

5 CIRCULATION ELEMENT

The Tiburon Peninsula has both unique circulation constraints and unique circulation opportunities. The constraints are largely a function of the relative isolation from being a peninsula dominated by steep hillsides. The unique opportunities are provided by the navigable waters which surround the peninsula.

5.1 THE EXISTING COMMUTE

Table 5.1-1 Means of Transportation to Work, Town of Tiburon, 2000

Table 5.1-1 shows that most (63%) Tiburon residents drive alone to work. This percentage is comparable with the percentage in Marin County (65.5%) and the Bay Area (68.1%). Tiburon residents also utilize carpools and the ferry for a significant number of work trips. A relatively high percentage of Tiburon workers also work at home.

Mode	Town of Tiburon Number	Town of Tiburon Percent	Marin County Percent	Bay Area Percent
Drove alone	2,634	63.0 %	65.5 %	68.1 %
Worked at home	518	12.4 %	8.8 %	4.1 %
Carpooled	430	10.3%	10.7 %	12.9 %
Ferry	352	8.4 %	2.6 %	0.2 %
Walked	92	2.2 %	3.0 %	3.3 %
Bus	76	1.8 %	7.3 %	5.3 %
Motorcycle	33	0.8 %	0.3 %	0.4 %
Bicycle	16	0.4 %	1.0 %	1.1 %
Other Means	92	0.7 %	0.6 %	0.7 %

Source: Census 2000 Summary File 3 - Sample Data

5.2 PLANNED CIRCULATION SYSTEM IMPROVEMENTS

The table below provides a list of circulation improvements which are anticipated for the Planning Area. These projects are concepts and are not currently fully designed or funded. Prior to construction, plans and environmental review for these projects will be completed.

Table 5.2-1 Planned Circulation Improvements

Project Name	Date	Source
Tiburon Blvd./Reed Ranch Road merge/acceleration lane	2005	A
Trestle Glen Bikeway	2005	A
Tiburon Blvd./Trestle Glen Blvd. intersection improvements	2006	A
Tiburon Blvd./Stewart Drive intersection improvements	2007	A

<i>Project Name</i>	<i>Date</i>	<i>Source</i>
Tiburon Blvd./Cecilia Way merge/acceleration lane	2007	A
U.S. 101/Tiburon Blvd. Interchange Improvements	2010	B
<i>Sources: A - Town of Tiburon Draft 5-Year Capital Improvement Program (2004)</i>		
<i>B - Metropolitan Transportation Commission: 2001 Regional Transportation Plan for the San Francisco Bay Area</i>		

The Town has also received grant funding for the construction of a pedestrian path which connects the Richardson Bay Lineal Park with Paradise Drive. The Town will continue to apply for grant funding for the construction of a Class II bikeway on Trestle Glen Boulevard.

5.3 REGIONAL TRANSPORTATION AGENCIES AND PLANS

There are several regional agencies which have an impact on traffic and transportation issues. Below is a review of those agencies as well as recent planning initiatives which they have taken to improve transportation regionally.

Metropolitan Transportation Commission

The majority of federal, state, and local financing available for transportation projects is allocated at the regional level by the Metropolitan Transportation Commission (MTC), the transportation planning, coordinating, and financing agency for the Bay Area.

The current regional transportation plan, known as *Transportation 2030*, was adopted by MTC on February 23, 2005. *Transportation 2030* specifies a detailed set of investments and strategies throughout the region from 2005 through 2030 to maintain, manage, and improve the surface transportation system. The plan specifies how anticipated federal, State, and local transportation funds will be spent in the Bay Area through 2030. Most of this “committed funding” will go toward protecting the region’s existing transportation infrastructure. The Golden Gate Bridge seismic retrofit project, the Golden Gate Bridge moveable median barrier projects, improvements to Sir Francis Drake Boulevard, and acquisition and upgrade of Sonoma-Marin Rail station sites are projects with committed funding. Interchange improvements at U.S. Highway 101 and Tiburon Boulevard, which is intended to be partially funded with developers’ fees, are included in the list of priority projects in Marin County.

