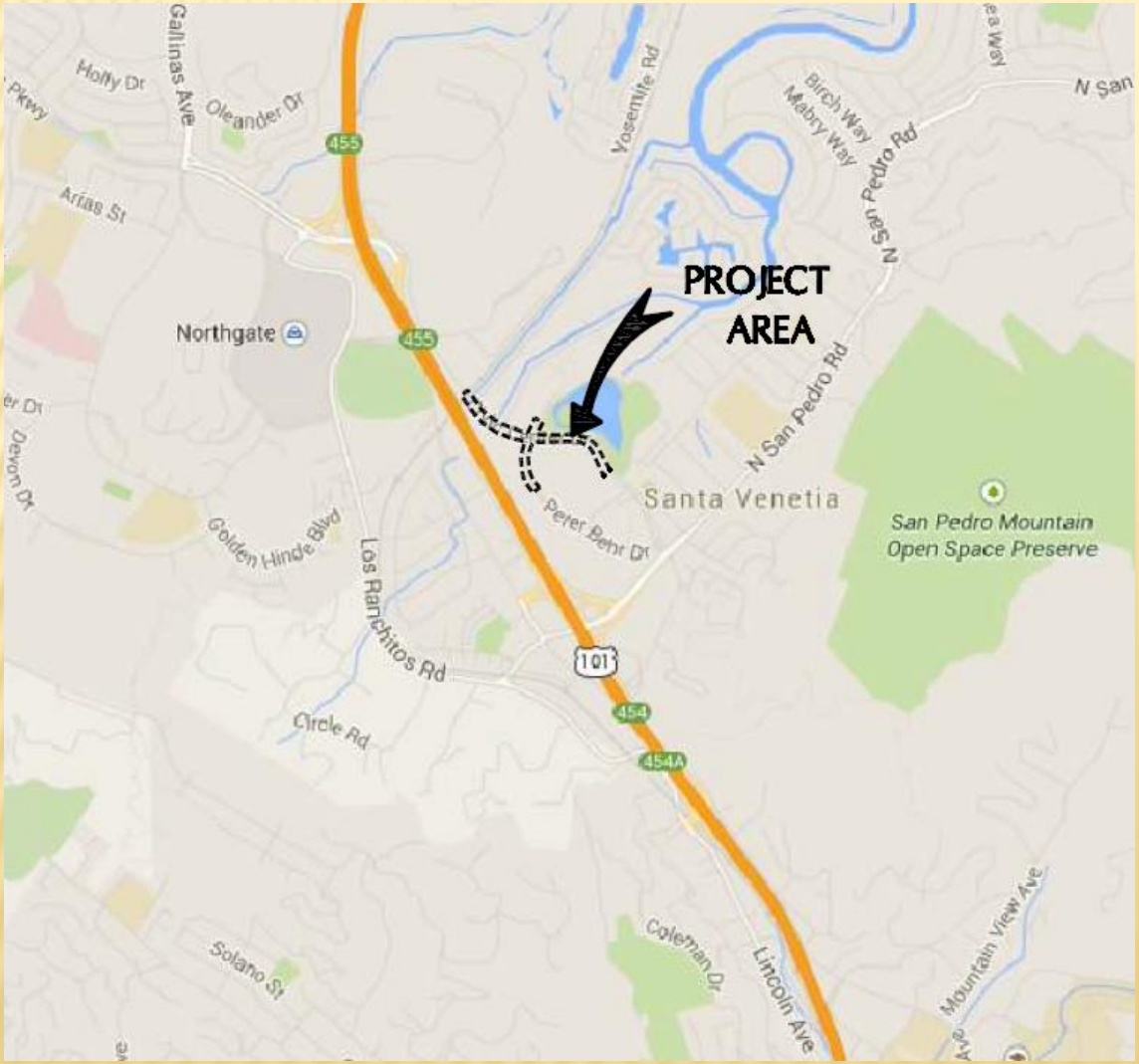
MARIN COUNTY - CIVIC CENTER DRIVE IMPROVEMENT PROJECT

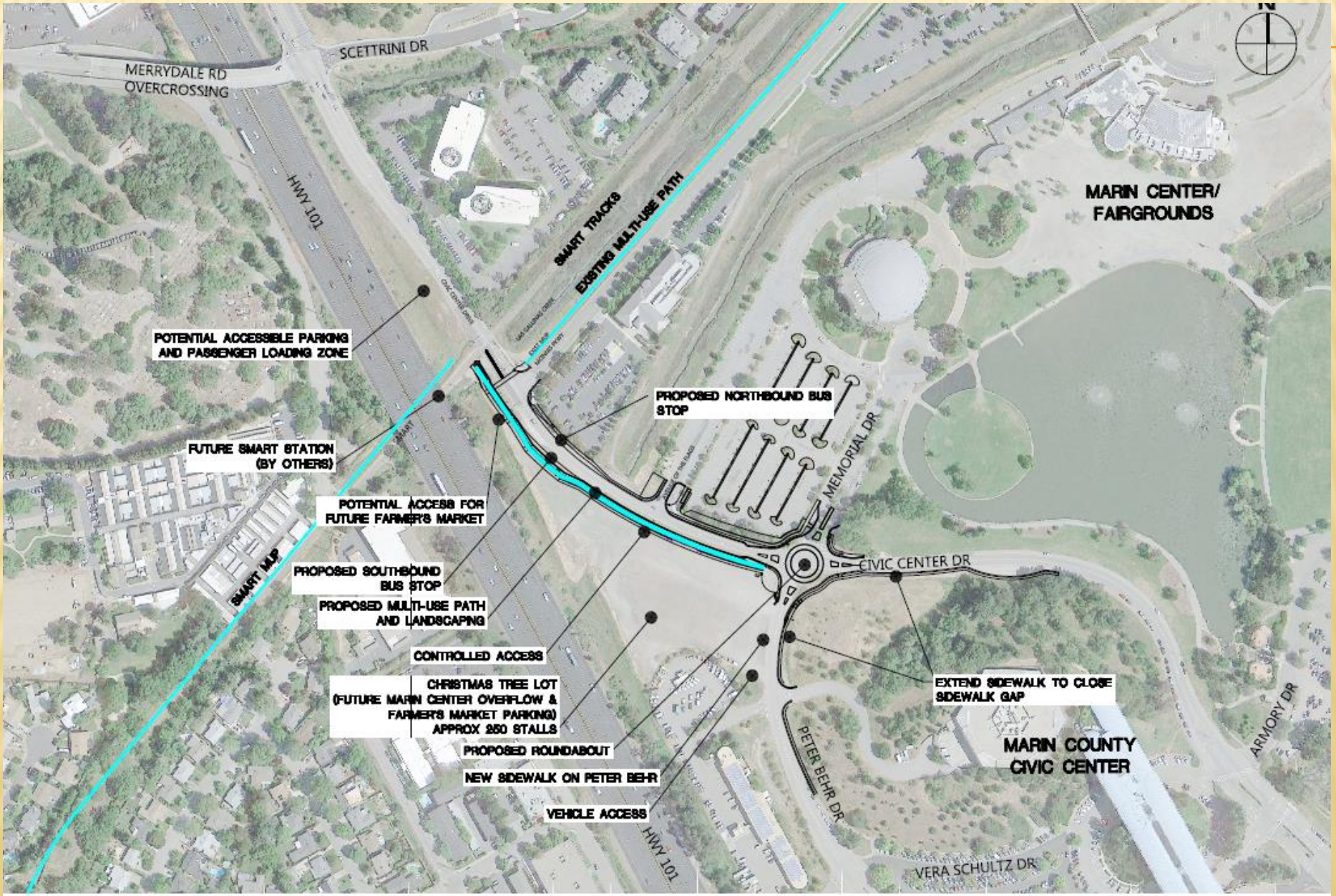
MTC AIR QUALITY CONFORMITY TASK FORCE
MARCH 26, 2015

COUNTY OF MARIN

PROJECT LOCATION



MAIN PROJECT FEATURES



PURPOSE & NEED

- Create a new northern gateway into the historic Marin County Civic Center Campus.
- Provide intermodal connectivity between Civic Center, Marin Center, Lagoon Park/Fairgrounds & SMART station
- Improve Traffic Circulation/Safety, Accessibility & Sense of Welcoming

PROJECT DESCRIPTION

- Reconstruct & resurface significant portions of Civic Center Drive & Peter Behr Drive. These serve as main roads through County Civic Center campus.
- Installing a roundabout at Civic Center Drive & Memorial Drive/Peter Behr Drive intersection, replacing four way stop.
- Signal improvements at Civic Center Drive and McInnis Parkway to improve connectivity with other corridor signals.
- Add buffered Class II Bicycle Lanes, connecting to a larger, regional system.
- New sidewalks, including closing several gaps in existing system.
- New lighting, landscaping, bus pullout lanes, Class I cycle track, and pedestrian plazas.

