



Town of Tiburon

FINAL DRAFT

Bay Trail Gap Study

Appendix 2

May 3, 2013

PREPARED FOR:
Town of Tiburon, Marin County, and Association of Bay Area Governments



PREPARED BY:
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IN ASSOCIATION WITH:
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Acknowledgements

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This feasibility study is funded by an Association of Bay Area Government (ABAG) grant. ABAG manages the San Francisco Bay Trail program.

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Statement Regarding Options within County of Marin and Caltrans Jurisdictions

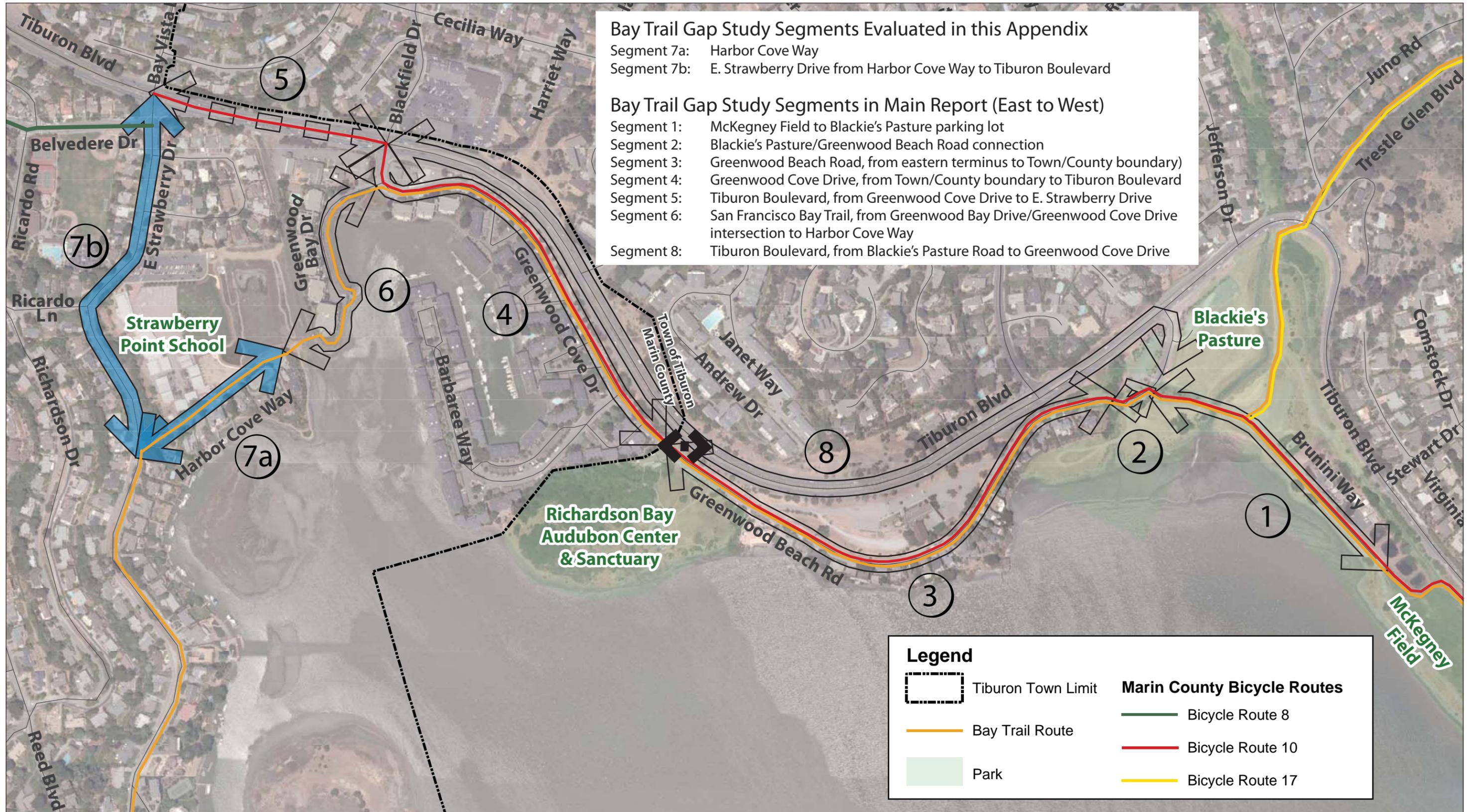
It should be emphasized that this Bay Trail Gap Study is a planning-level study led by the Town of Tiburon. No actions will be taken on any potential options outside of the Town's jurisdiction without community outreach and input, and if necessary further assessment. This pertains to any potential improvements along County of Marin roadways East Strawberry Drive, Harbor Cove Way, Greenwood Bay Drive, and Greenwood Cove Drive. Furthermore, Tiburon Boulevard (State Route 131) is under the State of California's (Caltrans') jurisdiction and Caltrans approval is required for modifications to the highway.

Bay Trail Alignment

This Study recommends separate routes for pedestrians and bicyclists traveling between Greenwood Cove Drive and E. Strawberry Drive, south of Harbor Cove Way, primarily due to environmental constraints associated with widening the pedestrian path between Greenwood Bay Drive and the Bay (Segment 6) and safety concerns associated bicyclists navigating the steep grade along Harbor Cove Way (Segment 7a). With the improvements identified in this Appendix, pedestrians would be routed via signage along the pedestrian path parallel to Greenwood Bay Drive and Harbor Cove Way (Segments 6 and 7a). Bicyclists would be routed along Tiburon Boulevard and E. Strawberry Drive (Segments 5 and 7b).

The Tiburon Bay Trail Study includes recommendations for improvements that are not along the adopted Bay Trail alignment (see map on page 1), including portions of Tiburon Boulevard (between Greenwood Bay Drive and E. Strawberry Drive) and E. Strawberry Drive (between Tiburon Boulevard and Harbor Cove Way). In order to be eligible for Bay Trail funding for these improvements, the County would need to formally request the ABAG Bay Trail Steering Committee to amend the Bay Trail alignment to include these new segments.

Appendix 2A. Conceptual Improvements: Study Segments



Segment 7a: Harbor Cove Way

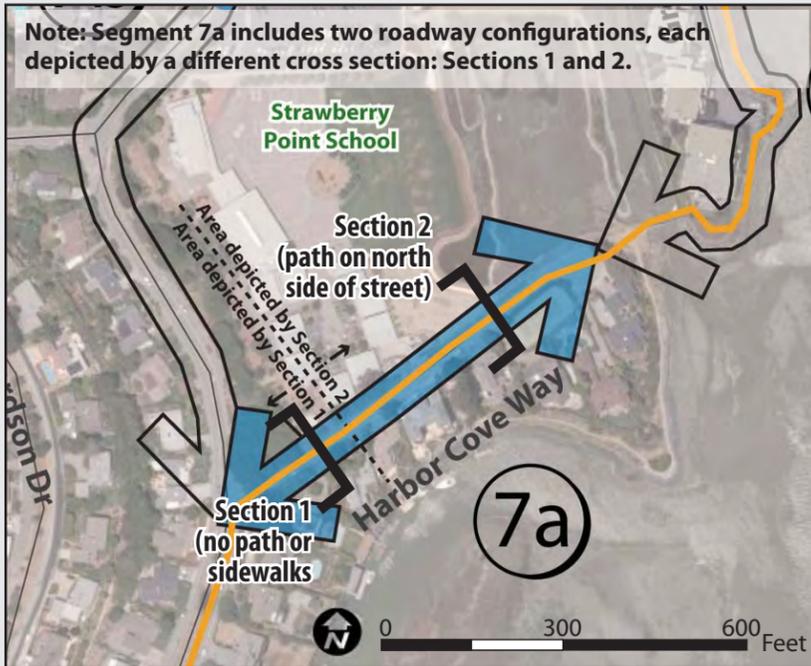


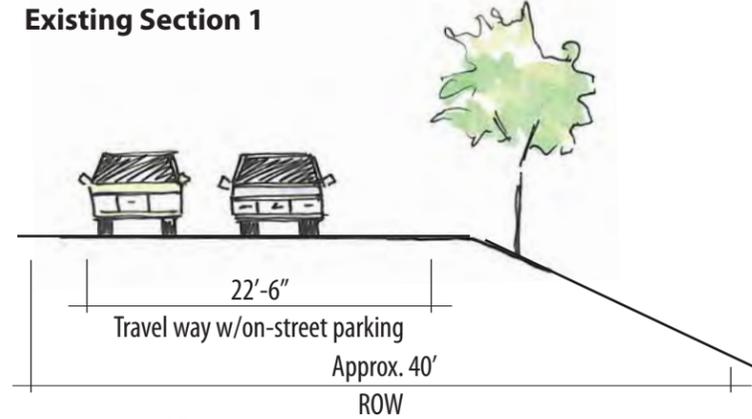
Photo of area depicted by Segment 7a Section 1: Harbor Cove Way (looking west)



Photo of area depicted by Segment 7a Section 2: Harbor Cove Way (looking west)

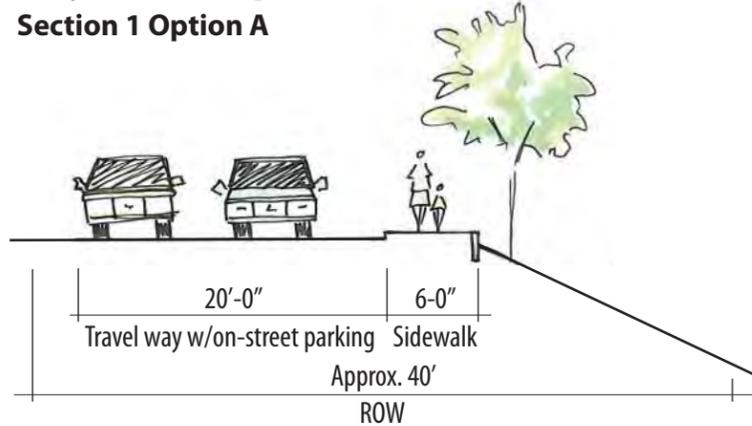
Existing Condition: Harbor Cove Way (looking west)

Existing Section 1



Bay Trail Segment Concept

Section 1 Option A



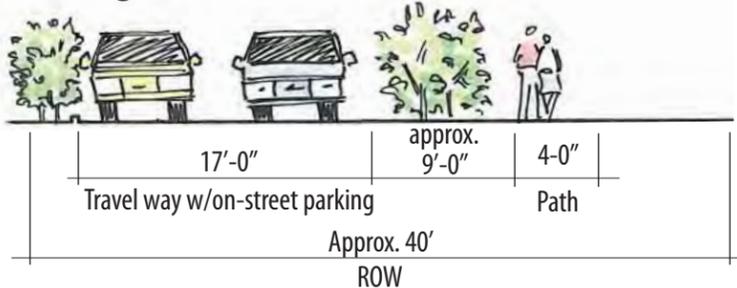
Description: Harbor Cove Way is a two-way residential street. According to MarinMap, the right-of-way width along Harbor Cove Way varies from approximately 34 to 42 feet. Harbor Cove Way is part of the San Francisco Bay Trail Route. Along the western portion of the street, the street grade is approximately 20 to 25 percent. Parking is permitted along the majority of the south side of the street. Parking has not been observed along the north side where grades are steep. There is no sidewalk.

Description: Formally restrict parking along the north side of Harbor Cove Way. Install curb, gutter, and a 6-foot wide sidewalk along the north side of the street. Retain a 20-foot wide paved area, enabling an 8-foot wide parking aisle on south side of street.

- Class III bike route and sidewalk do not meet Bay Trail facility requirements .
- Parking impact: None.
- Retaining wall: approx. 100 linear feet by 5 feet in height.
- Limited biological resource impacts associated with removal of some landscaping along the north side of the street.
- Best Management Practices (e.g., silt fences, fiber rolls, and sediment basins) would be required to avoid sediment entering the adjacent marsh and wetland areas during construction.
- Estimated construction cost: \$170,000.

Existing Condition: Harbor Cove Way (looking west)

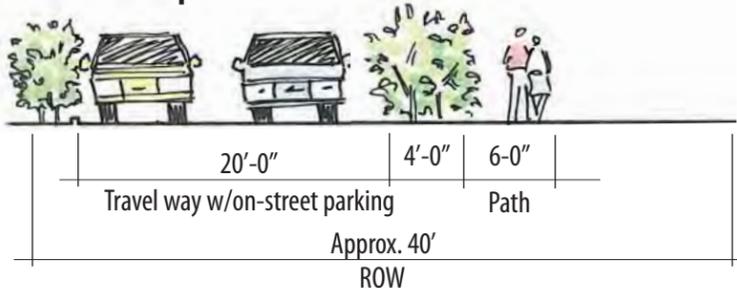
Existing Section 2



Description: Along the western portion of the street, the street grade is relatively flat. Parking is permitted along the majority of the south side of the street. A 4-foot wide paved path exists between the cul de sac and school maintenance entrance. The right-of-way width varies from approximately 34 to 42 feet.

