



SAM'S
CAFE

PUBLIC RESTROOMS
ANGEL ISLAND
LIGHTHOUSE PARK

WAIT TO BE SEATED

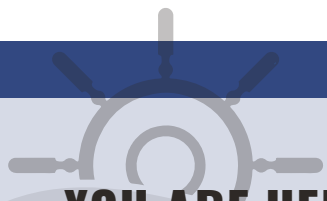
Sam's
TAKE OUT

PLEASE WAIT HERE TO ORDER OR PICKUP



06.

MOBILITY



YOU ARE HERE...

CONTENTS

- 1 INTRODUCTION
- 2 LAND USE
- 3 DOWNTOWN
- 4 HOUSING
- 5 DIVERSITY, EQUITY + INCLUSION
- 6 MOBILITY**
- 7 NOISE
- 8 SUSTAINABILITY
- 9 CONSERVATION
- 10 OPEN SPACE, PARKS + RECREATION
- 11 SAFETY + RESILIENCE

6.1 PURPOSE OF THE CHAPTER

Mobility, or the ability to readily move from one place to another, is made possible in Tiburon through a transportation system that encompasses roadways, transit routes, ferry service, pedestrian paths and sidewalks, and bicycle paths, lanes, and routes. The goal of a well-planned and integrated transportation network is to provide safe and convenient travel for all users—including children, seniors, and persons with disabilities—whether travelling by vehicle, bicycle or foot. A balanced, multi-modal transportation system works to limit congestion, and reduce greenhouse gas emissions, and improve public health.

The Tiburon Peninsula possesses unique constraints and opportunities for circulation. The constraints are largely a function of the relative isolation that results from being a lengthy peninsula and from topography that is dominated by relatively steep hillsides. The unique

opportunities are provided by the navigable waters that surround the peninsula, the clustering of pedestrian-oriented development in downtown, and the heavily used Old Rail Trail, a multi-use path that runs most of the length of the peninsula.

The Mobility chapter includes the following sections:

6.2 Vision and Guiding Principles.

Sets forth a guiding vision and principles for the transportation system.

6.3 Existing Mobility Conditions.

Summarizes existing mobility conditions in Tiburon, including all modes of transportation that residents, visitors, and employees on the peninsula use regularly, and the sources of traffic congestion.

6.4 Circulation Improvements.

Presents a list of proposed supply and demand strategies intended to reduce vehicle miles traveled (VMT) and traffic congestion and enhance mobility.

6.5 Goals, Policies, and Programs.

Identifies goals, policies, and programs to improve mobility and the transportation system.

6.2 VISION AND GUIDING PRINCIPLES

VISION

Town goals and policies are guided by its overall vision for the transportation system. The following statement provides this vision for this element:

The Town of Tiburon envisions a transportation system that supports the Town's goals for safe and healthy transportation, sustainability, a sense of small-town community character, high quality of life for residents, and economic vibrancy of the downtown area, which will continue to grow as a draw for visitors and residents. The Town furthermore envisions that that its streets and pathways will form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards. This entails the integration of Complete Streets

into street designs that are comfortable and convenient for the breadth of travel choices while creating more vital places in fitting with desired community character. Complete Streets are routinely planned, designed, operated, and maintained with the consideration of the needs and safety of all travelers along and across the entire public right of way. Streets will meet the needs of all ages and abilities who are walking, bicycling, using transit, traveling with mobility aids, driving vehicles, and driving commercial freight.

COMPLETE STREETS

Complete Streets are routinely planned, designed, operated, and maintained with the consideration of the needs and safety of all travelers along and across the entire public right of way. This includes people of all ages and abilities who are walking; driving vehicles such as cars, trucks, motorcycles, or buses; bicycling; using transit, or traveling with mobility aids; and freight shippers. Every street and its environs are different, so physical manifestation of this principle will change based on the local context. However, providing for all users is a core tenet of Complete Streets.



COMPLETE (ABOVE) AND NOT YET COMPLETE (BELOW)

Complete Streets approach focuses on desired outcomes; there is no one-size-fits-all solution.

The Complete Streets movement fundamentally redefines what a street is intended to do, what goals a transportation agency is going to meet, and how a community will spend its transportation money. The Complete Streets approach breaks down the traditional separation between highways, transit, biking, and walking, and instead focuses on the desired outcomes of a transportation system that supports safe use of the roadway for everyone.

Complete Streets policies formalize a community's intent to plan, design, operate, and maintain streets so they are safe and accessible for all users of all ages and abilities. Policies direct decision-makers to consistently fund, plan, design, and construct community streets to accommodate all anticipated users, including pedestrians, bicyclists, public transit users, motorists, and freight vehicles.

There are many types of Complete Streets—it does not mean every street has sidewalks, bike lanes, and transit. On streets with low traffic volumes, such as those in Tiburon's hilly residential neighborhoods, a Complete Street may be a shared space with traffic calming that ensures walking and bicycling is

safe, even without marked bike lanes or sidewalks. On busier thoroughfares such as Tiburon Boulevard, by contrast, separated walking and biking facilities are more appropriate. There is no one-size-fits-all solution, and the design of every street must take into account local land use, traffic volumes, and the role of the street in the overall multimodal network.

GUIDING PRINCIPLES

To support the vision statement, several principles guide the Mobility Element:

CONGESTION

Automobile traffic volumes along major corridors—especially Tiburon Boulevard—should be reduced to improve traffic flow and enhance quality of life and safety. In particular, the Town shall address growing school and contractor traffic on weekdays, and visitor traffic on weekends.



COMPLETE STREETS, FLEXIBLE STREETS

Miller Avenue, in Mill Valley, comfortably supports all modes of travel (top). Temporary closure of Main Street has supported downtown life (bottom).

HEALTH

The Town's transportation system should support opportunities for active transportation choices, including walking and biking, which contribute to the community's health. Emissions from automobiles should be reduced as much as possible to the lessen the negative health consequences of particulate matter contained in vehicle exhaust.

ECONOMY

The Town's transportation system should support economic development in the Town as well as access to other destinations, which is essential to maintaining the Town's appeal as a place to live. A variety of safe and reliable transportation connections to destinations across the San Francisco Bay Area are vital the Town's economic well-being.

ENVIRONMENTAL SUSTAINABILITY

The Town values the preservation of local natural resources, such as open space and water quality. The Town also recognizes that local

governments can play a strong role in reducing greenhouse gas emissions and mitigating the potential impacts of global climate change. Transportation policies in the Town should support both of these objectives.

VEHICLE MILES TRAVELED (VMT)

The mobility network and land use pattern should support efforts to reduce VMT, relevant to greenhouse gas emissions.

SAFETY

The Town's transportation network should be safe for all users, whether walking, biking, driving, or taking transit. People of all ages should feel comfortable biking and walking as a means of transportation as well as recreation.

EQUITY

The transportation network should balance the needs of all users, as well as people of different incomes, who may have limited access to automobiles. Senior citizens and people with disability who are no

longer able to drive should also be served by high-quality transportation options such as paratransit.

CHOICE

Residents and visitors in Tiburon should have the choice to travel by different modes as they see fit, safely, and with convenience and flexibility. Driving is likely to remain the most common mode of travel for the foreseeable future in Tiburon, but walking, biking, and riding transit (as well as carpooling) will become attractive choices for an increasing number of people.

MANAGEMENT AND MEASUREMENT

Roadway and circulation network performance metrics—encompassing all modes of travel—should be established and measured. The transportation network should be managed to achieve set targets, such as reducing the number of collisions, improving parking availability, or reducing automobile congestion.

DESIGN

Tiburon has views of natural and urban settings that are among the finest in the world. The design of transportation facilities should take into account and enhance the Town's setting of residential tranquility intertwined with natural beauty, as well as its vibrant and appealing downtown.

6.3 EXISTING MOBILITY CONDITIONS

SETTING

The Tiburon Peninsula possesses unique constraints and opportunities for circulation. The constraints are largely a function of the relative isolation that results from being a lengthy peninsula and from topography that is dominated by relatively steep hillsides. The unique opportunities are provided by the navigable waters that surround the peninsula, the pedestrian-oriented development in downtown, and the heavily used Old Rail Trail, a multi-use path that runs most of the length of the Peninsula.

Tiburon’s history of rail and ferry transport shaped the Town’s development patterns, with a walkable downtown located close to the Ferry Terminal and former train station. Located eight miles north of San Francisco, Tiburon is placed in the heart of the San Francisco Bay Area, accessible by ferry from downtown San

Francisco. Figure M-1 shows the major regional transportation facilities.

