



TOWN OF TIBURON
Tiburon Town Hall
1505 Tiburon Boulevard
Tiburon, CA 94920

Regular Meeting
Tiburon Planning Commission
May 25, 2016
7:30 p.m.

AGENDA
TIBURON PLANNING COMMISSION

CALL TO ORDER AND ROLL CALL

Chair Kulik, Vice Chair Williams, Commissioners Corcoran, Weller, and Welner

ORAL COMMUNICATIONS

Persons wishing to address the Planning Commission on any subject not on the agenda may do so under this portion of the agenda. Please note that the Planning Commission is not able to undertake extended discussion, or take action on, items that do not appear on this agenda. Matters requiring action will be referred to Town Staff for consideration and/or placed on a future Planning Commission agenda. Please limit your comments to no more than three (3) minutes. Testimony regarding matters not on the agenda will not be considered part of the administrative record.

COMMISSION AND STAFF BRIEFING

Commission and Committee Report
Director's Report

PUBLIC HEARINGS

1. Tiburon Bicycle and Pedestrian Master Plan Update

Review Draft Plan and Make Recommendations to the Town Council Regarding Adoption;
Consider Initial Study and Draft Negative Declaration in Making the Recommendation
[PB, SA]

Documents:

[BIKE PED EXHIBIT 2.PDF](#)
[BIKE PED EXHIBITS 3-8.PDF](#)
[BIKE PED PLAN _ EXHIBIT 1.PDF](#)
[BIKE PED STAFF REPORT.PDF](#)

NEW BUSINESS

2. Annual Review of Draft Capital Improvement Program (CIP) Budget for Consistency with the Tiburon General Plan

Documents:

[ANNUAL REVIEW OF CIP BUDGET.PDF](#)

OLD BUSINESS

3. 2304 Mar East Street

Appeal of Planning Division decision to conditionally approve a Tidelands Permit to expand an existing dock and pier; File #TIDE2015003; Mark and Racia Blumenkranz, Owners/Appellants; Assessor's Parcel No. 059-400 -10 [DW] **[TO BE CONTINUED WITHOUT DISCUSSION TO JUNE 8, 2016]**

Documents:

[2304 MAR EAST STREET CONTINUANCE.PDF](#)

MINUTES

4. Planning Commission Minutes - Meeting of April 27, 2016

ADJOURNMENT

GENERAL PUBLIC INFORMATION

ASSISTANCE FOR PEOPLE WITH DISABILITIES

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Planning Division Secretary at (415) 435-7390. Notification 48 hours prior to the meeting will enable the Town to make reasonable arrangements to ensure accessibility to this meeting.

AVAILABILITY OF INFORMATION

Copies of Design Review Board Agendas, Staff Reports, project files and other supporting data are available for viewing and inspection at Town Hall during business hours. Agendas and Staff Reports are also available at the Belvedere-Tiburon Public Library and on the Town of Tiburon website (www.ci.tiburon.ca.us) after 5:00 PM on the Friday prior to the regularly scheduled meeting.

Any documents produced by the Town and distributed to a majority of the Design Review Board regarding any item on this agenda, including agenda-related documents produced by the Town after distribution of the agenda packet at least 72 hours in advance of the Board meeting, will be available for public inspection at Town Hall, 1505 Tiburon Boulevard, Tiburon, CA 94920.

Upon request, the Town will provide written agenda materials in appropriate alternative formats, or disability -related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please deliver or cause to be delivered a written request (including your name, mailing address, phone number and brief description of the requested materials and preferred alternative format or auxiliary aid or service) at least five (5) days before the meeting to the Planning Division Secretary at the above address.

PUBLIC HEARING ITEMS AND BUSINESS ITEMS

Public Hearing items and Business items provide the general public and interested parties an opportunity to speak regarding items that typically involve an action or decision made by the Board.

If you challenge any decision in court, you may be limited to raising only those issues you or someone else raised at the meeting, or in written correspondence delivered to the Board at, or prior to, the meeting.

GENERAL PROCEDURE ON ITEMS AND TIME LIMIT GUIDELINES FOR SPEAKERS

The Design Review Board's general procedure on items and time limit guidelines for speakers are:

- Staff Update on Item (if any)
- Applicant Presentation – 5 to 20 minutes
- Design Review Board questions of staff and/or applicant
- Public Testimony (depending on the number of speakers) – 3 to 5 minutes for each speaker; members of

the audience may not allocate their testimony time to other speakers

- Applicant may respond to public comments – 3 minutes
- Design Review Board closes the public testimony period, deliberates and votes (as warranted)
- Time limits and procedures may be modified in the reasonable discretion of the Chairman

Interested members of the public may address the Design Review Board on any item on the agenda.

ORDER AND TIMING OF ITEMS

No set times are assigned to items appearing on the Design Review Board agenda. While the Design Review Board attempts to hear all items in order as stated on the agenda, it reserves the right to take items out of order without notice.

NOTE: ALL PLANNING COMMISSION MEETINGS ARE AUDIO RECORDED

TOWN OF TIBURON LATE MAIL POLICY

(Adopted and Effective 11/7/2007)

The following policy shall be used by the Town Council and its standing boards and commissions, and by staff of the Town of Tiburon, in the identification, distribution and consideration of late mail.

DEFINITION

“Late Mail” is defined as correspondence or other materials that are received by the Town after completion of the written staff report on an agenda item, in such a manner as to preclude such correspondence or other materials from being addressed in or attached to the staff report as an exhibit.

IDENTIFICATION OF LATE MAIL

All late mail received by Town Staff in advance of a meeting shall be marked “Late Mail” and shall be date-stamped or marked with the date of receipt by the Town. Late mail received at a meeting shall be marked as “Received at Meeting” with a date-stamp or handwritten note.

POLICY

For regular meetings of the Town Council and its standing boards and commissions:

1. All late mail that is received on an agenda item prior to distribution of the agenda packet to the reviewing authority shall be stamped or marked as “Late Mail” and shall be distributed to the reviewing authority with the agenda packet.
2. All late mail received on an agenda item before 5:00 PM on the Monday prior to the meeting shall be date-stamped and marked as “Late Mail” and distributed to the reviewing authority as soon as practicable. Such mail shall be read and considered by the reviewing authority whenever possible. If the Monday, or Monday and Tuesday, prior to the meeting are a Town-recognized holiday, the deadline shall be extended to the following day at Noon.
3. Any late mail received on an agenda item after the deadline established in paragraph (2) above shall be date-stamped, marked as “Late Mail” and distributed to the reviewing authority as soon as reasonably possible, but may not be read or considered by the reviewing authority. There should be no expectation of, nor shall the reviewing authority have any obligation to, read or consider any such late mail, and therefore such late mail may not become part of the administrative record for the item before the reviewing authority.

These provisions shall also apply to special and adjourned meetings when sufficient lead time exists to implement these provisions. If sufficient lead time does not exist, the Town Manager shall exercise discretion in establishing a reasonable cut-off time for late mail. For controversial items or at any meeting where a high volume of correspondence is anticipated, Town staff shall have the option to require an earlier late mail deadline, provided that the written public notice for any such item clearly communicates the specifics of the early late mail deadline, and the deadline corresponds appropriately to any earlier availability of the agenda packet.

Pursuant to state law, copies of all late mail shall be available in a timely fashion for public inspection at Tiburon Town Hall, 1505 Tiburon Boulevard, Tiburon.

Town of Tiburon Bicycle and Pedestrian Master Plan Update

Initial Study

May 2016

Prepared for: Town of Tiburon
1505 Tiburon Boulevard
Tiburon, California 94920

Prepared by: Leonard Charles and Associates
7 Roble Court
San Anselmo, California 94960

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NEGATIVE DECLARATION (DRAFT)

TO: _____ Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

_____ County Clerk, Marin County
3501 Civic Center Drive, Room 234
San Rafael, CA 94903

FROM: Town of Tiburon Community Development Department
1505 Tiburon Blvd.
Tiburon, CA 94920

Project Title: Tiburon Bicycle and Pedestrian Master Plan Update

Proponent: Town of Tiburon

Project Location: Tiburon, CA 94920

Project Description: The project is an update of the Town of Tiburon Bicycle and Pedestrian Master Plan. The purpose of this Bicycle and Pedestrian Master Plan is to identify projects, policies, and programs that will improve bicycle and pedestrian transportation in Tiburon, in part by meeting the requirements of the California Bicycle-Transportation Act (see Section 891 of the California Streets and Highways Code).

Finding: Based on the attached Initial Study, it has been determined that the proposed project would not result in a significant, adverse environmental effect.

Signature: _____ Date _____
Scott Anderson
Director of Community Development
Town of Tiburon
1505 Tiburon Boulevard
Tiburon, CA 94920

1.0 Introduction and Background

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code 21000 *et seq* and the *State CEQA Guidelines*, California Code of Regulations Section 15000 *et seq* and the Town of Tiburon Local CEQA Guidelines. The project assessed in this Initial Study consists of a proposed update of the Town of Tiburon's Bicycle and Pedestrian Master Plan (BPMP).

2.0 Project Location and Setting

The Town of Tiburon is located within the County of Marin within the San Francisco Bay area. The Town is located seven miles north of San Francisco on a peninsula that extends into San Francisco Bay. The Town's Planning Area encompasses 17 square miles, including 11 square miles of water area and six square miles of land area. The Planning Area includes the Town's incorporated lands plus lands outside the Town that are designated by the Local Agency Formation Commission (LAFCO) as within the Town's Sphere of Influence (see Figure 1).

3.0 Project Objectives and Description

The Town of Tiburon adopted its original Bicycle and Pedestrian Master Plan (BPMP) in 2001 and subsequently adopted a 2008 Update of that plan. The Draft 2016 BPMP Update provides a programmatic description of proposed projects and priorities for implementation, past expenditures and future funding needs, crash analysis, goals and objectives, data collection, standards, design guidelines, best practices, and demonstrates coordination with other jurisdictions and consistency with the General Plan and other planning documents. It helps in determining the future needs and programming of pedestrian and bicycle facilities. It also includes addressing safety and education programs.

Goals and Objectives

The Draft BPMP Update contains three goals:

Goal 1 - Increased Bicycle and Pedestrian Access

Expand bicycle and pedestrian facilities and provide increased access to neighborhood areas, employment centers, shopping areas, schools, and recreational sites.

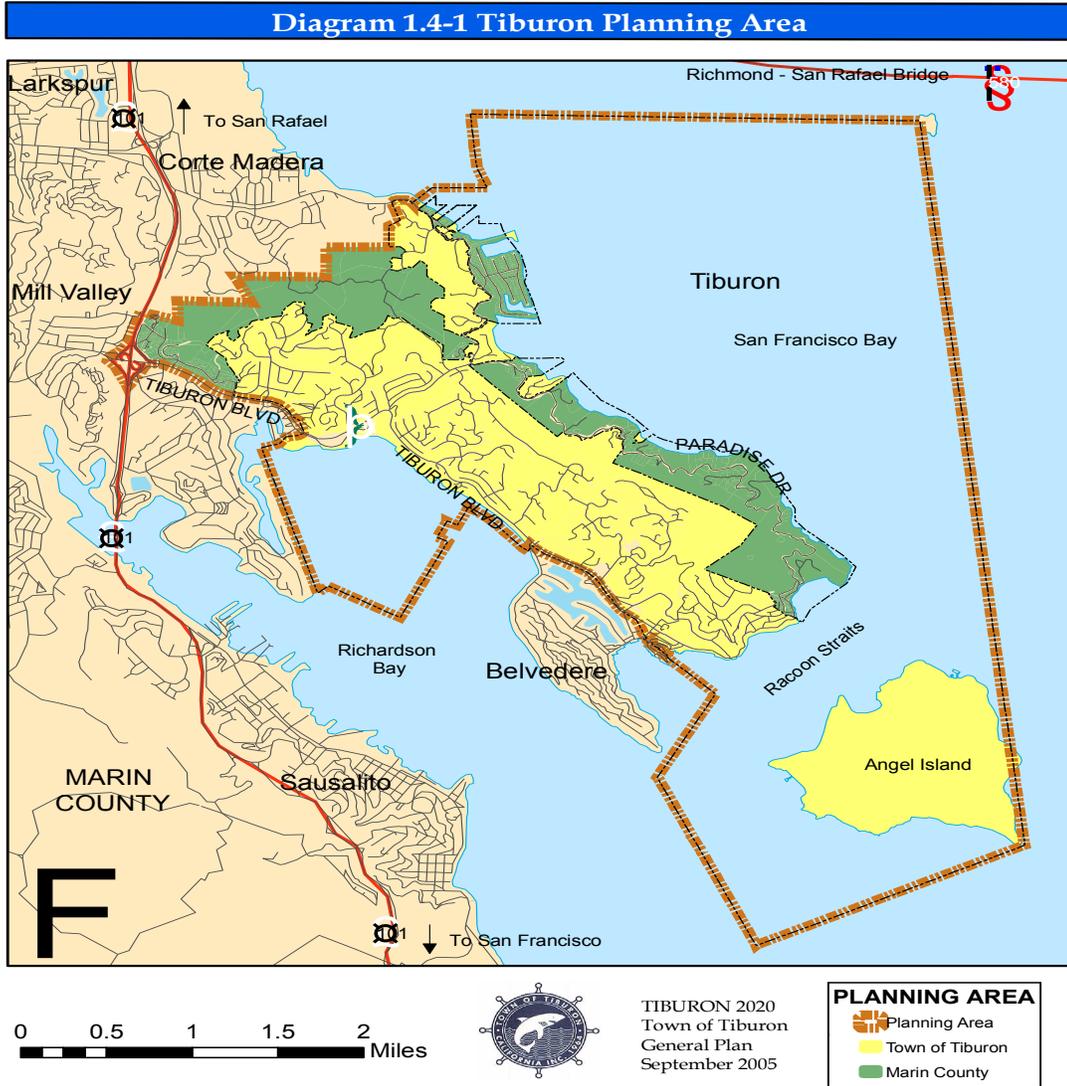
Goal 2 - Bicycle Transportation

Make travel by bicycle an integral part of daily life in Tiburon 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.

Goal 3 - Pedestrian Transportation

Encourage walking as a daily form of transportation in Tiburon by completing a pedestrian network that services short trips and transit, improving the quality of the pedestrian environment, and increasing safety, convenience, and access opportunities for all users.

Project Location and Vicinity Map - Figure 1



To realize these goals, the proposed update contains six objectives. Objectives are basic tools that underlie all planning and strategies and provide a bridge between goals and implementation. In general, objectives are more specific and easier to measure than goals. They serve as the basis for creating policy and evaluating performance.

Objective A - Implement the Bicycle and Pedestrian Master Plan, which identifies existing and future needs, and provides specific recommendations for facilities and programs.

Actions:

1. Update the Plan every five (5) years as required by Caltrans to reflect new policies and/or requirements for bicycle and pedestrian funding.
2. The POST Commission or other official commission, as appropriate, should review all Safe Routes to Schools travel plans for consistency with the Tiburon Bicycle and Pedestrian Master Plan, with the authority to refer concerns to staff and council as necessary.
3. Coordinate between government agencies, schools, and community organizations to address bicycle and pedestrian issues of mutual concern. The Town should promote coordination between the POST Commission or other official commission and adjacent communities' advisory committees.
4. Seek funding for bikeway projects through current local, regional, state, and federal funding programs and encourage multi-jurisdictional funding applications.

Objective B - Complete a continuous network of bikeways that are feasible, fundable, and that serve bicyclists' needs, especially for travel to employment centers, schools, commercial districts, and transit stops and terminals.

Actions:

1. Implement high priority projects, such as Old Rail Trail improvements and Safe Routes to Schools improvements.
2. Prioritize completion of a continuous bikeway network across jurisdictional boundaries, connecting Tiburon to unincorporated areas and neighboring communities.
3. Connect bicycle paths in Tiburon with other paths and trails where practical.
4. Consider construction of relevant planned bikeways as an integral part of any transportation facility maintenance or construction project.
5. Construct a network that encourages bicycling to and for recreational purposes, as feasible.
6. At a minimum, construct all bikeways according to Caltrans Chapter 1000 Design Guidelines.

Objective C - Complete a network of walkways that serves pedestrian needs, especially for short trips to schools, downtown, and transit stops and terminals.

Actions:

1. Implement high priority projects, such as Safe Routes to Schools improvements.
2. Establish pedestrian routes that focus on the needs of school children for each neighborhood in Tiburon.
3. Complete missing connections to make direct routes for walking, especially connections between residential neighborhoods and the downtown area, schools, and the Old Rail Trail.

4. Where feasible, identify and reduce or eliminate impediments and obstacles to walking to school.
5. Connect pedestrian paths in Tiburon with other paths and trails where practical.
6. For new development or redevelopment projects, consider construction of planned pedestrian facilities.
7. Work with transit authorities to ensure that pedestrian concerns are addressed in the design of transit stops.
8. Enhance opportunities for walking for recreational purposes.

Objective D - Maintain and improve the quality, operation, and integrity of bikeway and walkway network facilities.

Actions:

1. Undertake routine maintenance of bikeway and walkway network facilities, such as sweeping bicycle lanes and sidewalks and trimming back encroaching vegetation.
2. Undertake regular inspection of surface conditions and periodic maintenance of bicycle and pedestrian facilities such as striping and signing to reduce safety issues for users.
3. Ensure that construction projects minimize disruption to the bicycling and walking environment and that safe, direct alternate routes are signed in advance of construction for the duration of the project. All projects undertaken by outside agencies should be coordinated with the Town to ensure compliance with this policy.
4. Ensure that repair or construction of any transportation facility does not result in the permanent removal of an existing bicycle or pedestrian facility.
5. Ensure that the pedestrian walkway network is accessible to, and usable by, persons with disabilities where feasible.

Objective E - Provide short- and long-term bicycle parking and end-of-trip facilities in employment and commercial areas, in multifamily housing, at schools, and at transit facilities.

Actions:

1. Consider requiring bicycle parking spaces as part of new development or redevelopment projects.
2. Encourage the installation of short- and long-term public bicycle parking in and around the Downtown area.
3. Work with local schools to promote bicycle commuting and to assist in purchasing and installing long- and short-term bicycle parking.
4. Require the provision of bicycle parking at all town-permitted large events to help reduce automobile traffic and parking.

Objective F - Develop and implement safety, education, and encouragement plans aimed at people walking, bicycling, and driving.

Actions:

1. Expand adult and youth bicycle and pedestrian education, encouragement, and safety programs, particularly Share the Road programs aimed at reducing bicyclist-motorist conflicts.
2. Promote the health and environmental benefits of walking and bicycling.

Recommended Circulation System Improvements

Proposed Bicycling System Improvements

The Draft BPMP Update contains a list of circulation improvements aimed at implementing these goals and objectives. The circulation improvements identified below are intended to be broad guidelines – while the improvements are intended to address known problems in the bicycling and pedestrian network, they are not intended to be literally binding. Improvements similar and/or equivalent to those listed below may be substituted to achieve the desired objectives.

The Draft BPMP Update vision for bicycling includes completing and improving existing bicycle paths, lanes and routes, including signing and stenciling, and implementing programs. For walking the vision is to maintain and improve existing walkways and crosswalks, and improve access from the neighborhood areas to the Old Rail Trail, downtown, and schools through a series of stairway and mid-block crossing improvements. The Draft BPMP Update proposes eight (8) bicycling-related improvements; they are summarized below.

Project #1 is to improve the pedestrian and bicycle path along the access road south of the *Blackie's Pasture parking lot*. Recommended improvements would include paving the access road's gravel shoulder that serves as on-street parking (this shoulder is approximately 75 feet long), and providing a 4-foot wide striped buffer between the 10-foot wide multi-use path and the parking aisle. The existing fence would be moved approximately 4 feet to the south. This project was recommended in the Town of Tiburon Bay Trail Gap Study (2012; a study that identified gaps or areas needing attention along the Bay Trail). The project also includes adding signage to advise bicyclists they are entering a neighborhood 'slow zone' (i.e., the residential community along Greenwood Beach Road). This project is part of the Bay Trail Improvements mentioned in the existing BPMP (i.e., the BPMP Update adopted in 2008), and it is included as a recommended improvement in the Tiburon Bay Trail Gap Study.

Project #2 is to provide bicycle and pedestrian intersection enhancements on *Tiburon Boulevard* at the Blackfield Drive/Greenwood Cove Drive intersection. Recommended improvements would include addition of a high-visibility crosswalk, a pedestrian-activated Leading Pedestrian Interval (a Leading Pedestrian Interval typically gives pedestrians a 3–7 second head start when entering an intersection with a corresponding green signal in the same direction of travel), buffered bicycle lanes, dashed green bicycle lanes to indicate a mixing zone, and "bike box" (a bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase). This project was recommended in the Safe Pathways to School program. The project is currently in the design phase and has undergone CEQA review (the Town issued a CEQA Notice of Exemption, dated November 23, 2015).

Project #3 is proposed improvements to *Greenwood Beach Road*. Recommended improvements would include changing the existing Class III bike route signs to advise bicyclists of a neighborhood 'slow zone'; signs would direct faster bicyclists to use Tiburon Boulevard. The Town may also explore the use of different pavement textures to help slow bicycle traffic on Greenwood Beach Road or to alert bicyclists to the 'slow zone' signs. This proposed improvement is a variation on the Class 3 bike route project on Greenwood Beach Road that is included in the existing BPMP.¹

Project #4 is proposed improvements to *Trestle Glen Boulevard*. Recommended improvements include constructing Class II bike lanes on both sides of this road between Tiburon Boulevard and Paradise Drive, or to construct Class II bike lanes on the uphill direction and sign the downhill directions as a Class III bicycle route. The Town completed a feasibility and design study of this project in 2003, which identified significant obstacles to implementation of Class II bicycle lanes in both the uphill and downhill directions. A mitigated negative declaration was adopted for the eventual construction of the preferred alternative set forth in the Trestle Glen Bikeway Study. This project is included in the existing BPMP.

Project #5 would make improvements to *Tiburon Boulevard* in the area of its intersection with Mar West Street and Lagoon Road/Cove Road. Recommended improvements would include improving the transition from the Class I facility on Tiburon Boulevard west of Mar West Street to a Class II facility east of Mar West Street. This transition would be coordinated with the new signal or roundabout the Town is planning for this intersection. This project is included in the existing BPMP.

Project #6 includes a recommendation to stencil or sign Class III bicycle routes on *Paradise Drive* from Mar West Street (its eastern end) to the eastern Town Limit (near Agreste Way). This project is included in the 2008 BPMP.

Project #7 includes a recommendation to convert the existing striped shoulder of *Tiburon Boulevard* from the western Town Limit to Trestle Glen Boulevard to Class II bike lanes. This recommended improvement would be subject to Caltrans and County approval, as most of the length of Tiburon Boulevard (State Highway 131) in this area is in unincorporated County jurisdiction. This project is included in the existing BPMP.

Project #8 is proposed improvements to *Tiburon Boulevard* from East Strawberry Drive to Greenwood Cove Drive. The Draft BPMP Update recommends that the Town advocate for and support County implementation of a Class I multi-use path along the south side of Tiburon Boulevard. This project is part

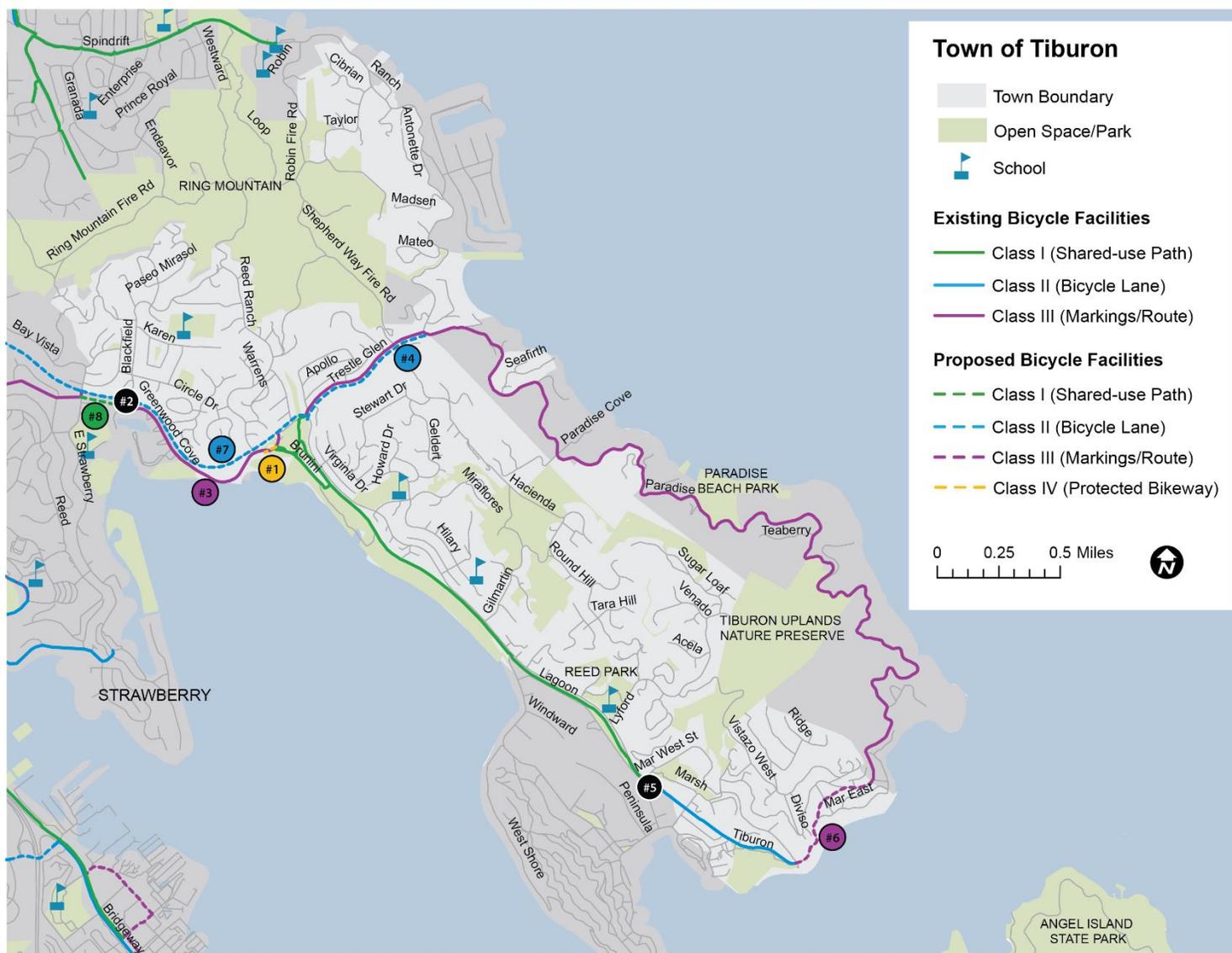
¹ **Class I Bikeway** - Typically called a shared-use path, a Class I Bikeway provides bicycle travel on a paved right-of-way completely separated from any street or highway. It is usually shared with pedestrians and other active transportation users.

Class II Bikeway - Often referred to as a bicycle lane, a Class II Bikeway provides a striped lane accompanied by stenciled markings for one-way bicycle travel on a street or highway. Class II facilities can also include painted buffers to help provide a physical separation between motor vehicle travel lanes and the bicycle lane.

Class III Bikeway - Generally referred to as a bicycle route, a Class III Bikeway provides for shared use with motor vehicle traffic and is identified only by signing and/or pavement markings.

Class IV Bikeway - Often referred to as protected bicycle lanes, separated bikeways, cycle tracks, or green lanes, Class IV bikeways are located within a street or highway right-of-way, provide a designated area for one-way or two-way bicycle travel, and offer physical protection from adjacent motor vehicle traffic using barriers, bollards, curbing, parked cars, posts, planters, or other vertical-oriented elements.

Figure 2: Proposed Bicycle Projects



of the Bay Trail Improvements mentioned in the existing BPMP and is a recommended option in the Bay Trail Gap Study.

Other minor bicycle-related recommendations include: 1) trial installation of “on-street” bicycle parking areas which would take the place of unused red curb zone areas in the downtown area; and 2) where feasible, installing other end-of-trip facilities such as showers and changing facilities.

Proposed Pedestrian Circulation Improvements

The proposed update contains the following four pedestrian system improvements

Project #9 is to add advanced yield lines at an unprotected mid-block crossing of *Tiburon Boulevard* approximately 161 feet west of Juanita Lane (this project is recommended in the Downtown Circulation and Parking Analysis – Final Report, Town of Tiburon, 2012).

Project #10 is to install a paved, safe walking path made of decomposed granite along a 500-foot stretch of *Moitoza Lane* between Vistazo West Street and Esperanza Street, which would complete this connection. Signage would be installed at the entrances to signify access (recommended in the existing BPMP).

Project #11 is to close gaps on the *Tiburon Ridge Trail*, such as the Hacienda Gap. There are two identified gaps. The first gap is across the Rabin (Alta Robles) site, where the owner is required to grant an easement and install a public trail as part of the subdivision improvements, which could be many years away. There is a condition on the approval whereby the Town (with owner agreement) may acquire the easement earlier. This project would provide funds to contribute to installation costs should earlier-than-required acquisition and installation be agreed upon. The second gap is in the vicinity of 137 and 139 Hacienda Drive where a landslide makes the Town’s public access easement unusable. The funding could be used to install a pedestrian bridge over the landslide or otherwise acquire means of access. Specific trail enhancements have not been identified at this time.

Project #12 is to weather-harden the *Las Lomas Trail* (Las Lomas Lane at Centro West Street).

Other pedestrian-related recommendations include the Town doing the following: 1) consider conducting a comprehensive sidewalk and pathway inventory in order to develop a detailed digital inventory of sidewalk gaps and develop a process for prioritizing and filling these gaps; in addition, the Town should continue working to establish walkways along the existing and proposed pedestrian Steps, Lanes, and Paths routes identified by the Town; 2) consider reducing corner curb radii when re-paving streets and installing curb ramps; 3) continue to install curb ramps as a part of repaving or other capital construction, as needed, if none currently exist; 4) continue to install truncated domes in high pedestrian use areas around the downtown and along streets that provide access to the commercial and school areas, and also install truncated domes when re-paving streets and improving existing curb ramps and elsewhere to be in compliance with ADA requirements; 5) continue to install perpendicular curb ramps in high pedestrian use areas and on adjacent streets or encourage Caltrans to install perpendicular curb ramps throughout the town as needed; 6) consider working with Caltrans to install rectangular rapid flashing beacons at mid-block crosswalk locations such as those along Tiburon

Boulevard while also taking into account the frequency of beacons along a given corridor; and 7) study the feasibility of coordinating with Caltrans to install curb extensions at crosswalk locations in high pedestrian use areas where appropriate.

4.0 Lead Agency Information

1. Project Title:

Town of Tiburon Bicycle and Pedestrian Master Plan Update

2. Lead Agency Name and Address:

Town of Tiburon
1505 Tiburon Boulevard
Tiburon, CA 94920

3. Contact Person and Phone Number:

Scott Anderson
Director of Community Development, Town of Tiburon
1505 Tiburon Boulevard
Tiburon, CA 94920
Phone: (415) 435-7392
Fax: (415) 435-2438
Email: sanderson@townoftiburon.org

4. Town File Number:

S2016-02

5. Assessor Parcel Number:

Town-wide project.

6. Type of Approval Sought:

Adoption of update to the Bicycle and Pedestrian Master Plan for the Town of Tiburon.

7. Size of Subject Property:

Town-wide project.

5.0 Regulatory Oversight and Agency Review

The Town of Tiburon is the public agency responsible for approving the proposed project and is considered the Lead Agency under CEQA. The Town is responsible for preparing this Initial Study. There are no responsible or trustee agencies for this project pursuant to CEQA.

6.0 Related Projects

To assess future conditions on the Town's roadway, bikeway, and pedestrian network and cumulative impacts, a projection of maximum buildout of the Planning Area by 2020 was developed by the Tiburon Community Development Department. Where warranted, this worst-case buildout scenario is used to assess cumulative traffic-related impacts. It is noted that this level of development would likely never occur (as it assumes full buildout of every parcel in the Planning Area) and certainly not by 2020. However, to insure full disclosure of potential future impacts, this buildout scenario is used in this Initial Study to assess impacts related to traffic.

7.0 References

The following is a list of references used in the preparation of this document. Each of the topics addressed in Section C, Evaluation of Environmental Impacts, includes a list of references by number. The numbers for the reference sources correspond with the sources that are listed below by number.

1. Tiburon General Plan 2020, September 2005
2. Tiburon General Plan 2020 Final EIR, May 2005
3. Town of Tiburon Zoning Ordinance
4. Town of Tiburon Circulation Element Update, 2016
5. Town of Tiburon Circulation Element Update Initial Study, 2016
6. Initial Study for the Town of Tiburon Bicycle and Pedestrian Master Plan, August 2008
7. Town of Tiburon Bicycle and Pedestrian Master Plan, 2008
8. Town of Tiburon Complete Streets Policy (Resolution No. 41-2012), 2012
9. Town of Tiburon Downtown Circulation and Parking Analysis, 2012
10. Tiburon Bay Trail Gap Study, 2012
11. Community Action to Reduce Traffic (CART) Summary Report, 2015
12. Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing Senate Bill 743, California Office of Planning and Research, August 2014
13. BAAQMD CEQA Guidelines Assessing the Air Quality Impacts of Projects and Plans, BAAQMD, May 2011
14. Active Transportation Program (ATP), California Department of Transportation, 2013
15. Town of Tiburon Climate Action Plan, 2011

16. Town of Tiburon Storm Drain Master Plan, 2008
17. Marin County Important Farmland Map, California Dept. of Conservation, Office of Land Conservation's Farmland Mapping and Monitoring Program
18. Notification of Proposed Project Pursuant to Public Resources Code Section 21080.3.1(d); Town of Tiburon Bicycle & Pedestrian Master Plan Update; Letter sent from Scott Anderson, Director of Community Development, Town of Tiburon to Buffy McQuillen, Tribal Heritage Preservation Office, Federated Indians of Graton Rancheria, February 23, 2016
19. Trestle Glen Bikeway Study, April 30, 2003
20. Trestle Glen Bikeway Project Initial Study and Mitigated Negative Declaration, adopted January 2004
21. Downtown Tiburon Design Guidelines, May, 2002
22. Belvedere-Tiburon Library Expansion Project EIR (3 volumes), 2010 and 2011

8.0 Initial Study Checklist and Methodology

This Initial Study is based on CEQA's Environmental Checklist Form. Each item on the checklist is answered as either "potentially significant impact," "less than significant with mitigation incorporated," "less than significant," or "no impact" depending on the anticipated level of impact. The checklist is followed by explanatory comments corresponding to each checklist item.

A "no impact" response indicates that it is clear that the project will not have any impact. In some cases, the explanation accompanying this response may include reference to an adopted plan or map. A "less than significant impact" response indicates that there will be some impact but that the level of impact is insufficiently substantial to be deemed significant. The text explains the rationale for this conclusion. A "less than significant impact with mitigation incorporated" response indicates that there will be a potentially significant impact, but the Initial Study determines there are adequate mitigations, which are described and have been included in the project, to reduce the impact to an insignificant level. Finally, a "potentially significant impact" response would indicate that the Initial Study cannot identify mitigation measures to adequately reduce the impact to a level that is less than significant. In the case of this response, an EIR would be required.

Impact Analysis Overview

This Initial Study assesses whether the proposed Draft Bicycle and Pedestrian Master Plan (BPMP) Update would result in new or more substantial impacts than those identified and assessed in the adopted Negative Declaration for the existing BPMP as well as the certified EIR for the General Plan (Including the adopted Negative Declaration for the 2016 Update of the General Plan Circulation Element) and whether these new or changed impacts would be considered significant.

CEQA defines an environmental impact as a change in the physical environment. Because the Draft BPMP Update is a policy document, it would not directly result in changes to the physical environment. Therefore, the project would have no direct impacts on the environment.

As noted under the previous Project Description section, the Draft BPMP Update does include a list of possible future bicycle- and pedestrian-related improvements the Town may consider implementing when warranted and feasible. These potential circulation improvements address known and projected deficiencies in the transportation network. These improvements are not currently funded and are not legally binding upon adoption of the BPMP Update. Accordingly, these improvements are not considered part of the circulation network for purposes of this Initial Study. Most of these possible improvements are also listed in the existing BPMP (the 2008 BPMP Update). The CEQA document for the 2008 BPMP did not address future environmental impacts from these proposed improvements for the same reason listed above. (Reference 6) While not required, this current Initial Study does discuss the range of effects that could be expected if these future circulation system improvements were formally proposed and constructed in order to provide full disclosure of possible ramifications of adopting the proposed update.

It is worth noting that the proposed update will make the BPMP consistent with the Town's General Plan. The Draft BPMP Update contains the provisions required by the State's Active Transportation Program (ATP) guidelines that encourage increased use of active modes of transportation, such as bicycling and walking, and provide guidance on the inclusion of specific active transportation plan elements in order to apply for grant funding to assist in financing recommended circulation system improvements. (Reference 14)

The project would be consistent with State policies aimed at focusing transportation and land use policy to discourage the number and length of trips by single-person vehicles and encourage other forms of transportation as well as land use patterns that minimize trip lengths in order to reduce greenhouse gas emissions. As required by Senate Bill 743, the new proposed Section 15064.3 of the State CEQA Guidelines, transportation impacts of projects would no longer be measured on the basis of how vehicle delay caused by a project would affect the level of service (LOS) at an intersection or on a roadway, but would instead be measured on the basis of the "vehicle miles traveled" (VMT) that the project generates and on the project's effects on transit, non-motorized travel, and traveler safety. The preliminary guidelines go on to state that a transportation project whose primary purpose is improving safety or operations generally would not have a significant transportation impact. (Reference 12)

The San Francisco Bay Trail

The San Francisco Bay Trail program is a nonprofit organization administered by the Association of Bay Area Governments (ABAG) that plans, promotes and advocates for the implementation of a continuous 500-mile multi-use bicycling and hiking path around San Francisco Bay. When complete, the trail will pass through 47 cities, all nine Bay Area counties, and cross seven toll bridges. To date, slightly more than half the length of the Bay Trail alignment has been developed. The existing Bay Trail in Tiburon extends from Blackie's Pasture to downtown Tiburon; portions of Trestle Glen Boulevard are also designated as part of the Bay Trail. The route between Blackie's Pasture and the western Town limit is designated as "proposed" Bay Trail (i.e., it is part of the Bay Trail Route but has not been improved to

the level needed to be designated as part of the Bay Trail). This includes the existing Class III Bike Route (part of Marin Bicycle Route 10) that travels along Greenwood Beach Road/Greenwood Cove Drive to the western Town limits. Portions of Trestle Glen Boulevard as well as Paradise Drive (in the County's jurisdiction) are also designated as "proposed" Bay Trail.

While the goal of the Bay Trail is a Class I, paved, fully separated multi-use pathway as close to the shoreline as possible, in certain locations this is simply infeasible. When a multi-use path is not possible, the Bay Trail Steering Committee may consider—on a case by case basis—the acceptance of Class II bike lanes and sidewalks as an acceptable solution. According to the Tiburon Bay Trail Gap Study, a Class III bike route (simply signage and striping) is not acceptable as either proposed or complete Bay Trail. As such, a Class III bike route facility is not eligible for grant funding and would be considered a gap in the Bay Trail. (Reference 10)

In 2012, a Bay Trail Gap Study was prepared for the Town, funded by a grant. The Study represents an opportunity for the Town, in coordination with the Bay Trail, County of Marin, and Caltrans, to prepare a plan for closing a key gap in the San Francisco Bay Trail System as well as the Town's and Marin County's local and regional bike and pedestrian circulation systems. The objective of the feasibility study was to evaluate and develop concepts to enhance service of bicycle and pedestrian traffic between McKegney Green and Strawberry Drive, including portions of Tiburon Boulevard and Greenwood Beach Road/Greenwood Cove Drive. The major elements of the feasibility study were the analysis and preliminary design of a clear and continuous Bay Trail route for bicyclists, pedestrians and other trail users. Ideally the trail would be a separated Class I path meeting Bay Trail guidelines, but the study identifies many challenges to be addressed including how the trail can actually be configured as it passes through the various land uses and terrain along the corridor. The draft concepts presented in the study follow the Bay Trail design guidelines as well as Caltrans engineering standards for the design of Class I paths and associated design elements.

The Bay Gap Study recommends improvements between McKegney Green and Harbor Cove Way in the East Strawberry neighborhood and along Tiburon Boulevard that would result in these sections being part of the Bay Trail (as compared to their current status as "proposed" Bay Trail). Recommended projects within the Town's jurisdiction are included as Project #1 described in the Project Description section above. Project #8 is recommended in the Gap Study, but most of this project is in the unincorporated part of the County and not under the jurisdiction of the Town of Tiburon.

Many bicyclists entering Tiburon from the west (or leaving to the west) travel along the striped shoulders of Tiburon Boulevard. Some eastbound bicyclists exit Tiburon Boulevard at Greenwood Cove Drive onto Marin Bicycle Route 10 and proceed east until that street ends at the Town limits where it becomes Greenwood Beach Road. Route 10 proceeds east through the emergency access lane at the east end of Greenwood Beach Road and enters the southwest end of the Blackie's Pasture parking lot. Further east Route 10 links via existing paths to the Tiburon multi-use trail (i.e., the Old Rail Trail, which is a designated Bay Trail).