Bay Trail Segment Concept

Section 2 Option A



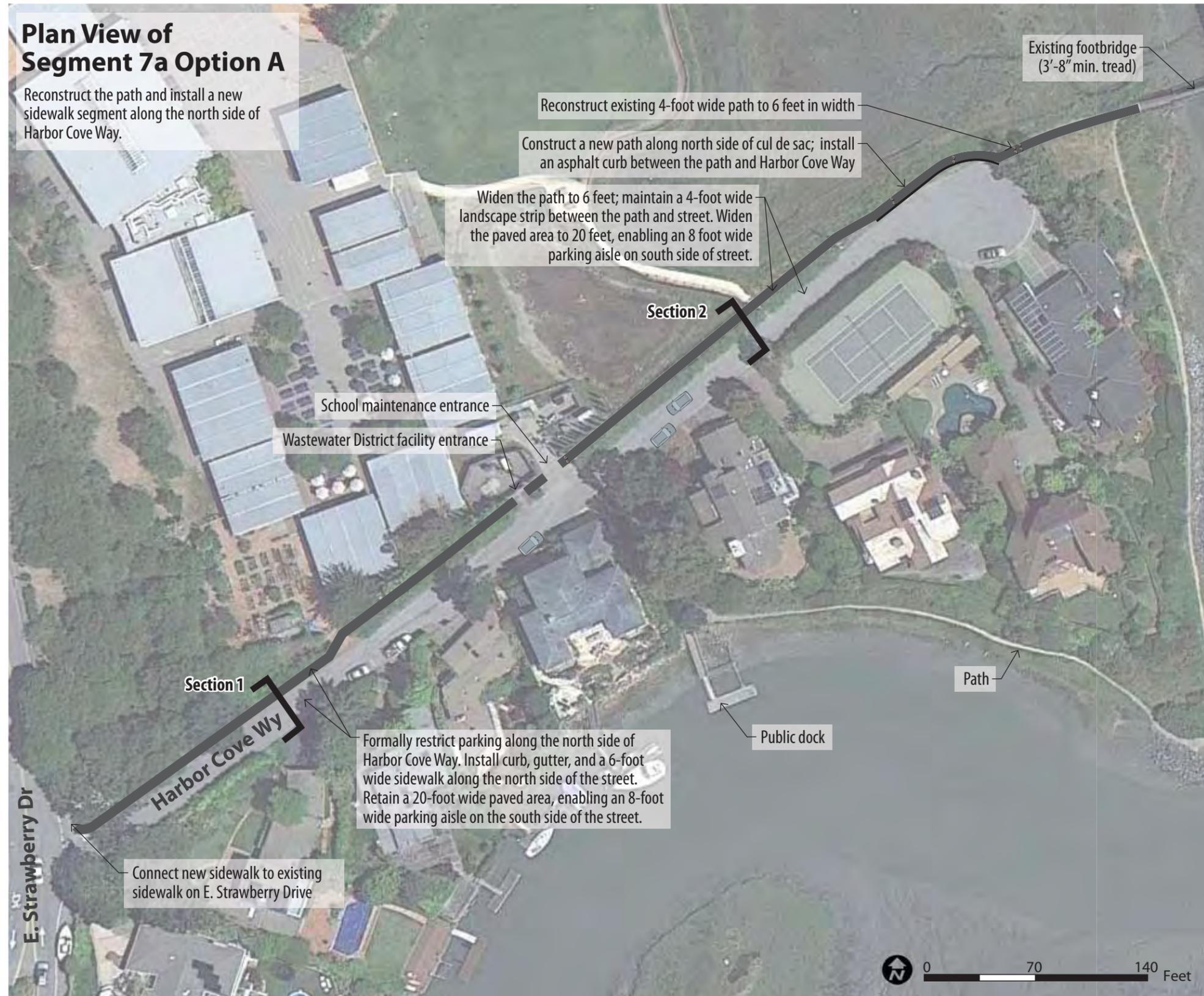
Description: Widen the path to 6 feet; maintain a 4-foot wide landscape strip between the path and street. Widen the paved area to 20 feet, enabling an 8-foot wide parking aisle on south side of street.

- Class III bike route and sidewalk do not meet Bay Trail facility requirements.
- Parking impact: None.
- Limited biological resource impacts associated with removal of some landscaping within the existing planted strip between path and street.
- Best Management Practices would be required to avoid sediment entering the adjacent marsh and wetland areas during construction.
- Estimated construction cost: \$80,000.

Plan View of Segment 7a: Harbor Cove Way Option A

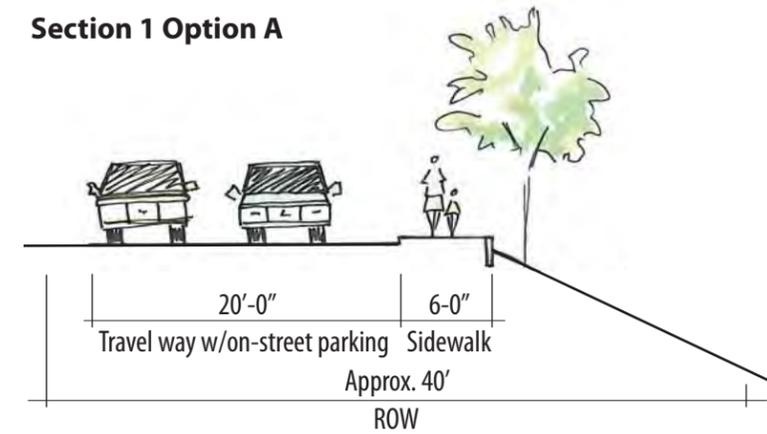
Plan View of Segment 7a Option A

Reconstruct the path and install a new sidewalk segment along the north side of Harbor Cove Way.

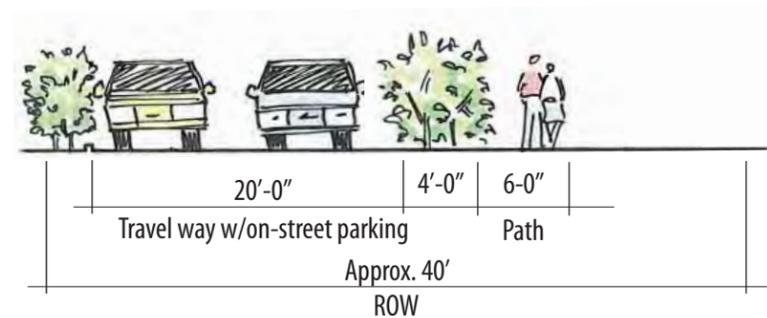


Bay Trail Segment Concept

Section 1 Option A



Section 2 Option A



Segment 7b: E. Strawberry Drive

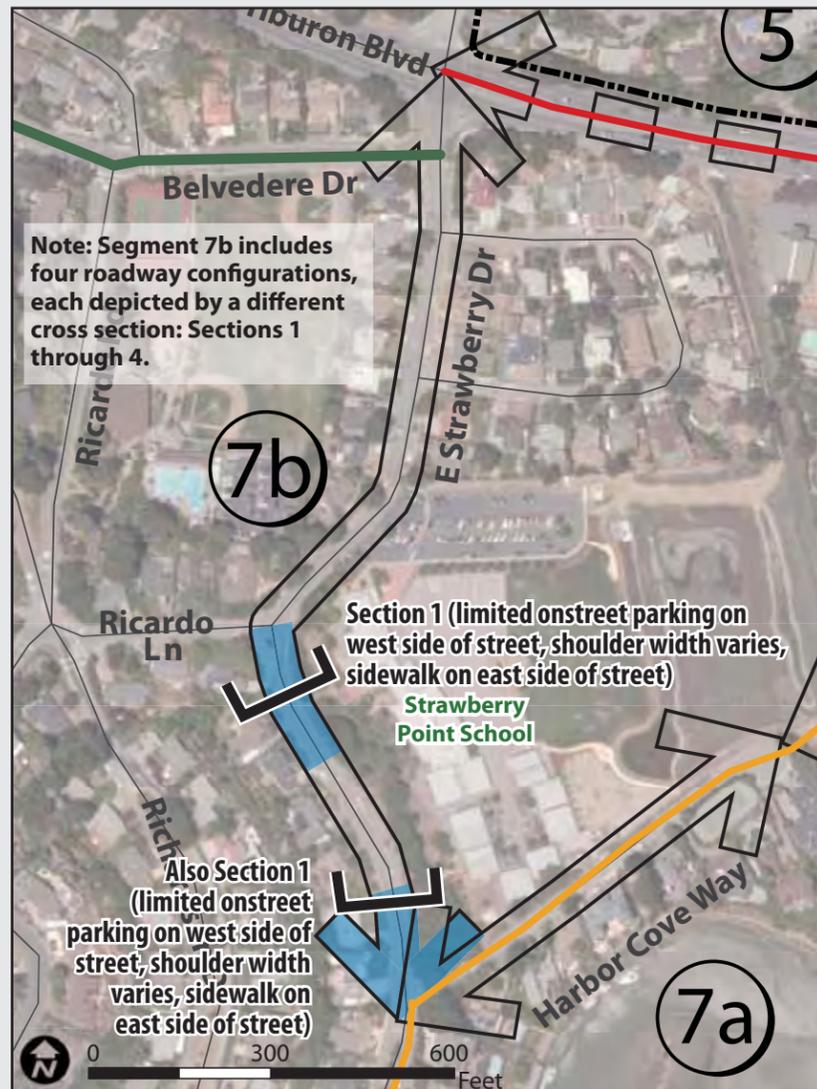
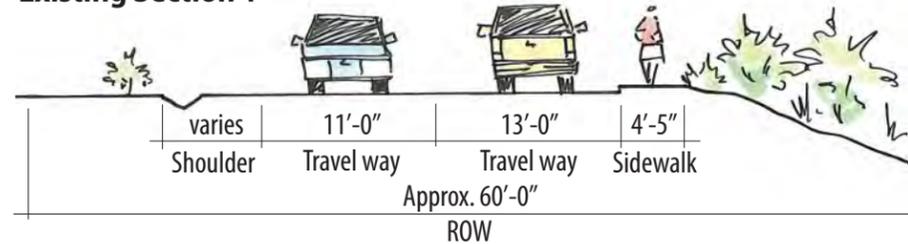


Photo of roadway configuration depicted by Segment 7b Section 1: E. Strawberry Drive (looking north)

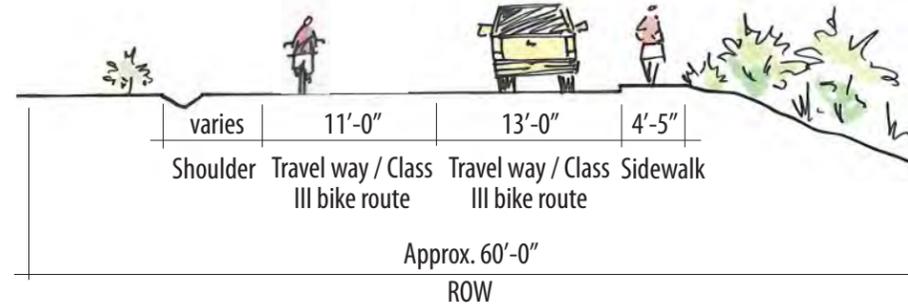
Existing Condition: E. Strawberry Drive (looking north)

Existing Section 1

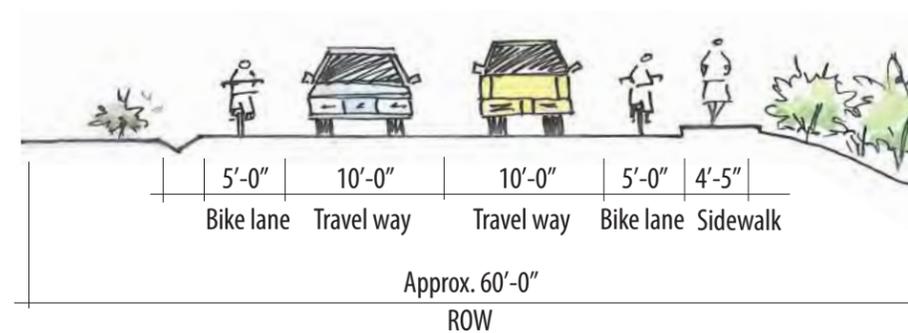


Bay Trail Segment Concept

Section 1 Option A: Class III Bike Route and Sidewalk



Section 1 Option B: Class II Bike Lanes and Sidewalk



Description: E. Strawberry Drive between Harbor Cove Way and Ricardo Lane is a two-way residential street. According to MarinMap, the right-of-way width along E. Strawberry Drive is approximately 60 feet. A sidewalk exists along the east side of the street. Parking is not permitted immediately north of Harbor Cove Way. Parking is allowed on the west side of the street, for approximately 120 feet directly south of Ricardo Lane.

Description: Class III bike route with shared use lane markings (sharrows).

- Parking impact: None.
- Class III bike route and sidewalk do not meet Bay Trail facility requirements.
- Two crossing options are proposed at the E. Strawberry Drive / Tiburon Boulevard intersection (see page 8). Costs for Crossing Option A are estimated at \$450,000. Costs for Crossing Option B are estimated at \$160,000.
- Estimated construction cost for Segment 7b Option A (not including E. Strawberry Drive / Tiburon Boulevard / Belvedere Drive intersection improvements): \$20,000.

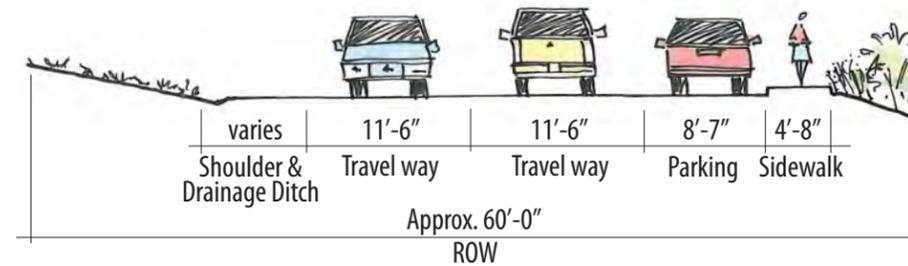
Description: Class II bike lanes. Rebuild sidewalk approx. five feet to the east.

- Parking impact: Restrict parking on the south side of Ricardo Lane for approx. 120 feet.
- Marin County is not likely to support bike lanes or the loss of onstreet parking. The Marin County Bicycle and Pedestrian Master Plan does not designate E. Strawberry Drive for Class II bike lanes.
- Bike lanes would begin/end at Harbor Cove Way, creating a relatively short (one-quarter mile) segment of bike lanes.
- Parking loss is anticipated to cause substantial community concern. Option B is included in the Study as an option that would meet the Bay Trail facility requirements.
- Limited biological resource impacts associated with removal of some landscaping.
- Best Management Practices would be required to avoid sediment entering the marsh and wetland areas during construction.
- Two crossing options are proposed at the E. Strawberry Drive / Tiburon Boulevard intersection (see page 8). Costs for Crossing Option A are estimated at \$450,000. Costs for Crossing Option B are estimated at \$160,000.
- Estimated construction cost for Segment 7b Option B (including Section 4 Option B1, but not including E. Strawberry Drive / Tiburon Boulevard / Belvedere Drive intersection improvements): \$430,000.

Segment 7b: E. Strawberry Drive (continued)



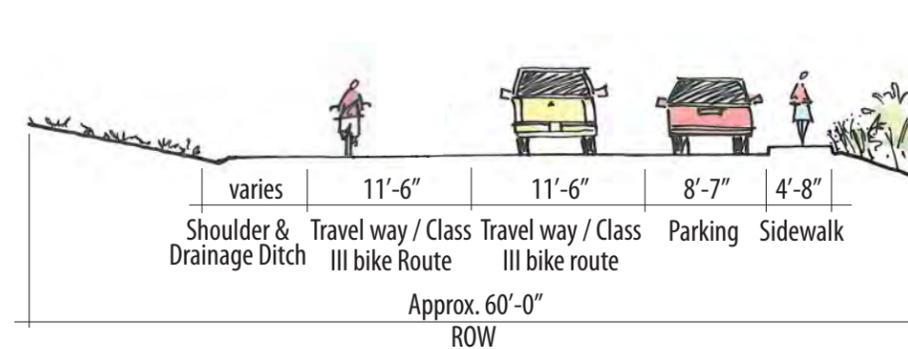
Existing Condition: E. Strawberry Drive (looking north) Existing Section 2



Description: Through Segment 7b Section 2, E. Strawberry Drive widens to include a parking aisle with parking for approximately eight cars along the east side of the street. The right-of-way width is approximately 60 feet and a sidewalk exists along the east side of the street.