Transportation Authority of Marin

The Transportation Authority of Marin (TAM) is a 12-member board comprised of representatives from the Marin County Board of Supervisors and the City or Town Council of each local government in Marin County.

Congestion Management Program

The TAM is required to prepare, update, and monitor a Congestion Management Program (CMP) which does the following:

- Identifies a network of transportation facilities, and design level of service standards for highways and roadways, and monitor congestion levels periodically.
- Establishes performance measures to evaluate current and future multi-modal system performance for the movement of people and goods.
- Identifies and encourages alternatives to the single occupant vehicle through the use of Transportation Demand Management (TDM) techniques.
- Develops a process to determine the impacts of local development decisions on the regional transportation network, facilitating integration of decisions about land development, transportation investment and air quality.
- Develops a computer travel model and database to be used for estimating future transportation needs and impacts.
- Develops and updates a seven year capital improvement program to promote the goals of the CMP.

The 2003 Marin County Congestion Management Program was adopted in January 2004. Roads in the Planning Area which are part of the CMP network are Tiburon Boulevard and U.S. Highway 101.

The TAM is required by state law to biannually determine whether the County and its cities and towns conform to the requirements of the CMP. For a

Transportation Sales Tax Expenditure Plan

In November 2004, Marin County voters approved Measure A, the Traffic Relief and Better Transportation Act. Measure A is expected to generate \$331.6 million over 20 years, and the money would be used to implement the Vision Plan through the Transportation Sales Tax Expenditure Plan. The goals of the Expenditure Plan is to improve mobility and reduce local congestion for everyone who lives or works in Marin County by providing a variety of high quality transportation options designed to meet local needs.

local jurisdiction to conform to the CMP, the following requirements must be met:

- Maintaining the highway LOS standards.
- Participating in a program to analyze the impact of land-use decisions, including the estimate of the costs associated with mitigating these impacts.
- Participating in adoption and implementation of a deficiency plan when highway and roadway LOS standards are not maintained on portions of the designated system.

Nonconformance with the CMP could result in the loss of an increment of gasoline tax subvention funds and not having projects programmed in the Regional Transportation Improvement Program (RTIP).

No Marin County jurisdiction, including Tiburon, is considered out of conformance with the CMP in 2005.

Transportation Vision for Marin County

In addition to the CMP, in 2003, the TAM produced *Moving Forward, A 25-Year Transportation Vision for Marin County*, the purpose of which “is to act as a blueprint that will guide development of a detailed implementation or expenditure plan that establishes priorities against a framework of financial opportunities and constraints.”

Moving Forward provides a framework for an integrated multi-modal transportation system that would reduce congestion by increasing transportation choices for all people in Marin County. Among the benefits highlighted for Tiburon include congestion relief at the Tiburon Boulevard/U.S. Highway 101 interchange, expanded ferry service to San Francisco, and late night subsidized taxi service.

Water Transit Authority

The Water Transit Authority (WTA) was formed in October 1999 and charged with creating a plan for new and expanded water transit services and related ground transportation terminal access services. It was further mandated that the WTA study ridership demand, cost-effectiveness and expanded water transit’s environmental impact.

In the *Final Implementation & Operations Plan*, approved in July 2003, the WTA recommends new ferry service to several new cities, including

Richmond, Berkeley, and Redwood City, and to enhance the service already provided to those cities which currently have service, including Tiburon and San Francisco.

5.4 CIRCULATION GOALS

- C-A:** To maintain and improve the roadway system to a measurable standard of effectiveness and safety to accommodate circulation between activity centers within the Planning Area and to and from U.S. Highway 101.
- C-B:** To provide safe and convenient movement of local residents and visitors to their places of employment, shopping and recreation in the San Francisco Bay Area.
- C-C:** To maintain all existing, as well as to design all future, residential streets with consideration of a combination of residents' safety, cost of maintenance, and protection of residential quality of life.
- C-D:** To provide an adequate means of circulation for emergency vehicles.
- C-E:** To improve the circulation system for pedestrians and bicyclists, including safety enhancements.
- C-F:** To minimize traffic congestion.
- C-G:** To promote an integrated transportation system, including the preservation and enhancement of transit, in order that residents and visitors can efficiently and conveniently transfer and connect between different transportation modes.
- C-H:** To cooperatively plan for the maintenance and improvement of Paradise Drive.
- C-I:** To provide adequate parking throughout the Planning Area.
- C-J:** To provide facilities and incentives to encourage non-auto travel throughout the Planning Area.