Route 10 through the Greenwood Cove Drive/Greenwood Beach Road corridor is a Class III bike route. Because this route allows bicyclists and pedestrians to avoid traveling along the high volume and relatively high speeds of Tiburon Boulevard, it is well used. Existing bicycle use of the portion of this

route within the Town (Greenwood Beach Road) has caused residents along this street to register complaints with the Town about safety concerns. It is not the role of this Initial Study to assess possible existing effects of past or current use of the Town's circulation system. However, this Initial Study does discuss whether the Draft BPMP Update contains new recommended improvements to the circulation system that would affect safety or environmental resources along this street, as well as other Town streets. In addition, to provide full disclosure about the effects of bicycling and pedestrian usage of the Town's circulation system, this Initial Study does discuss the existing situation along this street and how, as a policy decision, the Town could address the concerns of the affected residents.

Along Greenwood Cove Drive there are several large multi-family developments and one single-family residence (at the easternmost end of the street) located south of the street; there is one gas station on the north side of the street. At the Town limits, just west of the Richardson Bay Audubon Center & Sanctuary, Greenwood Beach Road begins. East of the Audubon Center, there are approximately 22 single-family residences along the south side of the street. On the north side is undeveloped land between the street and Tiburon Boulevard plus the Tiburon Baptist Church. There is a sidewalk along the south side of Greenwood Cove Drive, but no sidewalks along Greenwood Beach Road. The streets are generally devoid of paved shoulders. Along Greenwood Beach Road, pedestrians and bicyclists share the travel lanes with motor vehicles.

For Greenwood Beach Road, the Bay Trail Gap Study provided three options that all included developing a 6-foot pedestrian path on the north side of the street and, for two of the options, widening the travel way to 20 feet. The two options involving road widening would cost an estimated \$2.5-2.9 million, while the third option (no widening - path only) would cost an estimated \$1.6 million. None of these options was well-received by the neighborhood, and none was included as a recommended improvement in the current Draft BPMP Update. Accordingly, as is currently the case, this route would remain a Class III bike route with all users sharing the travel lanes for most of its length. The subsequent discussions of project impacts will assess whether the Draft BPMP Update would significantly increase any impacts of use of this route. See the subsequent section on Traffic that also provides a more general discussion of current and future effects of usage of this route.

I. Aesthetics

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>a. Have a substantial adverse effect on a scenic vista?</i>				x
<i>b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</i>				x
<i>c. Substantially degrade the existing visual character or quality of the site and its surroundings?</i>				x
<i>d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</i>				x

*Discussion of Possible Impacts to Aesthetic Resources - Checklist Items I(a) through I(d). **No impacts.*** (References 1, 2, 3, 6, 19, 20, 21, and 22)

A substantial adverse effect to visual resources could result when a project introduces physical features that are not characteristic of current development, obstructs an identified public scenic vista, or makes a substantial change to the natural landscape or nighttime environment. The adoption of the Draft BPMP Update is a policy matter that does not fund or approve any actual projects. The intent of the proposed update is to facilitate a multi-modal approach to the Town’s circulation system and provide safe bicycle and pedestrian access to all users.

Recommended improvements contained in the Draft BPMP Update could result in the future improvement of roadway shoulders and right-of-way areas as necessary to accommodate bicyclists, pedestrians and other users. These possible future improvements have yet to be funded or designed. Any of these projects would be subject to compliance with the California Environmental Quality Act (CEQA) on a project-level basis. It is expected that any future projects would occur primarily, if not entirely, within the right of way of existing streets or paths. The following addresses the range of future visual impacts that may occur if the recommended improvement in the Draft BPMP Update are implemented.

Project #1 includes possible improvements at Blackie’s Pasture parking lot. The existing 75-foot long gravel parking area would be paved and the fence moved four feet to the south. Such minor changes would not cause a major change in views in the area. The improvements would be noticeable only to people parking in the area or travelling along the existing multi-use path. New signing at this location as well as other new sign projects would add signs to streets already containing signs, and roadside signs are a normal part of streetscapes.

Project #2 would add bicycle and pedestrian intersection enhancements on Tiburon Boulevard at the Blackfield Drive/Greenwood Cove Drive intersection, including the addition of a high-visibility crosswalk, pedestrian-activated Leading Pedestrian Interval, buffered bicycle lanes, dashed green bicycle lanes to indicate a mixing zone, and “bike box.” These improvements would change views for drivers traveling through this intersection. However, Tiburon Boulevard is a heavily-travelled arterial. These types of intersection improvements are common along such arterials and would not add major structures affecting views. These safety improvements would not be expected to substantially change the nature of views along this section of Tiburon Boulevard. This project has been approved by the Town Council and has been found categorically exempt from the requirements of CEQA.

Project #3 includes new signing on Greenwood Beach Road. As explained above, changes to existing signs would have no significant visual effect. Possible pavement texturing of areas along Greenwood Beach Road would not substantially change the views of the existing pavement on that street. The Draft BPMP Update would not be expected to increase bicycle use of this street as the recommended improvements are mainly to improve bicycling and pedestrian safety. It would be speculative to assume that safety improvements alone would attract significant additional ridership, or that such increased ridership could lead to any substantive visual impacts.

Project #4 includes addition of Class II bike lanes on uphill portions of Trestle Glen Boulevard. This project was approved by the Town Council in January 2004 and a mitigated negative declaration was adopted for construction of the preferred alternative identified in the Trestle Glen Bikeway Study. Unless the project is significantly changed prior to construction, no additional CEQA review is required. It is likely that widening would require removal of some trees and shrubs, but even if that were to occur, the impact to existing views from this street would be expected to be minimal as would the changes to views from residences along that street. In addition, the visual impacts of this project were accepted by the Town when it adopted the existing BPMP. When a design for this project is submitted, the CEQA review would address the specific visual effects that would result from any pavement widening needed to accommodate the Class II bike lanes.

Project #5 includes proposed improvements to Tiburon Boulevard in the area of its intersection with Mar West Street and Lagoon Road/Cove Road to improve the transition from the Class I facility on Tiburon Boulevard west of Mar West Street to a Class II facility east of Mar West Street. This transition would be coordinated with the new signal or roundabout the Town is planning for this intersection. This improvement would not be visually intrusive and would be a minor part of the roundabout project. In addition, the possible visual impacts of this project were accepted at a policy level by the Town when it adopted the Tiburon General Plan in 2005 and the existing BPMP in 2008; and when it approved the Belvedere-Tiburon Library Expansion Project in 2011 and the updated Circulation Element in 2016.

Project #6 includes a recommendation to stencil or sign a Class III bicycle route on Paradise Drive from Mar West Street (its eastern end) to the eastern Town Limit (near Agreste Way). This signage would not block or substantially change views along this street. In addition, the possible visual impacts of this project were accepted at a policy level by the Town when it adopted the existing BPMP.

Project #7 includes a recommendation to convert the existing striped shoulder of Tiburon Boulevard from the western Town Limit to Trestle Glen Boulevard to Class II bike lanes. This striping and any new

signage would not block or substantially change views along this street. In addition, the possible visual impacts of this project were accepted at a policy level by the Town when it adopted the existing BPMP.

Project #8 includes improvements to Tiburon Boulevard from East Strawberry Drive to Greenwood Cove Drive. The Draft BPMP Update recommends that the Town advocate for and support County implementation of a Class I multi-use path along the south side of Tiburon Boulevard. Constructing this project could alter views south of Tiburon Boulevard. The Bay Trail Gap Study reports after preliminary review that constructing this project could remove 35-45 trees. This could adversely affect views from some vantage points along the street. It is unlikely that new path itself would be large or obtrusive, and it is unlikely that the path itself would have a substantial effect on views. The possible visual impacts of this project were accepted at a policy level by the Town when it adopted the existing BPMP, and would be further analyzed at the project level in the County's CEQA review should an actual design be proposed for construction.

Three of the four pedestrian-related projects (Projects #9, #10 and #12) involve striping of a street or hardening/paving of existing paths. These projects would not involve construction of new facilities nor substantially change existing views.

Project #11 involves new trail construction along "gaps" in the route of the Tiburon Ridge Trail. The precise routing of the trail extensions and their design is unknown at this time, but two "gaps" have been identified. The first gap is across the Rabin (Alta Robles) site, where the owner is required to grant an easement and install a public trail as part of the subdivision improvements, which could be many years away. There is a condition on the approval whereby the Town (with owner agreement) may acquire the easement earlier. This project would provide funds to contribute to installation costs should earlier-than-required acquisition and installation be agreed upon. The second gap is in the vicinity of 137 and 139 Hacienda Drive where a landslide makes the Town's public access easement unusable. The funding could be used to install a pedestrian bridge over the landslide or otherwise acquire means of access. It is expected that the trail improvements would be designed and constructed to blend with their surroundings and not cause a substantial visual change. However, the aesthetic impacts would need to be assessed in the CEQA review of the future project design. At a policy level, the Town accepted visual changes from constructing this trail when it adopted its General Plan, which specifically calls for completion of the Tiburon Ridge Trail.

Construction of bicycle lanes, signing of bicycle routes, and trail/path construction would not be expected to result in substantial changes to existing views nor from these travelways and would not be expected to degrade scenic views or the visual character of the circulation system or adjacent residential and commercial uses. The proposed update, as well as any future projects proposed to implement Draft BPMP Update objectives, would be expected to have a less-than-significant impact on aesthetic resources. Future bicycling and pedestrian projects would be assessed by project-level CEQA analyses to confirm this preliminary conclusion. If necessary, those CEQA analyses would include project-specific mitigations to ensure each future project's consistency with the Town's General Plan policies and other requirements relevant to design review codified in the Town's Zoning Ordinance as well as the *Downtown Tiburon Design Handbook*. For Project #8, the project would need to be found consistent with the County's General Plan and design requirements since this project is within the County's jurisdiction.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan and current zoning as well as other local policies or ordinances protecting aesthetic resources. The EIR prepared for the Town's General Plan found that several visual impacts resulting from Town buildout could be significant because at the time that EIR was prepared it was unknown exactly what would be built in what location. Given these uncertainties, that EIR concluded that the impacts should be considered to be significant. The proposed BPMP Update would not change this conclusion. However, the proposed update would not result in any new or increased impact on aesthetic resources. In addition, the types of improvements that might result from future implementation of the Draft BPMP Update would not be expected to make a cumulatively considerable contribution to any cumulative visual impact.

Based on the above considerations, it is concluded that the proposed update would have no impact on aesthetics and visual resources.

II. Agricultural and Forestry Resources

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</i>				x
b. <i>Conflict with existing zoning for agricultural use, or a Williamson Act contract?</i>				x
c. <i>Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</i>				x
d. <i>Result in the loss of forest land or conversion of forest land to non-forest use?</i>				x
e. <i>Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?</i>				x

Discussion of Possible Impacts to Agricultural and Forestry Resources - Checklist Items II(a) through II(e).

No impacts.

(References 2 and 17)

There is no land within the Town of Tiburon that is shown as Prime Farmland, Unique Farmland or Farmland of Statewide Importance on the Marin County Important Farmland Map produced by the State Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program. The proposed BPMP Update does not change any potential for agricultural activities. There are no proposals contained in the proposed update to convert Prime Farmland or any farmland of unique or State-wide importance. In addition, there is no activity proposed on forest land or land or timber property zoned Timberland Production. There are also no proposals that would conflict with existing agricultural zoning or a Williamson Act contract, or result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, or conversion or loss of forest land. Based on the above, the proposed update would result in no impacts to agricultural or forest resources.

III. Air Quality

<i>Where available, the significance criteria by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Conflict with or obstruct implementation of the applicable air quality plan?</i>				x
b. <i>Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</i>				x
c. <i>Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</i>				x
d. <i>Expose sensitive receptors to substantial pollutant concentrations?</i>				x
e. <i>Create objectionable odors affecting a substantial number of people?</i>				x

- a. *Conflict with or obstruct implementation of the applicable air quality plan?* **No impact.**
(References 2, 5, 6, 12, and 13)

The Town of Tiburon is within the nine-county San Francisco Bay Area Air Basin. The Federal Clean Air Act governs air quality in the U.S. In addition to being subject to federal requirements, air quality in California is also governed by more stringent regulations under the California Clean Air Act. The California Clean Air Act is administered by the California Air Resources Board (CARB) at the State level and by the Air Quality Management Districts at the regional and local levels. The Bay Area Air Quality Management District (BAAQMD) is the regional government agency that monitors and regulates air pollution within the air basin.

Problem air pollutants in Tiburon and the Bay Area include ozone, particulate matter (PM10) and toxic air contaminants (TACs). Ozone is not a pollutant that affects Tiburon, but emissions from motor vehicles in the Town contribute to high ozone levels in other parts of the Bay Area. There are many sources of PM10 emissions in the Town, including combustion, industrial processing, grading and construction, and motor vehicles.

The Draft BPMP Update contains an analysis of how the proposed update would reduce vehicle miles travelled (VMT) and emission of air pollutants. The update states that implementation of the Draft BPMP Update recommendations would result in a reduction of 248 Miles Travelled (VMT) per weekday, which would reduce emissions of VOC (volatile organic compounds) by 200 pounds per year; hydrocarbons by 200 pounds per year; carbon monoxide by 1,800 pounds per

year; nitrogen oxide by 100 pounds per year; and carbon dioxide by 73,000 pounds per year (Table 3-2, pages 24-26 of the Draft BPMP Update).

BAAQMD has developed guidelines and thresholds of significance for local plans. Inconsistency with the Clean Air Plan (CAP) is considered a significant impact. The EIR certified for the Town's General Plan found that the general plan was consistent with the CAP, CAP population and Vehicle Miles Travelled (VMT) assumptions, and Transportation Control Measures (TCMs).

The Draft BPMP Update will not alter the land use designations of the General Plan nor alter the amount of development that could occur under the General Plan. Accordingly, future development in Tiburon will remain consistent with Association of Bay Area Governments (ABAG) population growth projections that are used in the regional Clean Air Plan. The proposed update would be consistent with the Clean Air Plan and have no impact regarding implementation of that plan. Because the Draft BPMP Update includes recommendations to improve the bicycling and pedestrian circulation system and the safety of using that system, the update would be expected to reduce the use of motor vehicles. This would correspondingly reduce the emission of air pollutants. The project would have a beneficial effect on the environment.

- b. *Violate any air quality standard or contribute substantially to an existing or projected air quality violation? **No impact.***
(References 2, 5, 6, 12, and 13)

As noted above, the project is consistent with the Clean Air Plan. The project would reduce future emissions of air pollutants. The proposed update does not include any specific proposals to construct improvements or projects. Accordingly, the proposed update would not directly result in any emissions or violations of an air quality standard. Any future improvements to the circulation system proposed to implement Draft BPMP Update objectives would undergo CEQA review at the time a discrete project is designed and proposed. This CEQA review would include analysis of air quality impacts from construction. If warranted, mitigation measures may be required to reduce construction emissions to an acceptable level. Again, as noted above, the Draft BPMP Update would be expected to reduce future pollutant emissions.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan and current zoning and consistent with regional policies and regulations protecting air quality. The EIR prepared for the General Plan concluded that the plan would not violate air quality standards. The principal way to reduce emission of pollutants is to reduce the vehicle miles travelled (VMT), since the fewer miles travelled, the less emission of pollutants. By enhancing, and therefore encouraging, other modes of transportation, the Draft BPMP Update provides a framework for reducing VMT in the future. The update is consistent with State and BAAQMD policies to reduce VMT. The update enhances the Town's efforts to reduce VMT.

- c. *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? **No impact.***
(References 2, 5, 6, 12, and 13)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. As described above, the proposed update is consistent with the Clean Air Plan. The multi-modal emphasis of the proposed policies will reduce vehicle trips and VMT. Accordingly, the proposed update would not directly affect air quality. Any future improvements to the circulation system proposed to implement Draft BPMP Update objectives would undergo CEQA review at the time a discrete project is designed and proposed. This CEQA review would include analysis of air quality impacts from project construction.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan, current zoning, and regional policies and regulations governing air quality. The EIR prepared for the Town's General Plan found that all air quality impacts resulting from Town buildout would be reduced to a less-than-significant level given project consistency with General Plan policies and other existing Town, State, and federal regulations that address air quality. The proposed update would not alter these conclusions. Again, the project would reduce future pollutant emissions and have a beneficial cumulative effect.

Based on the above considerations, it is concluded that the Draft BPMP Update would have no adverse impact as regards air quality.

- d. *Expose sensitive receptors to substantial pollutant concentrations? **No impact.***
(References 2, 5, 6, 12, and 13)

As described in the previous three Checklist items, the proposed update would not result in emission of air pollutants and would not significantly affect people living near Town roadways. Future circulation system improvement projects as well as other development in the Town would be subject to CEQA review and review for consistency with the Town's General Plan and municipal code and BAAQMD requirements. The multimodal focus of the proposed update would likely result in reduced emissions and pollutant concentrations in the future.

- e. *Create objectionable odors affecting a substantial number of people? **No impact.***
(Reference 2)

The proposed update is not an industrial project and would not result in future projects that might generate odors. There would be no impact as regards odors. Future circulation system improvement projects as well as other development in the Town would be subject to CEQA review and review for consistency with the Town's General Plan and municipal code as regards odor generation.

IV. Biological Resources

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?</i>				x
b. <i>Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?</i>				x
c. <i>Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</i>				x
d. <i>Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</i>				x
e. <i>Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</i>				x
f. <i>Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</i>				x

Discussion of Possible Impacts to Biological Resources - Checklist Items IV(a) through IV(f). No impacts. (References 2, 5, 19 and 20)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly affect any biological resource. Any future improvements to the circulation system proposed to implement Draft BPMP Update objectives would undergo CEQA review at the time a discrete project is designed and proposed. This CEQA review would include analysis of construction or operational impacts to all biological resources. It is expected that most of these future improvements would occur adjacent to existing roadways and paths, which are areas typically devoid of significant biological resources. Future projects that may affect biological resources include adding Class II bike lanes to portions of Trestle Glen Boulevard and construction of a new Class I multi-use path from East Strawberry Drive to Greenwood Cove Drive. It is not expected that such projects would have significant biological effects. The adopted mitigated negative declaration for the Trestle Glen Bikeway Project identifies specific mitigation

measures to address the potential biological impacts that it identified, including the ephemeral stream. The Bay Trail Gap Study reports that on preliminary review, developing the Class I multi-use path from East Strawberry Drive to Greenwood Cove Drive may result in the loss of 35-45 trees and could affect nesting habitat for birds. It is noted that the new Class I multi-use path from East Strawberry Drive to Greenwood Cove Drive is within the County's jurisdiction, and the County would be responsible for submitting a design for that project and the subsequent CEQA review.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan and current zoning as well as with federal, State, and local policies and regulations protecting biological resources. The EIR prepared for the Town's General Plan found that all biological impacts resulting from Town buildout would be reduced to a less-than-significant level given project consistency with General Plan policies and other existing Town, State, and federal regulations that address protection of biological resources. The one exception was the cumulative loss of wildlife habitat. Possible future circulation system improvement projects would be located in already developed areas that would not be expected to support significant wildlife populations. The proposed update would not be expected to contribute to any cumulative impact to wildlife habitat.

Based on the above considerations, it is concluded that the Draft BPMP Update would have no impact to biological resources.

V. Cultural Resources

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>I</i>				
<i>a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?</i>				X
<i>b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?</i>				X
<i>c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</i>				X
<i>d. Disturb any human remains, including those interred outside of formal cemeteries?</i>				X

Discussion of Possible Impacts to Cultural Resources - Checklist Items V(a) through V(d). No impacts. (References 2, 4, and 18)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly affect any cultural resource. Any future improvements to the roadway system proposed to implement Draft BPMP Update objectives would undergo CEQA review at the time a discrete project was designed and proposed. This CEQA review would include analysis of construction impacts to all cultural resources. It is expected that these future improvements would occur on or adjacent to existing roadways and paths, which are areas that likely have been previously disturbed and are likely devoid of significant cultural resources. It is not expected that such projects would have significant effects on cultural resources. However, this preliminary conclusion would need to be confirmed by the project-level CEQA analysis for each future improvement project.

The Town mailed (via Certified Mail – Reference 18) a letter to the Federated Indians of Graton Rancheria (FIGR) notifying them of the proposed update asking the FIGR whether it wished to request a formal consultation on the project, and if no response was received by March 24, 2016, the Town would conclude that formal consultation was declined. The Town received no response.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan and current zoning as well as with local, State, and federal policies and regulations protecting cultural resources. The EIR prepared for the Town's General Plan found that all cultural resource impacts resulting from Town buildout would be reduced to a less-than-significant level given project consistency with General Plan policies and other existing Town, State, and federal regulations that address protection of these resources. Based on the above considerations, it is concluded that the Draft BPMP Update would have no impact to cultural resources.

VI. Geology and Soils

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</i>				
<i>i. Rupture of known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</i>				x
<i>ii. Strong seismic ground shaking?</i>				x
<i>iii. Seismic-related ground failure, including liquefaction?</i>				x
<i>iv. Landslides?</i>				x
<i>b. Result in substantial soil erosion or the loss of topsoil?</i>				x
<i>c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</i>				x
<i>d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</i>				x
<i>e. Have soils incapable of adequately supporting the use of septic tanks or alternative water disposal systems where sewers are not available for the disposal of waste water?</i>				x

Discussion of Geologic and Soil Impacts - Checklist Items VI(a) through VI(e). No impacts.
(References 2, 3, 5, and 6)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly result in soil erosion or exposure of structures or people to seismic damage, unstable soils, or landslides. Neither the project nor any future development in Tiburon would require septic tanks, so impacts relative to Checklist Item VI(e) are not pertinent to this project. There are no Alquist-Priolo Earthquake Fault Zones within the Town of Tiburon, and the town is not near any known active faults. The nearest known active faults are the San Andreas fault, about 8 miles to the southwest, and the Hayward fault, about 8 miles to the northeast.

Therefore, the potential for fault surface rupture (as opposed to ground shaking) within the Town limits is low.

Any future improvements to the circulation system proposed to implement BPMP goals and policies would undergo CEQA review at the time a discrete project was designed and proposed. That CEQA review would include analysis of geologic constraints on the project and the potential for the project to result in unstable slopes or soil erosion. It is expected that all circulation system improvements would be designed and constructed consistent with the California Building Code and other local, State, and federal requirements for road and travelway improvement projects. The CEQA review of each project would assess the adequacy of the project design, including erosion control measures, and require additional design mitigations if warranted. It is not expected that such projects would have significant geologic effects. However, this preliminary conclusion would need to be confirmed by the project-level CEQA analysis for each future project.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan and current zoning as well as with other local and State policies and regulations requiring protection from geologic hazards and protecting soil resources. The EIR prepared for the Town’s General Plan found that all geologic and soil impacts resulting from Town buildout would be reduced to a less-than-significant level given project consistency with General Plan policies and other existing Town and State regulations that address geologic hazards and soil protection. Based on the above considerations, it is concluded that the Draft BPMP Update would have no impact related to geologic and soil resources.

VII. Greenhouse Gas Emissions

<i>Would the project:</i>		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a.	<i>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i>				x
b.	<i>Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</i>				x

- a. *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?* **No impact.**
(References 5, 12, 13, and 15)

Climate change is caused by greenhouse gases (GHGs) emitted into the atmosphere around the world from a variety of sources, including the combustion of fuel for energy and transportation,

cement manufacturing, and refrigerant emissions. GHGs are those gases that have the ability to trap heat in the atmosphere, a process that is analogous to the way a greenhouse traps heat. GHGs may be emitted as a result of human activities, as well as through natural processes. GHGs have been accumulating in the earth's atmosphere at a faster rate over the last 150 years than has occurred historically. Increasing GHG concentrations in the atmosphere are leading to global climate change. To address this crisis, the Town adopted a *Climate Action Plan* in 2011. The plan outlines strategies that the Town and the community can take to reduce GHG emissions and address climate change.

As was discussed under previous Checklist categories, the project is a plan update that does not include specific construction projects. The proposed update does not increase the development potential within Tiburon and, therefore, does not increase the number of trips that would be generated by planning area buildout. Because the update includes policies to encourage uses of alternative forms of transit, it is expected that it will reduce future VMT, which is a primary means of reducing GHG emissions. Reduction of such emissions is one of the primary goals of the State's Complete Streets Act as well as recent State legislation (Senate Bill 743) to encourage plans and projects that reduce VMT. In addition, future buildout of the Town is consistent with State and regional planning goals to encourage development in existing urban areas where there is access to alternate forms of transportation, again, to reduce future VMT and GHG emissions.

The Draft BPMP Update (Table 3-2, page 23) reports that after implementation of the recommended BPMP proposed improvements would result in the reduction of 70,000 pounds of carbon dioxide (a GHG) emitted per year.

The Draft BPMP Update enhances the Town's and State's ability to meet their 2020 GHG Emissions Reduction Targets. The proposed update is beneficial to the State meeting its GHG emission targets.

- b. *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? **No impact.***
(References 5, 12, 13, and 15)

The Town has adopted a Climate Action Plan (CAP) that establishes strategies to reduce the GHG emissions known to contribute to climate change, to conserve energy and other natural resources, and to prepare the community for the expected effects of global warming. The CAP includes specific goals and objectives to reduce GHG emissions, including policies, programs, and actions that facilitate the efforts of residents and businesses to reduce their own greenhouse gas emissions. Specifically, the CAP addresses uses that generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Specific strategies recommended in the CAP include ways to reduce trips and vehicular travel (local shopping, support for safe routes to schools, etc.). Changes in the BPMP aimed at promoting multi-modal circulation systems would result in a reduction of VMT and a reduction in greenhouse gas emission over future baseline conditions. As reported earlier, implementation

of Draft BPMP Update recommendations would reduce future emissions of carbon dioxide by approximately 70,000 pounds per year.

The proposed update does not increase the development potential within Tiburon and does not include specific development proposals. Future development proposals will be assessed to determine whether GHG emissions generated by those projects are consistent with the Town's CAP as well as California's legislative mandate on GHG emissions (AB 32) as formulated in the BAAQMD CEQA Air Quality Guidelines. Projects undergoing CEQA review or other Town review requirements may be required to include mitigations to reduce GHG emissions to meet Town GHG emission reduction targets.

VIII. Hazards and Hazardous Materials

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i>				x
b. <i>Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</i>				x
c. <i>Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</i>				x
d. <i>Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</i>				x
e. <i>For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, would the project result in a safety hazard for people residing or working in the project area?</i>				x
f. <i>For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</i>				x
g. <i>Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</i>				x
h. <i>Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</i>				x

Discussion of Impacts Related to Hazards and Hazardous Materials – Checklist Items VIII(a) through VIII(h). No impacts.

(References 2, 3, 5, and 6)

As has been described in previous impact discussions, the proposed update does not include specific development proposals or projects. Accordingly, the proposed update would not result in people being exposed to chemical, wildfire or other hazards or require the transport and use of hazardous materials.

There is no public airport within two miles of the Town of Tiburon. The nearest public airport is Gness Field, which is approximately 12 miles north of Tiburon. No airstrips are located in the Town of Tiburon. The nearest private airstrip is located at Smith Ranch, which is approximately eight (8) miles north of Tiburon. There would be no impact related to air traffic. The project would have no effect on the Town's emergency response plan. In fact by potentially reducing trips, especially on Tiburon Boulevard, the project could enhance response times by emergency vehicles.

Any future proposals to improve the circulation system could involve the transport and use of diesel fuel and other petrochemicals in order to build the improvements. However, such construction would not be expected to require the use of hazardous chemicals or materials. Nevertheless, the CEQA review that would be required for future discrete improvement projects would assess all hazards associated with construction and use of those projects. If warranted, mitigation measures to reduce the risk may be required.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan and current zoning as well as with pertinent local policies and regulations protecting residents from exposure to hazards. The EIR prepared for the Town's General Plan found that all hazard-related impacts resulting from Town buildout would be reduced to a less-than-significant level given project consistency with General Plan policies and other existing Town, State, and federal regulations that address hazardous materials and other hazards. There has been no substantive change to the conditions described and assessed in the General Plan EIR, and it is expected that future development would not result in escape of or exposure to hazards.

Based on the above considerations, it is concluded that the Draft BPMP Update would have no impact as regards hazards and hazardous materials.

IX. Hydrology and Water Quality

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Violate any water quality standards or waste discharge requirements?</i>				x
b. <i>Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</i>				x
c. <i>Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?</i>				x
d. <i>Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?</i>				x
e. <i>Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?</i>				x
f. <i>Otherwise substantially degrade water quality?</i>				x
g. <i>Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?</i>				x
h. <i>Place within a 100-year flood hazard area structures which would impede or redirect flood flows?</i>				x
i. <i>Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?</i>				x
j. <i>Inundation by seiche, tsunami, or mudflow?</i>				x

Discussion of Impacts Related to Hydrology – Checklist Items IX(a) through IX(j). No impacts.
(References 2, 3, 5, and 16)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly affect hydrologic resources or result in flooding. Any future improvements to the circulation system proposed to implement Draft BPMP Update objectives would undergo CEQA review at the time a discrete project is designed and proposed. This CEQA review would include analysis of construction or operational impacts as regards drainage, flooding, and water quality. It is expected that these future improvements would mainly occur on or adjacent to existing roadways and paths. In some cases, new construction such as Projects #4 and #8 may require relocation and/or expansion of roadside drainage facilities. Projects within the Town would need to be designed and constructed consistent with Town and (for Tiburon Boulevard) Caltrans drainage criteria, including erosion control best management practices (BMPs) to protect water quality in receiving waterways. If a project substantially increases the amount of impervious surface in the project area, then the design would need to ensure that receiving storm drains have adequate capacity to transport any increased peak flows. However, the increased runoff would not be expected to be enough to substantially alter the drainage pattern in the area near the project. These possible future circulation system improvement projects would not include the development of new housing or other buildings, and, therefore, would have no impact as regards Checklist Items IX(g) through IX(i). These projects would not substantially affect groundwater aquifers, plus the Town is supplied with water by MMWD, and wells are not used to provide potable water in the Town. So, there would be no impact per Checklist Item IX(b).

Accordingly, it is concluded that future circulation system improvements proposed to implement the Draft BPMP Update objectives would be expected to have less-than-significant impacts, though this would need to be confirmed during the project-level CEQA analysis of those projects. That CEQA review would need to confirm that the future project would not result in discharges that adversely affect water quality and that the existing or proposed drainage system is adequately sized and designed to transport any increased flows. If warranted, mitigation measures may be required.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan and current zoning as well as with pertinent local policies and regulations protecting water quality, protecting residents and structures from flooding, and ensuring that there is an adequate storm drain system to serve the new development. The EIR prepared for the Town's General Plan found that all hydrologic impacts resulting from Town buildout would be reduced to a less-than-significant level given project consistency with General Plan policies and other existing Town, State, and federal regulations that address hydrology and water quality. There has been no substantive change to the hydrologic conditions described and assessed in the General Plan EIR. Based on the above considerations, it is concluded that the Draft BPMP Update would have no impact as regards hydrology and water quality.

X. Land Use and Planning

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Physically divide an established community?</i>				x
b. <i>Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</i>				x
c. <i>Conflict with any applicable habitat conservation plan or natural community conservation plan?</i>				x

Discussion of Impacts Related to Land Use and Planning – Checklist Items X(a) through X(c). No impacts. (References 1, 2, 3, 5, 6, 7, and 10)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly affect land use or planning in Tiburon. The proposed update does not conflict with the Town’s General Plan; in fact, the proposed BPMP Update is called for in the Circulation Element as well as in the existing BPMP and the Tiburon Bay Trail Gap Study. Any future improvements to the circulation system proposed to implement Draft BPMP Update objectives would undergo CEQA review at the time a discrete project is designed and proposed. It is expected that these future improvements would occur on or adjacent to existing roadways and paths, and would not result in a new bike route or path that might divide a neighborhood or the community. Future improvements would be required to be consistent with the General Plan and all pertinent Town and State codes, ordinances, and regulations. There is no adopted habitat conservation plan or natural community conservation plan that includes Tiburon.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan and current zoning. Given consistency with the General Plan, this future development would not physically divide the community. Based on the above considerations, it is concluded that the Draft BPMP Update would have no impact as regards land use and planning.

XI. Mineral Resources

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?</i>				x
b. <i>Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?</i>				x

Discussion of Impacts Related to Mineral Resources – Checklist Items XI(a) and XI(b). **No impacts.**
 (References 2 and 4)

Ring Mountain, which is considered by the State as a Scientific Resource Zone, is the only mineral resource located near the Town of Tiburon. Ring Mountain is preserved as open space owned by the Marin County Open Space District. Therefore, no impact would occur to this mineral resource. There are no known mineral resources of significant value in the Tiburon planning area, or categorized as locally important within the Town, that would be lost due to adoption or implementation of BPMP Update. Given the lack of mineral resources, future buildout of the Town also would not affect these resources. As a result, there would be no impact to mineral resources associated with the project, any future circulation system improvement projects, or future buildout of the Town.

XII. Noise

<i>Would the project result in:</i>		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a.	<i>Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</i>				x
b.	<i>Exposure of persons to or generation of excessive groundborne vibration of groundborne noise levels?</i>				x
c.	<i>A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</i>				x
d.	<i>A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</i>				x
e.	<i>For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?</i>				x
f.	<i>For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?</i>				x

Discussion of Impacts Related to Noise – Checklist Items XII(a) through XII(f). No impacts.
 (References 2, 3, 5, and 6)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly result in new noise. As reported previously, there is current concern by residents along Greenwood Beach Road that the previous designation of that street as part of the Bay Trail Route and the Town designation of the route as a Class III bike route (Bicycle Route 10) has attracted large numbers of bicyclists, including many out-of-town visitors.

While bicyclists typically do not generate substantial noise, large groups traveling together often generate noise as they communicate amongst themselves while riding down streets or paths. Past increases in bicyclist usage of this street likely increased noise levels above then ambient noise levels existing before the route became publicized as a major bike route. As stated previously in the discussion of aesthetic impacts, it is unlikely that the minor improvement planned at the Blackie’s Pasture connection would increase bicycle usage of this street. Recommended Project #3 calls for changing the Class III Bike Route signs on Tiburon Boulevard just west of its intersection with Greenwood Cove Drive

and Blackfield Drive to advise bicyclists of a neighborhood 'slow zone' ahead. A similar change would be made to the sign located at the Blackie's Pasture connection to Greenwood Beach Road. The signs should direct faster bicyclists to use Tiburon Boulevard. This project also recommends that the Town explore the use of different pavement textures on the route to help slow bicycle traffic on Greenwood Beach Road and alert bicyclists to slow zone signs. This project may partially address some of the concerns of the residents of Greenwood Beach Road. In any case, the recommended improvements within the Town would not be expected to increase bicycle use of this street. As a result, the proposed update would not cause a significant increase in noise generated by bicyclists. Additionally, Project #7 would result in Class II bike lanes on Tiburon Boulevard from the western Town Limits to Trestle Glen Boulevard. This improvement may also result in some bicyclists (especially faster riding bicyclists) using Tiburon Boulevard rather than the Class III bike route through Greenwood Beach Road.

The one recommended improvement that might increase bicyclist use of Greenwood Beach Road would be Project #8, which would include County implementation of a Class I multi-use path along the south side of Tiburon Boulevard from East Strawberry Drive to Greenwood Cove Drive. The Draft BPMP Update states that the Town will advocate for and support such a County project, but the Town has no authority to approve or construct said project. The project is considered "speculative" as far as the present environmental analysis is concerned, plus it is speculative that the project would substantially increase bicycle traffic. In addition, this project is not a new recommendation as it is part of the existing BPMP. Given that this recommended "project" only calls for support for another jurisdiction's possible future project proposal and that this recommendation is part of the current BPMP, the proposed update would not result in any new project that might result in increased noise along Greenwood Beach Road.

Again, the community noise impacts of each future project will need to be addressed in the CEQA study for those projects. Though mitigation is not required at this policy stage, the Town may wish to consider remedies to existing noise and traffic safety concerns along this street beyond possible remedies included in recommended Projects #3 and #5 discussed above. See the subsequent discussion of such possible remedies in the Traffic and Transportation section below.

Any future improvements to the circulation system proposed to implement Draft BPMP Update objectives would undergo CEQA review at the time a discrete project is designed and proposed. This CEQA review would include analysis of construction and operational noise impacts. It is expected that most future circulation system improvements would be located on or adjacent to existing roadways. Vehicle traffic along these roadways produces noise, so many of the future project locations generally have high ambient (existing) noise levels. Construction of the improvements would result in short-term and periodic noise increases. While this noise may periodically be audible at nearby residences or businesses, it would not be expected to be considered significant due to Town requirements that construction be limited to the hours of 7:00 a.m. to 5:00 p.m. Monday through Friday and 9:30 a.m. to 4:00 p.m. on Saturday (on Saturday only "quiet work" is allowed, that is work that does not generate noise audible beyond the property line). Additionally, heavy equipment can only be used from 8:00 a.m. to 5:00 p.m. on Monday through Friday. The Town's General Plan also contains Policy N-10 requiring standard quiet construction methods when construction activities occur within 500 feet of noise sensitive areas. Given these regulations and the cited policy the General Plan EIR concluded that construction noise impacts resulting from buildout of the Town would be less than significant. It is expected that the construction contracts for future improvement projects would include recommended

noise control BMPs and that Caltrans could require additional controls to comply with its construction requirements. The CEQA review that would be conducted for these discrete future projects would measure the ambient noise environment and project noise levels resulting during construction. If the noise levels substantially increase the ambient levels, then the CEQA review may require additional noise controls to ensure consistency of the construction project with the Town's Noise Element. It is expected that construction-related noise would be reduced or controlled to a level that it would be considered less than significant, as was found in the General Plan EIR.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan and the municipal code. The EIR prepared for the Town's General Plan found that all noise impacts resulting from Town buildout would be reduced to a less-than-significant level given project consistency with General Plan policies and other existing Town and State regulations that address noise. There has been no substantive change to the noise environment described and assessed in the General Plan EIR. Based on the above considerations, it is concluded that the Draft BPMP Update would have no noise impact.

XIII. Population and Housing

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</i>				x
<i>b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</i>				x
<i>c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</i>				x

Discussion of Impacts Related to Population and Housing – Checklist Items XIII(a) through XIII(c). No impacts.

(References 2, 5, and 6)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would have no direct effect on population or housing. Possible construction of future circulation system improvements would not be expected to encroach on existing houses, so housing and people would not be displaced. The update does not alter the buildout potential possible under the General Plan, and would therefore not induce additional population growth.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. The General Plan EIR found that the Land Use Element and other plan elements would not result in substantial population growth nor displace housing or people. The proposed update does not alter the conditions involving population and housing, and the conclusions that this buildout would have less-than-significant impacts would remain accurate. Based on these facts, it is concluded that the proposed update would have no impact on population or housing.

XIV. Public Services

<p>a. <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i></p>	<p>Potentially Significant Impact</p>	<p>Less than Significant with Mitigation Incorporated</p>	<p>Less than Significant Impact</p>	<p>No Impact</p>
<p><i>Fire protection?</i></p>				<p>X</p>
<p><i>Police protection?</i></p>				<p>X</p>
<p><i>Schools?</i></p>				<p>X</p>
<p><i>Parks?</i></p>				<p>X</p>
<p><i>Other public facilities?</i></p>				<p>X</p>

Discussion of Impacts Related to Provision of Public Services. No impacts. (References 2, 5, and 6)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly affect public service providers. Any future improvements to the circulation system proposed to implement Draft BPMP Update objectives would undergo CEQA review at the time a discrete project was designed and proposed. This CEQA review would include analysis of whether the construction or operation of the improvements would adversely affect public service providers. Because the improvements would be expected to improve traffic safety and/or provide enhanced facilities for alternate forms of transportation, it is not expected that these projects would adversely or substantially affect any service provider. This preliminary conclusion would need to be confirmed during the subsequent CEQA review of those projects.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan, current zoning, the Town’s Municipal Code, and other pertinent local policies or ordinances to ensure adequate public services. The EIR prepared for the Town’s General Plan found that buildout of the Town by 2020 would require expansion of water, school, and wastewater treatment facilities in order to continue to provide acceptable levels of service at Town buildout. That EIR concluded that because mitigations needed to provide these additional facilities in part relied on actions by other agencies, it could not conclude that those actions would be taken since the Town does not control other agencies’ decisions or actions. As such, the impacts for those service providers were found to be significant. The proposed update would not alter these conclusions but also would not increase the impact on any public service provider. Based

on the considerations listed above, it is concluded that the Draft BPMP Update would have no impact on public services.