Bay Trail Segment Concepts

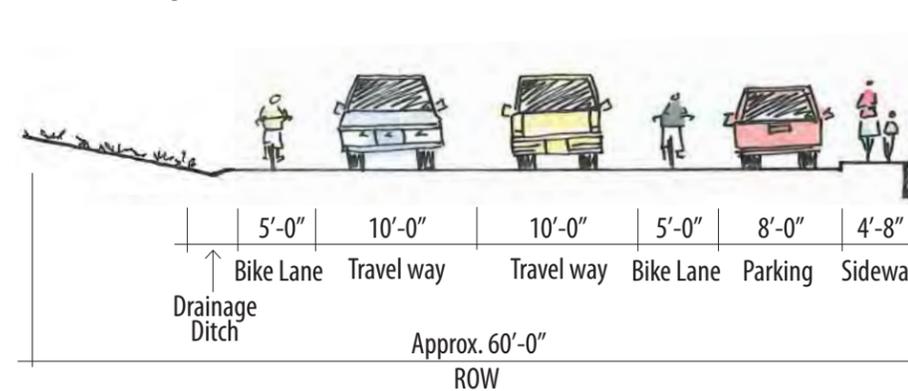
Section 2 Option A: Class III Bike Route and Sidewalk



Description: Class III bike route with sharrows.

- Parking impact: None.
- Class III bike route and sidewalk do not meet Bay Trail facility requirements.
- Estimated construction cost: See page 4.

Section 2 Option B: Class II Bike Lanes and Sidewalk



Description: Class II bike lanes. Rebuild parking and sidewalk approx. 5 feet to the east.

- Parking impact: None.
- Marin County is not likely to support bike lanes. The Marin County Bicycle and Pedestrian Master Plan does not designate E. Strawberry Drive for Class II bike lanes.
- Limited biological resource impacts associated with removal of some landscaping.
- Best Management Practices would be required to avoid sediment entering the marsh and wetland areas during construction.
- Estimated construction cost: See page 4.



Photo of roadway configuration depicted by Segment 7b Section 2: E. Strawberry Drive (looking north)

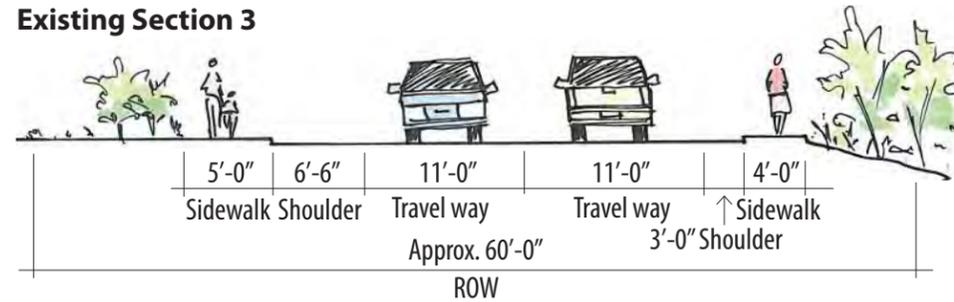
Segment 7b: E. Strawberry Drive (continued)



Photo of roadway configuration depicted by Segment 7b Section 3: E. Strawberry Dr. near Ricardo Ln. (looking north)

Existing Condition: E. Strawberry Drive (looking north)

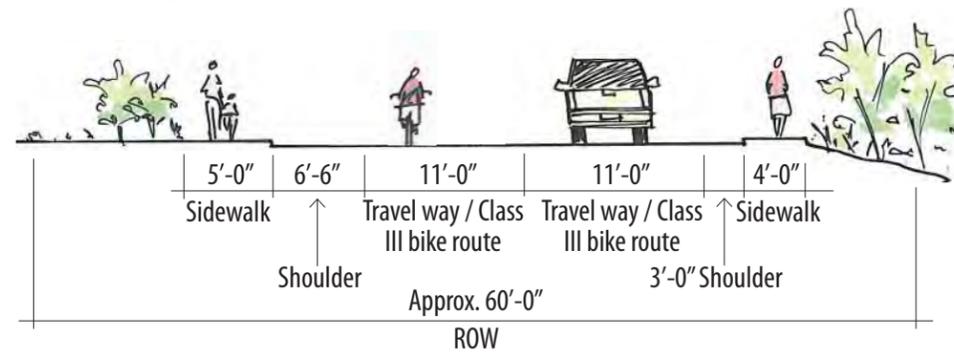
Existing Section 3



Description: E. Strawberry Drive between Ricardo Lane and Tiburon Boulevard is a two-way residential street. According to MarinMap, the right-of-way width along E. Strawberry Drive is approximately 60 feet. Sidewalks exist on both sides of the street. Parking is not permitted along the portion of the street adjacent to Strawberry Point School, the area depicted in Segment 7b Section 3.

Bay Trail Segment Concepts

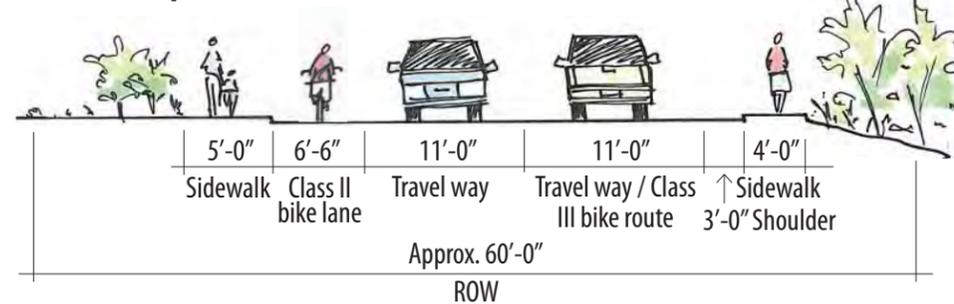
Section 3 Option A: Class III Bike Route and Sidewalks



Description: Class III bike route.

- Parking impact: None.
- Class III bike route and sidewalks do not meet Bay Trail facility requirements.
- Estimated construction cost: See page 4.

Section 3 Option B: Class II Bike Lanes and Sidewalks



Description: Northbound Class III bike route with sharrows and southbound Class II bike lane.

- Parking impact: None.
- American Association of State Highway and Transportation Officials guidance on downhill bike lanes: On streets where downhill grades are long enough to result in bicycle speeds similar to typical motor vehicle speeds, then a bike lane may be provided only in the uphill direction, with shared-lane markings in the downhill direction (2012 Guide for the Development of Bicycle Facilities, p. 4-12).
- Marin County is not likely to support bike lanes. The Marin County Bicycle and Pedestrian Master Plan does not designate E. Strawberry Drive for Class II bike lanes.
- Estimated construction cost: See page 4.

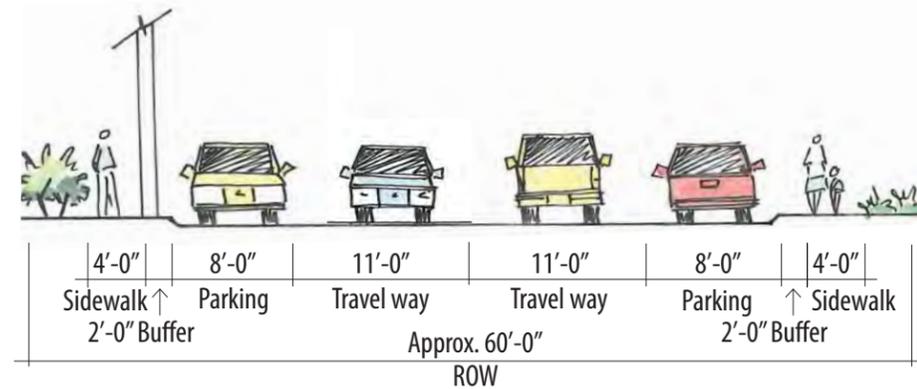
Segment 7b: E. Strawberry Drive (continued)



Photo of roadway configuration depicted by Segment 7b Section 4: E. Strawberry Dr. near Strawberry Cir. (looking north)

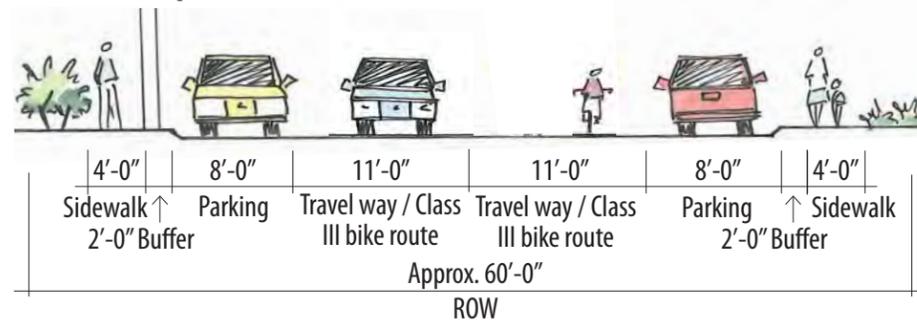
Existing Condition: E. Strawberry Drive (looking north)

Existing Section 4

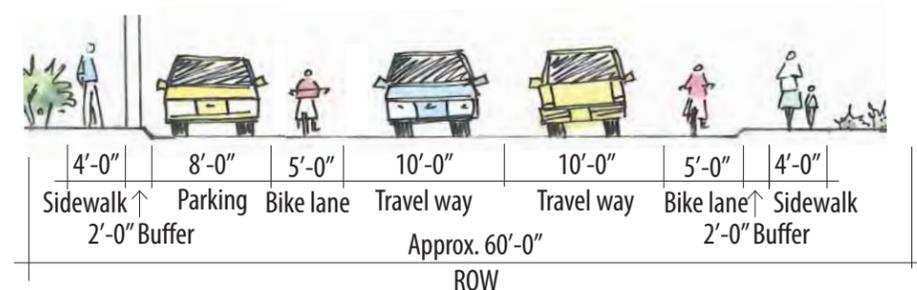


Bay Trail Segment Concept

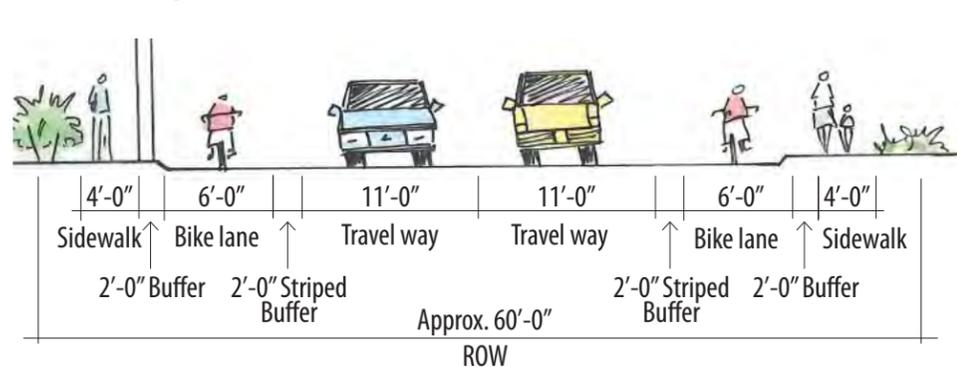
Section 4 Option A: Class III Bike Route and Sidewalks



Section 4 Option B1: Class II Bike Lanes and Sidewalks



Section 4 Option B2: Class II Buffered Bike Lanes and Sidewalks



Description: Parking is permitted along a portion of the street north of Strawberry Point School, the area depicted in Segment 7b Section 4. The right-of-way width is approximately 60 feet. Sidewalks exist on both sides of the street.

Description Option A: Class III bike route with sharrows.

- Parking impact: None
- Class III bike route and sidewalks do not meet Bay Trail facility requirements.
- Estimated construction cost: See page 4.

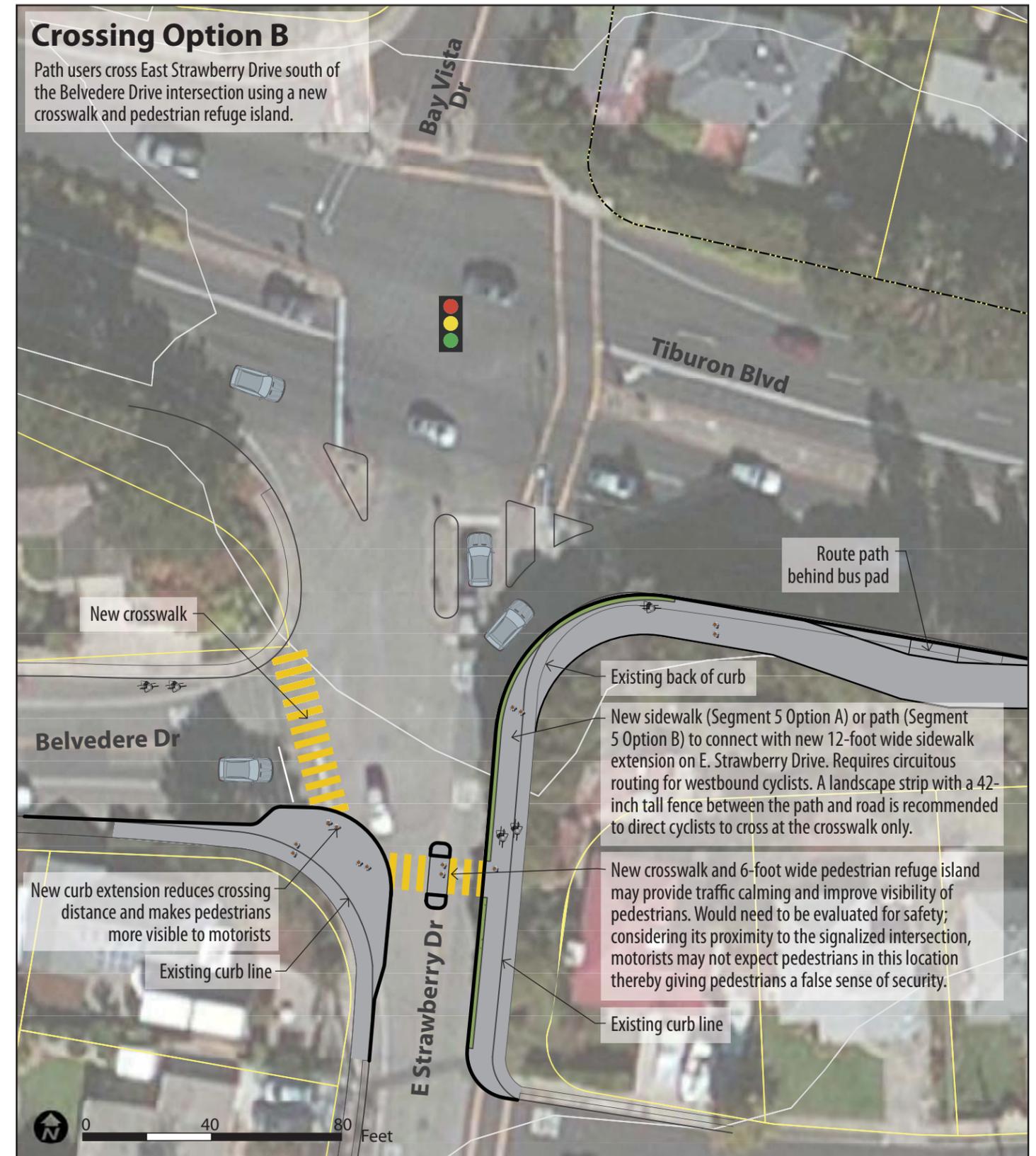
Description Option B1: Class II bike lanes. Remove parking on east side of street.

