

TOWN OF TIBURON BICYCLE AND PEDESTRIAN MASTER PLAN

Approved by:

The Metropolitan Transportation Commission on October 5, 2001

Caltrans on May 24, 2002

Tiburon Town Council on July 18, 2001

Prepared by:

Town of Tiburon Bicycle Pedestrian Advisory Committee

June, 2001

TABLE OF CONTENTS

| | |
|-----|--|
| 1.0 | Introduction |
| 2.0 | Tiburon Bicycle Routes |
| 3.0 | Tiburon Land Uses |
| 4.0 | Tiburon Transportation Interfaces |
| 5.0 | Consistency With Other Long-Range Transportation Plans |
| 6.0 | Provisions for Rest Facilities |
| 7.0 | Tiburon Bicycle Parking Facilities |
| 8.0 | Proposed Improvements and Actions |
| 9.0 | State Findings Required for Bicycle Plan |

Map 1: Bicycle Route and Parking Map

Map 2: Tiburon Land Use Map

1.0 Introduction

The purpose of the Tiburon Bicycle and Pedestrian Master Plan is to improve bicycle and pedestrian transportation in Tiburon. This Plan will include an inventory of existing bicycle and pedestrian facilities and establish priorities for future bicycle and pedestrian facilities in Tiburon. The Town intends to adapt and adopt, in relevant part, those portions of the Marin County Bicycle and Pedestrian Master Plan specific to the Tiburon Peninsula. The Tiburon Bicycle and Pedestrian Master Plan is intended to comply with the requirements of the State of California Bicycle-Transportation Act for approved bicycle and pedestrian plans, as contained in Section 890 of the California Streets and Highways Code, in order to qualify for funding of future bicycle and pedestrian improvements.

In order to meet the California Bicycle-Transportation Act requirements, the Tiburon Bicycle and Pedestrian Master Plan must include the following provisions:

- Tiburon bicycle routes
- Land use patterns within Tiburon.
- Transportation interfaces
- Consistency with other long-range transportation planning efforts
- Rest facilities
- Parking facilities

Each of these topics will be described in separate chapters of this Plan.

The Tiburon Bicycle and Pedestrian Master Plan is also intended to address the eleven elements required in a State of California approved Bicycle Plan, as more fully described in Chapter 9.0.

This Plan has been prepared with the efforts of the Tiburon Bicycle Pedestrian Advisory Committee, which was established in 1999 by the Tiburon Town Council. It is hoped that this document will be a useful source of information for the Town Council and the Planning Commission, and will be fully integrated into any future long-range plans, and capital improvement plans of Tiburon.

2.0 Tiburon Bicycle Routes

The Bicycle Route and Parking Map (Map 1) that accompanies this Plan designates Tiburon's bicycle routes and those in adjacent unincorporated areas by Class I, II or III in accordance with Chapter 1000 of the California Department of Transportation Highway Design Manual – Bikeway Planning and Design. Class I bikeways serve the exclusive use of bicycles and pedestrians. Class II bikeways serve the preferential use of bicycles on established lanes on paved streets. Class III bikeways serve bicycles on other streets, and often connect with Class I or Class II bikeways.

As described in the Circulation Element of the Tiburon General Plan, the Richardson Bay Multi-Use Path is classified as a Class I bicycle path, running from Blackie's Pasture in the north to the edge of Downtown Tiburon. A Class II bicycle path runs along Tiburon Boulevard from the southerly end of the Multi-Use Path into Downtown Tiburon, to the intersection with Paradise Drive. These bicycle routes are shown in the attached Map 1, along with proposed bicycle routes, and existing and proposed bicycle parking facilities.

This map is currently used as a planning tool for the Town of Tiburon. The goal of the proposed Bicycle Route Map is to encourage the use of the bicycle for trips to and from school, employment, and shopping and recreational areas to minimize automobile trips for the improved quality of life in Tiburon.

3.0 Tiburon Land Uses

The Town of Tiburon is a predominantly residential community, primarily consisting of relatively low density single-family housing, some medium density multiple-family homes, and limited commercial and office uses clustered primarily within the downtown area. The existing land uses in Tiburon are shown in the attached Map 2, found in the Land Use Element of the Tiburon General Plan. This map also includes the location of schools, shopping centers, public buildings, and major employment centers in Tiburon.