XV. Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</i>				x
b. <i>Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</i>				x

Discussion of Impacts Related to Recreation – Checklist Items XV(a) and XV(b). No impacts. (References 2, 5, and 6)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly affect recreational facilities. Any future improvements to the circulation system proposed to implement Draft BPMP Update objectives would undergo CEQA review at the time a discrete project was designed and proposed. All future projects may enhance recreational use of the transportation system. Additional bike lanes and pedestrian facilities would indirectly add recreational facilities. This could be a beneficial effect of the proposed update. Subsequent project CEQA reviews would include analysis of whether the construction or operation of the improvements would adversely affect recreational facilities and parks. Because the improvements would be expected to improve traffic safety and/or provide enhanced facilities for alternate forms of transportation, it is not expected that these projects would adversely or substantially affect parks or recreation. This preliminary conclusion would need to be confirmed during the subsequent CEQA review of those projects.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan, current zoning, the Town’s Municipal Code, and other pertinent local policies or ordinances to ensure adequate recreational opportunities. The EIR prepared for the Town’s General Plan found that buildout of the Town by 2020 would require expansion of recreational facilities in order to continue to provide acceptable parks and recreational opportunities at Town buildout. That EIR concluded that because mitigations needed to provide these additional facilities in part relied on actions by other agencies, it could not conclude that those actions would be taken since the Town does not control other agencies’ decisions or actions. As

such, the impacts on parks and recreational facilities were found to be significant. The proposed update would not alter these conclusions but would not increase the impact on recreational facilities. Based on the considerations listed above, it is concluded that the Draft BPMP Update would have no impact on recreation.

XVI. Transportation/Traffic

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?</i>				x
b. <i>Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</i>				x
c. <i>Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?</i>				x
d. <i>Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</i>				x
e. <i>Result in inadequate emergency access?</i>				x
f. <i>Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?</i>				x

- a. *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? **No impact.***
(References 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, and 14)

The project assessed in this Initial Study is an update of the Town's plan for managing and improving its bicycling and pedestrian network. Consistent with State law, the Town's General Plan Circulation Element contains a Complete Streets Policy that expresses the Town's commitment to serve all street users and modes, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families. The possible future infrastructure improvements identified in the Draft BPMP Update all seek to improve the performance of the bicycling and pedestrian circulation system. The proposed update is consistent with the Circulation Element as regards the future effectiveness of the circulation system. The proposed update is also consistent with the State's Complete Streets Act.

Because the proposed update includes policies to encourage uses of alternative forms of transit, it is expected that it will reduce vehicle miles travelled (VMT), which is a primary means of reducing GHG emissions. Reduction of such emissions is one of the primary goals of the State's Complete Streets Act as well as recent State legislation (Senate Bill 743) to encourage plans and projects that reduce VMT. The proposed update is consistent with this Senate bill. The Draft BPMP Update contains a section that describes the proposed update's consistency with other pertinent plans and policies (see pages 5-7 of the Draft BPMP Update). As noted above the draft update is consistent with the Town's General Plan and its Complete Streets Policy (Resolution No. 42-2012). In addition, it is consistent with the following:

- The Draft BPMP Update would reduce future GHG emissions and therefore be consistent with the Town's adopted Climate Action Plan.
- The proposed update would provide enhanced pedestrian and bicycle connections and reduce the reliance on automobiles for circulation within and access to Downtown. It would therefore be consistent with recommendations contained in the Town's Downtown Circulation and Parking Analysis (2012).
- By recommending improvements to three trails/paths, the proposed update is consistent with the Steps, Lanes, and Paths Program (SLP Program), which involved a number of communities within Marin County in an effort to address the need for pedestrian connections in areas that are not easily served by conventional sidewalk networks.

The State of California adopted Active Transportation Program (ATP) guidelines that encourage increased use of active modes of transportation, such as bicycling and walking, and provide guidance on the inclusion of specific active transportation plan elements in order to apply for grant funding. The Draft BPMP Update contains Table 1-1 that describes how the proposed

update complies with the 17 required elements for such plans (see pages 9-10 of the Draft BPMP Update).

To summarize, the proposed update is consistent with applicable local and State plans. Any future improvements to the circulation system proposed to implement Draft BPMP Update objectives would undergo CEQA review at the time a discrete project is designed and proposed. That review would include assessment of whether those projects are consistent with the Town's general plan as well as plans and policies relevant to the effectiveness of the circulation system.

- b. *Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? **No impact.***
(References 1 and 4)

The Draft BPMP Update is consistent with the Town's General Plan Circulation Element. The Circulation Element contains Policy C-16 that states that the Town shall continue to comply with the Transportation Authority of Marin's (TAM) Congestion Management Plan (CMP), including adopting and monitoring the LOS of the CMP network. The proposed update would not be expected to affect LOS on Tiburon Boulevard or other streets in Tiburon. Accordingly, the proposed update would be consistent with applicable congestion management plan.

- c. *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? **No impact.***

The Town is not near a public airport and will not cause any change in air traffic patterns. Thus, there would be no impact per this criterion.

- d. *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? **No impact.***
(References 2, 3, 5, 6, and 10)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly affect transportation hazards. However, a goal of the update is to increase safety for bicyclists and pedestrians. It is expected that any future circulation system improvements would implement these safety improvements. Any future improvements to the circulation system proposed to implement BPMP goals and policies would undergo CEQA review at the time a discrete project is designed and proposed. This CEQA review would include analysis of the proposed design to determine whether it would result in any hazardous elements. If warranted, mitigation measures would be required to address any safety hazards.

As mentioned earlier in this report, residents contend there is an existing safety issue involved with bicyclist use of Greenwood Beach Road. Residents along this street contend that the heavy bicyclist use began approximately ten years ago when the Bay Trail Route was first mapped and signed showing Greenwood Beach Road/Greenwood Cove Drive as a link between Tiburon

Boulevard and Blackie's Pasture and the multi-use path to the east. Given the lack of bike lanes or striped shoulders along this street, this bicycle traffic reportedly causes potential conflicts with motor vehicles accessing the residences along the street.

The Tiburon Police Department does not have any official reports of bicycle-related accidents along this street. However, the Police Chief notes that the lack of official accident reports does not mean that accidents have not occurred, as they are often not reported to the Police Department. The Tiburon Police Chief states that his observation is that most experienced, faster moving bicyclists stay on Tiburon Boulevard to access downtown and the Paradise Drive route around the peninsula, and that most bicyclists using the Greenwood Beach Road route are amateur, recreational bicyclists.² Legally, bicyclists are allowed to use this street and, like motor vehicles, can travel up to 25 mph. As previously stated, the Draft BPMP Update includes recommendations to slow bicycle traffic on this street. The new signage would also recommend that faster bicyclists stay on Tiburon Boulevard rather than turning onto Greenwood Cove Drive, which could reduce bicyclist use of that route. However, proposed signage and other recommendations would not be expected to reduce the number of bicyclists using the route. If the Town believes there is a serious existing safety concern along Greenwood Beach Road, the Town could explore restricting "through" bicycle access on this road. Again, such restrictions are not needed as mitigation for the proposed update, and this discussion is provided to ensure that the existing concern is described and assessed.

It is not considered feasible to actually close the emergency access at the eastern end of Greenwood Beach Road with a gate, as this access is needed in case of emergencies in the area. Restricting access could be accomplished by working with the County, Caltrans, and the Bay Trail Project to reroute Marin Bicycle Route 10 to Tiburon Boulevard east of its intersection with Greenwood Cove Drive/Blackfield Drive and changing the Bike Route signs to reflect the new route, and adding signs to restrict bicycle access via the emergency access route. This approach would require the Bay Trail Route and maps to be revised to reflect that the Bay Trail would be located along Tiburon Boulevard, at least between the Town limits and Blackie's Pasture. Similarly, the Marin Bicycle Route Map and signage would need to be revised. It may also require completion of proposed Project #7 to convert the existing striped shoulders on Tiburon Boulevard to Class II bike lanes.

This approach would have limited success if official and unofficial bicycle route maps are not changed to eliminate the mapped bike route via Greenwood Cove Drive/Greenwood Beach Road. This approach would mean that amateur, inexperienced bicyclists would be using the shoulders or Class II bike lanes on Tiburon Boulevard in proximity to high volume and relatively high speed motor vehicles. They would also be sharing these bike lanes with faster moving bicyclists. This would increase the risk of accident to bicyclists. Bicyclists would also have to climb the hill between Cecilia Way and Reed Ranch Road rather than travel along the relatively flat Greenwood Cove Drive/Greenwood Beach Road route. This approach would not be consistent with Bay Trail guidelines to route the trail as close to the Bay as feasible.

² Tiburon Police Chief Michael Cronin, personal communication, 4/28/16.

A second option would be to construct Class II bike lanes or a Class I multi-use path on the Greenwood Cove Drive/Greenwood Beach Road route. However, there is limited space for expanding the width of Greenwood Beach Road. Bike lanes are not recommended for this street in the Bay Trail Gap study. That study recommends potentially adding a pedestrian path to one side of this street, but under all three options in the Bay Trail Gap study, bicyclists would continue to share the travel ways of Greenwood Beach Road with motor vehicles. The study reports that the option of adding a Class I facility along this street was “considered but not to be pursued.” During review of the Bay Trail Gap Study, Greenwood Beach Road residents spoke vehemently against any Class I or Class II bicycle projects being installed on the street.

- e. *Result in inadequate emergency access?* **No impact.**
(References 2, 3, 5, and 6)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly affect emergency access. However, the proposed update has an aim to reduce single-driver vehicle traffic, which in the future would reduce congestion at peak hours. This would benefit access by emergency providers. Any future improvements to the circulation system proposed to implement BPMP goals and policies would undergo CEQA review at the time a discrete project is designed and proposed. This CEQA review would include analysis of the proposed design to determine whether it would result in any adverse impacts regarding emergency access. If warranted, mitigation measures would be required to address any safety hazards.

- f. *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?* **No impact.**
References 2, 3, 5, and 6)

The proposed update specifically addresses alternative transportation methods. The update would have a beneficial effect as regards this criterion.

XVII. Utilities and Service Systems

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</i>				x
<i>b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</i>				x
<i>c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</i>				x
<i>d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</i>				x
<i>e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?</i>				x
<i>f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?</i>				x
<i>g. Comply with federal, state, and local statutes and regulations related to solid waste?</i>				x

Discussion of Impacts Related to Utilities and Service Systems – Checklist Items XVII(a) through XVII(g).

No impacts.

(References 2, 3, 5, and 6)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly affect utilities or public service providers. Any future improvements to the circulation system proposed to implement BPMP goals and policies would undergo CEQA review at the time a discrete project was designed and proposed. That CEQA review would include analysis of whether the construction or operation of the improvements would adversely affect utilities and public service providers. Because the improvements would be expected to improve traffic safety and/or provide enhanced facilities for alternate forms of transportation, it is not expected that these projects would adversely or substantially affect any service provider. This preliminary conclusion would need to be confirmed during the subsequent CEQA review of those projects.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan, current zoning, the Town’s Municipal Code, and other pertinent local policies or ordinances to ensure adequate public services. The EIR prepared for the Town’s General Plan found that buildout of the Town by 2020 would require expansion of water and wastewater treatment facilities in order to continue to provide acceptable levels of service at Town buildout. That EIR concluded that because mitigations needed to provide these additional facilities in part relied on actions by other agencies, it could not conclude that those actions would be taken since the Town does not control other agencies’ decisions or actions. As such, the impacts for those service providers were found to be significant. The proposed update would not alter these conclusions but would not increase the impact on any public service provider. Based on the considerations listed above, it is concluded that the Draft BPMP Update would have no impact on utilities and public service systems.

XIX. Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</i>				x
b. <i>Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</i>				x
c. <i>Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</i>				x

a. *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? **No impact.***

The project does not include new grading or construction and would have no direct effects on biological or cultural resources. Future circulation system improvement projects would not be expected to have significant impacts on these resources, but this would need to be confirmed through project-level CEQA review at the time a circulation system improvement project is proposed and designed.

- b. *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?* **No impact.**

The proposed update would not have any direct effects on the environment and would not allow any more development in Tiburon than is currently allowed by the Town's General Plan. The update would therefore not contribute to any adverse cumulative impact. Over the long-term, policies and possible transportation system improvements described in the proposed update would reduce the vehicle miles travelled by the future population. This reduction in VMT and encouragement of the use of alternate travel modes would have a beneficial effect on greenhouse gas emissions, thereby assisting the Town and the State in meeting their GHG emission reduction targets.

- c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?* **No impact.**

The Draft BPMP Update would have no direct impacts on the physical environment. Future improvement projects that may be proposed by the Town would not be expected to result in significant impacts, assuming the design of the improvements is consistent with the Town's General Plan, Zoning Ordinance, and other adopted ordinances and regulations. This preliminary conclusion would need to be confirmed at the time a design proposal is submitted and a project-level CEQA analysis is conducted. As noted previously, those improvement projects are not part of the BPMP Update.

9.0 Determination of Significant Effect

On the basis of this Initial Study, I find that the proposed project would not have a significant effect on the environment. A Negative Declaration will be prepared.

Scott Anderson, Director of
Community Development, Town of Tiburon

Date

MINUTES NO. 30
PARKS, OPEN SPACE & TRAILS COMMISSION
May 19, 2015
Regular Meeting
Tiburon Town Hall---Council Chambers
1505 Tiburon Boulevard, Tiburon, California

CALL TO ORDER

The regular meeting was called to order by Chairman Winkler at 6:00 PM, Tuesday, May 19, 2015 in the Town Hall Council Chambers, 1505 Tiburon Boulevard, 1st Floor, Tiburon, California.

ROLL CALL

Present: Chairman Winkler, Vice-Chair Allen & Commissioners Their, Feldman
Absent: Commissioner McMullen
Ex-Officio: Director of Public Works Barnes

ORAL COMMUNICATIONS

Kevin Roberts of 1800 Vistazo West presented an idea to place a fence between Tom Price Park and the Old Rail Trail. He asked the Commission to consider placing this item on the agenda at the next POST meeting.

Two other persons, Ellen Wittier of Belvedere and Evelyn Jeffery of Tiburon spoke in support of the fence at Tom Price Park.

MINUTES

Minutes of the April 28, 2015 special meeting were approved by a vote of 4-0.

COMMISSION AND STAFF BRIEFING

- None.

BUSINESS ITEMS

- **1. Bicycle and Pedestrian Plan Update Community Workshop (PB)**
- Director Barnes introduced the item.

- Bruce Abbott of 458 Greenwood Beach Road spoke regarding the limited notice he received of the meeting. Director Barnes responded that this was a properly noticed meeting, that it was a regularly scheduled POST meeting, that in addition to the posting staff had sent over 30 notices to individuals and organizations in early May. Director Barnes stated that notices to HOAs had gone out later on Friday May 15, 2015.
- Scott McDonald of Transportation Authority of Marin Provided the background for the master plan update.
- Alexandra Sweet briefed the Commission and audience on existing elements of the master plan, what type of input the team putting together the master plan was looking for and the process for the evening
- The participants then held a breakout session with maps, charts and elements of the master plan, general discussion was held and idea generated.
- The group reconvened and Alex Sweet discussed next steps.
- During the session and during the next steps section Ms Sweet and Director Barnes provided two ways for citizens to provide input to the master plan. One important aspect of next steps was getting further responses via a survey at www.Surveymonkey.com/s/bikeped_tiburon. Other comments can be sent to Director Barnes at pbarnes@townoftiburon.org.

ADJOURNMENT

There being no further business, the meeting was adjourned at 7:20 P.M.

PETER WINKLER, CHAIR
Parks, Open Space & Trails Commission

ATTEST:

PATRICK BARNES, ACTING SECRETARY

MINUTES NO. 32
PARKS, OPEN SPACE & TRAILS COMMISSION
January 19, 2016
Regular Meeting
Tiburon Town Hall---Council Chambers
1505 Tiburon Boulevard, Tiburon, California

CALL TO ORDER

The regular meeting was called to order by Chairman Winkler at 6:00 PM, Tuesday, January 19, 2016 in the Town Hall Council Chambers, 1505 Tiburon Boulevard, 1st Floor, Tiburon, California.

ROLL CALL

Present: Chairman Winkler, Commissioners Feldman and McMullen

Absent: Vice-Chair Allen and Commissioner Their

Ex-Officio: Pat Barnes, Director of Public Works/Town Engineer; Scott Anderson, Director of Community Development; Michael Jones, ALTA Planning + Design; Scott Greely, Transportation Agency of Marin (TAM)

ORAL COMMUNICATIONS

- There were none.

MINUTES

Minutes of the November 17, 2015 regular meeting were approved by a vote of 3-0.

COMMISSION AND STAFF BRIEFING

- There was none.

BUSINESS ITEMS

- 
1. Bicycle and Pedestrian Master Plan (BPMP) Update: Public Meeting and Community Workshop to discuss proposed projects for inclusion into the Master Plan update.
 - The Bicycle and Pedestrian Master Plan project list was presented and public comment was received, primarily regarding Greenwood Beach Road neighborhood concerns about bicycle volume and safety and the Hacienda Drive trail improvements item
 - The workshop phase of the meeting was conducted using a large scale map on the wall for participants to identify specific areas of concern. Identified areas of concern focused on the Greenwood Beach Road neighborhood and the Hacienda Drive area in the vicinity of the Ridge trail gap.
 - After the close of public comment following the workshop, the Commission made the

- recommendation that all projects should remain on the list, but some should be modified.
- The following recommended modifications were made by consensus of the Commission:
 - Project #3, Greenwood Beach Road, should be rewritten to:
 - Class III bike route signs should be changed to add signage to advise bicyclists of a neighborhood 'slow zone'.
 - Signs should direct faster-moving bicyclists to use Tiburon Boulevard.
 - Explore the use of different pavement textures to help slow bicycle traffic on Greenwood Beach Road or alert cyclists to slow zone signs.
 - Project #1, Blackie's Pasture connection, should be modified to advise bicyclists that they are entering a neighborhood 'slow zone'.
 - Also by consensus of the Commission, the Commissioners set the order of project priorities to be the following:
 - First priority should be Project #3, Greenwood Beach Road
 - Second priority should be Project #7, Tiburon Boulevard
 - Third priority should be Project #1, Blackie's Pasture Connection
 - Last priority should be Project #4, Trestle Glen Boulevard
 - The Commissioners selected Project #3 (Greenwood Beach Road) and Project #7 (Tiburon Boulevard) for further study pursuant to the TAM contract with ALTA.
 - The Commissioners determined Project #12 (Tiburon Ridge Trail) should be last priority for pedestrian projects.

ADJOURNMENT

There being no further business, the meeting was adjourned at 8:32 P.M.

PETER WINKLER, CHAIR
Parks, Open Space & Trails Commission

ATTEST:

PATRICK BARNES, ACTING SECRETARY

Joyce Tayer, a Reedlands resident, expressed support but was concerned about bicyclists and skateboarders using the path because of the potential for collisions with pedestrians. Kathy MacLeod said she would want to see the pathway open for bicycle use as it was lengthy and not all people are mobile.

Tobey, a Tiburon child, expressed support for the path but also wanted a bicycle bridge crossing Tiburon Boulevard from the end of the railroad berm.

There being no further public comment, the item was returned to the Commission.

Commissioner McMullen said he thought the proposal would be less inviting than the current unimproved berm for bicyclists to abuse because of the gravel ballast and increased usage by pedestrians. He applauded the Tiburon Peninsula Foundation (TPF) efforts and those of the proponents and expressed his support for the project as proposed.

Commissioner Thier also thanked the TPF and expressed support for the project.

Vice Chair Allen said the proposal builds on other recent successes at Blackie's Pasture, including the earlier TPF clean-up work and the just-installed picnic table areas, and extended his thanks to the sponsors along with his support for the proposal.

Commissioner Feldman indicated that this was a great project and clarified that some of the remaining outstanding issues, such as initial funding and on-going maintenance, would need to be resolved by the Town Council.

M/S (Their/McMullen) to forward the Town Council the Commission's strong recommendation of support for the project as presented, subject to resolution of the outstanding issues as described in the written staff report. Motion carried 5-0.



2. BICYCLE AND PEDESTRIAN MASTER PLAN UPDATE: Review and Make Recommendations to the Town Council regarding Adoption of the Master Plan Update

Director Barnes presented the staff report using a slide show and responded to questions from the Commission.

Chair Winkler stated that at the Commission's direction, changes were made to the draft Plan following the January 2016 workshop, especially with respect to slowing down fast-moving cyclists when using Greenwood Beach Road and potentially diverting them onto Tiburon Boulevard. He assured those in the audience that their concerns had been heard and the Commission and Plan revisions were responsive to those concerns.

Harry Heath, Greenwood Beach Road resident since 1959, stated that he was glad to see the proposed Class II bike lane proposed on Tiburon Boulevard and the other steps proposed to slow down cyclists using Greenwood Beach Road. He expressed dissatisfaction that the Commission Chairman was not a Tiburon resident.

Kathy MacLeod, Belveron resident, opined that children need to be considered and that for safety reasons they should be using Greenwood Beach Road and not Tiburon Boulevard. She stated that sharrows or striping would help educate riders and improve safety.

Bruce Abbott, Greenwood Beach Road, stated that the situation on Greenwood Beach Road with respect to cyclists is not static and is worsening as the years go by. The neighborhood has no objection to children riding their bicycles on the street, nor people using it to reach work destinations by bicycle. He objected to the explosion of recreational users that is spiraling out of control and creating safety problems, and indicated the Greenwood Beach Road situation demands a CEQA analysis. Speeding bicyclists and large numbers of them, often rude, are creating a powder keg in the neighborhood with a short fuse.

Sidse Moeller stated that the Bay trail users are making the situation on Greenwood Beach Road intolerable; bikes don't yield and are often verbally abusive to residents. She insisted that the Bay Trail alignment be moved off Greenwood Beach Road.

Pam Snellgrove, Greenwood Beach Road, praised the Town and community for the beatification of the Blackie's Pasture area in recent decades. She thanked the Commission for the beginnings of a response with the changes to the Master Plan since the last meeting. She asked the Town to support its residents in having the Bay Trail relocated and to work with the County of Marin to address signage and other issues that were encouraging use of Greenwood Beach Road by cyclists. She requested that the neighborhood have a dialog with Town staff prior to approving any of the signs proposed to discourage fast riders from using Greenwood Beach Road, as the neighborhood had a keen interest in exactly how the signs would be worded. She also suggested alerting the bicycle clubs to the problem and enlisting their cooperation in changing the behavior of, and the route used by, their members.

Patrick Seidler, representing Transportation Alternatives for Marin, requested that the Plan contain mention of a Class IV bike path along Tiburon Boulevard and East Blithedale Avenue from Blackie's Pasture in Tiburon to Camino Alto in Mill Valley. Mr. Seidler stated that this would allow him to apply for grant funding to study this bike path. Mr. Seidler mentioned federal money and past projects promoted by Transportation Alternatives for Marin. Mr. Seidler stated the grant money would come through the

Transportation Authority of Marin (TAM). Mr. Seidler described the Class IV project as plastic and paint that could easily be removed.

The Commission commented that it was very later in the process to raise such a suggestion; that two public meetings had been held starting in May 2015 and that this was the first mention of a Class IV path concept along Tiburon Boulevard. Mr. Seidler recognized that he was raising this idea late in the process. He stated that he had been busy over the past year resolving threatened litigation against SMART regarding the bike facilities along the SMART route that had been promised but not built.

Commissioners noted that nearly all of the length of the Class IV route that Mr. Seidler was discussing was outside the Town of Tiburon. Mr. Seidler recognized that the majority of the path was in the County not the Town, but he stated that regional consistency was important. Regarding consistency, staff noted that the Town's draft Plan includes a Class I path along Tiburon Boulevard from East Strawberry Drive to Greenwood Cove Drive, and a Class II bike lane along Tiburon Boulevard from Greenwood Cove Drive to Blackie's Pasture. The County's draft Bicycle and Pedestrian Master Plan also contains these elements. The Town and County Bicycle Plans are consistent. Mr. Barnes also noted that the Class I path from East Strawberry Drive to Greenwood Cove Drive was similar to what was being proposed [the Class IV route], and extended over a much smaller distance, yet had an estimated price tag of \$2.6 million. The Class IV proposal would have a much higher cost than that.

Extensive discussion ensued by the Commission on the Class IV bike path request. Commissioner Thier moved to include language that would encourage the Town's participation a study of a Class VI route. Mr. Seidler repeated that this action needed to recommend a Class IV bike lane running from U. S. Highway 101 to Blackie's Pasture.

Commissioner McMullen noted that this Class IV proposal seemed to be a new and very different project than those in the draft plan. He felt this proposal was sufficiently new and different such that the public should receive notice of it and have the opportunity to comment.

The consensus of the Commission was that this particular suggestion, because of its late-breaking nature and the lack of any information or analysis being available or any opportunity for public input on it, be discussed separately by the Commission at a future meeting and not included in the draft Plan moving forward to the Planning Commission and Town Council. Commissioner Thier modified her motion accordingly.

M/S (Thier/McMullen) to recommend adoption of the Bicycle Pedestrian Master Plan to the Town Council as submitted. Motion carried 5-0.

RESOLUTION 2016-DRAFT

**A RESOLUTION OF THE PLANNING COMMISSION
OF THE TOWN OF TIBURON RECOMMENDING TO THE TOWN COUNCIL
ADOPTION OF AN UPDATED BICYCLE & PEDESTRIAN MASTER PLAN
FOR THE TOWN OF TIBURON**

WHEREAS, the Town of Tiburon has initiated an update of its Bicycle & Pedestrian Master Plan, most recently updated in 2008; and

WHEREAS, a draft of the proposed Bicycle & Pedestrian Master Plan was released for public review on March 17, 2016; and

WHEREAS, an Initial Study and Draft Negative Declaration have been prepared for the project pursuant to the California Environmental Quality Act, and the Planning Commission has considered said document and any comments received thereupon in making its recommendation to the Town Council; and

WHEREAS, notice of the Planning Commission's public hearing on the Bicycle & Pedestrian Master Plan Update was published in the The ARK newspaper and other noticing was provided as required by law and custom; and

WHEREAS, the Planning Commission held a duly-noticed and advertised public hearing on May 25, 2016, at which it considered any testimony received from the public; and

WHEREAS, the Planning Commission finds that the updated Bicycle Pedestrian Master Plan is consistent with the Tiburon General Plan.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the Town of Tiburon does hereby recommend that the Town Council adopt the updated Bicycle and Pedestrian Master Plan, attached hereto as Exhibit "A" and incorporated herein.

PASSED AND ADOPTED at a special meeting of the Planning Commission of the Town of Tiburon held on _____, 2016 by the following vote:

AYES: COMMISSIONERS:

NAYS: COMMISSIONERS:

ABSENT: COMMISSIONERS:

DAVID KULIK, CHAIR
Tiburon Planning Commission

ATTEST:

SCOTT ANDERSON, SECRETARY

Attachment: Exhibit "A", Draft Bicycle and Pedestrian Master Plan

DIGEST
C-2

W. Aubrey and Gaby Federal
434 Greenwood Beach Rd.
Tiburon, Ca. 94920

Jan. 11, 2016

Patrick Barnes
Director of Public Works
Town of Tiburon
1505 Tiburon Blvd.
Tiburon, Ca. 94920
pbarnes@townoftiburon.org

Re: Bike Path – Greenwood Beach Rd

Dear Mr. Barnes,

We know it is no surprise to you that the residents of Greenwood Beach Road are furiously opposed to this plan.

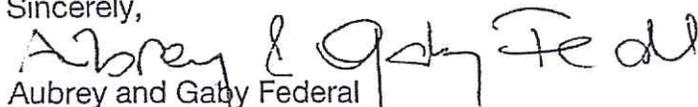
For years we have endured the daily "whoosh" of the multi colored peletons as they speed in unison, with NO regard to safety, along Greenwood Beach Road.

Greenwood Beach Road is a RESIDENTIAL street--not a bicycle raceway, though this seems to be of no concern to many in the spandex crowd. We cannot tell you how many times our family and neighbors have narrowly escaped great harm from these careless speeders. Not to mention their rudeness, arrogance and total disregard for others. To create a bicycle pathway is a fine idea--to direct even more speeding bicycle traffic along Greenwood Beach Road is folly. The neighborhood children already know this route. Their usage is fine as is.

There is no residential neighborhood in Tiburon that would tolerate this type and amount of bicycle traffic passing private homes if you were to enact this plan.

This traffic belongs on the main road – Tiburon Boulevard - between Hwy 101 and Blackie's Pasture, at least.

Thank you.
Sincerely,


Aubrey and Gaby Federal

30 year residents of Tiburon

EXHIBIT NO. 7

C-1

DIGEST

Patti Pickett

From: Greg Chanis
Sent: Wednesday, January 13, 2016 11:29 AM
To: Patti Pickett
Subject: FW: Bike Path

Dear Pat:

A bike path on Greenwood Beach Road is adamantly opposed by everyone who lives on this street, and with very good reason. The street is too narrow, visibility is too restricted, it's capacity is grossly inadequate for the bike traffic that uses it, it is too dangerous, it generates far too much anxiety among those who live here and must use it as our only means of ingress and egress, it is a constant threat to safety, it introduces far too many belligerent and hostile bike riders, it is an imposition on the quality of life on this street, it is not necessary, and there is a better alternative. I could go on.

There is not one resident of this street who cannot recite incident after incident of near accident, confrontation and intolerable behavior generated by the literally thousands of bikers who use this street. I personally have been subjected to vile and offensive language and threats of physical attack by bikers who appear to regard this street as exclusively theirs and who exhibit an unwillingness to behave themselves and respect the rights of those who live here.

It would be a mistake to dismiss how serious the residents of this street are in opposition to this irresponsible initiative. USE GREENWOOD BEACH ROAD. IT HAS ROOM AND IT HAS ACCESS.

And take "out of town residents" off the Parks, Open Space and Trails Commission. They should have no voice in regulating Tiburon residents.

Thank you for your kind attention, and best regards,

Bruce Abbott
458 Greenwood Beach Road

Scott Anderson

From: Alice Fredericks [alice@alicefredericks.net]
Sent: Wednesday, April 06, 2016 11:49 AM
To: Scott Anderson; Patrick Barnes
Subject: FW: Comments for The Tiburon Draft Bike and Ped Plan

From: Kathy Mcleod <kathy@wheeleescape.org>
Date: Wednesday, April 6, 2016 at 11:34 AM
To: Erin Riley Tollini <erin20000@gmail.com>, Frank X Doyle <standingstone@sbcglobal.net>, Alice Fredericks <alice@alicefredericks.net>, Emmett O'donnell <Emmett@vikingind.com>, Jim Fraser <JSFraser1@comcast.net>, Kate Sears <KSears@co.marin.ca.us>, "Alden, Leslie" <LAlden@marincounty.org>, Dan Dawson <DDawson@co.marin.ca.us>, Patrick Barnes <pbarnes@townoftiburon.org>
Cc: Patrick Seidler <pseidler@wtb.com>, Peter Winkler <PWinkler@Winklerlaw.com>, Joyce Tayer <jtayer@comcast.net>, Abbot Bruce <brucedabbott@comcast.net>, Heath Harry <harry.heath@mindspring.com>, Cathleengouveia <Cathleengouveia@gmail.com>, Joan Moir <Joanmoir@comcast.net>, gail eastabrooks <gaileast@yahoo.com>, Anne Marie Ghazi <saeed.g@att.net>, John McLeod <mcleodfx@earthlink.net>, Francis Barbour <febarbour@gmail.com>, Matina Seremetis <matinaseremetis@gmail.com>, Kallins Wendi <wkallins@igc.org>, Petey Stein <peyton@steinhome.com>, "Dr. Nancy Lynch" <nlynch@reedschools.org>, KEVIN TINTO <kwtinto@aol.com>, Fred Fox <spinningrabbi@comcast.net>, Maureen Gaffney <MaureenG@abag.ca.gov>
Subject: Comments for The Tiburon Draft Bike and Ped Plan

Dear Tiburon Town Council,

I attended the Tiburon Parks and Open Space Commission meeting last Tuesday. I was surprised to find that there is no mention of an option to link a safe path from Blackies Pasture to Greenwood Cove Rd (County) in the Draft Bicycle and Pedestrian Plan.

Our Tiburon Plan also does not provide a long range safe option for children. It suggest one option, which is to continue as usual riding in the middle of Greenwood Cove Rd and Greenwood Beach Rd without any striping or signs directed at traffic to slow down or be aware of where to expect cyclists. This is not our Safe Routes to School Task force recommendation for future improvements.

Our Tiburon Plan needs to meet up with the County's Plan. For example, our plan allows for a bike lane along Tiburon Blvd. on BOTH sides. The County includes a multi-purpose path from Strawberry to Greenwood Cove Rd. on ONE side with no bike lane on either side of Tiburon Blvd.

As a member of the Safe Routes to School Task Force and League Cycling Instructor teaching children bicycling, I hear from all kinds of cyclists. Here in Tiburon what I hear about most comes from the residents at the Cove Apartments who are bothered about cyclist riding in the road and blocking cars. At our Task Force meeting the recommendation was to provide "sharrows" and signs to slow drivers. The Greenwood Beach road residents say the cyclist go too fast. Our Draft Tiburon Plan does not solve either concern.

One way to solve all the issues is to link the greenway between Tiburon Blvd and Greenwood Cove/Beach Rd. to the County's plan for a path from Greenwood Cove Rd to Strawberry Dr. I know this would be a long range plan but at least it is an option that should be mentioned in our plan.

These pictures explain better.

This map and the following picture is in the



County:

Below: Tiburon Blvd is on the left and Greenwood Cove is on the right.

This is looking toward Tiburon close to the 76 station. It is a wide green area that goes all the way to the County line at Barbaree Way.



This map and the following pictures are in Tiburon. You will find where I measured the narrowest section of the route as best I could from the google app. The shoulder on Tiburon Blvd is 10 feet and the area from the guard rail to the retaining wall is 8 feet.



Continuing from Barbaree Way toward the Church the greenway not level the grassy area could be leveled out to create a level and wide path.



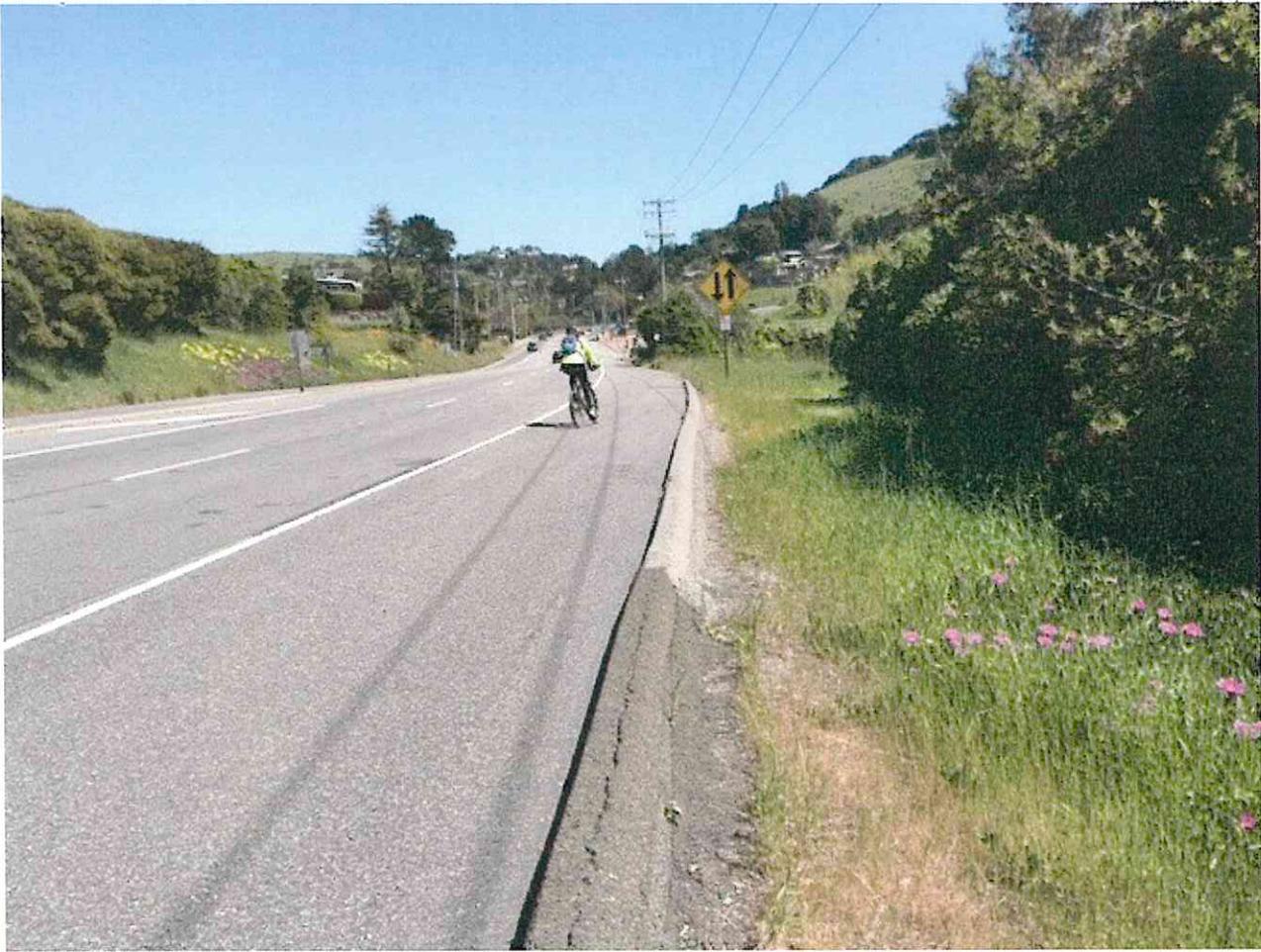
The photo below is looking back toward the guard rail on the other side of the tree in the photo above.



Here the shoulder is very wide and could include a protected bike lane or multipurpose path especially since there are no driveways to worry about.



Looking down the hill beyond the church you can see there is a lot of space to merge the path back to Blackies Pasture.



Or merge the path earlier where pedestrians take this short cut to Greenwood Beach Rd.





This pedestrian path drops you out right at the entrance to Blackies Pasture and the Old Rail Trail.



Pedestrians can continue using Greenwood Beach Rd to reduce conflict between bicyclists and walkers. Fast cyclists can use Hwy 131 with the bike lane to avoid conflict from slower cyclists.

Tourists, children under 16, local commuters, fitness and recreational riders will continue to come. Local residents will continue to complain until there is order. A "Study" of the area will show solutions and that is what needs to be mentioned in our plan.

Children are biking to Bel Aire Elementary, the Cove Shopping Center, the bus stops, crossing from Reed Ranch Road, Cecilia and so on. Our Tiburon Draft Bike and Ped Plan must consider possibilities for ages 8 to 80.

There is room to have a wonderful safe promenade linking to the Old Rail Trail. Most importantly, a choice to ride along separate from fast moving traffic on Highway 131, yet off of Greenwood Cove/Beach Rd.

Thank you for your time considering the importance of this safety issue and ways to make sure it is part of our long range plan.

Kathy McLeod
21 Mercury Ave
Tiburon Ca 94941

415-686-3805

PETITION
To
MAYOR AND COUNCIL, TOWN OF TIBURON
From

RESIDENTS OF GREENWOOD BEACH ROAD

Now come the below signed residents of Greenwood Beach Road, Tiburon, and Petition their elected Mayor and Council for relief from an egregious and intolerable situation that has developed over the recent years as a result of the ever increasing numbers of bicyclists using Greenwood Beach Road.

FACTS AND ALLEGATIONS

A number of years ago, the exact number of which Petitioners are uncertain, but which they believe to exceed ten years, without the benefit of public notice, hearing, or public participation, Bay Trails signs were posted on the Tiburon Peninsula, routing bicycle traffic over Greenwood Beach Road.

Soon thereafter, a variety of publications, local and national, informed their readership of this newly designated bicycle route, and shortly thereafter there began, slowly but gradually and increasingly, bicycle traffic over Greenwood Beach Road until it has now reached proportions that have become dangerous and intolerable to the Residents of Greenwood Beach Road, for the following reasons:

Greenwood Beach Road is a residential street that was laid out when horse-drawn buggies were in common use, and is narrow and grossly inadequate for modern transportation demands.

Greenwood Beach Road has numerous curves and uneven topography resulting in restricted forward visibility and with the addition of parked motor vehicles and delivery vehicles, often double parked, visibility and lateral clearances are even more reduced.

Many residents of Greenwood Beach Road, by reason of their close proximity to the street, are forced to back directly out of their garage onto the street, often without capacity to see more than a few feet in either direction on the street.

Bicycling on Greenwood Beach Road has increased exponentially over the past few years, especially with the increased use of bike rentals by out-of-town bike rental agencies

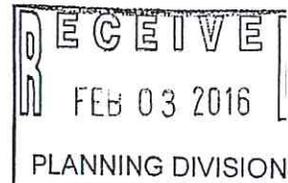


EXHIBIT NO. 8

Christina O'Love 1-29-2016

LINA ...