5.5 ROADWAY SYSTEM DESIGN & TRAFFIC STANDARDS

There are approximately 60 miles of roads and streets in the Planning Area. These facilities range from U.S. Highway 101, which serves as the primary route between San Francisco and Marin and Sonoma counties, to local streets which serve individual homes in neighborhoods.

Diagram 5.5-1 shows the street system for the Planning Area. Following are definitions for the components of the street system, taken from the 2003 State of California *General Plan Guidelines*.

Freeway: A highway serving high-speed traffic with no crossings interrupting the flow of traffic (i.e., no crossing at grade). Streets and Highways Code Sec. 23.5, in part, states that “Freeway means a highway in respect to which the owners of abutting lands have no right or easement of access to or from their abutting lands or in respect to which such owners have only limited or restricted right or easement of access.”

Arterial: A street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to properties.

Collector: A street for traffic moving between arterial and local streets, generally providing direct access to properties.

Local: A street providing direct access to properties and designed to discourage through-traffic.

Below, Table 5.5-1 provides the functional designations for roads within the Tiburon Planning Area.

Table 5.5-1 Roadway Designations, Tiburon Planning Area

Type	Function	Examples	Traffic Lanes
Freeway	Connects regional activity centers	U.S. 101	> 4
Major Arterial	Connects major local activity centers; also connects arterials with freeways	Tiburon Blvd., from U.S. 101 to Trestle Glen	4
Minor Arterial	Connect major arterial with collector and local streets.	Tiburon Blvd., from Trestle Glen to Main St.; Trestle Glen Blvd.	2 - 4
Collector	Collects traffic from local streets and channels it to arterial streets.	Blackfield Dr., Reed Ranch Rd., Lyford Dr.,	2

Type	Function	Examples	Traffic Lanes
		Stewart Dr.	
Local	Serve adjacent residential and commercial property.	Gilmartin Dr., Cecilia Way, Main St., Mountain View Dr., Mt. Tiburon Rd., Juno Rd.	2

Level of Service Standards

Level of Service (LOS) is a qualitative assessment of perceived traffic conditions. LOS generally reflects driving conditions such as travel time and speed, freedom to maneuver, and traffic interruptions. Table 5.5-2 provides a qualitative description of LOS.

Table 5.5-2: Qualitative Description of Level of Service

LOS	Driver's Perception
A/B	LOS A/B is characterized by light congestion. Drivers are still able to pass through traffic-controlled intersections in one green phase.
C	LOS C represents moderate traffic congestion. Average vehicle speeds continue to be near the driver's desired speed for two and four lane roads. Occasionally, drivers do not clear the intersection on the first green phase.
D	LOS D is characterized by congestion with average vehicle speeds decreasing below the driver's desired level for two and four lane roads. Multiple cars must wait through more than one green phase at a traffic signal.
E	LOS E is the lowest grade possible without stop-and-go conditions. At signalized intersections, long vehicle queues can form waiting to be served by the signal's green phase.
F	LOS F represents stop-and-go conditions for two and four lane roads. Drivers at signalized intersections may wait several green phases prior to being served.

Roadway System & Traffic Standards Policies

- C-1:** Land use decisions shall take into consideration potential traffic and circulation impacts.
- C-2:** All new projects shall be required to pay a pro rata share of needed traffic improvements in accordance with the burden created by such new projects.
- C-3:** The traffic mitigation fees shall be periodically reviewed and updated to ensure that the fees continue to provide funds for increasing street capacity to accommodate additional traffic generated by new projects.

