



Town of Tiburon FINAL Bay Trail Gap Study

June 20, 2012

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



PREPARED BY:
Alta Planning + Design and Parisi Associates



IN ASSOCIATION WITH:
Harrison Engineering

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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Objective, Scope, and Potential Evaluation Criteria

Objective and Scope

This Bay Trail Gap Closure Study represents an important opportunity for the Town of Tiburon, in coordination with the Bay Trail, County of Marin, and Caltrans, to prepare a plan for closing a key gap in the San Francisco Bay Trail System as well as the Town's and Marin County's local and regional bike and pedestrian circulation systems.

The objective of the feasibility study is to evaluate and develop concepts to enhance service of bicycle and pedestrian traffic between McKegney Green to Strawberry Drive, including portions of Tiburon Boulevard and Greenwood Beach Road/Greenwood Cove Drive.

The major elements of the feasibility study are the analysis and preliminary design of a clear and continuous Bay Trail route for bicyclists, pedestrians and other trail users. Ideally the trail would be a separated Class I path meeting Bay Trail guidelines, but there are many challenges and opportunities to be addressed in how the trail can actually be configured as it passes through the various land uses and terrain along the corridor. The draft concepts presented here follow the Bay Trail design guidelines as well as Caltrans engineering standards for the Design of Class I paths and associated design elements contained in Chapter 1000 of the Highway Design Manual.

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Tiburon Bay Trail Gap Study Area

Potential Evaluation Criteria for Selecting the Preferred Tiburon Bay Trail Alignment

The following draft evaluation criteria are based on input gathered during the first stage of the Study (not listed in particular order):

Emergency Access and Response. Ability to meet the requirements of local emergency agencies to respond to fire, police or medical emergencies on the route and provide the safety and security features identified.

Bikeway and Community Connections. Direct and convenient access to other routes and destinations, paths or bikeways, schools, parks, commercial or employment areas.

User Experience. Route provides views of scenic areas and minimizes exposure to noise and exhaust.

Functionality/Efficiency. Function for the intended and likely user groups, based on adopted local, state or federal design criteria, and ability to address potential conflicts between user groups: pedestrians, bicyclists, and persons with disabilities.

Right of Way Availability/Issues. Requirements to secure additional right-of-way and/or agreements from other parties to complete the path improvements.

Possible Environmental Issues. Possible issues related to geologic stability, storm drainage, biological or cultural resources, aesthetics, noise, water quality, or other factors typically addressed during the state or federal environmental review process.

Adjacent Property Issues. Issues related to path construction or users on adjacent properties and conceptual feasibility to address these issues (e.g., tree impacts, visible retaining walls, local vehicular/bicycle/pedestrian access and circulation, on-street parking retention, landscaping, driveway access/conflicts).

Neighborhood Compatibility. Potential for traffic calming and ability to maintain neighborhood privacy and views.

Cost. The relative cost of implementation of the alternatives – including studies, planning, final design permitting, acquisition, and construction. The evaluation will also consider the relative certainty of the estimated cost based on available information.

Potential for Funding. Ability to meet the requirements of potential funding sources (e.g., are the facility types considered part of the Bay Trail?).

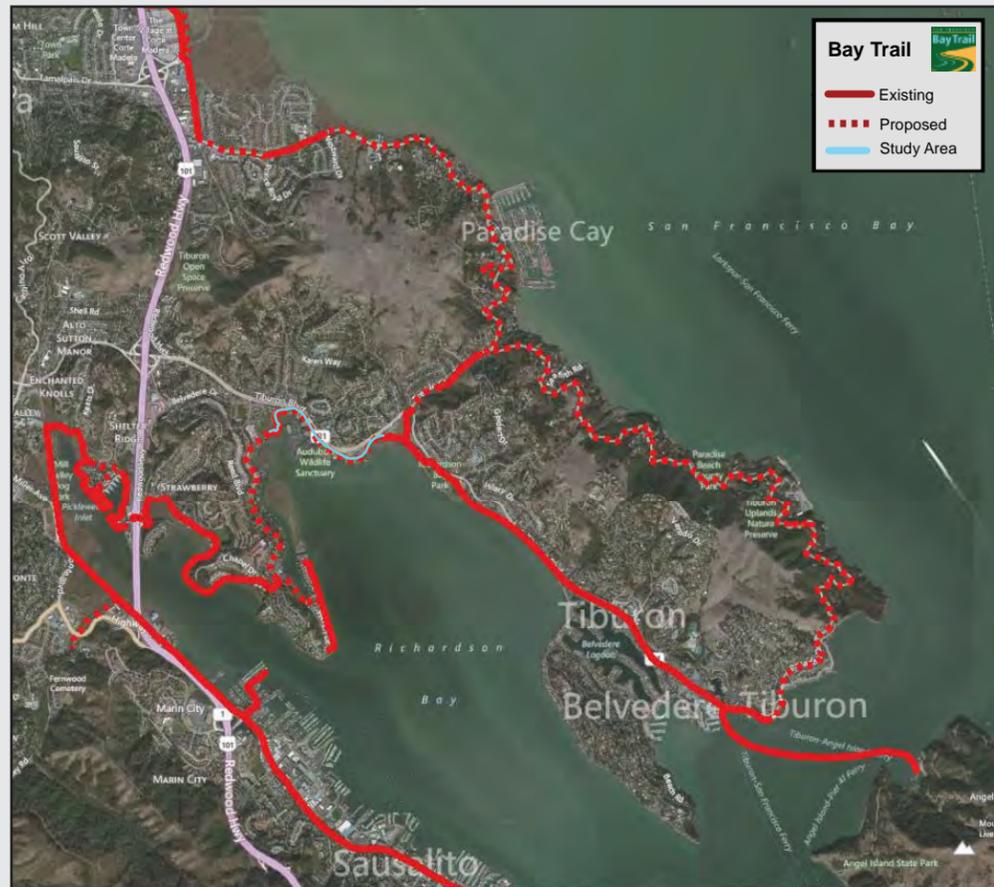
Permitting Requirements. Potentially required permits from State and Federal agencies, the likelihood of obtaining permits, and the impact on cost and schedule.

Maintenance Operation Requirements. The relative requirements and feasibility of maintaining and managing the facility, including ability of the responsible party(ies).

San Francisco Bay Trail

What facilities can be part of the Bay Trail?

What facilities are not considered part of the Bay Trail?



Mission of the San Francisco Bay Trail Project

The Bay Trail Project is a nonprofit organization administered by the Association of Bay Area Governments (ABAG) that plans, promotes and advocates for the implementation of a continuous 500-mile multi-use bicycling and hiking path around San Francisco Bay. When complete, the trail will pass through 47 cities, all nine Bay Area counties, and cross seven toll bridges. To date, slightly more than half the length of the Bay Trail alignment has been developed.

Bay Trail Grant Funds

In Marin, 36 of 95 Bay Trail miles are complete. Through various park bond funds provided by the State Coastal Conservancy, the Bay Trail grant program helps speed completion of the trail by funding planning, design and construction of trail segments. Since the early 1990's, Bay Trail grants in excess of \$2,000,000 have funded 13 such projects in Marin.

San Francisco Bay Trail Facility Types



Class I shared-use paths



Streets with a combination of Class II bike lanes and sidewalks

What is "Bay Trail"? What is not?

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

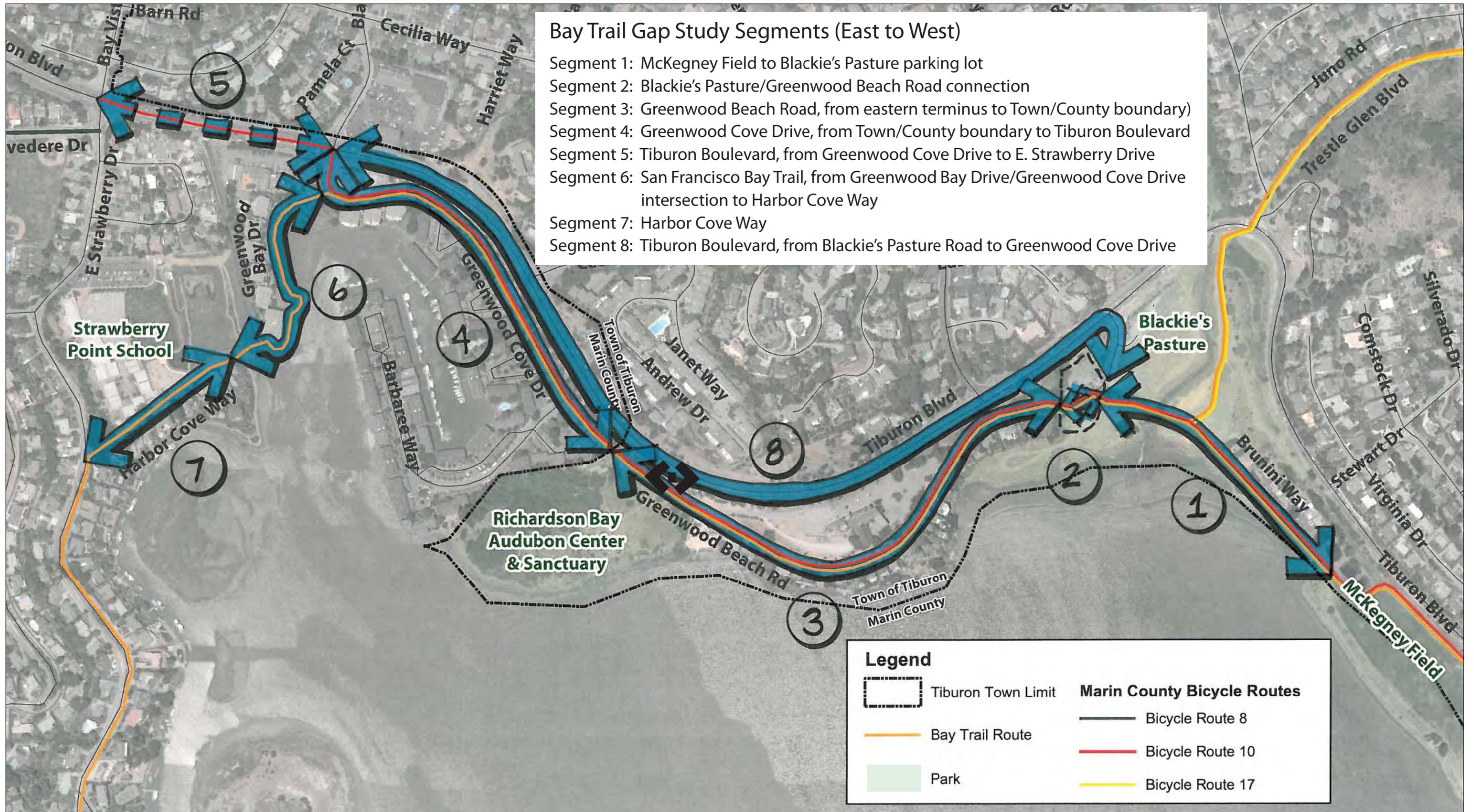
Facilities Not Considered Part of the San Francisco Bay Trail