C-6

thereby, by implication, offered assurances that the route is reasonably safe and free of known hazard. In fact, the use of Greenwood Beach Road, at present and at ever increasing levels of bicycle usage, is neither safe nor free of hazard. The risk of personal injury to bikers in a collision is infinitely greater than an accident between motor vehicles at comparable speeds. By such participation in or acquiescence to the designation of Greenwood Beach Road as a part of the Bay Trails, the Town of Tiburon is unnecessarily and unreasonably exposing itself and its citizens to civil liability for the consequences of failing to take those precautions necessary to ensure a safe and hazard free routing of the Bay Trails within its city limits. Further, the residents of Greenwood Beach Road protest for themselves as individuals their exposure to civil liability as well as that of tax-paying citizens of the Town. More important is the unreasonable risk of injury to trusting visitors to our town. It is irrational to expect the residents of Greenwood Beach Road to stand mute in the face of this increasingly intolerable situation, neither is it necessary. An obvious and much safer alternative route exists.

PRAYER FOR RELIEF

We the undersigned residents of Greenwood Beach Road, hereby place the Town of Tiburon on notice of the danger, hazard and risk associated with the designation of Greenwood Beach Road as a portion of the Bay Trails complex. We call upon the Mayor and Council, the Town Manager and staff to take immediate and deliberate steps to remove Greenwood Beach Road from the Bay Trails complex as quickly as possible and to desist from further encouragement of its use in any such capacity.

RECEIVED
FEB 03 2016
PLANNING DIVISION

Name and signature

date

address

CHRIS PETRINI

2/2/16

448 GREENWOOD BEACH



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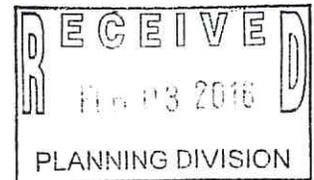
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RECEIVED
FEB 03 2016
PLANNING DIVISION

Name and signature
JANE FORD
[Handwritten Signature]

date
[Handwritten Signature]
2/2/16

address
448 Greenwood
Beach Rd



Road are frequently subject to profane and abusive language, especially at points of narrow passage and the street closure at Blackie's Pasture, as are unsuspecting motorists whose diligence or lack of submission provoke the ire of the "privileged ones."

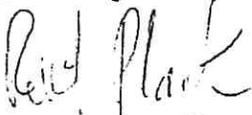
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There have been over the preceding few years a number of injuries to bikers on Greenwood Beach Road, as witnessed by residents of this street, and there are bound to be more.

The Town of Tiburon has, by acquiescing or participating in the promotion of the Bay Trails network on the Tiburon Peninsula, extended to the world of bikers an invitation for its use, and thereby, by implication, offered assurances that the route is reasonably safe and free of known hazard. In fact, the use of Greenwood Beach Road, at present and at ever increasing levels of bicycle usage, is neither safe nor free of hazard. The risk of personal injury to bikers in a collision is infinitely greater than an accident between motor vehicles at comparable speeds. By such participation in or acquiescence to the designation of Greenwood Beach Road as a part of the Bay Trails, the Town of Tiburon is unnecessarily and unreasonably exposing itself and its citizens to civil liability for the consequences of failing to take those precautions necessary to ensure a safe and hazard free routing of the Bay Trails within its city limits. Further, the residents of Greenwood Beach Road protest for themselves as individuals their exposure to civil liability as well as that of tax-paying citizens of the Town. More important is the unreasonable risk of injury to trusting visitors to our town. It is irrational to expect the residents of Greenwood Beach Road to stand mute in the face of this increasingly intolerable situation, neither is it necessary. An obvious and much safer alternative route exists.

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Name and signature	date	address
	2-1-16	382 Greenwood Beach Rd.
	2-1-16	382 Greenwood Beach Rd.

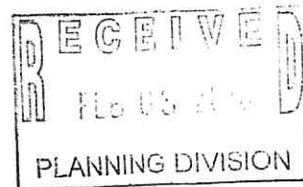
PETITION

To

MAYOR AND COUNCIL, TOWN OF TIBURON

From

RESIDENTS OF GREENWOOD BEACH ROAD



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Emboldened by recently enacted legislation designed to protect cyclists, some of the more aggressive bikers arrive with unreasonable expectations of privilege never envisioned by such legislation, often demanding right of way in a manner laced with invective and hostility. Residents of Greenwood Beach Road are frequently subject to profane and abusive language, especially at points of narrow passage and the street closure at Blackie's Pasture, as are unsuspecting motorists whose diligence or lack of submission provoke the ire of the "privileged ones."

PETITION TO: MAYOR AND COUNCIL, TOWN OF TIBURON
 FROM: RESIDENTS OF GREENWOOD BEACH ROAD
 PAGE TWO

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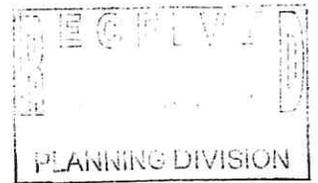
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Name and Signature	Address	Date
MICHAEL J. SAVAGE <i>Michael J. Savage</i>	410 Greenwood Beach Rd	1/27/16
GINI SAVAGE <i>Gini Savage</i>	410 Greenwood Beach Rd	1/27/16
<i>Gini Savage</i>	" " "	1/27/16
KRISTIN HANSEN <i>Kristin Hansen</i>	410 GREENWOOD BEACH RD	1/27/16



PETITION

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Name and signature

date

address

Lois Geerken

2/3/16

428 Greenwood Beach Rd
Tiburon, CA



Bruce Abbott
458 Greenwood Beach Road
Tiburon, CA 94920
April 17, 2016

→ NOTE: QUALITY OF PRINT
IS "AS RECEIVED"

Mayor and Council, Town of Tiburon
1455 Tiburon Boulevard
Tiburon, CA 94920

In regards to: Tiburon Bicycle and Pedestrian Plan 2016 Update

Dear Mayor Tollini and Members of the Council:

On behalf of the residents of Greenwood Beach Road, I appeal to you for your immediate attention to the Petition for redress of grievances that was submitted to you from residents of this street in February of this year, addressing the inadequacy of Greenwood Beach Road as a segment of Bay Trails, and the increasingly intolerable levels of bicycle traffic on our street, the safety concerns that attend this situation, and the host of other reasons expressed to you, both in writing and in public forum.

Our concerns have only deepened since submission of our petition, and we have received no palpable evidence that those concerns have received serious consideration. It is apparent that Tiburon has incorporated in its plans the encouragement of increasingly heavy bicycle traffic to the downtown area, for whatever purpose. The interests of its own citizens should not be subservient to that purpose.

Emphatically we point out that if heavy bicycle traffic has become a goal of the Town, the Town must ensure that safe, adequate and proper infrastructure is provided for it. To that end, I invite your attention to the proposal of The Transportation Alternatives for Marin, as outlined in a letter to you dated April 15, 2016 from Patrick Seidler. This proposal has the appearance of a serious and reasonable plan that offers resolution of a problem that has for years been repeatedly deferred or ignored, and continues grows worse with each succeeding year.

I cannot over emphasize how serious we are about this issue. As summer approaches, the traffic increases and our concerns expand. The suggestion that Tiburon has no control over Bay Trails designations on Tiburon streets, is a suggestion that Tiburon has no control over its own streets, which is a notion without credence. Tiburon does not have to be included in the grandiose, all-encompassing Bay Area bike path plan, but if it chooses to do so, do it properly; don't stall it off on Greenwood Beach Road, which has no capacity for it. It is not reasonable and it is not necessary. The Transportation Alternatives for Marin proposal offers a chance too good to ignore. If that plan doesn't work, a plan that will work must be found, but it must be done properly, or not at all.

Kindest regards:



Bruce Abbott



Tiburon Bicycle and Pedestrian Plan

Draft Plan - March 17, 2016

PREPARED BY:

Alta Planning + Design
Parisi Transportation Consulting
CSW / Stuber -Stroeh Engineering Group

PREPARED FOR:

The Town of Tiburon



Acknowledgements

Town Council

Erin Tolini, Mayor
Jim Fraser, Vice Mayor
Alice Fredericks, Councilmember
Emmett O'Donnell, Councilmember
Frank Doyle, Councilmember

Parks, Open Space, and Trails Commission

Peter Winkler, Chair
Park Allen, Vice Chair
Philip Feldman, Commission Member
Michael McMullen, Commission Member
Holli Thier, Commission Member

Town Staff

Patrick Barnes, Director of Public Works
Scott Anderson, Community Development Director
Dan Watrous, Planning Manager
Kyra O'Malley, Associate Planner
Lea Stefani, Community Development Aide

Consultants

Alta Planning + Design
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San Rafael, California 94901
(415) 482-8660

Parisi Transportation Consulting
1750 Bridgeway, Suite B208
Sausalito, CA 94965
(415) 649-6000

CSW / Stuber-Stroeh Engineering Group Inc.
45 Leveroni Court
Novato, CA 94949
(415) 883-9850

Draft Date: March 17, 2016

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1 Introduction

The 2016 Tiburon Bicycle and Pedestrian Master Plan update provides for a town-wide network of bicycle and pedestrian facilities, including sidewalks, paths, bike lanes, and bike routes, along with bicycle- and pedestrian-related programs and support facilities, intended to ensure bicycling and walking become viable transportation options for people who live, work, and recreate in Tiburon. The improvements detailed in this plan are intended to address the needs not only of Tiburon residents but also of the large numbers of bicyclists who visit the town to bicycle for recreational purposes along the “Paradise Loop” on Tiburon Boulevard and Paradise Drive. Current bikeway and pedestrian network information was gathered from a workshop with the Tiburon Parks, Open Space, and Trails (POST) Commission and Town staff, combined with information on proposed routes from the previously adopted Town of Tiburon Bicycle and Pedestrian Master Plan (2008 update). Relevant bikeway information was also gathered from the draft Marin County Unincorporated Area Bicycle and Pedestrian Master Plan (2016 update).

The purpose of this Bicycle and Pedestrian Master Plan is to identify projects, policies, and programs that will improve bicycle and pedestrian transportation in Tiburon, in part by meeting the requirements of the California Bicycle-Transportation Act (see Section 891 of the California Streets and Highways Code).

1.1 Community Participation

The Tiburon Parks, Open Space, and Trails (POST) Commission, an advisory committee charged with continuing the bicycle and pedestrian advisory role previously filled by the former Bicycle/Pedestrian Advisory Committee, allocated time from two of their regularly scheduled meetings on May 19, 2015 and January 18, 2016 for community workshops around bicycle and pedestrian issues and opportunities. The meetings were agendaized and then noticed through distribution to the interested parties list of the POST Commission and in accordance with the Brown Act. Both meetings were open to the public at Tiburon Town Hall Council Chambers. Comments from the workshop are summarized below:

- Bicycle facilities on Greenwood Beach Road are controversial
- There is a need for improved on-street bicycle facilities along Tiburon Boulevard
- Tiburon Boulevard can be difficult to cross by walking or bicycling
- There is a need to improve existing steps and trails
- There is a need for youth bicycle education programs

1.2 Goals, Objectives, and Related Plans

1.2.1 Goals

Goals are broad statements of purpose that provide the context for the specific objectives discussed in the Tiburon Bicycle and Pedestrian Master Plan. These goals provide the long-term vision and serve as the foundation of the plan.

- **Goal 1 - Increased Bicycle and Pedestrian Access**

Expand bicycle and pedestrian facilities and provide increased access to neighborhood areas, employment centers, shopping areas, schools, and recreational sites.

- **Goal 2 - Bicycle Transportation**

Make travel by bicycle an integral part of daily life in Tiburon 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.

- **Goal 3 - Pedestrian Transportation**

Encourage walking as a daily form of transportation in Tiburon by completing a pedestrian network that services short trips and transit, improving the quality of the pedestrian environment, and increasing safety, convenience, and access opportunities for all users.

1.2.2 Objectives

Objectives are basic tools that underlie all planning and strategies and provide a bridge between goals and implementation. In general, objectives are more specific and easier to measure than goals. They serve as the basis for creating policy and evaluating performance.

- **Objective A - Implement the Bicycle and Pedestrian Master Plan, which identifies existing and future needs, and provides specific recommendations for facilities and programs.**

Actions:

1. Update the Plan every five (5) years as required by Caltrans to reflect new policies and/or requirements for bicycle and pedestrian funding.
2. The POST Commission or other official commission, as appropriate, should review all Safe Routes to Schools travel plans for consistency with the Tiburon Bicycle and Pedestrian Master Plan, with the authority to refer concerns to staff and council as necessary.
3. Coordinate between government agencies, schools, and community organizations to address bicycle and pedestrian issues of mutual concern. The Town should promote coordination between the POST Commission or other official commission and adjacent communities' advisory committees.
4. Seek funding for bikeway projects through current local, regional, state, and federal funding programs and encourage multi-jurisdictional funding applications.

- **Objective B - Complete a continuous network of bikeways that are feasible, fundable, and that serve bicyclists' needs, especially for travel to employment centers, schools, commercial districts, and transit stops and terminals.**

Actions:

1. Implement high priority projects, such as Old Rail Trail improvements and Safe Routes to Schools improvements.
2. Prioritize completion of a continuous bikeway network across jurisdictional boundaries, connecting Tiburon to unincorporated areas and neighboring communities.
3. Connect bicycle paths in Tiburon with other paths and trails where practical.
4. Consider construction of relevant planned bikeways as an integral part of any transportation facility maintenance or construction project.
5. Construct a network that encourages bicycling to and for recreational purposes, as feasible.
6. At a minimum, construct all bikeways according to Caltrans Chapter 1000 Design Guidelines.

- **Objective C - Complete a network of walkways that serves pedestrian needs, especially for short trips to schools, downtown, and transit stops and terminals.**

Actions:

1. Implement high priority projects, such as Safe Routes to Schools improvements.
2. Establish pedestrian routes that focus on the needs of school children for each neighborhood in Tiburon.
3. Complete missing connections to make direct routes for walking, especially connections between residential neighborhoods and the downtown area, schools, and the Old Rail Trail.
4. Where feasible, identify and reduce or eliminate impediments and obstacles to walking to school.
5. Connect pedestrian paths in Tiburon with other paths and trails where practical.
6. For new development or redevelopment projects, consider construction of planned pedestrian facilities.
7. Work with transit authorities to ensure that pedestrian concerns are addressed in the design of transit stops.
8. Enhance opportunities for walking for recreational purposes.

- **Objective D - Maintain and improve the quality, operation, and integrity of bikeway and walkway network facilities.**

Actions:

1. Undertake routine maintenance of bikeway and walkway network facilities, such as sweeping bicycle lanes and sidewalks and trimming back encroaching vegetation.
2. Undertake regular inspection of surface conditions and periodic maintenance of bicycle and pedestrian facilities such as striping and signing to reduce safety issues for users.
3. Ensure that construction projects minimize disruption to the bicycling and walking environment and that safe, direct alternate routes are signed in advance of construction for the duration of the project. All projects undertaken by outside agencies should be coordinated with the Town to ensure compliance with this policy.
4. Ensure that repair or construction of any transportation facility does not result in the permanent removal of an existing bicycle or pedestrian facility.
5. Ensure that the pedestrian walkway network is accessible to, and usable by, persons with disabilities where feasible.

- **Objective E - Provide short- and long-term bicycle parking and end-of-trip facilities in employment and commercial areas, in multifamily housing, at schools, and at transit facilities.**

Actions:

1. Consider requiring bicycle parking spaces as part of new development or redevelopment projects.
2. Encourage the installation of short- and long-term public bicycle parking in and around the Downtown area.
3. Work with local schools to promote bicycle commuting and to assist in purchasing and installing long- and short-term bicycle parking.
4. Require the provision of bicycle parking at all town-permitted large events to help reduce automobile traffic and parking.

- **Objective F - Develop and implement safety, education, and encouragement plans aimed at people walking, bicycling, and driving.**

Actions:

1. Expand adult and youth bicycle and pedestrian education, encouragement, and safety programs, particularly Share the Road programs aimed at reducing bicyclist-motorist conflicts.
2. Promote the health and environmental benefits of walking and bicycling.

1.2.3 Consistency with Adopted Plans and Policies

The following section provides context for this plan update in terms of past and ongoing planning efforts related to bicycling and walking. The Tiburon Bicycle and Pedestrian Master Plan is consistent with the plans, studies, reports, programs, and policy documents listed below. It is intended that this document will be fully integrated into any future long-range plans and capital improvement plans in Tiburon.

Tiburon 2020 – All proposed improvements contained within the Tiburon Bicycle and Pedestrian Master Plan must be consistent with policies within the Tiburon General Plan that encourage connection of Downtown pedestrian and bicycle trails with other trails in Tiburon and providing safe access to schools. Goals, policies, and programs included in the Circulation Element and the Downtown Element of the General Plan are listed in **Appendix B**.

Open Space Resource Management Plan (2010) – The Town of Tiburon owns and manages approximately 250 acres of open space distributed among 21 parcels. These open space areas vary considerably in size, vegetation, occurrence of special-status species, and proximity to residences. The primary purpose of this plan was the management of vegetation, in particular, the management of non-native species. Other topic areas, such as erosion and passive recreation are treated in this plan, but with more emphasis on how these issues relate to the primary vegetation management goals of the Town.

Complete Streets Policy (Resolution No. 42-2012) – The Town of Tiburon adopted a Complete Streets Policy that expresses its commitment to creating and maintaining “Complete Streets” which are defined as comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families, among others.

Climate Action Plan (2011) – The purpose of the Climate Action Plan was to compile existing and potential strategies (i.e., actions, projects, and programs) that the Town’s government and the community can take to address climate change. It provides a brief background on what climate change is and its potential impacts, but focuses on the efforts Tiburon can take to reduce its greenhouse gas (GHG) emissions and mitigate, to the extent feasible at the local level, the potential impacts of climate change.

While it is difficult to predict with a high degree of accuracy the sea level rise that will impact Marin County residents, the San Francisco Bay Conservation and Development Commission’s most recent assessment assumes a 1.8° to 5.4° F rise in global temperature over the next century and a corresponding sea level rise in San Francisco Bay of 16 inches by mid-century and 55 inches by 2100. A 16-inch rise in sea level would result in the flooding of 180,000 acres of shoreline, which is roughly equivalent to today’s 100-year floodplain.

In 2006, Marin County developed a strategic plan to reduce annual GHG emissions to 15 percent below 1990 levels by 2020. GHG emission estimates by sector reveal that the transportation industry contributes to 62 percent of all emissions in Marin County and 41 percent of all emissions in Tiburon. See **Appendix C** project-related details.

Downtown Circulation and Parking Analysis (2012) – In recent years, the Town of Tiburon has undertaken several efforts designed to make it more convenient and more attractive for residents and tourists to visit Downtown. The Town is in the process of implementing a Downtown vibrancy initiative which aims to comprehensively address how Downtown can be improved for all those that work, live, play, and visit Tiburon.

Through extensive outreach to stakeholders and the community, inefficient parking and circulation of the transportation network emerged as one of the primary concerns. One of the major findings of the vibrancy project was that a perceived parking problem exists among local businesses and residents, namely inadequate supply and restrictive regulations, despite evidence that much of the parking Downtown is underutilized. Circulation issues revealed by the vibrancy project included a local desire for enhanced pedestrian and bicycle connections as well as more usable public spaces, especially west of the Main Street area. Community members highlighted the need for better signage and wayfinding to local destinations such as Ark Row, the ferry terminal, and Main Street, as well as strategies that reduce the reliance on automobiles for circulation within and access to Downtown.

Active transportation-related findings from the report:

Bicycle parking utilization is also highly concentrated, and some parking facilities should be improved. Utilization of bicycle parking facilities varies dramatically based upon location. The highest utilization rates are near the ferry terminal and near the cafes and restaurants along Main Street, where many bicyclists stop to eat and drink. Other facilities, especially those along Tiburon Boulevard, see very low utilization rates, either due to their inconvenient location, their “insecure” appearance, or rack design issues that leave bicycles vulnerable to theft.

See **Appendix C** for recommendations and project-related details.

Tiburon Bay Trail Gap Study (2012) – This feasibility study represented an opportunity for the Town of Tiburon, in coordination with the Bay Trail, County of Marin, and Caltrans, to prepare a plan for closing important gaps in the San Francisco Bay Trail System, as well as the Town’s and Marin County’s local and regional bicycle and pedestrian circulation systems. The objective of the study was to evaluate and develop concepts to enhance service of bicycle and pedestrian traffic between McKegney Green and Strawberry Drive, including portions of Tiburon Boulevard and Greenwood Beach Road/Greenwood Cove Drive.

The primary focus of the study was the analysis and preliminary design of a clear and continuous Bay Trail route for bicyclists, pedestrians, and other trail users. See **Appendix C** for recommendations.

Community Action to Reduce Traffic (CART) Summary Report (2013) – CART, a committee comprised of elected officials, school officials, Safe Routes to Schools participants, town staff, and police staff, was convened in October 2011 to investigate and tackle the problem of traffic congestion on Tiburon Boulevard. After conducting an initial information gathering phase about the options available to the Town for reducing congestion on Tiburon Boulevard, the committee held a Community Traffic Forum to share the options and to solicit feedback on the various approaches. No overarching solution was identified, but CART concluded that many smaller changes could be implemented to improve traffic conditions, including:

- Traffic signal synchronization along Tiburon Boulevard (completed)
- Addition of new school bus to Reed Union School District (completed)
- Creation of a “bike train” from Blackie’s Pasture or The Boardwalk Shopping Center parking lot to local schools (created)
- Replacing Marin Transit Route 19 with smaller shuttle buses with shorter, 30-minute headways along Tiburon Boulevard called Route 219, in addition to a weekday “ferry feeder” route component (Route 219 and Route 119 replaced Route 19)

Marin County Unincorporated Bicycle and Pedestrian Master Plan (2007) – This plan, adopted in late 2007, provides countywide policy guidance on integration of bicycling, walking, and accessibility into the transportation network. An update to the county plan is being coordinated with the 2016 Tiburon Bicycle and Pedestrian Master Plan update and is scheduled to be released in 2016.

Non-motorized Transportation Pilot Program (NTPP) – Begun in 2006 and administered through 2010, this Federal Highway Administration program allocated \$25 million to bicycle and pedestrian projects throughout Marin County. The program included an extensive public and planning process to identify, rank, and select infrastructure projects and educational programs to be funded by the program.

Steps, Lanes, and Paths (SLP) Program – The SLP Program involved a number of communities within Marin County in an effort to address the need for pedestrian connections in areas that are not easily served by conventional sidewalk networks. Challenges such as limited right-of-way, steep grades, and narrow roads have constrained the ability of residential areas of Tiburon to connect to downtown. Tiburon has long recognized this challenge and has worked to identify solutions to step, lane, and path issues.

In some cases, the exact condition and legal status of some of these pedestrian connectors may not be known and some may currently be in use by adjacent property owners who are not aware of their history of status. Improvement and maintenance of these connectors by the Town would create greater accessibility for users with limited mobility but would also increase maintenance costs and liability exposure. Addressing these challenges will help the Town achieve **Objective B**, **Objective C**, and **Objective D** from **Section 1.2.2**.

Recent projects under the SLP Program include:

- Lower Racoon Path
- Cayford Path
- Jefferson Steps
- The Ranch to Reed Elementary School Steps

Reed Union School District Safe Routes to Schools – The mission of the Marin County Safe Routes to Schools Program is to increase the number of children bicycling and walking to school. The Reed Union School District launched a pilot Safe Routes to Schools Program at the start of the 2013-14 school year to run bike trains and walking school buses along the Tiburon Historical Trail from downtown Belvedere and Tiburon to Bel Aire Elementary School.

1.3 ATP Compliance Checklist

The State of California adopted Active Transportation Program (ATP) guidelines that encourage increased use of active modes of transportation, such as bicycling and walking, and provide guidance on the inclusion of specific active transportation plan elements in order to apply for grant funding. The Tiburon Bicycle and Pedestrian Master Plan should include the following provisions to fully comply with ATP guidelines:

Table 1-1: Tiburon ATP Compliance Checklist

<i>Required Plan Elements</i>		
(a)	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	Table 3-2
(b)	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Section 3.6
(c)	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.	Section 3.2
(d)	A map and description of existing and proposed bicycle transportation facilities.	Chapter 2 & Chapter 4
(e)	A map and description of existing and proposed end-of-trip bicycle parking facilities.	Section 2.1
(f)	A description of existing and proposed policies related to bicycle parking in public locations, private parking garages, and parking lots and in new commercial and residential developments.	Section 4.1
(g)	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	N/A
(h)	A map and description of existing and proposed pedestrian facilities at major transit hubs. These must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	N/A
(i)	A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Section 2.1

Required Plan Elements

(j)	A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	Appendix B
(k)	A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on accidents involving bicyclists and pedestrians.	Section 4.3
(l)	A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	Section 1.1
(m)	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	Section 1.2
(n)	A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	Section 5.2
(o)	A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.	Section 2.1
(p)	A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	Chapter 5
(q)	A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix E

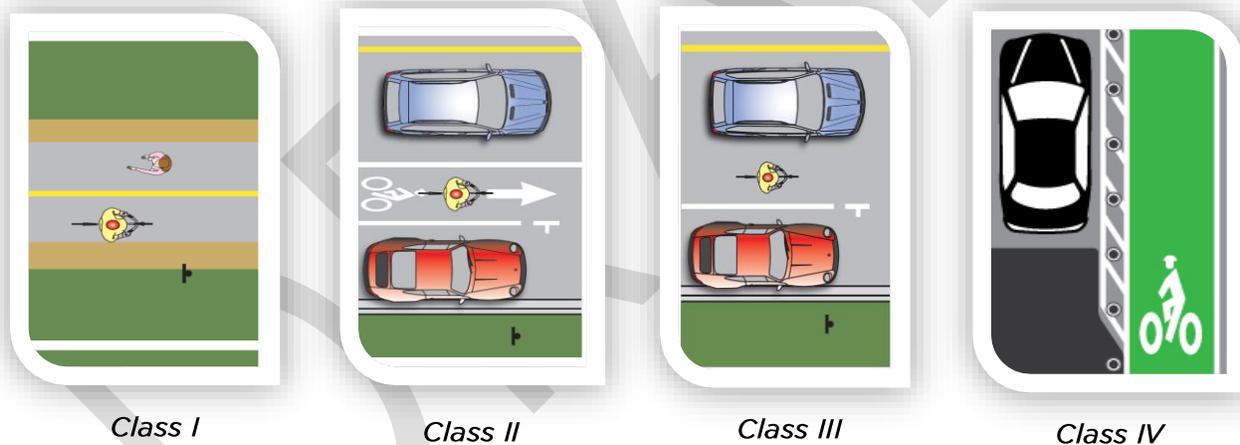
2 Existing Conditions

In the years since the adoption of the first Tiburon Bicycle and Pedestrian Master Plan in 2001, significant progress has been made in improving conditions for bicycling and walking. This section of the plan describes the existing conditions in Tiburon in terms of bikeways, bicycle parking, and pedestrian facilities as well as education, encouragement, and enforcement activities.

The bicycle map which accompanies this Plan designates Tiburon's bicycle facilities and those in adjacent unincorporated areas by Class I, II, III, or IV in accordance with Chapter 1000 on Bikeway Planning and Design of the California Department of Transportation, Highway Design Manual. Class I Bikeways serve the exclusive use of bicycles and pedestrians. Class II Bikeways serve the preferential use of bicycles on marked lanes on paved streets. Class III Bikeways serve bicycles on streets connecting Class I or Class II bikeways. Protected bicycle lanes, which recently have been officially permitted for use in California, are referred in this plan as Class IV bikeways. This is a working title and subject to change as Caltrans and other agencies develop more detailed guidelines and standards regarding protected bicycle lanes.

2.1 Existing Conditions for Bicycling

2.1.1 Definition of Bikeways



The four types of bikeways identified by Caltrans in Chapter 1000 of the Highway Design Manual are as follows:

Class I Bikeway - Typically called a shared-use path, a Class I Bikeway provides bicycle travel on a paved right-of-way completely separated from any street or highway. It is usually shared with pedestrians and other active transportation users.

Class II Bikeway - Often referred to as a bicycle lane, a Class II Bikeway provides a striped lane accompanied by stenciled markings for one-way bicycle travel on a street or highway. Class II facilities can also include painted buffers to help provide a physical separation between motor vehicle travel lanes and the bicycle lane.

Class III Bikeway - Generally referred to as a bicycle route, a Class III Bikeway provides for shared use with motor vehicle traffic and is identified only by signing and/or pavement markings. A subset of this type of bikeway is a Bicycle Boulevard, which is a local street that has been optimized for bicycle travel by reducing motor vehicle speeds and volumes and by improving arterial crossings and operating speeds for bicyclists.

Class IV Bikeway - Often referred to as protected bicycle lanes, separated bikeways, cycle tracks, or green lanes, Class IV bikeways are located within a street or highway right-of-way, provide a designated area for one-way or two-way bicycle travel, and offer physical protection from adjacent motor vehicle traffic using barriers, bollards, curbing, parked cars, posts, planters, or other vertical-oriented elements.

It is important to note that bicycles are permitted on *all* roads in the State of California and in Tiburon (with the exception of designated freeways). As such, Tiburon’s entire street network is effectively the Town’s bicycle network, regardless of whether or not a bikeway stripe, stencil, or sign is present on a given street. The designation of certain roads as Class II, III, or IV bicycle facilities is not intended to imply that these are the only roadways intended for bicycle use, or that bicyclists should not be riding on other streets. Rather, the designation of a network of Class II, III, and IV on-street bikeways recognizes that certain roadways are optimal bicycle routes, for reasons such as directness or access to significant destinations, and allows the Town of Tiburon to then focus resources on building out this primary network. The town’s existing network of designated bikeways is shown in **Table 2-1**. Specific facility segments are discussed in more detail below.

Table 2-1: Existing Tiburon Bikeways

Class	Bikeway Type	Total Mileage
I	Shared-use Path	2.57 miles
II	Bicycle Lanes	0.72 miles
III	Bicycle Routes	2.84 miles
IV	Protected Bicycle Lanes	0.00 miles
Total Bikeways		6.13 miles
Total Roadways (centerline miles)		56.54 miles
Bikeway to Roadway Ratio		1 : 9.22

2.1.2 Existing Bikeway Facilities

The town's existing bikeway system is composed of over 6 miles of bikeways, including 2.6 miles of Class I shared-use pathways, 0.7 miles of Class II bicycle lanes, and 2.8 miles of Class III bicycle routes. The existing bicycle facilities follow "Paradise Loop" which runs along Tiburon Boulevard and Paradise Drive and forms the primary bicycle transportation and recreation spine of the Tiburon Peninsula.

The Old Rail Trail is classified as a Class I bicycle path, and runs the full length of the Richardson Bay Lineal Park, from Blackie's Pasture in the north to Downtown Tiburon. The Old Rail Trail is in close proximity to schools, shopping areas, parks, and public facilities. Between the 2008 plan update and the 2016 plan update, access improvements to the Old Rail Trail were implemented and allowed for better access to Del Mar Middle School and McKegney Green.

Existing bikeways are shown in **Figure 2-1**.

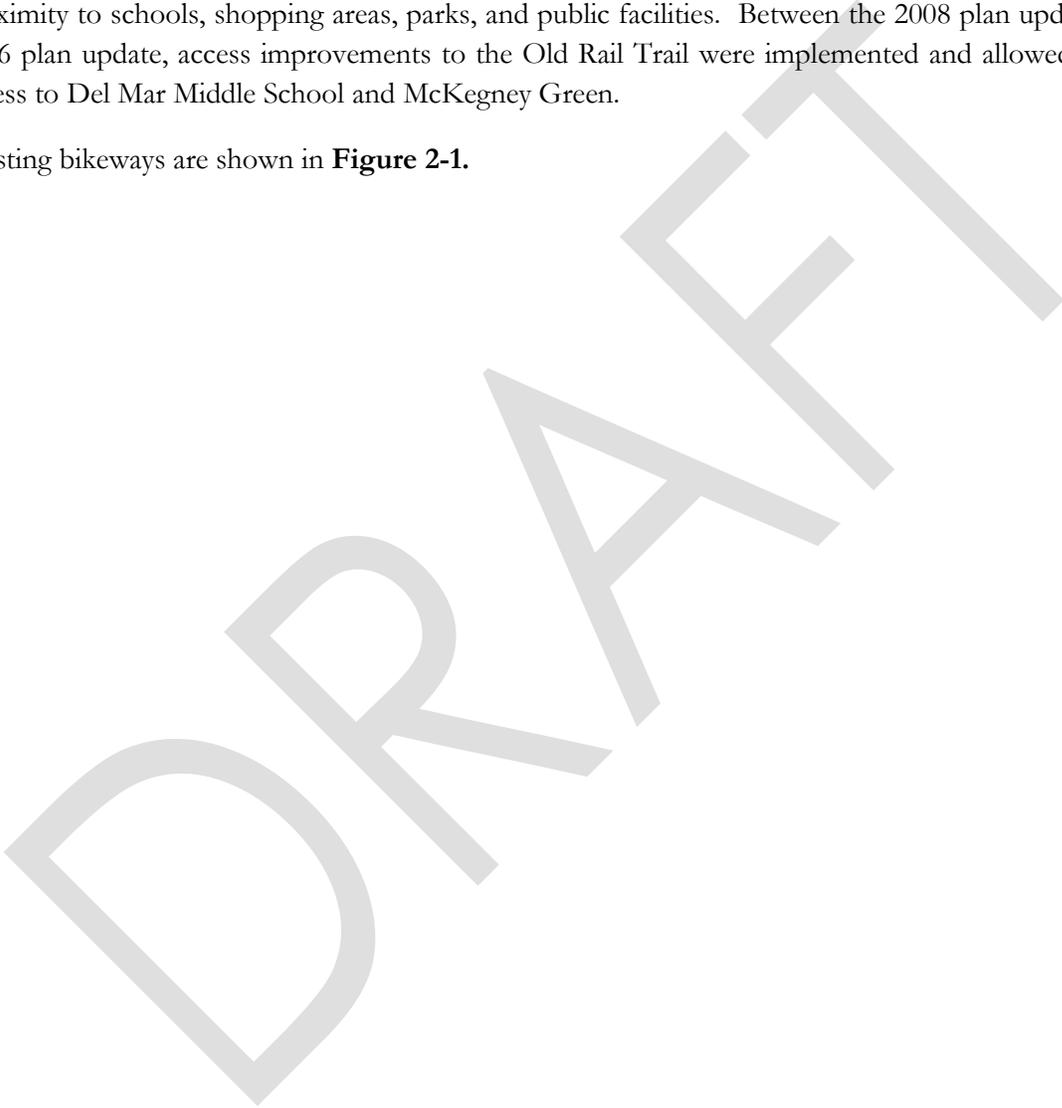
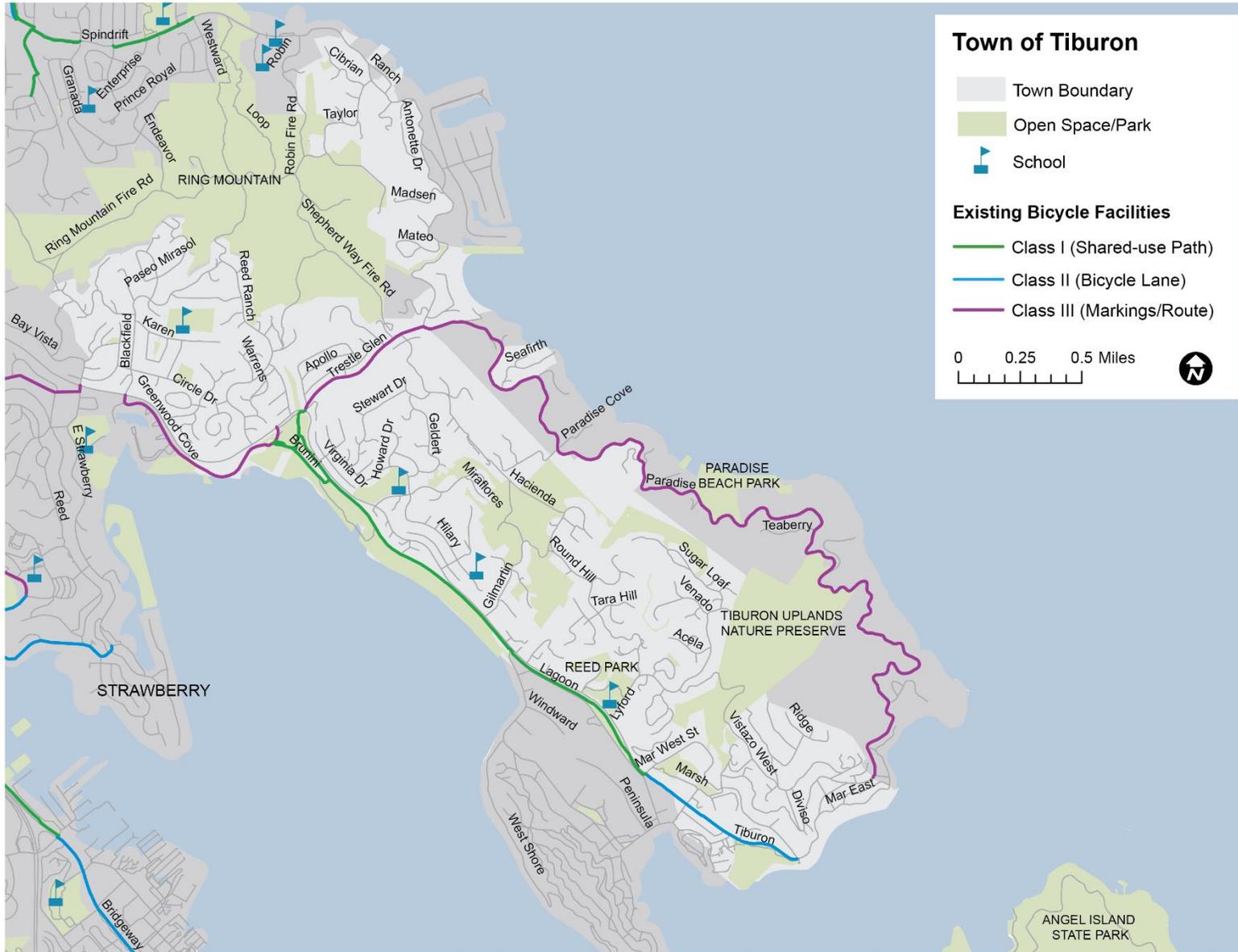


Figure 2-1: Existing Bicycle Facilities



2.1.3 Bikeway Signage

In 2005, the County of Marin received \$189,000 in grant funding to design and implement a Countywide Bicycle Route Guide Signage project in partnership with local jurisdictions. The goal of the project was to encourage commuting by bicycle through Marin and make recreational bicycling more attractive to the public. The signage provides bicyclists with directions and destinations at key intersections, so that residents and visitors will be able to navigate more easily. The Marin Public Works Directors Association selected a uniform sign for the County which has a logo of Mount Tamalpais in the background. The countywide bikeway route network can be viewed at <http://www.marinbike.org/map>.

The County has installed numbered bike route signs between Tiburon and Mill Valley and through the unincorporated area of Strawberry. The Town of Tiburon received numbered signs from the County which were installed within the Town along the Old Rail Trail, Tiburon Boulevard, and Trestle Glen Boulevard. Town staff secured encroachment permits to install additional signs in Caltrans-controlled areas.

2.1.4 Bicycle Support Facilities

Bicycle support facilities include bicycle parking racks, bicycle corrals, lockers, and changing facilities. Any facility that assists bicyclists in completing their journey is also considered a support facility. Bicycle parking is important not only for local residents but for the large numbers of bicyclists who visit Tiburon to bicycle for recreational purposes along the “Paradise Loop” along Tiburon Boulevard and Paradise Drive and to take the ferry to Angel Island and back.

Approximately 98 bicycle parking spaces are currently provided in the immediate vicinity of the Downtown Tiburon Ferry Terminal, within the plaza near the intersection of Tiburon Boulevard and Paradise Drive. Additional bicycle parking racks are provided adjacent to bus stops at Point Tiburon Plaza and near the Donahue Building in Shoreline Park, the Elephant Rock fishing pier, and the Belvedere-Tiburon Library. Bicycle parking spaces are also located near several private businesses, including the Tiburon Playhouse theaters, the Main Street parking lot, Ark Row, and the Fountain Plaza vicinity. Bicycle parking facilities are also located on the grounds of all existing schools in Tiburon.

There are public restrooms adjacent to the Angel Island Ferry dock, within Tiburon Town Hall and the Belvedere-Tiburon Library, and at various locations adjacent to or near the Old Rail Trail, including South-of-Knoll Park and Blackie’s Pasture. Drinking fountains and telephones are available near the Angel Island Ferry Dock, at various downtown establishments, and at the Belvedere-Tiburon Library and Tiburon Town Hall at the southeast terminus of the Old Rail Trail.

Currently there are no publicly accessible locker rooms or shower facilities, although such facilities may exist in private buildings.

2.1.5 Access to Transit by Bicycle

Providing bicycle access to transit allows bicyclists to extend the distance they are able to travel, enabling bicycling as a regional mode of travel. Tiburon residents have access to three transit services: Golden Gate Transit buses (commuter and regular service to Marin County, Sonoma County and San Francisco), Blue and Gold Ferry (commuter and regular service San Francisco which will soon be taken over by the Golden Gate Bridge Highway and Transportation District), and the Tiburon-Angel Island Ferry Company (serving

recreational trips to Angel Island State Park). All local bus transit service in Marin County is operated under contract with the Marin County Transit District (MCTD).