- C-4:** In connection with the ridgeline policies of the Open Space & Conservation Element, the Town shall ensure that no new streets, driveways, or utilities are installed along or over the Tiburon Ridge or Significant Ridgelines except for the use of emergency services, or where no other access is viable.
- C-5:** For signalized intersections in the Tiburon Planning Area, the average peak hour level of service (LOS) shall not deteriorate below LOS C, with the exception of intersections located near the U.S. 101 interchange, as depicted in Diagram 5.5-1, which shall not deteriorate below LOS D.
- C-6:** At such time as unsignalized intersections meet signal warrants, the Town shall approach Caltrans to approve and/or provide signalization.
- C-7:** The Town shall comply with the Transportation Authority of Marin's Congestion Management Plan (CMP), including adopting and monitoring the level of service (LOS) of the CMP network. As of 2004, the LOS standards are LOS E for U.S. Highway 101 during the P.M. peak hour and LOS D for Tiburon Boulevard during the P.M. peak hour.
- C-8:** In conjunction with Land Use policy LU-18, the Town shall encourage overhead utility lines to be placed underground along Tiburon Boulevard, Paradise Drive, and Trestle Glen Boulevard, working with the County of Marin where applicable.
- C-9:** The Town strongly discourages gated subdivisions. This policy is not intended to prevent single-family homeowners from installing gates.
- C-10:** Street lights shall be installed only at intersections or where required for safety purposes. Light sources shall be of a warm, subdued nature and should be down-lights and/or properly shielded.

Tiburon Boulevard Policies

Tiburon Boulevard is the primary access for Tiburon, connecting the U.S. 101 freeway to Downtown Tiburon.

- C-11:** Tiburon Boulevard between Trestle Glen Boulevard and Mar West Street should retain its existing rural highway character.
- C-12:** The Town should discourage parking lots which have substantial frontage on Tiburon Boulevard. To the extent feasible, all parking lots should be screened by buffers or berms.
- C-13:** Tiburon Boulevard between Rock Hill Drive and San Rafael Avenue should remain free from parking on the water side to enhance and preserve views and the experience of a waterfront drive.
- C-14:** Water views for pedestrians and drivers shall not be obscured. Overgrown planting shall be trimmed to frame, rather than block, views for pedestrians and drivers to the maximum extent feasible.
- C-15:** To provide a more attractive entrance to Downtown, the informal parking area on Tiburon Boulevard near Lyford Drive should be beautified while maintaining as much parking as possible.

Paradise Drive Policies

Paradise Drive runs along the northeast facing side of the Tiburon peninsula and connects the Town of Corte Madera to Downtown Tiburon.

- C-16:** The Town shall work with the County of Marin and LAFCO to secure safe and reliable access for all users to and from the northeastern side of the Tiburon Peninsula along Paradise Drive.
- C-17:** Scenic views from Paradise Drive shall be preserved wherever possible.
- C-18:** Where appropriate, scenic overlooks should be established along Paradise Drive.
- C-19:** New driveways and roadways intersecting Paradise Drive shall be kept to the minimum number possible and be situated in safe locations. To meet this objective, to the extent feasible, multiple

residences shall be served by a single access from Paradise Drive.

- C-20:** Turn-outs and widened shoulders on Paradise Drive should be created where possible to protect the health and safety of its users.

Implementing Programs for Roadway System & Traffic Standards

- C-a:** The Town shall maintain its traffic model and traffic monitoring program, which periodically measures intersection levels of service, evaluates the impact of new projects on the roadway network, and re-evaluates appropriate traffic mitigation fee amounts.

- C-b:** The Town's traffic model shall be used to periodically review the Town's traffic mitigation fees to ensure that they are based on current information and that they are adequately capturing the impacts of new projects on the roadways in the Planning Area. The Town shall update its traffic mitigation fees as necessary.



Paradise Drive, a narrow and winding road that provides access to the northeast part of the Peninsula, is an expensive road to maintain and improve.

- C-c:** The Town shall re-evaluate its list of needed circulation approximately every five (5) years.

- C-d:** The Town shall work with the County of Marin and LAFCO to formulate a long-term plan for maintaining and improving Paradise Drive.

