

3.13 Transportation and Circulation

3.13.1 Introduction

This section addresses environmental conditions relevant to roadways, transportation resources, and traffic circulation in areas that could be potentially affected by the project in and near the Town of Ross and in unincorporated Marin County and examines whether the project could have a significant impact on transportation and circulation. This section provides an overview of the existing conditions and the regulatory setting that apply to transportation and circulation within the project area. It then presents and discusses the potential project impacts and appropriate mitigation measures, as necessary.

3.13.2 Scoping Comments

Comments related to transportation, traffic, and circulation impacts were received during the public scoping process. These comments and the location where they are addressed in the transportation and circulation analysis are provided in Table 3.13-1.

Table 3.13-1 Transportation and Circulation Scoping Comments

Agency/Entity	Comment	Location in Transportation Section that Comment is Addressed
Garril Page	A realigned multi-use pathway encourages speeding bikes that endanger pedestrians, small children and pets enjoying walks along the path.	Section 3.13.6, Impact 3.13-2
Garril Page	Biking has become more and more popular form of recreation and for some people, of transportation. Unfortunately, the increase in popularity has meant increases in heedless behavior, traffic violations and increased speed that endangers pedestrians. Upgrading the multi-use path encourages greater use and abuse, requires more regulation, increased supervision, and added demands on Town staff and services as well as less privacy for town residents. The lengthy period of construction for the FAP Riparian corridor increases traffic disruption and inconvenience for Ross residents and drivers on SFD. The proposed FAP Riparian Corridor is maximum disruption for minimal gain.	Section 3.13.6, Impact 3.13-3

3.13.3 Environmental Setting

Overview

The project area is served by a roadway network of freeways (e.g., U.S. Highway 101 [Highway 101] and Interstate 580 [I-580]), arterial roadways (e.g., Sir Francis Drake Boulevard), and local streets.

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Regional Access

Primary regional access to the project area is via Highway 101 and I-580. Highway 101 is highly congested, particularly during commute hours, because it is the primary link connecting the north Bay Area to the City of San Francisco. The highway also intersects with other important highways, such as I-580, which provides important inter-county and inter-regional links to the East Bay and Sacramento. Highway 101 is also vital in connecting communities within the county for everyday activities such as shopping, school, and recreation. Highway 101 has an annual average daily traffic volume of 147,000 (northbound) and 167,000 (southbound) vehicles at the interchange of Sir Francis Drake Boulevard southeast of the project area (Caltrans, 2016).

Northbound and southbound traffic on Highway 101 exits onto westbound Sir Francis Drake Boulevard, a major Marin County thoroughfare that extends from I-580 just west of the Richmond–San Rafael Bridge to the Point Reyes Lighthouse. Sir Francis Drake Boulevard is the primary east–west corridor in Marin County and is included as an arterial in the Marin County Congestion Management Program (CMP) from Toussin Avenue to College Avenue (lower Unit 3) and from College Avenue to Wolfe Grade (Unit 2) (TAM, 2019). Sir Francis Drake Boulevard is primarily a four-lane rural highway, which widens to six lanes approaching Larkspur Landing east of Highway 101 and narrows to two lanes as it extends west beyond Fairfax. Sir Francis Drake Boulevard in areas parallel to Unit 2 and extending up to College Avenue consists of two travel lanes in each direction, with a left turn lane at intersections. Sir Francis Drake Boulevard in areas parallel to Unit 3 and 4 north of College Avenue consists of one travel lane in each direction, with a center turn lane. The daily traffic volume on Sir Francis Drake Boulevard varies, ranging from 22,500 vehicles on the two-lane section between Town of Ross and Elm Avenue, to 31,500 vehicles on the four-lane section between Elm Avenue and McAllister Avenue (LSA, 2018).