Most bus stops within the Town of Tiburon do not have bicycle racks located at the stops, with the exceptions noted above. The Tiburon Ferry Terminal has bicycle parking and bicycles are allowed on all ferry vehicles. Up to two bicycles can fit on racks mounted to the front of all Golden Gate Transit buses and shuttles less than 60 feet long. “MCI” type buses longer than 60 feet were recently outfitted with luggage bay racks that allow two bicycles to ride in the underfloor luggage area. In addition, the MCTD has included an element in their long-range transit plan to upgrade all bus-mounted front bicycle racks from two to three capacity fixtures.

2.1.6 Share the Road Signs

Yellow “Share the Road” bicycle warning signs are posted at several locations within and near the town, primarily on the Tiburon Boulevard and Paradise Drive corridors. These signs are intended to increase motorist and bicyclist awareness of the need to share narrow roadways with limited sightlines or potential safety concerns.

2.2 Existing Conditions for Walking

2.2.1 Definition of Pedestrian Facilities

Generally, there are two types of pedestrian facilities, those intended for exclusive use by pedestrians, such as sidewalks, and those shared with other users (i.e. Class I Multi-Use Pathways). Pedestrian facilities at intersections can include crosswalks, pedestrian crosswalk signals, warning signage, curb ramps, and other treatments to promote accessibility for disabled users and safety.

The California Vehicle Code Section 275 defines a crosswalk as either:

- That portion of a roadway included within the prolongation or connection of the boundary lines of sidewalks at intersections where the intersecting roadways meet at approximately right angles, except the prolongation of such lines from an alley across a street.
- Any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface.

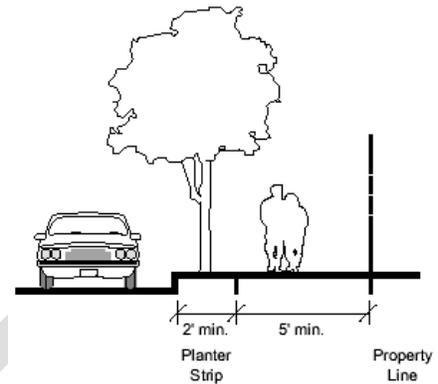
At intersections, a crosswalk is effectively a legal extension of the sidewalk across the roadway. Crosswalks are present at all intersections, whether marked or unmarked, unless the pedestrian crossing is specifically prohibited by the local jurisdiction. At mid-block locations, crosswalks only exist if they are marked.

Traffic control devices must follow the procedures set forth in the California version of the Manual of Uniform Traffic Control Devices (CAMUTCD), while elements such as sidewalks and curb cuts must comply with guidelines for implementing the federal Americans with Disabilities Act (ADA).

2.2.2 Existing Walkways

In addition to the Old Rail Trail, the Town of Tiburon has a variety of pedestrian facilities consisting of sidewalks, crosswalks, stairways, and walkways. A number of these facilities are more or less developed, consisting of historic stairways and unpaved or narrow footpaths. Examples of high-use pedestrian areas include the downtown area and crossings of Tiburon Boulevard to access destinations such as schools, the post office, and library. In addition, a walkway extends along a segment of Mar West Street to the Tiburon Peninsula Club.

Some of these walkways do not meet ADA requirements for width, obstructions, tripping hazards or curb ramps. With the exception of recreational trails and undeveloped pathways, walkways are generally lacking in the hillside neighborhood areas.



2.2.3 Existing Crosswalk and Other Facilities

Pedestrian exposure at intersections directly affects safety, especially for senior citizens and children who may not be able to cross streets quickly or discern (or be seen by) oncoming traffic. Generally intersections along Tiburon Boulevard and elsewhere in the downtown area have marked crosswalks. In addition, a number of intersections are marked along Tiburon Boulevard, primarily at access points to the Old Rail Trail.

2.3 Safety, Education, and Encouragement Programs

The Town of Tiburon, the Transportation Authority of Marin, the POST Commission, and nonprofit groups such as the Marin County Bicycle Coalition, have sponsored or participated in a variety of programs to promote safe bicycling and walking in the Town.

2.3.1 Tiburon Police Department Partnerships

The Tiburon Police Department, in partnership with the Marin County Bicycle Coalition, participates in a trail etiquette outreach program in which police officers and volunteers hand out flyers to pedestrians and bicyclists along the Old Rail Trail. The flyers notify trail users of rules regarding bicycle speeds and adherence to stop signs on the trail.

As part of a crosswalk awareness program, the Tiburon Police Department conducted several “pedestrian decoy” ticketing efforts targeting motorists who don’t yield to pedestrians in crosswalks. However, this program is now longer running.

The Tiburon Police Department previously conducted an annual bicycle safety awareness programs at Reed Elementary School, including a bicycle riding course.

2.3.2 Share the Path and Share the Road Efforts

Although Tiburon has a low rate of bicycle- and pedestrian-involved collisions, the Town receives reports of near-misses, especially between people bicycling and walking on the Old Rail Trail. The POST Commission and the Town have been working on a “Share the Path” outreach and education project. The project involves putting up new safety signs and creating and distributing a pathway safety pamphlet. In 2005, the former Bicycle and Pedestrian Advisory Committee (now the POST Commission), Marin County Bicycle Coalition (MCBC), and the Tiburon Police Department sponsored a Share the Path Day event, including a checkpoint table to distribute safety information and “goodie bags”. These activities were well-received by the public and carried in local news media.

Basic Street Skills Classes are provided free of charge by the Marin County Bicycle Coalition. Classes provide information on how to avoid collisions and citations, how to ride safely, improve visibility, and the legal rights of bicyclists. Bicyclists who have received a bicycle violation may attend this class to reduce their fine.

The Marin County Bicycle Coalition also provides a Share the Road presentation for the public. The presentation is available by request, and includes information on the rights and responsibilities of bicyclists and drivers while focusing on ways each group can behave courteously to avoid collisions.

2.3.3 Safe Routes to Schools

The countywide Safe Routes to Schools program began in 2000 in an effort to reduce congestion and encourage healthy exercise and transportation habits among school-aged children in Marin County. The program has since expanded to its current level, with 60 schools and over 20,000 students participating countywide. Each year, the program has successfully decreased the percentage of drive-alone students at participating schools through innovative classroom activities, contests and events, and implementation of engineering improvements.

The program consists of five components – education, engineering, encouragement, enforcement, and evaluation – which are described below:

- Education - Classroom lessons teach children the skills necessary to navigate through busy streets and show them how to be active participants in the program. **Table 2-2** shows education programs completed at Tiburon schools.
- Engineering – The program’s licensed traffic engineer works with schools and the Town in developing a plan to provide a safer environment for children to bicycle and walk to school. The focus is on creating physical improvements to the infrastructure surrounding the school, reducing speeds, and establishing improved crosswalks and pathways.
- Encouragement – Events, contests, and promotional materials are incentives that encourage children and parents to try walking and biking. **Table 2-2** shows encouragement programs completed at Tiburon schools.
- Enforcement – Police officers, crossing guards, and law enforcement officials participate throughout the Safe Routes process to encourage safer travel through the community. Targeted enforcement of speed limits and other traffic laws around schools make the trip to school more predictable for students. This plan also includes enforcement enhancements and outreach to drivers through driver safety campaigns.
- Evaluation – Program participation is regularly monitored to determine the growth in student and parent participation.

As detailed in **Table 2-2**, Reed Elementary, Bel Aire Elementary, and Del Mar Middle Schools participated in the program. The Reed Union School District created a Safe Routes to Schools Task Force which develops Safe Routes to Schools Travel Plans that include engineering and enforcement recommendations and driver education and encouragement programs.

The Town of Tiburon launched a pilot program in 2013-14 school year to run bike trains along the Old Rail Trail from downtown Belvedere/Tiburon to Bel Aire School. Adult bicycling "conductors" and volunteers escorted students to school every Wednesday.

Table 2-2: Tiburon Safe Routes to School Education and Encouragement Programs

2010-2011	Grades	Enrollment	Helmet Safety ¹	Traffic Safety ²	WIM ³	Safety Art ⁴	International Walk to School Day ⁵	SchoolPool ⁶
Reed	K-2	454					X	
Bel Aire	3,4,5	413	150	150	150		X	
Del Mar	Middle	370				20	X	X

X = Previously Completed

Source: Marin County Safe Routes to Schools Program Evaluation (2011)

1 Helmet Safety – A demonstration-based lesson that teaches the importance of wearing a helmet and proper helmet fit (i.e. why, how, and when to wear a helmet).

2 Traffic Safety – Class designed to help students avoid the most common traffic scenarios that lead to youth-involved bicycle and pedestrian collisions.

3 WIM (Wheels in Motion Bike Skills Challenge) – offers children an opportunity to practice and apply the lessons learned in the Helmet Safety and Traffic Safety classes, such as the importance of stopping at every edge, looking for/communicating with traffic, traffic laws, and remaining in control at all times when riding a bicycle. This is achieved through a series of bicycle handling drills and simulations of traffic situations. Each session begins with a safety check of the bicycles and the helmet. Four stations give students the opportunity to practice a variety of specific bicycle handling skills and procedures for operating a bicycle safely and legally in traffic.

4 Safety Art – Prepares children for International Walk to School Day by reviewing the four best reasons to walk and bicycle, as well as six simple steps to staying safe. The children make picket style signs to carry and large banners to place at staging areas in front of schools.

5 International Walk to School Day – annual event in October that encourages all kids to walk to school

6 SchoolPool – Website designed to help parents share the duties of carpooling, walk pools (“walking school buses”), bike pools (“bike trains”), or arranging bus buddies for school buses or public transit.

3 Needs Analysis

3.1 Land Use and Demand for Bicycling

The “demand” for bicycle facilities can be difficult to predict. Unlike automobile use where historical trip generation studies and traffic counts allow one to estimate future “demand” for travel, bicycle trip generation methods are less advanced and standardized. Land use patterns can help predict demand and are important to bikeway planning because changes in land use (and particularly employment areas) will affect average commute distance, which in turn affects the attractiveness of bicycling as a commute mode.

Figure 3-1, the land use map from the Tiburon General Plan, is included on the next page.

Tiburon bikeway network connects the neighborhoods where people live to the places they work, shop, engage in recreation, or go to school. An emphasis is placed on regional bikeways and transit connections centered on the major activity centers in Tiburon, including:

- Downtown commercial district
- Civic buildings such as the Town Hall and Library
- Schools
- Bus stops and the Ferry Terminal
- Neighborhood parks and regional recreational areas
- Employment centers

3.2 Settlement Patterns and Destinations

Tiburon history of rail and ferry transport has largely shaped the town’s development patterns. The Northwestern Pacific Railway lines which formerly connected Mill Valley and Corte Madera to downtown Tiburon encouraged development within walking distance of the former downtown Tiburon train station.

As automobile use grew, new roads were placed on or alongside the train beds, creating the existing arterial road system that includes Tiburon Boulevard. After World War II, Tiburon grew away from its original dense settlement pattern around the downtown area, creating a variety of neighborhoods in the hilly areas of town which were less accessible by walking or bicycling.

The Town of Tiburon is a predominantly residential community, consisting of relatively low density single-family housing, some medium density multiple-family homes, and limited commercial and office uses clustered primarily within the downtown area. The existing land uses in Tiburon are shown in **Figure 3-1**. This map includes the location of land uses such as commercial areas, which represent potential bicycle and pedestrian destinations in Tiburon.

The employed population of Tiburon commute to three major employment centers: San Francisco, San Rafael, and businesses within Tiburon. Most get to their Marin County jobs by car and some by bus or bicycle. Section 3.4 details commute patterns in Tiburon. Other major activity centers includes Reed Elementary School, Bel Aire Elementary School, and Del Mar Intermediate School.

3.3 Bicycle and Pedestrian Activity

In 2007, the Non-motorized Transportation Pilot Program (NTPP), a federally-funded project of the Marin County Department of Public Works, conducted counts and surveys of bicyclists and pedestrians throughout Marin County. The five places in Marin County with the highest volumes of combined bicycle and pedestrian activity included the intersection of Tiburon Boulevard and Main Street (1,800 people). Of all counted locations, this intersection ranked in the top four for highest combined bicycle and pedestrian commuter activity during weekday peak periods and ranked as the second most popular weekend bicycling and walking location in the county. These results may be influenced by weekday access to the Ferry Terminal and may reflect the weekend popularity of Tiburon’s Old Rail Trail, the “Paradise Loop” along Tiburon Boulevard and Paradise Drive, and the relationship between tourism and pedestrian activity in Tiburon.

3.4 Commute Patterns

A central focus of presenting commute information is to identify the current “mode split” of people that travel in Tiburon. Mode split refers to the choice of transportation a person selects to reach their destinations, be it walking, bicycling, taking a bus, or driving. One major objective of any bicycle or pedestrian facility improvement is to increase the percentage of people who choose to bicycle or walk rather than drive or be driven. Every saved vehicle trip or vehicle mile represents quantifiable reductions in air pollution and can help in lessening automobile traffic congestion.

Journey to work data was obtained from the most recent five-year American Community Survey estimates (2009-2013) for Tiburon, Marin County, California, and the United States. The percent breakdown for primary mode of travel during commute trips conducted by the employed population over the age of 15 is shown in **Table 3-1**.

Table 3-1: Means of Transportation to Work (ACS, 2009-2013)

<i>MODE CHOICE</i>	<i>UNITED STATES</i>	<i>CALIFORNIA</i>	<i>MARIN COUNTY</i>	<i>TIBURON</i>
<i>Drove Alone</i>	76.3%	73.2%	66.2%	59.6%
<i>Carpooled</i>	9.8%	11.3%	8.8%	7.0%
<i>Transit (includes ferry)</i>	5.0%	5.2%	8.9%	11.0%
<i>Taxi</i>	0.1%	0.0%	0.0%	0.0%
<i>Motorcycle</i>	0.2%	0.3%	0.2%	0.5%
<i>Bicycle</i>	0.6%	1.1%	1.6%	1.7%
<i>Walked</i>	2.8%	2.7%	3.3%	1.9%
<i>Other Means</i>	0.9%	0.9%	0.7%	2.1%
<i>Worked at Home</i>	4.3%	5.2%	10.3%	16.4%

As shown, about 1.7 percent of all employed Tiburon residents above the age of 15 commute primarily by bicycle. The American Community Survey does not include the number of people who bicycle for recreation or for utilitarian purposes, students who bicycle to school, bicycle commuters who travel from outside Tiburon, or commuters who bicycle to transit, and, therefore, the data likely undercounts true bicycling rates. Recreational bicycling is especially popular in Tiburon, with its easy access to popular recreational routes along Paradise Drive and other areas.

Comparatively, Tiburon's rate of bicycle commuting is roughly equivalent to the Marin County average (1.7 percent compared to 1.6 percent) and above statewide and national averages (1.1 percent and 0.6 percent, respectively). The percentage of commuters who primarily use transit to get to work in Tiburon is over double that of the state and national averages (11.0 percent compared to 5.2 percent across the state and 5.0 percent across the country). Conversely, Tiburon displays a lower percentage of residents of who walk to work (1.9 percent) compared to county, state, and national averages (3.3 percent, 2.7 percent, and 2.8 percent, respectively). This may be explained by the large number of Tiburon residents who work from home (16.4 percent).

3.5 Potential Future Air Quality Improvements

Tiburon lies within the San Francisco Bay Area Basin, which is regulated by the Bay Area Air Quality Management District (BAAQMD). As of July 2005, the air quality in the San Francisco Bay Area Basin did not meet the minimum State health-based standards for one-hour concentrations ground-level ozone and the State standards for Particulate Matter (PM10) and Fine Particulate Matter (PM2.5).² Currently, the Basin is classified as marginal non-attainment area for the Federal 8-hour ozone standard.

According to the BAAQMD, motor vehicles are responsible for approximately 75 percent of the smog in the Bay Area. Reducing vehicle-miles traveled (VMTs) is a key goal of the BAAQMD, and fully implementing Tiburon's bicycle and pedestrian network may help achieve this goal by providing residents improved options for getting to work, school, or shopping that are not automobile dependent. Based on data from the 2009-2013 American Community Survey and estimates of bicycle mode share for students, the current number of daily bicycle and pedestrian commuters in Tiburon is estimated to be 659 people and approximately 2,300 trips per day.

In an effort to estimate the potential increase in the number of daily bicycle and walk trips in Tiburon after implementation of the changes proposed in Chapter 4, **Table 3-2** shows that a modest potential increase of daily bicycle and pedestrian could result, conservatively, in the diversion of 100 automobile trips per day and the reduction of 1.3 metric tons of hydrocarbons, 9.4 metric tons of carbon oxides, 0.6 metric tons of nitrous oxides, and 188 metric tons of carbon dioxides per year.

² BAAQMD. Ambient Air Quality Standards & Bay Area Attainment Status. Last updated July 15, 2005. <www.baaqmd.gov/pln/air_quality/ambient_air_quality.htm>

Table 3-2: Bicycle and Pedestrian Commute and Air Quality Projections

Topic	Value	Source
Population	9,042	2009-2013 American Community Survey (ACS)
Number of Commuters	3,788	2009-2013 ACS (Employed persons minus those working at home)
Number of Bicycle-to-Work Commuters	64	2009-2013 ACS
Bicycle-to-Work Mode Share	1.7%	2009-2013 ACS
Number of Walk-to-Work Commuters	72	2009-2013 ACS
Walk-to-Work Mode Share	1.9%	2009-2013 ACS
School Children Grades K-12	1,541	2009-2013 ACS
Estimated School Bicycle and Walk Commuters	447	Marin County Safe Routes to Schools, 2011 Program Evaluation (29 percent of hand tally respondents)
Number of College Students	467	2009-2013 ACS
Estimated College Bicycle Commuters	23	National Bicycling & Walking Study, FHWA, Case Study No. 1, 1995. Review of bicycle commute share in seven university communities (5%)
Average Weekday Marin Ridership	870	Average weekday activity (boardings and alightings) for Strawberry-Tiburon-Belvedere, Marin Transit Ridecheck Report – 2011 Local Bus Survey
Number of Daily Bike Marin Transit Users	18	Average weekday activity (boardings and alightings) for Strawberry-Tiburon-Belvedere, Marin Transit Ridecheck Report – 2011 Local Bus Survey
Estimated Total Number of Bicycle and Walk Commuters	624	Total weekday average of bike and walk to work, transit, school, college commuters

Topic	Value	Source
Estimated Utilitarian, Social/Recreational, and Other Bike/Walk Trips Per Day	4,300	Assume 7 utilitarian, social/recreational, other bicycling and walking trips per 1 active commute/school trip, rounded down (NHTS, 2009)
Total Daily Bicycle and Walking Trips	9,848	Total active commuters x 2 (for round trips)
Reduced Vehicle Trips per Weekday	7,386	Assume 75% of trips would otherwise be taken by a motorized vehicle
Reduced Vehicle Miles per Weekday	7,386	Assumes each trip is approximately 1 mile

Potential Commuters	Future	Active	Value	Source
Number of Workers with Commutes 9 Minutes or Less			326	2009-2013 ACS
Number of Workers who Already Bicycle or Walk to Work			136	2009-2013 ACS
Number of Potential Bicycle Commuters (Non-Transit)			190	Calculated by subtracting number of workers who already bike or walk from the number of workers who have commutes 9 minutes or less
Future Number of New Active Commuters			29	Based on capture rate goal of 15% of potential bike and walk commuters
Total Future Daily Bicycle and Walk Commuters			165	Current daily bike and walk commuters plus future bicycle commuters
Future Total Daily Bicycle or Walking Trips			330	Total future daily bicycle and walk commuters x 2 (for round trips)
Future Reduced Vehicle Trips per Weekday			248	Assumes 79% motor vehicle trip replacement
Future Reduced Vehicle Miles per Weekday			248	Assumes each trip is approximately 1 mile

Future Reduced Vehicle Miles traveled per Year	90,000	Assumes 365 days per year, rounded down
Future Air Quality Benefits	<i>Value</i>	<i>Source</i>
Reduced VOC (lbs/year)	200	EPA report 420-F-08-024 "Emission Facts: Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks." 2008.
Reduced Hydrocarbons (lbs/year)	200	
Reduced Carbon Monoxide (lbs/year)	1,800	
Reduced Nitrogen Oxide (lbs/year)	100	
Reduced Carbon Dioxide (lbs/year)	73,000	

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3.6 Collision History

In the five years between January 1, 2008 and December 31, 2012 (the five-year period with the most recently available data), Tiburon experienced a total of ten reported collisions that resulted in an injury to a bicyclist or a pedestrian. None of those collisions resulted in a fatality. Below is a detailed analysis of each type of collision.

3.6.1 Bicycle Collisions

Table 3-3 summarizes the number and type of reported bicycle-involved collisions from January 1, 2008 to December 31, 2012. Over that time period, the number of bicycle collisions remained relatively consistent, ranging between zero and one collision per year.

Table 3-3: Reported Bicycle-involved Collisions, 2008-2012

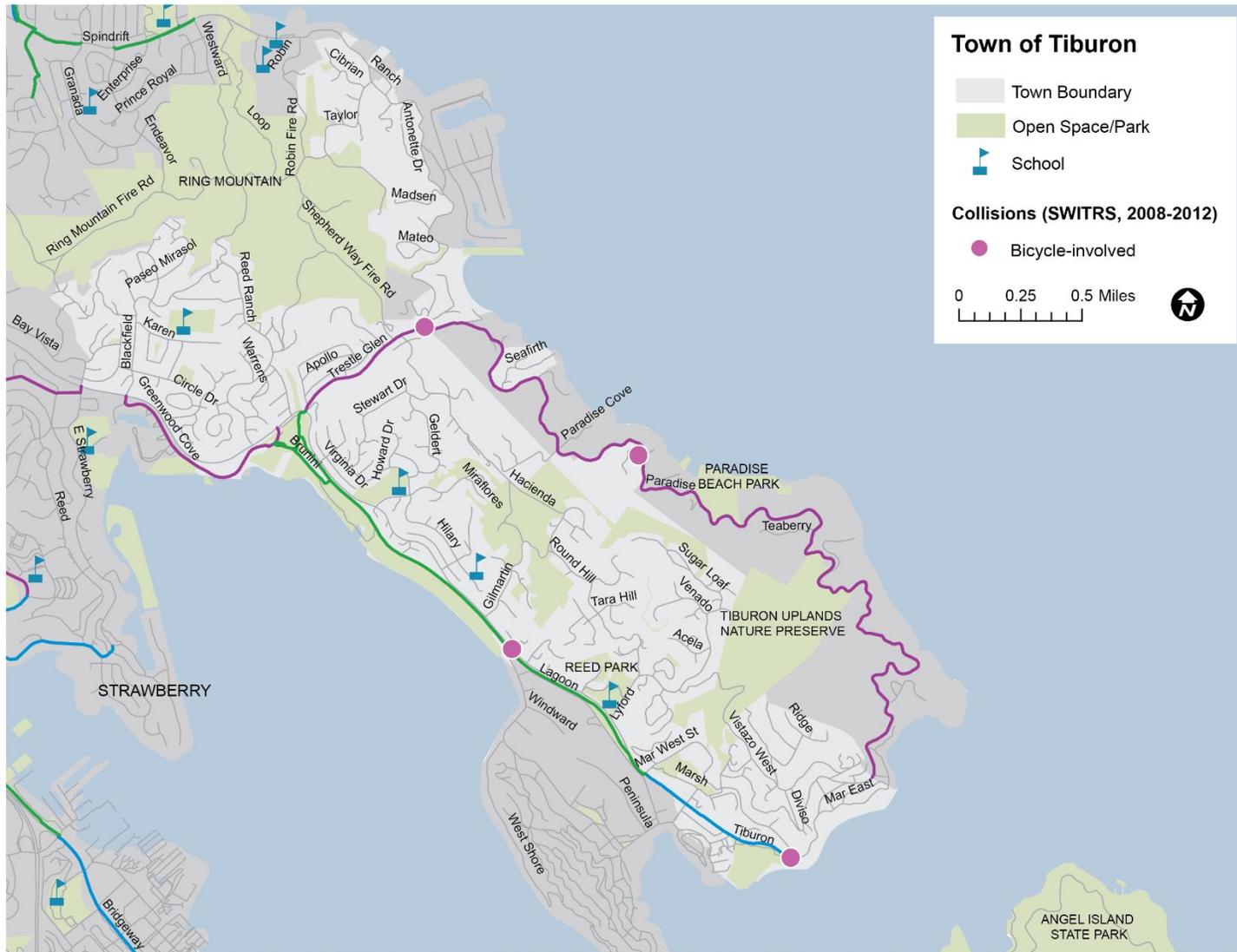
	2008	2009	2010	2011	2012	Total
Total Collisions	10	14	14	11	7	56
Total Collisions Involving a Bicyclist	1	1	1	0	1	4
Total Non-Fatal Injuries Involving a Bicyclist	1	1	1	0	1	4
Sever Injury/Fatal Collisions Involving a Bicyclist	0	0	0	0	0	0
Percent Bicyclists Injured per Total Collisions	10.0%	7.1%	7.1%	0.0%	14.3%	7.1%

Between 2008 and 2012, all reported bicycle-involved collisions occurred during daylight hours (9AM – 5PM). These are the times when the most car and bicycle traffic is on the streets.

Table 3-4: Reported Bicycle-involved Collisions – Time of Day Comparison

	2008	2009	2010	2011	2012	Total
Daylight (9AM – 5PM)	1	1	1	0	1	4
Dawn & Dusk (6-9AM & 5-8PM)	0	0	0	0	0	0
Night Time (8PM – 6AM)	0	0	0	0	0	0
Total	1	1	1	0	1	4

Figure 3-2: Reported Bicycle-involved Collisions, 2008-2012



3.6.2 Pedestrian Collisions

Table 3-5 identifies reported pedestrian collisions within Tiburon involving injury for the last five years of available data. From January 1, 2008 to December 31, 2012, there were six reported pedestrian-involved collisions. Of the six collisions, five resulted in minor injuries and one resulted in a severe injury. A map of the collisions is shown in **Figure 3-3**.

Table 3-5: Reported Pedestrian-involved Collisions, 2008-2012

	2008	2009	2010	2011	2012	Total
Total Collisions	10	14	14	11	7	56
Total Collisions Involving a Pedestrian	0	4	2	0	0	6
Total Non-Fatal Injuries Involving a Pedestrian	0	3	2	0	0	5
Severe Injury/Fatal Collisions Involving a Pedestrian	0	1	0	0	0	1
Percent Pedestrian Injured per Total Collisions	0.0%	28.6%	14.3%	0.0%	0.0%	10.7%

No pedestrian fatalities occurred in Tiburon over the five-year period. Similar to bicycle-involved collisions, all pedestrian-involved collisions took place during daylight hours (9 AM to 5 PM).

Table 3-6: Reported Pedestrian-involved Collisions - Time of Day Comparison

	2008	2009	2010	2011	2012	Total
Daylight (9AM – 5PM)	0	4	2	0	0	6
Dawn & Dusk (6-9AM & 5-8PM)	0	0	0	0	0	0
Night Time (8PM – 6AM)	0	0	0	0	0	0
Total	0	4	2	0	0	6

4 Proposed Improvements

This section provides information about the proposed improvements for bicycling and walking in the Town of Tiburon including both physical improvements (multi-use paths, bicycle lanes, bicycle routes, bicycle parking, sidewalks, and crossing improvements) and education, enforcement, and encouragement programs (e.g. Safe Routes to Schools).

As shown in the preceding Existing Conditions chapter, Tiburon's current walkway and bikeway system provides opportunities for non-motorized travel through a network of sidewalks, Class I pathways, Class II bicycle lanes, and Class III bicycle routes. However, gaps remain in the bicycle and pedestrian network which are critical to providing good connectivity for people bicycling and walking both within the Town of Tiburon and attempting to travel to neighboring communities. The connections from residential areas to schools and from the town to Strawberry, Mill Valley, and Corte Madera still present significant obstacles to bicyclists, although the issue areas largely fall outside of Tiburon. Improvements in pedestrian circulation are also needed to increase access from neighborhood areas to downtown and schools, as well as to encourage safe walking throughout the town.

4.1 Proposed Bicycle Facility Improvements

The vision for bicycling includes completing and improving existing bicycle paths, lanes and routes, including signing and stenciling, and implementing programs. For walking the vision is to maintain and improve existing walkways and crosswalks, and improve access from the neighborhood areas to the Old Rail Trail, downtown, and schools through a series of stairway and mid-block crossing improvements.

Figure 4-1: Proposed Bicycle Projects

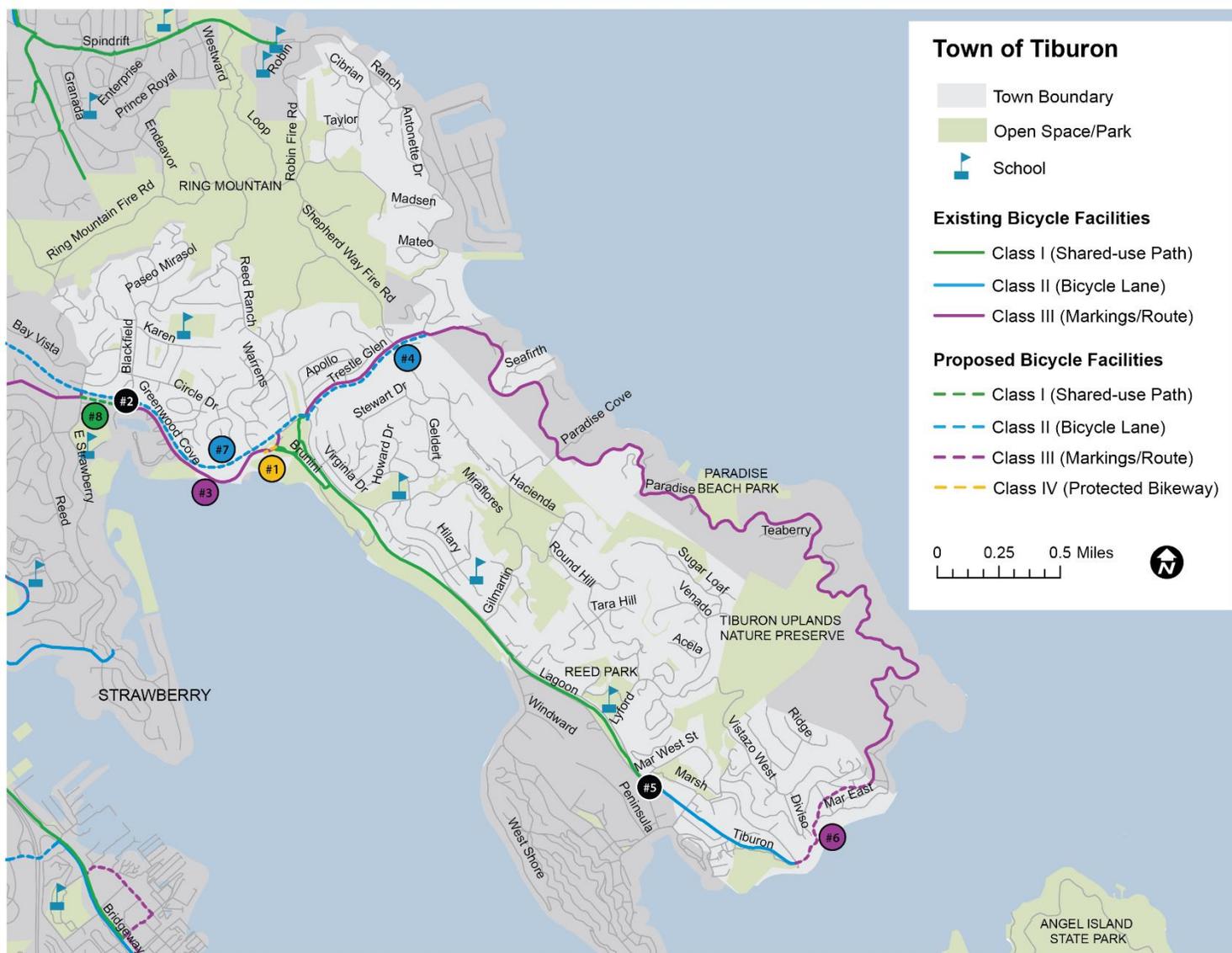


Table 4-1: Proposed Bicycle Projects and Actions

Name	Begin	End	Facility Type	Length	Estimated Cost*	Description
Project #1: Blackie's Pasture Connection	Blackie's Grove	Blackie's Pasture	Class IV (parking and buffer protected bikeway) and pedestrian path	0.03	\$50,000 (Town of Tiburon Bay Trail Gap Study, 2012)	Improved pedestrian and bicycle path along access road south of the Blackie's Pasture parking lot; pave gravel shoulder that serves as on-street parking and provide a 4-foot wide striped buffer between the 10-foot wide multi-use path and the parking aisle. Move the existing fence approximately 4 feet to the south. (Town of Tiburon Bay Trail Gap Study, 2012) Add signage to advise bicyclists they are entering a neighborhood 'slow zone.'
Project #2: Tiburon Boulevard at Blackfield Drive/Greenwood Cove Drive	N/A	N/A	Intersection enhancements	N/A	\$116,000	Bicycle and pedestrian intersection enhancements currently under study. Includes addition of a high-visibility crosswalk, pedestrian-activated Leading Pedestrian Interval, buffered bicycle lanes, dashed green bicycle lanes to indicate a mixing zone, and "bike box". (Safe Pathways to School)
Project #3: Greenwood Beach Road	Town/County Boundary (approximately 150 feet south of Barbaree Way)	Blackie's Grove	Class III (bicycle route)	0.43	\$35,000	Class III bike route signs should be changed to advise bicyclists of a neighborhood 'slow zone'; signs should direct faster bicyclists to use Tiburon Blvd.; and explore the use of different pavement textures to help slow bicycle traffic on Greenwood Beach Road or alert bicyclist to slow zone signs.
Project #4: Trestle Glen Boulevard	Tiburon Boulevard	Paradise Drive	Class II (bicycle lane)/Class III (bicycle route)	0.61	\$2 million+	Class II bike lanes on both sides <i>or</i> a combination Class II/III with bike lanes on uphill direction.

Name	Begin	End	Facility Type	Length	Estimated Cost*	Description
Project #5: Tiburon Boulevard	Mar West Street	Lagoon Road/Cove Road	To Be Determined	0.01	\$100,000	Improve transition from Class I facility on Tiburon Boulevard west of Mar West Street to Class II facility east of Mar West Street. Coordinate with planned signal or roundabout at this location.
Project #6: Paradise Drive	Mar West Street	East Town Limit near Agreste Way	Class III (bicycle route)	0.54	\$10,000	Stencil or sign Class III bicycle routes
Project #7: Tiburon Boulevard	Town limits	Trestle Glen Boulevard	Class II (bike lanes)	1.0	\$237,000	Subject to Caltrans and County approval; convert existing striped shoulder to Class II bike lanes
Total Proposed Class I Bikeways				0.0	\$0	
Total Proposed Class II Bikeways				1.61	\$2,237,000+	
Total Proposed Class III Bikeways				0.97	\$45,000	
Total Proposed Class IV Bikeways				0.03	\$50,000	
Total Other Proposed Bicycle Facilities				0.01	\$216,000	
Total Proposed Bikeways				2.62	\$2,548,000+	

* Planning level cost estimates are based on latest available actual implementation unit costs in the Bay Area, and include all design, environmental, and other costs. Many projects are undefined at this level, and the final type and scope of the project is yet to be determined. The estimates do not include any major right-of-way, environmental, or engineering costs that may be discovered in the feasibility design process. Costs from available feasibility studies are used where available.

Table 4-2: Proposed Projects and Actions Outside of Town Boundaries

Name	Begin	End	Facility Type	Length	Estimated Cost*	Description
Project #8: Tiburon Boulevard	East Strawberry Drive	Greenwood Cove Drive	Class I (Multi-use Path)	0.19	\$2,550,000	Advocate for and support County implementation of a Class I multi-use path along the south side of Tiburon Boulevard; maintain Caltrans shoulder (path separated with barrier at highway elevation OR path below highway on bench); single span bridge over slough. (Town of Tiburon Bay Trail Gap Study, 2012)

* Planning level cost estimates are based on latest available actual implementation unit costs in the Bay Area, and include all design, environmental, and other costs. Many projects are undefined at this level, and the final type and scope of the project is yet to be determined. The estimates do not include any major right-of-way, environmental, or engineering costs that may be discovered in the feasibility design process. Costs from available feasibility studies are used where available.

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4.1.1 Proposed Class I – Multi-Use Pathway

The following potential improvements are presented for future study and action by the Town:

- Advocate for the County of Marin to study a potential Class I multi-use path on Tiburon Boulevard from East Strawberry Drive to Greenwood Cove Drive.

4.1.2 Proposed Class II – Striped Bicycle Lanes

Proposed bicycle lanes in Tiburon are intended primarily to complete bikeways gaps on the Tiburon Peninsula as well as connecting to neighboring communities.

- Convert the existing shoulder on Tiburon Boulevard from the western Town limit to Trestle Glen Boulevard to a striped Class II bicycle lane. The project is subject to Caltrans and County approval.
- Stripe Class II bicycle lanes in both directions on Trestle Glen Boulevard between Tiburon Boulevard and Paradise or stripe Class II bicycle lanes along the uphill segment of Trestle Glen Boulevard from Tiburon Boulevard to Paradise Drive and a Class III bicycle route along the downhill segment. This would connect Tiburon Boulevard and the Old Rail Trail to existing and proposed residential areas along Trestle Glen Boulevard and Paradise Drive and would provide better access to Corte Madera. The Town completed a feasibility study of this project in 2003, which identified significant obstacles to implementation of Class II bicycle lanes in both the uphill and downhill directions.

4.1.3 Proposed Class III – Signed Bicycle Routes

Proposed bicycle routes in Tiburon are intended to improve connections to neighboring communities where Class I and Class II bicycle facilities may not be feasible, to provide wayfinding, and to improve safety on recreational routes. The minimum treatment for these routes would be standard Bicycle Route signage. Areas with on-street parking should be considered for Shared Roadway Bicycle Markings (“Sharrows”). Additional safety signage such as Share the Road signs or other Manual on Uniform Traffic Control Devices (MUTCD) safety signage is recommended for all segments. In addition, narrow curvy roadways should be considered for shoulder widening or addition of pullouts and passing areas along with Share the Road signage.

- Stencil “sharrows” and/or install bicycle route signage along Paradise Drive from Mar West Street to the east Town Limit near Agreste Way.

4.1.4 Bicycle Parking and End-of-Trip Facilities

Bicycle parking includes standard bike racks, weather-protected bicycle parking, enclosed lockers, and secure “corrals.” Due to lack of sidewalk space for bicycle rack placement, the POST Commission recommended a trial installation of “on-street” bicycle parking areas which would take the place of unused red curb zone areas in the downtown area. Other end-of-trip facilities include showers and changing facilities.

4.1.5 Share the Road Signs

Yellow “Share the Road” bicycle warning signs have been installed by the County of Marin at several locations near the town, and additional signs are being installed in early 2016. These signs are intended to increase motorist and bicyclist awareness of the need to share narrow roadways with limited sightlines or other potential safety issues. The Share the Road signs are intended to complement the County Bicycle Route Guide Sign System.

4.1.6 County Bicycle Route Signs

The County of Marin has undertaken a bicycle route guide signage project that marks countywide bicycle routes and have installed new bicycle route signs along roadways within Town boundaries.

4.2 Proposed Pedestrian Facility Improvements

This section discusses capital project recommendations for Tiburon's pedestrian network. These infrastructure improvements are intended to enhance pedestrian access and circulation, as well as help pedestrians feel more comfortable when walking in Tiburon.

A number of recommendations are made for infrastructure projects that should be implemented on a town-wide basis. These projects were divided into several categories of improvements: walkway gaps, curb ramps, signalized intersections, signal timing, and unsignalized intersections. Following the town-wide project recommendations, a number of example project recommendations are identified. These projects seek to improve specific intersections, corridors, or other locations that were identified through the existing conditions and public input process as needed improvement areas.

4.2.1 Infill of Walkway Gaps

Walkway gaps are areas in Tiburon where there is no walkway, or the walkway ends abruptly, resulting in a discontinuous network. Areas without walkways may force pedestrians to walk along the edge of the roadway, or may cause pedestrians to cross at undesignated crossing locations. Where feasible, providing a continuous pedestrian sidewalk along at least one or both sides of all of Tiburon's roadways is recommended. However, this practice is probably not feasible for many of the residential areas in town, outside the downtown, and commercial areas along Tiburon Boulevard.

A complete town-wide inventory of walkway gaps was not within the scope of this plan update. The Town should consider conducting a comprehensive sidewalk and pathway inventory in order to develop a detailed digital inventory of sidewalk gaps and develop a process for prioritizing and filling these gaps. In addition, the town should continue working to establish walkways as part of the proposed Steps, Lanes, and Paths routes identified by the Town.