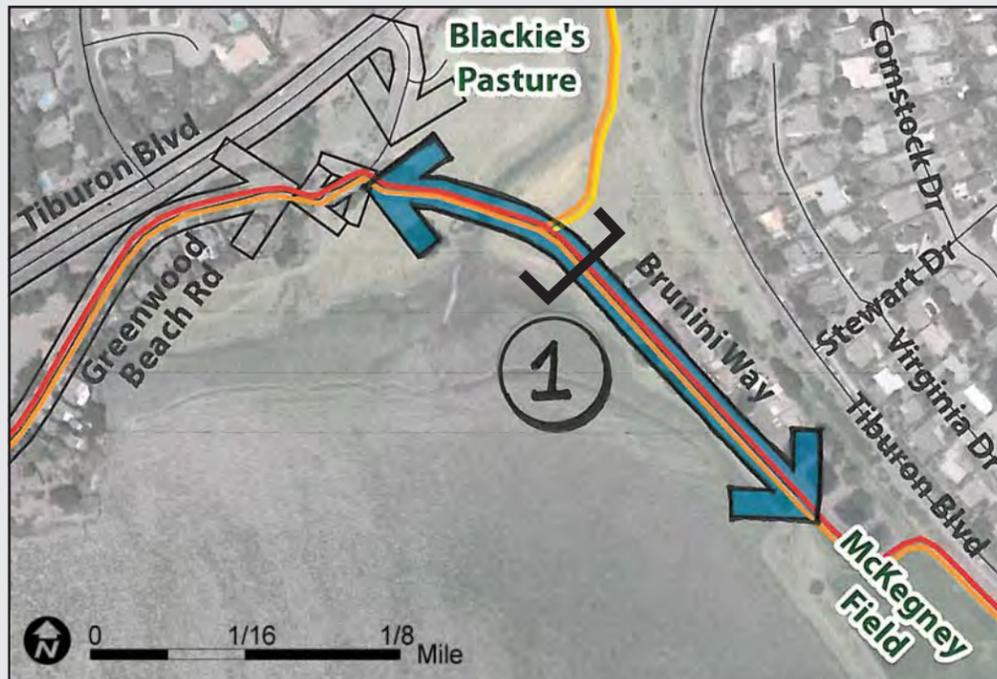
Streets with a combination of Class III bike routes and sidewalks



Bicycle boulevards with sidewalks



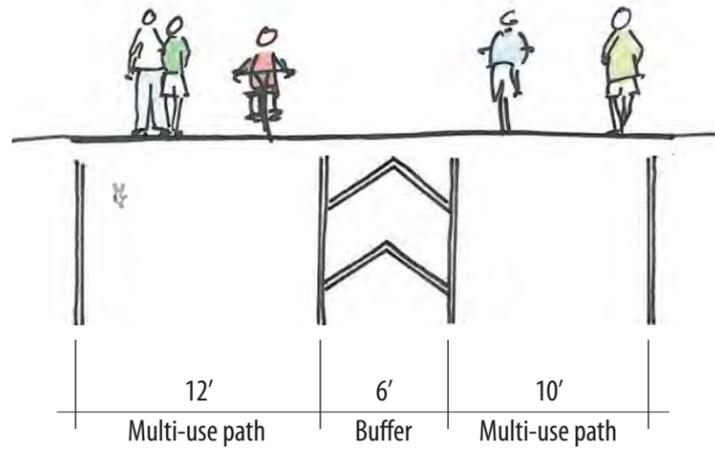
Segment 1: McKegney Field to Blackie's Pasture (cont.)



Bay Trail (looking west)

Existing Condition: Bay Trail (looking west)

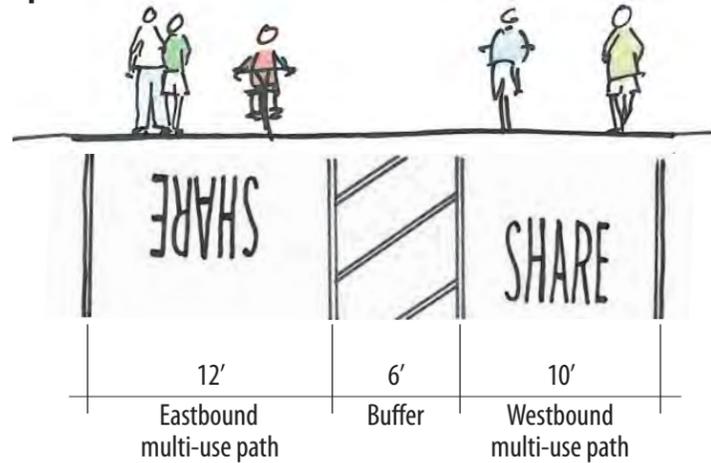
Existing Section



Description: The Bay Trail route consists of a 16- to 28-foot wide travel way that is used by pedestrians, bicyclists, and vehicles accessing the wastewater treatment plant and public restrooms located east of Blackie's Pasture. Where the path is approximately 28-feet wide (between the Marin County Bike Route 10/Marin County Bike Route 17 junction and the southern wastewater treatment plant ingress/egress), the path includes an approximately 6-foot wide striped median buffer.

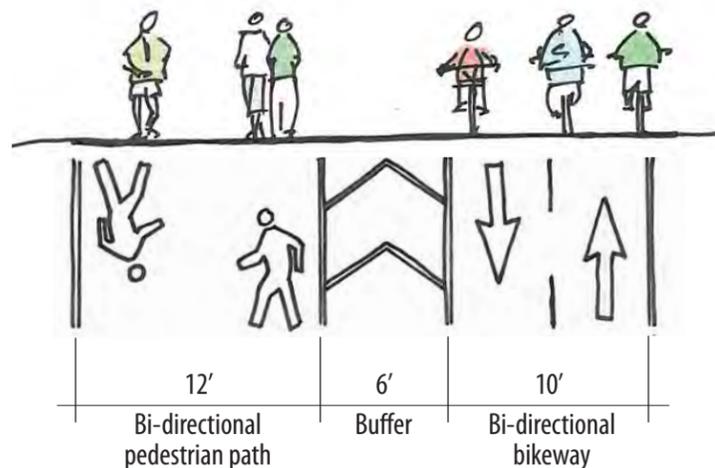
Bay Trail Segment Concepts

Option A



Description: Enhanced wayfinding signage and markings. The northern portion of the trail would be signed for westbound pedestrians and bicyclists; the southern portion would be signed for eastbound pedestrians and bicyclists.
 • Estimated construction cost: \$30,000

Option B

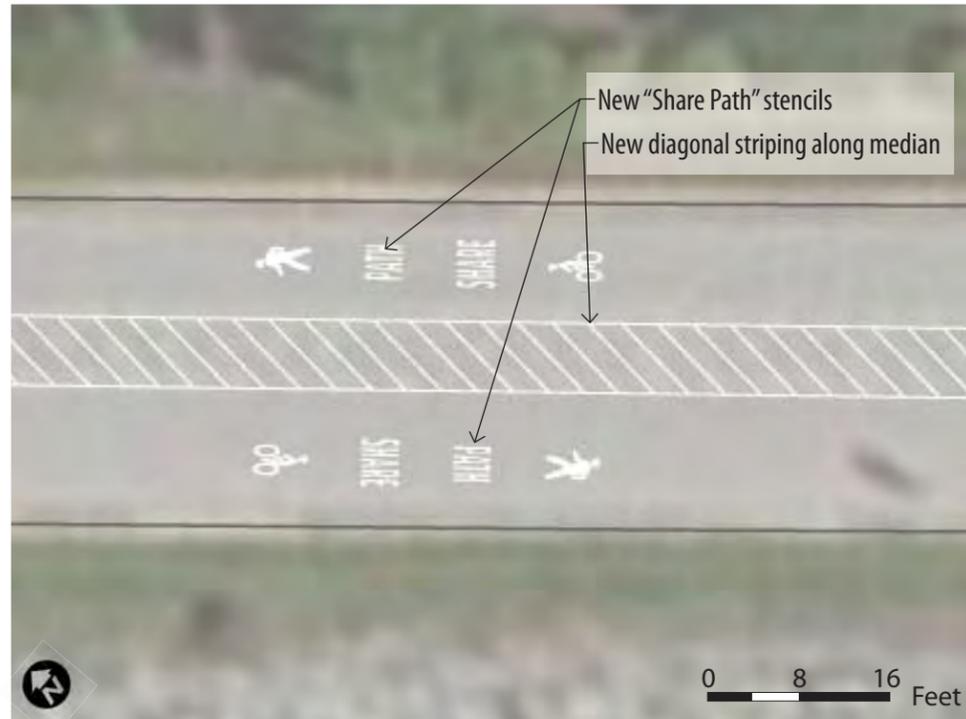


Description: Enhanced wayfinding signage and markings. The northern portion of the trail would be signed as a bi-directional bikeway; the southern portion would be signed as a bi-directional pedestrian path.
 • Estimated construction cost: \$30,000

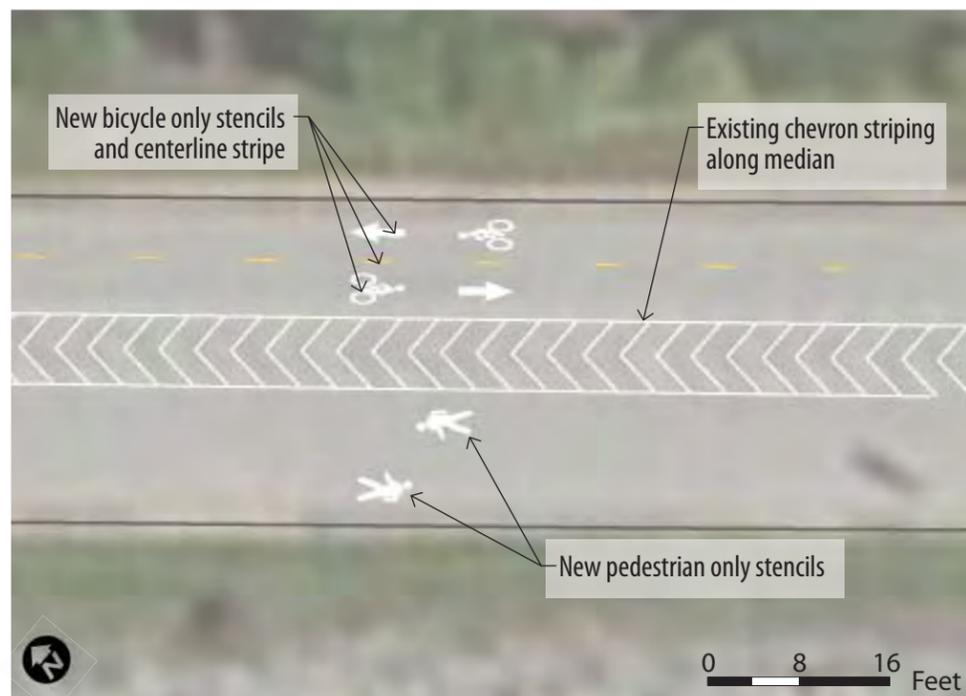
Segment 1: McKegney Field to Blackie's Pasture Parking Lot (cont.)