Local Transportation Network

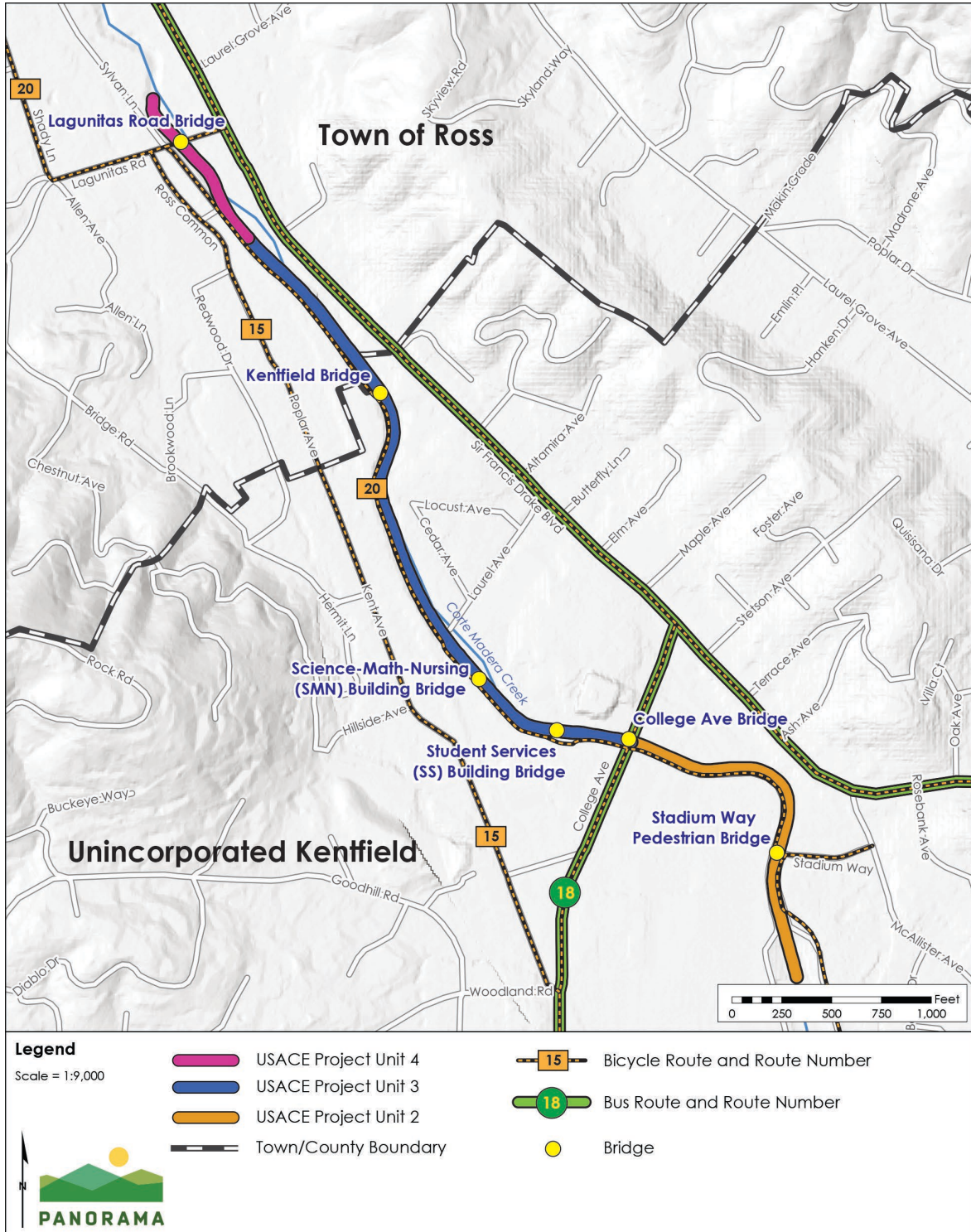
The local transportation network in the project vicinity is shown on Figure 3.13-1. The local transportation network includes roads used for vehicle access, public transit, bikeways, and pedestrian access.

Vehicle Access

Sir Francis Drake Boulevard provides the main access to the project area from Highway 101 (Figure 2.6-5). Sir Francis Drake Boulevard is a main emergency or evacuation route for communities in West Marin (Marin County, 2019). Unit 4 and upper Unit 3 of Corte Madera Creek are accessible from Sir Francis Drake Boulevard, Lagunitas Road, and Ross Commons. Lagunitas Road extends from the Marin Art and Garden Center at Sir Francis Drake Boulevard through central Ross, past Ross School, residences, and the Lagunitas Country Club and terminates at Natalie Coffin Greene Park. Lagunitas Road crosses Corte Madera Creek at the Lagunitas Road Bridge in Unit 4. The Lagunitas Road Bridge was replaced in 2010.

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Figure 3.13-1 Local Transportation Network



Sources: (Marin Transit, 2020; Golden Gate Bridge Highway and Transportation District, 2020)

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The right bank of lower Unit 3 can be accessed from Poplar Avenue/Kent Avenue. Poplar Avenue/Kent Avenue is a local two-lane roadway that is parallel to Corte Madera Creek from College Avenue to Lagunitas Road. The left bank of Unit 3 can be accessed from Laurel Avenue and Cedar Avenue. Laurel Avenue and Cedar Avenue are two-lane local roads that provide local residential and College of Marin access from Sir Francis Drake Boulevard.