The existing bicycle and pedestrian improvements follow the path of Tiburon Boulevard, which forms the primary transportation spine of the Tiburon Peninsula. The Multi-Use Path runs between Blackie's Pasture and Downtown Tiburon, and is in close proximity to schools, shopping areas, parks and public facilities. A future bicycle path along Trestle Glen Boulevard would connect the existing path to Paradise Drive, which is currently heavily used as a recreational bicycling corridor through a predominantly residential area.

4.0 Tiburon Transportation Interfaces

Downtown Tiburon serves as a hub for multiple transit modes. As previously described, the Multi-Use Path and a connecting bicycle path lead directly to the Downtown area. Ferry service to Downtown Tiburon connects to San Francisco, Angel Island State Park, and Sausalito, with bicycle racks found on all larger ferries. Golden Gate Transit District buses serve Tiburon Boulevard, with several Downtown bus stops. An informal ride-sharing vehicle parking lot is situated at the edge of Downtown, adjacent to the Multi-Use Path and near several bus stops, and within walking distance of the ferry docks. Another unimproved parking lot adjacent to Tiburon Town Hall serves as a rideshare facility specifically for groups using the Angel Island Ferry.

Another significant transportation interface is located at Blackie's Pasture. This area is the northerly terminus of the Multi-Use Path, and is developed with a vehicle parking lot. Golden Gate Transit buses make stops in this area, with bicycle racks installed on most buses. These buses also make other stops along Tiburon Boulevard within a short distance of various points along the Multi-Use Path.

5.0 Consistency With Other Long-Range Transportation Plans

Tiburon's efforts to improve mobility around the Tiburon Peninsula have centered on the use of the Multi-Use Path to reduce school traffic using Tiburon Boulevard. The Town is coordinating efforts with the Reed Union School District to encourage children to bicycle to school using the Multi-Use Path, as well as other traditional ridesharing programs, as an alternative to single-child-occupancy vehicle transportation to and from school.

The Multi-Use Path is designed with at-grade access points along its length to promote equal access for all users. The Town has plans to improve an existing connection to the Multi-Use Path near the Pine Terrace neighborhood and Del Mar Middle School to provide ADA-compliant handicapped accessibility.

The location of the Multi-Use Path along Richardson Bay provides an excellent opportunity for path users to enjoy the natural environment along the Tiburon Peninsula in a sensitive manner. This natural setting also serves as a draw for bicyclists and pedestrians from around the region who utilize the Multi-Use Path as a recreational resource.

The proposed improvements contained within the Tiburon Bicycle and Pedestrian Master Plan to encourage would be consistent with policies within the Circulation Element of the Tiburon General Plan that encourage connection of Downtown pedestrian and bicycle trails with other trails in Tiburon (Policy C-30), and providing safe access to schools (Policy C-34).

6.0 Provisions for Rest Facilities

Rest facilities, drinking water and telephones are available near the Angel Island Ferry Dock, and at various downtown establishments, at Tiburon Town Hall and the Belvedere-Tiburon Library at the southerly terminus of the Multi-Use Path and an existing Class II bicycle route. Restrooms have recently been constructed near Blackie's Pasture toward the northerly terminus of the Multi-Use Path. Public telephones are also available at various building locations adjacent to or near the Multi-Use Path.

7.0 Tiburon Bicycle Parking Facilities

A total of 60 bicycle parking spaces are currently provided in the immediate vicinity of the Downtown ferry docks, within an existing plaza near the intersection of Tiburon Boulevard and Paradise Drive. An extensive remodeling of this area, to begin construction within the next year, would remove the existing bicycle racks and install 84 new bicycle parking spaces in the same area.

Additional bicycle parking racks are provided adjacent to bus stops at Point Tiburon Plaza, the Donahue Building in Shoreline Park, the Elephant Rock fishing pier, and the Belvedere-Tiburon Library. Bicycle parking spaces are also located near several private businesses, including the Tiburon Playhouse theaters, the Main Street parking lot, Ark Row and Paradise Café. Numerous bicycle parking facilities are also located on the grounds of all existing schools in Tiburon.