Bay Trail Segment Concepts

Option A

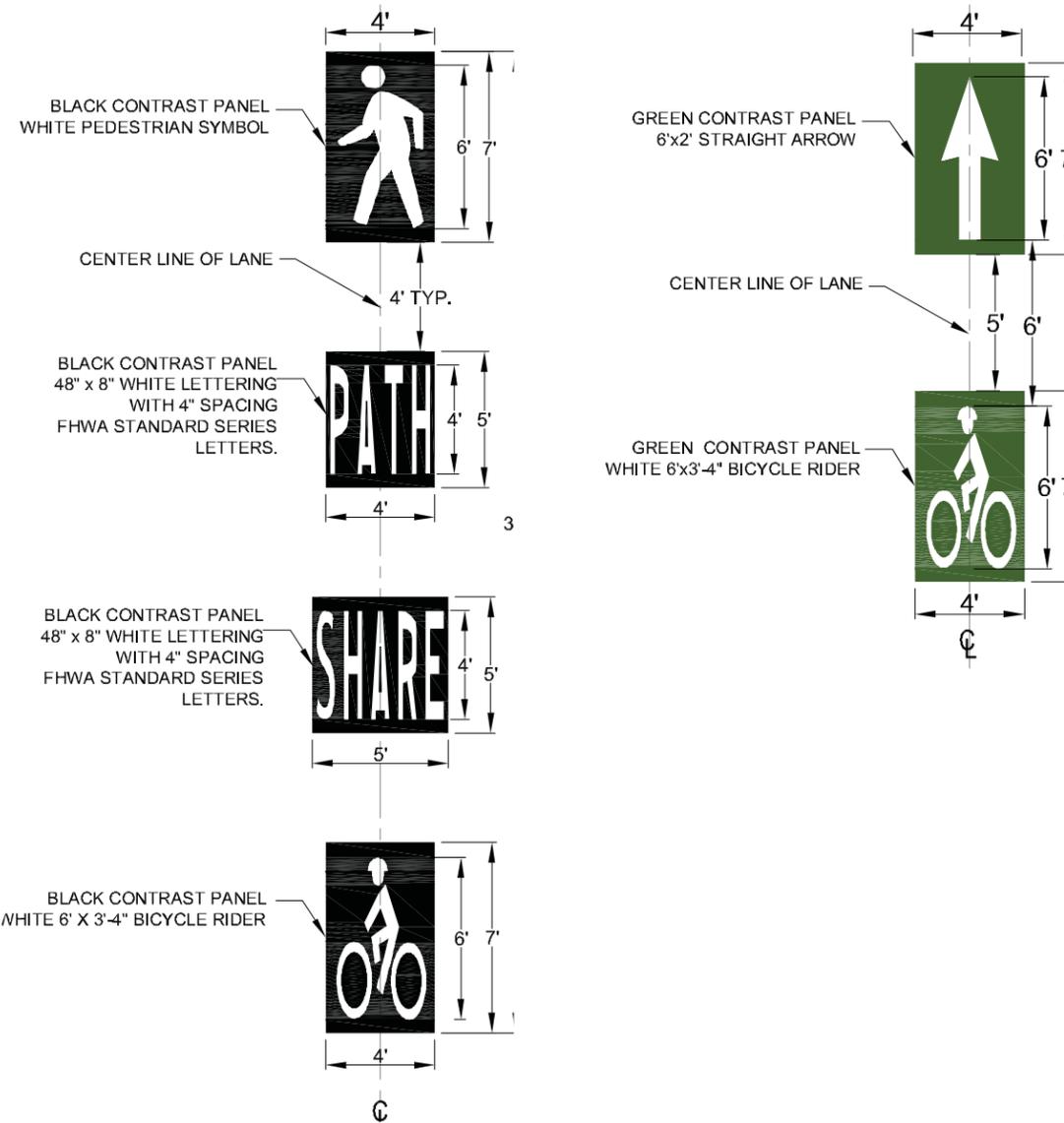


Option B

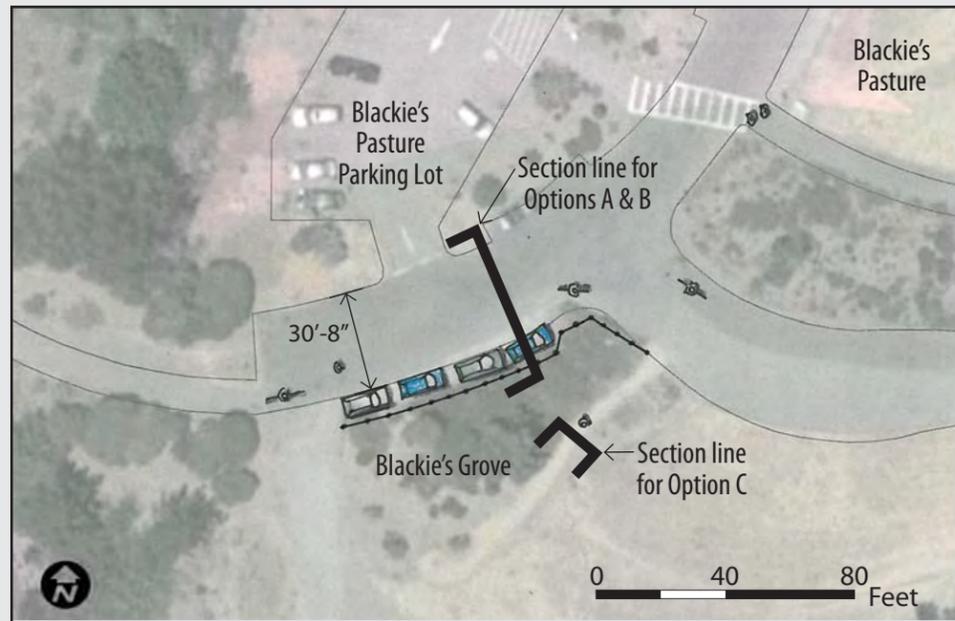


Sample Stencils

(Black and green contrast panels are optional)



Segment 2: Blackie's Pasture/Greenwood Beach Road Connection



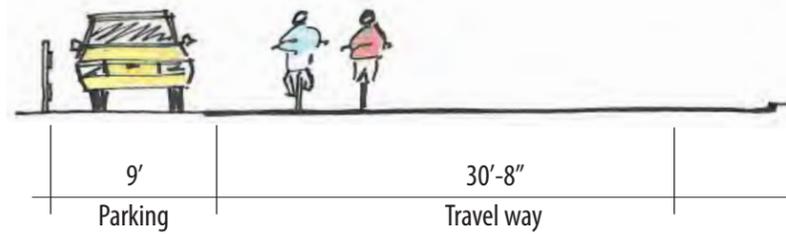
Access way and gravel parking area south of Blackie's Pasture Parking Lot (looking west)



Blackie's Grove and pedestrian path (looking west)

Existing Condition: Bay Trail (looking west)

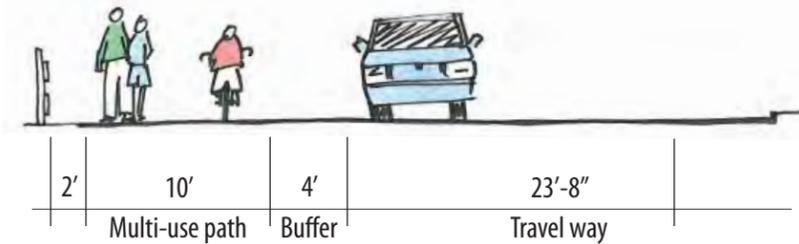
Existing Section



Description: Blackie's Pasture is served by an access road with on-street parking and two parking lots. In addition to Blackie's Pasture and the Bay Trail, the access road is used by service vehicles driving to and from the wastewater treatment plant and public restroom located east of Blackie's Pasture. The Bay Trail route runs along the access road, south of the southern parking lot. Pedestrians, bicyclists, and motorists share this travel way. An unpaved pedestrian path exists on the south side of Blackie's Grove.

Bay Trail Segment Concepts

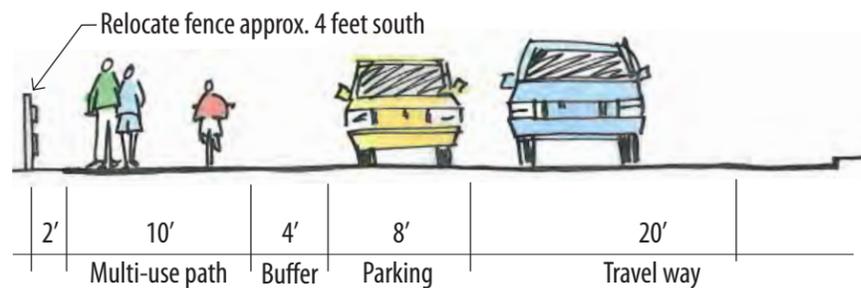
Option A



Description: Improve pedestrian and bicycle path along access road south of the parking lot; pave gravel shoulder that serves as on-street parking and provide a 4-foot wide striped buffer between the 10-foot wide multi-use path and the access road.

- Parking impact: Loss of 4 to 5 spaces
- Tree impact: None
- Estimated construction cost: \$40,000

Option B

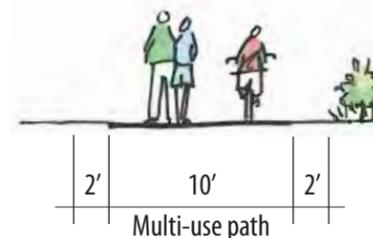


Description: Improve pedestrian and bicycle path along access road south of the parking lot; pave gravel shoulder that serves as on-street parking and provide a 4-foot wide striped buffer between the 10-foot wide multi-use path and the parking aisle. Move the existing fence approximately 4 feet to the south.