- Parking impact: Parking prohibited for 320 linear feet on the east side.
- Marin County is not likely to support bike lanes or the loss of onstreet parking. The Marin County Bicycle and Pedestrian Master Plan does not designate E. Strawberry Drive for Class II bike lanes.
- Parking loss is anticipated to cause substantial community concern. Option B is included in the Study as an option that would meet the Bay Trail facility requirements.
- Estimated construction cost: See page 4.

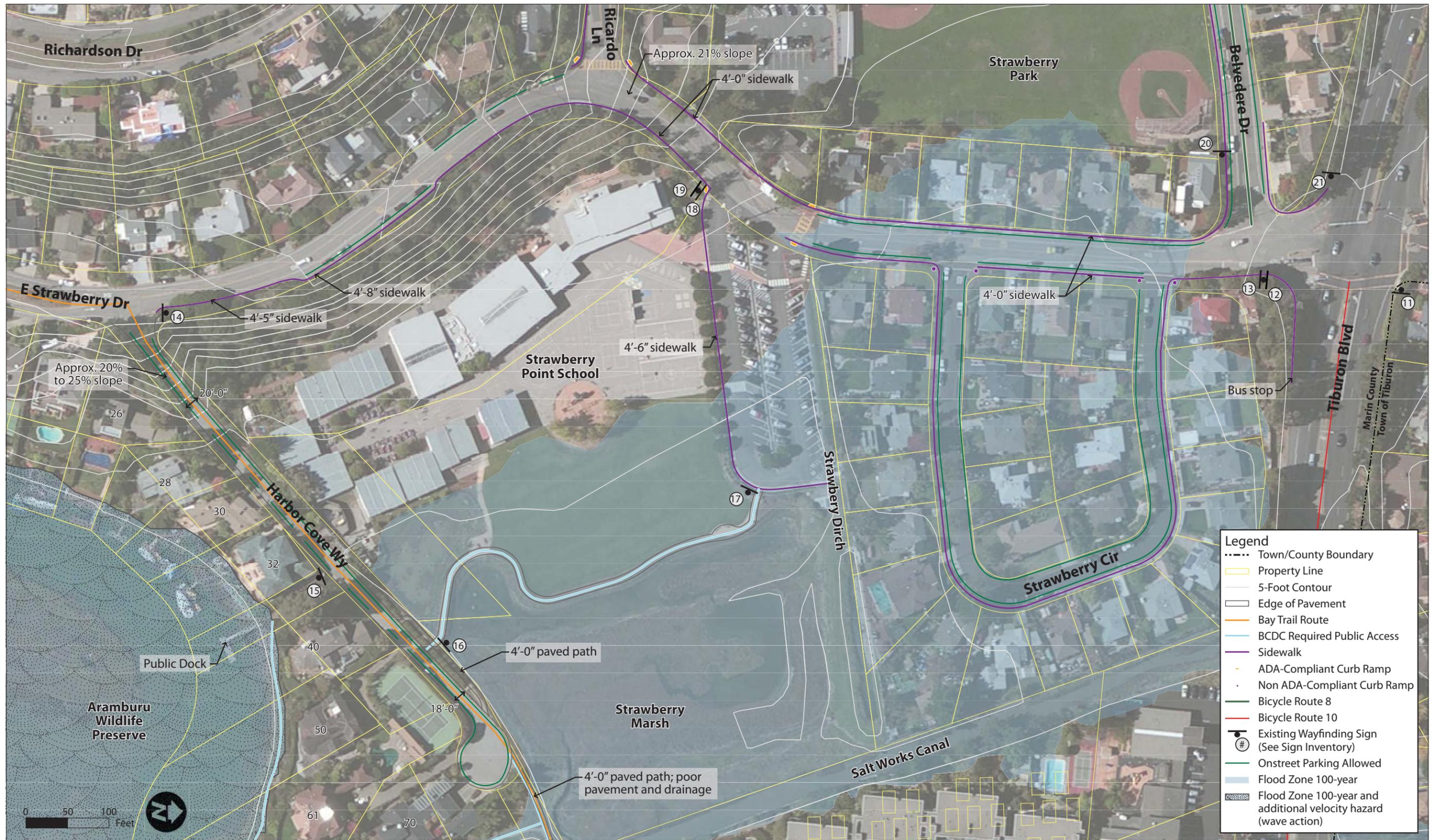
Description Option B2: Class II buffered bike lanes. Remove parking on both sides of street.

- Parking impact: Parking prohibited for 400 linear feet on west side of the street and 320 linear feet on the east side.
- Marin County is not likely to support bike lanes or the loss of onstreet parking. The Marin County Bicycle and Pedestrian Master Plan does not designate E. Strawberry Drive for Class II bike lanes.
- Parking loss is anticipated to cause substantial community concern. Option B is included in the Study as an option that would meet the Bay Trail facility requirements.
- Estimated construction cost: Striping for buffered bike lanes would cost \$3,000 in addition to striping for bike lanes (Section 4 Option B1). Estimated construction cost for the combination of Sections 1 through 3 Option B and Section 4 Option B2: \$433,000.

Segment 7b: E. Strawberry Drive / Tiburon Boulevard / Belvedere Drive Intersection



Appendix 2B. Existing Conditions, Opportunities, and Constraints Map



Legend

- Town/County Boundary
- Property Line
- 5-Foot Contour
- Edge of Pavement
- Bay Trail Route
- BCDC Required Public Access
- Sidewalk
- ADA-Compliant Curb Ramp
- Non ADA-Compliant Curb Ramp
- Bicycle Route 8
- Bicycle Route 10
- Existing Wayfinding Sign (See Sign Inventory)
- Onstreet Parking Allowed
- Flood Zone 100-year
- Flood Zone 100-year and additional velocity hazard (wave action)

Appendix 2C. Preliminary Environmental Analysis

Tibron	7a Harbor Cove Way Option A	7b East Strawberry Drive Option A	7b East Strawberry Drive Option B1	7b East Strawberry Drive Segment 4 Option B2	East Strawberry Drive / Tiburon Boulevard / Belvedere Drive Crossing Option A	East Strawberry Drive / Tiburon Boulevard / Belvedere Drive Crossing Option B
Aesthetics	Project improvements would generally be beneficial. The addition of a sidewalk would connect to the existing path on the lower segment, improving visual as well as physical connections along the roadway.	Aesthetic impacts would be comparable to the existing condition. Markings for sharrows and Class III bike route signs would not detract from the existing conditions.	Aesthetic impacts would be comparable to the existing condition. Signage and markings for Class II bike lanes would not detract from the existing conditions.	Same as 7b East Strawberry Drive Option B1.	Project improvements would generally be beneficial. The addition of crosswalks and a wider southbound sidewalk improve the appearance of the roadway and enhance the pedestrian experience.	Project improvements would generally be beneficial. The addition of crosswalks would improve the appearance of the roadway and enhance the pedestrian experience.
Farmland and Forestry	The improvements would not result in changes to farmland and forestry.	None	None	Same as 7b East Strawberry Drive Option B1.	None	None
Air Quality	Following construction, air quality impacts would improve over the existing condition since the addition of a sidewalk would encourage more pedestrian trips.	Adding markings for sharrows and Class III bike route signs would encourage greater use by bicycles, thereby resulting in some improvement in air quality.	Adding signage and markings for Class II bike lanes would encourage greater use by bicycles, thereby resulting in some improvement in air quality.	Same as 7b East Strawberry Drive Option B1.	Following construction, air quality impacts would improve over the existing condition since the addition of crosswalks and a wider southbound sidewalk would encourage more pedestrian trips.	Following construction, air quality impacts would improve over the existing condition since the addition of crosswalks would encourage more pedestrian trips.
Biological Resources	Biological resource impacts would be slightly greater than the existing condition because of the need to remove some shrubs to widen the eastern portion of E. Strawberry Drive and install the sidewalk connecting to E. Strawberry Drive.	None	Biological resource impacts would be slightly greater than the existing condition because of the need to remove some landscaping to widen the roadway between Harbor Cove Way and Ricardo Lane.	Same as 7b East Strawberry Drive Option B1.	Biological resource impacts would be comparable to the existing condition. A couple of additional trees would be planted adjacent to the wider southbound sidewalk, which would be beneficial. Some existing shrubs would be removed in this location.	Biological resource impacts would be comparable to the existing condition.
Cultural Resources	The disturbed ROW along the western portion of the roadway would be 4 feet wider than the existing condition. While cultural resource impacts are not anticipated, all construction activity results in the potential for uncovering unforeseen artifacts. Installing project improvements within the existing ROW (e.g., the reconstructed path) would not be expected to result in impacts to cultural resources.	None	The disturbed ROW along the eastern portion of the roadway between Harbor Cove Way and Ricardo Lane would be 5 feet wider than the existing condition. While cultural resource impacts are not anticipated, all construction activity results in the potential for uncovering unforeseen artifacts. Installing project improvements within the existing ROW (e.g., between Ricardo Lane and Strawberry Circle) would not be expected to result in impacts to cultural resources.	Same as 7b East Strawberry Drive Option B1.	None	None
Greenhouse Gas Emissions	Following construction, greenhouse gas impacts would be slightly less than the existing condition because the addition of a sidewalk would encourage more pedestrian trips.	Greenhouse gas emissions would be reduced slightly with greater use of bicycles.	Following construction, greenhouse gas emissions would be reduced slightly with greater use of bicycles.	Same as 7b East Strawberry Drive Option B1.	Following construction, greenhouse gas impacts would be slightly less than the existing condition because the addition of crosswalks and a wider southbound sidewalk would encourage more pedestrian trips.	Following construction, greenhouse gas impacts would be slightly less than the existing condition because the addition of crosswalks and pedestrian refuge islands would encourage more pedestrian trips.
Geology & Soils	Best management practices would be utilized during construction to avoid sediment entering the adjacent marsh and wetland areas. With BMP measures in place, impacts would not be potentially significant.	None	Best management practices would be utilized during construction to avoid sediment entering the adjacent marsh and wetland areas. With BMP measures in place, impacts would not be potentially significant.	Same as 7b East Strawberry Drive Option B1.	None	None
Hazards & Hazardous Materials	Hazards and hazardous waste impacts would be limited to petroleum products used for the construction equipment.	None	Hazards and hazardous waste impacts would be limited to petroleum products used for the construction equipment.	Same as 7b East Strawberry Drive Option B1.	Hazards and hazardous waste impacts would be limited to petroleum products used for the construction equipment.	Hazards and hazardous waste impacts would be limited to petroleum products used for the construction equipment.
Hydrology & Water Quality	As indicated under Geology and Soils, best management practices would be utilized during construction to avoid sediment entering the adjacent marsh and wetland areas. With BMP measures, impacts would not be potentially significant.	None	As indicated under Geology and Soils, best management practices would be utilized during construction to avoid sediment entering the adjacent marsh and wetland areas. With BMP measures, impacts would not be potentially significant.	Same as 7b East Strawberry Drive Option B1.	None	None

Preliminary Environmental Analysis (continued)