College Avenue crosses Corte Madera Creek at the College Avenue Bridge. College Avenue extends from Sir Francis Drake Boulevard and provides access to Kent Middle School and College of Marin properties on the right bank of Unit 2. The left bank of Unit 2 can be accessed from Stadium Way.

Transit Service

Golden Gate Transit and Marin County Transit District (Marin Transit) provide public transit service within the project area. Golden Gate Transit is a public transportation system serving the North Bay region and provides bus service along Sir Francis Drake Boulevard and College Avenue in the project area via Routes 18, 24, 24c, 24x, and 25 (Golden Gate Bridge Highway and Transportation District, 2020). Marin Transit provides local transit service within Marin County. Routes 22 and 228 are Marin County Transit routes along Sir Francis Drake Boulevard in the project area (Marin Transit, 2020). Bus stops in the project vicinity include bus stops along Sir Francis Drake Boulevard and College Avenue that also serve the College of Marin and Kent Middle School near the project area.

Bikeways/Pedestrian Circulation

Bikeways

Two countywide bike routes (Bike Route 15 and Bike Route 20) are located within and near the project area on the right bank of the Corte Madera Creek. Bike Route 15 is an on-street bikeway (shared roadway with motor vehicles) that runs along Ross Common, Poplar Avenue, and Kent Avenue from Lagunitas Road to Woodland Road.

~~Bike Route 20, a biking and pedestrian pathway, follows the right bank of Corte Madera Creek and runs from the Larkspur Ferry Terminal to the Town of Fairfax (Marin County Bicycle Coalition, 2008). Bike Route 20 is a biking and pedestrian pathway. Downstream from Stadium Way, the bike route follows the left bank of the creek. Moving upstream, the bike route crosses from the left bank to the right bank of the creek at the Stadium Way bridge. The bike route continues along the right bank as an off-street paved multi-use path, across College Avenue, to the beginning of Unit 4. The bike route then transitions to an on-road bike path adjacent to Unit 4. The segment of Bike Route 20 within the project area consists of an off-street paved multi-use pathway adjacent to Corte Madera Creek Units 2 and 3. Bike Route 20 transitions to an on-road bike path adjacent to Unit 4. Bike Route 20 crosses over Corte Madera Creek from the right bank to the left bank at the Stadium Way pedestrian bridge and continues along the left bank as an off-street paved multi-use path to Bon Air Road. Bike Route 20, within Units 3 and 2, is heavily trafficked by pedestrians and bicyclists, including commuters.~~

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Pedestrian Circulation

Sidewalks are located on Ross Common, Poplar Avenue, Kent Avenue, and College Avenue throughout the project area. Pedestrian access is also available on the Bike Route 20 multi-use pathway on the right bank of Units 3 and 2.

Two pedestrian bridges cross Corte Madera Creek in the College of Marin campus upstream of the College Avenue Bridge. These bridges include the pedestrian/maintenance access bridge connecting the West Campus parking area to the Student Services Building (SS Bridge) and the pedestrian bridge that connects the same parking area to the Science-Math-Nursing Building (SMN Bridge). The SS Bridge is located approximately 350 feet upstream from College Avenue, and the SMN Bridge is located approximately 500 feet upstream from the SS Bridge. A third pedestrian bridge crosses the creek at the end of Stadium Way in lower Unit 2.

Several unofficial pedestrian paths are located adjacent to Corte Madera Creek, opposite Bike Route 20. An unnamed pedestrian path is located between Kentfield Hospital and the terminus of Laurel Avenue (unnamed path #1) and between the southwest intersection of College Avenue and the creek and the Stadium Way Pedestrian Bridge (unnamed path #2). An additional unnamed trail begins on the left bank of the Stadium Way Pedestrian Bridge and continues south, where it loops south of the College of Marin football field and veers north to the parking area (unnamed path #3). While these are not official paths, they are utilized by pedestrians. Refer to Section 3.12 Recreation for more information on these unofficial pedestrian paths.

3.13.4 Regulatory Setting

The following laws, statutes, regulations, codes, and policies would apply to the project.

Federal Regulations

No federal laws or regulations for recreation are applicable to the project.

State Regulations

California Department of Transportation

California Department of Transportation (Caltrans) has jurisdiction over state highways and sets maximum load limits for trucks and safety requirements for oversized vehicles that operate on highways. Caltrans developed a “Guide for the Preparation of Traffic Impact Studies” (Caltrans, 2002) to provide guidance in determining if and when a traffic impact study is needed and requirements for producing a study. Caltrans prepares Transportation Concept Reports for each of its facilities. A Transportation Concept Report is a long-term planning document that each Caltrans district prepares for every state highway for long-range corridor planning processes.