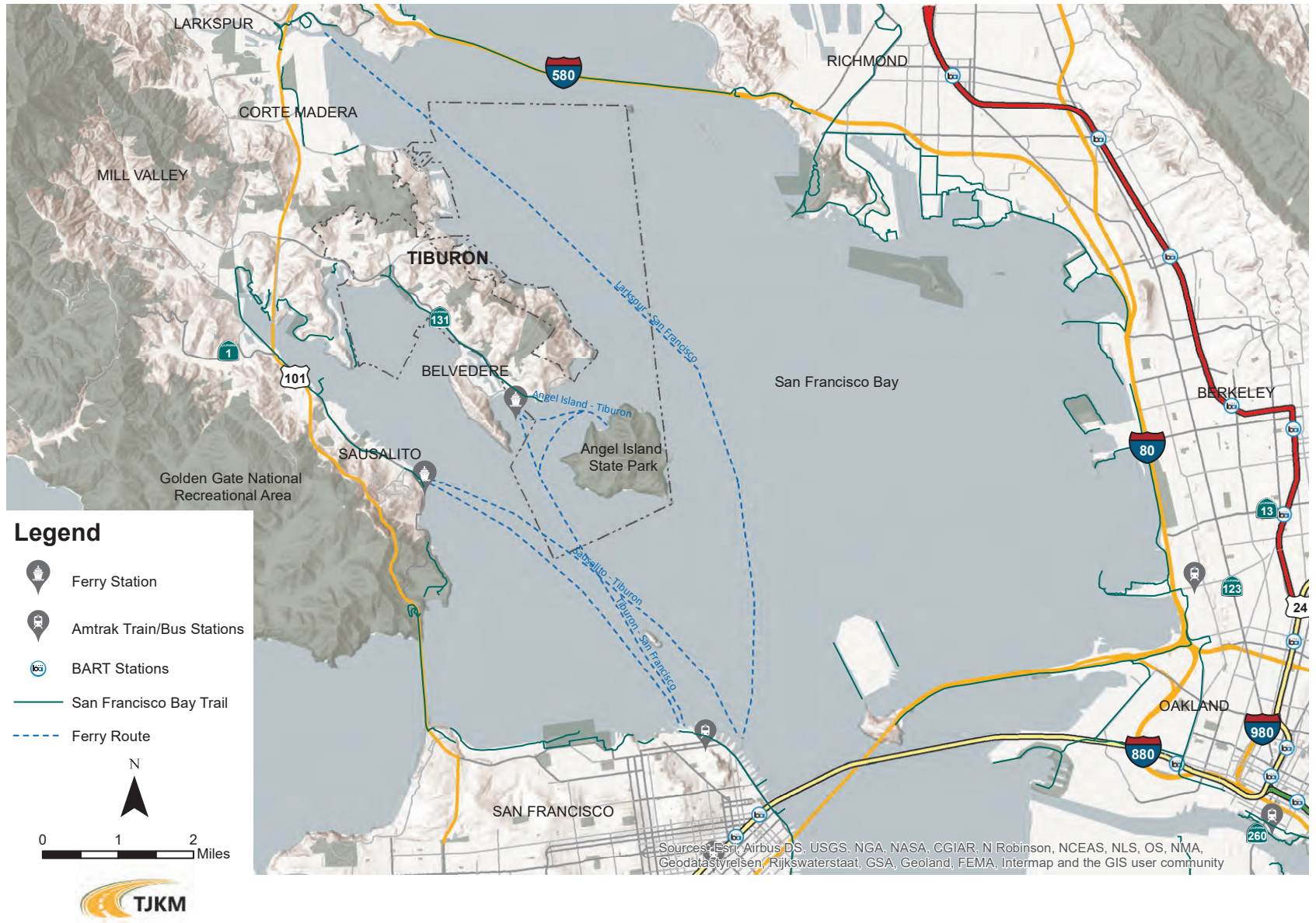
BAY AND HILLS

Tiburon’s topography and peninsula location constrain transportation. At the same time, the bay presents unique opportunities.



Figure M-1

REGIONAL TRANSPORTATION SETTING



STREET NETWORK

The street network in the Tiburon planning area consists of approximately 60 miles of streets. The Town’s street classifications are as follows, further described in Table M-1 and shown in Figure M-2:

ARTERIAL

A major street providing multi-modal travel and access to key land uses, as well as 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. Safe pedestrian and bicycle facilities, where feasible and appropriate, should be provided along arterials.

COLLECTOR

A street for travel between arterial and local streets, generally providing direct access to properties. Safe

pedestrian and bicycle facilities should be provided along the collectors where feasible and appropriate.

LOCAL STREETS

A street providing direct access to properties and designed to discourage through traffic. Dedicated bicycle and pedestrian facilities may not be necessary if traffic speeds are slow enough to comfortably share the roadway space.

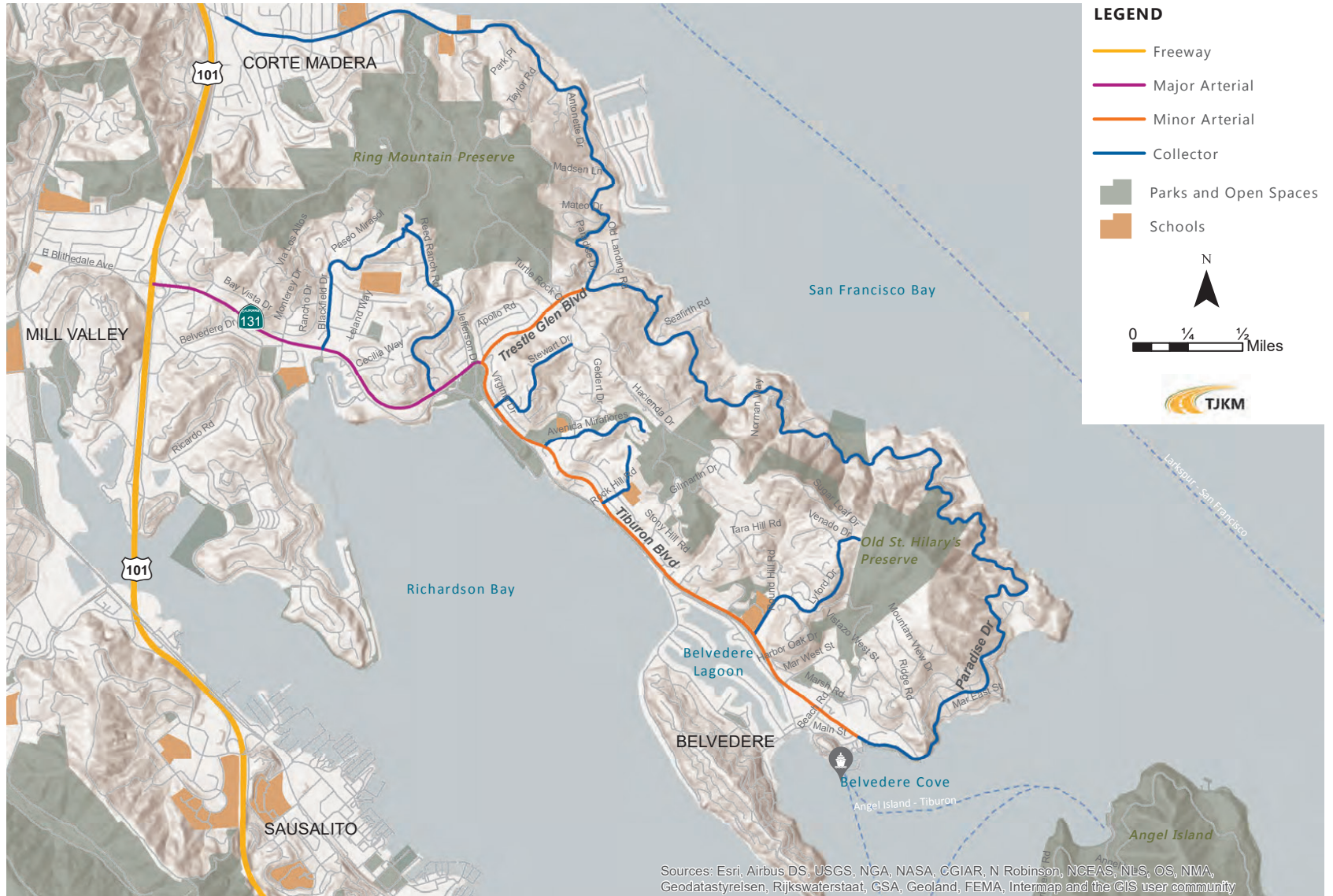
Table M-1

STREET CLASSIFICATIONS

TYPE	FUNCTION	EXAMPLES	TRAFFIC LANES
Major Arterial	Connects major local activity centers, provides direct multi-modal access to adjacent properties, and connects with U.S. 101 freeway	Tiburon Blvd., from U.S. 101 to Trestle Glen	4
Minor Arterial	Connects major arterial with collector and local streets, serves major local activity centers, and provides direct multi-modal access to adjacent properties	Tiburon Blvd., from Trestle Glen to Main St.; Trestle Glen Blvd.	2 – 4
Collector	Connects local streets with arterial streets and provides direct multi-modal access to adjacent properties.	Blackfield Dr., Reed Ranch Rd., Lyford Dr., Stewart Dr.	2
Local	Serves adjacent residential and commercial properties.	Gilmartin Dr., Cecilia Way, Main St., Mountain View Dr., Mt. Tiburon Rd., Juno Rd.	2

Figure M-2

STREET CLASSIFICATION MAP



SIDEWALKS & PATHS

High-use pedestrian areas include the downtown area and crossings of Tiburon Boulevard to assess destinations such as schools, the post office, and library. Pedestrians in Tiburon use a variety of facilities, as shown in Figure M-3, including streets (with and without sidewalks) and multi-use paths, as well as trails designed primarily for recreational purposes. Sidewalks are provided on portions of some arterial and collector streets, but most local streets in Tiburon do not have sidewalks. Some of these walkways do not meet ADA requirements for width, obstructions, tripping hazards, or curb ramps. 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 ongoing.