- C-e:** The Town shall work with the County of Marin and LAFCO to identify and implement a financing strategy for maintenance and improvement of Paradise Drive.

- C-f:** The Town shall lobby funding agencies such as Metropolitan Transportation Commission and the Transportation Authority of Marin to ensure that funding for critical local roads, including Paradise Drive.
- C-g:** The Town shall use the designation of Paradise Drive as part of the Bay Trail as a tool in applying for improvement funding for the road.
- C-h:** The Town of Tiburon Traffic Safety Committee shall maintain a list of desired traffic safety improvements for implementation over time.

5.6 BICYCLES AND PEDESTRIANS

About 2.6% of Tiburon residents commute to work by cycling or walking. This is a smaller percentage than Marin County (4.0%) and the Bay Area (4.4%). Tiburon is a popular destination for recreational walkers and bikers, however. The *Marin County Bicycle and Pedestrian Master Plan*, adopted in June 2000, includes bicycle and pedestrian counts for different locations throughout the County. Table 5.6-1 shows the counts for areas within the Planning Area.

Table 5.6-1 Mid-Day Bicycle and Pedestrian Counts, 1999

BICYCLE COUNTS		PEDESTRIAN COUNTS	
Location, period	1-hr count	Location	1-hr count
Multi-Use Path, weekend	106	Main Street, weekend	770
Main Street, weekend	43	Multi-Use Path, weekday	54
Multi-Use Path, weekday	32	Multi-Use Path, weekend	50
Paradise Drive, weekend	33	Paradise Drive, weekend	8
<i>Note: Counts, except for Paradise Drive, conducted at the same one hour period in September 1999.</i>			
<i>Source: Marin County Bicycle and Pedestrian Master Plan, June 2000 Tiburon Glen Revised Draft Environmental Impact Report, May 2003</i>			

Existing Facilities

Bicycle routes are categorized into three classes, I, II, or III. Class I bikeways serve the exclusive use of bicycles and pedestrians. The Multi-Use Path from Blackie's Pasture to Mar West St./Cove Road is a Class I

facility. Class II bikeways consist of established lanes within the paved area which serve the preferential use of bicycles. Tiburon has a Class II facility which runs along Tiburon Boulevard from Mar West Street to Main Street and on Paradise Drive from Main Street to Mar West Street. Class III bikeways are shared with other vehicles, with no bike lanes. Diagram 5.6-1 shows the existing and proposed bicycle routes in the Planning Area.

Pedestrians use a variety of facilities, from streets, to the Multi-Use Path, to trails designed primarily for recreational purposes. Sidewalks exist on some arterial and collector streets, but most local streets in Tiburon do not have sidewalks.

The Town also has a well-established network of lanes and paths, particularly in Old Tiburon near Downtown, which provide alternate access between homes and Downtown businesses and transportation services. In areas with older, substandard roads, these lanes and paths provide safe connections for pedestrians between and within neighborhoods. These lanes and paths range from formal lanes that are the property of the Town to informal paths which are privately held and serve only a few homes. Most of the lanes and paths are open to public use.

Bay Trail

The Bay Trail is a planned recreational corridor that, when complete, will circle San Francisco and San Pablo Bays with a continuous 400-mile network of biking and hiking trails. To date, approximately 210 miles of the trail have been completed.

Within the Planning Area, the Bay Trail roughly consists of Greenwood Beach Road, the Richardson Bay Lineal Park, Tiburon Boulevard, and Paradise Drive. Trestle Glen Boulevard provides a connection from Tiburon Boulevard to Paradise Drive, and there are other trails, such as those found on Ring Mountain, which connect to the Bay Trail.

Bicycles and Pedestrians Policies

C-21: The Town supports the replacement of pedestrian traffic signals with Countdown Pedestrian Signals, which inform pedestrians of the number of seconds remaining to cross safely.

C-22: The pedestrian paths and bicycle trails in Tiburon should connect with other paths and trails where practical.

C-23: Bicycle facilities, including bike racks, shall be included as part of new public and commercial projects, particularly in Downtown Tiburon.

