



TOWN OF TIBURON  
1505 Tiburon Boulevard  
Tiburon, CA 94920

## MEMORANDUM

**Date:** May 15, 2013  
**To:** Mayor and Town Council  
**From:** Peggy Curran, Town Manager *Peggy*  
**Subject:** Summary Report from CART

CART, the acronym for Community Action to Reduce Traffic, is the group that met periodically over the past year and one-half to study the traffic problem on Tiburon Boulevard and develop ways to address it. CART was convened on 2011 by Councilmembers Jim Fraser and Jeff Slavitz; Councilmember Frank Doyle replaced Councilmember Slavitz on CART when the latter left the Town Council at the end of 2012. The attached Summary Report briefly describes CART's exploration and conclusions.



## SUMMARY REPORT FROM CART

### May 2013

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#### BACKGROUND

Community Action to Reduce Traffic was launched on October 7, 2011 when then Vice Mayor Jim Fraser and Councilmember Jeff Slavitz convened a meeting with Belvedere and school representatives to investigate and tackle the seemingly intractable problem of traffic congestion on Tiburon Boulevard. A committee was formed, calling itself CART. The participants in this process have changed a bit over the ensuing one and one-half years, but always included elected representatives from the Town and City, the Reed Union School District and St. Hilary School, the Reed School PTA, Safe Routes to School, and both Town and City managers and police chiefs. Councilmember Frank Doyle replaced Councilmember Slavitz when he left the Town Council in December of 2012. Belvedere was represented by current Mayor Sandy Donnell and former Mayor Jerry Butler, the latter being subsequently replaced by Councilmember Bob McCaskill. The group has generally met every other Friday, with hiatuses over the holidays. A roster of all who participated at one point or another is attached as Exhibit A. Marin Transit Senior Planner Robert Betts was also a regular attendee and very helpful resource to the group.

#### AREAS OF EXPLORATION

CART's objective was to explore and consider every approach to reduce traffic on Tiburon Boulevard. To do this, the committee set out to understand the nature of the traffic problem. This included a thorough review of school-related traffic issues for both the Reed Union School District and St. Hilary School. The group gathered information on school populations, current modes of getting to and from school (numbers on buses, one-child cars, on foot or bike, carpool, etc.), "bell" times, and current programs to get kids out of cars and to ease the flow of drop-off traffic and so forth.

Bus ridership was evaluated, including barriers to their increased use such as cost, convenience and perceived safety issues for young riders. The group met extensively with Robert Betts of Marin Transit and other outside resource professionals to review opportunities for public and school bus service that might serve to ease Boulevard traffic. Reed School District and St Hilary parents were surveyed about their school-related transportation modes, preferences and concerns, as well as cost sensitivity for school bus use. A significant amount of time was spent determining the content of the survey, its preparation and execution.

Another information gathering effort was aimed at understanding Tiburon Boulevard traffic patterns including when and how peak problems seem to occur, the impact of crossing guards

(individual child crossings versus "platooning") and Caltrans signal management. Two area-specific traffic studies were conducted by a traffic engineering firm to gather primary data.

Both physical changes (such as signal timing) and behavioral changes (creating incentives or disincentives to achieve desired behaviors like kids walking to school) were explored. What follows is a partial list of approaches studied during the eighteen meetings that preceded the Community Traffic Forum in September of 2012:

- Altering school bell times
- Altering school child drop-off practices and policies
- Additional school buses
- Carpools (school pools)
- Bus cost and how parents pay for school bus passes
- Bank partnerships to help parents stagger payments for bus passes
- Public subsidies for school buses (tax measure)
- Bike trains and programs to encourage bike ridership
- Crossing guard practices and policies
- Informational campaigns to increase awareness of biking or walking to school or work
- Signal timing (length of green time)
- Signal synchronization
- Under and overpasses for Tiburon Boulevard
- Length of left turn lanes
- Roundabouts
- Better coordination with public transit
- Before or after school programs to stagger drop-off and pick-up times
- Blackie's Pasture or other locations as park and ride lots
- School incentives for kids who walk or bike
- Altering construction start times
- Increasing ferry service and ridership
- Trams, shuttles and alternative modes of transit on Tiburon Boulevard or bike path