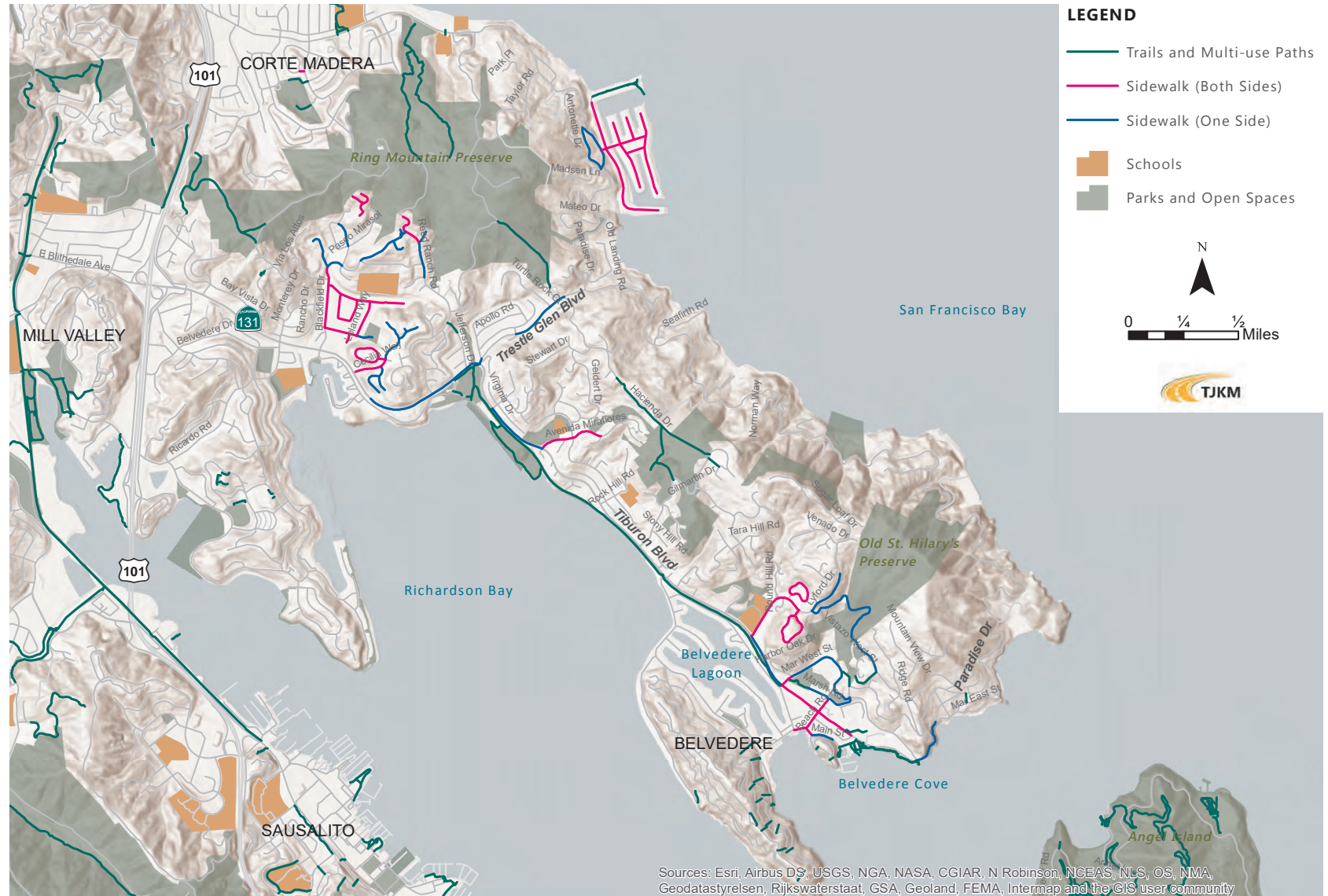


SIDEWALKS AND PATHS

Tiburon's pedestrian network spans from high-use areas like downtown to open space trails.

Figure M-3

SIDEWALKS & PATHS



BIKEWAY NETWORK

One of the underlying goals of “complete streets” requirements is that all modes of travel, including bicycles, should be adequately accommodated on most streets, not just streets that are designated as bikeways. Therefore, the provision of travel accommodations may occur throughout the Town’s transportation network.

Designated bikeways are routes where an additional level of bicycle accommodation is to be provided. There are four classifications of designated bikeway facilities in California, as defined by the California Department of Transportation (Caltrans).

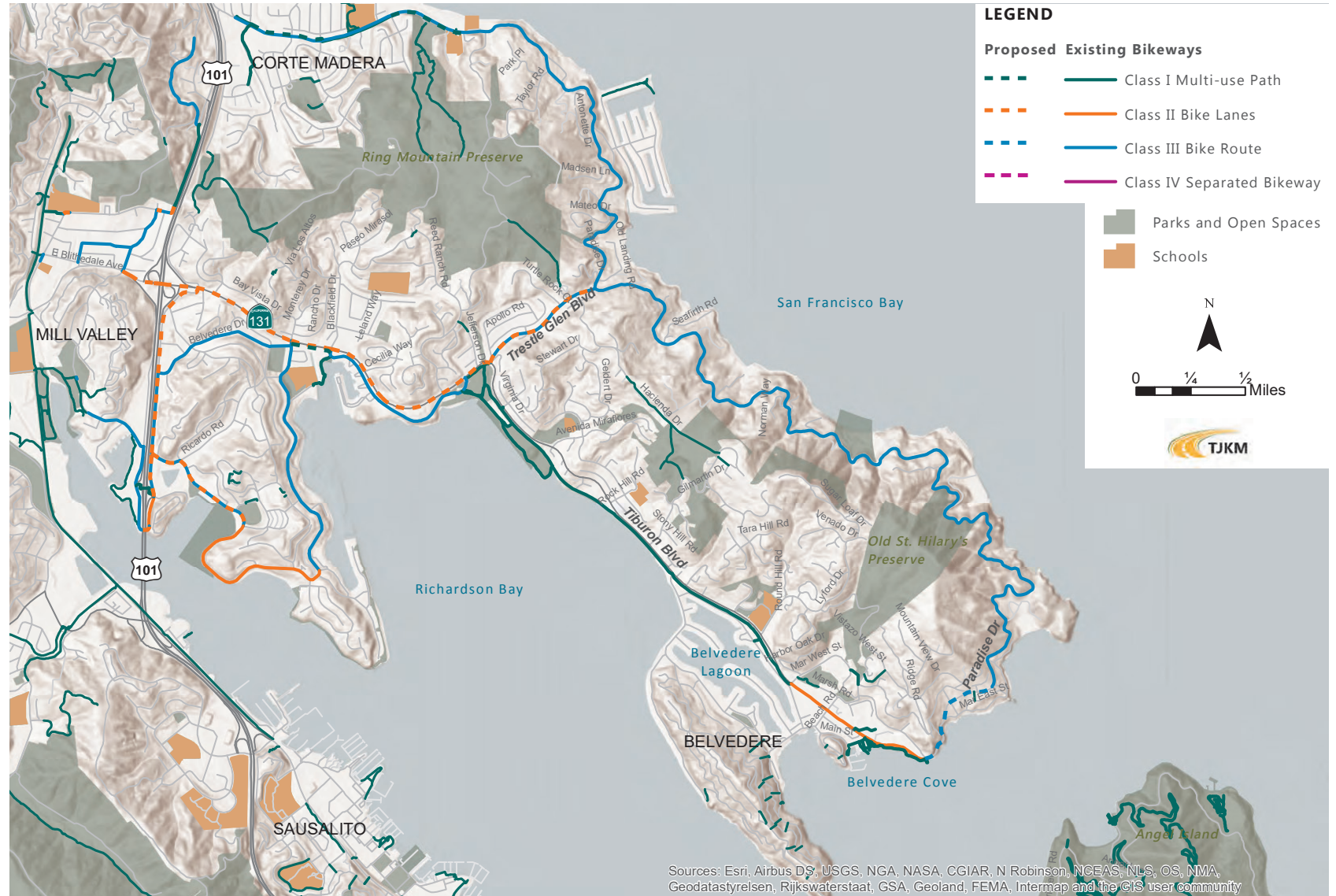


BIKING IN TIBURON

Biking is not a new part of the Tiburon lifestyle. Source: Belvedere-Tiburon Landmarks Society

Figure M-4

BIKEWAY NETWORK



MULTI-USE PATHS (CLASS I BIKEWAYS)

A path physically separated from motor vehicle traffic by an open space or barrier, and either: within a highway right-of-way or within an independent right-of-way used by bicyclists, pedestrians, joggers, skaters, and other non-motorized travelers. Because the availability of uninterrupted rights-of-way is limited, this type of facility may be difficult to locate and more expensive to build relative to other types of bicycle and pedestrian facilities, but less expensive compared to building new roadways. The 2.6-mile Old Rail Trail connects Richardson Bay from Blackie's Pasture, Downtown Tiburon, and Shoreline Park. The Old Rail Trail is in close proximity to schools, shopping areas, parks, and public facilities.