Senate Bill 743

Senate Bill (SB) 743, passed in 2013, requires Office of Planning and Research (OPR) to develop new CEQA guidelines that address traffic metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, “automobile delay, as described solely by LOS or similar

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measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any.” The December 28, 2018, update to CEQA Guidelines included Section 15064.3 to determine the significance of transportation impacts. Section 15064.3 does not include specific metrics for evaluating construction impacts but states, “For many projects, a qualitative analysis of construction traffic may be appropriate.” It is the responsibility of the lead agency to determine the most appropriate metric to disclose transportation impacts.

Regional and Local Regulations

The project would only generate construction-related vehicle traffic. The goals and policies presented below are relevant to the analysis of construction-related traffic.

Marin Countywide Plan

The following traffic-related goals and policies presented in the Marin Countywide Plan are applicable to the project (Marin County Community Development Agency, 2015-2007):

Goal TR-1: Safe and Efficient Movement of People and Goods. Provide a range of transportation options that meet the needs of residents, businesses, and travelers.

Town of Ross Municipal Code

The following codes of the Town of Ross Municipal Code related to transportation are applicable to the project (Town of Ross, 2020).

Chapter 12.04 Excavations

12.04.010 Permit Required. It is unlawful for any person to cut, open, excavate or tear up any portion of any street, lane, avenue, public thoroughfare, or other public property within the town, for the purpose of laying, replacing or repairing any pipe, conduit or sewer therein, or for any other purpose whatsoever, without first obtaining a permit therefor and making a deposit with the superintendent of streets (Prior code §7100).

12.04.020 Notification to superintendent of streets. Any person desiring to cut, open, excavate or tear up any portion of any street, lane, avenue, public thoroughfare or other public property within the town, for the purpose of laying, replacing or repairing any pipe, conduit or sewer therein, or for any other purpose whatsoever, shall, before proceeding with the work, notify the superintendent of streets of the character and extent of the work proposed to be done and obtain from the superintendent of streets a permit to proceed with the work as the same shall be described in the permit (Prior code §7101).

Chapter 12.08 Encroachments in the Public Right-of-Way or Other Public Property

12.08.030 Permit Required. No person shall create or maintain an encroachment, without obtaining and keeping in force and effect a permit as required by this chapter (Ord. 638 (part), 2013; Prior codes §3400, §3401, §3402, §3403).

12.08.040 Exceptions. The following shall be exempt from the provisions of section 12.08.030 of this chapter:

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- b. Town officers, employees, or independent contractors serving the role of Town officials, or agents acting in the discharge of their official duties.
- c. Any work being performed by any person pursuant to a contract with the Town.

Town of Ross General Plan

The following policies of the Ross General Plan related to transportation are applicable to the project (Town of Ross, 2007).

Goal 7. Safe, Connected and Well-Maintained Streets, Pedestrian and Bicycle Routes

7.5 Pavement Management. Maintain acceptable pavement management on all public streets and mitigate roadway impacts due to construction activities for aesthetic, structural and acoustical reasons. Hold developers responsible for pavement degradation caused by construction vehicles.

7.8 Bicycle and Pedestrian Travel. Encourage travel via bicycle and walking by providing and maintaining safe pedestrian and bicycle routes along main arteries in Ross. Consider links with Town destinations, surrounding area destinations and regional trails and bicycle systems. Participate in the Safe Routes to Schools Program.

Kentfield/Greenbrae Community Plan

The following goal of the Kentfield/Greenbrae Community Plan related to transportation is applicable to the project (Kentfield/Greenbrae Community Planning Group and Marin County Planning Department, 1987).

IV. Circulation Policy 1. The Kentfield/Greenbrae community desires a circulation system which allows safe movement and ready mobility for non-motorized traffic and for motor vehicles while preserving the community character.

3.13.5 Impact Assessment Methodology

Significance Criteria

Consistent with State CEQA Guidelines Appendix G (Environmental Checklist) and Marin County Environmental Review Guidelines, the project could have a significant impact if it would:

- a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
- b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b);
- c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- d. Result in inadequate emergency access.

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Approach to Impact Analysis

The following analysis discusses the potential significant impacts of the project related to transportation and circulation. This section includes an analysis of potential short-term (construction) and long-term (operation) impacts of the project. Impact evaluations are assessed based on the existing conditions described earlier in this section. Mitigation measures are identified, as necessary, to reduce significant impacts.

