

PLANNING COMMISSION
MINUTES NO. 1064
Regular Meeting
May 25, 2016
Town of Tiburon Council Chambers
1505 Tiburon Boulevard, Tiburon, California

CALL TO ORDER AND ROLL CALL:

Chair Kulik called the meeting to order at 7:35 p.m.

Present: Chair Kulik, Vice Chair Williams, and Commissioners Weller (arrived at 7:40 p.m.) and Welner

Absent: Commissioner Corcoran

Staff Present: Director of Community Development Anderson and Director of Public Works/Town Engineer Patrick Barnes

ORAL COMMUNICATIONS:

There were none.

COMMISSION AND STAFF BRIEFING

Director of Community Development Anderson stated that Item 3 has been continued to June 8th and there is a possibility that the applicant will seek another extension to work out concerns with neighbors. If the item does not return on June 8th, staff has no items for the June 8th meeting and may end up cancelling it. Staff will keep the Commission posted on that issue.

PUBLIC HEARING

1. Tiburon Bicycle and Pedestrian Master Plan Update: Review Draft Plan and Make Recommendations to the Town Council Regarding Adoption; Consider Initial Study and Draft Negative Declaration in Making the Recommendation [PB, SA]

Director of Community Development Anderson stated this update is part of a coordinated countywide effort funded by the Transportation Authority of Marin, which has retained the firm of Alta Planning + Design to update all bicycle and pedestrian master plans throughout Marin County.

A major benefit of the updated plan is that it would enable the Town to qualify for certain grants and monies that it might not otherwise be eligible for. Scarcity of funds is the primary reason why improvements to bicycle and pedestrian infrastructure do not occur.

The current plan was adopted in 2008. The formatting of the plan will stay the same. There are several projects listed in the 2008 plan have been completed, several have been carried over into the proposed plan, and there are a limited number of new projects being proposed.

The POST Commission, acting in its capacity as the Town's Bicycle and Pedestrian Advisory Committee, held a workshop on May 19, 2015, another workshop in January, 2016, and held a public hearing in March, 2016 on this master plan update. The January workshop had the POST Commission determining which projects should be included in the master plan update and provided a ranking of those projects, which are more likely to be funded if listed as top priority.

The POST Commission received numerous public comments regarding bicycle use of Greenwood Beach Road, as the residents complained about the number and speed of cyclists using that road, objected to the nearby Bay Trail signs, and wanted to have Greenwood Beach Road removed as part of the Association of Bay Area Government's (ABAG) Bay Trail. That would leave Tiburon Boulevard as the only realistic alternative for bicyclists trying to reach Blackie's Pasture, Old Rail Trail and points beyond.

The POST Commission reached consensus that Greenwood Beach Road should be primarily used for slower-moving cyclists that would include school children, tourists who ride into town, and POST believed that cyclists wanting to travel much more quickly should use Tiburon Boulevard. POST therefore made some changes to the draft plan and added some provisions for signage that would include entering a neighborhood "slow zone." They also elevated the priority of the Tiburon Boulevard Class II project to just below that of the Greenwood Beach Road signage project.

At the March 29th public hearing, POST described the changes they had suggested to the plan. The general reaction of Greenwood Beach residents was that those changes were inadequate; however, comments made by others at the meeting indicated that because the road is heavily used by bicyclists and children, sharrows, striping or other devices used to educate riders and improve safety should be added to Greenwood Beach Road.

One speaker also put forth a proposal for a Class IV protected bike lane along Tiburon Boulevard; the entire length from Blackie's Pasture and Trestle Glen down to the Town's western boundary and beyond, all the way to US Highway 101, continuing on into Mill Valley. POST found that to be late in coming forward, a very expensive project and not much known about it, and they voted to send the draft plan onto the Town Council without including it, but agreed they would look at that at a future meeting as something perhaps to be considered for the future.

Director Anderson stated that staff has additional information regarding the Class IV proposal should the Commission decide to engage in a discussion of that proposal this evening. The proposal is not addressed in the CEQA Initial Study since it is not part of the draft plan.