C-24: Pedestrian routes, particularly for school children, shall be established for all neighborhoods.

C-25: In developing capital improvement budgets, the Town shall use the *Bicycle and Pedestrian Master Plan* as a guide for prioritizing bicycle and pedestrian improvements.



C-26: The Town supports the completion and maintenance of the Bay Trail and shall seek funding for that purpose.

The Town aims to increase the number of bike lanes in the Town. This lane is on Paradise Drive along Shoreline Park.

C-27: The Town shall monitor the Multi-Use Path and consider periodic improvements which would enhance the safety of its users.

Implementing Programs for Bicycles and Pedestrians

C-i: The Town shall review the *Bicycle and Pedestrian Master Plan* periodically, and revise the list of improvements and actions called for in the *Plan* when implementation of adopted improvements has occurred, and/or when conditions warrant.

C-j: The Town will work cooperatively with ABAG and neighboring jurisdictions to improve the Bay Trail around the Tiburon Peninsula.

5.7 ALTERNATIVE TRANSPORTATION MODES

Buses

A significantly smaller percentage of Tiburon residents (1.8%) rely on the bus to commute to work than do residents of Marin County (7.3%) and the Bay Area (5.3%). However, bus service is important to Tiburon because buses are used by ferry commuters to connect from their homes to the Ferry Plaza, and because a number of employees, who work in Tiburon but live outside of the community, rely on buses as their only means of transportation.

Bus service is provided in Marin County, including the Planning Area, by the Golden Gate Bridge, Highway and Transportation District (GGBHTD).

The routes which serve the Planning Area are shown on Diagram 5.6-1.

Ferries

Tiburon has the highest percentage (8.4%) of ferry commuters among Bay Area cities with ferry service.

Table 5.7-1 Ferry Riders as Pct. of Commuters

City	Number of Ferry Commuters	Percent of Total Commuters
Tiburon	352	8.4 %
Larkspur	467	7.0 %
Sausalito	333	6.6 %
Alameda	855	2.3 %
Vallejo	614	1.2 %
Oakland	197	0.1 %
San Francisco	187	0.0 %

Source: Census 2000 Summary File 3 - Sample Data

Blue & Gold Fleet provides four morning commute trips from Tiburon to the Ferry Building and four evening trips from the Ferry Building to Tiburon. In addition, Blue & Gold Fleet services a reverse commute with two morning trips from the Ferry Building to Tiburon and three evening trips from Tiburon to the Ferry Building. Unlike other Bay Area commuter ferry routes, the Tiburon -

Ferry Building route does not receive public subsidy. Including commuters, the Blue & Gold Fleet has approximately 850 daily riders on its service from the Tiburon Ferry Plaza to the San Francisco Ferry Building.

Blue & Gold also provides service between Tiburon and Pier 41 in San Francisco and serves as a cross Bay connection for bicylists. Blue & Gold offers seven trips daily on this route, which also serves Sausalito.

Ferries are also the primary means for getting from Tiburon to Angel Island State Park. Ferry service to Angel Island is provided by the privately owned Angel Island – Tiburon Ferry Company. During the high season from May to September, the Angel Island Ferry makes four round trips daily on weekdays and makes hourly trips on weekends. The Angel Island Ferry provides less frequent service during the rest of the year. Diagram 5.6-1 shows ferry service routes.

Other Alternative Transportation

Paratransit

The Americans with Disabilities Act of 1990 (ADA) requires all public transit systems that provide fixed route bus service to also provide paratransit service for people with disabilities who cannot use the fixed route bus service. Paratransit alternatives usually consist of vans and small buses.

In Marin County, paratransit services are operated by the Marin Senior Coordinating Council (MSCC) through a contract with Whistlestop Wheels. The Marin County Transit District and the Golden Gate Bridge, Highway and Transportation District, help fund the paratransit services.

Census 2000 data reveals that Tiburon is experiencing a rapid increase of seniors, with five of the fastest growing age cohorts being 85 and over, 75 to 84, and 55 to 59. Seniors represent a great demand for paratransit services.



