross Madera Avenue along the marked crosswalks. Some pedestrians may be inclined to cross Madera Avenue near the project site's driveway, i.e., at a mid-block uncontrolled location, if their destination is the Town Center. However, the project would install a landscaped hedge on the north side of Madera Boulevard, between the site's driveway and the Highway 101 ramps.

Mitigation Measure TRAFFIC-3: To encourage pedestrians to cross Madera Boulevard at the Tamal Vista Boulevard/Council Crest Drive crosswalk (instead of at a uncontrolled midblock location), the project shall install a pedestrian barrier between the sidewalk adjacent to the project site and the roadway curb, along with signs directing pedestrians to the intersection's crosswalk. In addition, the project shall contribute to pedestrian-related improvements at the Tamal Vista Boulevard/Madera Boulevard/Council Crest Drive intersection, including refreshing the high-visibility crosswalks, installing advance limit lines/stop bars, and upgrading all of the intersection's curb ramps to be ADA-compliant. The project shall also modify the curb ramp adjacent to the west side of the site's western driveway to bring it in compliance with ADA standards. (LTS)

Impact TRAFFIC-4: The project would increase pedestrian traffic along Tamal Vista Boulevard, where the sidewalk abutting the project site has cross-slopes and obstructions that do not comply with Americans with Disabilities Act (ADA) standards. (PS)

Pedestrians traveling to or from the north would predominately walk along the sidewalk on the east side of Tamal Vista Boulevard. The existing sidewalk is attached to the roadway curb and narrows to just over 3 feet in the vicinity of the overhead utility poles. The sidewalk currently has concrete segments that have uplifted and pose tripping hazards. Also, the sidewalk traverses an abandoned driveway apron, presenting cross-slopes that are not in compliance with the Americans with Disabilities Act (ADA) standards.

Mitigation Measure TRAFFIC-4: The project applicant shall remove the obsolete driveway within the Tamal Vista Boulevard sidewalk and replace it with standard curb, gutter and sidewalk. The project applicant also shall remove the sidewalk's tripping hazards by grinding or replacing sections of the sidewalk. The sidewalk shall be widened and its effective width and cross-slope shall abide or exceed with ADA standards prior to issuance of an occupancy permit. (LTS)

CUMULATIVE IMPACTS

Cumulative traffic conditions are analyzed under "Evaluation" above (see "Cumulative and Cumulative + Project Conditions"). As the analysis indicates, project traffic would not make a considerable contribution to cumulative traffic impacts. The project's impacts on the circulation system would be less than significant, and the project's potentially significant transportation impacts would be reduced to less-than-significant levels by the mitigation measures recommended in this section.

REFERENCES

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