3.13.6 Impact Discussion

Impacts Analyzed

Impact 3.13-1: The project could conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.	Significance Determination
	Construction: Less than Significant with Mitigation
	Operation and Maintenance: Less than Significant

Construction

Vehicle Trips and Access Routes

Project construction would generate additional vehicle travel on area roadways from construction-worker vehicles and truck trips associated with delivery of equipment and materials and removal of excavated material and waste. Construction is assumed to begin in April 2022 with several overlapping phases. Construction of the project is anticipated to take approximately seven months (152 total workdays) at Frederick Allen Park and less time in other areas. Truck-trip estimates are provided in Table 2.6-5 in Chapter 2 Project Description. Several construction phases have overlapping construction time periods that could result in higher peak daily truck trips. Construction would generate a maximum of 509 one-way vehicle trips (417 trucks trips and 92 worker vehicle trips) per day during an up to two-week period. This would be expected to only occur for a short period during peak import and export of material for construction. The maximum average vehicle trips that would more typically occur during this two-week period would be far lower; 94 total one-way trips (42 truck trips and 52 worker trips). Project-related vehicle traffic would be even lower during the remainder of construction.

Vehicles would travel on Sir Francis Drake Boulevard to access all work areas. Vehicles traveling to Unit 4 and Frederick Allen Park would travel on Lagunitas Road and Ross Common. Vehicles traveling to Unit 3 floodwalls, fish-pool construction, and stormwater pump station would travel on Locust Avenue, Cedar Avenue, and Laurel Avenue. Vehicles traveling to the Unit 2 floodwall would travel on College Avenue and Stadium Way. Vehicles traveling the ~~Lower College of Marin concrete channel removal area~~ would travel on ~~Woodland Road~~ College Avenue and into the College of Marin campus at the entrance to parking lot 12. Limited vehicle access would also occur on segments of Bike Route 20 within Unit 3 and on an informal path within the District's easement on the left bank. During peak construction, vehicles would be dispersed through the local road network because access to each work area would be provided from different access roads, with the exception of Lagunitas Road and Ross

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Commons, which provide access to Frederick Allen Park and Unit 4, and Laurel Avenue, which provides access to the stormwater pump station and a segment of new floodwall.

Road, Bicycle, and Pedestrian Route Closures

Lane closures would occur on College Avenue for up to two days during dewatering. The end of Laurel Avenue could be closed for up to one month during stormwater pump station construction. The segment of Bike Route 20 adjacent to Frederick Allen Park would be closed to pedestrian and bicycle access for up to seven months.

Operation and Maintenance

Following construction, Bike Route 20 would be re-opened, and the bike route would be located along the western limits of the park. The bike route would have the same capacity as existing conditions. The project would not require regular worker trips for operation. The frequency of inspection and maintenance of the Corte Madera Creek channel and floodwalls would be the same as under existing conditions. The stormwater pump station would require annual testing of the generator.

Plan, Program, and Policy Consistency Analysis

The project is located in the Town of Ross and Kentfield in unincorporated Marin County. Access to the project would be provided on Sir Francis Drake Boulevard, which is subject to the Marin Congestion Management Program. Bike and pedestrian routes occur in the project area and vicinity. Programs, plans, policies, and ordinances that are applicable to the circulations system in the project area include the following:

- Town of Ross General Plan
- Kentfield/Greenbrae Community Plan
- Marin Countywide Plan
- Marin Congestion Management Program
- Marin County Unincorporated Area Bicycle and Pedestrian Facility Master Plan (Alta Planning + Design, 2018)

Table 3.13-2 lists the programs, plans, and policies relevant to the circulation system in the project area and provides an evaluation of whether the project construction operation and maintenance would conflict each requirement.

Table 3.13-2 Applicable Transportation Programs, Plans, and Policies

Local Transportation Program or Plan	Policy	Analysis
Town of Ross General Plan	7.5 Pavement Management. Maintain acceptable pavement management on all public streets and mitigate roadway impacts due to construction activities for aesthetic, structural, and acoustical reasons. Hold developers responsible for	The project would not involve the use of heavy-duty tracked construction equipment that would damage pavement on local roadways surrounding the project area. The short-term project construction traffic would be dispersed on local roadways, and the short-term additional truck trips on local roads would not cause pavement