In terms of the actual bike improvement projects proposed in the plan, there are eight projects, seven of which are in Tiburon and one in the unincorporated area near the Westminster

Presbyterian Church in Strawberry. Staff has included the full description of those in the written staff report.

With respect to pedestrian projects, four are listed and all are in Tiburon; two are path improvement projects, one is a project to close gaps in the Ridge Trail, and one project involves crosswalk improvements in the downtown area.

Director Anderson noted that the State of California has certain requirements that bicycle and pedestrian master plans must address and those criteria were listed in the plan itself. Staff and the consultant reviewed those and believe the plan complies with the criteria required under the California Bicycle Transportation Act.

In terms of environmental review, the Town retained the firm of Leonard Charles and Associates to prepare an Initial Study and under CEQA. The project is the adoption of an updated Bicycle and Pedestrian Master Plan. The baseline used is a comparison of potential environmental impacts that result from adoption of the project versus continuing on with the current 2008 Plan. Therefore, the Initial Study compared the potential impacts of the two different Plans and found that the draft plan contains measures that would act to ameliorate existing bicycle conditions on Greenwood Beach Road that are not addressed in the adopted plan and found there would be no worsened impact as a result. The Initial Study concluded there is no substantial evidence to support a reasonable conclusion that adoption of the updated Plan would result in a significant impact on the environment, and staff has prepared a Draft Negative Declaration. The Commission's role is to consider the environmental documentation, but the Town Council will serve as the body that takes action and adopts the Negative Declaration should it choose to adopt the updated Plan.

Over the past several months, staff has received several items of correspondence and a petition. Additional items submitted recently include a Greenwood Beach resident letter that was included in the packet, as well as additional correspondence received this date.

In terms of future action, after the Commission has completed its review and made its recommendation, the Town Council will hold a public hearing and take action on the plan.

Staff's recommendation to the Planning Commission is to accept public comment on the draft updated Plan and the Initial Study, make comments and/or revisions to the document and forward recommendations on the draft master plan update to the Town Council. Director Anderson asked if there were any questions from the Commission.

Vice Chair Williams referred to the proposed text addition to the Plan the Commission received this week from Transportation Alternatives of Marin and from residents on Greenwood Beach Road regarding studying Class IV lanes on Tiburon Boulevard. In response, Staff indicated that Class IV bike paths would be a very expensive proposition. The proposed text received this week is different than what was proposed to the POST Commission in that it is limited to a "feasibility study" to determine how feasible the infrastructure project would be, rather than adding the actual construction project to the draft Plan. Commissioner Williams asked if staff

was able to estimate the cost of the study, as it sounded to her that funding is available for feasibility studies from outside agencies, and it could even be a pilot project.

Director Anderson stated the revised text has the advantage of not raising any CEQA issues as it only calls for a study, but in terms of the actual information on Class IV lanes, he deferred to the Public Works Director to respond.

Patrick Barnes, Public Works Director/Town Engineer, stated the TAM letter asks for a feasibility study on the project. Originally, what was presented to POST was not just a feasibility study, but requesting the Town to install a Class IV path. Originally it was suggested to run from Camino Alto in Mill Valley to Trestle Glen on the south side of the road only, and now it is proposed from U.S. Highway 101 to Trestle Glen, but would be Class IV lanes on both sides of the state highway. He said most of this distance in the County and all of it is in Caltrans' jurisdiction, and the question is who should be leading that study. Not counting the Mill Valley section, approximately only one-third of the segment distance is located in the Town of Tiburon.

Director Barnes stated that coincidentally, a Class IV path is similar to a Class I bike path. It would be very similar to what was studied under Segment 8 of the Gap Study (2012). Segment 8 was reviewed and was not looked favorably upon by the Town Council. Therefore, it was not further studied in this draft Plan update. The feasibility aspects have not been studied as to how a Class IV path would fit without relocation of Greenwood Beach Road toward people's homes on that street.

