

**Town of Tiburon
STAFF REPORT**

AGENDA ITEM 1



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TO: **Parks, Open Space and Trails Commissioners**

FROM: **Nicholas Nguyen, Director of Public Works/ Town Engineer**

SUBJECT: **MCBC Complete Streets Discussion**

MEETING DATE: **November 17, 2009**

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BACKGROUND & DISCUSSION

In the July meeting, David Hoffman, Director of Planning for the Marin County Bicycle Coalition, spoke about a concept called “Complete Streets” and asked whether the Commission would promote it as Town adopted resolution.

The idea behind Complete Streets is noble. It calls for the consideration and incorporation of non-motorized transportation methods, such as walking, biking, and public transit, when developing capital improvement projects within Town. Mr. Hoffman sought to have the concept quasi-codified through Council resolution. A sample resolution was provided by Mr. Hoffman (see Exhibit 1-A).

Staff does not see the need to pass such a resolution. The recently adopted 2008 Bicycle and Pedestrian Master Plan is, by far, a more robust document that deals with the same elements. It has considerably more language on the matter (Chapter 2, Goals and Policies, which can be found at the Town website), and because it has been adopted by the Town Council it is already policy. At the time, the Bicycle and Pedestrian Advisory Committee provided extensive review prior to adoption by Council.

Moreover, staff has queried fellow city agencies to see if they have pass similar Complete Streets resolutions and determined that they have not. Officials from these agencies similarly agreed that there was no need to adopt such a resolution when they, too, have thorough Bicycle and Pedestrian Master Plans.

RECOMMENDATION

Staff recommends that the POST Commission review the matter and move to deny the request to promote the adoption of a Complete Streets resolution.

Attachment: 1-A

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AGENDA ITEM 2



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TO: **Parks, Open Space and Trails Commissioners**

FROM: **Nicholas Nguyen, Director of Public Works / Town Engineer**

SUBJECT: **McKegney Green Usage**

MEETING DATE: **November 17, 2009**

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BACKGROUND & DISCUSSION

McKegney Green is a field near Blackie's Pasture that is used frequently for organized sports and passive recreation (e.g. casual picnic).

The high use of the area, the type of users, and inconsistency monitoring are causing confusion as to how the area is to be managed, primarily related to administrative elements such as fees and priority. The confusion does impact physical maintenance to some extent as well, but not greatly.

Up until this year, the only organization that had an approved use of the field was the Tiburon Peninsula Soccer League (TPSL) led by Kim Stibich and Vicki Sodaro. They use the field year round and will generally inform the Town of tournament weekends when parking, restrooms and trash cleanup requirements can spike dramatically. The TPSL pays the town approximately \$3000 annually for the use of the field and for some of the field maintenance through reimbursement to the Town.

A recent addition to organized sports use at the field is from St. Hilary School for soccer practice. The school was charged a \$500 fee for the maintenance to the field.

Other recreational users include sun-bathers, casual picnickers, dog walkers, people exercising, and "pick up" team sports.

Over the years, we have turned down many requests by potential users who wanted to use the field for a variety of reasons, including a dog parade, family events, church events, meditation walks, soccer camps, and a rugby tournament. There are no official policy for the use of this field.

Some Key Issues:

1. Who should be allowed to use the field?
2. What are the priorities?
3. What fees should be charged? Other local cities charge flat rates or hourly rates.
4. What are the conditions for use?

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AGENDA ITEM 2

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- 5. Who should administer the use? Current signage at the field suggests contacting the Recreation District to schedule organized events, but the District has stopped overseeing this field long ago.

As established by Town ordinance, the town manager is authorized to set forth rules and regulations as deemed proper and necessary to regulate and govern the use, operation, control and maintenance of those parks, open spaces, and recreational lands under the control of the town. Any such rule or regulation shall be transmitted to any standing advisory body having oversight of parks and/or open spaces, for its review and recommendation to the town council. Any such rule or regulation shall be effective thirty days from its referral to said standing advisory body unless disapproved by the town council within that time period.

In this case, staff is seeking to develop the rules and regulations for McKegney Green in conjunction with POST.

RECOMMENDATION

Staff recommends that the POST Commission review the matter and appoint a subcommittee if necessary to develop a use policy for McKegney Green.

Attachment: Exhibit 2-A

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AGENDA ITEM 3



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TO: **Parks, Open Space and Trails Commissioners**

FROM: **Nicholas Nguyen, Director of Public Works/ Town Engineer**

SUBJECT: **Ferry Plaza Motorcycle Parking**

MEETING DATE: **November 17, 2009**

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BACKGROUND & DISCUSSION

Some months ago, the Planning Commission requested that the Parks, Open Space, & Trails (POST) Commission look into the issue of motorcycle parking at Ferry Plaza in Shoreline Park as a policy question.

As I understand it, the Planning Commission’s concerns appear to be as follows:

- Is motorbike parking appropriate on Ferry Plaza?
- Is motorbike parking displacing too much bicycle parking (either through sheer volume or from sloppiness of motorbike parking)?
- Is there a maintenance problem from oil stains or other damage to the pavers of Ferry Plaza from motorbikes?
- Is there a safety problem from mixing of pedestrians, bicycles, and motorbikes on the Plaza?

Motorcycle parking has been allowed in Shoreline Park since it was created in 1985 as part of the Point Tiburon development. Originally, there was a concrete parking area for bicycles and motorbikes in Shoreline Park that was closer to Paradise Drive and farther from Guaymas than the current parking area. With the installation of the Ferry Plaza improvements in about 2002, that parking area was eliminated and replaced with a parking area formed by the safety railing in a location closer to Guaymas. The new parking area was primarily envisioned for use as bicycle parking. The issue of motorbike parking in this area was briefly discussed at the time of the Ferry Plaza design and installation, but it was not seen as a definitive problem that needed an immediate answer and a “wait and see” approach was taken by the Town Council.

RECOMMENDATION

Staff recommends that the POST Commission review the matter and appoint a subcommittee if necessary to develop rules and regulations for motorcycle parking at the Ferry Plaza.

Attachment: 3-A