

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life!*

Governor's Office of Planning & Research
APR 02 2019
STATE CLEARINGHOUSE

April 2, 2019

RJ Suokko
Town of Corte Madera
Public Works Department
300 Tamalpais Drive
Corte Madera, CA 94925

SCH# 2019039024
04-MRN-2019-00126
GTS ID 14798

Central Marin Regional Pathways Gap Closure Project – Mitigated Negative Declaration (MND)

Dear RJ Suokko:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans mission signals a modernization of our approach to evaluating and mitigating impacts to the State Transportation Network (STN). Caltrans' *Strategic Management Plan 2015-2020* aims to reduce Vehicle Miles Travelled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the MND. Additional comments may be forthcoming pending final review.

Project Understanding

The Central Marin Regional Pathways Gap Closure Project (project) involves providing a number of pedestrian, bicycle, and vehicular improvements on Wornum Drive, Nellen Avenue, and Fifer Avenue in the Town of Corte Madera. Project components consist of the following:

A. Improve the multi-use pathway along the south side of Wornum Drive between Tamal Vista Boulevard and Redwood Highway Frontage Road: Improve the multi-use pathway by either rehabilitating the existing pathway's pavement or relocate Wornum Drive's southern curb about three feet to the north, thereby allowing rehabilitation and widening of the pathway to ten feet with up to five feet of separation between the pathway and Wornum Drive's vehicular travel lanes. Either option would require modification to existing trees along the pathway's alignment. The pathway along the south side of Wornum Drive is a substandard path that would likely be improved to standard Class I conditions.

B. Install a roundabout at the intersection of Wornum Drive and Nellen Avenue: Provide a modern roundabout allowing vehicular turning movements into and out of Nellen Avenue, install high-

visibility pedestrian crosswalks with refuge islands, and a connector from Wornum Drive's multi-use pathway to the two-way cycle track proposed for Nellen Avenue. This intersection is maintained by the City of Larkspur.

C. Provide a two-way cycle track on Nellen Avenue between Wornum Drive and Fifer Avenue: Widen Nellen Avenue easterly to enable provision of, from west to east, a two-way cycle track with buffer zone, on-street parallel parking, a southbound vehicular travel lane, and a northbound vehicular travel lane. These changes would prohibit parking along the roadway's western curb and would require modification to trees between Nellen Avenue's current eastern curb and the Caltrans right-of-way. The proposed Nellen Avenue cycle track would be a Class IV facility.

D. Enhance uncontrolled pedestrian/bicycle crossings across Fifer Avenue at Nellen Avenue: Reconfigure the uncontrolled crosswalks across Fifer Avenue near U.S. 101 southbound ramps to potentially enable pedestrian and bicycle crossings of one lane of traffic at a time via a "staggered crossing" with a center median refuge island and providing a walkway along the island to the U.S. 101 bus stop.

E. Enable direct vehicular access to southbound Nellen Avenue via eastbound Fifer Avenue: Providing a vehicular accessway allowing vehicles to turn right from eastbound Fifer Avenue onto southbound Nellen Avenue in order to reduce congestion levels along southbound Tamal Vista Boulevard.

Some of the above project components could be accommodated as stand-alone projects and others would likely be implemented together. For example, improvements to the multi-use pathway along Wornum Drive could be implemented as an individual project, as well as an enhanced pedestrian/bicycle crossing of Fifer Avenue at Nellen Avenue. On the other hand, provision of the two-way cycle track on Nellen Avenue would benefit from an enhanced pedestrian/bicycle crossing across Fifer Avenue at Nellen Avenue and a roundabout with bicycle crossing at Wornum Drive at Nellen Avenue. Similarly, enabling direct vehicular access to southbound Nellen Avenue at Fifer Avenue would benefit from a roundabout at the Wornum Drive/Nellen Avenue intersection. The project site is adjacent to US 101 between Nellen Avenue, Fifer Avenue, and Wornum Drive.

Please submit a copy of the final staff report, including conditions of approval and plans for our review.

Lead Agency

As the Lead Agency, the Town of Corte Madera is responsible for all project mitigation, including any needed improvements to the STN or reduction in VMT. The project's fair share contribution, financing, scheduling, implementation responsibilities and Lead Agency monitoring should be

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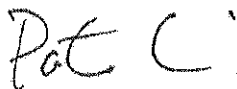
fully discussed for all proposed mitigation measures.
Please submit a copy of the revised DEIR or Final Environmental Impact Report for our review.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To obtain an encroachment permit, a completed encroachment permit application, environmental documentation, and six (6) sets of plans clearly indicating the State ROW, and six (6) copies of signed and stamped traffic control plans must be submitted to: Office of Encroachment Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. To download the permit application and obtain more information, visit <http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Stephen Conteh at (510) 286-5534 or Stephen.conteh@dot.ca.gov.

Sincerely,



PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review