4.2.2 Reduction of Curb Radii

Historically, roadway design standards called for wide curb radii at intersections to promote intersection capacity for motor vehicles. As a result, many of Tiburon's intersections have corners that force pedestrians to walk further to cross the street than at intersections with small or medium turning radii. This design also allows vehicles to make right-turns at relatively high speeds compared to smaller intersections. As a Town-wide policy, Tiburon should consider reducing corner curb radii when re-paving streets and installing curb ramps.

4.2.3 Curb Ramp Improvements

4.2.3.1 Curb Ramps

The Town adopted an ADA Transition Plan, and completed all the identified curb ramp projects in this self-assessment. Remaining curb ramps are located on Caltrans jurisdiction.

Tiburon should continue to install curb ramps as a part of repaving or other capital construction, as needed, if none currently exist. This would occur primarily in the downtown and commercial areas of the town, and potentially around schools and other key pedestrian destinations. The Town should work with Caltrans to install curb ramps at locations within the town which are in Caltrans jurisdiction.



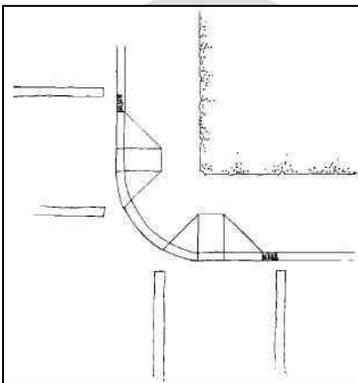
A curb ramp with truncated domes

4.2.3.2 Truncated Domes

Truncated domes provide a cue to visually-impaired pedestrians that they are entering a street or intersection. Since 2002, ADA Guidelines have called for truncated domes on curb ramps.

Although it is not required for Tiburon to install truncated domes at existing curb ramps that were built prior to 2002, the Town should continue installing these devices at high-priority pedestrian locations and when re-paving and upgrading existing curb ramps to meet ADA guidelines. Truncated domes are relatively inexpensive to install.

Tiburon should continue to install truncated domes in high pedestrian use areas around the downtown and along streets that provide access to the commercial and school areas. Tiburon should also install truncated domes when re-paving streets and improving existing curb ramps and elsewhere to be in compliance with ADA requirements. In locations where Caltrans owns the right-of-way, Tiburon should encourage Caltrans to install truncated domes.



4.2.3.3 Perpendicular Curb Ramps

Perpendicular curb ramps are designed such that two ramps are included at intersection corners. Perpendicular ramps allow pedestrians and people in wheelchairs to access the sidewalk perpendicular to stopped traffic, and to enter into the crosswalk directly in their line of travel. Perpendicular ramps are not required by ADA or any other standard. However, perpendicular ramps are the preferred curb ramp style from a pedestrian standpoint since they provide the most direct access into the crosswalk. Perpendicular ramps do require more space to install than a single diagonal ramp, are more costly, and sometimes cannot be accommodated due to utilities or other obstructions at the corner. However, especially at major intersections in high pedestrian zones, it is recommended that they be installed where feasible.

Tiburon should continue to install perpendicular curb ramps in high pedestrian use areas and on adjacent streets or encourage Caltrans to install perpendicular curb ramps throughout the town as needed.

4.2.4 Rectangular Rapid Flashing Beacons

These push-button activated devices are designed to improve pedestrian safety by increasing motorist and bicyclist awareness of pedestrians at mid-block crosswalk locations. When pedestrians push the button, lights attached to signage illuminate in a flashing pattern. Tiburon should consider working with Caltrans to install rectangular rapid flashing beacons at mid-block crosswalk locations such as those along Tiburon Boulevard while also taking into account the frequency of beacons along a given corridor.

4.2.5 Curb Extensions

Curb extensions, also called “bulb-outs” to describe their shape, are engineering improvements intended to reduce pedestrian crossing distance and increase visibility. In addition to shortening the crosswalk distance, curb extensions serve to increase pedestrian visibility by allowing pedestrians to safely step out to the edge of the parking lane where they can see into the street, also making them more visible to oncoming drivers. Curb extensions can also improve safety by visually narrowing the roadway, cueing drivers to reduce their speed. Despite their advantages, curb extensions can require major re-engineering of the street, can be costly, and are not appropriate for all situations.

Tiburon should study the feasibility of coordinating with Caltrans to install curb extensions at crosswalk locations in high pedestrian use areas where appropriate.

4.2.6 Example Priority Pedestrian Projects

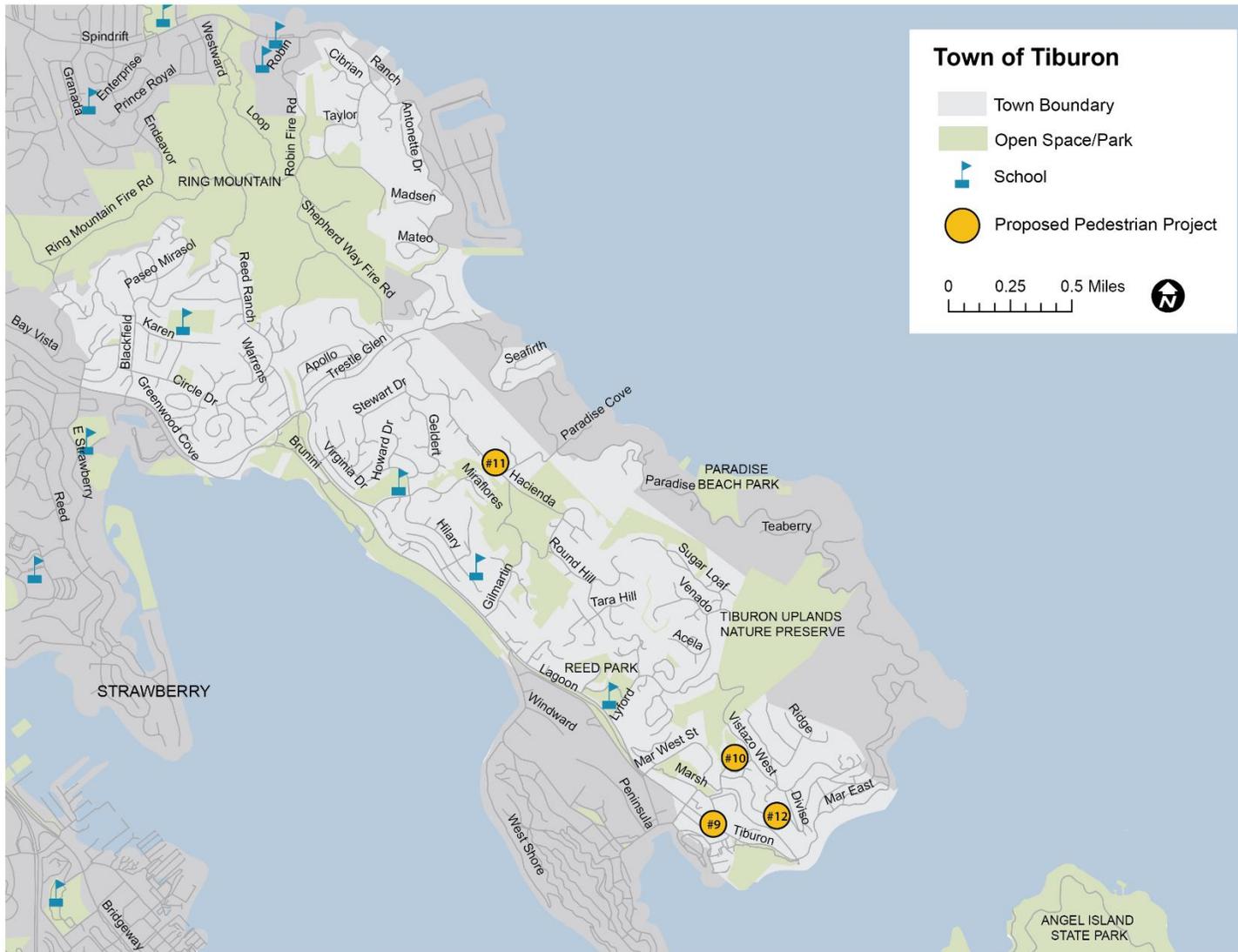
The following list of pedestrian projects was developed based on past public input and the input from Staff and the POST Commission. A number of these projects are already developed and funded.

Table 4-3: Proposed Pedestrian Projects and Actions

Recommended Project	Location	Description	Estimated Cost*
Project #9: Unprotected/Mid-Block Crossing Upgrade	Tiburon Boulevard (161 feet west of Juanita Lane)	Add advanced yield lines. (Downtown Circulation and Parking Analysis – Final Report, Town of Tiburon, 2012)	\$2,000
Project #10: Steps, Lanes, and Paths Top Priority Project #1	Moitoza Lane (Portion between Vistazo West Street and Esperanza Street)	There is an approximately 500 foot long stretch of public recreational trail, varying in width between four and ten feet, that is unimproved within this segment that would connect two public streets. The dirt path is narrow and uneven in places and not friendly for most users. The Town has a recent detailed topographic survey of the entire segment. Installation of a paved, safe walking path made of decomposed granite along this 500-foot stretch would complete the connection. Signage would be installed at the entrances to signify access. (Tiburon Bicycle and Pedestrian Master Plan, 2008 Update)	\$100,000
Project #11: Tiburon Ridge Trail	Vicinity of Rabin Property – Town Trail	Close trail gaps such as Hacienda Gap with trail enhancements to be determined	\$125,000
Project #12: Las Lomas Trail	Las Lomas Lane at Centro West Street	Weather harden existing trail	\$40,000
Total			\$269,000

* Planning level cost estimates are based on latest available actual implementation unit costs in the Bay Area, and include all design, environmental, and other costs. Many projects are undefined at this level, and the final type and scope of the project is yet to be determined. The estimates do not include any major right-of-way, environmental, or engineering costs that may be discovered in the feasibility design process. Costs from available feasibility studies are used where available.

Figure 4-2: Proposed Pedestrian Projects and Actions



4.3 Recommended Policies and Programs

Supporting policies and programs are an important component of a bicycle and pedestrian transportation system. Bikeway and walkway facilities alone are not sufficient to increase bicycling and walking. Programs such as bikeway and sidewalk management and maintenance, and promotional and educational programs contribute to improved convenience and safety for pedestrians and bicyclists, and help create the cultural shift that is necessary to increase walking and bicycling as a mode of transportation. The following section includes both general and specific recommendations for programs.

4.3.1 Development and Redevelopment

One of the critical challenges of providing pedestrian and bikeway improvements is funding their construction. Private projects such as new or redevelopment and public projects such as planning Capital Improvements Projects (CIP) provide excellent opportunities for cost-effective implementation of bikeways and improved pedestrian circulation.

Tiburon should continue to require bikeway and pedestrian improvements as a condition of private redevelopment or new construction. Tiburon Bicycle and Pedestrian Master Plan and be reviewed by staff with the involvement of the POST Commission.

4.3.2 Maintenance

Maintenance is often identified as one of the chief obstacles in the implementation of local bike and pedestrian plans in Marin County. Tiburon's bikeways and walkways should be well-maintained. Some tasks, such as repairing damaged and potholed roadway surfaces, clearing plant overgrowth, and regular sweeping are associated with routine roadway maintenance. Additional care and attention should be taken to ensure bikeways and walkways are included in maintenance, such as repainting faded street lines and markings, and repositioning these lines and markings where needed. For example, street sweeping activities should include the bike lane and not transfer debris out of the roadway and into the bicycle lane or shoulder area. Other maintenance activities are bikeway specific and could include restriping lanes, repainting stencils, and replacing signs. Clearing storm debris, repairing cracks in the sidewalk and fixing trip-and-fall hazards are all typical routine sidewalk maintenance to ensure continued ADA accessibility. Roadway and other capital improvement construction projects present unique challenges for maintaining bikeways and pedestrian facilities.

4.3.2.1 "Spot improvement" Maintenance

The Town should ensure that a mechanism exists to alleviate potential hazards for bicyclists and pedestrians at specific locations. Training should be provided if necessary to ensure that public works maintenance employees recognize recurring bicycle and pedestrian issues such as:

- Improperly designed or placed drainage grates
- Cracks or seams in the pavement or sidewalk
- Overhanging tree limbs or encroaching vegetation located along bikeways and walkways
- Areas where debris accumulates in bike lanes and on sidewalks and pathways

4.3.2.2 Integrate Maintenance into DPW Process

All printed and online bicycle education materials and maps should include the Department of Public Works maintenance request website and phone number.

4.3.3 Multi-Modal Connections

The Town of Tiburon should work with bus and ferry operators to continue to expand bicycle access to transit. Bicycle travel to transit stops and stations should be enhanced in order to make the transfer between bicycle and transit travel as convenient as possible. Key components to enhancing transit-bike connections include: providing bicycle parking at transit stops, including bike racks at key bus stops, transfer points, and the Ferry Terminal, and providing educational materials regarding transit and bikes-on-transit, including maps to and from stations and stops. Improvements to bicycle rack capacity on buses will benefit Tiburon bicyclists who take buses to the wide variety of destinations.

4.3.4 Traffic Calming

Traffic calming programs are beneficial for all roadway users, especially if programs succeed in reducing the speed differential between automobile and bicyclist travel speeds. However, if not appropriately designed, some physical traffic calming devices can present hazards for bicyclists. For example, bulb-outs or traffic islands can narrow the space between bicycles and cars and, depending the context, may compromise a bicyclist's safety if not properly designed.

All physical traffic calming solutions should take into account bicyclists' needs; incorporate design features and signage that ensure that bicyclists and motorists have enough room to share the lane; and clearly establish right-of-way priorities. In cases where bicyclists' operating space is reduced, action should be taken to clearly indicate bicyclists' recommended roadway positioning using stencils and/or signage as well as other means to increase visibility of bicyclists to motorists.

4.3.5 Education and Enforcement Programs

Most education and enforcement programs and activities will likely be cooperative efforts between the Town of Tiburon, the Tiburon Police Department, the POST Commission, the Marin County Sheriff's office, the County of Marin, the Transportation Authority of Marin, and local bicycle groups such as the Marin County Bicycle Coalition.

4.3.5.1 Continue and Expand Existing Education and Enforcement Programs

Existing school education programs should be continued. With the passage of Measure A funding for Safe Routes to Schools, the program will continue to be available to Tiburon schools and can be expanded to include non-participating schools. Measure A funding also provides Safe Pathways funding, which provides an incentive for Safe Routes programs to develop infrastructure improvement concepts.

As funding permits, the Town should consider working with law enforcement and the Marin County Bicycle Coalition to publicize MCBC's adult bicycle education and safety programs, including Share the Road, Share the Path, and Street Skills classes. The Marin County Bicycle Coalition offers Street Skills classes which can be taken as a form of "bicycle traffic school" in lieu of fines when a bicyclist receives a citation for violating traffic laws. The Town should consider working with MCBC to promote these free adult "cycling skills" classes to prevent future traffic violations and unsafe behavior. In addition, the Town

should consider sponsoring MCBC Share the Road safety presentations to community groups. A regular Share the Path outreach effort could be developed in partnership with the POST Commission, the Tiburon Police Department, other law enforcements and MCBC, as appropriate.

In terms of other law enforcement activities, the Tiburon Police Department should consider continuing its enforcement efforts of bicycling traffic violations and officers should consider providing literature regarding bicycles and the California Vehicle Code with every citation of a bicyclist. The Tiburon Police Department, in coordination with the Safe Routes to Schools program, should consider continue traffic safety rodeos at local schools in which students are taught in a classroom setting and then led through “on-the-bike” learning exercises, in addition to other educational and encouragement programs that the Tiburon Police Department see fit.

4.3.6 Encouragement Programs

Encouragement programs are vital to the success of the Tiburon Bicycle and Pedestrian Master Plan. Encouragement programs work to get more people out of their cars and onto bicycles or walking, which will help to reduce traffic congestion and air pollution, as well as improve the quality of life in Tiburon. In addition to government efforts, involvement by the private sector in raising awareness of the benefits of bicycling and walking is important and can range from small incremental activities by local citizens, to larger coordinated efforts by established non-profit groups. Specific programs are described below.

4.3.6.1 Bike Fairs and Events

Hosting bike fairs and events in Tiburon can raise the profile of bicycling in the area and provide entertainment for all ages at the same time. Bike fairs and events, similar to bike-to-work day events and bike rodeos currently hosted in the Town, provide an opportunity to educate and encourage current and potential bicyclists. Examples include “Shop by Bike” days, when bicyclists get vouchers or coupons for use in stores, or “bicycle to the movies” days, when bicyclists receive free popcorn or a discount on a movie or refreshments.

4.3.6.2 Walking Tours and Events

Walking tours and events are an excellent way to publicize walking for recreation and transportation. Tours can showcase the Town’s history and geography and take advantage of the many scenic walks in the area as well as raising awareness of the need for pedestrian improvements.

4.3.6.3 Tiburon Bicycle Route Map and Kiosks

Providing a bicycle route map is the primary tool for showing bicyclists all the designated bikeways in Tiburon and will help coordinate the Town’s efforts with the County’s signage project. A Bicycle Route Map of Tiburon should clearly show the type of facility (path, lane, or route) as well as include basic safety information, significant destinations, bicycle parking facilities, public bathrooms, water fountains, transit stops, and bicycle facilities in the neighboring communities. The map should clearly communicate traffic laws relevant to bicycles and the fact that Tiburon takes enforcement of those laws seriously. Posting points for the map include: Town Hall, the library, local schools, and the Ferry Terminal. Such a map could be displayed at bike shops and kiosks.

4.3.6.4 Bike-to-Work and Bike-to-School/Walk-to-Work and Walk-to-School Days

The Town of Tiburon should consider participating in the annual Bike-to-Work day in May, in conjunction with the California and Marin County bike-to-work week activities. Town staff could help staff “energizer” stations along the typical commuter routes. The Town should also consider encouraging participation by local schools in Walk and Bike to School Day.

4.3.7 Safe Routes to Schools

Identifying and improving routes for children to walk or bicycle to school is an effective means of reducing morning traffic congestion and addressing potential safety concerns around schools. Most effective school commute programs are joint efforts of the school district and Town or County, with parent organizations adding an important element. The traffic calming, route maps and infrastructure improvements that result from an extensive Safe Routes to School plan benefit not only students walking and biking to school, but also other bicyclists and pedestrians that are using routes near schools.

The Town of Tiburon should continue its support of the Safe Routes to Schools program within the Reed Union School District. Safe Routes infrastructure improvements at local schools should be coordinated with town-wide bicycle infrastructure improvements to create a seamless network by which school-aged children can travel by bicycle and on foot.

The following five recommendations are incorporated from the Marin County Safe Routes to Schools (SR2S) Program Evaluation (2011):

- Explore options for law enforcement to develop a rotational schedule to monitor all schools, as well as other ways in which law enforcement can contribute to SR2S.
- Explore the development of Neighborhood Guides which would include route maps for bicycling and walking.
- Use social media to market the SR2S program
- Encourage students to participate in regional SR2S data clearinghouse
- Continue to conduct regular evaluations of the Marin County SR2S program

5 Plan Implementation

This chapter identifies steps towards implementation of the proposed facilities and programs of this plan, the estimated costs for the proposed improvements and maintenance, and strategies on funding and financing.

5.1 Implementation Process

The steps between the network improvements and concepts identified in this Plan and the final completion of the improvements will vary from project to project, but typically include:

1. Adoption of the 2016 Tiburon Bicycle and Pedestrian Master Plan Update by the Tiburon Town Council.
2. Preparation of a Feasibility Study involving a conceptual design (with consideration of possible alternatives and environmental issues) and cost estimate for individual projects as needed.
3. Secure, as necessary, outside funding and any applicable environmental approvals.
4. Approval of a project by the Town Council, including the commitment by the latter to provide for any unfunded portions of project costs.
5. Completion of final plans, specifications and estimates, advertising for bids, receipt of bids and award of contract(s).
6. Construction of project.

5.2 Infrastructure Project Prioritization

Once a bikeway and pedestrian system has been identified, the next challenge is to prioritize the projects that will offer the greatest benefit to users once implemented. Tiburon projects should be prioritized according to what will bring the greatest benefit to local residents as well as serving the needs of visitors to the town such as the large numbers of bicyclists who visit to bicycle for recreational purposes along the “Paradise Loop” - Tiburon Boulevard and Paradise Drive. The project prioritization in the following section was developed through a qualitative analysis based on stated priorities of the POST Commission and Town staff, priorities communicated by the public in public meetings and workshops, priorities from the 2008 *Tiburon Bicycle and Pedestrian Master Plan* and the criteria detailed below.

- Continuity – Does the project provide new or significantly improved connectivity on established corridors or between major activity areas that does not currently exist or is not currently usable by the general public?
- Gap Closure – Does the project provide a new connection between major activity centers or on a major corridor that currently either does not exist or has convenience/safety issues?
- Demand Patterns – Does the project serve a significant existing or potential demand, as evidenced by (a) counts or observed activity, (b) comments from the public, (c) connectivity and proximity to major generators, and/or (d) projections from an acceptable demand model?

- Safety – Does the project address a significant safety concern in a community as evidenced by collision data, field observations, and/or public perception and comments?
- Project Readiness – Are the key feasibility issues of the project (right-of-way, environmental impacts, engineering issues, cost issues, neighborhood support) understood and not expected to negatively affect or delay the project? Has any formal feasibility study, engineering or design been conducted?
- Multi-Modal Integration – Does the project provide enhanced connectivity to existing transit services?
- Cost/Benefit Analysis – Will the project provide the greatest benefit to bicyclists for the amount invested to build it?

It is important to remember that the lists of bikeway and pedestrian projects and programs are flexible concepts that serve as guidelines to those responsible for implementation. The project priorities, and perhaps even the overall system and segments themselves, may change over time as a result of changing bicycling and walking patterns and implementation constraints and opportunities. Project prioritization is not meant as an absolute value, rather as an indication of projects' relative importance only. These priorities should be considered a "living document". The POST Commission and Town staff should review the project priorities on an annual basis to ensure that it reflects the most current priorities, needs, and opportunities for implementing the bikeway and pedestrian network in a logical and efficient manner, and that in particular the list takes advantage of all available funding opportunities and grant cycles. As projects are implemented and taken off the list, new projects should be moved up in status.

5.3 Bicycle Project Prioritization (Highest Priority to Lowest Priority):

- Project #3 – Greenwood Beach Road from Town/County Boundary (approximately 150 feet south of Barbaree Way) to Blackie’s Grove
- Project #7 – Tiburon Boulevard from Town limits to Trestle Glen Boulevard
- Project #1 – Blackie’s Pasture Connection from Blackie’s Grove to Blackie’s Pasture
- Project #2 – Tiburon Boulevard at Blackfield Drive/Greenwood Cove Drive
- Project #5 – Tiburon Boulevard from Mar West Street to Lagoon Road/Cove Road
- Project #6 – Paradise Drive from Mar West Street to East Town Limit
- Project #4 – Trestle Glen Boulevard from Tiburon Boulevard to Paradise Drive

5.4 Pedestrian Project Prioritization (Highest Priority to Lowest Priority):

- Project #9 – Unprotected/Mid-Block Crossing Upgrade at Tiburon Boulevard (161 feet west of Juanita Lane)
- Project #11 – Tiburon Ridge Trail at Rabin Property - Town Trail
- Project #10 – Steps, Lanes, and Paths Top Priority Project #1 at Moitoza Lane (Portion between Vistazo West Street and Esperanza Street)
- Project #12 – Las Lomas Trail from Las Lomas Lane to Centro West Street

5.5 Maintenance

Additional maintenance costs for the bikeway and pedestrian network will involve surface maintenance of new paved Class I pathway and walkway facilities. In addition, bicycle lanes and crosswalks will require periodic restriping. Improvements such as in-pavement or overhead pedestrian flashers may have additional unique maintenance needs. As part of routine maintenance, extra emphasis should be put on keeping the bike lanes, bike paths, roadway shoulders, sidewalks, and walkways clear of debris and vegetation overgrowth.

5.6 Marketing the Bicycle and Pedestrian Master Plan

The success of the Tiburon Bicycle and Pedestrian Master Plan depends largely on the community's acceptance and promotion of the Plan's contents. Town departments and commissions should incorporate the policies, objectives and spirit of the Bicycle and Pedestrian Master Plan into their respective projects and responsibilities. The following steps will help ensure the plan becomes a living document, helping shape Tiburon's future.

- Distribute copies of the Plan to members of the POST Commission, Planning Commission, Design Review Board, and other commissions as appropriate.
- Distribute copies of the Plan to Town of Tiburon's Planning, Police, and Public Works Departments.
- Provide copies of the Town of Tiburon bicycle facilities map to local schools, bicycle and recreational groups, transit agencies, bicycle shops, and major employers.
- Post the plan on the Town's website.
- Publish a press release about the creation of the plan.
- Provide a copy of Tiburon Bicycle and Pedestrian Master Plan to the public library.

Appendix A: Funding Opportunities

This chapter provides information on potential funding sources for bicycle and pedestrian improvements. Federal, state, and local government agencies invest billions of dollars every year in the nation's transportation system. Only a fraction of that funding is used in development projects, policy development and planning to improve conditions for pedestrians and bicyclists. Even though appropriate funds are limited and involve a competitive process, they are available. The most commonly accessed funds for bicycle and pedestrian projects in Marin County include MTC's One Bay Area Grant Program, Caltrans' Active Transportation Program, and Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA). Descriptions of these programs, as well as additional funding sources that communities can monitor and may provide future opportunities, are provided below.

5.7 Federal Sources

Transportation Investments Generating Economic Recovery

The Transportation Investment Generating Economic Recovery (TIGER Discretionary Grant Program) provides a unique opportunity for the U.S. Department of Transportation to invest in road, rail, transit and port projects that promise to achieve critical national objectives. The U.S. Congress has dedicated more than \$4.1 billion to the program since inception: \$1.5 billion for TIGER I, \$600.0 million for TIGER II, \$526.9 million for FY2011, \$500.0 million for FY2012, \$473.8 million for FY2013, and \$600.0 million for the FY2014 round to fund projects that have a significant impact on the nation, a region or a metropolitan area. The TIGER Discretionary Grant Program's highly competitive process, galvanized by tremendous applicant interest, has allowed USDOT to fund 271 innovative capital projects throughout the nation. Each project is multi-modal, multi-jurisdictional or otherwise challenging to fund through existing programs. The TIGER Discretionary Grant Program enables USDOT to use a rigorous process to select projects with exceptional benefits, explore ways to deliver projects faster and save on construction costs, and make investments in the nation's infrastructure that make communities more livable and sustainable. Many awards have been made to construct bicycle and pedestrian infrastructure, including projects in Atlanta, GA, Birmingham, AL, Fresno, Indianapolis, IN, and Philadelphia, PA.

Partnership for Sustainable Communities

Founded in 2009, the Partnership for Sustainable Communities is a joint project of the Environmental Protection Agency (EPA), the U.S. Department of Housing and Urban Development (HUD), and the U.S. Department of Transportation (USDOT). The partnership aims to "improve access to affordable housing, provide more transportation options, and lower transportation costs while protecting the environment in communities nationwide." The Partnership is based on five Livability Principles, one of which explicitly addresses the need for bicycle and pedestrian infrastructure - "Provide more transportation choices: Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health." The Partnership is not a formal agency with a regular annual grant program. Nevertheless, it is an important effort that has already led to some new grant opportunities

(including the TIGER grants). MCOG and Caltrans should track Partnership communications and be prepared to respond proactively to announcements of new grant programs.

More information: <http://www.epa.gov/smartgrowth/partnership/>

Rivers, Trails, and Conservation Assistance Program

The Rivers, Trails and Conservation Assistance Program (RTCA) is the community assistance arm of the National Park Service. RTCA provides technical assistance to communities in order to preserve open space and develop trails. The assistance that RTCA provides is not for infrastructure, but rather building plans, engaging public participation, and identifying other sources of funding for conversation and outdoor recreation projects.

More information: <http://www.nps.gov/pwro/rtca/who-we-are.htm>

Community Development Block Grants

The Community Development Block Grants (CDBG) program provides money for streetscape revitalization, which may be largely comprised of pedestrian improvements. Federal CDBG grantees may “use Community Development Block Grant funds for activities that include (but are not limited to): acquiring real property; reconstructing or rehabilitating housing and other property; building public facilities and improvements, such as streets, sidewalks, community and senior citizen centers and recreational facilities; paying for planning and administrative expenses, such as costs related to developing a consolidated plan and managing Community Development Block Grant funds; provide public services for youths, seniors, or the disabled; and initiatives such as neighborhood watch programs.” Trails and greenway projects that enhance accessibility are the best fit for this funding source. CDBG funds could also be used to write ADA Transition Plans. *More information:* www.hud.gov/cdbg

Community Transformation Grants

Community Transformation Grants administered through the Centers for Disease Control (CDC) support community-level efforts to reduce chronic diseases such as heart disease, cancer, stroke, and diabetes. Active transportation infrastructure and programs that promote healthy lifestyles are a good fit for this program, particularly if such improvements benefit groups experiencing the greatest burden of chronic disease.

More information: <http://www.cdc.gov/communitytransformation/>

National Scenic Byways Program

The Federal Highway Administration (FHWA), part of the USDOT manages the National Scenic Byways Grant Program, which recognizes roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities by providing grants that support projects that manage and protect these roads and improve visitor facilities.

More information: <http://www.fhwa.dot.gov/discretionary/2012nsbp.cfm>

Federal Recovery Act State Fiscal Stabilization Funding

As part of the Federal Recovery Act of 2009, states will be receiving \$53.6 billion in state fiscal stabilization funding. States must use 18.2% of their funding – or \$9.7 billion – for public safety and government services. An eligible activity under this section is to provide funding to K-12 schools and institutions of higher education to make repairs, modernize, and make renovations to meet green building standards. The Leadership in Energy and Environmental Design (LEED) Green Building Rating System, developed by the U.S. Green Building Council (USGBC), addresses green standards for schools that include bicycle and pedestrian facilities and access to schools. Another \$5.0 billion is provided for the Energy Efficiency and Conservation Block Grant Program. This provides formula funding to cities, counties and states to undertake a range of energy efficiency activities. One eligible use of funding is for bicycle and pedestrian infrastructure.

More information: <http://www2.ed.gov/policy/gen/leg/recovery/factsheet/stabilization-fund.html>

5.8 State Sources

5.8.1 Active Transportation Program

With the consolidation of federal funding sources in MAP-21 (and now through the FAST Act), the California State Legislature has moved to consolidate a number of state-funded programs centered on active transportation into a single program. The resulting Active Transportation Program (ATP) will consolidate the federal programs, Bicycle Transportation Account, the Safe Routes to Schools Program, and the Recreational Trails Program. The ATP's authorizing legislation (signed into law by the Governor on September 26, 2013) also includes placeholder language to allow the ATP to receive funding from the newly established Cap-and-Trade Program in the future. The Statewide Competitive ATP will have \$180 million available statewide for the 2014/2015 and 2015/2016 fiscal cycles. The Regional Competitive ATP will have \$30 million available for the Metropolitan Transportation Commission (MTC) region 2014/2015 and 2015/2016 fiscal cycles. The California Transportation Commission writes guidelines and allocates funds for the ATP, while the ATP will be administered by the Caltrans Division of Local Assistance. Goals of the ATP are currently defined as the following:

- Increasing the proportion of trips accomplished by biking and walking;
- Increasing safety and mobility for active transportation users;
- Advancing active transportation efforts of regional agencies to achieve the greenhouse gas reduction goals;
- Enhancing public health;
- Ensuring that disadvantaged communities fully share in the benefit of the program; and,
- Providing a broad spectrum of projects to benefit many types of active transportation users.

More information: <http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>

5.8.2 Caltrans Planning Grants

Caltrans also administers the Transportation Planning Grant Program that funds projects to improve mobility. In the past year, Caltrans awarded \$10.0 million in grant funding to 70 applicants, in two sub-categories: Environmental Justice grants and Community Based Transportation Plan grants.

More information: <http://www.dot.ca.gov/hq/tpp/grants.html>

5.8.3 Community Based Transportation Planning Grant Program

The Community Based Transportation Planning (CBTP) grant program promotes transportation and land use planning projects that encourage community involvement and partnership. These grants include community and key stakeholder input, collaboration, and consensus building through an active public engagement process. CBTP grants support livable and sustainable community concepts with a transportation or mobility objective to promote community identity and quality of life.

More information: http://www.dot.ca.gov/hq/tpp/offices/ocp/completed_projects_cbtp.html

5.8.4 Office of Traffic Safety Grants

The Office of Traffic Safety (OTS) distributes grants statewide to establish new traffic safety programs or fund ongoing safety programs. OTS grants are supported by federal funding under the National Highway Safety Act and MAP-21. Grants are used to establish new traffic safety programs, expand ongoing programs or address deficiencies in current programs. Bicycle safety is included in the list of traffic safety priority areas. Eligible grantees are governmental agencies, state colleges, state universities, local town and county government agencies, school districts, fire departments, and public emergency services providers. Grant funding cannot replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation, or construction. Grants are awarded on a competitive basis, and priority is given to agencies with the greatest need. Evaluation criteria to assess need include potential traffic safety impact, collision statistics and rankings, seriousness of problems, and performance on previous OTS grants. The California application deadline is January of each year. There is no maximum cap to the amount requested; however, all items in the proposal must be justified to meet the objectives of the proposal.

OTS grantees conduct traffic safety rodeos for elementary, middle, and high schools, as well as community groups in an effort to increase awareness among various age groups. To boost compliance with the law and decrease injuries, safety helmets are properly fitted and distributed to children in need. Court diversion courses may be established in communities for those violating the bicycle helmet law. Other programs target high-risk populations and areas with multicultural public education addressing safer driving, bicycling, or walking behaviors.

In 2014, OTS helped fund the Santa Cruz County Public Health Department's partnership with CHP, Friday Night, and numerous community agencies to provide teen driver, child passenger, bicycle, and pedestrian safety educational activities. The department conducted 29 bicycle and safety presentations reaching 629 people, 16 trainings and community events impacting 943 people, and distributed 620 helmets and 50 sets of safety lights/reflector sets to residents.

More information: <http://www.ots.ca.gov/Grants/Apply/default.asp>

5.8.5 Land and Water Conservation Fund

The Land and Water Conservation Fund is a federal program that provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. The fund is administered by the California State Parks Department. Cities, counties, and districts authorized to acquire and develop park and recreation space are eligible for grant funding. While non-profits are ineligible, they are allowed to apply in partnerships with eligible agencies. Applicants must fund the project entirely and will be reimbursed for half of the cost. Up to \$2.0 million was available in California in the 2012 round of grant funding.

More Information: http://www.parks.ca.gov/?Page_id=21360

5.9 Regional & Local Sources

5.9.1 Developer Impact Fees

As a condition for development approval, municipalities can require developers to provide certain infrastructure improvements, which can include bikeway projects. These projects have commonly provided Class II facilities for portions of on-street, previously-planned routes. They can also be used to provide bicycle parking or shower and locker facilities. The type of facility that should be required to be built by developers should reflect the greatest need for the particular project and its local area. Legal challenges to these types of fees have resulted in the requirement to illustrate a clear nexus between the particular project and the mandated improvement and cost.

5.9.2 Roadway Construction, Repair and Upgrade

Future road widening and construction projects are one means of providing improved pedestrian and bicycle facilities. To ensure that roadway construction projects provide these facilities where needed, it is important that the review process includes input pertaining to consistency with the proposed system. In addition, California's 2008 Complete Streets Act and Caltrans's Deputy Directive 64 require that the needs of all roadway users be considered during "all phases of state highway projects, from planning to construction to maintenance and repair."

More information: http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html

5.9.3 Utility Projects

By monitoring the capital improvement plans of local utility companies, it may be possible to coordinate upcoming utility projects with the installation of bicycle and pedestrian infrastructure within the same area or corridor. Often times, the utility companies will mobilize the same type of forces required to construct bikeways and sidewalks, resulting in the potential for a significant cost savings. These types of joint projects require a great deal of coordination, a careful delineation of scope items and some type of agreement or memorandum of understanding, which may need to be approved by multiple governing bodies.

5.9.4 Cable Installation Projects

Cable television and telephone companies sometimes need new cable routes within public right-of-way. Recently, this has most commonly occurred during expansion of fiber optic networks. Since these projects require a significant amount of advance planning and disruption of curb lanes, it may be possible to request reimbursement for affected bicycle facilities to mitigate construction impacts. In cases where cable routes

cross undeveloped areas, it may be possible to provide for new bikeway facilities following completion of the cable trenching, such as sharing the use of maintenance roads.

5.9.5 Marin County Measure A

A one-quarter cent retail transactions and use tax passed as Measure A in November 2012 to care for Marin's existing parks and open spaces, support regional community parks projects and programs, and further farmland preservation. An expenditure plan guides the use of the funds, as follows:

- 65 percent will be used by Marin County Parks to restore natural resources, maintain county parks and open space preserves, restore and improve public access, and protect natural lands.
- 20 percent will be dedicated to saving family farms and ranches through the purchase of agricultural conservation easements in voluntary transactions and landowners.
- 15 percent will be used by cities, towns, and applicable special districts to enhance and manage parks, nature preserves, recreation programs, and vegetation to reduce wildfire risk.

Several grant programs have been established to distribute funds including the Breathe/Respira Community Grant Program, Marin County Park and Open Space Program, and the City, Town, and Special District Program.

More information: <http://www.marincountyparks.org/depts/pk/about-us/main/measurea>

5.9.6 BAAQMD Grants

The Bay Area Air Quality Management District (BAAQMD) established several grant programs aimed at reducing emissions of oxides of nitrogen, reactive organic gasses, and particulate matter.

- Transportation Fund for Clean Air (TFCA) – provides grants to projects that implement the most cost-effective projects in the Bay Area that will decrease motor vehicle emissions, and thereby improve air quality. Projects must be consistent with the 1988 California Clean Air Act and the Bay Area Ozone Strategy.
- Environmental Justice Small Grants Program – provides up to \$20,000 in grants to eligible community-based grassroots organizations and federally recognized tribal governments that are located in areas adversely affected by environmental pollution and hazards and are involved in addressing environmental justice concerns.

More information: <http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources.aspx>

5.9.7 MTC Grants

The One Bay Area Grant Program (OBAG) established program commitments and policies for investing roughly \$800 million over the four-year Cycle 2 period (FY's 2012-13 through 2015-16), funded by federal funds authorized by Congress in Moving Ahead for Progress in the 21st Century (MAP 21).

OBAG is a new funding approach that integrates the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. Funding distribution to the counties will consider progress toward achieving local land use and housing policies by:

- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing using transportation dollars as incentives.
- Supporting the Sustainable Communities Strategy for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs) and by initiating a pilot program that will support open space preservation in Priority Conservation Areas (PCAs) such as the Tiburon Ridge Lands
- Providing a higher proportion of funding to local agencies and additional investment flexibility by eliminating required program investment targets. The OBAG program allows flexibility to invest in transportation categories such as Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing specific funding opportunities for Safe Routes to Schools (SR2s) and Priority Conservation Areas.

More information: <http://www.mtc.ca.gov/funding/onebayarea/>

5.10 Private Sources

Private funding sources can be acquired by applying through the advocacy groups such as the League of American Bicyclists and the Bikes Belong Coalition. Most of the private funding comes from foundations seeking to enhance and improve bicycle facilities and advocacy. Grant applications will typically be through the advocacy groups as they leverage funding from federal, state and private sources. Following are several examples of private funding opportunities available.

5.10.1 PeopleForBikes Community Grant Program

PeopleForBikes (FKA Bikes Belong) is a coalition of bicycle suppliers and retailers that has awarded \$2.5 million in grants and leveraged an additional \$650.0 million since its inception in 1999. The program funds small corridor improvements, mountain bike trails, BMX parks, trail, and park access. PeopleForBikes also administers the Green Lane Project, which is a technical support and peer exchange program for U.S. cities working on the installation of protected bicycle lanes and cycle tracks. PeopleForBikes is funded through private donations.

More information: <http://www.peopleforbikes.org/pages/community-grants>

5.10.2 The Robert Wood Johnson Foundation

The Robert Wood Johnson Foundation was established as a national philanthropy in 1972, and today, it is the largest U.S. foundation devoted to improving the health and health care of all Americans. Grant making is concentrated in four areas:

- To assure that all Americans have access to basic health care at a reasonable cost
- To improve care and support for people with chronic health conditions
- To promote healthy communities and lifestyles
- To reduce the personal, social and economic harm caused by substance abuse: tobacco, alcohol, and illicit drugs

More information: <http://www.rwjf.org/applications/>

5.10.3 The Kodak American Greenways Program

The Conservation Fund's American Greenways Program has teamed with the Eastman Kodak Corporation and the National Geographic Society to award small grants (\$250 to \$2,000) to stimulate the planning, design and development of greenways. These grants can be used for activities such as mapping, conducting ecological assessments, surveying land, holding conferences, developing brochures, producing interpretive displays, incorporating land trusts, and building trails. Grants cannot be used for academic research, institutional support, lobbying or political activities.