Regarding the cost of the study for Class IV pathways, he believes \$100,000 was tossed around, but he cannot be sure of this figure. He knows the Town can actually install the Class II bike lanes on Tiburon Boulevard for less than that amount. He apologized for the error contained in the draft Bicycle and Pedestrian Master Plan, which states it is \$237,000 to install buffered Class II bike lanes on Tiburon Boulevard in the Town's jurisdiction, and this number should be \$90,000. The County is also putting the Class II lanes project in its BPMP, and Caltrans is in agreement with Class II bike lanes. He believes a Class II bike lane on Tiburon Boulevard can be achieved for the cost of a feasibility study on the Class IV bike lane. This Class II project was also the number two project recommended by POST to help remove bicycles from Greenwood Beach Road.

Chair Kulik referred to information concerning CEQA. He believes that it was necessary to have a departure from the status quo in order to find that a project would result in adverse impacts. If there is amelioration of impacts contained in the proposed project as compared to the status quo, he asked if this would generally lead to a Negative Declaration.

Director Anderson stated a Negative Declaration would confirm that by adopting this updated Plan, the Commission would not be creating any new or substantially worse impacts compared to what the Town currently has in place with the adopted 2008 plan.

The public hearing was opened.

Bob Ravasio, Chair of the Corte Madera Bicycle Pedestrian Advisory Committee and former Corte Madera Councilmember, said he was speaking on behalf of the Transportation Alternatives of Marin and is an advocate for bicycle use. He clarified that TAM is asking that the bike plan include a project to “study” a Class IV lane on either side of Tiburon Boulevard to Trestle Glen Boulevard. They are not asking for money or for a project to be built as an addition to the Plan. He noted that if the study is contained in the Plan, it increases the likelihood of securing funding. He said safe and separate Class IV bike paths will increase the use of bicycles everywhere, as well as pedestrian use. This has been well-documented and the paths are not only for bicyclists but also for school children, commuters, and people trying to get around town. Secondly, creating a separate bike path along Tiburon Boulevard solves the Greenwood Beach Road issue, which is dangerous. He noted that the Town already studied this as part of the Bay Trail Gap Study in 2012. He stated that multi-jurisdictional cooperation is possible and that it is happening right now in Corte Madera with a North-South Greenway bicycle project. He believed the Class IV lanes were feasible and asked the Commission to support adding the proposed language from TAM calling for the Class IV study.

Vice Chair Williams asked who spearheads the funds if they become available.

Mr. Ravasio stated that Transportation Alternatives of Marin looks for funding and can advise the Town of available funding. Corte Madera approved its bike-ped plan with a number of projects a few weeks ago and is applying for grants as there is a lot of money available. It is extremely important to have language in the Plan so that Tiburon can apply for funding and eventually have improvements built.

Bruce Abbott, Greenwood Beach Road, submitted a packet on behalf of the Greenwood Beach Homeowners Association, setting forth their concerns and suggestions. He noted the level of bicycle activity on this road has been growing dramatically, especially with the introduction of Route 10 down their street. It has now reached dangerous levels and intensifies each year. He said the status quo was based on a 2008 plan and is an inaccurate environmental evaluation because bike traffic increases every year. He counted over 1,000 bikes a day on the road, which is narrow, winding, and dangerous, with homes built immediately adjacent to the street. He said he understands the Town promotes the use of bicycles, but said Greenwood Beach Road homeowners are adversely impacted. He endorsed Mr. Ravasio’s comments and pointed out that if the Commission approves Class IV paths, he asked that it be done safely, responsibly and properly. The study suggested by the Transportation Alternatives of Marin is responsible and funding is available, and he asked to include the language in the Plan on behalf of his homeowners association.

Wendi Kallins, Program Coordinator for Safe Routes to Schools Program, said they have a task force consisting of Tiburon and Belvedere residents and are looking at ways of making it safer for kids to be able to walk and bike to school. The task force agrees that many Greenwood Beach Road bicyclists should be routed onto Tiburon Boulevard; however, at this point, they need to address school children who need to be off Tiburon Boulevard. She understands that the Greenwood Beach neighborhood does not have a problem with school children using the street and she requested creating a school route on Greenwood Beach Road with signage and markings for a school route.