BICYCLE LANES (CLASS II BIKEWAYS)

A portion of a roadway that has been set aside by striping and pavement markings for the preferential or exclusive use of bicyclists. Bicycle lanes are intended to promote an orderly flow of bicycle and vehicle traffic. This

type of facility is established by using the appropriate striping, legends, and signs. Buffered bicycle lanes are further enhanced by providing a designated buffer space, typically with pavement markings, between the bicycle lane and adjacent on-street parking or motor vehicle lane. Buffered bicycle lanes provide greater separation between bicyclists and motorists and/or avoid the door zone adjacent to parked cars.

BICYCLE ROUTES (CLASS III BIKEWAYS)

Class III bicycle routes are facilities where bicyclists share travel lanes with motor vehicle traffic. Bike routes must be of benefit to the bicyclist and offer a higher degree of service than adjacent streets. They provide for specific bicycle demand and may be used to connect discontinuous segments of bicycle lane streets. They are often located on local residential streets. Presently, the Town has 2.8 miles of class III bikeways on Paradise Drive.



TIBURON BOULEVARD NEAR BEACH ROAD, CLASS II BIKEWAY



OLD RAIL TRAIL, CLASS I BIKEWAY

SEPARATED BIKEWAY (CLASS IV BIKEWAYS)

A Class IV Bikeway is for the exclusive use of bicycles and includes a separation between the bikeway and adjacent vehicle traffic. The physical separation may include flexible posts, grade separation, inflexible physical barriers, or on-street parking. Separated bikeways generally operate in the same direction as vehicle traffic on the same side of the roadway. However, two-way separation bikeways can also be used, usually in lower speed environments. Presently, there are no class IV bikeways in

Tiburon. However, Tiburon Boulevard between US-101 and Blackfield / Greenwood Cove Drive could be the potential location for class IV bikeways.

Figure M-4 shows the existing and planned bikeway network consistent with the Town's adopted Bicycle and Pedestrian Plan that was most recently updated in 2016. The existing bicycle facilities follow "Paradise Loop" which runs along Tiburon Boulevard and Paradise Drive and forms the primary bicycle transportation and recreation spine of the Tiburon Peninsula. Table M-2 shows the existing and proposed length of bikeways by class.

Table M-2

BIKEWAY NETWORK MILES

TYPE OF BIKEWAY	BIKEWAY CLASS	EXISTING MILES	PROPOSED MILES
Multi-use Paths	I	2.72	0.0
Bicycle Lanes	II	0.72	1.61
Bicycle Routes	III	2.84	0.97
Separated Bikeways	IV	0.00	0.03
Total	--	6.13	2.61

PUBLIC TRANSIT

Public transportation in Tiburon is provided by Marin Transit, Golden Gate Transit/Ferry and Angel Island/Tiburon Ferry. Key transit routes are shown in Figure M-5.

Marin Transit is the agency responsible for local transit service within Marin County, including Tiburon. The agency operates local transit services and contracts with other operators for three types of fixed route services within the county: large bus fixed route, shuttle, and rural service. Marin Transit also operates paratransit and dial-a-ride service within Marin County.

Golden Gate Transit operates transit services between Marin County and Sonoma, San Francisco, and Contra Costa Counties. It is one of three operating divisions of the Golden Gate Bridge, Highway, and Transportation District. The agency operates two

inter-county bus services: Transbay Basic Service, and Transbay Commute Service. Prior to the pandemic, one commute bus route was operated between Tiburon and San Francisco with two AM trips and one PM trip.

The Golden Gate Bridge, Highway, and Transportation District operates ferry service between Marin County and San Francisco via conventional and high-speed ferries. Service is provided between the Tiburon Ferry Terminal (located in downtown Tiburon) and the San Francisco Ferry Building Gate B, Monday-Friday.

The Angel Island/Tiburon Ferry operates recreational ferry service between Angel Island and downtown Tiburon.

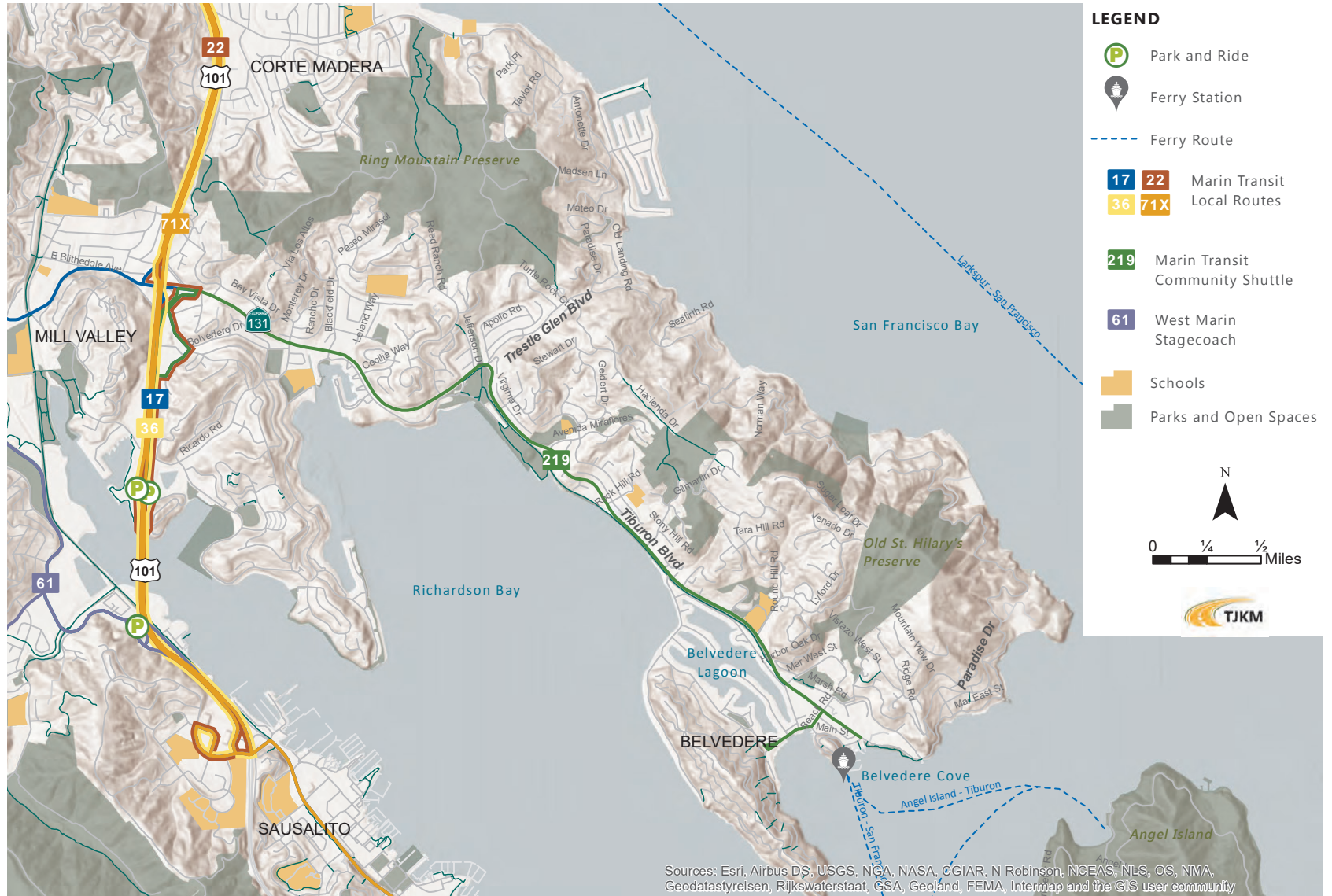
School bus service in Tiburon is provided by the Yellow Bus program that provides morning and afternoon service to Bel Aire School, Del Mar School, and Reed School.

PARATRANSIT

Marin Access Paratransit offers pre-scheduled bus transportation for persons with disabilities in Marin County. Service is offered within $\frac{3}{4}$ mile of fixed route Marin Transit routes and covers portions of Tiburon. Service is provided to paratransit eligible individuals on an on-demand basis, during regular Marin Transit operating hours.