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Local Transportation Program or Plan	Policy	Analysis
	<p>pavement degradation caused by construction vehicles.</p>	<p>degradation. The project would not conflict with this policy.</p>
	<p>7.8 Bicycle and Pedestrian Travel. Encourage travel via bicycle and walking by providing and maintaining safe pedestrian and bicycle routes along main arteries in Ross. Consider links with Town destinations, surrounding area destinations, and regional trails and bicycle systems. Participate in the Safe Routes to Schools Program.</p>	<p>Construction. The project would result in closure of Bike Route 20 within Frederick Allen Park for up to seven months. The temporary closure of the bike route could result in temporarily unsafe travel conditions for bicyclists and pedestrians if bicyclists and pedestrians were not safely routed to bike and pedestrian safe routes during closure of Bike Route 20. The potential for unsafe conditions during construction is a potential conflict with the policy. Mitigation Measure 3.13-1 requires traffic management and rerouting bicycle and pedestrian traffic safely onto streets that support bicycle and pedestrian uses. The conflict with the policy would be less than significant with mitigation.</p> <p>Operation. The project would realign Bike Route 20 within Frederick Allen Park. The realigned multi-use pathway would maintain the safe pedestrian and bicycle route within Ross. The project would not conflict with this policy.</p>
<p>Kentfield/Greenbrae Community Plan</p>	<p>IV. Circulation Policy 1. The Kentfield/Greenbrae community desires a circulation system which allows safe movement and ready mobility for non-motorized traffic and for motor vehicles while preserving the community character.</p>	<p>The project would realign Bike Route 20 and allow for continued use of the multi-path trail for bicyclists and pedestrians post-construction. As described in Impact 3.14-3, the realigned pathway would be regraded with a one- to two-percent change in slope from existing grade. This minor change in grade from the existing condition would not change lines of sight or increase bicycle speeds to an extent where it would create a hazard to pedestrians. The project does not include any new design features or alterations for existing local roadways that would affect motor vehicle circulation. The project would not conflict with this policy.</p>

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Local Transportation Program or Plan	Policy	Analysis
Town of Ross Municipal Code	<p>12.04.010 Permit Required. It is unlawful for any person to cut, open, excavate or tear up any portion of any street, lane, avenue, public thoroughfare, or other public property within the town for the purpose of laying, replacing, or repairing any pipe, conduit, or sewer therein, or for any other purpose whatsoever, without first obtaining a permit therefor and making a deposit with the superintendent of streets (Prior code §7100).</p> <p>12.08.030 Permit Required. No person shall create or maintain an encroachment, without obtaining and keeping in force and effect a permit as required by this chapter (Ord. 638 (part), 2013; Prior codes §3400, §3401, §3402, §3403).</p>	<p>The project would not open, excavate, or tear up any streets for the purpose of laying, replacing, or repairing any pipelines. There would be no conflict.</p> <p>The project would obtain a permit for construction within Town property at Frederick Allen Park, as needed. There would be no conflict with this policy.</p>
Marin Congestion Management Program	If a general plan update or amendment, or major development proposal, is projected to generate a net increase of 100 vehicle trips during the PM (afternoon) peak hour, information is to be forwarded to TAM for comment and is subject to a CMP analysis. Local jurisdictions are responsible for determining which projects meet these criteria. The PM peak hour is most appropriate for this determination given that, for most roadway segments, traffic levels of service are worse during the PM peak hour than during the AM peak hours. Examples of projects that typically meet the 100-trip threshold include 100 single-family homes, 150 apartment units, 5,000 square feet of retail space, or 40,000 square feet of office space.	The project is not a development proposal that would generate new permanent peak-hour trips. Construction of the flood-control project would generate a maximum of 56 peak-hour worker trips traveling on Sir Francis Drake Boulevard during the peak of construction for up to two weeks. The project would generate 94 average daily trips during the construction period. Truck deliveries would be distributed throughout the nine-hour work day and would not generate trucks trips that would exceed the 100-trip threshold. The truck trips would also be temporary and limited to the short duration of construction. The proposed flood control project would not generate new peak-hour trips during operation. Because the project would not generate permanent traffic and the number of peak-hour trips would not exceed 100, there would be no conflict with the CMP.
Marin County Unincorporated Area Bicycle and Pedestrian Facility Master Plan	Goal 2 Bicycle Transportation. Make the bicycle an integral part of daily life in Marin County, particularly for trips of less than	The project will include realignment of Bike Route 20 in Frederick Allen Park. The realigned bikeway would maintain the bicycle network. The realigned bikeway