Ms. Kallins said the purpose of the signage and striping is that it lets drivers know that school children are present during school hours and it also lets the students know where they should be walking and biking. The specific signage does not encourage any other type of bicycling on Greenwood Beach Road, and she said the task force's main concern is school children using the road. She then distributed examples of State of California-approved signage to the Commission and noted that the same signage was installed and is very effective in Fairfax and on Sycamore Avenue in Mill Valley.

Vice Chair Williams asked and confirmed that Ms. Kallins is requesting the school-route-related signage be added to the plan.

Maureen Gaffney, San Francisco Bay Trail project planner, said they funded the original 2012 Bay Trail Gap Closure Feasibility Study to look at ways to improve safety and experience for everyone. At the request of the Town and the consultants, they added the segment on Tiburon Boulevard to the Gap Study. She said the Bay Trail's mission is a Class I fully-separated pathway as close to the shoreline as possible and Tiburon's Old Rail Trail is exactly what the Bay Trail strives for. The staff recommendation was for several improvements on Greenwood Beach Road, which included a pedestrian pathway and other improvements that were very expensive. This is one of the reasons Tiburon Boulevard was also studied. She stated that while Tiburon Boulevard was not chosen as the Bay Trail route in the Bay Trails Plan, her organization is open to the construction of a Class I facility along Tiburon Boulevard as an alternative to Greenwood Beach Road. Until such time as that may happen, school children and slower bicyclists will continue to bike on Greenwood Beach Road and improvements would help. The Bay Trail hopes to continue to work with the Town of Tiburon, is happy to see the recommended projects in the plan, and hopes to have the Class I plan constructed between Greenwood Cove Drive and East Strawberry Drive as well.

Vice Chair Williams asked and confirmed that Ms. Gaffney also wanted to include language in the plan referencing the Bay Trail project as a source of funds for improvement projects listed in the Plan.

Kathy MacLeod said the path is for everybody and said it would be great to have green bike lanes on Tiburon Boulevard, but she thinks bicyclists should be able to continue to use Greenwood Beach Road and have the sharrows added for the safety of the kids. The Plan currently does not recommend anything about sharrows and it asks bicyclists to slow down and does not necessarily direct drivers to slow down and watch for bicyclists. She suggested more "CAUTION" signs on Greenwood Beach Road to promote bicycling and safety. She also was in favor of Class IV bike lanes on Tiburon Boulevard and supported including a study of these in the Plan to determine their feasibility. Ms. McLeod presented to the Commission a petition supporting improvements for safety along Greenwood Beach Road.

Kathleen Gouveia said her son Ryan is a 5th grader and they used to live on Greenwood Cove Road for about two years and experienced what it was like to ride on the road and cross over Tiburon Boulevard during rush hour. Her son proposed an alternate route and came up with a map showing a safe bike route, and she submitted the map to the Commission. The map shows

the route that goes down Greenwood Cove Road on a dedicated path for school children riding on the right side of the road. Cars would be removed from the right side and not impinging on residents. It would then either reverse direction on the median or on Tiburon Boulevard and extend back to Blackie's Pasture.

Ms. Gouveia said her son also proposed crossing over Tiburon Boulevard behind Sweet Things, with a safe crossing attaching two existing bike paths, which would then create a loop that goes up behind Bel Aire School and up Corte Palos Verdes and down Reed Ranch Road, with a dedicated path for school children that would then somehow safely cross Tiburon Boulevard over/under/through/on to be determined, and then it would go back to Reed School and Del Mar School, creating a circuit for the children so they could have safe routes to ride their bikes to and from practice for sports and to and from school.

Ryan Gouveia presented his map to the Commission and said he rides to school almost every day or walks and people often open their car door, which affects bicyclists; he said kids bike through the Tiburon Boulevard intersection at Blackfield Drive and often times there have been close calls. He suggested making a path behind Peet's Coffee and behind Nugget Market, and described proposed routes from his map.

Ms. Gouveia said they want to submit the plan and said there is a fire road and shortcut on Cayford Drive that could create a sub-path.

Angela McInerney, Mount Tiburon area resident, thanked staff for responding to her numerous emails and said she is speaking on behalf of all middle and high school kids in Tiburon who are trying to get safely from their homes to school by biking or walking. She is also here speaking for herself and neighbors because there is no safe connection from her neighborhood to the main arteries like Old Rail Trail and Blackie's Pasture.