Figure M-5

TRANSIT ROUTE MAP



TRAVEL MODES TO/ FROM WORK

Tiburon has double the rate of people that use public transportation to and from work (18.1 percent) compared to the Marin County average, according to U.S. Census Bureau estimates from 2015-19. Just 54.6 percent of workers drove alone to work which is fairly low as compared to countywide (64.1 percent) and statewide (73.5 percent) averages.

Tiburon also has a higher rate of residents working at home (14.9 percent during the 2015-19 period that predates the COVID-19 pandemic), more than double the Bay Area and statewide averages prior to 2020.

The journey to work commute characteristics data is summarized in Table M-3.

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates



FERRY SERVICE

Largely due to the ferry connection, Tiburon has nearly double the rate of transit use as Marin County as a whole.

Table M-3

WORK COMMUTE CHARACTERISTICS

JURISDICTION OF RESIDENCE	TOWN OF TIBURON		MARIN COUNTY		BAY AREA (9 COUNTY REGION)		STATE OF CALIFORNIA	
	NUMBER	% ²	NUMBER	%	NUMBER	%	NUMBER	%
Employed persons	4,344		130,747		4,119,405		19,078,101	
Drove Alone	2,327	54.6%	82,136	64.1%	2,522,264	65.1%	13,767,903	73.5%
Carpool	365	8.6%	10,537	8.2%	374,868	9.7%	1,841,273	9.8%
Public Transit	773	18.1%	12,346	9.6%	522,092	11.1%	970,901	5.2%
Walk	69	1.6%	4,399	3.4%	147,157	3.5%	479,751	2.6%
Other	92	2.2%	2,813	2.2%	143,493	3.3%	482,036	2.6%
Worked at Home	635	14.9%	15,930	12.4%	258,172	7.3%	1,188,387	6.3%

TRAFFIC PATTERNS

Tiburon Boulevard is the main arterial street serving Tiburon and experiences greater traffic congestion than any other street in the town. The sources of traffic on Tiburon Boulevard are varied. During the school year, traffic is heavily peaked in the morning and mid-afternoon as school pick-up and drop-off occurs. Motorists traveling westbound in the morning and eastbound in the afternoon (to/from U.S. Highway 101) are a major contributor to traffic. Daily (24-hour) traffic volumes on key street segments are illustrated in Figure M-6.

Reported collision locations over the 5-year period from January 1, 2015 to December 31, 2019 are identified in Figure M-7. As shown, the highest number of reported collisions occurred at the intersection of Tiburon Boulevard and Blackfield Drive (shown in the aerial photo on the right).



TIBURON BLVD. & BLACKFIELD DR.

The highest number of reported collisions between 2015 and 2019 in Tiburon occurred here.

Figure M-6

DAILY TRAFFIC VOLUMES

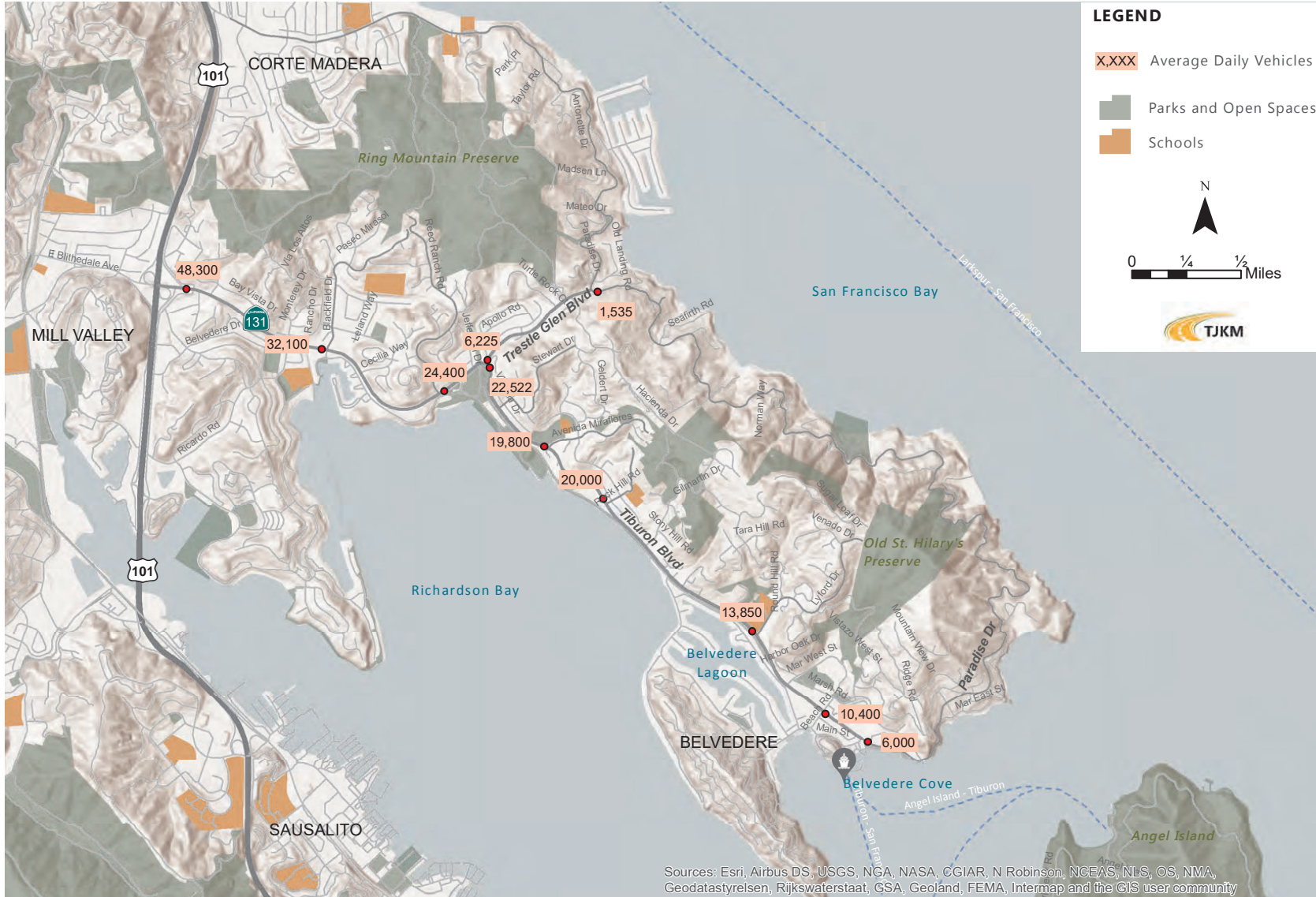
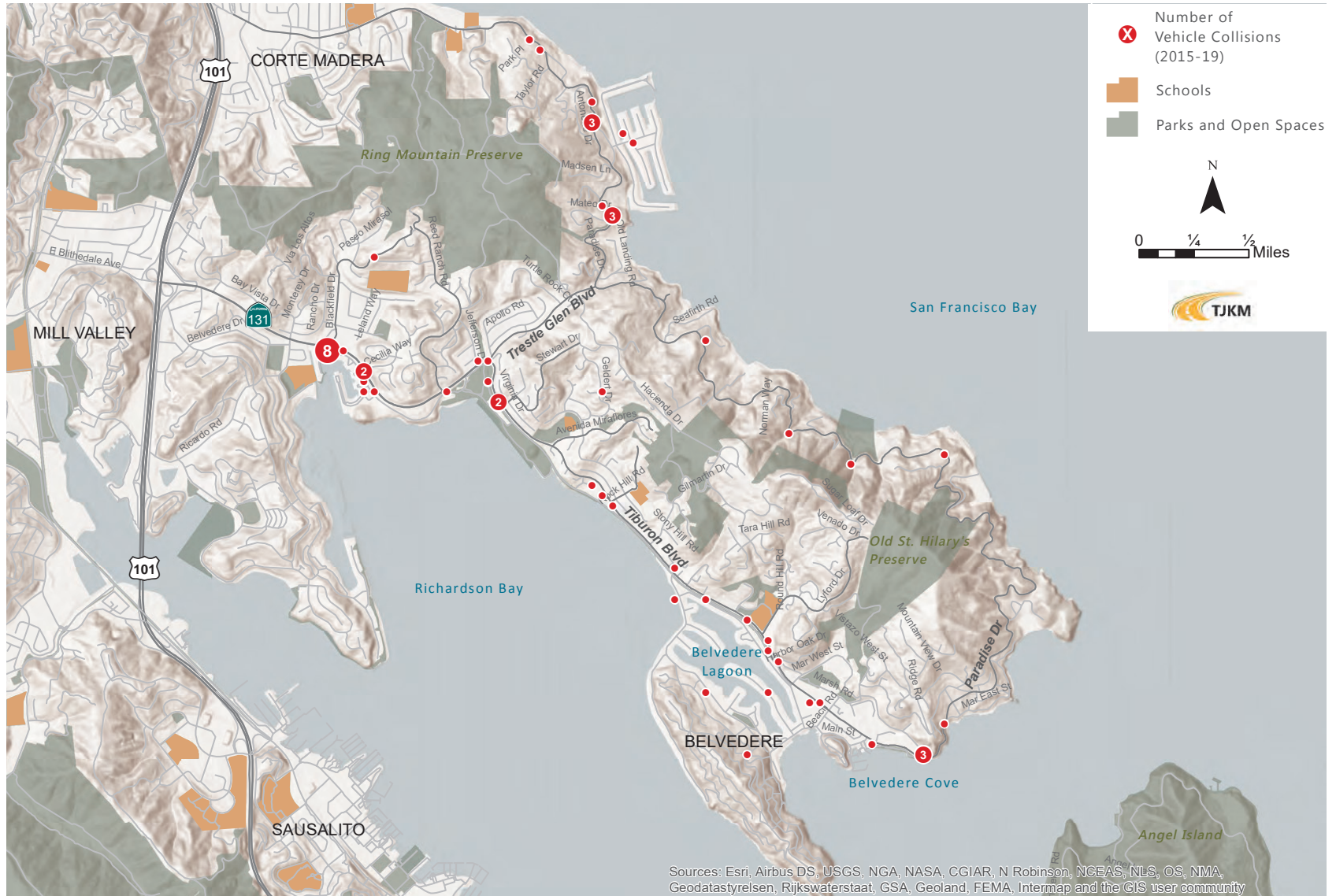


