

## **2. REVISIONS TO DEIR TRANSPORTATION/TRAFFIC ANALYSIS**

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As described in Chapter 1, Introduction and Summary, of this REIR, a traffic study completed by Parisi Transportation Consulting in May 2015 evaluated overall safety conditions related to traffic circulation on Madera Boulevard between Tamal Vista Boulevard and Highway 101. This study is included as **Appendix B** of this REIR. The study was originally recommended in Mitigation Measure TRAFFIC-1 of the DEIR; however, it was determined that the study should be done prior to certification of the EIR in order to identify more specifically the mitigation necessary to reduce potential significant impacts to less-than-significant levels.

This chapter of the REIR includes a revised DEIR summary table and transportation/traffic section that show the text changes related to this new work. New text is shown with double underlining, and removed text is shown with ~~strikeout~~.

### **2.1 CHANGES TO DEIR SUMMARY TABLE**

The following excerpt from **Table 2-2** of the DEIR shows changes necessary to reflect the May 2015 traffic study. The table summarizes project impacts and mitigation measures for this REIR only. The table identifies the level of impact both before and after mitigation.

### **2.2 CHANGES TO DEIR TRANSPORTATION/TRAFFIC SECTION**

Following the Table 2-2 excerpt, this chapter provides a complete copy of Section 4.12, Transportation/Traffic, of the DEIR, showing changes necessary to reflect the May 2015 traffic study.

**TABLE 2-2 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance After Mitigation
<b>Transportation/Traffic</b>			
<p>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.</p>	PS	<p><del>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. The project shall fund the design and construction of multimodal access and circulation improvements along Madera Boulevard between and including the Madera Boulevard/Tamal Vista Boulevard/Council Crest Drive intersection and the Highway 101 ramps, including an extended roundabout offset between the Town Center driveway and the proposed Corte Madera Inn driveway (see Appendix B of the Recirculated Environmental Impact Report (REIR)). The roundabout would substantially reduce potential conflicts—under current and future conditions—between turning vehicles along Madera Boulevard, by reducing merging, weaving, diverging, and turning movements, and would improve traffic flow and reduce motorist delays. The design and construction shall be overseen by the Town of Corte Madera.</del></p> <p><u>The applicant may request that the Town of Corte Madera and Applicant enter into the Town’s standard form Reimbursement Agreement so that future development may pay its fair share of the cost of the public improvement described above. Said Standard Form Reimbursement Agreement provides that the applicant may, to the extent collected, be reimbursed for the amount exceeding the project’s fair share of the cost of these improvements. Public improvements installed by applicant that are not eligible for reimbursement are property frontage improvements such as curb, gutter, sidewalk, landscaping, street lighting, hydrants, landscaping, and any street widening along the property frontage necessary to install such improvements.</u></p>	LTS
<p>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.</p>	PS	<p>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.</p>	LTS

PS = Potentially Significant; LTS = Less Than Significant; SU = Significant and Unavoidable

TABLE 2-2 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Without Mitigation	Mitigation Measure	Level of Significance After Mitigation
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	<u>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 <del>contribute to pedestrian-related fund the design and construction of multimodal</del> improvements at the Tamal Vista Boulevard/Madera Boulevard/Council Crest Drive intersection, including <del>refreshing the high visibility crosswalks, installing advance limit lines/stop bars, and upgrading all of the intersection's curb ramps to be ADA-compliant</del> the removal of the intersection's "pork chop" island by extending Madera Boulevard's curb, converting the existing free-flow northbound-to-eastbound right-turn to a stop sign-controlled movement, extending the Madera Boulevard's northbound bicycle lane to the intersection, adding stop bars and new pavement markings, and upgrading all of the intersection's curb ramps to comply with the Americans with Disabilities Act (ADA) (see Appendix B of the REIR). The project shall also modify the curb ramp adjacent to the west side of the site's western driveway to bring it into compliance with ADA standards. The above improvements would reduce the potential for conflicts at the intersection, including for pedestrians crossing along one of its crosswalks. The design and construction shall be overseen by the Town of Corte Madera.</u>	LTS
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	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

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