She was hopeful when she read the goals and objectives of the plan which calls for "a Town-wide network of bicycle and pedestrian facilities including sidewalks, paths, bike lanes, bike routes, along with bicycle and pedestrian-related programs and support facilities intended to ensure bicycling and walking become viable and transportation options for those who live, work and recreate in Tiburon." However, Ms. McInerney said she was ultimately disappointed with the proposed projects list. While goals and objectives seem to add to the safety and connect to hillside neighborhoods with main pathways, in fact there are only a couple of pedestrian related projects and no bike related projects in the hillside neighborhoods.

She said many students and commuters use Lyford Drive to get to work, school and main arteries. She said the speed limit is too high on Lyford Drive and there are no surface markings for bike lanes. She proposed the inclusion of an additional project to the Plan for Class II bike markings on Lyford Drive as well as road signage to remind drivers of the school zone and that the speed limit is 25 mph.

She also supports using Greenwood Cove Road as a Safe Routes to School route, as two of her children will attend Bel Aire School next year, and she also supports the proposal to create a Class IV divided bicycle lane and route along Tiburon Boulevard. Many kids still do not have

safe routes to school and the Plan does not do enough to create a network or connect pathways as the goals intended. If the Town truly wants to create a culture of biking and walking in Tiburon, they need to connect hillside houses with main pathways.

Harry Heath said he is a Greenwood Beach Road homeowner and said he knows Greenwood Beach Road is included in the Plan and the Town is intent on keeping bicycles on the road, but the negative declaration does not address the negative impacts on Greenwood Beach Road. He also noted a problem with Blazing Saddles, which is a company that has four units in San Francisco and they are adding to the bike traffic on Greenwood Beach Road. Residents on his street have environmental concerns with their quality of life being impacted by noise and bicyclists. Lastly, the Town has an opportunity to address the environmental issues in the Plan, which should be resolved, and suggested Tiburon Boulevard as a better bike route than Greenwood Beach Road. He also noted that Bay Trail representatives put up signage on the road, which homeowners did not approve or know about in advance.

Graciella Placek said she agrees with all comments expressed tonight and supports having the route go along Tiburon Boulevard with improvements. She agrees with Ryan Gouveia's comments regarding the need to study routes in the hillside areas for kids to travel safely to and from school.

Margot Geitheim said she has been biking for many years and when her kids were old enough, she began biking to work and did not have to pay for expenses related to a car. She encouraged the Commission to plan and think "big" on the plan. She said safety is important and that biking is a sustainable way of life, and she thinks the Plan would produce reductions in air pollution.

Sidsel Moeller, Greenwood Beach Road, said she does not know anybody on her road that is against children biking to school, but the residents are against being part of the Bay Trail, and the tourists who rent bikes from Blazing Saddles come by the thousands, with more and more every weekend. Last weekend on Sunday they had a bike race on her street and some participants had set up stations right outside their homes as well as a juice bar, and neighbors had to call the police because bikes blocked the turn-around for cars. The problems are increasing and she asked the Commission to approve the use of Tiburon Boulevard with signage and include the additional text proposed by TAM.

Dave Hamner, Mt. Tiburon Road, said his family had a near-tragic incident on Mt. Tiburon Road on their way walking to Reed School last year. They recently engaged the Police Chief, and Mr. Hamner said he appreciates everything the Town is doing. He thinks there needs to be some safety improvements and improved access. He said they have a single ingress/egress situation in their neighborhood and it is not safe for pedestrians or bicyclists, and asked for a safe route to school for children and additional signage.