Tibron	7a Harbor Cove Way Option A	7b East Strawberry Drive Option A	7b East Strawberry Drive Option B1	7b East Strawberry Drive Segment 4 Option B2	East Strawberry Drive / Tiburon Boulevard / Belvedere Drive Crossing Option A	East Strawberry Drive / Tiburon Boulevard / Belvedere Drive Crossing Option B
Land Use	Improvements would enhance connections between land uses.	Improves connections between land uses.	Improvements would enhance connections between land uses.	Same as 7b East Strawberry Drive Option B1.	Improvements would enhance connections between land uses.	Improvements would enhance connections between land uses.
Noise	The slightly wider ROW along the western portion of the roadway would result in cars traveling a little bit further to the north along the roadway, but the changes in noise level would likely be imperceptible. A slightly wider roadway could increase the speed of vehicles very slightly. The slightly narrower ROW along the eastern portion of the roadway would result in cars traveling a little bit further to the south, slightly closer to existing residences, but the changes in noise level would likely be imperceptible, particularly since a slightly reduced roadway will generally result in vehicles moving more slowly.	Additional bicycle trips along the route could result in slightly less noise.	Additional bicycle trips along the route could result in slightly less noise. The slightly narrower travel lanes will generally result in vehicles moving more slowly, but the changes in noise level would likely be imperceptible.	Same as 7b East Strawberry Drive Option B1.	Roadway narrowing would result in slower traffic speeds (traffic calming) and therefore lower noise levels.	The new crosswalks, pedestrian refuge island, and curb extension would result in slower traffic speeds (traffic calming) and therefore lower noise levels.
Population, Employment & Housing	The proposed improvements would not result in changes to population, employment or housing.	The proposed improvements would not result in changes to population, employment or housing.	The proposed improvements would not result in changes to population, employment or housing.	Same as 7b East Strawberry Drive Option B1.	The proposed improvements would not result in changes to population, employment or housing.	The proposed improvements would not result in changes to population, employment or housing.
Recreation	Recreation-related impacts would be beneficial by improving sidewalk connections, resulting in greater pedestrian use.	Recreation-related impacts would be beneficial by creating more guidance for use of the route by bicyclists.	Recreation-related impacts would be beneficial by creating more bike lanes for bicyclists.	Same as 7b East Strawberry Drive Option B1.	Recreation-related impacts would be beneficial by adding crosswalks and improving sidewalk connections, thereby resulting in greater pedestrian use.	Recreation-related impacts would be beneficial by adding crosswalks with pedestrian refuge islands and improving sidewalk connections, thereby resulting in greater pedestrian use.
Transportation & Circulation	Transportation and circulation impacts would be beneficial by adding a sidewalk and improving pedestrian connections. Parking would be maintained along the south side of the street, so parking conditions would be comparable to the existing condition.	Improvements would improve use of the route by bicyclists, resulting in additional bike trips. This change would result in a beneficial impact to transportation and circulation.	Improvements would improve use of the route by bicyclists, resulting in additional bike trips; a beneficial impact to transportation and circulation. Parking would be reduced by approximately 120 linear feet south of Ricardo Lane and 320 linear feet between Strawberry Point Elementary School and Strawberry Circle; parking conditions would be impacted compared to the existing condition. Loss of parking on East Strawberry Drive would impact parking on nearby streets.	Improvements would improve use of the route by bicyclists, resulting in additional bike trips; a beneficial impact to transportation and circulation. Parking would be reduced by approximately 120 linear feet south of Ricardo Lane and 720 linear feet between Strawberry Point Elementary School and Strawberry Circle; parking conditions would be impacted compared to the existing condition. Loss of parking on East Strawberry Drive would impact parking on nearby streets.	Adding crosswalks, widening the sidewalk on the west side of the roadway, and adjusting the traffic signal timing would improve bicycle and pedestrian connections, resulting in beneficial impacts to transportation and circulation. A narrowed curb radius would slow cars turning right onto E. Strawberry Drive. Removal of the free right onto Tiburon Boulevard may impact LOS along the state highway and would need to be analyzed.	Adding crosswalks, pedestrian refuge island and a wider sidewalk on the east side of the roadway would improve pedestrian connections, resulting in beneficial impacts to transportation and circulation. Traffic calming would slow traffic through this intersection. New crossing on E. Strawberry Drive would need to be evaluated for safety. The crossing is in close proximity to the signalized intersection and motorists may not anticipate pedestrians crossing at this location.
Public Services	The improvements would not result in impacts to public services.	Comparable to the existing condition.	The improvements would not result in impacts to public services.	Same as 7b East Strawberry Drive Option B1.	None	None
Utilities	Project improvements may require shifts in the location of utility poles, but these impacts would not be potentially significant.	Comparable to the existing condition.	Project improvements may require shifts in the location of one utility pole, but this impact would not be potentially significant.	Same as 7b East Strawberry Drive Option B1.	None	None

Appendix 2D. Preliminary Cost Estimates

Table 1: Segment 7a Option A (West)

ITEM	DESCRIPTION OF ITEMS	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	Mobilization	1	LS	\$1,000.00	\$1,000
2	Clearing and Grubbing	1	LS	\$1,000.00	\$1,000
3	Water Pollution Control	1	LS	\$1,250.00	\$1,250
4	Traffic Control System	1	LS	\$500.00	\$500
5	Construction Area Signs	1	LS	\$500.00	\$500
6	Borrow/Import	18	CY	\$80.00	\$1,440
7	PCC Path	1110	SF	\$10.00	\$11,100
8	PCC Curb and Gutter (Type D)	185	LF	\$30.00	\$5,550
9	Hot Mix Asphalt (Type A) for Road Widening	18	TON	\$300.00	\$5,400
10	Class 2 Aggregate Base for Road Widening	17	CY	\$80.00	\$1,360
11	Relocate sign panel on new post	1	EA	\$200.00	\$200
12	Retaining Wall, Subdrain (Perforated) and PC Ditch	500	SF	\$100.00	\$50,000
13	Retaining Wall Railing	100	LF	\$60.00	\$6,000
14	Catch Basin (Type A)	2	EA	\$4,000.00	\$8,000
15	HDPE Storm Drain	190	LF	\$45.00	\$8,550
Subtotal Construction Cost					\$101,850
25 % Contingency					\$25,463
Total Construction Cost					\$127,313
15% Engineering Cost					\$19,097
10% Construction Management Cost					\$12,731
4% Administration Cost					\$5,093
Total Cost					\$164,233

Table 2: Segment 7a Option A (East)

ITEM	DESCRIPTION OF ITEMS	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	Mobilization	1	LS	\$1,000.00	\$1,000
2	Clearing and Grubbing	1	LS	\$1,000.00	\$1,000
3	Water Pollution Control	1	LS	\$1,250.00	\$1,250
4	Traffic Control System	1	LS	\$500.00	\$500
5	Construction Area Signs	1	LS	\$500.00	\$500
1	Roadway Excavation (F)	32	CY	\$50.00	\$1,600
6	PCC Path	4080	SF	\$10.00	\$40,800
7	AC Curb along Cul De Sac	90	LF	\$25.00	\$2,250
Subtotal Construction Cost					\$48,900
25 % Contingency					\$12,225
Total Construction Cost					\$61,125
15% Engineering Cost					\$9,169
10% Construction Management Cost					\$6,113
4% Administration Cost					\$2,445
Total Cost					\$78,851

Preliminary Cost Estimates (continued)

Table 3: Segment 7b Option A

ITEM	DESCRIPTION OF ITEMS	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	Mobilization	1	LS	\$2,000.00	\$2,000
2	Traffic Control System	1	LS	\$4,000.00	\$4,000
3	Construction Area Signs	1	LS	\$2,000.00	\$2,000
4	Thermoplastic Sharrow	4	EA	\$100.00	\$400
5	Bike Route Signs	5	EA	\$300.00	\$1,500
Subtotal Construction Cost					\$9,900
25 % Contingency					\$2,475
Total Construction Cost					\$12,375
15% Engineering Cost					\$1,856
10% Construction Management Cost					\$1,238
4% Administration Cost					\$495
Total Cost					\$15,964

Table 5: Segment 7b Option B2

ITEM	DESCRIPTION OF ITEMS	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	Mobilization	1	LS	\$40,000.00	\$10,000
2	Clearing and Grubbing	1	LS	\$4,000.00	\$4,000
3	Water Pollution Control	1	LS	\$6,000.00	\$6,000
4	Traffic Control System	1	LS	\$5,000.00	\$5,000
5	Construction Area Signs	1	LS	\$2,000.00	\$2,000
6	Borrow/Import	65	CY	\$80.00	\$5,200
7	Retainaing Wall, Subdrain (Perforated) and PC Ditch	1800	SF	\$100.00	\$180,000
6	Remove Painted Traffic Stripe	4775	LF	\$0.70	\$3,343
7	Remove Sidewalk, Curb, and Gutter	54	CY	\$130.00	\$7,027
8	PCC Curb and Gutter	625	LF	\$30.00	\$18,750
9	Class 2 Aggregate Base	62	CY	\$80.00	\$4,938
10	Hot Mix Asphalt (Type A) for Road Widening	31	TON	\$300.00	\$9,300
11	Thermoplastic Traffic Stripe, Detail 21, Double Yellow	1500	LF	\$1.50	\$2,250
12	Thermoplastic Traffic Stripe, Detail 27B, Edgeline	650	LF	\$0.80	\$520
13	Thermoplastic Traffic Stripe, Detail 39, Bike Lane	3000	LF	\$1.20	\$3,600
14	Thermoplastic Traffic Stripe, Detail 1	2125	LF	\$0.80	\$1,700
15	Thermoplastic Bike Lane Stencil	5	EA	\$100.00	\$500
16	Bike Lane Sign	5	EA	\$300.00	\$1,500
17	Relocate Sign Panel on New Post	5	EA	\$200.00	\$1,000
Subtotal Construction Cost					\$266,627
25 % Contingency					\$66,657
Total Construction Cost					\$333,284
15% Engineering Cost					\$49,993
10% Construction Management Cost					\$33,328
4% Administration Cost					\$13,331
Total Cost					\$429,937

Table 4: Segment 7b Option B1

ITEM	DESCRIPTION OF ITEMS	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	Mobilization	1	LS	\$40,000.00	\$10,000
2	Clearing and Grubbing	1	LS	\$4,000.00	\$4,000
3	Water Pollution Control	1	LS	\$6,000.00	\$6,000
4	Traffic Control System	1	LS	\$5,000.00	\$5,000
5	Construction Area Signs	1	LS	\$2,000.00	\$2,000
6	Borrow/Import	65	CY	\$80.00	\$5,200
7	Retainaing Wall, Subdrain (Perforated) and PC Ditch	1800	SF	\$100.00	\$180,000
6	Remove Painted Traffic Stripe	4775	LF	\$0.70	\$3,343
7	Remove Sidewalk, Curb, and Gutter	54	CY	\$130.00	\$7,027
8	PCC Curb and Gutter	625	LF	\$30.00	\$18,750
9	Class 2 Aggregate Base	62	CY	\$80.00	\$4,938
10	Hot Mix Asphalt (Type A) for Road Widening	31	TON	\$300.00	\$9,300
11	Thermoplastic Traffic Stripe, Detail 21, Double Yellow	1500	LF	\$1.50	\$2,250
12	Thermoplastic Traffic Stripe, Detail 27B, Edgeline	650	LF	\$0.80	\$520
13	Thermoplastic Traffic Stripe, Detail 39, Bike Lane	3000	LF	\$1.20	\$3,600
14	Thermoplastic Bike Lane Stencil	5	EA	\$100.00	\$500
15	Bike Lane Sign	5	EA	\$300.00	\$1,500
16	Relocate Sign Panel on New Post	5	EA	\$200.00	\$1,000
Subtotal Construction Cost					\$264,927
25 % Contingency					\$66,232
Total Construction Cost					\$331,159
15% Engineering Cost					\$49,674
10% Construction Management Cost					\$33,116
4% Administration Cost					\$13,246
Total Cost					\$427,195

Preliminary Cost Estimates (continued)

Table 6: Segment 7b Crossing Option A

ITEM	DESCRIPTION OF ITEMS	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	Mobilization	1	LS	\$3,000.00	\$30,000
2	Clearing and Grubbing	1	LS	\$2,000.00	\$2,000
3	Water Pollution Control	1	LS	\$1,000.00	\$3,000
4	Traffic Control System	1	LS	\$5,000.00	\$5,000
5	Construction Area Signs	1	LS	\$2,000.00	\$2,000
6	Traffic Signal Modifications	1	LS	\$175,000.00	\$175,000
7	Remove Painted Traffic Stripe	130	LF	\$0.70	\$91
8	Remove Concrete Island	4	EA	\$600.00	\$2,400
9	Remove Sidewalk, Curb, and Gutter	23	CY	\$130.00	\$2,990
10	PCC Curb and Gutter	302	LF	\$30.00	\$9,060
11	Class 2 Aggregate Base	17	CY	\$80.00	\$1,360
12	12' Pedestrian Path, PCC	1140	SF	\$10.00	\$11,400
13	Curb Extension	1400	SF	\$10.00	\$14,000
14	Thermoplastic Arrow Pavement Markings	2	EA	\$250.00	\$500
15	Advance Stop Bar	36	LF	\$10.00	\$360
16	Thermoplastic 24" Crosswalk Stripe	120	LF	\$8.00	\$960
17	Transverse Crosswalk	80	LF	\$4.00	\$320
18	Relocate Sign Panel on New Post	4	EA	\$200.00	\$800
19	Landscape Work	1	LS	\$5,000.00	\$5,000
20	Irrigation	1	LS	\$2,000.00	\$2,000
Subtotal Construction Cost					\$268,241
25 % Contingency					\$67,060
Total Construction Cost					\$335,301
15% Engineering Cost					\$50,295
10% Construction Management Cost					\$33,530
4% Administration Cost					\$13,412
Total Cost					\$432,539

Table 7: Segment 7b Crossing Option B

ITEM	DESCRIPTION OF ITEMS	QUANTITY	UNIT	UNIT PRICE	TOTAL
1	Mobilization	1	LS	\$3,000.00	\$8,500
2	Water Pollution Control	1	LS	\$1,000.00	\$3,000
3	Traffic Control System	1	LS	\$5,000.00	\$5,000
4	Construction Area Signs	1	LS	\$2,000.00	\$2,000
5	Remove Sidewalk, Curb, and Gutter	30	CY	\$130.00	\$3,900
6	Remove Painted Traffic Stripe	50	LF	\$0.70	\$35
7	PCC Curb and Gutter	130	LF	\$30.00	\$3,900
8	Class 2 Aggregate Base	25	CY	\$80.00	\$2,000
9	12' Pedestrian Path, PCC	1680	SF	\$10.00	\$16,800
10	Post and Cable Fence	160	LF	\$30.00	\$4,800
11	Curb Extension	1400	SF	\$10.00	\$14,000
12	Pedestrian Refuge Island	1	LS	\$15,000.00	\$15,000
13	Catch Basin (Type A)	2	EA	\$4,000.00	\$8,000
14	HDPE Storm Drain, Reconnect	50	LF	\$100.00	\$5,000
15	Advance Stop Bar	22	LF	\$10.00	\$220
16	Thermoplastic 24" Crosswalk Stripe	74	LF	\$8.00	\$592
17	Landscape Work	1	LS	\$3,000.00	\$3,000
18	Irrigation	1	LS	\$1,500.00	\$1,500
Subtotal Construction Cost					\$97,247
25 % Contingency					\$24,312
Total Construction Cost					\$121,559
15% Engineering Cost					\$18,234
10% Construction Management Cost					\$12,156
4% Administration Cost					\$4,862
Total Cost					\$156,811

TOWN COUNCIL MINUTES

CALL TO ORDER

Mayor Fraser called the regular meeting of the Tiburon Town Council to order at 7:30 p.m. on Wednesday, June 20, 2012, in Town Council Chambers, 1505 Tiburon Boulevard, Tiburon, California.

ROLL CALL

PRESENT: COUNCILMEMBERS: Collins, Doyle, Fraser, Fredericks, O'Donnell

PRESENT: EX OFFICIO: Town Manager Curran, Town Attorney Danforth, Director of Administrative Services Bigall, Director of Community Development Anderson, Planning Manager Watrous, Director of Public Works/Town Engineer Nguyen, Police Chief Cronin, Town Clerk Crane Iacopi

Prior to the regular meeting, the Council met in closed session to discuss the following:

CLOSED SESSION – (7 p.m.)