## **PUBLIC PROCESS**

Once the group had conducted its initial explorations and information gathering, it set about planning a Community Traffic Forum to share those results and get feedback and ideas from the public. A significant amount of planning went into the meeting, including the preparation of a power point presentation (Exhibit B) on basic information. The Forum, held on September 20, 2012 at Reed School, was widely advertised in the local paper, on the Blackie's Pasture board and through both Town and City newsletters. Approximately 35 members of the public attended, approximately 16 of whom offered opinions or asked questions. All the many suggestions made by participants were explored by the committee.

## CONCLUSIONS

Following the public hearing and the investigation that led up to it, the group strived to distill what ideas and actions might be both useful and feasible for traffic reduction. Its broadest conclusion was a new understanding of the difficulty of addressing this problem. The Boulevard simply lacks adequate capacity for the traffic that the Peninsula's business, work, school and recreational life create. The group found no "silver bullet" to make the problem disappear. Some potentially beneficial, large physical changes to the Boulevard were explored, such as an underpass between Avenida Miraflores (by Del Mar School) and McKegney Green or a roundabout at Trestle Glen, but the steep cost and engineering challenges of such concepts, coupled with the need for Caltrans approval, resulted in them being tabled for now. Any future consideration of these types of measures will require careful analysis of what traffic relief might be gained versus their substantial cost.

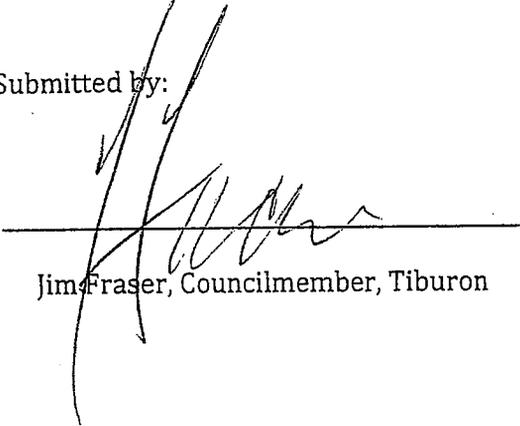
Despite no overarching solution to traffic congestion emerging from this process, CART nevertheless concluded that there are many smaller changes which together can work to improve circumstances. These include:

1. Traffic Signal Synchronization: Caltrans already has the signals timed for maximum green time on the Tiburon Boulevard, but the signals are not synchronized. While the distance between signals will serve to reduce the impact of this change, it should offer some benefit. Consequently, this process was commenced with the Town and City commissioning the specific traffic counts Caltrans requires; Caltrans reports the synchronization should be completed in July of 2013.
2. Additional School Bus: During the course of the CART process and in part prompted by it, the Reed Union School District added another school bus, which it now believes fulfills current demand.
3. Bike Train: Plans are underway to create a "bike train" starting at Blackie's Pasture or The Boardwalk parking lot to encourage kids to ride their bicycles to school. The bike train would have adults, both paid leaders and volunteers, ride with kids from the collection points to the schools. An outreach and education component on the program and the benefits of bike ridership would accompany the program to increase participation.
4. Tiburon Boulevard Shuttle: CART is very encouraged that Marin Transit proposes replacing Route 19, which runs down the Peninsula, with smaller shuttle buses with shorter, 30-minute headways (the time between buses). This new service, Route 219, will operate seven days a week and connect Strawberry Village to Downtown Tiburon. Also proposed is a weekday "ferry feeder" component, Route 219f, that will operate into the hills and connect to three AM and PM Blue and Gold ferry commute boats. Supplemental bus service for Redwood High School-bound students would continue and now operate as Route 119. All new services will include real-time bus arrival information to be obtained through PCs, smartphones, or at select stops. Fares are \$2.00 for adults, \$1.00 for seniors/youth/disabled. Changes are anticipated for early August, before students return to school.