More information: <http://www.conservationfund.org>

5.10.4 Community Action for a Renewed Environment (CARE)

CARE is a competitive grant program that offers an innovative way for a community to organize and take action to re-duce toxic pollution in its local environment. Through CARE, a community creates a partnership that implements solutions to reduce releases of toxic pollutants and minimize people’s exposure to them. By providing financial and technical assistance, EPA helps CARE communities get on the path to a renewed environment. Transportation and “smart-growth” types of projects are eligible. Grants range between \$90,000 and \$275,000.

More information: <http://www.epa.gov/care/>

5.10.5 Corporate Donations

Corporate donations are often received in the form of liquid investments (i.e. cash, stock, bonds) and in the form of land. Employers recognize that creating places to bike and walk is one way to build community and attract a quality work force. Bicycling and outdoor recreation businesses often support local projects and programs. Municipalities typically create funds to facilitate and simplify a transaction from a corporation’s donation to the given municipality. Donations are mainly received when a widely supported capital improvement program is implemented. Such donations can improve capital budgets and/or projects.

5.11 Other Sources

Local sales taxes, fees and permits may be implemented as new funding sources for pedestrian and bicycling projects, such as Measure A approved by voters in 2004. However, any of these potential sources would require a local election. Volunteer programs may be developed to substantially reduce the cost of implementing some routes, particularly multi-use paths. For example, a local college design class may use such a multi-use route as a student project, working with a local landscape architectural or engineering firm. Work parties could be formed to help clear the right of way for the route. A local construction company may donate or discount services beyond what the volunteers can do. A challenge grant program with local businesses may be a good source of local funding, in which the businesses can “adopt” a route or segment of one to help construct and maintain it.

Appendix B: Bicycle and Pedestrian Policies

Tiburon 2020 (2016)

- **C-1 Right-of-Ways.** The Town shall preserve and manage rights-of-way consistent with the goal to provide Complete Streets, and the Town's goals for preserving residential quality of life and aesthetics.
- **C-2 Emergency Services.** The Town shall prioritize emergency service needs when developing transportation plans and making transportation network changes.
- **C-3 Facilities and Infrastructure.** The Town shall prioritize the maintenance and operation of the existing transportation network over major expansions to the transportation network when investing discretionary revenue.
- **C-4 Multimodal Choices.** The Town shall strive to achieve an integrated, multimodal transportation system that improves the attractiveness of walking, bicycling, and riding transit. This would increase travel choices and aid in achieving a more balanced transportation system, thereby reducing air pollution and greenhouse gas emissions.
- **C-5 Multimodal Access.** The Town shall facilitate multimodal access along appropriate corridors, to major facilities destinations such as Blackie's Pasture, schools, and Downtown Tiburon.
- **C-6 Eliminate Gaps.** The Town shall eliminate "gaps" in bikeways and pedestrian networks where feasible and appropriate.
- **C-7 Improve Transit Access.** The Town shall support Marin Transit and the Golden Gate Bridge, Highway and Transportation District in addressing identified gaps in public transit networks by working together to appropriately locate passenger facilities and stations, providing and maintaining pedestrian walkways and bicycle access to transit stations and stops, and dedicating public rights of way as necessary for transit stops.
- **C-8 Barrier Removal for Accessibility.** The Town shall remove barriers, where feasible, to allow people of all abilities to move freely and efficiently throughout the Planning Area, with the highest priority given to areas that are near Downtown or in other flat areas.
- **C-9 Connections to Transit Stations.** The Town shall work to ensure adequate connections to transit stations by identifying, prioritizing, and seeking funding to plan and construct roadway, bikeway, and pedestrian improvements within ½ mile of existing and planned transit stations. Such improvements shall emphasize the development of complete streets.
- **C-11 Transportation Impacts of Land Use.** Land use decisions shall take into consideration potential multimodal access and automobile traffic impacts.
- **C-12 Transportation Mitigation Fee.** All new projects shall be required to pay a pro rata share of needed multimodal access improvements (a transportation mitigation fee) in accordance with the burden created by such new projects.
- **C-13 Updating the Transportation Mitigation Fee.** The transportation mitigation fee program shall be periodically reviewed and updated to ensure that it continues to provide funds for addressing multimodal transportation impacts generated by new projects.

- **C-14 Level of Service.** For signalized intersections in the Tiburon Planning Area, the Town shall strive to achieve and maintain the average peak hour level of service (LOS) at LOS C, with the exception of:
 - Intersections from U.S. Highway 101 interchange to E. Strawberry Drive/Bay Vista Drive (inclusive), which the Town shall strive to achieve and maintain at LOS D.
 - Locations where Complete Streets roadway engineering improvements are necessary to ensure safe access for pedestrians and bicyclists, which shall be evaluated on a case-by-case basis, weighing safety with traffic delay considerations.
 - The Town acknowledges that actual conditions may not meet the above LOS levels during certain peak periods.
- **C-15 Traffic signals.** At such time as any unsignalized intersection along Tiburon Boulevard meets signal warrants, the Town shall approach Caltrans to approve and/or provide signalization or other appropriate improvements.
- **C-16 Congestion Management Plan.** The Town shall comply with the Transportation Authority of Marin's Congestion Management Plan (CMP), including adopting and monitoring the level of service (LOS) of the CMP network. As of 2015, the CMP LOS standards are LOS E for U.S. Highway 101 during the P.M. peak hour and LOS D for Tiburon Boulevard during the P.M. peak hour.
- **C-19 Tiburon Ridge and Significant Ridgelines.** In connection with the ridgeline policies of the Open Space & Conservation Element, the Town shall ensure that no new streets, driveways, or utilities are installed along or over the Tiburon Ridge or Significant Ridgelines except for the use of emergency services, or where no other access is viable.
- **C-20 Traffic Calming Measures.** The Town should consider traffic calming measures, where safe, warranted, and appropriate given topographical and other physical conditions, to increase safety in residential areas by reducing vehicle speeds and volumes and encouraging walking and bicycling. Specific measures may include, but are not limited to, marked crosswalks, curb extensions, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts, traffic circles, on-street parking, planter strips with street trees, chicanes, and other geometric design features.
- **C-23 Accommodate All Users.** The Town shall ensure that, where feasible and appropriate, all new roadway projects and any reconstruction projects designate sufficient travel space for all users including bicyclists, pedestrians, transit riders, and motorists except where pedestrians and bicyclists are prohibited by law from using a given facility.
- **C-24 Pedestrian and Bicycle-Friendly Streets.** The Town shall ensure that all street construction projects support pedestrian travel. Improvements may include sidewalks, roundabouts, traffic circles, narrow lanes and other traffic calming devices, target speeds less than 35 miles per hour, street trees, high-visibility pedestrian crossings, and bikeways.
- **C-25 Identify and Fill Gaps in Complete Streets.** The Town shall identify streets that can be made more "complete" through a reduction in the width of travel lanes, with consideration for emergency vehicle operations. The Town shall consider including new bikeways, sidewalks, and on-street parking on these streets by re-arranging and/or re-allocating how the available space within the public right of way is utilized. All new street configurations shall provide for adequate

emergency vehicle operation. The Town shall explore the addition or enhancement of crosswalks on Tiburon Boulevard at key locations in conjunction with safety improvements to ensure that vehicular collisions with pedestrians are reduced.

- **C-26 Roadway Classification.** Tiburon Boulevard has three distinction segments, and future design treatments should reflect the character of each segment. Between Highway 101 and Trestle Glen Boulevard, Tiburon Boulevard is classified as a major arterial with priority for vehicle movement. Between Trestle Glen Boulevard and Mar West Street, Tiburon Boulevard is classified as a minor arterial with consideration for both vehicle traffic and the need for residential access as well as biking and walking. From Mar West Street to Ferry Plaza, Tiburon Boulevard is classified as a downtown thoroughfare (a type of local street), with priority given to pedestrians and bicyclists.
- **C-27 Curb Cuts.** Additional curb cuts should be discouraged on Tiburon Boulevard except where other access points are not feasible or if necessary for emergency vehicle access. Unnecessary curb cuts should be eliminated.
- **C-28 Parking Lot Frontages.** The Town should discourage parking lots that have substantial frontage on Tiburon Boulevard. Consistent with Downtown Element policies, such parking lots should be located in the rear of buildings to the extent possible. Parking lots should also be screened by buffers or berms where feasible.
- **C-29 Parking.** Tiburon Boulevard between Rock Hill Road and San Rafael Avenue should remain free from parking on the water side to enhance and preserve views and the experience of a landscaped waterfront drive.
- **C-30 Water Views.** Water views for pedestrians and drivers shall not be obscured. Overgrown planting shall be trimmed to frame, rather than block, views for pedestrians and drivers to the maximum extent feasible. The Town shall consider approving selective removal or thinning of undesirable trees that block water views.
- **C-31 Access.** The Town shall attempt to work with the County of Marin to secure safe and reliable access for all users to and from the northeastern side of the Tiburon Peninsula along Paradise Drive. Due to the very high maintenance costs associated with Paradise Drive, the Town will avoid taking on the burden of maintaining additional portions of Paradise Drive unless a suitable and stable ongoing source of funding is established.
- **C-32 Views.** Scenic views from Paradise Drive shall be preserved wherever possible.
- **C-33 Overlooks.** Where appropriate, scenic overlooks should be established along Paradise Drive.
- **C-34 Driveways and Roadways.** New driveways and roadways intersecting Paradise Drive shall be kept to the minimum number possible and be situated in safe locations. To meet this objective, to the extent feasible, multiple residences shall be served by a single access from Paradise Drive.
- **C-35 Turn-Outs and Widened Shoulders.** Turn-outs and widened shoulders on Paradise Drive should be created where possible to protect
- **C-37 Bicycle Safety for Children.** School-related congestion increased noticeably on Tiburon Boulevard in recent years, reflecting a large jump in school enrollment at the Reed Union School District. To reduce single-child automobile trips to schools, the Town shall support

infrastructure improvements and programs that encourage children to bike and/or walk safely to school, or ride a bus. This includes installation of sidewalks in critical areas where feasible.

- **C-38 Countdown Pedestrian Signals.** The Town supports, where warranted, the replacement by Caltrans of pedestrian traffic signals with “countdown-style” pedestrian signals, which inform pedestrians of the number of seconds remaining to cross safely.
- **C-39 Trail Connections.** The pedestrian paths, trails and bicycle lanes in Tiburon should connect with other paths and trails where practical.
- **C-40 Bike Facilities.** Bicycle facilities, including bike racks, shall be included as part of new public and commercial projects, particularly in Downtown Tiburon.
- **C-41 Pedestrian Streets.** Pedestrian routes, particularly for school children, shall be established for all neighborhoods where feasible and appropriate. The Town shall require that pedestrian-oriented streets be designed to provide a pleasant environment for walking and other desirable uses of public space, including such elements as shade trees; plantings; and wayfinding signage where appropriate. Pedestrian routes shall include safe crossings at major intersections.
- **C-42 Speed Management Policies.** The Town shall develop and implement speed management policies that support driving speeds that are safe for pedestrians and bicyclists, including consideration of bicycle riding speed limits on Old Rail Trail.
- **C-43 Bicycle and Pedestrian Master Plan.** In developing capital improvement budgets, the Town shall use the Bicycle and Pedestrian Master Plan as a guide for prioritizing bicycle and pedestrian improvements. New development shall be consistent with applicable provisions of the Bicycle and Pedestrian Master Plan.
- **C-44 Bay Trail.** The Town supports the completion and maintenance of the Bay Trail.
- **C-45 Old Rail Trail Multi-Use Path.** The Town shall monitor Old Rail Trail and consider periodic improvements that would enhance the safety of its users. The Town shall continue to encourage low to moderate bike speeds along Old Rail Trail to ensure pedestrian safety.
- **C-46 School Route Maps.** The Town shall work with local schools to develop maps detailing the safest routes for children to walk and bicycle to school, including trails and other shortcuts.
- **C-57 Provide Alternatives to Single-child Autos for School Trips.** The Town shall seek to reduce the number of auto trips made by parents who are picking-up and dropping-off children at local schools by supporting programs that provide viable and attractive alternatives to driving children to school.
- **C-58 Employer Incentives for Alternative Transportation Modes.** The Town shall coordinate with the Transportation Authority of Marin to encourage employers to work together to identify programs that provide incentives for employees to use alternative transportation modes, including carpools.
- **PROGRAM C-e Bay Trail Funding.** The Town shall use the designation of Paradise Drive as part of the Bay Trail as a tool in applying for improvement funding for the road.
- **PROGRAM C-f Increase Connectivity in the Downtown.** Improve pedestrian connectivity, linkages and ease of movement throughout the Downtown area through various physical and signage improvements.
- **PROGRAM C-g Bicycle and Pedestrian Master Plan.** The Town shall review and update its Bicycle and Pedestrian Master Plan periodically, and revise the list of improvements and actions

called for in the Master Plan when implementation of adopted improvements has occurred, and/or when conditions warrant.

- **PROGRAM C-h Bay Trail Improvement.** The Town will work cooperatively with ABAG and neighboring jurisdictions to improve the Bay Trail around the Tiburon Peninsula.
- **PROGRAM C-k Safe Routes to School Program.** The Town shall continue to work with the Reed Union School District, Tamalpais Union High School District, St. Hilary School, and with the Transportation Authority of Marin as the administrator of the County's Safe Routes to Schools Program, to promote alternative transportation programs that reduce traffic congestion around schools. This will include improving safe access routes to school for children walking and biking, as well as developing appropriate measures identified by the Community Action to Reduce Traffic (CART) committee.

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Appendix C: Proposed Projects in Related Plans

Climate Action Plan (2011)

Climate change mitigation activities in Tiburon related to active transportation:

- Working with funding from the Safe Routes to Schools program, the Town has implemented a bicycle and pedestrian project to improve accessibility and safety surrounding Del Mar Middle School through the following improvements:
- New pedestrian bulb-out beginning at Tiburon Boulevard and extending east along the north side of Avenida Miraflores towards the Del Mar School driveway entrance.
- New crosswalks:
 - Tiburon Boulevard and Lyford Drive
 - Tiburon Boulevard and Rock Hill Drive
 - Tiburon Boulevard at Avenida Miraflores
 - Tiburon Boulevard at Pine Terrace
 - Tiburon Boulevard at Trestle Glen
 - Tiburon Boulevard at Stewart Drive
 - Avenida Miraflores at Hilary Drive
 - Avenida Miraflores at Felipa Court
 - Rowley Circle at Hilary Drive
 - Howard Drive at Hilary Drive
- Upgraded existing sidewalk ramps for ADA compliance
 - Tiburon Boulevard at Stewart Drive
 - Tiburon Boulevard at Avenida Miraflores and Pine Terrace
 - Hilary Drive at Rowley Circle
 - Avenida Miraflores at Felipa Court
 - Tiburon Boulevard at Rock Hill Drive
 - Tiburon Boulevard at Lyford Drive

Working with funding through the Non-Motorized Transportation Pilot Program, which is intended to increase the mode share of bicycling and walking for everyday transportation, the Town has made the following improvements:

- Rehabilitated the existing walking path at Lower Racoon Lane from Centro West Street to Mar West Street by upgrading the surface of the path, improving the surface drainage, adding stairs and handrails at the steepest locations, and providing new landscaping.
- Rehabilitated the existing walking path at Cayford Drive by upgrading the surface with a more stable, firm and durable surface, and provided an ADA ramp.
- Rehabilitated the pedestrian steps and walking path from Jefferson Drive to Reed Ranch Road by replacing the existing wood and asphalt steps with new concrete steps and installing new handrails.

The Town will consider the following list of recommended actions related to active transportation:

- Make reductions in vehicle-miles traveled and the use of alternative transportation high-priority criteria in the evaluation of policy, program, and project alternatives.
- Provide and maintain Class I, II, and III bikeways as identified in the Tiburon Bicycle and Pedestrian Plan.
- Improve bicycle and pedestrian safety at intersections and install bicycle loop detectors at signalized intersections to help bicyclists trip the traffic signal.
- Implement “Complete Streets” policies to ensure the needs of bicyclists, pedestrians, and the disabled are considered in the transportation element of any new capital improvement or development project.
- Install walkways where feasible to provide a continuous pedestrian network.
- Provide bicycle racks at public destinations as identified in the Tiburon Bicycle and Pedestrian Plan.
- Provide bicycle parking at large public events.
- Encourage employers to provide secure, covered bicycle parking, as well as shower and changing facilities for employees.
- Promote “Share the Road” strategies to improve bicycle safety and improve compliance with traffic laws.
- Participate in programs that encourage bicycling and walking, such as Safe Routes to Schools programs.
- Educate residents and employees about the health and environmental benefits of walking, bicycling, taking public transit, and ridesharing, as well as provide information to assist in these modes of travel (e.g., information available in public places and employment centers regarding bus schedules, pedestrian pathways, bikeways, and ridesharing programs).
- Provide Town employees with incentives to use alternatives to single occupant auto commuting, such as transit incentives, bicycle facilities, ridesharing services and subsidies.

Downtown Circulation and Parking Analysis (2012)

Short-term Recommendations:

- **Initiate negotiations with Caltrans concerning jurisdiction of Tiburon Boulevard in the Downtown area.** As a state highway (Highway 131), Tiburon Boulevard is currently a state-owned highway under the control of Caltrans. This designation potentially restricts future design and engineering changes to the roadway. The Town should initiate discussions with Caltrans about the transfer of jurisdiction to the local government. Establishing jurisdiction over Tiburon Boulevard would free the Town to make its own decisions about the future of the roadway.
- **Close a targeted number of driveways along Tiburon Boulevard in the Downtown area.** These driveways include: two driveways along the south side of Tiburon Boulevard between Mar West Street and the Boardwalk Shopping Center, two on the south side of Tiburon Boulevard between Beach Road and Main Street, and one on the east side of Beach Road just south of Tiburon Boulevard. The planters could be large, cast-in-place concrete planters or a series of smaller, prefabricated planters.
- **Install new high-visibility crosswalks for all mid-block crossings along Tiburon Boulevard** and add a new mid-block crossing on Tiburon Boulevard between Beach Road and Main Street. Install advance yield lines and signs at each of the mid-block crossings on Tiburon Boulevard.
- **Transition lower Main Street into a formal “shared space”.** It is recommended that Lower Main Street be clearly defined as a space that is shared by all road users equally. Main Street already currently acts as an informal shared space with pedestrians often crossing at multiple points along the street while bicyclists and drivers share the limited roadway space. Officially formalizing these spatial interactions and arrangements will alert drivers to the fact that the space is used differently than other roadways in Tiburon. In addition, this recommendation can facilitate additional temporary street closures for special events. Finally, this effort would also initiate the possible transition to a full shared space, where the distinction between spaces for the different modes is completely blurred, at some point in the future.
- **Design and implement a coordinated Downtown wayfinding system.**
- **Expand bicycle parking supply and replace some existing bicycle parking facilities.** While Downtown-wide bicycle parking is not fully utilized, there are various hotspots of demand and areas of concern. This recommendation proposes various new rack locations, including some bicycle corrals in on-street parking spaces, and identifies facilities in need of replacement and/or relocation.

Long-term Recommendations:

- **Permanently close targeted driveways on Tiburon Boulevard.** Replace the planters with expansions of the existing curb and formally close any unnecessary driveways. This recommendation allows for the construction of sidewalks along these sections of roadway, thereby improving the pedestrian environment, improving traffic flow, and limiting potential points of conflict.
- **Convert the eastern section of Tiburon Boulevard into a “Main Street” with generous public space.** Install a continuous raised landscaped median on Tiburon Boulevard between Beach Road and Main Street with a median opening in front of the firehouse. Transition all

driveways and minor roadways to right-in, right-out only, and new mid-block crossings. Remove the access lane on the south side and convert pull-in parking to reverse angle (back-in) parking. Widen the sidewalk on the southern side to replace the access lane, leaving the gutter intact. Several options could be considered for the bicycle facilities including standard bicycle lanes, buffered bike lanes (painted buffers), or cycle tracks located behind parked vehicles.

- **Consider reallocation of roadway space on Tiburon Boulevard between Mar West Street and Beach Road and installation of a new median.** This recommendation presents two different alternative concepts for Tiburon Boulevard as a means to enhance the streetscape, improve bicycle facilities, and increase parking capacity. Each alternative was designed to reallocate the right-of-way without involving significant construction costs, such as drainage system changes, moving or installing curbs, or widening the right-of-way. These options explore the potential for adding parallel parking on both sides or converting the bike lanes to a buffered bike lane. In addition, this recommendation encourages the Town to install a raised, landscaped median on Tiburon Boulevard between Mar West Street and Beach Road, transition all driveways and minor roadways to right-in, right-out only and add new mid-block crossings.
- **Replace major four-way intersections with one-way roundabouts.** Replace Tiburon Boulevard's intersections at Mar West Street and Beach Road with single-lane roundabouts. These intersections could operate more efficiently from a traffic perspective and result in fewer conflict points if replaced by roundabouts. The intersection at Mar West Street offers the greatest benefit as it would improve circulation and reduce vehicle speed as motorists enter Downtown. In addition, the roundabout at Mar West Street offers an opportunity to create a new Downtown "gateway" that identifies the area as a unique place in Tiburon.

Tiburon Bay Trail Gap Study (2012)

Segment 1 (McKegney Green to Blackie's Pasture Parking Lot)

- **Option A:** Enhanced wayfinding signage and markings. The northern portion of the trail would be signed for westbound bicyclists and pedestrians; the southern portion would be signed for eastbound bicyclists and pedestrians
 - Estimated construction cost: \$30,000
- **Option B:** Enhanced wayfinding signage and markings. The northern portion of the trail would be signed as a bi-directional bikeway; the southern portion would be signed as a bi-directional pedestrian path
 - Estimated construction cost: \$30,000

Segment 2 (Blackie's Pasture/Greenwood Beach Road Connection)

- **Option A:** Improve bicycle and pedestrian path along access road south of the parking lot; pave gravel shoulder that serves as on-street parking and provide a 4-foot wide striped buffer between the 10-foot wide multi-use path and the access road.
 - Parking impact: Loss of 4-5 spaces
 - Tree impact: None
 - Estimated construction cost: \$40,000
- **Option B:** Improve pedestrian and bicycle path along access road south of the parking lot; pave gravel shoulder that serves as on-street parking and provide a 4-foot wide striped buffer between the 10-foot wide multi-use path and the parking aisle. Move the existing fence approximately 4 feet to the south.
 - Parking impact: None
 - Tree impact: 1 tree
 - Estimated construction costs: \$50,000
- **Option C:** Route Bay Trail south of Blackie's Pasture parking lot (avoiding Blackie's Grove)
 - Parking impact: None
 - Tree impact: None
 - Trail alignment could affect the viewshed of Blackie's Grove
 - Blackie's Grove is enjoyed for passive use. Existing use of this area would be impacted by placing a trail in this location.
 - Estimated construction cost: \$50,000

Segment 3 (Greenwood Beach Road from Eastern Terminus to Town/County Boundary)

- **Option A:** Striped 6-foot (+/-) bi-directional pedestrian path along the north side of Greenwood Beach Road; shared lane use arrows (sharrows). Widen travel way to 20 feet.
 - Parking impact: Some parking limitations along the north side of the road. Parking would be allowed where adequate shoulder is available (non-sloped areas) and where parking pull-outs would be provided. Parking demand on the north side of road is generally low.
 - Retaining wall: 1,600 linear feet; height varies from 0.5 to 10.1 feet (3 wall segments)

- Changes to the storm drain system could affect some existing vegetation that would need to be evaluated for potential wetlands; new drains may require installation of erosion filtering components if they drain directly to the Bay.
- Estimated construction cost: \$2,245,000
- **Option B:** Raised or separated 6-foot (+/-) bi-directional pedestrian path along north side of Greenwood Beach Road (e.g., asphalt curb/berm, curb and sidewalk, colored concrete sidewalk, decomposed granite pathway with binder); sharrows. Widen travel way to 20 feet.
 - Parking impact: Some parking limitation along the north side of the road. Parking would be allowed where adequate shoulder is available (non-sloped areas) and where parking pull-outs would be provided. Parking demand on the north side of the road is generally low.
 - Retaining wall: 1,200 linear feet; height varies from 0.5 to 9.7 feet (4 wall segments)
 - Changes to the storm drain system could affect some existing vegetation that would need to be evaluated for potential wetlands; new drains may require installation of erosion filtering components if they drain directly to the Bay.
 - Estimated construction cost: \$2,450,000
- **Option C:** Raised or separated 6-foot (+/-) bi-directional pedestrian path along north side of Greenwood Beach Road (e.g., asphalt curb/berm, curb and sidewalk, colored concrete sidewalk, decomposed granite pathway with binder); sharrows. Maintain 16- to 18-foot wide travel way with passing bays. Remove double yellow centerline marking and add edge lines.
 - Parking impact: Some parking limitations along the north side of the road. Parking would be allowed where adequate shoulder is available (non-sloped areas) and where parking pull-outs would be provided. Parking demand on the north side of road is generally low.
 - Retaining wall: 1,000 linear feet; height varies from 0.5 to 6 feet (2 wall segments).
 - Changes to the storm drain system could affect some existing vegetation that would need to be evaluated for potential wetlands; new drains may require installation of erosion filtering components if they drain directly to the Bay.
 - Estimated construction cost: \$1,600,000

Segment 3/Segment 4 (Possible Gateway Treatment)

- Crosswalk and possible gateway treatment near Town/county/Audubon property for options where pedestrian path on north side on Greenwood Beach Road ends at Town/County boundary. Consider Audubon parking lot improvements where parking ingress/egress would cross the path.

Segment 4 (Greenwood Cove Drive from Town/County Boundary to Tiburon Boulevard)

- **Option A:** Maintain 5-foot wide sidewalk. Add sharrows.
 - Parking impact: None
 - Tree impact: None
 - Estimated construction cost: \$30,000
- **Option B:** 6-foot (+/-) wide bi-directional pedestrian walkway on north side of Greenwood Cove Drive/south side of Tiburon Boulevard or between Greenwood Cove Drive and Tiburon

Boulevard. Walkway could be a natural surface (e.g., decomposed granite with binder) or asphalt. Add sharrows.

- Parking impact; None
 - Tree impact: up to 40 trees
 - Retaining wall at east end – 220 linear feet; height varies from 0.5 to 5.7 feet
 - Minor modifications to Tiburon Boulevard/Greenwood Cove Drive intersection
 - Estimated construction cost: \$550,000
- **Option C:** 5-foot (+/-) wide bike lanes and 8-foot (+/-) wide parking aisle on south side of Greenwood Cove Drive. Two 11-foot wide vehicle travel lanes. No change to existing 5-foot wide sidewalk. Remove parking along north side of Greenwood Cove Drive.
 - Parking impact: Parking prohibited for 1,400 linear feet on north side; however, existing parking demand is limited and can be accommodated on south side of street. Any proposed parking restrictions would require approval by the County of Marin
 - Estimated construction cost: \$40,000
 - **Option D:** 5-foot (+/-) wide bike lanes and 8-foot (+/-) wide parking aisle on south side of Greenwood Cove Drive. Two 11-foot wide vehicle lanes. No change to existing 5-foot wide sidewalk. Remove parking along north side of Greenwood Cove Drive. Add 6-foot walk way on north side of curb.
 - Parking impact: Parking prohibited for 1,400 linear feet on north side; however, existing parking demand is limited and be accommodated on south side of street
 - Tree impact: up to 40 trees
 - Retaining wall at east end: 220 linear feet; height varies from 0.5 to 5.7 feet
 - Minor modifications to Tiburon Boulevard/Greenwood Cove Drive intersection
 - Estimated construction cost: \$550,000

Segment 5 (Tiburon Boulevard from Greenwood Cove Drive to East Strawberry Drive)

- **Option A:** 8-foot (+/-) wide sidewalk along the south side of Tiburon Boulevard; maintain Caltrans shoulder. Single span bridge over slough
 - Retaining wall: 740 linear feet; height varies from 0.5 to 68 feet
 - Roadway excavation: 130 cubic yards; import: 120 cubic yards
 - Pedestrian bridge: 1
 - Tree impact: 35 to 45 trees
 - Removal of eucalyptus trees would result in some visual impact and loss of privacy and could affect nesting habitat for birds
 - Would require BMPs to avoid sedimentation entering the slough
 - A drainage plan would be required to avoid site drainage into back yards of homes
 - Minor modifications to Tiburon Boulevard/East Strawberry Drive intersection
 - Estimated construction cost: \$2,100,000
- **Option B:** 12-foot (+/-) wide Class I path along the south side of Tiburon Boulevard; maintain Caltrans shoulder (path separated with barrier at highway elevation OR path below highway on bench). Single span bridge over slough.
 - Retaining wall: 740 linear feet; height varies from 0.5 to 10.7 feet

- Roadway excavation: 80 cubic yards; import: 330 cubic yards
- Pedestrian Bridge: 1
- Tree impact: up to 45 trees
- Removal of eucalyptus trees would result in some visual impact and loss of privacy and could affect nesting habitat for birds
- Would require BMPS to avoid sedimentation entering the slough
- A drainage plan would be required to avoid site drainage into back yards of homes
- Minor modifications to Tiburon Boulevard/East Strawberry Drive intersection
- Estimated construction cost: \$2,550,000

Segment 6 (San Francisco Bay Trail from Greenwood Bay Drive/Greenwood Cove Drive Intersection to Harbor Cove Way)

- **Option A:** Pavement improvements and wayfinding signage and markings.
 - Roadway excavation: 160 cubic yards
 - Estimated construction costs: \$150,000

Segment 7 (Harbor Cove Way): No change

Segment 8 (Tiburon Boulevard from Blackie's Pasture Road to Greenwood Cove Drive

- **Option A:** 12-foot (+/-) wide Class I path along the south side of Tiburon Boulevard from Blackie's Pasture to Blackfield Drive intersection; maintains Caltrans shoulder (path separated with barrier at highway elevation OR path below highway on bench).
 - Parking impact: None
 - Retaining wall: 1,200 linear feet; height varies from 0.5 to 5.8 feet (at-grade path); 1,700 linear feet; height varies from 0.5 to 5.1 feet (lowered path)
 - Tree impact: up to 75 trees
 - Cantilever path over existing retaining wall: 100 linear feet
 - Emissions along arterial road would result in adverse conditions for many path users
 - Would require substantial grading and mitigation for erosion
 - High speed corridor would not provide a relaxing recreation amenity
 - As a commuter route, existing and projected noise levels would be tolerable for path users; as a recreation route, noise levels would deter potential path users
 - Connects Blackie's Pasture with Strawberry Drive but lacks amenities for recreation users
 - Minor modifications to Tiburon Boulevard/Greenwood Cove Drive intersection
 - Estimated construction cost: \$3,000,000 (at-grade path) to \$3,100,000 (lowered path)
- **Option B:** 12-foot (+/-) wide Class I path along the south side of Tiburon Boulevard from Blackie's Pasture to approximately the Town/County boundary; maintains Caltrans shoulder (path separated with barrier at highway elevation OR path below highway on bench). West of the Town/County boundary, 12-foot (+/-) wide Class I path along north side of Greenwood Cove Drive.

- Parking impact: Parking prohibited for 1,400 linear feet on north side of Greenwood Cove Drive; however, existing parking demand is limited and can be accommodated on south side of street
- Retaining wall: 1,200 linear feet; height varies from 0.5 to 5.8 feet (at-grade path); 1,700 linear feet; height varies from 0.5 to 5.7 feet (lowered path)
- Tree impact: up to 65 trees
- Cantilever path over existing retaining wall: 100 linear feet
- Emissions along arterial road would result in adverse conditions for many path users
- Would require substantial grading and mitigation for erosion
- High speed corridor would not provide a relaxing recreation amenity
- As a commuter route, existing and projected noise levels would be tolerable for path users; as a recreation route, noise levels would deter potential path users
- Connects Blackie's Pasture with Strawberry Drive but lacks amenities for recreation users
- Minor modifications to Tiburon Boulevard/Greenwood Cove Drive intersection
- Estimated construction cost: \$2,800,000 (at-grade path) to \$3,000,000 (lowered path)

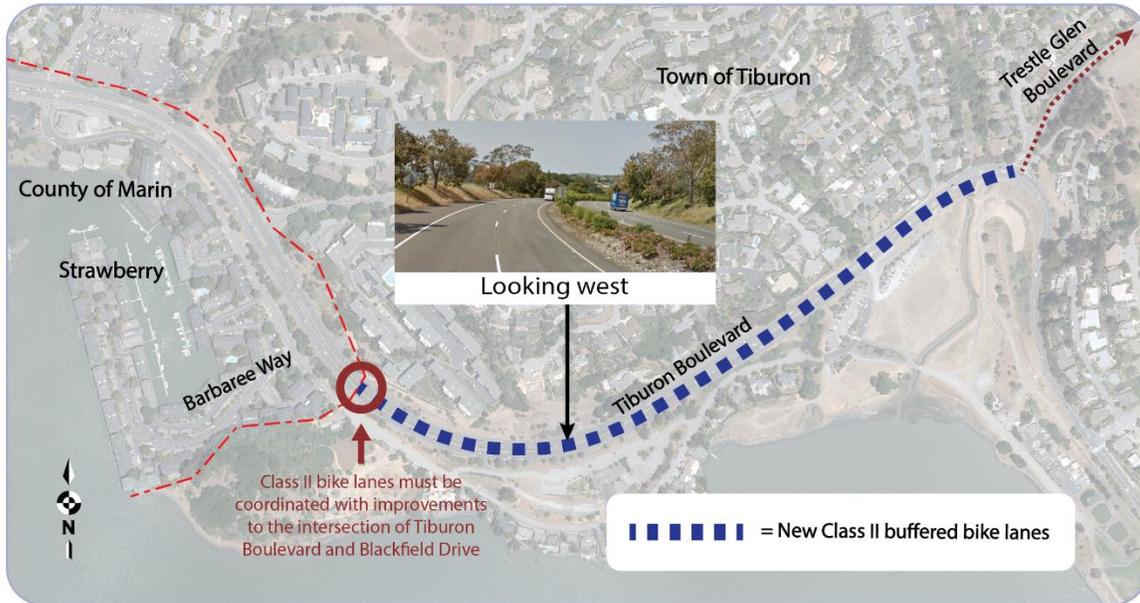
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Appendix D: Project Cut Sheets

Town of Tiburon - Class II Buffered Bicycle Lanes Tiburon Boulevard - Town/County Border to Trestle Glen Boulevard

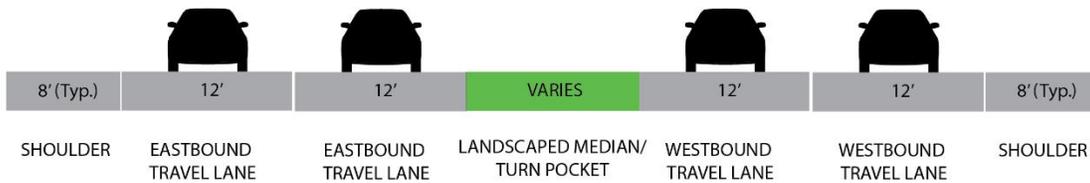


VICINITY MAP AND PROJECT EXTENTS



PROJECT CONCEPT

SAMPLE CROSS SECTION: EXISTING CONDITIONS
LOOKING WEST*



SAMPLE CROSS SECTION: PROPOSED CONDITIONS
LOOKING WEST*



* Concept is preliminary in nature and shows approximate dimensions. This concept serves as an example location; roadway widths vary throughout corridor.



EXISTING CONDITIONS

Tiburon Boulevard is the main east-west arterial roadway connecting the Town of Tiburon, City of Belvedere, and Strawberry with Highway 101, Mill Valley and the rest of Marin County. It is a designated as State Route 131, and is owned and maintained by Caltrans. Tiburon Boulevard between the Town of Tiburon/Strawberry border and Trestle Glen Boulevard is a 0.58-mile four-vehicular lane boulevard which transitions to two travel lanes and center-turn pockets approximately 600 feet west of Trestle Glen Boulevard. Class III bicycle facilities exist on Trestle Glen Boulevard but have no marked connection on Tiburon Boulevard.

The roadway’s travel lane shoulders in each direction are generally 8 feet wide, but vary between less than 6 feet up to 12 feet in some locations. There are no designated bicycle facilities, and high peak traffic volumes and speeds make it uncomfortable for bicyclists to ride without seperation from vehicular lanes.

PROJECT DESCRIPTION

The project would provide buffered bicycle lanes on Tiburon Boulevard between the Town of Tiburon/Strawberry border and Trestle Glen Boulevard to improve bicyclist safety and east-west bicycle network connectivity. The project would include the following:

- Provision of 5-foot wide bicycle lanes with 3-foot buffered separation from vehicular travel lanes. Where existing shoulder widths are more than 8-foot, bicycle lane widths could be increased. In spot locations where shoulder widths are less, the buffer would be decreased or removed.
- The majority of this project can be completed within existing striping alignments; in spot locations where shoulder is less than four-foot, new striping alignment will be necessary.

COST ESTIMATE

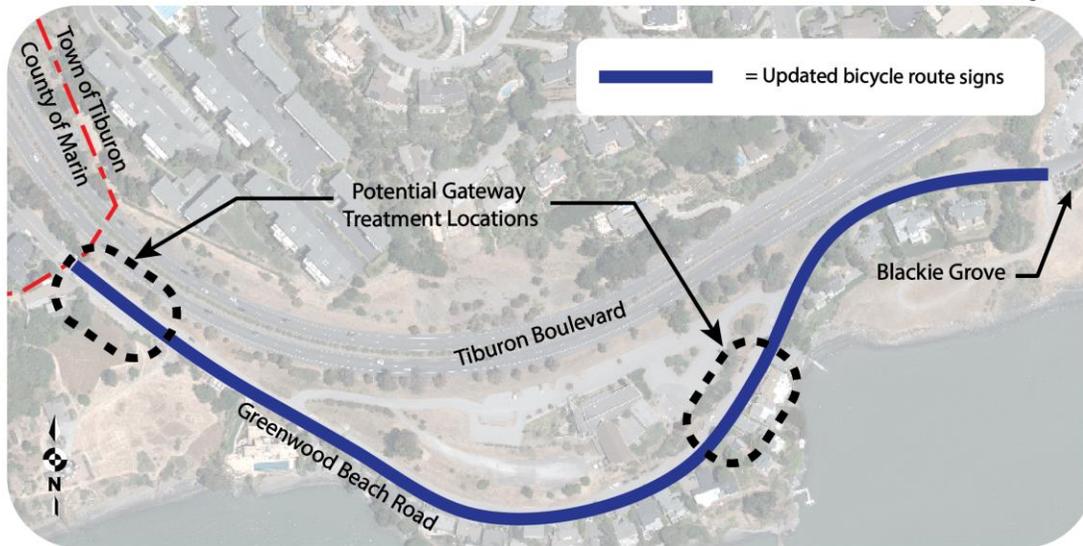
Design.....	\$22,500
Environmental Planning and Permitting.....	\$15,000
Construction Management.....	\$12,000
Construction.....	\$150,000
Contingency.....	\$37,500
Total Cost.....	\$237,000

Town of Tiburon - Class III Bicycle Route Upgrades

Greenwood Beach Road- Town/County Border to Blackie's Grove



VICINITY MAP AND PROJECT CONCEPTS



GATEWAY TREATMENT & PROPOSED SIGN UPGRADE



Stamped/textured and colored crosswalk



Monument signs and gateway structures



Proposed Bicycle Route
"SLOW ZONE" Sign



EXISTING CONDITIONS

Greenwood Beach Road is a collector street connecting to bicycle, pedestrian, and emergency access on the east and transitions into Greenwood Cove Road at the Town/County border on the west. It is part of the San Francisco Bay Trail Route and Marin County Bicycle Route 10. Numerous bicyclists travel along the route, which has residential uses along part of it. There are no traffic calming measures in place to regulate travel speeds, including for bicyclists.

PROJECT DESCRIPTION

The project would add "SLOW ZONE" signs to the existing class III bicycle route signs between the Town of Tiburon/County border and Blackie's Grove on Greenwood Beach Road to improve multimodal safety and bicyclist awareness. The project could also include a gateway treatment at the County/Town border on Greenwood Beach Road which could calm bicyclist and vehicular traffic and identify the shared nature of the road. The gateway could incorporate a Town entry monument or gateway structure, landscaping, and stamped/textured and colored pavement. Examples of these treatments are shown on the previous page.

COST ESTIMATE

Old Sign Removal, New Sign Purchase, and Installation.....	\$5,000
Gateway Construction.....	\$15,000
Pavement Treatment Feasibility Study.....	\$15,000
Total Cost.....	\$35,000



Appendix E: Town Council Adoption

DRAFT



TOWN OF TIBURON
1505 Tiburon Boulevard
Tiburon, CA 94920

Planning Commission Meeting
May 25, 2016
Agenda Item: 1

STAFF REPORT

To: Members of the Planning Commission

From: Public Works Department
Community Development Department

Subject: Tiburon Bicycle and Pedestrian Master Plan Update: Review Draft Plan and Make Recommendations to the Town Council; Consider Initial Study and Draft Negative Declaration

BACKGROUND

The Town of Tiburon, in coordination with other Marin municipalities and the County of Marin, is in the process of updating its Bicycle Pedestrian Master Plan (BPMP), which was last updated in 2008. The Transportation Authority of Marin (TAM) is overseeing the contract and funding this update project for the various jurisdictions, which helps to ensure the plans are somewhat integrated. TAM retained the consulting firm of Alta Planning + Design for this effort.