CONFERENCE WITH LABOR NEGOTIATOR
(Government Code Section 54957.6)

Bargaining Units: Service Employees International Union (SEIU)
Negotiators: Town Manager and Director of Administrative Services

The Council also conducted an interview for a vacancy on the Heritage & Arts Commission:

INTERVIEW – (7:15 p.m.)

Heritage & Arts Commission Vacancy
• Elizabeth Merrill, Lagoon Vista Road

ANNOUNCEMENT OF ACTION TAKEN IN CLOSED SESSION, IF ANY

Mayor Fraser said that no action was taken on the matter discussed.

ORAL COMMUNICATIONS

Delli Woodring read a letter asking the Council to consider delaying the final vote on the Library [Design Review] application beyond the July 25 hearing date. She said the issue was too important to the Town and represented a major change that needed more time for the community to consider.

Ms. Woodring said a delay would allow the divergent parties to come together in a workshop setting to reach consensus. She said the issue now divided the public and that it would be better for all parties to reach an agreement prior to the matter coming to the Council. Ms. Woodring said there was no reason to hurry; that the best result lay in time for open discussion and constructive decision-making.

CONSENT CALENDAR

1. **Town Council Minutes** – Adopt Minutes of June 6, 2012 regular meeting (Town Clerk Crane Iacopi)
2. **FY 2012-13 Municipal Budget** – Adoption of Municipal Budget resolutions for fiscal year ending June 30, 2013 (Director of Administrative Services Bigall)
3. **Employee Compensation Program** – Adoption of resolutions Amending Management and Mid-Management/Unrepresented Employees Compensation Program for FY 2012-2013 and FY 2013-2014 (Director of Administrative Services Bigall)

Town Manager Curran said that a corrected version of the Mid-Management resolution in No. 3 had been distributed to Council and copies were available to the public on the table in the Council Chambers.

MOTION: To adopt Consent Calendar Item Nos. 1 and 2, and Item No. 3 with the substitution of the correct resolution for Mid-Management/Unrepresented Employees

Moved: Collins, seconded by Fredericks

Vote: AYES: Unanimous

ACTION ITEMS

1. **Appointments to Boards, Commissions and Committees** – Consider appointments to fill a) Town Council position on Jt. Recreation Committee and b) vacancy on Heritage & Arts Commission (Town Clerk Crane Iacopi)

Town Clerk Crane Iacopi gave the report. In Item 1 (a) she said that the Council had voted at its last meeting to amend the Jt. Recreation Bylaws in order to add two additional voting members,

Town Council Meeting Minutes (continued)

a Councilmember from the City of Belvedere and one from the Town of Tiburon. She said that Mayor Fraser had been the Town's liaison to the committee but served in an advisory capacity. She said that the Council appointment of one of its members would bring the total voting members to nine, four appointed by the City of Belvedere, four appointed by the Tiburon, and one from the Reed Union School District.

Mayor Fraser said he had enjoyed serving as the Council's representative to date. Vice Mayor O'Donnell said that he and the Mayor had come up with the idea of amending the bylaws during the process of finding a location for a new Joint Recreation building. He said that the Town's \$2 million investment was a sizable one and warranted the Council's oversight through a voting member. He nominated Mayor Fraser to serve in this capacity.

MOTION: To nominate Mayor Fraser to serve as the Council's voting member representative to the Belvedere-Tiburon Joint Recreation Committee.
Moved: O'Donnell, seconded by Collins (with enthusiasm and gratitude)
Vote: AYES: Unanimous

In Item (b) Town Clerk Crane Iacopi said there was an unfilled vacancy on the Heritage & Arts Commission for which the Council had conducted an interview this evening. She said this was the second of two vacancies since late 2011. She also noted there was another pending vacancy, resulting from the recent resignation of Jaleh Etemad that the Town would advertise for shortly.

Councilmember Collins said that the candidate interviewed by the Council this evening was well qualified for the position.

MOTION: To appoint Elizabeth Merrill to serve on the Heritage & Arts Commission.
Moved: Collins, seconded by Fredericks
Vote: AYES: Unanimous

2. Bay Trail Gap Study – Presentation of report providing recommendations to extend Bay Trail from Blackie's Pasture to East Strawberry Drive (Director of Community Development Anderson/Planning Manager Watrous)

Planning Manager Watrous gave the report. He said that in 2011, the Association of Bay Area Governments (ABAG) awarded the Town an \$85,000 grant to conduct a study to close a gap in the Bay Trail. He said this study sought to evaluate and develop engineering concepts for Class 1, 2 or 3 facilities to enhance service of bicycle and pedestrian traffic along the Tiburon Boulevard/Greenwood Beach Road/Greenwood Cove Drive corridor from East Strawberry Drive to McKegney Green.

Mr. Watrous said that the study was simply that; a planning study of the Bay Trail gap closure. He said that the area of the plan outside of the town's jurisdiction would have a separate review by the Marin County Department of Public Works and possibly by the Strawberry Design

Review Board.

Watrous said that since November 2011, the Parks, Open Space & Trails (POST) Commission had held three workshops on the study and received testimony from neighbors in Tiburon and Strawberry. He noted that the action before the Council this evening was to simply accept the study and in future, he said the Council would have the authority to approve plans and make improvements, if it chose to do so.

The Planning Manager said that the POST Commission made specific recommendations about preferred options for each segment of the study. Councilmember Collins asked if the Council would be bound by any of these options by acceptance of the study. Planning Manager Watrous said that the Council would not be bound and could, in fact, even develop new options. He said the study was of a snapshot in time; also, that the Council was not being asked to make any final decisions tonight.

Mayor Fraser asked if the Council wished to make a different recommendation, other than one contained in the study, could it do so. Mr. Watrous said that the Council could do so and could thereby put the recommendation into the record.

Mayor Fraser asked if staff knew of any future funding or grant opportunities to implement the study. Mr. Watrous said that funding would more likely be available for the more extensive options that created Class I bike trails; he said this funding could possibly come from Bay Trail grant funds. Watrous said that Class 2 or 3 trails were unlikely and less likely to qualify for that type of grant funding.

Councilmember Fredericks commented that because the study had received funding from ABAG to study the Bay Trail gap closure, would the options presented in the study be eligible for this same type of funding. Mr. Watrous said that they would, and noted that the findings (in the study) would help the Town qualify for funding. He also noted that staff had not identified any other funding sources at this juncture.

Mr. Watrous introduced David Parisi, Alta Planning & Design, who had been hired by the Town to assist in preparing the study. Mr. Parisi, a resident of Mill Valley, said it had been his pleasure to work with staff and the POST commission in developing the study. He said that he had taken into account the input from neighbors who had attended and testified at the three workshops. He said the process had resulted in the solutions described in the study.

Mr. Parisi said that the scope of the study was from Blackie's Pasture to East Strawberry Drive; he said that some of these areas had been designated parts of the Bay Trail by ABAG. He said the objective of the study was to find ways to connect these areas into a unified trail. Mr. Parisi also said he had been asked to look at Tiburon Boulevard as a potential alternative to Greenwood Beach Road, as well as the heavily used segment between Greenwood Beach Road and Strawberry Drive, even though it is outside of the Town's limits.

In his power point presentation, Mr. Parisi reviewed each of the eight segments and conceptual design options for each. The description of each segment and option is fully delineated in the study, as well as the written staff report prepared by staff for the Council meeting.

Before the start of the public hearing, Councilmember Collins noted that some of the slides shown by Mr. Parisi in his power point presentation were not in the written report; he said it would be very helpful to include them for the record. Planning Manager Watrous said they could be added to the final version of the study.

Mayor Fraser opened the item to public comment:

1. Gabriela Placak, resident, Greenwood Beach Road (“GBR”) – asked some questions about parking in Segment 4, and asked how bicyclists would make a left turn at the intersection of GBR and Tiburon Boulevard; Planning Manager Watrous replied that this is where Segment 5 improvements might come into play; that the bicyclists would have to ride on the same side of the street as the [Presbyterian] church and make an immediate left; Consultant Parisi added that the intersection had not originally been designed to accommodate bicyclists but noted that the light had a sensor to recognize bikes; he said they used the left-turn [vehicle] traffic lane at the intersection to execute their turns; he also said other that improvements might include adding a crosswalk at that intersection. Ms. Placak also commented on Segments 3 and 4, said that if no parking were allowed in Options C&D there would be a total loss of 107 parking spaces; said this would not be a detriment to the neighborhood given that the road was used for overflow parking for events at Blackie’s Pasture, and for events at Audubon Center. Parisi agreed that there would be a loss of parking; also noted that the road seemed to have excess parking now which is why it was utilized by overflow parkers.
2. Bob Placak, GBR, agreed with concerns expressed by his wife about loss of parking; added that people from [as far away as] Congregation Kol Shofar parked on GBR; said that summer camps at Audubon Center needed parking on a daily basis; agreed that street was used for overflow parking for events at Blackie’s Pasture; said residents needed parking, too, for guests and visitors; said this was a significant issue and represented the loss of a third or half of existing parking; also discussed origin of overnight parking ban which he said was to prevent people parking their boats and trailers on the street; said it adversely impacted residents, as well; suggested changing parking regulations to 24 or 36-hour parking on street; also commented on suggestion for addition of sidewalk on “wrong” side of street from view; said people would walk where they wanted to and would probably gravitate toward the view; said that [the consultant] using Memorial Day weekend for a count of bicycle traffic resulted in a count that was highly unusual; said that only a quarter or a fifth of that statistic (over 1,000 bicyclists) was the norm.
3. Jane Howard, GBR, speaking for partner Jake Steinman, who works in the travel industry, said bicycle rentals was one of the biggest trends in the travel industry over the last 10 years and was expected to increase; said that the location of the Bay Trail is published in guidebooks and travel magazines; Howard said, in her opinion, the

tremendous amount of bikes on GBR was unsafe and that the proposed changes would draw even more to the area; noted the difficulty of getting out of her driveway; said the street had the feel of a country lane; said she would prefer to have bikes diverted to Tiburon Boulevard where there was no cross traffic; said that due to her house siting [on their lot], she could only park on the north side of the street and asked that parking on that side not be removed.

4. Lee Hwang, GBR, said he had a petition signed by most of the residents on GBR opposing the proposed changes to the street; said the proposed options represented a halfway measure; cited issues of safety, parking, environmental impacts, cost and funding; said if the Council was considering changes to GBR, it should conduct a formal traffic study and a formal parking study; he asked the Council to carefully look at the options and to consider a Class I bike lane on Tiburon Boulevard which would be more consistent with the Bay Trail Study objectives; said the Council could close the gap with much less money using Tiburon Boulevard option which would qualify for grant funding and would represent more bang for the buck; concluded by stating, “let’s do it once and do it right.”
5. Bruce Abbott, GBR, read and submitted a letter into the record; in summary, agreed that the area was auxiliary parking for Blackie’s Pasture and that it was often reduced to a one-lane road; said navigation was unpleasant and that the assumed tranquility was deceptive; spoke of numerous bicycle accidents at the end of the street, of having lent assistance to bleeding cyclists; said that he was baffled by the POST commission’s recommendations which he said were unnecessary and would primarily benefit people from faraway places; said that the designation of the street as a bay trail was an unreasonable burden to the residents of GBR; said if the Council wanted to make improvements, it should do it properly by creating a bikeway on Tiburon Boulevard.
6. Harry Heath, GBR resident since 1959, said that the Chair of the POST commission was a bicyclist and therefore biased; said the vote was 4-1 to recommend Segment 3 (he said the dissenting commissioner voted for Segment 8); said one commissioner stated he could not read the drawings; asked the Council to consider the needs of the GBR residents over bicyclists and tourists.
7. Alisha Oloughlin, Marin County Bicycle Coalition, said the coalition endorsed the study and the creation of safe bikeway and pedestrian ways for all people, young and old, of all abilities, in the County; agreed that there were no safe facilities in the GBR area but stated that only a small percentage would use Tiburon Boulevard (Segment 8) because of the high-speed traffic which was not safe for children; suggested keeping both segments (3 and 8) and implementing improvements over time; said she appreciated the Town’s consideration of the Bay Trail and County Route 10 improvements; asked that the study be accepted in its entirety.
8. Chris Petrino, GBR, distributed a number of photos of parking along GBR; said there was a blind curve by his house that was dangerous; said he echoed the other comments of his neighbors but disputed the comment that bicyclists would not use Tiburon Boulevard as an alternate route; claimed some did so now; said he did not mind the “out of town” bicyclists but that other bicyclists rode far too fast; said he would like to see a Segment 5 connection to Segment 8.

Town Council Meeting Minutes (continued)

9. Phil Richardson, GBR, also agreed with the comments of his neighbors; thought the idea of using GBR [a dead end street] as a gateway to town was ludicrous; spoke against the loss of a third of the existing parking spaces; said the proposed options did not improve safety and would create a more narrow street; asked why one would build a path on the side of a street where no one walked and that the neighbors would get 1,000 feet of retaining wall; said that Segment 8 was expensive but would result in a Class I trail.
10. Sidsel Moeller, GBR, said we love our neighborhood but wondered when the road [GBR] had become part of the Bay Trail; said the designation had resulted in increased bicycle traffic; said she would favor the use of Tiburon Boulevard (Segment 8) more.
11. Sylvia Wilkerson, GBR, asked the Council to decline acceptance of the study; said that safety was foremost and that the 2008 Bicycle/Pedestrian Master Plan called for a connection where practical of the Bay Trail to Tiburon Boulevard; said that the neighbors were not “NIMBYS” but rather were concerned about hazardous conditions; said she hoped the Council would endorse Segments 5 and 8.
12. Mr. Wilkerson, GBR, described the lengths that he and his wife must employ to get into their carport which requires pulling far out into the street to make 90-degree turns, sometimes being cut off by other cars, etc.; said that narrowing the street would only make it worse, said it was not a safe street and that the neighbors were unified 100% against the proposals; said they had attended three workshops but no one was listening to their concerns; suggested the addition of a barrier, similar to the one on the Golden Gate Bridge, on Tiburon Boulevard to address the safety concerns raised by some of bicyclists using that [proposed] route.

Mayor Fraser closed the public hearing at 9:15 p.m. and asked for Council comments.

Councilmember Fredericks reiterated that acceptance of report meant accepting a planning study, not “approving” it. Planning Manager Watrous agreed; he elaborated that somewhere down the line, if matter came before the Council, it would be in the form of a project or projects, subject to CEQA review and public hearings.

Councilmember Collins agreed that the study was an informational document; that when the Town wanted to start work on closing the Bay Trail Gap, it would again take public testimony on the specifics of the project. Collins said that safety was [the Town’s] No. 1 priority at all times; said there was no harm in accepting the study at this time and that the Council could agree or not agree on the various components. He likened accepting the study to a “free throw” and said it would be useful to have this information for future reference.