5. Continued Diligence: Efforts to encourage and incentivize everyone on the Peninsula, regardless of destination or purpose, to minimize car trips, especially during peak traffic congestion times, must be continued or traffic problems will only grow worse over time.
6. Periodic Review: The CART group believes it would be wise for the Town, City and schools to convene every three to five years to review existing measures for traffic reduction to consider their effectiveness and to explore new ideas.

The Town of Tiburon and the City of Belvedere wish to thank the participants in the CART process. They dedicated many, many hours of time in meetings and conducting research to explore this vexing problem and its possible remedies. Everyone listed on Exhibit A deserves great credit for their hard work and is hereby sincerely thanked. An extra special note of thanks is due to Wendi Kallins of Safe Routes to School for her significant contribution to this process.

Submitted by:



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Jim Fraser, Councilmember, Tiburon



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Sandy Donnell, Mayor, Belvedere



**CART MEMBERS**  
 (Over Period of Oct 2011 to May 2013)

<i>Tiburon Members:</i>
Jim Fraser (Councilmember and Mayor during 2012)
Jeff Slavitz (Former Councilmember)
Frank Doyle (Councilmember)
Peggy Curran (Town Manager)
Mike Cronin (Chief of Police)
<i>Belvedere Members:</i>
Jerry Butler (Former Councilmember)
Sandy Donnell (Mayor)
Bob McCaskill (Councilmember)
George Rodericks (Former City Manager)
Mike Fuson (Interim City Manager)
Mary Neilan (City Manager)
Tricia Seyler (Chief of Police)
<i>Corte Madera Member:</i>
Diane Furst (Councilmember)
<i>School Members:</i>
Susan Peitz (RUSD School Board)
Steve Herzog (RUSD Superintendent)
John Frick (RUSD Business Manager)
Charley Hayes (St Hilary School Superintendent)
Simon Coyle (St Hilary School)
<i>Community Members:</i>
Isolde Wilson (Reed Union PTA)
Wendi Kallins (Safe Routes to School)
Robert Betts (Senior Planner, Marin Transit – invited guest on regular basis)

**CART**

**COMMUNITY ACTION TO  
REDUCE TRAFFIC**



<b>CART – Membership</b>	
Jim Fraser	Tiburon Mayor
Sandy Donnell	Belvedere Mayor
Frank Doyle	Tiburon Councilmember
Diane Furst	Corte Madera Vice Mayor
Susan Peitz	Reed School Board
Isolde Wilson	Reed Union PTA
Simon Coyle	St Hilary School
Peggy Curran	Tiburon Town Manager
Mike Fuson	Belvedere City Manager
Steve Herzog	RUSD Superintendent
Charley Hayes	Principal St. Hilary School
Mike Cronin	Tiburon Police Chief
Tricia Seyler	Belvedere Police Chief
John Frick	Reed Business Manager
Wendi Kallins	Safe Routes to School
Robert Betts	Marin Transit Authority

**CART – Addressing Our Traffic Problem**

Objective of Tonight's Meeting

We have a Community Issue

- Our local community (Tiburon Peninsula) has a traffic and congestion issue on CA 131 aka Tiburon Blvd.
- Grown dramatically over the years
- Appears to be getting worse
- Traffic congestion impacts everyone
  - Quality of life
  - Emergency Responsiveness and general public safety
  - Downtown businesses
  - Access to the Tiburon Ferry and mass transit
  - Public and private school access
  - Perceptions about access to the Tiburon Peninsula

**CART – Task Force Objectives**

- Define the issue
- Identify and define the probable causes
- Research the elements behind the probable causes, e.g.,
  - Capacity
  - Too many cars
  - More residents / children / service workers / contractors
  - Fewer modes of public transportation
- Seek input from others, i.e., Marin Transit, traffic engineers, other communities, etc.
- Look at alternative modes of transportation
- Review successful programs in other communities, e.g., Safe Routes To School Programs
- Seek community input / suggestions
- Develop possible solutions and mitigation plans

**CART – Background**

- September 2011 – Initial Task Force Formation
  - Mayor Jeff Slavitz
  - Vice Mayor Jim Fraser
  - Superintendent Steve Herzog
  - Tiburon Town Manager Peggy Curran

**CART – What Have We been Doing?**

- Researching and gathering available data about probable cause of traffic congestion
  - Who is using Tiburon Boulevard?
    - Contractors
    - Service Workers
    - Schools
    - Others
  - How much traffic exists vs. capacity
  - School populations (Reed & St. Hilary's)
  - School bus utilization (Novato & First Student)
  - Public transit schedules
  - School parent's survey
  - Looked at other municipalities
  - Cal Trans issues, e.g., traffic signals

## CART – Then What?

Brainstormed and discussed potential solutions and mitigation measures . . .