8.0 Proposed Improvements and Actions

The following improvements and/or actions, focusing on the Tiburon Planning Area, including the unincorporated Strawberry and Paradise Drive portions of Marin County, are proposed as part of the Tiburon Bicycle and Pedestrian Master Plan:

- Widening of the Multi-Use Path (MUP), possibly to accommodate separate bicycle and pedestrian travelways.
- Collecting recent accident statistics for the MUP from the Tiburon Police Department.
- Repainting faded street lines and markings, and re-positioning these lines and markings where needed.
- Installing a widened area for bicyclists and pedestrians on the west side of Tiburon Boulevard between Greenwood Cove Drive and East Strawberry Drive.
- Providing brief and clear signage for bicycle and pedestrian routes.
- Improving the pedestrian path connecting Jefferson Drive and Reed Ranch Road.
- Improving the MUP at the Mar West Street/Tiburon Boulevard intersection, where it transitions from Class I to Class II.
- Widening the bicycle travelway between the immediately east of the intersection of Tiburon Boulevard and Cove Road.
- Improving the signage in the vicinity of San Rafael Avenue and the MUP, and near the intersection of Tiburon Boulevard and Greenwood Cove Drive.
- Improving the pedestrian pathway (the “Del Mar Crossing”) that connects Del Mar Middle School to McKegney Green, near Avenida Miraflores.
- Constructing a Class II bikeway along Trestle Glen Boulevard from Tiburon Boulevard to Paradise Drive.

9.0 State Findings Required for Bicycle Plan

The eleven elements required in a State of California approved Bicycle Plan are listed below, with references that show where the information pertaining to the Town of Tiburon can be found in the Tiburon Bicycle and Pedestrian Master Plan. The Tiburon Bicycle and Pedestrian Master Plan has been adapted from the Marin County Bicycle and Pedestrian Master Plan which was finalized in June 2000 and reviewed by the Marin County Management Agency.

- a. **The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.**

Since Tiburon's population is 8,666, approximately 3.6% of the total County population, the commuter counts for Tiburon are estimated to be 3.6% of the County estimates. Specific bicycle counts in the Tiburon Planning Area contained within the Marin County Bicycle and Pedestrian Master Plan include hourly totals of 32 bicyclists along the Multi-Use Path on weekdays, 106 bicyclists along the Multi-Use Path on weekends, and 43 bicyclist along Main Street in Downtown Tiburon on weekends.

It is anticipated that these figures would increase by approximately 10% as a result of the implementation of the recommended improvements and actions contained within the Tiburon Bicycle and Pedestrian Master Plan.

- b. **A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.**

As described in Chapter 3.0, the attached Map 2 is taken from the Land Use Element of the Tiburon General Plan, with schools, shopping centers, public buildings and downtown areas indicated on the map.

- c. **A map and description of existing and proposed bikeways.**

As described in Chapter 2.0, the attached Map 1 shows existing and proposed bikeways, along with existing and proposed bicycle parking facilities.

- d. **A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.**

Existing bicycle facilities are marked on the map referenced in item (c) above. Chapter 7.0 contains a detailed description of existing bicycle parking facilities in Tiburon.

- e. **A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles and ferry vessels.**

Existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes are marked on the map referenced in item (c) above.

Front-mounted bicycle racks that carry two bicycles are installed on all Golden Gate buses that are 40 feet or less in length, accounting for 82% of the current bus fleet. At the present time, federal law prohibits the installation of bicycle racks on buses that are 45 feet in length (the length of Golden Gate Transit's MCI Commuter buses). All Blue and Gold Ferry vessels are equipped with interior bicycle racks, and provisions are made for bicycle storage on Angel Island ferries.

As described in Chapter 7.0, a total of 60 bicycle parking spaces are provided in the immediate vicinity of the Downtown ferry docks, with a expansion to a total of 84 spaces to occur within the next year. Additional bicycle parking racks are provided adjacent to bus stops at Point Tiburon Plaza and the Belvedere-Tiburon Library. These bicycle facilities are within a short walking distance of an informal park and ride lot along Tiburon Boulevard near Lyford Drive. The parking lot near Blackie's Pasture is located at the northern terminus of the Tiburon Multi-Use Path and near bus stops along Tiburon Boulevard.