Vice Mayor O’Donnell agreed with Councilmember Collins and said that the study should be used by the Town as a tool going forward. But he said he wanted to note for the record the importance of the improvements to Segment 5. He said this segment was critical.

O’Donnell said that the Strawberry area was heavily used by Tiburon families, especially those in the nearby Bel Aire neighborhood. He said the area was also very important to Tiburon kids who used the fields there for baseball. He said his wife drove all the way down

Tiburon Boulevard [from their home on the other end of town] to ensure that their son, who is a student at Bel Aire School, can get safely from school to the Strawberry area for Little League. O’Donnell said that his wife drives this distance because Segment 5 is unsafe; that even though it [Tiburon Boulevard] is a 45-mph zone, cars go 55 or faster. O’Donnell said that this was an important connection for the residents of Tiburon and needed the most focus, and vast improvement. He said that a Class I bike lane with a pathway and bridge seemed to be the most important element in the study to close the [Bay Trail] gap and to address these safety issues. The Vice Mayor said he would also like to see a “Segment 9” that would continue up Tiburon Boulevard to the freeway (Highway 101).

With regard to Segment 3, Vice Mayor O’Donnell said that he did not really like any of the options presented in the report and agreed with the residents that losing parking [on GBR] was not beneficial to the neighborhood. He said that adding retaining walls did not seem to be an effective solution. O’Donnell said the path should go along the Bay side because it was, in fact, the Bay Trail, and should include the Audubon Center, an important component of the Bay Trail. He said he was not sure how to best improve safety in that area; he said perhaps the addition of some striping or some other element could be considered. O’Donnell also said he was concerned about building Segment 8 if it were, in fact, not utilized. He said this would be a waste of public funds and needed further study.

Councilmember Doyle said that the study was a great start; said that there might even be some other options not stated in the report. He agreed with Vice Mayor O’Donnell that Segment 5 was currently “very scary” and needed a solution; said he had seen pedestrians, with baby strollers even, walking along in that area, huddling along the [unpaved] shoulder of Tiburon Boulevard. Doyle said that the consultants did a great job gathering the information but that for the neighbors, losing parking was a valid concern. He also stated that there would be other opportunities to discuss the proposal in future.

Mayor Fraser agreed with his colleagues that the study was a great document and could be accepted by the Council. He said he, too, was concerned about the proposed changes to GBR which would impact the road significantly. He said he agreed with the representative from the Marin County Bicycle Coalition that bicycle traffic would increase over time; he said that the Town should be cognizant of this fact.

Mayor Fraser noted that he and Councilmember Doyle served on a task force formed to look into resolving traffic issues on Tiburon Boulevard. He said that one idea the committee was looking at to ameliorate traffic was to get people out of their cars and onto bicycles and other alternative forms of transportation. But he acknowledged that there were concerns about bicycle rider safety (on Tiburon Boulevard, Segment 8); he agreed with Vice Mayor O’Donnell on the importance of improving Segment 5 for safety.

Mayor Fraser said that he had also served on the Town’s Bicycle/Pedestrian Advisory Committee and that this area (Segment 5) came up time and time again as a very dangerous area; he agreed that this might be the number one priority of any changes in the future. He

suggested adding the report to the body of knowledge that was being developed by the Town. He said that it was important to listen to the neighbors, and agreed with some of their concerns, having lived in Greenwood Cove 20 years ago.

Someone from the audience asked whether Segments 3 and 8 could be considered “neutral” and not accepted in the report.

Councilmember Fredericks commented that it was valuable to have these segments in the report because if a choice had to be made, it was important to have all the information. For instance, she said if Segment 8 was chosen to divert traffic off of GBR, the safety issues identified in Segment 3 would still exist; she said the planning document represented a snapshot of the conditions at that point in time and was useful in that context, as well.

A suggestion was made that the minutes of the Council meeting might be incorporated into the report. Planning Manager Watrous suggested that the adopted minutes be added as an appendix to the report. Council concurred with this recommendation.

MOTION: To accept the Bay Trail Gap Closure study and to attach minutes of the June 20, 2012 meeting as an appendix.
Moved: Fredericks, seconded by Doyle
Vote: AYES: Unanimous

TOWN COUNCIL REPORTS

Councilmember Fredericks invited everyone to MCCMC on June 27 which she said would be a joint meeting with Community United, hosted by San Anselmo at Jason’s Restaurant. She said the speaker was Joanne Speers of the Institute for Local Government who would speak on the effective use of technology in meetings.

TOWN MANAGER’S REPORT

Town Manager Curran reported on upcoming ADA work at Town Hall over the weekend and said that for all practical purposes, Town Hall would be closed on Friday. Curran also noted that the July 4 meeting was being cancelled due to Independence Day holiday.

WEEKLY DIGESTS

- Town Council Weekly Digest – June 8, 2012
- Town Council Weekly Digest – June 15, 2012

ADJOURNMENT

There being no further business before the Town Council of the Town of Tiburon, Mayor Fraser adjourned the meeting at 9:33 p.m. to the next regular meeting scheduled for July 18, 2012.

JIM FRASER, MAYOR

ATTEST:

DIANE CRANE IACOPI, TOWN CLERK

Appendix 2F. Public Comment Received Following the Strawberry Design Review Board (SDRB) Meeting (March 19, 2013)

Lando, Carey

From: Leslie Solmes [REDACTED]
Sent: Wednesday, March 20, 2013 1:17 PM
To: Lando, Carey
Cc: Terry Graham; Jill Dorsey
Subject: Bike path on Harbor Cove Way

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

This email is to strongly oppose any additional bike traffic on Harbor Cove Way or the construction of a path on the northern side of the road!!!! My husband, David Grunau, has lived on HCW for 46 years. He helped to build the road and plant the Oleander bushes that serve as a visual and noise barrier between the residents on the South side and the Strawberry School. We strongly oppose any interference with the Oleander and any additional bike traffic on the street. It is already extremely unsafe for bikers, residents, students, and dog walkers who use the street. Additional traffic is incomprehensible and irresponsible on this very narrow street. I have personally helped people who have been injured on the street with antiseptic and bandages. Any decision to expand traffic would put the decision-makers at risk to be sued.

I have already provided this testimony to the Tiburon planning committee last May and was assured that Harbor Cove Way would not be included in the extended bike path planning. Please advise me that the Council and the Strawberry Design Review Board honor their word and respect the public to not put them at further risk.

Sincerely,

Leslie Solmes and David Grunau
30 Harbor Cove Way
Mill Valley, CA 94941

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Lando, Carey

From: Raoul Wertz [REDACTED]
Sent: Monday, March 25, 2013 1:18 PM
To: Lando, Carey
Cc: david@parisi-associates.com
Subject: Comments on Tiburon Bay Trail Gap Closure - Appendix 2

Follow Up Flag: Follow up
Flag Status: Flagged

To: Carey Lando, Senior Transportation Planner, County of Marin DPW

March 25, 2013

Dear Carey,

Thank you for presenting Tiburon Bay Trail Gap Closure concepts, context, constraints, and opportunities in the Strawberry area at the forum last week.

While the main objectives of the possible work in this area are not driven by Safe Routes to School priorities or funding, I would encourage you and your team to keep safe, quick and logical home-to-school access in mind as this project moves forward.

From some of the comments of E. Strawberry Drive residents, there was an emphasis on preserving the current on-street parking. My hope is that with safer pedestrian and bicyclist amenities in the area more school-bound parents/guardians/students/visitors would use non-motorized transport to reach the campus and not require car parking on the street, as the school's parking lot is generally filled with cars belonging to staff and a limited number of visitors. A parking/bike lane option I heard at the meeting was to eliminate parking on only one side of E. Strawberry Drive in order to accommodate a bike lane on only one side of the street. While this may appeal to some as a compromise position, I believe this configuration would encourage some bicyclists (generally children without a strongly developed awareness of safety and vulnerabilities) to use the bike lane against the adjacent car flow, creating a hazard for cyclists in the lane and for driveway-parked cars leaving driveways and entering E. Strawberry Drive.

At the meeting I don't recall hearing if time-restricted vehicle parking along E. Strawberry Drive was considered. I know this has been instituted in other areas near schools so as to provide more street area for bicyclists during school drop-off and pick-up times. Please keep in mind that the school year is approximately 180 days per year.

From the presentation I realize that there are several complexities in this area, especially the geography of the hill to the southwest of the Strawberry Point School and at the west end of Harbor Cove Way. One of the creative concepts for this segment proposed at the forum was inclusion of an uphill-only bike lane that would provide better separation of cars and bikes in an area in which cars and bikes have very different speeds.

The Tiburon Blvd./E. Strawberry Drive intersection was identified as a particularly problematic and currently dangerous area for pedestrians, bicyclists and motor vehicle drivers. From conversations I have had with several Strawberry Point School parents, I understand that many believe this intersection and the Belvedere Drive/E. Strawberry Drive intersection need pedestrian-friendly improvements. Many of the comments at the forum also supported pedestrian and bicyclist improvements to the stretch of Tiburon Blvd. between E. Strawberry Drive and Blackfield Drive, as several people noted seeing bicyclists along eastbound Tiburon Blvd heading west, against the traffic flow.

Thank you for your continued work on this project, and thanks also to the various agencies involved in studying, building and maintaining possible pedestrian and bicyclist infrastructure improvements in this area.

Raoul Wertz
21 Skyline Terrace
Mill Valley, CA 94941

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Public Comment Received Following the SDRB Meeting (continued)

Lando, Carey

From: Elisabeth T-M <[REDACTED]>
Sent: Monday, March 25, 2013 1:50 PM
To: Lando, Carey
Cc: Parton, Maureen; Dawson, Dan; David Parisi; Tricia Satake; Carter Zinn; 'David Griffis'; 'Bob Gordon'
Subject: FW: Public comment: Tiburon Bay Trail Gap Closure Project
Follow Up Flag: Follow up
Flag Status: Flagged

Carey, I'm trying again--probably the "received" receipt that I attached to the original made the county e-mail server mad. Thanks for confirming that "Appendix 2" is now posted at: <http://walkbikemarin.org/projects.php> ...and for clarifying April 3 as the deadline for public comments.

Best,

Elisabeth

-----Original Message-----

From: Elisabeth T-M [mailto:elistm@pacbell.net]
Sent: Friday, March 22, 2013 9:01 PM
To: Carey Lando
Cc: Maureen Parton (MParton@marincounty.org); David Parisi (david@parisi-associates.com); 'Dawson, Dan'; Tricia Satake; Carter Zinn; 'David Griffis'; 'Bob Gordon'
Subject: Public comment: Tiburon Bay Trail Gap Closure Project

To Carey Lando
County of Marin, DPW

Dear Carey:

I appreciated the chance to see and hear about the design proposals for the Tiburon Bay Trail Gap Closure Project, as presented at the meeting on Tuesday evening, March 19, 2013.

We know from traffic studies that our public schools, including Strawberry Point School, generate an enormous amount of car traffic. Car traffic throughout Mill Valley drops by 26% when school is not in session, according to the most recent data. Many children are assigned to schools outside their own neighborhoods, because of crowding, so traffic at each school affects all of Mill Valley.

We also know from surveys by Safe Routes to School that the main reason most parents drive children to and from school is that it's not safe to let them walk and bike--precisely because too many cars are on the road. The more we drive, the more we are forced to drive for our own safety. This conundrum contributes to traffic jams for the entire area.

The majority of people who spoke up at the March 19 meeting were retirement-aged residents who opposed making any provision for cyclists. I gathered from their comments

that virtually the only cyclists they ever see are adult athletes. This is hardly surprising, since the lack of bikeways in the area creates a Darwinian selective pressure: Only the strongest and bravest dare to ride around the fast car traffic and steep hills of Strawberry.

The way to change this situation and reduce car traffic for everyone's benefit is to put vulnerable users--pedestrians and commuter cyclists including disabled users, children, and elderly--at the center of our concern. No one will be forced to walk or bike; but if we make walking and biking safe and convenient, more people will choose that option for daily activities. That means fewer people will drive, and neighborhoods will be safer and more pleasant for everyone.

As I explained during the public comment period at the meeting, the new electric cargo and passenger bikes enable families and older students to commute with heavy loads over steep hills. I know one mother who rides her two daughters--a second-grader and a fifth-grader--to and from school, up and down hills, even in the rain, on a Surly Big Dummy electric bike outfitted with a padded seat and two handholds. It also has disc brakes and is very safe going downhill. She does her grocery shopping on the way home, going uphill.

I recently spotted an electric bike parked in the bike rack at Tam High. Moreover, over the course of a year, I met three gray-haired women who ride their groceries home from the Miller Avenue Whole Foods, uphill, on various electric bikes. I also met the husband of one of these women, who told me he finally gave up his old bike and joined his wife in riding an electric bike around town--both for errands and for fun. Such bikes are perfect for the hills in Strawberry.

In order to encourage and expand the population of people willing to do their daily rounds on foot and on bicycles of all types, we need to create maximum safety and convenience for them.

I strongly urge the County of Marin to adopt the more stringent measures proposed for pedestrian safety at the intersection of East Strawberry Drive and Tiburon Boulevard. I also urge adoption of the most generous design for bikeways, including bike lanes on both sides of East Strawberry Drive.

As traffic engineer David Parisi acknowledged at the meeting, creating a bike lane on only one side of a street can create conflicts when a cyclist going the other way decides to use that same lane. As we have seen on Almonte Boulevard near Tam Junction, children whose parents advise them to ride against traffic collide not only with other cyclists, but also with motorists who pull out of driveways without looking to the right. We should hesitate to invite this hazard around an elementary school.

An alternative might be to seek funding for public education to teach families the importance of riding with traffic, not against it. The public would also need further education about the meaning of the slogan "Share the Road"--meaning that cyclists are entitled to use the full lane of travel under CA Vehicle Code 21202--and the function of sharrows. People who do

Public Comment Received Following the SDRB Meeting (continued)

not bike may not understand cyclists' need to maintain a safe distance from parallel parked cars, driveways, and intersections.

In addition, I think the public could benefit from education about how cyclists should signal when passing pedestrians. One elderly woman who spoke at Tuesday's meeting described being startled by cyclists approaching from behind. Most bicycle bells ring at a frequency higher than many elderly people can hear, even if they have no diagnosed hearing loss. Likewise, the cicada-like clicking of freehub pawls on a coasting multi-speed bike may be audible to younger people but not to older people. As biking increases in popularity, we need to address these concerns.