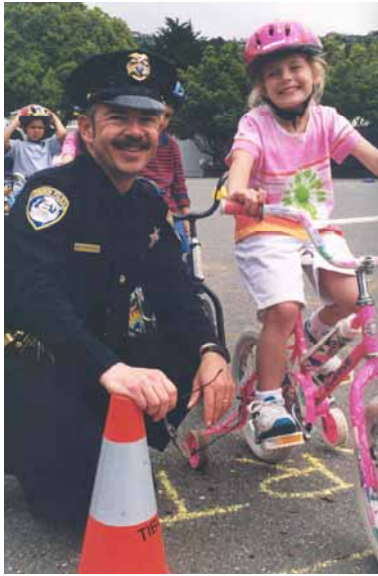
Whistlestop Wheels provides paratransit services throughout Marin County.

Programs for Schoolchildren

In January 2001 the Town of Tiburon joined the Reed Union School District (RUSD) and St. Hilary School in forming the Tiburon Peninsula Traffic Committee, which aimed to increase carpooling, walking, and biking to schools and to improve traffic flow around school neighborhoods. From that process, the Town approved a traffic safety improvement plan for areas around the schools. The improvements, including the installation of sidewalks funded by Safe Routes to Schools grants, are underway and ongoing.

Early in each school year, the Town's Police Department has officers at the school sites to monitor and educate parents and students about traffic and pedestrian safety.

The RUSD, a separate government agency, also has goals for reducing congestion around the schools. The District and the PTAs sponsor "walk-to-school" or "walk 'n roll" days to encourage children to walk, skate, or bike to school, and to organize carpools.



Tiburon's Police Department takes an active role in educating young students about bicycle and pedestrian safety.

Alternative Transportation Modes Policies

C-28: The Town shall encourage the Golden Gate Bridge, Highway and Transportation District to service commutes in the morning and evening with buses which would otherwise deadhead (return to yard empty) on Tiburon Boulevard.

C-29: Bus stops shall be located to avoid interference with turning and passing vehicles. Bus shelters shall be coordinated with Golden Gate Transit and shall require design review approval.

Covered bus shelters are preferred. Benches and paved loading pads shall be provided at all bus stops.

C-30: The Town supports the installation and maintenance of attractive, covered, unobtrusively lighted seating areas at all bus stops along Tiburon Boulevard and will work with the Golden Gate Bridge, Highway and Transportation District to provide them.

C-31: The Town shall work with the Golden Gate Bridge, Highway, and Transportation District and the Marin County Transit District to maintain adequate levels of service for buses in the Planning Area.

C-32: New development along transit routes, particularly in Downtown, shall include appropriate provisions for bus stops, including covered waiting areas.

C-33: The location of new transit facilities shall emphasize safety and accessibility for the rider so as to encourage transit ridership.

C-34: The Town shall help ensure that ferry service remains a viable commuter and recreational travel option. This may include helping to coordinate between Golden Gate Transit bus service and ferry providers and monitoring efforts of the Water Transit Authority to take advantage of opportunities to improve local ferry service.



Bus shelters provide additional comfort for bus passengers, making the bus a more viable transportation option.

C-35: In conjunction with the creation of affordable housing in Downtown, the Town shall explore the possibilities for subsidizing work-related ferry trips to San Francisco for residents of affordable units.

C-36: The Town shall support the provision of paratransit services for those riders that cannot utilize fixed route bus service.



Commuters arrive home from San Francisco's Ferry Building on Blue & Gold's Zelinsky.

C-37: Senior housing projects shall provide for convenient, accessible paratransit loading and unloading.

C-38: The Town supports alternatives to the use of single-child

autos to pick-up and drop-off at local schools.

- C-39:** The Town shall encourage employers to work together to identify programs which provide incentives for using alternative transportation modes.

Implementing Programs for Alternative Transportation Modes

- C-k:** Encourage the provision of adequate transit facilities in cooperation with other agencies and operators.
- C-l:** The Town shall make available schedules for buses, ferries, and any transit agencies that connect with those modes.
- C-m:** The Town shall continue to work with the Reed Union School District and St. Hilary School to promote alternative transportation programs to reduce traffic congestion around schools.
- C-n:** The Town shall promote and publicize the RIDES program to employers and employees as a resource for exploring ways to reduce traffic and parking congestion.