- Were there any obvious answers?
  - More buses
  - Carpooling / drop off points
  - More crossing guards
  - Alternative modes of transportation, etc.
  - Traffic signal management
  - Police scheduling and traffic management support

Before we moved ahead with any specific ideas or recommendations, we knew we needed more information and input . . .

## CART – Traffic Volume

➤ Traffic Counts taken for three day periods in first week of August & September

➤ Average daily Traffic Volumes

	July	Sept
➤ Lyford Drive	14,800	15,500
➤ Avenida Mira Flores	20,900	22,800
➤ Blackfield	27,000	28,700

➤ Morning Peak traffic was higher during Sept than August

- 50% higher at Lyford Drive
- 65% higher at Avenida Mira Flores
- 57% higher at Blackfield

## CART - Community Forum We Need Your Input

- What does our community think?
- What haven't we thought about?
- Are there more questions that need to be asked?
- Are we missing some critical data?
- What haven't we researched?
- What should we be thinking about and / or consider as possible mitigation measures / solutions?

Tonight's meeting is about (briefly) sharing what we know and then asking for help and input from you!

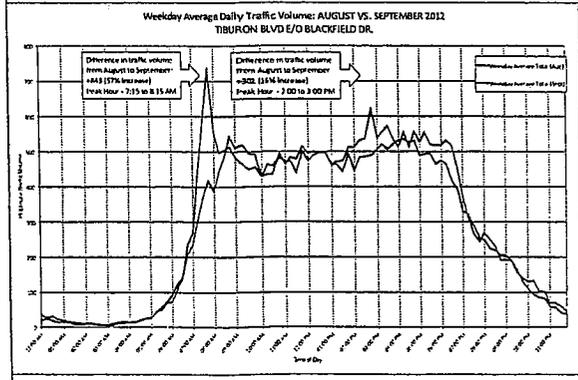
## Traffic Count Locations

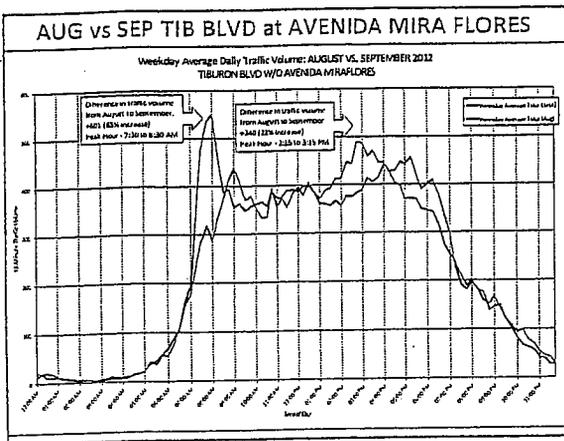


## CART – Tonight's Agenda

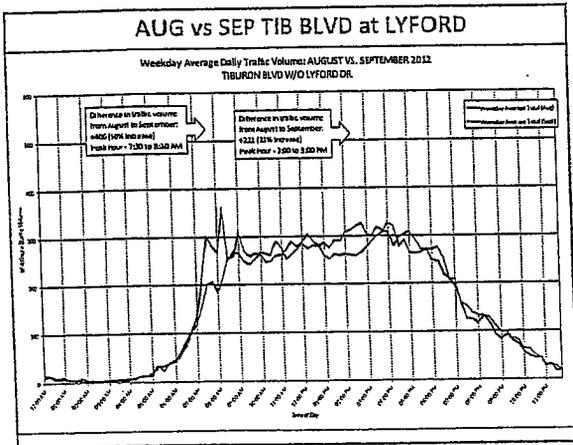
- Traffic Analysis, capacity and usage information, traffic signal management, law enforcement scheduling
- Reed Union School Information: population, bell times, school bus information, trends
- St Hilary's School Information: population, bell times, transportation to and from, trends
- School Survey Results – Safe Routes to School
- Alternative Modes of Transportation
- Community Input