- f. **A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.**

There are public restrooms adjacent to the Angel Island Ferry dock, within Tiburon Town Hall and the Belvedere-Tiburon Library, and along the Multi-Use Path near and Blackie's Pasture. Plans have been discussed for the establishment of another public restroom facility along Shoreline Park, near the southern terminus of the existing Class II bicycle route. The potential for locker and shower facilities may be discussed as part of the review of this potential restroom facility.

- g. **A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement**

agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.

The Tiburon Police Department regularly conducts bicycle safety awareness programs with children in the local school districts, including a bicycle rodeo conducted in conjunction with local schools. The Police Department distributes a free brochure entitled Bicycle Laws. This pamphlet explains the rules of the road including parking a bicycle, driving on public grounds and sidewalks, bicycle lanes and paths, necessary bicycle equipment and procedures for locking a bike properly. The brochure also includes information on how to license a bicycle, safety tips and a safety quiz.

The Tiburon Police Department issues citations to juvenile offenders who have violated traffic safety laws on bicycles, in-line skates or skateboards. First time offenders receive a letter sent home to the parents explaining the violation, along with the Bicycle Laws brochure; second time offenders are sent to traffic court.

As a result of these efforts, Tiburon has historically maintained an extremely low incidence of bicycle accidents due to heightened citizen awareness, mainly due to these ongoing efforts by the Police Department.

h. A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.

In 1999, the Town of Tiburon appointed a Bicycle Pedestrian Advisory Committee (BPAC) to help in the preparation of the Tiburon Bicycle and Pedestrian Master Plan and to comment upon other bicycle and pedestrian-related matters in Tiburon. The BPAC includes several members of the public, along with representatives from the Town Council and other existing Town Commissions. Public involvement has been achieved through BPAC meetings and Town Council involvement in the establishment of the committee. Tiburon Town Staff and residents were also involved in the Countywide review process for the adoption of the Marin County Bicycle and Pedestrian Master Plan. Letters of support for the Town's efforts were received from two local residents, both of whom were then appointed to the BPAC at various times.

i. A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional plans, including, but not limited to, programs that provide incentives for bicycle commuting.

The Circulation Element of the Tiburon General Plan contains policies that encourage connection of Downtown pedestrian and bicycle trails with

other trails in Tiburon (Policy C-30), and providing safe access to schools (Policy C-34). The efforts within the Tiburon Bicycle and Pedestrian Master Plan to encourage bicycle commuting would be consistent with these general plan policies. The Tiburon Plan would also be consistent with the Marin County Bicycle and Pedestrian Master Plan, from which the Tiburon Plan has been adapted. Further discussion is included within Chapter 5.0 of this Plan.

j. **A description of the projects proposed in the plan and a listing of their priorities for implementation.**

A list of all bicycle and pedestrian projects proposed by the Town of Tiburon is contained within Chapter 8.0 of the Plan.

The Town of Tiburon has prioritized these projects, however the Town recognizes that priorities may change based on factors such as funding sources, coordination with other projects, new findings based on needs, and integration with the priorities of non-bicycle-related projects that may affect development, redevelopment or road construction.

k. **A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.**

In the past several years, the primary Town expenditure for bicycle facilities was \$60,000 for the construction of new restroom facilities along the Multi-Use Path near Blackie's Pasture. The only currently budgeted Town expenditure of \$29,750 is for the reconstruction and expansion of the bicycle racks near the Downtown ferry docks. The cost estimates for other proposed projects contained within this plan have not yet been estimated but will be developed in greater detail as each project is proposed for funding.