AVERAGE DAILY TRAFFIC (ADT)

Roadway	Location	Existing Year	Existing	Cumulative (2035)	Existing PM Peak Hour Truck Data (% of trucks along corridor)
Civic Center Drive	between Avenue of the Flags & Peter Behr	2014	7,700	8,400	3%
	s/o Armory	2014	7,700	8,400	3%
	s/o McInnis Parkway	2014	8,700	9,500	3%
McInnis Parkway	e/o Civic Center Drive	2013	3,800	4,200	<1%
San Pedro Road	e/o Civic Center Drive	2013	15,200	16,800	2%

Existing volumes were obtained from new traffic counts conducted in March, 2013. Cumulative (2035) volumes were calculated using an annual growth rate of 0.41 percent, or 9.1% total growth over 22 years. The growth rate was determined using the Association of Bay Area Governments' (ABAG) projection of job and population growth by 2035 for the County of Marin.

PEAK HOUR - LEVEL OF SERVICE (LOS) - EXISTING

EXISTING AND EXISTING PLUS PROJECT INTERSECTIONS LEVEL OF SERVICE

	Intersection	Control	Weekday Evening (PM Peak Hour)				Weekend Midday (Sunday Peak Hour)			
			Existing		Existing Plus Proposed Project		Existing		Existing Plus Proposed Project	
			Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]
1	Civic Center Drive/Merrydale Road-Scettrini Drive	Signal	21.9	C	22	C	13.4	B	12.9	B
2	Civic Center Drive/McInnis Parkway	Signal	7.3	A	7	A	3.9	A	3.9	A
3	Civic Center Drive/Avenue of the Flags	Side-street Stop	7.8	A	7.2	A	8.9	A	10.2	B
4	Civic Center Drive/Peter Behr Drive	Side-street Stop / Roundabout[3]	9.4	A	1.3	A	14.1	B	1.9	A
5	Civic Center Drive/Judge Haley-Armory Drive	Side-street Stop	12.2	B	10.7	B	23.8	C	12	B
6	Civic Center Drive/N San Pedro Road	Signal	25.9	C	25.9	C	32.6	C	25.9	C

Notes:

1. Signalized intersection level of service based on weighted average control delay per vehicle; Stop controlled delay based on average delay per vehicle for the worst movement
2. LOS = Level of Service
3. Intersection is SSS control under Existing; Roundabout under Proposed Project

Bold text indicates deficient intersection operations
Source: Fehr & Peers, April 2013

PEAK HOUR – LEVEL OF SERVICE (LOS) - CUMULATIVE

CUMULATIVE AND CUMULATIVE PLUS PROJECT INTERSECTIONS LEVEL OF SERVICE

	Intersection	Control	Weekday Evening (PM Peak Hour)				Weekend Midday (Sunday Peak Hour)			
			Cumulative (2035) No Project		Cumulative Plus Proposed Project		Cumulative (2035) No Project		Cumulative Plus Proposed Project	
			Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]
1	Civic Center Drive/Merrydale Road-Scettrini Drive	Signal	25.7	C	26.4	C	15.9	B	15.1	B
2	Civic Center Drive/McInnis Parkway	Signal	8	A	8	A	7.7	A	8.2	A
3	Civic Center Drive/Avenue of the Flags	Side-street Stop	7.7	A	8.5	A	21.7	C	28.4	D
4	Civic Center Drive/Peter Behr Drive	Side-street Stop / Roundabout[3]	11.3	B	1.7	A	16.2	C	6.7	A
5	Civic Center Drive/Judge Haley-Armory Drive	Side-street Stop	12.8	B	12.6	B	**35.3**	**E**	33.9	D
6	Civic Center Drive/N San Pedro Road	Signal	33.8	C	32.9	C	40.4	D	52.1	D

Notes:

1. Signalized intersection level of service based on weighted average control delay per vehicle; Stop controlled delay based on average delay per vehicle for the worst movement
2. LOS = Level of Service
3. Intersection is SSS control under Existing; Roundabout under Proposed Project

Bold text indicates deficient intersection operations
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PROJECT STATUS

- Completed Significant Public Involvement Process
- City of San Rafael - Encroachment Permit: 1/12/15
- Sonoma-Marin Area Rail Transit (SMART) Right-of-Entry Permit: 12/23/14
- CEQA Public Comment Period: 12/12/14 – 1/12/15
- CEQA CE, Mitigated Negative Declaration, Approved 2/10/15
- NEPA Review (Caltrans): All Required Documents Completed and Submitted and Under Review
- Plans @ 90%+ Status
- Project Schedule: August/September 2015 Start Date / End of Construction End of December 2016

PROJECT CONCLUSIONS

- Project does not generate additional traffic.
- Project creates additional intermodal opportunities which will reduce SOV trips.
- Roundabout significantly reduces vehicle idling at Civic Center Drive & Memorial Drive/Peter Behr Drive Intersection.
- Project corridor has low truck trips and improvements will not impact these volumes.
- Meets criteria of 2006 EPA Conformity Rules that the project is not a "…project of local air quality concern…" and therefore a PM2.5 Hot Spot Analysis is not required.