- Parking impact: None
- Tree impact: 1 tree
- Estimated construction cost: \$50,000

Option C

(South of Blackie's Grove)



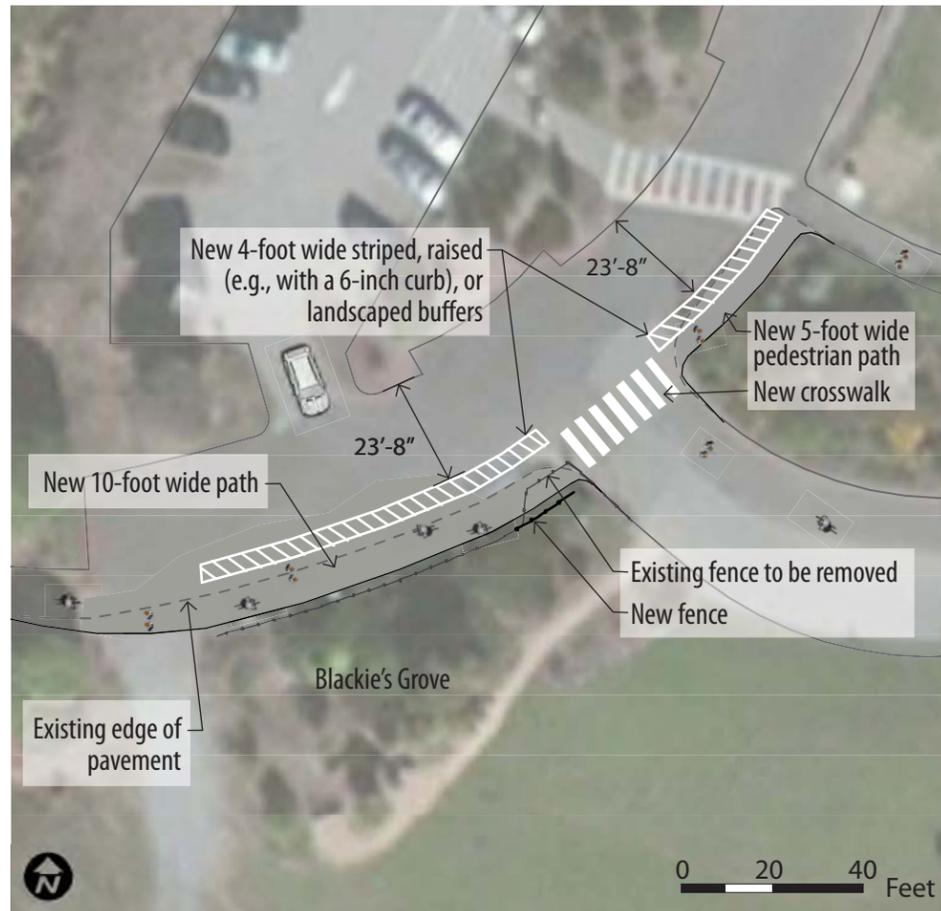
Description: Route Bay Trail south of Blackie's Pasture parking lot (avoiding Blackie's Grove)

- Parking impact: None
- Tree impact: None
- Trail alignment could affect the viewshed from Blackie's Grove
- Blackie's Grove is enjoyed for passive use. Existing use of this area would be impacted by placing a trail in this location
- Estimated construction cost: \$50,000

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

Bay Trail Segment Concepts

Option A



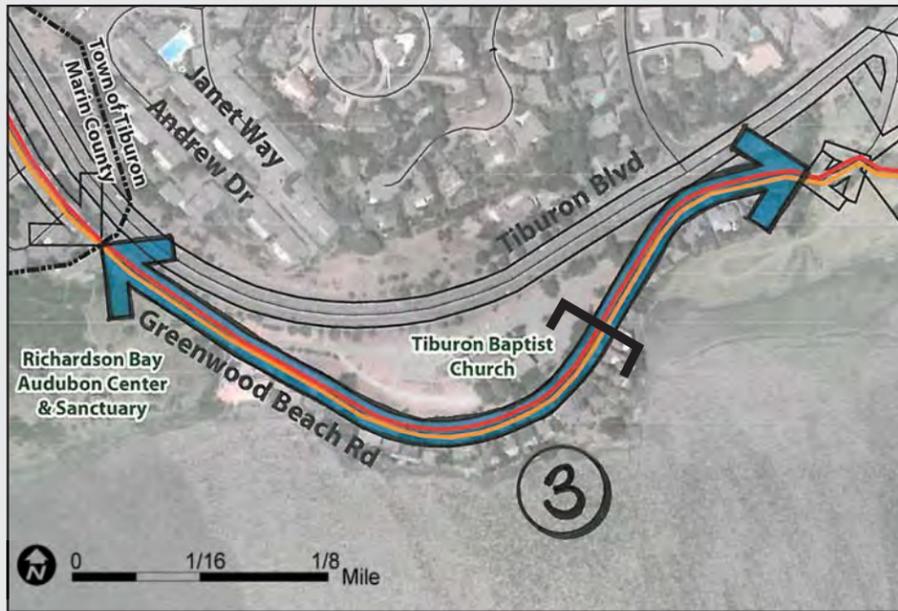
Option B



Option C



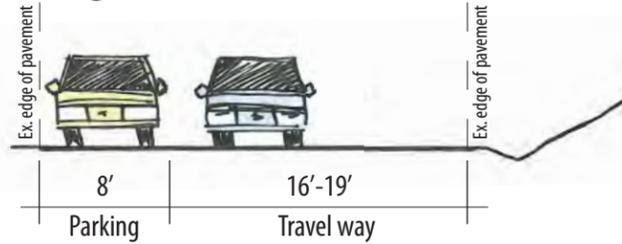
Segment 3: Greenwood Beach Road, from Eastern Terminus to Town/County Boundary



Greenwood Beach Road (looking west) (both photos)

Existing Condition: Greenwood Beach Road (looking west)

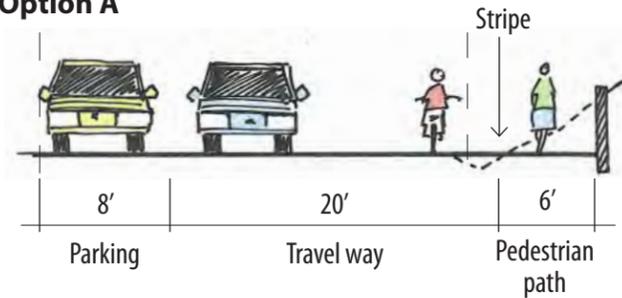
Existing Section



Description: Greenwood Beach Road is a collector street connecting to bicycle/pedestrian/emergency vehicle access on the east and transitions into Greenwood Cove Road at the Town/County boundary on the west. It is part of the San Francisco Bay Trail Route and Marin County Bicycle Route 10.

Bay Trail Segment Concepts

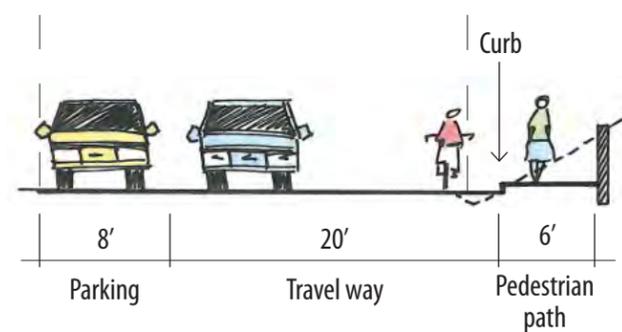
Option A



Description: Striped 6-foot (+/-) bi-directional pedestrian path along north side of Greenwood Beach Road; shared lane use arrows (sharrows). Widen travel way to 20 feet.

- Parking impact: Some parking limitations along the north side of the road. Parking would be allowed where adequate shoulder is available (non-sloped areas) and where parking pull-outs would be provided. Parking demand on the north side of road is generally low.
- Retaining wall: 1,600 linear feet; height varies from 0.5 to 10.1 feet (3 wall segments)
- Changes to the storm drain system could affect some existing vegetation that would need to be evaluated for potential wetlands; New drains may require installation of erosion filtering components if they drain directly to the Bay
- Estimated construction cost: \$2,950,000

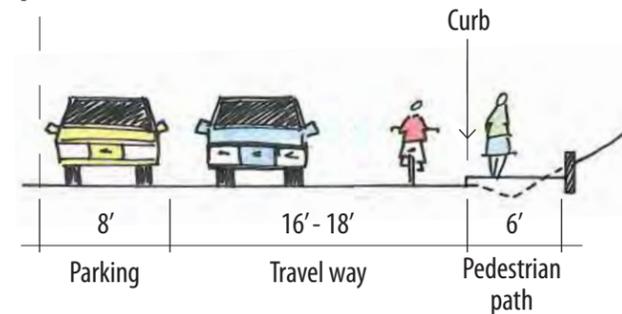
Option B



Description: Raised or separated 6-foot (+/-) bi-directional pedestrian path along north side of Greenwood Beach Road (e.g., asphalt curb/berm, curb and sidewalk, colored concrete sidewalk, decomposed granite pathway with binder); sharrows. Widen travel way to 20 feet.

- Parking impact: Some parking limitations along the north side of the road. Parking would be allowed where adequate shoulder is available (non-sloped areas) and where parking pull-outs would be provided. Parking demand on the north side of road is generally low.
- Retaining wall: 1,200 linear feet; height varies from 0.5 to 9.7 feet (4 wall segments)
- Changes to the storm drain system could affect some existing vegetation that would need to be evaluated for potential wetlands; New drains may require installation of erosion filtering components if they drain directly to the Bay
- Estimated construction cost: \$2,450,000

Option C



Description: Raised or separated 6-foot (+/-) bi-directional pedestrian path along north side of Greenwood Beach Road (e.g., asphalt curb/berm, curb and sidewalk, colored concrete sidewalk, decomposed granite pathway with binder); sharrows. Maintain 16- to 18-foot wide travel way with passing bays. Remove double yellow centerline marking and add edgelines.

