

3. Author-initiated Changes

There is one author generated change to Section 3.12, Transportation, which has resulted in several minor edits to Section 3.12, Transportation. No other author generated changes have been made to the Draft EIR.

Edits to Section 3.12 Transportation Edits

Under Cumulative Plus Project conditions analyzed in the Draft EIR, the intersection level of service (LOS) results were revised to correct for an error made in the traffic microsimulation model coding. The error was with the setting of a factor that allows vehicles to enter a blocked intersection. This factor is used to replicate observed aggressive traffic behavior on a corridor. The factor was incorrectly set for the northbound left turn at the intersection of the US-101 northbound off-ramp and Tamalpais Drive, allowing any number of vehicles to enter a blocked intersection. This issue was corrected by adjusting the factor to permit only one vehicle per cycle to enter the intersection if it is blocked. The result of this change is that the off-ramp traffic no longer impedes through traffic on Tamalpais Drive and the average delays at intersections on the corridor decreases.

The following changes are made to the Draft EIR, and attached as Appendix A to this Final EIR is a revised Traffic Study.

The following change is made to the intersections analysis under Impact C-TR-1 on page 3.12-20:

Intersections

The cumulative scenario for impacts to study intersections is buildout under the Town's 2009 General Plan. Under Cumulative Plus Project conditions, ~~40~~¹³ of the 14 study intersections would operate at LOS D or better conditions during the PM and mid-afternoon peak hours (refer to Appendix G, Table 7-1). At these intersections, the cumulative impact would be less than significant.

The ~~remaining four~~ intersections of Tamalpais Drive / Redwood Highway / San Clemente Drive would operate at LOS E ~~or F~~ under cumulative conditions during the weekday PM period, ~~as follows:~~

- ~~Tamalpais Drive/Redwood Highway/San Clemente Drive (LOS F),~~
- ~~Tamalpais Drive/Northbound U.S. 101 Ramps (LOS E),~~
- ~~Tamalpais Drive/Southbound U.S. 101 Ramps (LOS F), and~~
- ~~Tamalpais Drive/Madera Boulevard (LOS E).~~

The Project's contribution to the cumulative impact would be 108 trips. This would be a considerable contribution to the significant cumulative impact at ~~these~~ this intersections.

The following change is made to the After Mitigation statement on page 3.12-22:

After Mitigation: *Less than Significant*

Similar to contributions required by the 2014 Nordstrom's Expansion, Measure C-TR-1 would require the Applicant to pay the Project's fair share contribution to the ~~three roadway~~ intersection improvements identified in the mitigation measure. The roadway improvements would improve operation of ~~each of the four~~ impacted intersections to an acceptable levels (see Table 3.12-12 Intersection LOS Delay).

The following change is made to Table 3.12-12 Cumulative Plus Project Intersection LOS and Delay on page 3.12-22:

Table 3.12-12 Cumulative Plus Project Intersection LOS and Delay

Intersection	Intersection Control ¹	Time Period	Cumulative Plus Project (General Plan Alternative 4)		With Mitigation Measure C-TR-1	
			Delay ¹	LOS ¹	Delay ¹	LOS ¹
6. Tamalpais Drive / Redwood Highway / San Clemente Drive	Signal	PM	8375	FE	2030	C
7. Tamalpais Drive / Northbound U.S. 101 Ramps	Signal	PM	72	E	20	C
8. Tamalpais Drive / Southbound U.S. 101 Ramps	Signal	PM	88	F	18	B
10. Tamalpais Drive / Madera Boulevard	Signal	PM	68	E	39	D

Sources: Fehr & Peers, 2017