5.8 PARKING

There is a perception that parking in Downtown Tiburon is inadequate to serve the uses that are located there.

Parking Policies

- C-40:** The Town shall encourage and allow reciprocal parking facilities for those businesses located near one another with different peak hour operating demands.
- C-41:** Adequate parking and loading should be provided for all new uses and expansion of existing uses in Downtown Tiburon in accordance with the standards of the Zoning Ordinance.
- C-42:** The Town should consider the acquisition of Town-owned and operated downtown parking facilities.

5.9 INTERAGENCY COORDINATION

As described earlier, many agencies are responsible for transportation programming and funding. It is critical that the Town of Tiburon coordinate and cooperate with these agencies.

Interagency Coordination Policies

- C-43:** The Town will engage in good faith, participatory planning with the Transportation Authority of Marin and other agencies to work toward alleviating congestion in the U.S. Highway 101 Corridor.
- C-44:** The Town shall maintain a good working relationship with Caltrans to ensure that improvements proposed by Caltrans are sensitive to the Tiburon community and to facilitate expeditious consideration of Town requests for improvements.

Implementing Programs for Interagency Coordination

- C-o:** Coordinate with Marin County for the adoption of complementary roadway improvement and mitigation fee programs for roads and intersections located in unincorporated sections of the Tiburon Planning Area.
- C-p:** Maintain an active role in the Transportation Authority of Marin and/or U.S. Highway 101 Corridor planning program with the purpose of ensuring that improvements enhance inter-city movement.

5.10 PROPOSED CIRCULATION IMPROVEMENTS

The Circulation Improvements identified below are intended to be applied broadly and liberally. While the improvements are intended to address known problems in the transportation network, they are not intended to be literally binding. Improvements similar and/or equivalent to those listed below may be substituted to achieve the desired capacity improvements.

Incorporated Town of Tiburon

- *Tiburon Boulevard/Reed Ranch Road*

Add a merge/acceleration lane for traffic turning left from Reed Ranch Road onto Tiburon Boulevard.

- *Tiburon Boulevard/Trestle Glen Boulevard*

Add a second westbound Tiburon Boulevard through lane and extend it back from Trestle Glen Boulevard as far east toward Stewart Drive as practicable.

- *Tiburon Boulevard/Stewart Drive*

Consider applying to Caltrans for installation of a traffic signal at Stewart Drive even if the intersection does not meet signal warrants. This is a safety improvement, not a capacity improvement.

- *Tiburon Boulevard/Gilmartin Drive*

Consider adding a merge/acceleration lane for traffic turning left from Gilmartin Drive onto Tiburon Boulevard, and/or a dedicated right turn only lane from southbound Gilmartin Drive to westbound Tiburon Boulevard.

- *Tiburon Boulevard/Mar West Street*

Signalize the Mar West Street/Tiburon Boulevard intersection when signal warrants are met.

Unincorporated Planning Area

- *U.S. Southbound Off-Ramp/East Blithedale Avenue*

Add a second southbound lane to the U.S. 101 Southbound Off-Ramp and re-stripe the turn lanes at the Southbound U.S. 101 Off-Ramp/E. Blithedale Avenue intersection to provide two left turn lanes and two right turn lanes (per Caltrans' *Project Study Report* scheduled improvement).

- *Tiburon Boulevard/Redwood Highway Frontage Road*
 - 1) Add a third northbound Frontage Road lane, resulting in one left turn lane, a combined left/through lane, and one right turn lane -or-
 - 2) Add a third westbound Tiburon Boulevard through lane -or-
 - 3) Add a third northbound Frontage Road lane and a third westbound Tiburon Boulevard through lane

- *Tiburon Boulevard/Cecilia Way*

Add a merge/acceleration lane for traffic turning left from Cecilia Way onto Tiburon Boulevard.

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