Figure M-7

MOTOR VEHICLE COLLISION LOCATIONS (2015-19)



6.4 CIRCULATION IMPROVEMENTS

There is no single “silver bullet” solution to mobility constraints on the Tiburon peninsula. The circulation improvements identified in Table M-4 are a mixture of supply and demand strategies intended to reduce vehicle miles traveled (VMT) and traffic congestion and enhance mobility.

Table M-4

PROPOSED CIRCULATION IMPROVEMENTS

LOCATION	DESCRIPTION
Tiburon Boulevard & Blackfield Drive / Greenwood Cove Drive (intersection)	Consider installation of a roundabout to reduce collisions.
Tiburon Boulevard & Mar West Street (intersection)	Consider installation of a roundabout.
Tiburon Boulevard	Provide high-visibility crosswalk treatments, including upgrades to existing mid-block crossings in downtown Tiburon. Consider installing pedestrian hybrid signals at some crossings where appropriate.
Tiburon Boulevard (from Highway 101 to Trestle Glen Boulevard)	Provide continuous Class II bicycle lanes with Class IV separated bikeway treatments on some segments and provide pathway segments to eliminate gaps in the pedestrian network.
Tiburon Boulevard & Trestle Glen Boulevard (intersection)	If feasible, extend the length of the eastbound left-turn pocket on Tiburon Boulevard approaching Trestle Glen Boulevard.
Trestle Glen Boulevard	Provide bicycle route improvements, including Class II bicycle lanes where feasible, consistent with the Bicycle and Pedestrian Plan.
Paradise Drive	Provide bicycle route improvements consistent with the Bicycle and Pedestrian Plan and Bay Trail Plan.
Tiburon Boulevard & Gilmartin Drive	Provide a dedicated right-turn lane on Gilmartin Drive approaching Tiburon Boulevard.
Targeted pedestrian improvements identified in the 2016 Bicycle and Pedestrian Master Plan.	<ul style="list-style-type: none"> • Tiburon Blvd (161 feet west of Juanita Lane): Mid-block crossing upgrade • Moitoza Lane (between Vistazo West Street and Emperanza Street): installation of steps, lanes and paths identified as top-priority pedestrian project. • Tiburon Ridge Rail (vicinity of Rabin Property-Town Trail) close trail gaps. • Las Lomas Trail (weather harden existing trail, Las Lomas Lane at Centro West St) • Crosswalk enhancements at Tiburon Blvd/Blackfield Dr-Greenwood Cove Dr intersection



TIBURON BOULEVARD

6.5 GOALS, POLICIES AND PROGRAMS

CIRCULATION SYSTEM

GOAL M-A

Provide a multimodal transportation system that supports the vision, goals, and objectives of the Town and is effectively planned, funded, operated, and maintained.

POLICY M-1 RIGHT-OF-WAYS.

Preserve and manage rights-of-way consistent with the goal to provide Complete Streets and the Town's goals for preserving residential quality of life and aesthetics.

POLICY M-2 EMERGENCY SERVICES.

Prioritize emergency service needs when developing transportation plans and making transportation network changes.

POLICY M-3 FACILITIES AND INFRASTRUCTURE.

Prioritize the maintenance and operation of the existing transportation network over major expansions to the transportation network when investing discretionary revenue.

POLICY M-4 PROPOSED MOBILITY IMPROVEMENTS.

Use Table M-4 as the basis for transportation network improvements over the next 20 years, enabling the roadway system to operate safely and efficiently while accommodating future

growth consistent with the General Plan. Prioritize construction of roadway improvements based on consideration of relevant factors including, but not limited to, funding availability, periodic analysis of traffic service levels, the location and timing of new development and safety considerations.

Program M-a List of Proposed Circulation Improvements.

Update and re-evaluate the list of Proposed Circulation Improvements in Table M-4 approximately every five years.

Program M-b Funding for Local Roads and Active Transportation.

Work with transportation funding agencies such as the Metropolitan Transportation Commission and the Transportation Authority of Marin to ensure funding for critical local roads and improvements to the bicycle and pedestrian network.

GOAL M-B

Increase multimodal accessibility throughout the Tiburon Planning Area with an emphasis on improved walking, bicycling, and transit modes.

POLICY M-5 MULTIMODAL CHOICES.

Strive to achieve an integrated, multimodal transportation system that improves the attractiveness of walking, bicycling, and riding transit. This would increase travel choices and aid in achieving a more balanced transportation system, thereby reducing air pollution and greenhouse gas emissions.

POLICY M-6 MULTIMODAL ACCESS.

Facilitate multimodal access along appropriate corridors and to major facilities destinations such as Blackie's Pasture, schools, and Downtown Tiburon.

Program M-c Transit Facilities.

Work with transit agencies and operators to ensure the provision of adequate transit facilities.

GOAL M-C

Improve accessibility and system connectivity by removing physical and operational barriers to safe travel.

POLICY M-7 ELIMINATE GAPS.

Eliminate "gaps" in bikeways and pedestrian networks where feasible and appropriate.

POLICY M-8 IMPROVE TRANSIT ACCESS.

Support Marin Transit and the Golden Gate Bridge, Highway and Transportation District in addressing identified gaps in public transit networks by working together to appropriately locate passenger facilities and stations, providing and maintaining pedestrian walkways and bicycle access to transit stations and stops, and dedicating public rights of way as necessary for transit stops.

POLICY M-9 BARRIER REMOVAL FOR ACCESSIBILITY.

Remove barriers, where feasible, to allow people of all abilities to move freely and efficiently throughout the planning area, with the highest priority given to areas that are near Downtown or in other flat areas.

POLICY M-10 CONNECTIONS TO TRANSIT STATIONS.

Work to ensure adequate connections to transit stations by identifying, prioritizing, and seeking funding to plan and construct roadway, bikeway, and pedestrian improvements within 1/2 mile of existing and planned transit stations. Such improvements shall emphasize the development of complete streets.

STREETS AND ROADWAYS

GOAL M-D

Create a context-sensitive street and roadway system that provides safe access to all users between activity centers within the Planning Area and to destinations across the San Francisco Bay Area, including places of employment, shopping, and recreation. As such, the Town shall strive to balance the needs for congestion relief, personal travel, goods movement, parking, social activities, business activities, and revenue generation, when planning, operating, maintaining, and expanding the roadway network.

POLICY M-11 BALANCING COMMUNITY, SOCIAL, ENVIRONMENTAL, AND ECONOMIC GOALS.

Evaluate and strive to address community, environmental, and town-wide economic development goals when adding or modifying public rights-of-way.

POLICY M-12 TRANSPORTATION IMPACTS OF LAND USE.

Take into consideration potential multimodal access and automobile traffic impacts when making land use decisions.

Program M-d Transportation Impacts and Traffic Monitoring.

Evaluations of transportation impacts shall take into account the effect on vehicle miles traveled (VMT) and multimodal travel, including the effect on new projects on pedestrians, bicyclists, and transit users. In addition, the Town shall maintain its traffic monitoring program, periodically

measures intersection levels of service and collision data.

POLICY M-13 TRANSPORTATION MITIGATION FEE.

Require all new projects to pay a pro rata share of needed multimodal access improvements (a transportation mitigation fee) in accordance with the burden created by such new projects.

Program M-e Updating the Transportation Mitigation Fee.

Periodically review and update the transportation mitigation fee program to ensure that it is based on current information and continues to provide funds for addressing multimodal transportation impacts generated by new projects.

Program M-f Mitigation Fee Program in Unincorporated Areas.

Coordinate with Marin County for complementary spending of transportation mitigation fees collected from Planning Area projects on improvements within the Tiburon planning area.

POLICY M-14 LEVEL OF SERVICE.