MAP 1: BICYCLE ROUTE + PARKING MAP

ORIGINAL ADOPTED 11/16/94

Date Revised Res. # By

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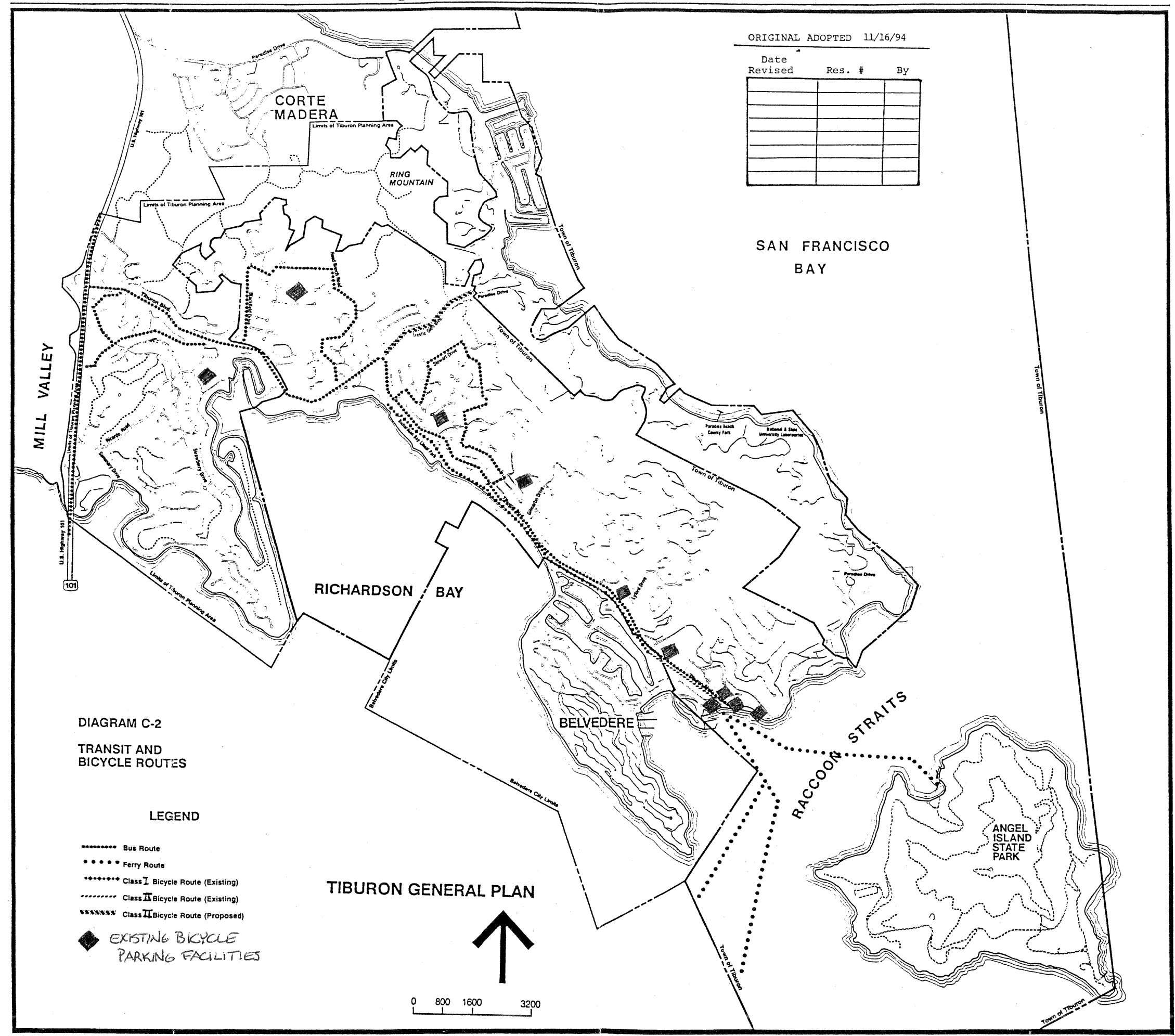
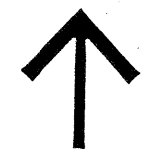


DIAGRAM C-2
TRANSIT AND BICYCLE ROUTES

LEGEND

- Bus Route
- Ferry Route
- Class I Bicycle Route (Existing)
- Class II Bicycle Route (Existing)
- Class III Bicycle Route (Proposed)
- ◆ EXISTING BICYCLE PARKING FACILITIES

TIBURON GENERAL PLAN



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