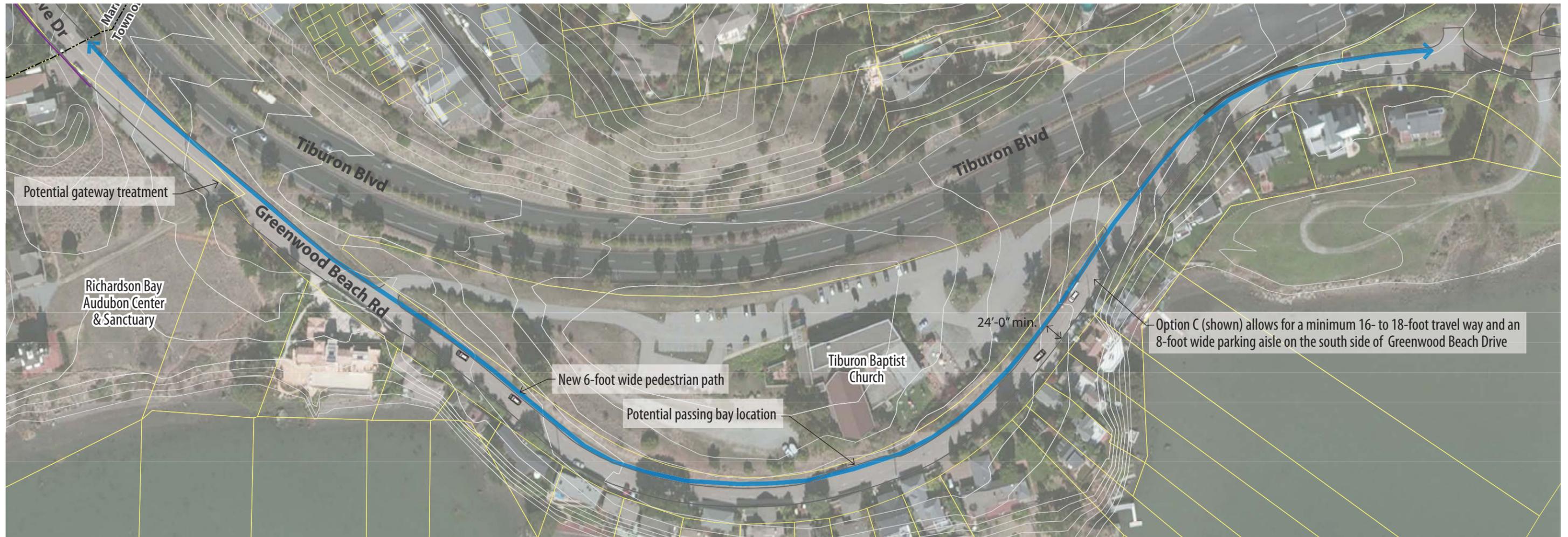
- Parking impact: Some parking limitations along the north side of the road. Parking would be allowed where adequate shoulder is available (non-sloped areas) and where parking pull-outs would be provided. Parking demand on the north side of road is generally low.
- Retaining wall: 1,000 linear feet; height varies from 0.5 to 6 feet (2 wall segments)
- Changes to the storm drain system could affect some existing vegetation that would need to be evaluated for potential wetlands; New drains may require installation of erosion filtering components if they drain directly to the Bay
- Estimated construction cost: \$1,600,000

Options considered, but not to be pursued:

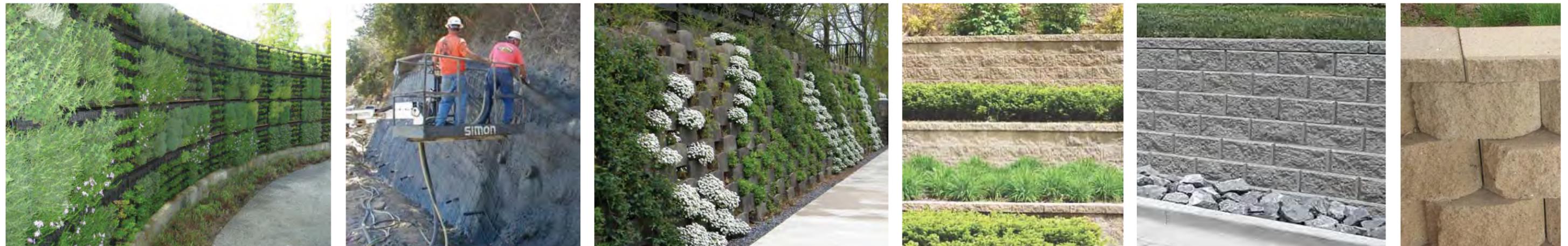
- 12-foot (+/-) wide Class I path along north side of the roadway.
- Six-foot (+/-) wide pedestrian path along north side of Greenwood Beach Road, circumventing the northern boundary of the Tiburon Baptist Church property, then connecting again to Greenwood Beach Road.

Segment 3: Greenwood Beach Road, from Eastern Terminus to Town/County Boundary (cont.)

Bay Trail Segment Concepts

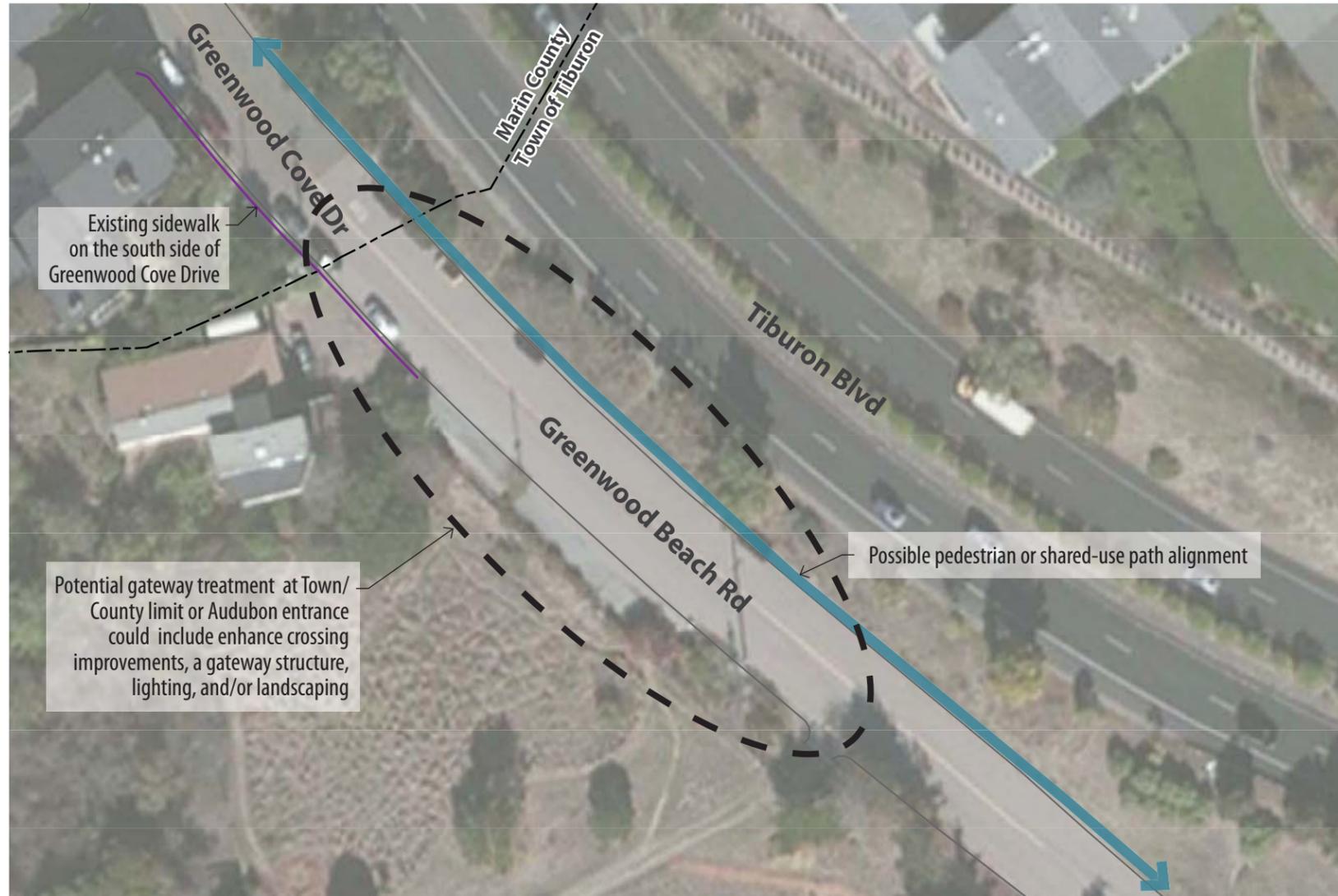


Sample Retaining Walls



Segment 3 / Segment 4: Possible Gateway Treatment

Additional Concepts (Both Options): Crosswalk and possible gateway treatment near Town/County/Audubon property for options where pedestrian path on north side of Greenwood Beach Road ends at Town/County boundary. Consider Audubon parking lot improvements where parking ingress/egress would cross the path.



A gateway could provide the following benefits:

- Traffic calming
- Improved visibility of a new pedestrian and bicycle roadway crossing
- Identification of the shared nature of Greenwood Beach Road

The gateway could incorporate a Town/County entry monument or gateway structure, enhanced crossing treatments, and landscaping.

Enhanced crossing treatments



Signage, curb extensions, and high visibility crosswalk

Monument signs and gateway structures



Refuge median with plantings



Stamped/textured and colored crosswalk



Landscaping

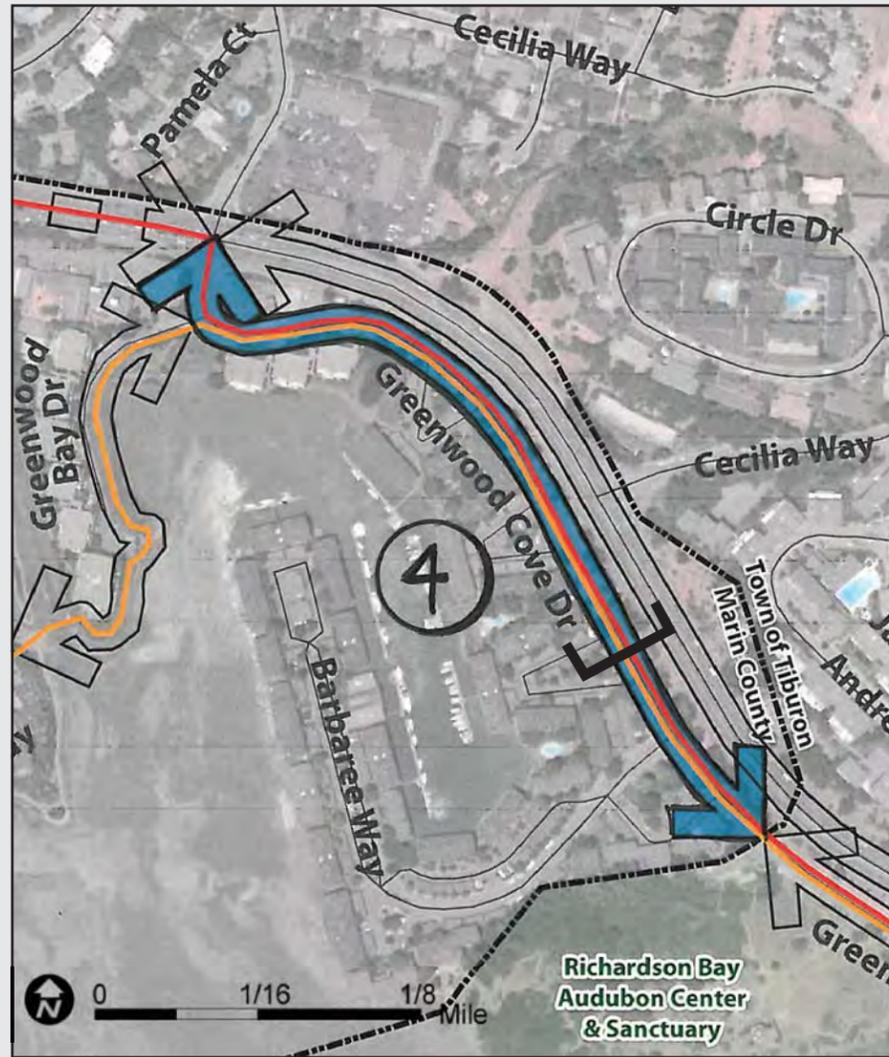
Audubon entrance



Greenwood Beach Road/Greenwood Cove Drive at potential gateway location (looking west)