Strive to achieve and maintain the average peak hour level of service (LOS) at LOS C for signalized intersections and future roundabout intersections in the Tiburon planning area, with the exception of:

- Intersections from U.S. Highway 101 interchange to E. Strawberry Drive/ Bay Vista Drive (inclusive), which the Town shall strive to achieve and maintain at LOS D.
- Locations where Complete Streets roadway engineering improvements are necessary to ensure safe access for pedestrians and bicyclists, which shall be evaluated on a case-by-case basis, weighing safety with traffic delay considerations.

The Town acknowledges that actual conditions may not meet the above LOS levels during certain peak periods.

POLICY M-15 TRAFFIC SIGNALS.

At such time as any unsignalized intersection along Tiburon Boulevard meets signal warrants, the Town shall approach Caltrans to approve and/

or provide signalization or other appropriate improvements.

POLICY M-16 CONGESTION MANAGEMENT PLAN.

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 2015, the CMP 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.

POLICY M-17 OVERHEAD UTILITY LINES.

In conjunction with Land Use Element policies, 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.

POLICY M-18 ROUNDBABOUTS.

Where feasible, consider roundabouts as an intersection traffic control option

with demonstrated air quality, safety, and mobility benefits. In particular, the Town shall further study installing a roundabout at the intersection of Tiburon Boulevard and Blackfield Drive to reduce collisions, and at the intersection of Tiburon Boulevard and Mar West Street, due to the importance of this location as a gateway to Downtown, and potential traffic flow and safety benefits.

POLICY M-19 TIBURON RIDGE AND SIGNIFICANT RIDGELINES.

In connection with the ridgeline policies of the Open Space, Parks, and Recreation chapter, 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.

GOAL M-E

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.

POLICY M-20 TRAFFIC CALMING MEASURES.

Consider traffic calming measures, where safe, warranted, and appropriate given topographical and other physical conditions, to increase safety in residential areas by reducing vehicle speeds and volumes and encouraging walking and bicycling. Specific measures may include, but are not limited to, marked crosswalks, curb extensions, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts, traffic circles, on-street parking, planter strips with street trees, chicanes, and other geometric design features.

POLICY M-21 GATED STREETS AND SUBDIVISIONS.

Strongly discourages gated streets, roadways, and subdivisions. This policy is not intended to prevent single family homeowners from installing gates on private driveways serving their individual residence.

POLICY M-22 STREETLIGHTS.

Install streetlights only at intersections or where required for safety purposes. Light sources shall be of a warm, subdued nature and should be downlights and/or properly shielded.

GOAL M-F

The Town and other agencies with jurisdiction over roadways within Town limits shall plan, design, operate and maintain all streets and roadways to accommodate and promote safe and convenient travel for all users - pedestrians, bicyclists, transit riders, and persons of all abilities, as well as freight and motor vehicle drivers.

POLICY M-23 ACCOMMODATE ALL USERS.

Ensure that, where feasible and appropriate, all new roadway projects and any reconstruction projects designate sufficient travel space for all users including bicyclists, pedestrians, transit riders, and motorists except where pedestrians and bicyclists are prohibited by law from using a given facility.

Program M-g Complete Streets Implementation.

Implement the complete streets goals and policies set forth in this chapter by utilizing Town Council Resolution No. 42-2012 and referrals to the Parks, Open Space & Trails Commission (acting as the Bicycle and Pedestrian Advisory Committee).

POLICY M-24 PEDESTRIAN AND BICYCLE-FRIENDLY STREETS.

Ensure that all street construction projects support pedestrian travel. Improvements may include sidewalks, roundabouts, traffic circles, narrow lanes and other traffic calming devices, target speeds less than 35 miles per hour, street trees, high-visibility pedestrian crossings, and bikeways.

Program M-h Increase Connectivity in the Downtown.

Improve pedestrian connectivity, linkages and east of movement throughout the Downtown area through various physical and signage improvements.

POLICY M-25 IDENTIFY AND FILL GAPS IN COMPLETE STREETS.

Identify streets that can be made more "complete" through a reduction in the width of travel lanes, with consideration for emergency vehicle operations. The Town shall consider including new bikeways, sidewalks, and on-street parking on these streets by re-arranging and/or re-allocating how the available space within the public right of way is utilized. All new street configurations shall provide for adequate emergency vehicle operation. The Town shall explore the addition or enhancement of crosswalks on Tiburon Boulevard at key locations in conjunction with safety improvements to ensure that vehicular collisions with pedestrians are reduced.

TIBURON BOULEVARD

GOAL M-G

Cooperatively plan for the maintenance and improvement of Tiburon Boulevard.

POLICY M-26 ROADWAY CLASSIFICATION.

Tiburon Boulevard has three distinct segments, and future design treatments should reflect the character of each segment. Between Highway 101 and Trestle Glen Boulevard, Tiburon Boulevard is classified as a major arterial with priority for vehicle movement. Between Trestle Glen Boulevard and Mar West Street, Tiburon Boulevard is classified as a minor arterial with consideration for both vehicle traffic and the need for residential access as well as biking and walking. From Mar West Street to Ferry Plaza, Tiburon Boulevard is classified as a downtown thoroughfare (a type

of local street), with priority given to pedestrians and bicyclists.

POLICY M-27 CURB CUTS ON TIBURON BOULEVARD.

Additional curb cuts should be discouraged on Tiburon Boulevard except where other access points are not feasible or if necessary for emergency vehicle access. Unnecessary curb cuts should be eliminated.

POLICY M-28 PARKING LOT FRONTAGES.

Discourage parking lots that have substantial frontage on Tiburon Boulevard. Consistent with Downtown Element policies, such parking lots should be located in the rear of buildings to the extent possible. Parking lots should also be screened by buffers or berms where feasible.

POLICY M-29 PARKING.

Tiburon Boulevard between Rock Hill Road and San Rafael Avenue should

remain free from parking on the water side to enhance and preserve views and the experience of a landscaped waterfront drive.

POLICY M-30 WATER VIEWS.

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. The Town shall consider approving selective removal or thinning of undesirable trees that block water views.

PARADISE DRIVE

GOAL M-H

Cooperatively plan for the maintenance and improvement of Paradise Drive.

POLICY M-31 ACCESS.

Continue to work with the County of Marin to secure safe and reliable access for all users to and from the northeastern side of the Tiburon Peninsula along Paradise Drive. Due to the very high maintenance costs associated with Paradise Drive, the Town will avoid taking on the burden of maintaining additional portions of Paradise Drive unless a suitable and stable ongoing source of funding is established and/or an acceptable joint maintenance agreement is entered into with the County of Marin.

POLICY M-32 VIEWS

Preserve scenic views from Paradise Drive wherever possible.

POLICY M-33 OVERLOOKS.

Where appropriate, establish scenic overlooks along Paradise Drive.

POLICY M-34 DRIVEWAYS AND ROADWAYS.

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.

POLICY M-35 TURN-OUTS AND WIDENED SHOULDERS.

Create turn-outs and widened shoulders on Paradise Drive where possible to protect the health and safety of its users.

BICYCLES & PEDESTRIANS

GOAL M-I

Design, construct, and maintain a universally accessible, safe, convenient, integrated, and well-connected bicycle and pedestrian system that promotes biking and walking. Provide bicycle facilities, programs, and services, and implement other transportation and land use policies as necessary to achieve increased bicycle and walking use.

POLICY M-36 BICYCLE SAFETY FOR CHILDREN.

To reduce single-child automobile trips to schools, the Town shall support infrastructure improvements and programs that encourage children to

bike and/or walk safely to school or ride a bus. This includes installation of sidewalks in critical areas where feasible.

POLICY M-37 COUNTDOWN PEDESTRIAN SIGNALS.

The Town supports, where warranted, the replacement by Caltrans of pedestrian traffic signals with "countdown-style" pedestrian signals, which inform pedestrians of the number of seconds remaining to cross safely.

POLICY M-38 TRAIL CONNECTIONS.

The pedestrian paths, trails and bicycle lanes in Tiburon should connect with other paths and trails where practical.

POLICY M-39 BIKE FACILITIES.

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

POLICY M-40 PEDESTRIAN STREETS.

Establish pedestrian routes, particularly for school children, for all neighborhoods where feasible and appropriate. Require that pedestrian-oriented streets be designed to provide a pleasant environment for walking and other desirable uses of public space, including such elements as shade trees, plantings, and wayfinding signage where appropriate. Pedestrian routes shall include safe crossings at major intersections.

POLICY M-41 SPEED MANAGEMENT POLICIES.

Develop and implement speed management policies that support driving speeds that are safe for pedestrians and bicyclists, including consideration of bicycle riding speed limits on Old Rail Trail.

POLICY M-42 BICYCLE AND PEDESTRIAN MASTER PLAN.

In developing capital improvement budgets, the Town shall use the Bicycle and Pedestrian Master Plan as a guide for prioritizing bicycle and pedestrian improvements. New development shall be consistent with applicable provisions of the Bicycle and Pedestrian Master Plan.

