



STAFF REPORT

To: Members of the Parks, Open Space & Trails Commission
From: Public Works Department
Subject: DRAFT Tiburon Bicycle and Pedestrian Plan 2016 Update: Review and Make Recommendations to the Town Council on the Draft Plan

BACKGROUND

The Town of Tiburon, in conjunction with other Marin municipalities, the County of Marin, and the Transportation Authority of Marin (TAM), is in the process of updating its Bicycle Pedestrian Master Plan (BPMP), last adopted in 2008. TAM is running this update project for the various jurisdictions, which helps to ensure the plans are somewhat integrated. TAM has hired a consultant, Alta Planning + Design, for this effort.

A major benefit of the 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 updated plan reflects the policies and format established by the plan in 2008. The largest change is perhaps the number of projects that have been completed from that plan, and are no longer included in the draft update.

On May 19, 2015, POST held a Bicycle and Pedestrian Plan Update community workshop 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.

On January 19, 2016 POST held a second Bicycle and Pedestrian Plan Update community workshop as part of the regular POST meeting to discuss proposed projects for inclusion in the updated BPMP. At that meeting, the 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 Blvd. Explore the use of

- different pavement textures to help slow bicycle traffic on Greenwood Beach Road and alert cyclists to slow zone signs. Refer to Project #3 on P. 33 of the draft Plan.
- b. Tiburon Boulevard from its western Town of Tiburon limits to Trestle Glen Boulevard: Convert existing striped shoulder to Class II bike lanes. Refer to Project #7 on p. 34 of the draft Plan.

ANALYSIS

At the January 19, 2016 workshop, the POST Commission received numerous public comments regarding the Class III bike path on 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.

The POST Commission reached consensus that Greenwood Beach Road should be used by slower-moving cyclists. Cyclists who wanted to move 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 families and tourists should use Tiburon Boulevard 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 Town 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 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 about Seadrift Landing to the 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.

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 the Richardson Bay Lineal Park 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 signs in these unincorporated areas.

At the January 19, 2016 workshop, the POST Commission also received public comments and questions regarding the proposed trail improvements along Hacienda Drive where the Tiburon Ridge Trail gap occurs. Staff has since met with property owners who attended the meeting to explain the gap closure options and likely improvements.

Subsequent to the January 19, 2016 workshop, Alta Planning + Design has continued work on the draft BPMP update document and delivered administrative drafts to TAM and Tiburon staff for review. At this time, the public review draft has been released and is ready for review and comment by POST and the public.

The plan is very similar to the 2008 BPMP. The major change is in relation to the projects that have been completed since 2008, which are no longer in the plan, and the new projects that have been added or reprioritized in the update.

Of the eight proposed bicycle improvement projects listed on pp. 33-35 of the draft Plan (including one outside of the Town's jurisdiction), all but two were included in the 2008 BPMP. This indicates good continuity between Plans. The two "new" bicycle projects are connector projects at intersections, as follows:

- Bicycle and pedestrian intersection enhancements at Tiburon Boulevard/Blackfield Drive/Greenwood Cove Drive intersection. This project has previously come to POST and was recommended for grant funding by POST and Safe Routes to Schools (SRS). It is currently in design.
- Transition improvements from the Class I facility on Tiburon Boulevard west of Mar West Street to the Class II facility east of Mar West Street in the downtown area, opposite the Belvedere-Tiburon library.

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 Town has hired a consultant, Leonard Charles and Associates, to assist the Town with an Initial Study for the BPMP update project.

FUTURE ACTION

After receiving comments by POST, the Planning Commission will similarly review and comment on the BPMP. After Planning Commission review, the Town Council will receive a similar presentation and will hold a public hearing to consider formal adoption of the Plan.

RECOMMENDATION

Staff recommends that the POST Commission:

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

EXHIBITS

1. DRAFT Town of Tiburon Bicycle Pedestrian Master Plan, 2016 Update.

Prepared By: Patrick Barnes, Director of Public Works