## AUG vs SEP TIB BLVD at BLACKFIELD DR





- ### Traffic Management
- Signals are currently set to allow maximum amount of "green light time" to boulevard traffic
  - They only change when cross traffic or pedestrians activate sensors – 8 seconds for a car – 24 for a pedestrian
  - They are set at lowest time setting for cross traffic to enter boulevard or pedestrians to cross

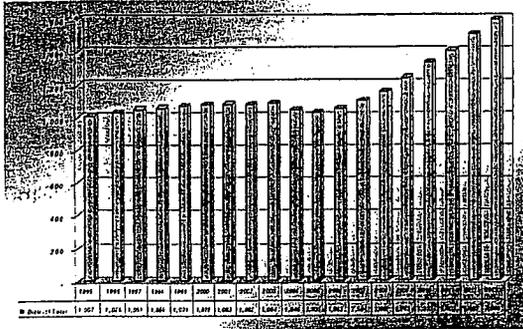


- ### Police – Why Not Use Cops at Intersections?
- It's dangerous to issue instructions that contradict the signals and we don't have control of the traffic signals
  - Traffic speed, volume & turning movements pose too much risk to someone standing in the roadway
  - Signals are more efficient than officers at moving large volumes of traffic over extended periods

- ### Traffic Management Chief Cronin & Chief Seyler
- Traffic Signal Management
  - Directing Traffic

- ### Schools - RUSD & St. Hilary's
- RUSD Superintendent Steve Herzog & St. Hilary's Principal Charley Hayes
- Student Population
  - Bell Times
  - Bus Routes, costs and options for 2012-13

### RUSD Student Populations



### RUSD Bell Times & Bus Schedules

	Regular Days (MTTF)	Early Release Days (W)
<u>REED</u>		
Kindergarten	8:20 – 2:00	8:20 – 1:00
Grades 1-2	8:20 – 2:30	8:20 – 1:30
<u>BEL AIRE</u>		
	8:05 – 2:40	8:05 – 1:50
<u>DEL MAR</u>		
	8:10 – 3:00	8:10 – 1:46

### RUSD Enrollment 2012-2013

#### Enrollment

Reed School (K-2)	539
Bel Aire (3-5)	514
Del Mar MS (6-8)	457
<b>TOTAL:</b>	<b>1,510</b>

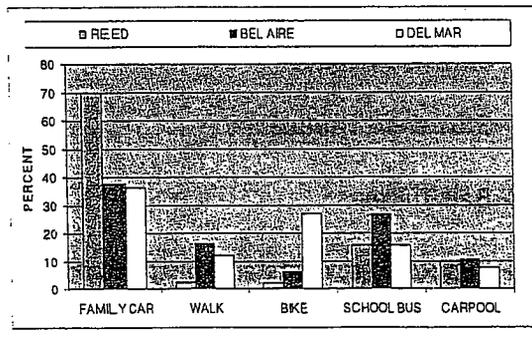
- Over 7% growth 2012-2013
- 37% increase in enrollment over 8 years

### RUSD Bus Costs 2012- 2013

- |   |                           |
|---|---------------------------|
| ➤ A.M. = 3 Bus Routes   | 348 riders                |
| ➤ P.M. = 4 Bus Routes   | 352 riders                |
| ➤ TOTAL Riders  | 700 students per day      |
|   |                           |
| ➤ Annual RUSD cost  | \$268,000                 |
| ➤ Cost for parents  | \$427 per trip (each way) |
|   |                           |
| ➤ NOTE: There is no multiple child discount, so a round trip costs parents \$854 per child. |                           |