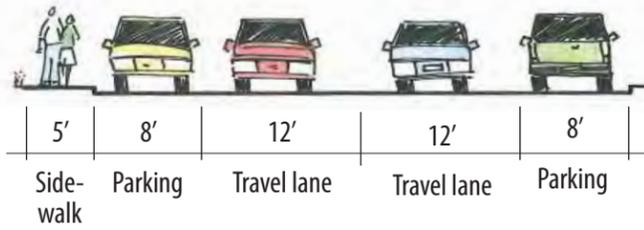
Segment 4: Greenwood Cove Drive, from Town/County boundary to Tiburon Boulevard



Greenwood Cove Drive (looking west)

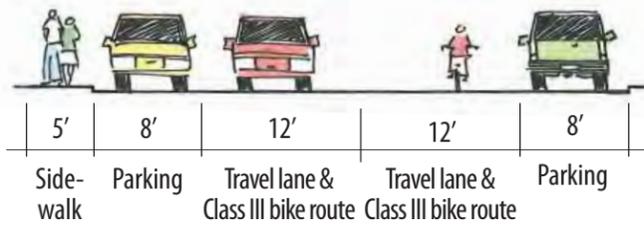
Existing Condition: Greenwood Cove Drive (looking west)

Existing Section

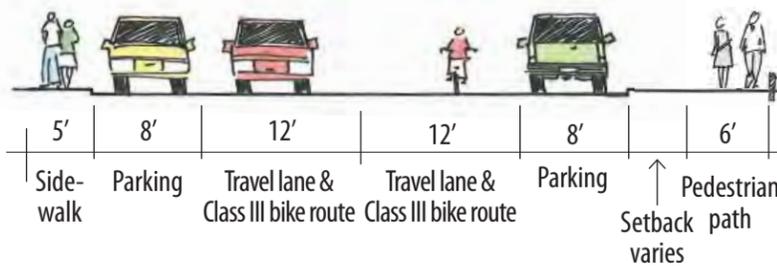


Bay Trail Segment Concepts

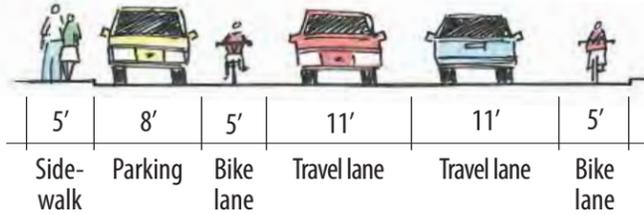
Option A



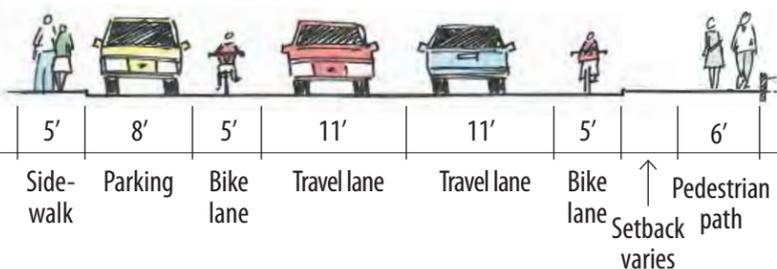
Option B



Option C



Option D



Description: Greenwood Cove Drive is a collector road extending from Greenwood Beach Road at the Town/County limit on the east and connecting with Tiburon Boulevard on the north. It is part of the San Francisco Bay Trail Route and Marin County Bicycle Route 10.

Description: Maintain five-foot wide sidewalk. Add sharrows.

- Parking impact: None
- Tree impact: None
- Estimated construction cost: \$30,000

Description: Six-foot (+/-) wide bi-directional pedestrian walkway on north side of Greenwood Cove Drive/south side of Tiburon Boulevard, or between Greenwood Cove Drive and Tiburon Boulevard. Walkway could be a natural surface (e.g., decomposed granite with binder) or asphalt. Add sharrows.

- Parking impact: None
- Tree impact: up to 40 trees
- Retaining wall at east end: 220 linear feet; height varies from 0.5 to 5.7 feet
- Minor modifications to Tiburon Blvd/Greenwood Cove Dr intersection (see pg. 13)
- Estimated construction cost: \$550,000

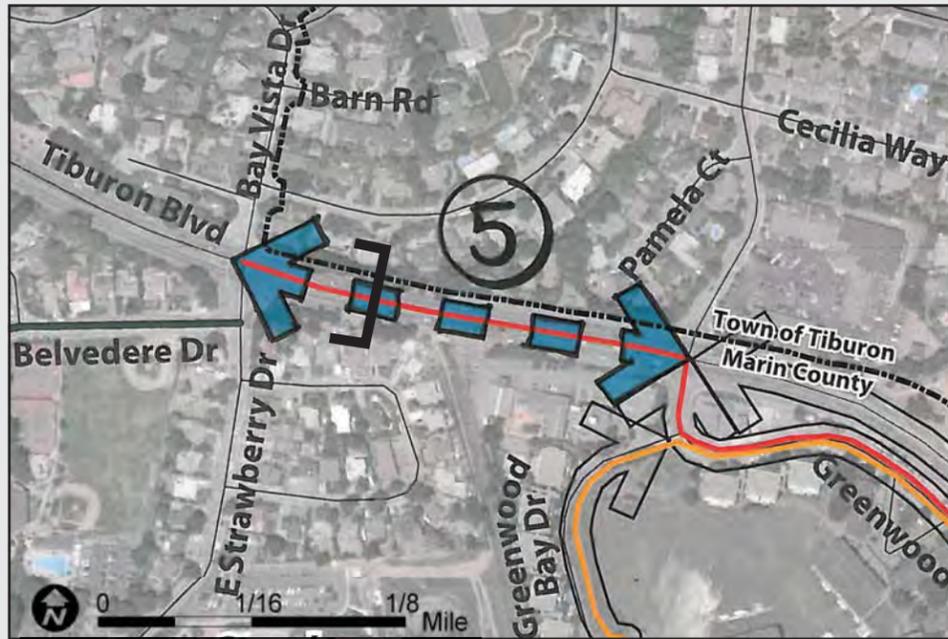
Description: Five-foot (+/-) wide bike lanes and eight-foot (+/-) wide parking aisle on south side of Greenwood Cove Drive. Two 11-foot wide vehicle travel lanes. No change to existing five-foot wide sidewalk. Remove parking along north side of Greenwood Cove Drive.

- Parking impact: Parking prohibited for 1,400 linear feet on north side; however, existing parking demand is limited and can be accommodated on south side of street. Any proposed parking restrictions would require approval by the County of Marin.
- Estimated construction cost: \$40,000

Description: Five-foot (+/-) wide bike lanes and eight-foot (+/-) wide parking aisle on south side of Greenwood Cove Drive. Two 11-foot wide vehicle travel lanes. No change to existing five-foot wide sidewalk. Remove parking along north side of Greenwood Cove Drive. Add six-foot walk way on north side of curb.

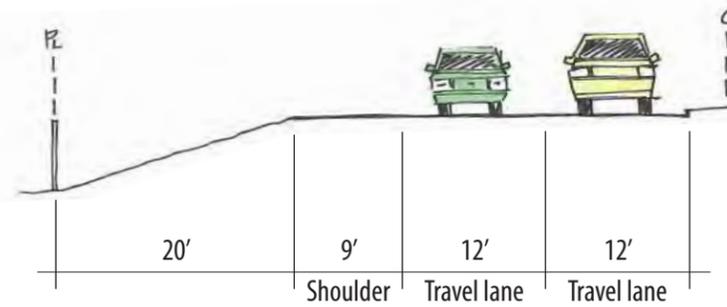
- Parking impact: Parking prohibited for 1,400 linear feet on north side; however, existing parking demand is limited and can be accommodated on south side of street
- Tree impact: up to 40 trees
- Retaining wall at east end: 220 linear feet; height varies from 0.5 to 5.7 feet
- Minor modifications to Tiburon Blvd/Greenwood Cove Dr intersection (see pg. 13)
- Estimated construction cost: \$550,000

Segment 5: Tiburon Boulevard, from Greenwood Cove Drive to E. Strawberry Drive



Existing Condition: Eastbound Tiburon Boulevard (looking west)

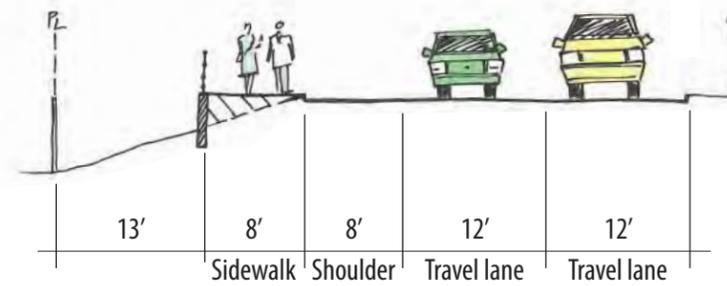
Existing Section



Description: Tiburon Boulevard through the Study Area is a major arterial consisting of a four-lane divided road. The posted speed limit is 45 MPH. It is part of Marin County Bicycle Route 10.

Bay Trail Segment Concepts

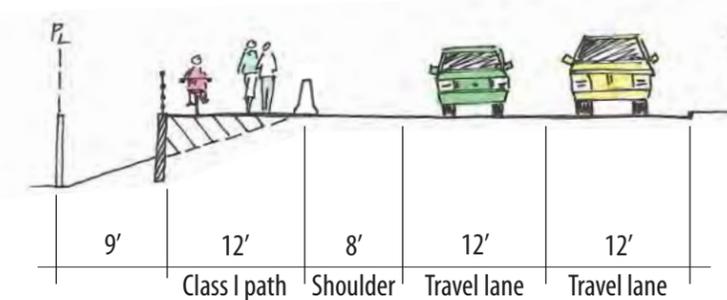
Option A



Description: Eight-foot (+/-) side sidewalk along the south side of Tiburon Boulevard; maintain Caltrans shoulder. Single span bridge over slough.