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Local Transportation Program or Plan	Policy	Analysis
	<p>five miles, by implementing and maintaining a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer and more convenient for people of all ages and abilities.</p>	<p>would maintain convenient and safe bicycle travel throughout the operational life of the project. The project would not conflict with this goal.</p>
	<p>Objective D Maintain and improve the quality, operation, and integrity of bikeway and walkway network facilities Objective D policy actions include:</p> <ol style="list-style-type: none"> 1. Undertake routine maintenance of bikeway and walkway network facilities, such as sweeping bicycle lanes and sidewalks, as funding and priorities allow. 2. Ensure that repair and construction of transportation facilities minimizes disruption to the bicycling and walking environment to the extent practical. 3. Ensure that new bicycle and pedestrian improvements do not have a net negative impact on the environment. 4. Maximize opportunities to ensure that the pedestrian walkway network is accessible to, and usable by, persons with disabilities. 	<p>Construction. Construction of the project would temporarily disrupt bicycle and recreational access on Bike Route 20 within Frederick Allen Park for a period of seven months. The disruption to the bicycle and walking environment is a significant impact. Mitigation Measure 3.13-1 requires detours for bicyclists and pedestrians to continue to provide safe bicycle and pedestrian access from Ross Commons to the College of Marin while the multi-use pathway is closed. The impact would be less than significant with mitigation.</p> <p>Operation and Maintenance. The District will provide routine maintenance of the realigned pathway as part of the project. The realigned multi-use pathway would not have a negative impact on the environment, as analyzed in Section 3.12 Recreation. The realigned pathway would drop gradually in grade and would meet Americans with Disabilities Act requirements. The pathway would be accessible to and usable by persons with disabilities. The project would not conflict with the policy actions.</p>

As discussed in Table 3.13-2, the project could conflict with policies for maintaining safe bicycle and pedestrian travel and minimizing disruption to the bicycling and walking environment during construction while Bike Route 20 is closed and reconstructed within Frederick Allen Park. These potential conflicts would be a significant impact. Because **Mitigation Measure 3.13-1: Traffic Management** requires safe detours for bicyclists and pedestrians to avoid conflicts with the policies and plans, the impact would be less than significant with mitigation.

Mitigation: Implement Mitigation Measure 3.13-1.

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Mitigation: Mitigation Measure 3.13-1: Traffic Management

Prior to initiation of construction, the Project contractor(s) shall use a qualified traffic engineer to prepare a Traffic Management Plan (TMP). The TMP shall be developed on the basis of detailed design plans. The TMP shall be reviewed and approved by the District and agencies with jurisdiction over roadways affected by project construction activities prior to construction. Once approved, the TMP shall be incorporated into the contract documents specification. The TMP shall include, but not necessarily be limited to, the elements listed below:

- Develop a detour plan for bicycle and pedestrian traffic that shows the approach to reroute traffic on Bike Route 20 to Poplar/Kent Avenue from the College of Marin Parking lot to Ross Common.
- Post temporary Bike Route 20 detour and associated signage that meets all the accessibility requirements stated under the Americans with Disabilities Act and CBC Title 24.
- Post signs providing public notice of detours at least ~~14~~20 days prior to temporary bike route closure.
- Provide flaggers at the tennis courts within Frederick Allen Park to provide safe pedestrian access to the tennis courts.
- Control and monitor construction-vehicle movements by enforcing standard construction specifications through periodic on-site inspections.
- Install traffic-control devices where traffic conditions warrant, as specified in the applicable jurisdiction's standards (e.g., the California Manual on Uniform Traffic Control Devices; Part 6: Temporary Traffic Control); flaggers would be used, when warranted, to control vehicle movements.
- Implement a public information program to notify interested parties of the impending construction activities using means such as print media, radio, and/or web-based messages and information.
- Comply with roadside safety protocols to reduce the risk of accidents.
- Maintain access for emergency vehicles at all times. Provide advance notification to local police, fire, and emergency service providers of the timing, location, and duration of construction activities that could affect the movement of emergency vehicles on area roadways.
- Store all equipment and materials in designated contractor staging areas on or adjacent to the worksite in such a manner as to minimize obstruction to traffic.

Significance after Mitigation: Because Mitigation Measure 3.13-1 would safely reroute pedestrian and bicycle traffic onto adjacent safe routes with bicycle and pedestrian facilities, the project would avoid conflicts with policies and the impact would be less than significant with mitigation.

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Impact 3.13-2: The project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).	Significance Determination
	Construction: Less than Significant
	Operation and Maintenance: Less than Significant

Construction

During construction, materials would be delivered to the project area using haul trucks. Construction would generate an average of 46 one-way trips per day over the construction period, with a maximum average of up to 94 one-way trips. The project would result in a temporary increase in the amount of truck trips. Guidance from OPR suggests that “new development projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact.” (Office of Planning and Research, 2018) The average number of trips that would be generated during construction is both temporary and less than 110 trips per day. Because the number of temporary vehicle trips generated during construction is below the numeric threshold at which a vehicle miles traveled (VMT) is considered potentially significant, the VMT impact during construction would be less than significant.