Also, and as we have learned on Almonte Boulevard, the Post Office will need to schedule delivery to curbside mailboxes outside of school commute times, so as not to encroach on bike lanes.

In any case, removing car parking on at least one side East Strawberry Drive will serve more of the population than at present. People on foot and on bikes take up far less space than people in cars; therefore, the number of pedestrians and cyclists who would be able to use the space vacated by parked cars should far exceed the number of people who now use those spaces.

I understand that many people are used to the convenience of being able to park their cars close to the school. However, public safety is at stake. Prioritizing the needs of pedestrians and cyclists should benefit the entire neighborhood and school population by displacing heavy car traffic.

We saw this demonstrated when Doherty Drive in Larkspur was closed to car traffic, last year. The number of students biking to Redwood High and Hall Middle School shot up. This change also enabled parents to drop off students outside the immediate area and let them walk in safety the rest of the way.

Tiburon needs a "complete" street--friendly for pedestrians, cyclists, and persons with disabilities--that connects to the Bay Trail. The Bay Trail is regionally important for non-motorized transportation and brings in regional funding for local projects. East Strawberry Drive serves an elementary school and is a good choice for such a local project. We are lucky to have this opportunity.

As a last point, I would like to emphasize the request of the resident at Tuesday's meeting who asked that bikeways be maintained. Bikeways that are not swept and kept free of potholes and pavement seams force cyclists to swerve unpredictably, especially on downhill runs.

Many thanks for all your work on the Tiburon Bay Trail Gap Closure Project. These are my personal comments, but I am copying the members of the Mill Valley Bicycle and Pedestrian Advisory Committee (BPAC), on which I serve.

Sincerely,

Elisabeth Thomas-Matej
28 Gomez Way #12
Mill Valley, CA 94941

Public Comment Received Following the SDRB Meeting (continued)

To: Carey A. T. Lando
Senior transportation planner DPW

From: Peter Hood & Dawn Charlton
105 E Strawberry Dr.
Mill Valley, CA 94941

Re: Proposals for eliminating parking on Strawberry Drive for bicycle lane.

My name is Peter Hood and I purchased a home on E Strawberry Dr, about 10 years ago. In that time, my twin boys have attended Strawberry Point and have now moved on to MVMS. I have had a front row seat to the activity on our street, auto, bike & pedestrian, and was aghast to learn of some proposals by DPW to eliminate parking on one or both sides of Strawberry to address the bicycle safety issue being raised by residents of Harbor Cove Way. I think I am uniquely qualified to comment on these matters for the following reasons:

As a father & restaurant owner, I am a "safety first" advocate.

As a restaurant designer, my primary concerns are "safety" & "path of travel", so the movement of people and objects in any given space is something I have studied intently.

I am a former cyclist.

I am a daily driver on the most congested "shared bike lanes" in San Francisco [Haight-Fell corridor & Valencia St]

I am a resident of E Strawberry Dr.

I have been a parent to children attending Strawberry Point in the past and will be in the future again.

I have been a commuting parent to Strawberry Point as I lived in another location for a few years.

I have been a commuting member of the Strawberry Rec Center Facilities.

I have 12 year old twin boys who are now riding their bikes from Strawberry to MVMS.

And again, I have had a front row seat to this street for 10 years.

Existing Safety Issue #1: E Strawberry Dr. -- Flat corridor from Tiburon Blvd. to base of hill.

We have had an issue for years of people speeding in this corridor. Cars pick up speed coming down the hill and cars exiting Tiburon Blvd. don't decelerate to a safer speed fast enough. This has been an issue for years and still needs to be addressed.

The SPEED at which people drive [or bike!] in this corridor is the greatest safety concern. It is not space, it is SPEED.

Elimination of parking on one or both side of Strawberry Dr. will not address this issue. In fact, it will make it worse. Existing parking serves as a buffer, a visual sign of a small residential street, that consciously and unconsciously, causes drivers and cyclists to slow down. Opening up one or both sides of the street will create a false sense of security for drivers & cyclists thus increasing average speeds.

Existing Safety Issue #2: Residential and community use parking.

As a neighborhood playing host to an elementary school & community center, our #1 goal, our #1 concern, our #1 anything, is the safety of the children coming into and leaving our neighborhood every day. Period. Children come to this neighborhood by car, bike and sidewalk. And let us not forget, we no longer bus children to school. It is critical that those arriving by auto are able to do so in a manner that doesn't bring traffic to a stand-still, therefore the existing parking plays a vital role in our community.

As far as I am concerned, this Strawberry Dr. corridor plays a crucial role in our community by creating SAFE access to those that are using it, not just traveling thru it.

Existing Safety Issue #3: Parking on Strawberry Circle.

Parking on Strawberry Circle is already a nightmare. The street is too narrow to handle any additional load. You can actually get stuck on that street [I have twice!]. Eliminating parking on E Strawberry Dr. would simply overwhelm Strawberry Circle and create hazardous conditions for residents and parents attempting to drop their children off.

Cycling Safety Issues:

As a former cyclist, I am a great advocate of bicycle safety as well as the creation of greater bicycle access to roadways for work and play. I commute daily through some of the busiest bike use corridors in San Francisco everyday, Valencia St. & the Haight-Fell St. connector. I drive within arm reach of these cyclists everyday and their safety and mine are the result of following the rules of the road that we are sharing. San Francisco has taken great strides to increase bicycle safety including large green "Bicycle Shared" signs painted in the middle of the road indicating to ALL that the lane is "Shared" and as signs are intended to do, help reduce overall traffic speed.

What is important to note is that having a bike lane does not restrict cyclists from using any part of the road. As a cyclist I can tell you, you will always use the best part of the road available to you. In our case, the location of any proposed bike lane will be on a part of the road that is not optimal for bicycle safety due to its degree of down angle perpendicular to the bike's path of travel. Wet conditions, higher speeds generated entering the corridor from both sides, and reduced traction on left hand turn at bottom of hill all create undesirable conditions for safety in proposed bike lane areas. It is therefore likely to assume that at any given time, cyclists will use the safest possible part of the road not occupied by another vehicle.

As a planner, you have to be a realist and understand basic psychology. A bike lane is intended to make motorists better aware of cyclists on the road, just as a crosswalk does for pedestrians. However, a bike lane can also give a cyclist a false sense of security and given the fast approaches to the E Strawberry Dr. flat corridor, will only encourage higher speeds, a fact completely contradictory to the cause of safety on our street for ALL individuals, pedestrians, cyclists & motorists. Let us not forget a man was killed by a speeding cyclist in San Francisco last year. Do we want a child from Strawberry Point to suffer the same consequences?

And finally, Mill Valley is filled with dangerous riding areas for cyclists! The route my children have to take to school is ridiculously unsafe. Seriously, if someone is concerned with bicycle safety, there are more places than I can count that need attention more than E Strawberry.

A SIMPLE SOLUTION.

Speed is the issue. We are only talking about an area of road slightly longer than a football field! Speed bumps have been proposed, but would for a variety of reasons pose more safety risks. So here is what you do.

A. E. Strawberry Dr. Safe Zone

A 20 MPH Zone from Strawberry Circle [north entrance] about 30 Feet South of the entrance to Strawberry Point Elementary School Parking lot. Call it a double fine-zone if necessary. Or make it 15 MPH during school drop off and pick up times. Whatever it is, Mark It! Use a solar powered speed limit sign in the middle of this zone [my house is right in the middle of both sides and you can use it] Nothing acts to slow down motorists as much as a sign that tells you how fast you are going.

B. "Reduce Speed Ahead" or "20 MPH Zone Ahead" at midway of hill and on Tiburon Blvd East emptying onto Strawberry.

C. "Shared bike lane" signage & painted in middle of road, and extended beyond to DPW satisfaction.

We all need to share the road. We all need to be safe. We all need to slow down. Enough said!

Public Comment Received Following the SDRB Meeting (continued)

Signs work! They really do. At least for this section of E. Strawberry Dr., the solution is very clear. All it's going to take is a bunch of signs and some paint. Residents, families in the community and visitors alike, motorists, cyclists & pedestrians alike should all have access to our wonderful neighborhood and all of its amenities. I am sure everyone can get along as we have in the past. And I am sure that a "Strawberry Share the Road Safety Zone" or whatever you want to call it, would be embraced heartedly by all who use this road.

Final Consideration.

Proposals to eliminate parking on E Strawberry Dr. will increase traffic speed while more congestion at peak times, and will in the end, pose greater risks to everyone who uses this street, and there are a lot of kids in that mix. Creating greater safety risks for kids doesn't seem like good planning. In the final analysis, the safety of those kids has to come first.

Thank you for your time and consideration.

Sincerely, Peter Hood & Dawn Charlton
+ Hartley, Kyle & Summer Hood
105 E Strawberry Dr
Mill Valley, CA 94941

Lando, Carey

From: Sydney Bushman <sydneybushman@gmail.com>
Sent: Wednesday, March 27, 2013 1:13 PM
To: Lando, Carey
Subject: HCW BIKE PATH

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Carey; We reside at 40 Harbor Cove Way and have been there for 30 years. The bike riders on our street have always been an issue because they come speeding down from the top and do not slow down when the street flattens out. It is very dangerous not only for the riders but also anyone living on HCW either backing out of their driveways or just stepping onto the street. A sidewalk on the North side of HCW would not get used by the bike riders. They would pay no attention to it. Therefore, my husband & I are in agreement with the HCW homeowners, that a bike path down our street is not a good idea. Ron & Sydney Bushman

Public Comment Received Following the SDRB Meeting (continued)

Lando, Carey

From: Barbara DuBois <[REDACTED]>
Sent: Friday, March 29, 2013 1:03 PM
To: Lando, Carey
Subject: Potential Bay Trail rerouting in Strawberry

Dear Mr. Lando,

I am writing to advocate that the portion of the route for the Bay Trail that includes Harbor Cove Way not be changed.

To change the route to use Strawberry Dr. instead is much less safe, less practical and will discommode many more people.

The Harbor Cove Way residents complain that their hill is too steep and bikes go too fast, but the hill going down Strawberry Dr. is nearly as steep, curved, longer and is used by significantly more cars. The traffic going in and out of Strawberry Point School and the Strawberry Rec. holds much more potential for accidents than that on the HCW side.

I am aware that some of the plans would limit parking on Strawberry Dr. which is already quite parked up most of the time. These plans would push street parking on to Strawberry Circle which is so narrow that 2 cars cannot pass if cars are parked on both sides—a situation we already experience every day during school drop-off or pick-up times, and when events are at Strawberry Rec or are using the Strawberry Fields.

The proposed route that includes Strawberry Dr. would also have to include part of Tiburon Blvd., a very busy street, only to get them back onto Greenwood Cove to continue on to Tiburon. This nearly doubles the distance they must travel for that section to reach the same point.

When the school was remodelling some years ago the original plan was to site the staff parking on the far side, but the HCW residents made a lot of noise and got that changed, forcing all parking to be on the Strawberry Dr. side. Now although HCW has only 8 houses, with double car garages, the only driveway to the school is for maintenance. The Strawberry Dr. option has 20 houses mostly with single car garages, 2 driveways to the school, and one to the Rec.

How can these plans to change the route represent an improvement for *anyone* except the 8 wealthy families on Harbor Cove Way?

Thank you,

Barbara DuBois and family
21 Strawberry Circle
415.381.3122

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Lando, Carey

From: Jean <[REDACTED]>
Sent: Tuesday, April 02, 2013 5:14 PM
To: Lando, Carey
Cc: Elisabeth T-M
Subject: Tiburon Bay Trail Gap Closure Project comments

Carey Lando,

I would like to support the Tiburon Bay Trail Gap Closure Project. As a resident of the next valley north who bikes this occasionally, the area is critical to connecting safely between the beautiful Tiburon Path and the west side of 101, both for myself and for many tourists I see riding towards the Tiburon Ferry.

Last week I saw a family pushing a stroller with a toddler westward along the shoulder on high speed Tiburon Boulevard in the project area: that should not have to happen and would not were good bike/ped solutions in place. The family could have taken the Harbor path were it better connected.

Please count my vote as "pro" all chosen segments in tallying comments.

Thanks for your efforts on this.

Best wishes,

Jean Severinghaus
117 Greenbrae Boardwalk
Greenbrae, CA 94904
jsever117@gmail.com

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Public Comment Received Following the SDRB Meeting (continued)



www.marinbike.org

V 415 456 3469
F 415 456 9344
733 Center Blvd.
Fairfax, CA 94930

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James Sievert
Safe Routes Teen Coordinator and Instructor

April 3, 2013

Marin County Department of Public Works
3501 Civic Center Drive
San Rafael, CA 94903

Dear Ms. Lando:

Thank you for considering the Marin County Bicycle Coalition's (MCBC) comments on the Town of Tiburon Bay Trail Gap Study Appendix II.

We are excited about the study's potential to develop safe non-motorized travel alternatives that can help people, particularly students attending the nearby Strawberry Elementary School, to travel safely through this highly congested corridor. In order to encourage and expand the number of people walking and biking, we need to create facilities that people feel comfortable using by providing for the maximum level of safety and convenience.

As you're likely aware, the Community Action to Reduce Traffic (CART), a community stakeholder group launched in 2012 by the Town of Belvedere and the City of Tiburon is working on finding ways to reduce traffic on Tiburon Boulevard by identifying and reducing impediments to children walking, biking, bussing, or carpooling to school. One way to support the goals of CART, as mentioned above, is to provide facilities in which people feel comfortable and safe using and which will encourage a mode shift from vehicles to biking and walking.

MCBC strongly urges the County of Marin to adopt the design alternatives for Segment 7b, E. Strawberry Drive, that include bicycle lanes in both directions. These designs present the greatest safety benefit to the most vulnerable roadway users- those biking and walking. Implementation of these designs would also support a greater mode shift in the area to non-motorized transportation, thus reducing vehicular traffic on Tiburon Boulevard and along local surface streets- a benefit to drivers and non-drivers alike.

Specifically, we strongly support the following design alternatives for Segment 7b:

- Section 1: Option B (Class II bike lanes in both directions and sidewalk)
- Section 2: Option B (Class II bike lanes in both directions and sidewalk)
- Section 3: Option B (Southbound Class II bike lane, northbound Class III bike route and sidewalks)
- Section 4: Option B2 (Buffered bike lanes in both directions and sidewalks) and Option B1 (Bike lanes in both directions and sidewalks)

Thank you again for your careful consideration of our comments.

Sincerely,

Alisha Oloughlin, Planning Director
Marin County Bicycle Coalition