### RUSD Student Transportation Modes

#### 2012 Fall Survey



### St. Hilary Information

#### Principal Charley Hayes

- K-8 grade – 232 students (-5% from 2011)
- Trends (1990 – present) student enrollment has been 21-280 students
- Maximum school capacity – 280 students

### St. Hilary Student Populations

- Student Enrollment –
  - Mill Valley - 34%
  - Belvedere/Tiburon - 28%
  - Corte Madera/North – 27%
  - Sausalito/South – 18%
- Trends –
  - School families are more spread out than decades past

### Redwood High School Survey

- 15% take transit
- 18% carpool
- 36% say bus not available
- 40% say bus not convenient
- Afterschool activities prohibit bus (54%) and carpool options (39%)
- 55% would ride bus if more convenient
- 46% would carpool if they could find other parents who live nearby

### St. Hilary Bell Times & Bus Schedules

Regular Days (MTTF)	Early Release Days (W)
<u>Grades JK - K</u> 8:00 - 2:00	8:00 - 12:30
<u>Grades 1 - 8</u> 8:00 - 3:00	<u>1<sup>st</sup> Friday &amp; 2<sup>nd</sup> Wednesday</u> 8:00 - 12:30

#### Bus Schedule:

- \*GGT Bus #17 – St. Hilary Stop 7:55am and 3:10pm
- \*10% of school population uses GGT
- \*10% walk or bike
- \*25% carpool
- \*Fall 2012 initial figures

### Parental Concerns -Walking and Biking

- Too Far (60.5%)
- Unsafe or lack of sidewalks (40.2%)
- Dangerous Intersections (36.8%)

### Safe Routes to Schools

Program offers at no cost to schools:



- Organizing and Staffing for Task Forces
- Engineering support and Infrastructure funding
- Pedestrian and Bicycle Education
- Guidance and Materials for Contests and Events
- Mapping for neighborhood SchoolPool
- Crossing Guards



### Parental Concerns - Carpools

- After School Activity (59%)
- Requires too much coordination (49%)
- Concerned about running late (32%)

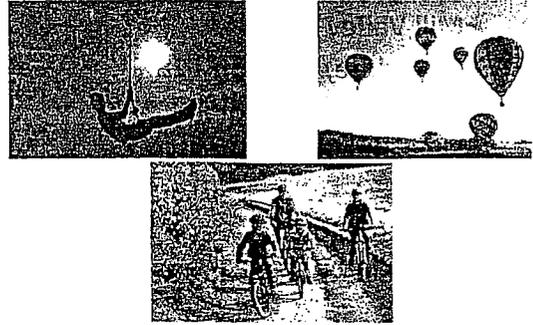
## Parental Concerns – Buses

- Yellow School Bus
  - Cost – 57%
  - No Space – 31%\*
  - After School Schedule – 23%
- Public Transit
  - Schedule Not Convenient – 26%
  - Child Too Young – 47%
  - No Bus Available – 41%