Operation and Maintenance

Once constructed, the project would require vehicle travel for maintenance activities including vegetation management, sediment and debris removal, stormwater pump station annual testing, and annual inspections. The District currently conducts routine maintenance and inspections of the flood control channel. The frequency of inspection and maintenance activities for the project would be similar to the District’s inspection and maintenance for the existing flood control channel. The project would induce minimal VMT during the operation and maintenance phase, and therefore impacts would be less than significant.

Mitigation: None required.

Impact 3.13-3: The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	Significance Determination
	Construction: Less than Significant with Mitigation
	Operation and Maintenance: Less than Significant

Construction

Frederick Allen Park

The Bike Route 20 segment within Frederick Allen Park would be temporarily closed during project construction, for a period of approximately seven months. Closure of a segment of Bike Route 20 could create hazardous conditions for bicyclists, pedestrians, and vehicles if bicyclists and pedestrians were routed to Sir Francis Drake Boulevard, which does not have safe bicycle and pedestrian facilities. The use of the multi-use path by construction equipment could also create hazardous conditions for bicyclists if the construction vehicles were not properly isolated

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from the bicycle traffic. The impact from increased hazards would be significant. **Mitigation Measure 3.13-1: Traffic Management** specifies requirements for detours of bicycle and pedestrian traffic to safely route bicyclists and pedestrians to Poplar and Kent Avenues and use flaggers to avoid conflicts between construction vehicles and bicyclists. Because Mitigation Measure 3.13-1 provides approaches to safely detours bicyclists and pedestrians during construction, the impact on bicycle safety from temporary closure of Bike Route 20 would be less than significant with mitigation.

Stormwater Pump Station and Unit 3 Dewatering

Project construction would require the temporary closure of one lane on College Avenue for up to two days during dewatering. A segment at the end of Laurel Avenue would also be closed for up to one month during construction of the stormwater pump station. The construction area for the stormwater pump station would be configured to allow access to the College of Marin around the construction area and not block travel to any residential streets. The lane closures could cause increased traffic hazards, which would be a significant impact. **Mitigation Measure 3.13-1: Traffic Management** requires use of flaggers and illuminated signs to safely detour and redirect traffic around the work areas. Because the mitigation defines procedures for traffic safety during lane closures, the impact of lane closure on traffic hazards would be less than significant with mitigation.

Operation and Maintenance

After construction, the project would realign Bike Route 20 through Frederick Allen Park along the western edge of the park. The realigned pathway would be regraded with a one- to two-percent change in slope from existing grade. This minor change in grade and alignment from the existing condition would not noticeably change lines of sight or increase bicycle speeds. The alignment and change in grade would be very gradual as shown in the visual simulations provided in 3.1 Aesthetics. The realigned multi-use path would not create a hazard for bicyclists or pedestrians. Impacts would be less than significant.

Mitigation: Implement Mitigation Measure 3.13-1: Traffic Management.

Significance after Mitigation: Because the traffic management plan includes requirements for safe detours and use of flaggers to maintain pedestrians', bicyclists', and vehicle safety during bike-lane and traffic-lane closures, the impact would be less than significant with mitigation.

Impact 3.13-4: The project would not result in inadequate emergency access.	Significance Determination
	Construction: Less than Significant
	Operation and Maintenance: No Impact

Construction

Construction-related truck traffic has the potential to occur during weekday peak hours, and therefore it could temporarily impede traffic flow, including for emergency service providers. The construction of the project site may require construction-vehicle use along nearby

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roadways, including Sir Francis Drake Boulevard, which is a main emergency or evacuation route for communities in West Marin (refer to Section 3.8 Hazards and Hazardous Materials for additional information). The project would not cause any lane or road closure on Sir Francis Drake Boulevard and would therefore not affect emergency evacuation, if needed.

Construction activities could result in temporary closure of one lane on College Avenue at the overcrossing of the Corte Madera Creek during installation of dewatering infrastructure. Temporary lane closure on College Avenue would occur for up to two days during installation and removal of the cofferdam (one day each). College Avenue is a four-lane road at the overcrossing of Corte Madera Creek. Vehicle access would remain open in both directions during single lane closure. The project would therefore not result in inadequate emergency access. The impact would be less than significant.

The end of Laurel Avenue, south of Cedar Avenue, may be closed for up to one month during construction of the stormwater pump station. Emergency vehicles would be able to travel around the work area at the end of Laurel Avenue to access the College of Marin or allow for emergency evacuation from the College of Marin. The project would not result in inadequate emergency access because emergency vehicles would maintain ingress and egress access around the work area through construction. The impact on emergency access would therefore be less than significant.

Operation and Maintenance

The project would not include any alterations of existing roadway features that would cause a permanent change in access for emergency vehicles. Therefore, there would be no impact.

Mitigation: None required.

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