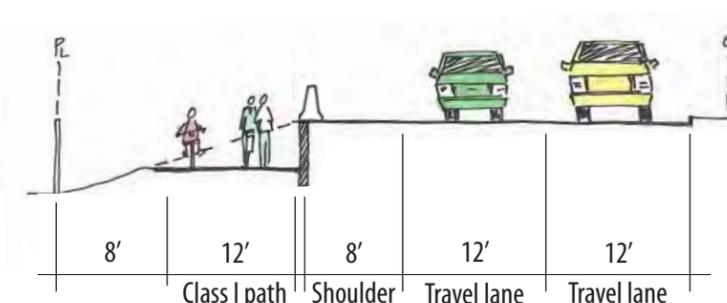
- Retaining wall: 740 linear feet; height varies from 0.5 to 6.8 feet
- Roadway excavation: 130 cubic yards; import: 120 cubic yards
- Pedestrian Bridge: 1
- Tree impact: 35 to 45 trees
- Removal of eucalyptus trees would result in some visual impact and loss of privacy and could affect nesting habitat for birds
- Would require BMPs to avoid sedimentation entering the slough
- A drainage plan would be required to avoid site drainage into back yards of homes
- Minor modifications to Tiburon Blvd/E. Strawberry Dr intersection (see pg. 13)
- Estimated construction cost: \$2,100,000

Option B

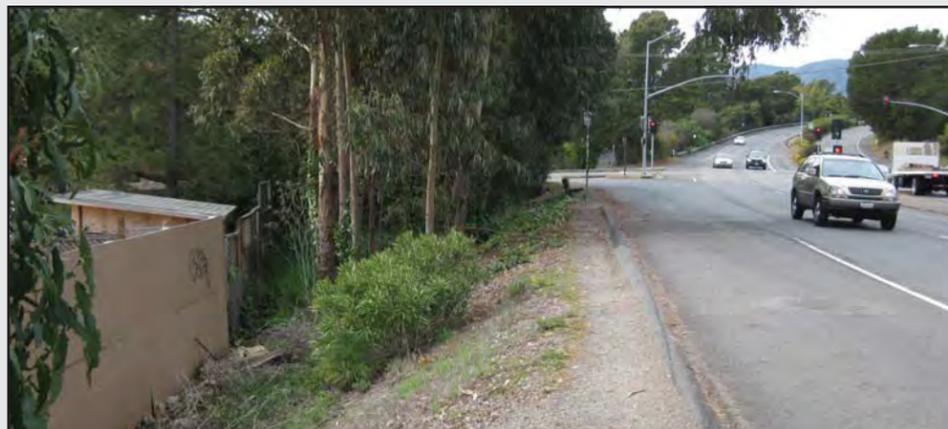


Description: 12-foot (+/-) wide Class I path along the south side of Tiburon Boulevard; maintain Caltrans shoulder (path separated with barrier at highway elevation OR path below highway on bench). Single span bridge over slough.

- Retaining wall: 740 linear feet; height varies from 0.5 to 10.7 feet
- Roadway excavation: 80 cubic yards; Import: 330 cubic yards
- Pedestrian Bridge: 1
- Tree impact: up to 45 trees
- Removal of eucalyptus trees would result in some visual impact and loss of privacy and could affect nesting habitat for birds
- Would require BMPs to avoid sedimentation entering the slough
- A drainage plan would be required to avoid site drainage into back yards of homes
- Minor modifications to Tiburon Blvd/E. Strawberry Dr intersection (see pg. 13)
- Estimated construction cost: \$2,550,000



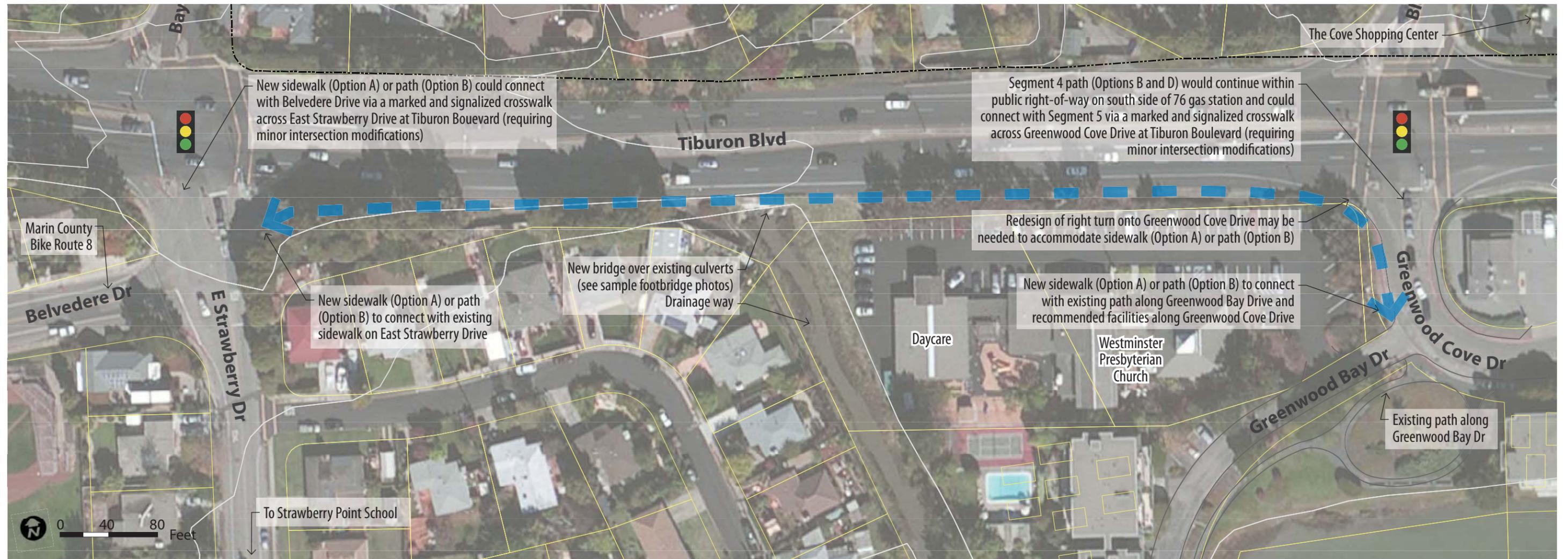
Culverts under Tiburon Boulevard (looking northwest)



Eastbound Tiburon Boulevard (looking west)

Segment 5: Tiburon Boulevard, from Greenwood Cove Drive to E. Strawberry Drive (cont.)

Options A and B

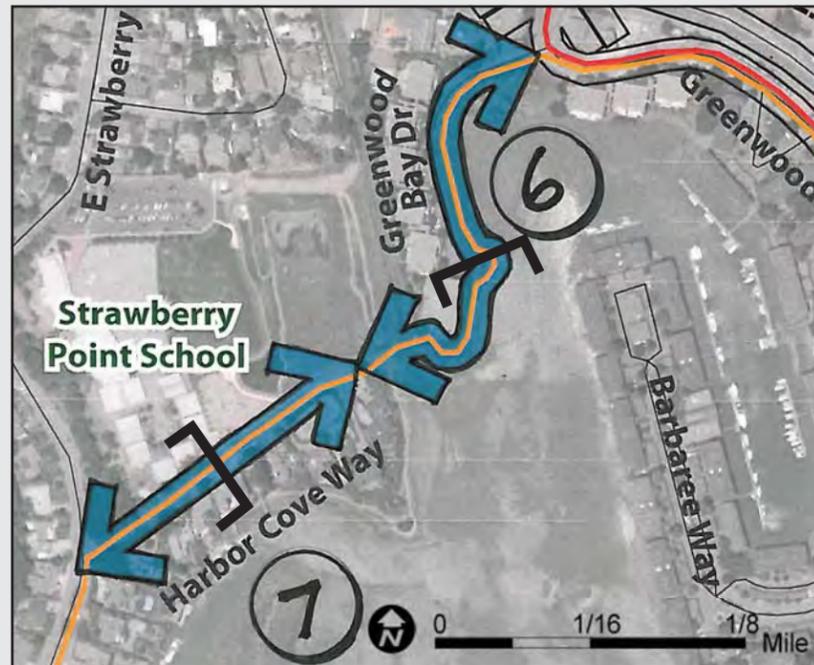


Sample Footbridges



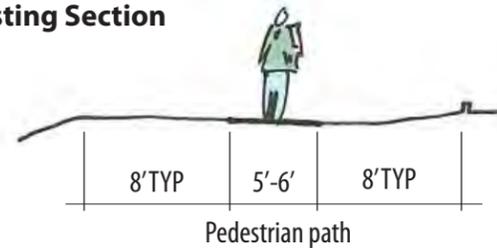
Segment 6: San Francisco Bay Trail, from Greenwood Bay Drive/Greenwood Cove Drive Intersection to Harbor Cove Way

Segment 7: Harbor Cove Way



Existing Condition: Path (looking south)

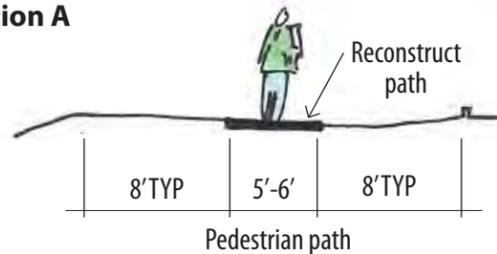
Existing Section



Description: Part of the San Francisco Bay Trail route, this five- to six-foot wide asphalt path connects Greenwood Cove Drive in the north to a foot bridge in the south. West of the foot bridge, a four-foot wide path connects with Harbor Cove Way. The public path is owned and maintained by Marin Cay Condominiums.

Bay Trail Segment Concept

Option A



Description: Pavement improvements and wayfinding signage and markings.

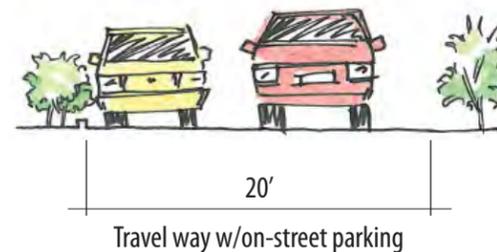
- Roadway excavation: 160 cubic yards
- Estimated construction cost: \$150,000

Segment 6 Options considered, but not to be pursued:

- Widen existing path to 12-foot (+/-) wide Class I path

Existing Condition: Harbor Cove Way (looking west)

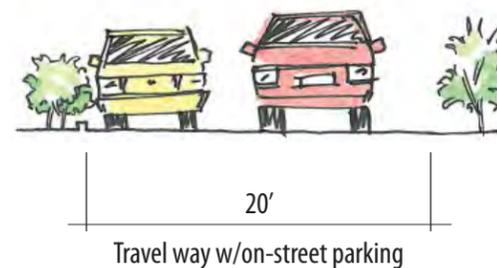
Existing Section



Description: Harbor Cove Way is a two-way residential street. Parking is permitting along the majority of the south side of the 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.