A major benefit of an updated BPMP is that it enables the Town to qualify for certain grants and monies for which it would not otherwise be eligible. Scarcity of funds is the primary limiting factor in making significant improvements to bicycle and pedestrian infrastructure.

The draft 2016 updated plan (**Exhibit 1**) reflects the policies and format established by the 2008 BPMP. Several projects listed in the 2008 Plan have been completed and several have been carried over in the updated Plan. A limited number of new projects are proposed.

REVIEW BY PARKS, OPEN SPACE & TRAILS COMMISSION

May 19, 2015 Workshop

POST held a Bicycle and Pedestrian Plan Update community workshop on this date as part of the regular POST meeting. That workshop provided residents an opportunity to learn about the update process and comment on bicycle and pedestrian issues in Tiburon. There was a subsequent public outreach electronic survey that collected information on users' opinions, experiences and priorities for pedestrian and bicycle facilities. Minutes of this POST workshop are attached as **Exhibit 3**.

January 19, 2016 Workshop

POST held a second Bicycle and Pedestrian Plan Update community workshop on this date as part of the regular POST meeting to discuss proposed projects for inclusion in the updated BPMP. At that meeting, the POST Commission:

1. Determined which projects should be included in the BPMP update.
2. Provided a ranking of the projects, particularly the top few.
3. Selected two projects for additional study, namely:
 - a. Greenwood Beach Road: Class III bike route signs should be changed to add signage to advise bicyclists they are entering a neighborhood 'slow zone'. Signs should direct faster-moving bicyclists to use Tiburon Boulevard. Explore the use of different pavement textures to help slow bicycle traffic on Greenwood Beach Road and alert cyclists to slow zone signs. [Note: This is project #3 in the draft Plan].
 - b. Tiburon Boulevard from the western Tiburon corporate limits (near Cecilia Way) to Trestle Glen Boulevard: Convert existing striped shoulder to Class II bike lanes. [Note: This is Project #7 in the draft Plan].

The POST Commission received numerous public comments regarding bicycle use of Greenwood Beach Road. Residents of Greenwood Beach Road complained about the number and speed of cyclists using Greenwood Beach Road, objected to nearby Bay Trail signs, and wanted Greenwood Beach Road removed as a part of the Association of Bay Area Government's (ABAG) Bay Trail. That would leave Tiburon Boulevard as the only realistic alternative for bicyclists using the public street system to reach Old Rail Trail and points beyond.

The POST Commission reached consensus that Greenwood Beach Road should be primarily used by slower-moving cyclists. Cyclists who wanted to ride faster should use Tiburon Boulevard to reach Blackie's Pasture when travelling east. The POST Commission did not believe that slower-moving cyclists such as school children, families and tourists should use Tiburon Boulevard between Greenwood Cove Drive and Blackie's Pasture Road for safety reasons. Therefore, POST recommended changing Greenwood Beach Road bike signage to advise bicyclists that they are entering a neighborhood "slow zone". Further, the POST Commission stated that signs should direct faster-moving cyclists to use Tiburon Boulevard, and that the Town should explore the use of different pavement textures to help slow bicycle traffic on Greenwood Beach Road. The POST Commission also made converting the existing striped shoulder along Tiburon Boulevard between Trestle Glen Boulevard and the western Tiburon corporate limits to a Class II bike lane the next highest priority project after the Greenwood Beach Road signage project.

Sharing the concerns regarding speeding cyclists on Greenwood Beach Road, staff analyzed bicycle speeds on Greenwood Beach Road using STRAVA software data. About 13,000 people have timed their rides over the ½ mile long Greenwood Beach Road segment from Seadrift Landing to the eastern terminus of Greenwood Beach Road. Only 6 riders (0.05%) averaged over 25 mph on this segment. It is possible that over a short portion of the route, more cyclists exceeded 25 mph. For instance, the fastest rider recorded averaged 21.6 mph but topped out over a short segment of roadway at 28.8 mph, but even the fastest rider only exceeded the 25 mph speed limit for about 1/10 of a mile. Speed enforcement through issuance of "speeding tickets" is therefore not a viable option.

Greenwood Beach Road was formerly Tiburon Boulevard (the state highway) until construction of the current 4-lane bypass in 1966. In 1982, at the request of Greenwood Beach Road residents seeking reduced vehicular traffic and greater safety for pedestrians and bicycles, the Town Council initiated a trial closure of Greenwood Beach Road at its eastern end, severing vehicular

traffic from reaching Blackie's Pasture Park. The trial closure was made permanent in 1985 and the current emergency vehicle-only pass through was finalized.

Recently, residents of Greenwood Beach Road have asked that signs at the intersection of Tiburon Boulevard and Greenwood Cove Drive directing bicyclists down Greenwood Cove Drive toward Blackie's Pasture and Old Rail Trail be removed. Staff notes that this intersection and the entire length of Greenwood Cove Drive to the Richardson Bay Audubon Center property are outside the Town of Tiburon and under the jurisdiction of the County of Marin. The Town has no authority to alter official traffic signs in these unincorporated areas, but could request that Caltrans and the County of Marin authorize such changes. It is likely that both agencies will have safety-related reservations about directing any but the fastest-moving and most-skilled bicycle riders down Tiburon Boulevard rather than using Greenwood Cove Drive/Greenwood Beach Road to reach Blackie's Pasture and Old Rail Trail.

POST also received public comments and questions regarding the proposed trail improvements along Hacienda Drive where the Tiburon Ridge Trail "gaps" occur. Staff subsequently met with property owners who attended the meeting to explain the gap closure options and likely improvements. Minutes from the January 29, 2016 workshop are attached as **Exhibit 4**.

March 29, 2016 Public Hearing

The POST Commission held a public hearing on this date to consider a recommendation to the Town Council on the draft Plan update. At the outset, the Commission described the changes made to the draft Plan to address concerns voiced by Greenwood Beach Road residents at prior meetings. Several Greenwood Beach Road residents reiterated their concerns about bicycle traffic on their street, and found the revisions inadequate to address their concerns. One Tiburon resident noted that children also use Greenwood Beach Road to reach school, and that sharrows and/or striping would help educate riders and improve safety.

One speaker put forth a proposal for a Class IV (protected bicycle lane) from Camino Alto in Mill Valley to Blackie's Pasture in Tiburon along East Blithedale Avenue and Tiburon Boulevard. The POST Commission determined that this proposal, because of its late-breaking nature and total lack of information or analysis, be discussed separately at a future POST meeting and not be included in the updated Plan at this time. The Commission voted 5-0 to recommend the draft Plan forward for Council approval as submitted. Draft minutes from that public hearing are attached as **Exhibit 5**.

ANALYSIS

Proposed Bicycle Improvements

Proposed bicycle improvement projects are described more fully at pp. 31-35 of the draft Plan, but are excerpted below for the convenience of the Planning Commission. In brief, Project #1 is an approximately 160 foot long upgrade of a bicycle connector at Blackie's Pasture near Blackie's Grove. Paving, painting, adding "slow zone" signage and moving a fence are involved. Project #2 (Tiburon Boulevard/Blackfield Drive/Greenwood Cove Drive intersection improvements for pedestrians and bicyclists) has previously been approved by the Town Council and is in final design. Project #3 would alter existing Class III bike lane signage to include "slow

zone” warnings, direct faster cyclists to use Tiburon Boulevard rather than Greenwood Cove Drive/Greenwood Beach Road, and explore pavement treatments to further slow cyclists on Greenwood Beach Road. Project #4 would install Class II bicycle lanes the length of Trestle Glen Boulevard or install a combination Class II/Class III bicycle route. One version of this project was approved by the Town Council in 2004 and this pricey project has been carried over from the 2008 Bicycle & Pedestrian Master Plan. Project #5 is new and calls for an improved transition from Old Rail Trail to the Class II bike lane near the Tiburon Boulevard/Mar West Street intersection, possibly in conjunction with installation of a roundabout. Project #6 is a carry-over from the 2008 Plan and calls for bicycle improvements on Paradise Drive from roughly the Caprice Restaurant to Agreste Way (Town limit). Project #7 is also a carry-over from the 2008 Plan and calls for improvement of Tiburon Boulevard shoulders to Class II bike lanes from the western Town limit near Cecilia Way to Blackie’s Pasture. Project #8 is an outside-of-Tiburon project that would have the Town advocate and support a County of Marin project to provide a Class I bike path on the roughly 1,000 feet between East Strawberry Drive and Greenwood Cove Drive, which currently constitutes a particularly tricky segment for bicycles and pedestrians to traverse. This project might also encourage more “through” use of Tiburon Boulevard between Strawberry and Blackie’s Pasture than is offered by the current Bay Trail route.

Name	Begin	End	Facility Type	Length	Estimated Cost*	Description
Project #1: Blackie’s Pasture Connection	Blackie’s Grove	Blackie’s Pasture	Class IV (parking and buffer protected bikeway) and pedestrian path	0.03	\$50,000 (Town of Tiburon Bay Trail Gap Study, 2012)	Improved pedestrian and bicycle path along access road south of the Blackie’s Pasture parking lot; pave gravel shoulder that serves as on-street parking and provide a 4-foot wide striped buffer between the 10-foot wide multi-use path and the parking aisle. Move the existing fence approximately 4 feet to the south. (Town of Tiburon Bay Trail Gap Study, 2012) Add signage to

Name	Begin	End	Facility Type	Length	Estimated Cost*	Description
						advise bicyclists they are entering a neighborhood 'slow zone.'
Project #2: Tiburon Boulevard at Blackfield Drive/Greenwood Cove Drive	N/A	N/A	Intersection enhancements	N/A	\$116,000	Bicycle and pedestrian intersection enhancements currently under study. Includes addition of a high-visibility crosswalk, pedestrian-activated Leading Pedestrian Interval, buffered bicycle lanes, dashed green bicycle lanes to indicate a mixing zone, and "bike box". (Safe Pathways to School)
Project #3: Greenwood Beach Road	Town/County Boundary (approximately 150 feet south of Barbaree Way	Blackie's Grove	Class III (bicycle route)	0.43	\$35,000	Class III bike route signs should be changed to advise bicyclists of a neighborhood 'slow zone'; signs should direct faster bicyclists to use Tiburon Blvd.; and explore the use of different pavement textures to help slow bicycle traffic

Name	Begin	End	Facility Type	Length	Estimated Cost*	Description
						on Greenwood Beach Road or alert bicyclist to slow zone signs.
Project #4: Trestle Glen Boulevard	Tiburon Boulevard	Paradise Drive	Class II (bicycle lane)/Class III (bicycle route)	0.61	\$2 million+	Class II bike lanes on both sides <i>or</i> a combination Class II/III with bike lanes on uphill direction.
Project #5: Tiburon Boulevard	Mar West Street	Lagoon Road/Cove Road	To Be Determined	0.01	\$100,000	Improve transition from Class I facility on Tiburon Boulevard west of Mar West Street to Class II facility east of Mar West Street. Coordinate with planned signal or roundabout at this location.
Project #6: Paradise Drive	Mar West Street	East Town Limit near Agreste Way	Class III (bicycle route)	0.54	\$10,000	Stencil or sign Class III bicycle routes
Project #7: Tiburon Boulevard	Western Town limits near Cecilia Way	Trestle Glen Boulevard	Class II (bike lanes)	1.0	\$237,000	Subject to Caltrans and County approval; convert existing striped shoulder to Class II bike lanes
Total Proposed Class I Bikeways				0.0	\$0	
Total Proposed Class II Bikeways				1.61	\$2,237,000+	
Total Proposed Class III Bikeways				0.97	\$45,000	

Name	Begin	End	Facility Type	Length	Estimated Cost*	Description
Total Proposed Class IV Bikeways				0.03	\$50,000	
Total Other Proposed Bicycle Facilities				0.01	\$216,000	
Total Proposed Bikeways				2.62	\$2,548,000+	

Name	Begin	End	Facility Type	Length	Estimated Cost*	Description
Project #8: Tiburon Boulevard	East Strawberry Drive	Greenwood Cove Drive	Class I (Multi-use Path)	0.19	\$2,550,000	Advocate for and support County implementation of a Class I multi-use path along the south side of Tiburon Boulevard; maintain Caltrans shoulder (path separated with barrier at highway elevation OR path below highway on bench); single span bridge over slough. (Tiburon Bay Trail Gap Study, 2012)

Proposed Pedestrian Improvements

Proposed pedestrian improvements are found at pp. 41-42 of the draft Plan but are shown below for convenience. Project #9 is comprised of adding advance warning paint at a Downtown crossing near Juanita Lane. Project #10 would upgrade the existing public recreational trail over a portion of Moitoza Lane by installing a paved (decomposed granite) surface and limited signage. Project #12 calls for similar upgrades to a newly-acquired public pedestrian easement over upper Las Lomas Lane immediately below Centro West Street. Project #11 calls for “gap closure” improvements in the vicinity of the Rabin property (Alta Robles project) in or along Hacienda Drive on the Middle Ridge portion of the Tiburon peninsula.

Recommended Project	Location	Description	Estimated Cost*
Project #9: Unprotected/Mid-Block Crossing Upgrade	Tiburon Boulevard (161 feet west of Juanita Lane)	Add advanced yield lines. (Downtown Circulation and Parking Analysis – Final Report, Town of Tiburon, 2012)	\$2,000
Project #10: Steps, Lanes, and Paths Top Priority Project #1	Moitoza Lane (Portion between Vistazo West Street and Esperanza Street)	There is an approximately 500 foot long stretch of public recreational trail, varying in width between four and ten feet, that is unimproved within this segment that would connect two public streets. The dirt path is narrow and uneven in places and not friendly for most users. The Town has a recent detailed topographic survey of the entire segment. Installation of a paved, safe walking path made of decomposed granite along this 500-foot stretch would complete the connection. Signage would be installed at the entrances to signify access. (Tiburon Bicycle and Pedestrian Master Plan, 2008 Update)	\$100,000

Recommended Project	Location	Description	Estimated Cost*
Project #11: Tiburon Ridge Trail	Vicinity of Rabin Property – Town Trail	Close trail gaps such as Hacienda Gap with trail enhancements to be determined	\$125,000
Project #12: Las Lomas Trail	Las Lomas Lane at Centro West Street	Weather harden existing trail	\$40,000
Total			\$269,000

Compliance with California Bicycle Transportation Act Criteria

The 2008 BPMP included a checklist for compliance with the California Bicycle Transportation Act. Similarly the 2016 update includes a checklist to comply with the Active Transportation Program. The checklist is found on pages 8 and 9 of the draft Plan. New requirements include:

- The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.
- A description of existing and proposed policies related to bicycle parking in public locations, private parking garages, and parking lots and in new commercial and residential developments.
- A map and description of existing and proposed pedestrian facilities at major transit hubs. These must include, but are not limited to, rail and transit terminals, and ferry docks and landings.
- A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.
- A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.
- A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.
- A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.

The draft Plan adequately addresses these new criteria from the checklist.

ENVIRONMENTAL REVIEW

The Town retained the consulting firm of Leonard Charles and Associates to prepare an Initial Study for the BPMP update project per requirements of the California Environmental Quality Act

(CEQA). The project is the adoption of an updated BPMP. In the absence of adoption of an updated Plan, the 2008 Tiburon BPMP would remain in effect and the programs and improvements it proposes would be the assumed future with respect to impacts on the environment. The Initial Study largely compares potential impacts on the environment resulting from the 2016 BPMP being adopted, as opposed to a continuation of the 2008 BPMP as the adopted Plan for the Town of Tiburon.

The Initial Study concludes that there is no substantial evidence to support a reasonable conclusion that adoption of the 2016 BPMP Update would result in a potentially significant adverse impact on the environment. Therefore, a Draft Negative Declaration has been prepared. The Initial Study/Draft Negative Declaration (**Exhibit 2**) was released for public review on May 11, 2016 and the public comment period is set to close on June 6, 2016. The Planning Commission should hear and consider any comments on the document at the meeting. As of the preparation of this report, no comments on the Initial Study document have been received.

CORRESPONDENCE

Several items of correspondence, including letters and a petition have been received regarding the BPMP update, all regarding Greenwood Beach Road concerns. These items are attached as **Exhibits 6 and 7**.

FUTURE ACTION

After receiving a recommendation from the Planning Commission, the Town Council will hold a public hearing to consider formal adoption of the BPMP update and the CEQA document.

RECOMMENDATION

Staff recommends that the Planning Commission:

1. Accept public comment on the draft Plan and Initial Study;
2. Make any desired comments and/or revisions to the document; and
3. Forward its recommendations on the draft BPMP to the Town Council, considering the Initial Study in making those recommendations.

EXHIBITS

1. Town of Tiburon Bicycle Pedestrian Master Plan Draft Update, March 17, 2016.
2. Initial Study and Draft Negative Declaration dated May 2016.
3. POST minutes of May 19, 2015.
4. POST minutes of January 19, 2016.
5. POST minutes (draft) of March 29, 2016.
6. Draft Resolution.
7. Correspondence regarding Greenwood Beach Road concerns (multiple letters).
8. Petition by Greenwood Beach residents dated February, 2016.

Prepared By: Patrick Barnes, Director of Public Works & Town Engineer
Scott Anderson, Director of Community Development



STAFF REPORT

To: Members of the Planning Commission
From: Director of Community Development
Subject: Annual Review of Draft Capital Improvement Plan (CIP) Budget for Consistency with the Tiburon General Plan

BACKGROUND

This item is the Planning Commission's annual review of the draft Capital Improvement Program (CIP) budget for fiscal year 2016-2017. The purpose of the review is to establish consistency of the draft CIP budget with the Tiburon General Plan, as set forth in state law. The purpose of the review is to ensure that proposed major capital improvement efforts are not inconsistent with a community's general plan, a problem more common in large full-service jurisdictions where proposed infrastructure expansion projects such as sewage treatment plants, water storage facilities, highway overcrossings and interchanges may conflict with growth policies set forth in a general plan. In small, largely built-out, non-full-service municipalities such as Tiburon, the annual CIP budget generally focuses on street maintenance, storm drain maintenance, and various community and miscellaneous projects that have little potential to conflict with the general plan.

Tiburon's annual CIP budget is not part of the "operating budget", which focuses on provision of day-to-day services, but is instead devoted to infrastructure improvements (such as street re-surfacing and drain pipe replacement) and physical projects such as public park, open space, and building improvements. The draft CIP is prepared by the Director of Public Works in consultation with the Town Manager and other Department Heads. The Town Council Finance Sub-Committee also reviews the draft CIP budget prior to its being sent to the full Town Council as part of the larger budget adoption process. The Town Council is scheduled to hold a public hearing on the Town's Budget for FY 2016-2017 at its June 1, 2016 meeting, and adopt the budget at its June 15, 2016 meeting, prior to the end of the current fiscal year on June 30.

ANALYSIS

The Fiscal Year 2016-2017 draft CIP budget (**Exhibit 1**) is organized into three separate categories:

- 1) Street Improvement Projects: \$330,000
- 2) Drainage Improvement Projects: \$390,000;
- 3) Community & Miscellaneous Projects: \$1,042,000

Total proposed CIP expenditures are \$1,762,000; down from \$3,086,000 in FY 2015-2016. The allocation for Street Improvement Projects of \$330,000 has decreased significantly from last year's \$1,087,000. The Town has invested heavily in its streets over the past 15 years and the effort

is clearly visible. Street Project proposed costs are primarily from two carry-over projects previously reviewed by the Commission and found consistent with the General Plan. There is also an emergency contingency fund for non-scheduled street repair, and a small amount programmed for traffic calming measures. The carry-over projects are a grant-funded bicycle and pedestrian safety project at the Blackfield Drive intersection with Tiburon Boulevard, and foundation improvements under the Paradise Drive sidewalk in the vicinity of 2020 Paradise Drive. There are no general plan consistency issues associated with the emergency contingency fund or the traffic calming monies.

The proposed allocation for Drainage Improvement Projects has decreased from \$600,000 last year to \$390,000. Proposed drainage projects for 2016-17 are \$130,000 for Town-wide storm drainage line cleaning (flushing), \$250,000 for Town-wide storm drain improvements and repairs, and \$10,000 for special consulting services. The Drainage Projects budget last fiscal year was higher due to a large, high-need drainage repair project on Stewart Drive. There are no general plan consistency issues associated with ongoing preventative drainage system flushing, repair, maintenance, and replacement projects proposed in the CIP budget.

Proposed Community & Miscellaneous Projects funding of \$661,000 has decreased substantially from last year (\$1,399,000), when numerous projects (and their funding) were carried over from the prior fiscal year, but are now completed. The Community & Miscellaneous category for FY 2016-2017 includes a mixture of new, ongoing, and carry-over projects. A brief description of each “new” project is set forth below. Carry-over and ongoing projects were previously reviewed by the Commission and found consistent with the General Plan, and are not discussed below.

Rule 20A and 20B Undergrounding of Utilities

This item allocates \$427,000 for the completion of undergrounding of utility poles along Tiburon Boulevard between Lyford Drive and Ned’s Way. Undergrounding of utilities is strongly encouraged by General Plan policies C-17 and LU-20.

Ferry Terminal Walkway ADA Improvements

This item allocates up to \$125,000 for accessibility improvements to the Allan Thompson Walkway and Zelinsky Bridge portions of the downtown waterfront promenade walkways. The likely advent of a public ferry service (Golden Gate Ferries) taking over private service from Blue & Gold Fleet has triggered a review of disabled accessibility along the downtown waterfront. This item covers upgrades to the Town-maintained facilities in the area; private facilities will be upgraded by the property owners and/or ferry operators. There are no General Plan consistency issues related to these required accessibility improvements.

Police Building

This item is for replacement of the second floor common area carpeting.

Trestle Trail Improvements

This item allocates a total of \$165,000 for the Trestle Trail project atop the former railroad trestle berm in Blackie’s Pasture. The Town Council has committed to a \$40,000 contribution; the

remaining \$125,000 would be from private donations, but as this is likely to be a Town-bid public works project, the budget must reflect the full likely expenditure, including the private funds. The POST Commission and Town Council have previously reviewed and approved this project after finding it consistent with the General Plan. The proposed passive use public amenity improvements would be consistent with Policy PR-6, which limits Blackie's Pasture to passive, informal recreational use, and with Policy PR-9.

Las Lomas Path

The Town recently acquired an easement over this last connecting trail segment over Las Lomas Lane immediately below Centro West Street, as a gift from Bill and Susan Lukens. This budget item would provide funding for "hardening" the surface of this newly-acquired trail segment, which is currently unimproved (dirt) so that year-round use will be made safer and more convenient for its many users. This project is consistent with General Plan Policy PR-9, which calls for enhancing the Town's network of public trails.

New Morning Café Area Frontage Improvements

This item allocates funds to improve the public street frontage in front of the building at 1694 and 1696 Tiburon Boulevard, most of which are likely to be from private sources. The General Plan has long identified this area as a pedestrian congestion point and Policy DT-30 and Program DT-r call for the proposed improvements. A condition of approval in Planning Commission resolution 2015-08 requires the applicant for the building approved to replace the existing New Morning Café/Grass Shack building to contribute financially to these improvements. The Design Review Board approved the final building design earlier this month and it is anticipated that work on the new building will commence during the upcoming fiscal year. The frontage improvements would be coordinated with the building construction.

CONCLUSION

Staff concludes that the draft CIP community and miscellaneous budget items are consistent with the goals, policies, programs and general objectives of the Tiburon General Plan. The director of Public Works will be present to answer any questions regarding the draft CIP budget.

RECOMMENDATION

Staff recommends that the Planning Commission:

1. Review the draft CIP budget.
2. Adopt a motion finding the draft CIP budget for Fiscal Year 2016-2017 consistent with the goals and policies of the Tiburon General Plan.

EXHIBITS

1. Draft CIP budget sheets for Fiscal Year 2016-2017 budget (8 sheets).

Program: **CAPITAL IMPROVEMENT PLAN**

Schedules: **Overview of Project Funding**
Street Improvements
Drainage Improvements
Community Development Improvements

The Town's total proposed Capital Improvement Plan is funded with a blend of general fund and restricted fund resources, grants. The total planned improvements for FY 2016-17 are \$1,762,000, as described below.

Streets Improvements

The Town's regular street maintenance program is funded primarily with State Gas Tax, General Fund Streets & Drainage and Tiburon Street Impact funds. The Gas Tax Fund receives approximately \$200,000 annually and the Street Impact Fund is expected to receive \$325,000 in Fiscal Year 2016/17. A total of \$330,000 is allocated for planned street improvements in Fiscal Year 2016/17.

Drainage Improvements

Current and proposed Drainage Improvements are funded primarily with resources of the General Fund Streets & Drainage Reserve and the Drainage Impact Fund. A total of \$390,000 is allocated for planned drainage improvements and maintenance in Fiscal Year 2016/17.

Community Development Improvements

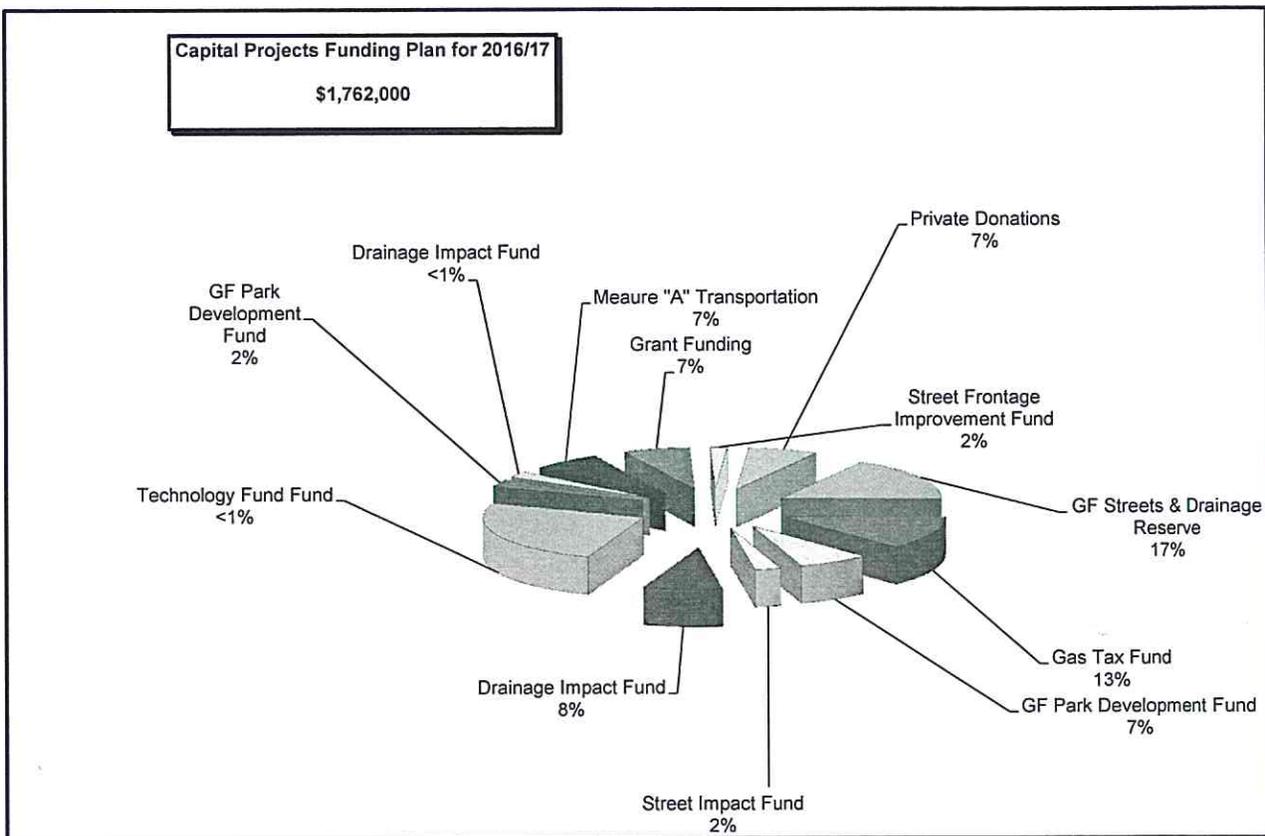
The Town will undertake \$1,042,000 in community projects through the FY 2016-17 Capital Improvement Program. Of this amount \$199,000 is in projects that are carried over from the FY 2015-16 Budget. New projected in FY 2016-17 includes the undergrounding of utility poles along Tiburon Boulevard from Lyford Drive to Ned's Way, ADA walkway improvements ferry terminal walkway, and improvements to the railroad trestle pathway.

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CAPITAL PROJECTS FUNDING - ALL CATEGORIES

Planned Capital Projects Funding

GF Streets & Drainage Reserve	295,000
Gas Tax Fund	227,000
GF Park Development Fund	125,000
Street Impact Fund	45,000
Drainage Impact Fund	140,000
General Fund Infrastructure & Facilities	442,000
Technology Fund	50,000
Measure "A" Open Space	40,000
Measure "A" Transportation	125,000
Grant Funding	118,000
Street Frontage Improvement Fund	30,000
Private Donations	125,000
Total Funding	1,762,000

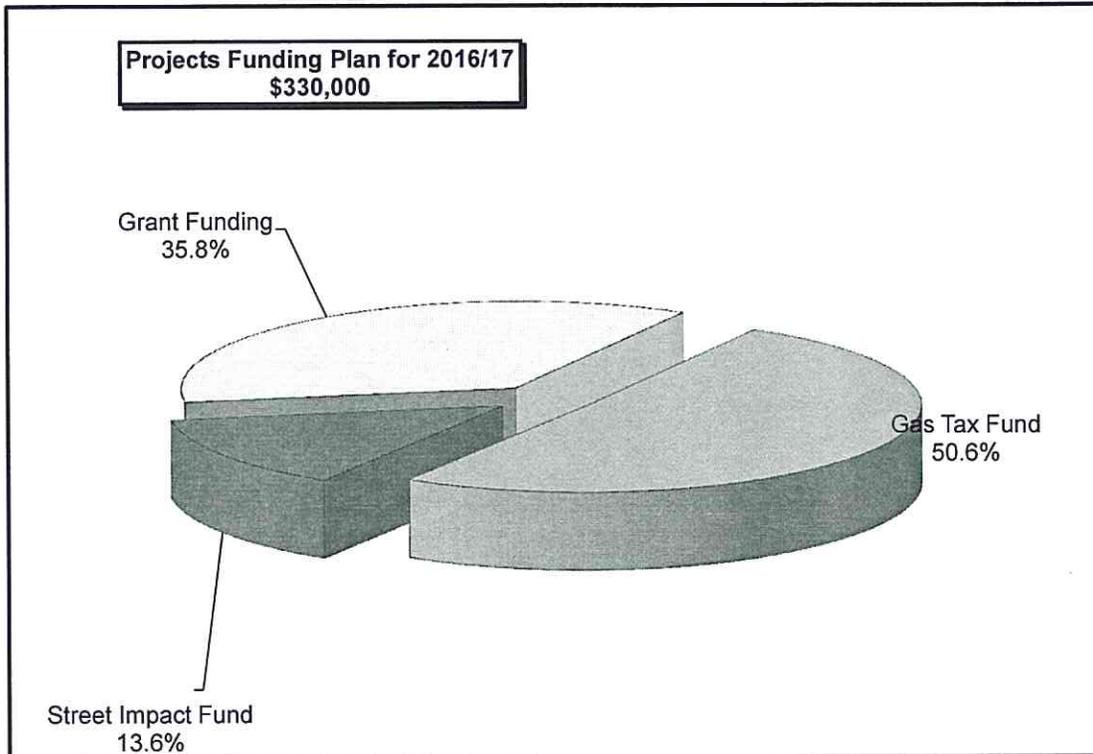


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Overview of Streets Project Funding

Planned Streets Projects Funding

Gas Tax Fund	\$ 167,000
Street Impact Fund	45,000
Grant Funding	<u>118,000</u>
<i>Total Funding:</i>	<i>\$ 330,000</i>



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Street Improvement Projects

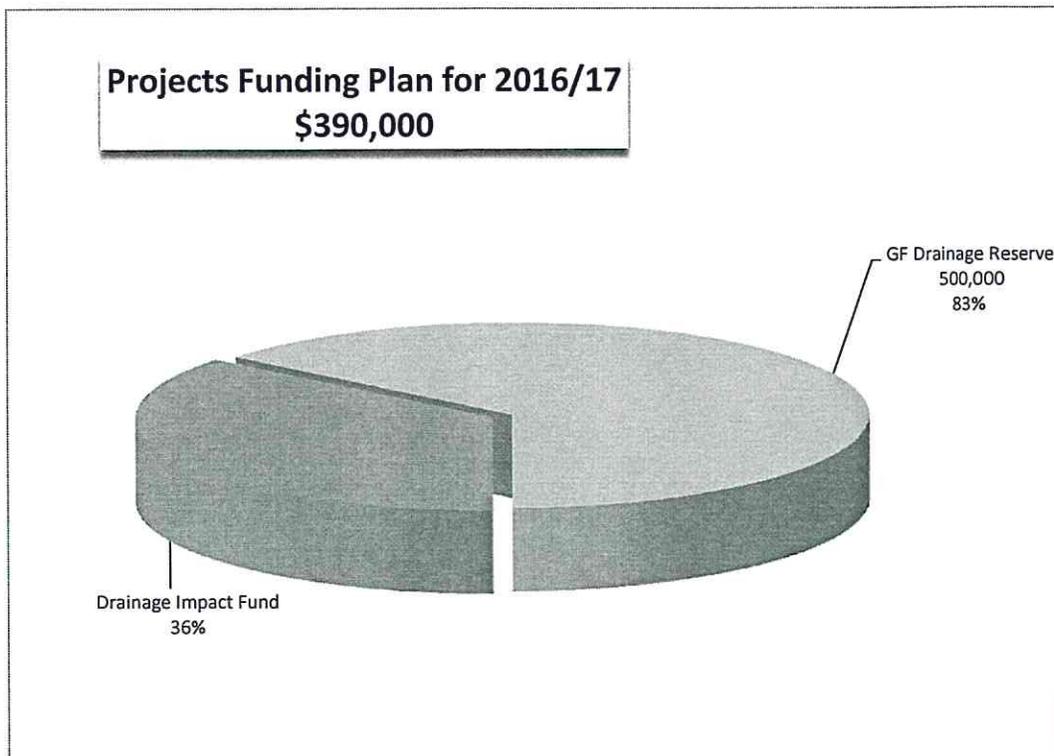
Project	Notes	Status	Proposed Funding Source	AMOUNT
Streets Resurfacing & Improvement				
Contingency Provision	Emergency, Non-Scheduled	Funded Annually	Street Impact Fund	45,000
Blackfield Drive Crossing	Safety Improvements	Carry Over	Safe Routes to School Grant \$118,000, \$7,000 Gas Tax	125,000
2020 Paradise Drive	Foundation Improvements	Carry-Forward	Gas Tax	140,000
Traffic Safety Improvements				
Traffic Calming Improvements	Various Locations	Funded Annually	Gas Tax	20,000
Total Proposed Streets Projects				\$ 330,000

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Overview of Drainage Project Funding

Planned Drainage Project Funding

Drainage Impact Fund	\$	140,000
GF Streets & Drainage		250,000
Total Funding:	\$	390,000



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Drainage Improvement Projects

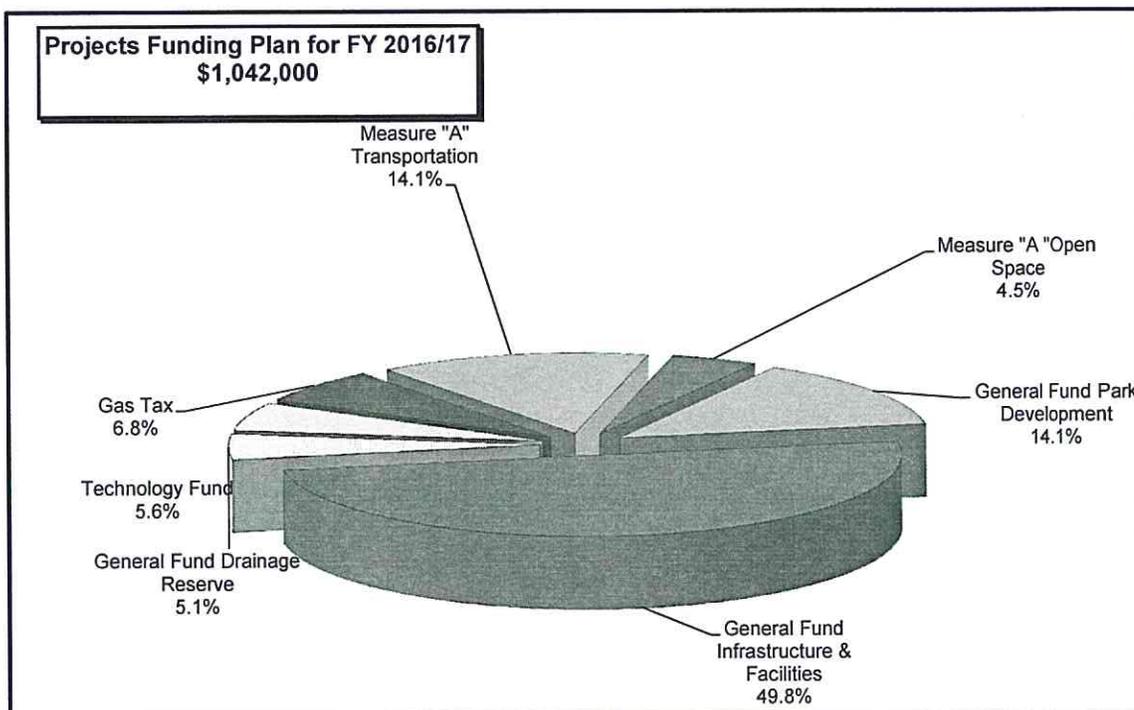
Project Description	Notes	Status	Proposed Funding Source	AMOUNT
Storm Drain Flushing\CCTV	Various Segments from Master Plan	Funded Annually	Drainage Impact Fund	130,000
Special Consulting Services	Culvert - Old Rail Trail @ San Rafael Ave.	New	Drainage Impact Fund	10,000
Storm Drain Improvements/Repairs	Mariner Way and	New	GF Drainage Reserve	250,000
Total Proposed Drainage Projects				\$ 390,000

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Overview of Community Project Funding

Planned Community Development Project Funding

General Fund Park Development	\$	125,000
General Fund Infrastructure & Facilities		442,000
General Fund Drainage Reserve		45,000
Technology Fund		50,000
Gas Tax		60,000
Measure "A" Transportation		125,000
Measure "A" Open Space		40,000
Street Frontage Improvement Fund		30,000
Private Donations		125,000
<i>Total Funding:</i>		\$ 1,042,000



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Community & Miscellaneous Projects

Project	Project Notes	Status	Proposed Funding Source	AMOUNT
Railroad Marsh	Bi-Annual Maintenance	On-going	General Fund Drainage	45,000
Rule 20A and 20B Undergrounding of Utilities	Lyford Drive to Ned's Way	New	General Fund Infrastructure	427,000
Hacienda Drive Trailhead	Trail Improvements and signage	Carry_over	General Fund Parks	125,000

Accessibility

Ferry Terminal Walk Way	ADA Upgrades	New	Measure "A" Transportation	125,000
Curb Ramps and Misc. Sidewalk Improvements	Various Locations	Funded Annually	Gas Tax	20,000

Buildings & Facilities

Police Facility	Replace Upstairs Common Area Carpet	New	General Fund Infrastructure	15,000
Town Council Chambers	Audio and Video Improvements	\$44,000 Carry Over \$6,000 New Funding	Technology Fund	50,000

Park Facilities

Railroad Trestle Trail	Pathway & Related Improvements	New	Gas Tax \$40,000; Private Donations \$125,000	165,000
Tennis Court Resurfacing	Teather Parks Courts	Carry Over	Measure "A" Parks	15,000
Point Tiburon Bayside	Purchase Easement Rights	Carry Over	Measure "A" Parks	15,000
Las Lomas Path	Maintenance to Pathway	New	Measure "A" Parks \$10,000	10,000

Downtown Program

Street Frontage Improvements	New Morning Café Project	New	Street Frontage Impvt. Fund	30,000
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Total Proposed Projects				\$ 1,042,000
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TOWN OF TIBURON
1505 Tiburon Boulevard
Tiburon, CA 94920

Planning Commission Meeting
May 25, 2016
Agenda Item: **PH-3**

STAFF REPORT

To: Members of the Planning Commission

From: Planning Manager Watrous

Subject: NOTICE OF CONTINUANCE
2304 Mar East Street; File No. TIDE2015003; Appeal of Planning Decision to Conditionally Approve a Tidelands Permit to Expand an Existing Dock and Pier (Continued from April 27, 2016)

Reviewed By: _____

Staff recommends that this item be continued for the following reason(s):

- No story poles have been erected/no certification received
- Requested information has not been received
- Item not properly advertised
- The applicant has requested a continuance to: June 8, 2016
- Other:**

The application will be continued to the June 8, 2016 Planning Commission meeting.