Program M-i Bicycle and Pedestrian Master Plan.

Review and update the Bicycle and Pedestrian Master Plan periodically and revise the list of improvements and actions called for in the Master Plan when implementation has occurred, and/or when conditions warrant.

POLICY M-43 BAY TRAIL.

The Town supports the completion and maintenance of the Bay Trail.

Program M-j Bay Trail.

Use the designation of Paradise Drive as part of the Bay Trail as a tool in applying for improvement funding for the road, and work cooperatively with ABAG and neighboring jurisdictions to improve the Bay Trail around the Tiburon Peninsula.

POLICY M-44 OLD RAIL TRAIL MULTI- USE PATH.

Monitor Old Rail Trail and consider periodic improvements that would enhance the safety of its users. Continue to encourage low to moderate bike speeds along Old Rail Trail to ensure pedestrian safety.

POLICY M-45 SCHOOL ROUTE MAPS.

Work with local schools to develop maps detailing the safest routes for children to walk and bicycle to school, including trails and other shortcuts.

PUBLIC TRANSIT

GOAL M-J

Promote an integrated transportation system, including the preservation and enhancement of transit as an essential component of a multimodal transportation system, in order that residents and visitors may efficiently, conveniently, and safely connect to, and transfer between, different transportation modes.

POLICY M-46 BUS SERVICE.

Work with Golden Gate Transit and Marin Transit to increase service levels for buses in the planning area when feasible and ensure that bus service provides accessibility and mobility for all Tiburon residents, workers, and visitors. Implementing evening bus service shall be a priority for the Town.

The Town shall ensure high-quality bicycle and pedestrian access to bus stops. The introduction of parking meters may provide a potential source of revenue to finance transit passes for employees, who are a target group for increasing transit ridership. The Town shall continue to identify additional strategies to encourage residents, workers, and visitors to ride buses for trips to, from, and within planning area.

POLICY M-47 UTILIZING DEAD- HEADING BUSES.

Encourage Marin Transit and Golden Gate Transit to service commutes on Tiburon Boulevard in the morning and evening with buses that would otherwise deadhead (return to their yard empty).

POLICY M-48 BUS SHELTERS.

Bus shelters shall be coordinated with Golden Gate Transit and Marin Transit and should receive design review approval. Covered bus shelters are preferred. Benches and paved loading pads should be provided at all bus stops.

POLICY M-49 SEATING AT BUS STOPS.

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 Golden Gate Transit, Marin Transit, and the Transportation Authority of Marin (TAM) to provide them. The Town strongly discourages the placement of commercial advertising on public bus shelters.

POLICY M-50 PROVISIONS FOR BUS STOPS

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

POLICY M-51 LOCATION OF TRANSIT FACILITIES.

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

POLICY M-52 FERRY SERVICE.

Help ensure that ferry service remains a viable commuter and recreational travel option. This may include helping to coordinate between Golden Gate Transit and Marin Transit bus service and ferry providers. The Town shall encourage the expansion of ferry service to Friday and Saturday evenings.

In cooperation with ferry service and transit bus providers, the Town shall seek to identify public revenue sources to allow ferry service to Tiburon to be offered with lower fares and implement other improvements to increase ridership.

Program M-k Ferry Service Funding.

Actively support efforts to provide resources and secure funding for maintaining and enhancing ferry service.

POLICY M-53 WATER TAXIS.

Support the use of water taxi services, which provide on demand boat trips to

destinations across the Bay Area, as an alternative to driving for recreational and commuting trips when ferry service is not available.

POLICY M-54 PARATRANSIT.

Support the provision of paratransit services for those riders that cannot utilize fixed route bus service.

POLICY M-55 PARATRANSIT AND SENIOR HOUSING.

Senior housing projects shall provide for convenient and accessible paratransit loading and unloading.

GOAL M-K

Provide facilities and incentives to reduce reliance on the private automobile throughout the planning area.

POLICY M-56 PROVIDE ALTERNATIVES TO SINGLE-CHILD AUTOS FOR SCHOOL TRIPS.

Seek to reduce the number of auto trips made by parents who are picking-up and dropping-off children at local schools by supporting programs that provide viable & attractive alternatives to driving children to school.

Program M-l School Bus Service Funding.

Actively support efforts to provide resources and secure funding for maintaining and enhancing school bus (“Yellow Bus”) service.

POLICY M-57 EMPLOYER INCENTIVES FOR ALTERNATIVE TRANSPORTATION MODES.

Coordinate with the Transportation Authority of Marin to encourage employers to work together to identify programs that provide incentives for employees to use alternative transportation, including carpools.

Program M-m Transportation Demand Management.

Support transportation demand management (TDM) programs and measures, including promoting the 511 Rideshare program to employers and employees as a resource for exploring ways to reduce traffic and parking congestion.

POLICY M-58 CONTRACTORS.

Encourage contractors working on building renovations and repairs to arrive and depart outside of peak travel periods to reduce congestion on Tiburon Boulevard. The Town shall consider allowing contractors to use the Blackie’s Pasture overflow parking lot as a park-and-ride location.

PARKING

GOAL M-L

Provide and manage parking such that it balances the Town goals of economic development, livable neighborhoods, convenience, sustainability, and public safety throughout the planning area.

POLICY M-59 APPROPRIATE PARKING.

Manage public parking and regulate the provision and management of private parking to support parking availability and auto access to neighborhoods across the Planning Area, with consideration for access to existing and funded transit service and shared parking opportunities.

POLICY M-60 RECIPROCAL PARKING.

Continue to encourage and allow reciprocal parking facilities for those

businesses located near one another with different peak hour operating demands.

POLICY M-61 PARKING FOR NEW USES.

Parking and loading should be provided for new uses and expansion of existing uses in Downtown Tiburon with the intent of providing adequate but not excessive amounts of parking in locations that do not visually dominate the streetscape. Provide for alternative parking solutions such as mechanical stackers or tandem parking in appropriate situations.

Program M-n Review and Revise Parking Regulations for Downtown.

Review and revise the parking regulations set forth in the Tiburon Zoning Ordinance to better reflect the realities and uniqueness of Downtown Tiburon's parking milieu and to encourage increased activity near streets, such as outdoor dining.

POLICY M-62 ACQUISITION OF PARKING FACILITIES.

The Town should consider the acquisition of Town-owned and/or operated downtown parking facilities. In addition, the Town should support the provision of electric vehicle charging facilities.

Program M-o EV Charging.

Encourage the provision of electric vehicle charging facilities in multi-family residential, commercial, and public parking lots.

INTERAGENCY COORDINATION

GOAL M-M

Improve interagency coordination between the Town and agencies responsible for transportation programming and funding.

POLICY M-63 COORDINATION WITH TAM.

Engage in good faith, participatory planning efforts with the Transportation Authority of Marin and other agencies working toward alleviating congestion in the U.S. Highway 101 Corridor.

Program M-p U.S. Highway 101 Corridor Planning.

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.

POLICY M-64 COORDINATION WITH CALTRANS.

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.

VEHICLE MILES TRAVELED

GOAL M-N

To support statewide and regional efforts to reduce greenhouse gas emissions, the Town shall strive to ensure that rates of VMT are below regional averages on a “per resident” and “per employee” basis.

POLICY M-65 LAND USE AND TRANSPORTATION PRIORITIES TO REDUCE VMT

Support and prioritize land use and transportation provisions that help reduce VMT.

POLICY M-66 CIRCULATION IMPROVEMENTS AND VMT.

Consider the effect of planned circulation improvements on VMT when updating the Town’s capital improvement program.

POLICY M-67 CAR SHARING AND BICYCLE SHARING.

Support car sharing and bicycle sharing opportunities in Downtown Tiburon.

SAFETY

GOAL M-O

Encourage programs and prioritize circulation improvements aimed at reducing collisions and eliminating traffic fatalities.

POLICY M-68 SAFETY MONITORING.

Monitor collision data to assist in prioritizing mobility improvement options.

POLICY M-69 SAFETY IMPROVEMENTS.

Identify and/or pursue funding for safety improvements, particularly along Tiburon Boulevard, including such improvements as pedestrian crossing improvements, separated bikeway segments, and the installation of roundabouts where feasible.

POLICY M-70 EMERGING TECHNOLOGIES AND SERVICES.

Be proactive in ensuring the circulation system adequately accommodates emerging technologies and services, including driverless vehicles and ridesharing services, in a safe and efficient manner.

POLICY M-71 SAFE ROUTES TO SCHOOLS.

Continue to promote Safe Routes to School programs, and installation of physical improvements to enhance walking and bicycling to schools.

Program M-q Safe Routes to School Program.

Continue to work with the Reed Union School District, Tamalpais Union High School District, St. Hilary School, and with the Transportation Authority of Marin as the administrator of the County’s Safe Routes to Schools Program, to promote alternative transportation programs that reduce traffic congestion around schools. This will include improving safe access routes for children walking and biking, as well as developing appropriate measures identified by the Community Action to Reduce Traffic (CART) committee.