Bay Trail Segment Concept

Option A



Description: No change

Segment 7 Options considered, but not to be pursued:

- Shared lane markings not further considered due to approx. 25% grade of roadway just east of E. Strawberry Dr.
- Six-foot (+/-) sidewalk along the north side of Harbor Cove Way; maintain 20-foot wide travel way
- 12-foot wide (+/-) Class I path along the north side of Harbor Cove Way; maintain 20-foot wide travel way

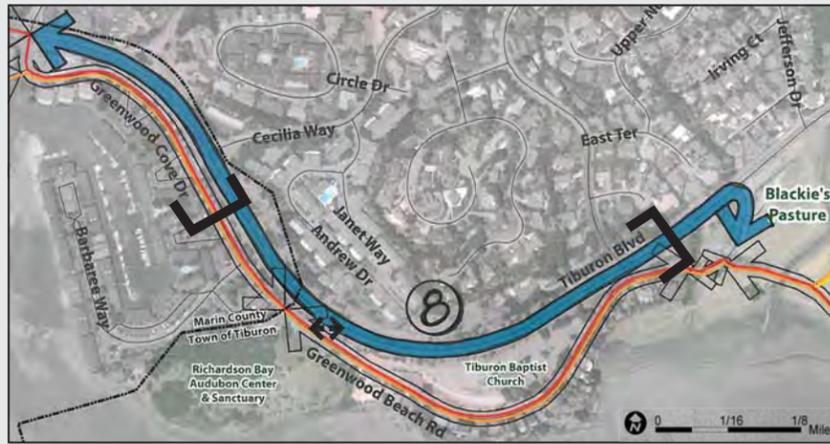


Path along Greenwood Bay Drive (looking south)



Harbor Cove Way (looking west)

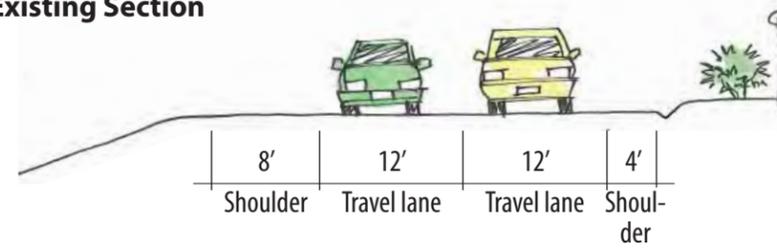
Segment 8: Tiburon Boulevard, from Blackie's Pasture Road to Greenwood Cove Drive



Eastbound Tiburon Boulevard (looking west) (both photos)

Existing Condition: Eastbound Tiburon Boulevard (looking west)

Existing Section

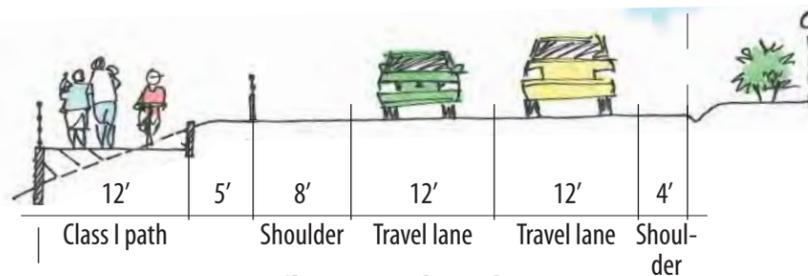
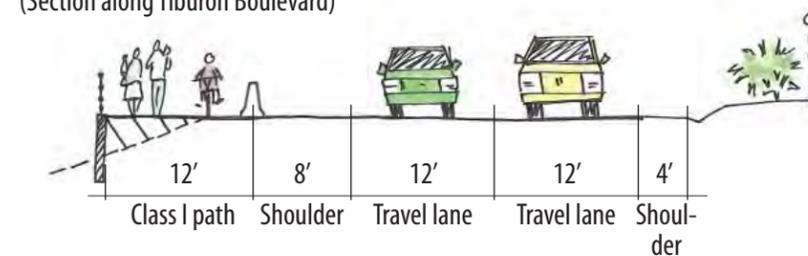


Description: Tiburon Boulevard through the Study Area is a major arterial consisting of a four-lane divided road. The posted speed limit is 45 MPH.

Bay Trail Segment Concepts

Option A

(Section along Tiburon Boulevard)



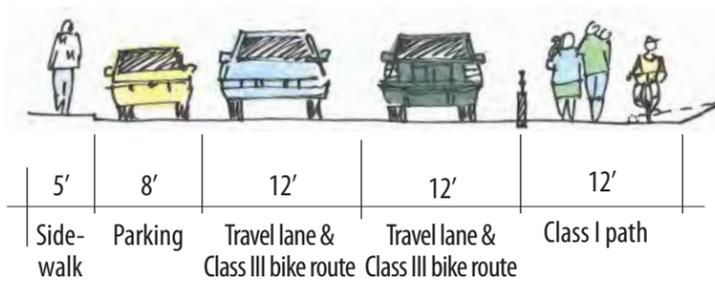
Tiburon Boulevard

Description: 12-foot (+/-) wide Class I path along the south side of Tiburon Boulevard from Blackie's Pasture to Blackfield Drive intersection; maintains Caltrans shoulder (path separated with barrier at highway elevation OR path below highway on bench).

- Parking impact: None
- Retaining wall: 1,200 linear feet; height varies from 0.5 to 5.8 feet (at-grade path); 1,700 linear feet; height varies from 0.5 to 5.1 feet (lowered path)
- Tree impact: up to 75 trees
- Cantilever path over existing retaining wall: 100 linear feet
- Emissions along arterial road would result in adverse conditions for many path users
- Would require substantial grading and mitigation for erosion
- High speed corridor would not provide a relaxing recreation amenity
- As a commuter route, existing and projected noise levels would be tolerable for path users; as a recreation route, noise levels would deter potential path users
- Connects Blackie's Pasture with Strawberry Dr, but lacks amenities for recreation users
- Minor modifications to Tiburon Blvd/Greenwood Cove Dr intersection (see pg. 16)
- Estimated construction cost: \$3,000,000 (at-grade path) to \$3,100,000 (lowered path)

Option B

(Eastern half of alignment: see sections along Tiburon Boulevard above.
Western half of alignment: see section along Greenwood Cove Drive below.)



Greenwood Cove Drive

Description: 12-foot (+/-) wide Class I path along the south side of Tiburon Boulevard from Blackie's Pasture to approximately the Town/County Boundary; maintains Caltrans shoulder (path separated with barrier at highway elevation OR path below highway on bench). West of the Town/County boundary, 12-foot (+/-) wide Class I path along north side of Greenwood Cove Drive.

- Parking impact: Parking prohibited for 1,400 linear feet on north side of Greenwood Cove Dr; however, existing parking demand is limited and can be accommodated on south side of street
- Retaining wall: 1,200 linear feet; height varies from 0.5 to 5.8 feet (at-grade path); 1,700 linear feet; height varies from 0.5 to 5.7 feet (lowered path)
- Tree impact: up to 65 trees
- Cantilever path over existing retaining wall: 100 linear feet
- Emissions along arterial road would result in adverse conditions for many path users
- Would require substantial grading and mitigation for erosion
- High speed corridor would not provide a relaxing recreation amenity
- As a commuter route, existing and projected noise levels would be tolerable for path users; as a recreation route, noise levels would deter potential path users
- Connects Blackie's Pasture with Strawberry Dr, but lacks amenities for recreation users
- Minor modifications to Tiburon Blvd/Greenwood Cove Dr intersection (see pg. 16)
- Estimated construction cost: \$2,800,000 (at-grade path) to \$3,000,000 (lowered path)

Segment 8: Tiburon Boulevard, from Blackie's Pasture Road to Greenwood Cove Drive (cont.)

Bay Trail Segment Concepts



Overview

Comprehensive and innovative map, marking, and signing systems (collectively “wayfinding”) improve the experience of using trail and pathway networks. A good wayfinding system helps users know about, find, follow, and enjoy the trail. The benefits of a wayfinding system include:

- A Bay Trail identity that is recognizable and memorable
- Improved awareness of the trail
- Enhanced legibility for the public to find and follow the trail
- A greater sense of security and comfort
- Increased numbers of bicycle and walking trips
- Better agency and inter-agency planning, coordination, and management
- Improved emergency and maintenance access and coordination

A signage and directional system consisting of map kiosks, Bay Trail medallions and signs, directional wayfinding signs, and pavement markings already exists in the Study area. Existing sign locations are shown on the Existing Conditions, Opportunities, and Constraints maps. Photos of the signs are presented following that map set.

A supplementary signage system for one combination of Study Segments has been developed with the intent of informing and educating users about the Bay Trail route and to help them find their way. The supplementary signage system includes the signs presented on this page. Proposed sign locations are shown on the Conceptual Wayfinding Signage Plan on the following page.



Wayfinding signs direct pedestrians and bicyclists along the Bay Trail route

Wayfinding systems typically include direction and confirmation signs.

Direction Signs

Direction signs guide users to destinations along trail. These signs may include destination information (name, distance and direction). Direction signs utilized in the Study Area include Bay Trail, Marin County Bike Route, and Public Shore signs.



ABAG
San Francisco Bay Trail
Direction Sign



Marin County
Bicycle Route Sign



BCDC Public Shore and Public
Dock Direction Signs

Confirmation Signs

Confirmation signs provide en route reassurance of trail identity and visually mark the trail. Confirmation signs utilized in the Study Area include Bay Trail and Public Dock signs. Additional Bay Trail and Public Shore confirmation signs are recommended.



ABAG
San Francisco Bay Trail
Confirmation Sign



BCDC Public Shore
Confirmation Sign

Sign Placement

When placing signs it is important to avoid sign clutter and unnecessary messages. Signs should be located at entrances and intersections, rather than placing sign elements intermittently along the route. This would concentrate sign locations at trailheads (e.g., Blackie’s Pasture), gateway entrances, and decision points where intersecting trails meet. Exceptions to this rule include confirmation signs and accompanying regulatory information which is recommended to be at a small scale on bollard posts, collocated with other signs, or on paddle markers to avoid disrupting the trail experience.

Conceptual Wayfinding Signage Plan

This conceptual wayfinding signage plan shows potential sign locations along one Study Segment combination. Actual sign locations would be determined following selection of a preferred Bay Trail alignment.