\*Fourth bus in 2012-2013 met space demands

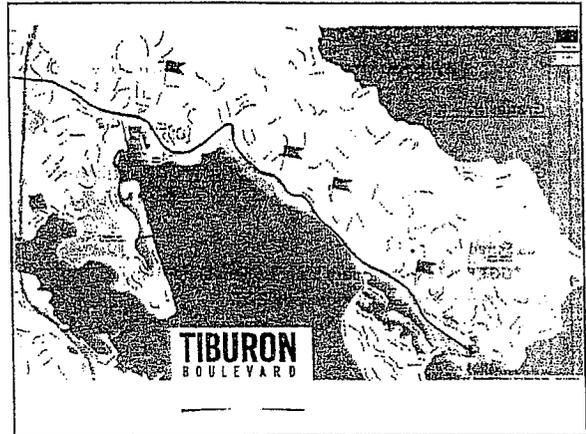
## ALTERNATIVE MODES OF TRANSPORTATION

FRANK DOYLE – TIBURON COUNCIL



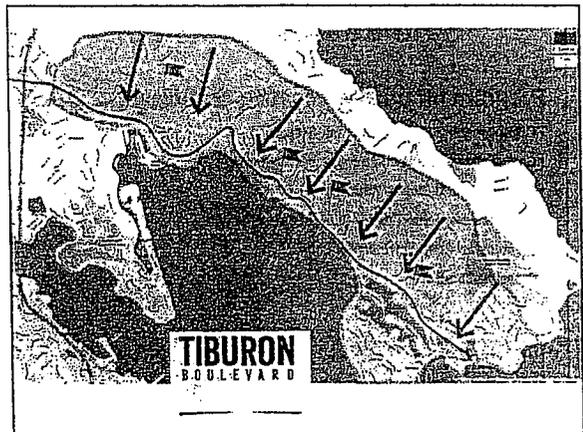
## Tiburon Projects

Bel Aire	High visibility school crosswalk enhancements (Cecilia Way)
Del Mar Middle	Multi-use pathway connection (Hwy. 131 to Tiburon Linear Park)
Del Mar Middle	School high visibility crosswalks, school crosswalk signage, curb ramps
All schools	Steps, lanes and paths improvements (Jefferson Dr., Raccoon Lane)



## Crossing Guards

- Karen Way
- Tiburon Blvd and Lyford Dr
- Avenida Miraflores (at School)
- Tiburon Blvd & Kleinert Way
- Tiburon Blvd & Avenida Miraflores
- Tiburon Blvd & Trestle Glen
- Tiburon Blvd & Blackfield Dr
- Reed Ranch Rd & Corte Palos Verdes (Paid by RUSD)



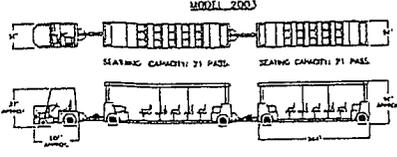
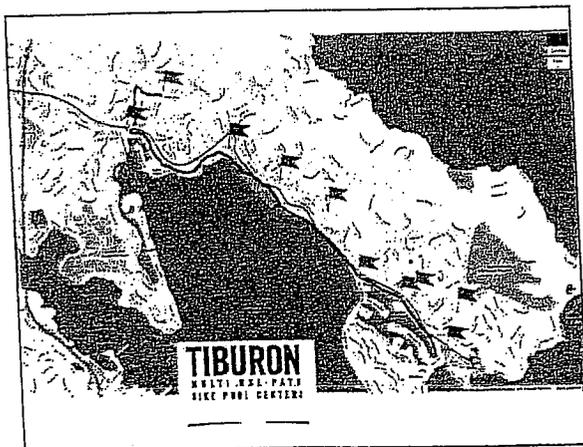
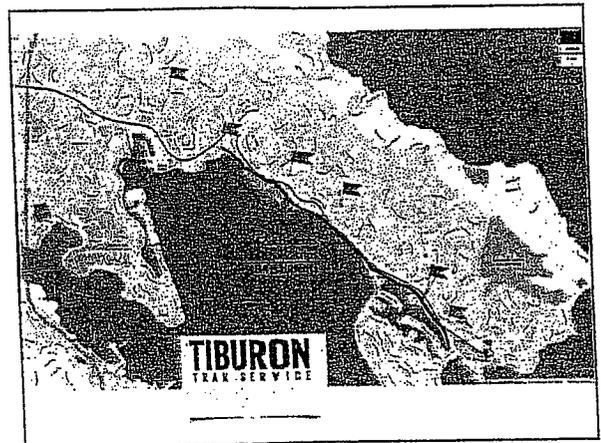


**TIBURON**  
TRAM SERVICE



The model series 2000/21/22 tram vehicles are commonly matched with T1's popular 18000 series traction. The 2000 and 2100 model series offer three, four and five passenger wide configurations. With passenger capacities ranging from 21 to 31 seats per train these three popular model series can meet nearly any requirement. Each of the models feature T1's exclusive all aluminum roof with the optional self-storing, roll down window pane curtains. Depending on the application, up to three trailers can be pulled with their own motor start/stop.

MODEL 2000

**CART**

**PUBLIC COMMENTS  
AND QUESTIONS**

**WE WANT TO HEAR  
FROM YOU!**