Chris Petri said he and his wife have lived on Greenwood Beach Road for 10 years and they love seeing the kids on their road and said most of the Blazing Saddle rental users are well-behaved and are moving at a manageable pace, but they would be better served on Tiburon Boulevard. He said they live at the bottom of the hill just before getting to Blackie's Pasture and the road bicyclists fly down the hill seven days a week. His wife almost hit some bicyclists while trying to

back out of their garage and he thinks the police are called for quite a few accidents. He said much of the parking is taken up by Audubon Society visitors and special event parking, and by Kol Shofar event overflow parking. He stated that on Greenwood Beach Road there are anywhere from 4 to 6 cars parked throughout the day from people who are either running, biking, walking their dogs, or taking their bikes to the downtown, and they are using the road to park on instead of using Blackie's Pasture parking lots. On the other end of Greenwood Beach Road there is limited parking. Whenever there is an event at Blackie's Pasture, parking extends all the way up and down Greenwood Beach Road. Mr. Petri said he loved the signage proposed but he did not believe that bicyclists would pay attention to the signs and he urged the Commission to work with TAM on added language and move the path up to Tiburon Boulevard.

Commissioner Weller asked Mr. Petri if he could assess the volume of bike riders on Greenwood Beach Road during the week versus weekends.

Mr. Petri said he thinks there is more traffic on the weekends, but the use of the road is still seven days a week. He is up and down the road throughout the day and there is a constant flow. Starting around 2 PM to 6 PM, the road is packed with bicyclists and on weekends the road is packed with groups of bicyclists ranging in number from two to twenty. There is a steady increase of bikes and he thinks people now have flexible schedules so the road is constantly impacted.

Beverly Harper, Greenwood Beach Road, said she is a dog walker and retired professional scientist and supports school children using the road, but was concerned about their safety. She questioned how long it would take to make the improvements as she has had some near misses with children biking on the wrong side of the street. Her biggest concerns are with road bicyclists and their speed, and said a Class IV bike lane on Tiburon Boulevard is needed. She is also concerned that when getting to the end of Greenwood Beach Road bicyclists must negotiate the parking lot, which is dangerous. She asked that a Class IV bike lane go all the way into Tiburon and not just stop at Blackie's Pasture.

Phil Richardson, Greenwood Beach Road, said it was amazing that the Town spent \$80,000 four years ago to come up with a similar plan to the one presented by a child. He asked if a Class II bike trail on Tiburon Boulevard could be done soon.

Director Barnes said the current plan as well as the draft Plan update includes a Class II bike path. It is also supported by the County. There is adequate asphalt for it and Caltrans has generally looked favorably on these improvements. The cost would be approximately \$90,000 and this is doable.

Mr. Richardson asked if this could be instituted so that the regular bicycle crowd could stay on Tiburon Boulevard and let the school children stay on Greenwood Beach Road. He also referred to the environmental review and suggested the Town should analyze current impacts and not just propose a negative declaration for the Plan.

Lisa Brathas said she lives down at the Cove and knows the traffic issues are huge. She has a 3rd grader and an 8th grader and said the most dangerous area is crossing over Blackfield Drive and

she said the Cove Shopping Center area is problematic with children biking across the driveways, cutting through the parking lot area, and she has seen many close calls. She suggested studying the area and thinks it would be a great idea to look at Tiburon Boulevard for a bike path and a real separation to protect bicyclists along Tiburon Boulevard from drivers.

Martina Serebetis, Belvedere, said she was involved in the bike train when it began bringing kids from Belvedere up to Bel Aire School and she echoed comments of speakers. She was glad that Peet's Coffee and the Nugget Market moved to the Cove Shopping Center, but the area is unsafe for bicyclists. She has been attending the safe route meetings quarterly now for two years and thinks they have come up with many ideas and suggestions that were not incorporated into the plan. One of the main priorities of the plan should be how to get to and from school safely. The Town is putting money into the Yellow Bus Challenge, which is great, but she thinks the goal is not to have people driving kids to school as biking is healthier and better for students. One idea she would like investigated more is to have bike garages in safe places like Belvedere Park, Del Mar School or similar areas where kids can be driven to the bottom of the hill and then be able to bike to and from school without cars ever needing to use Tiburon Boulevard.

Ms. Gaffney interjected that the Bay Trail project would also support Class IV bike lanes along Tiburon Boulevard, as these are similar to Class I bike paths.

Graciella Placek suggested that a bridge be built, perhaps in the old trestle location, to connect bike trails with neighborhoods and schools.

There being no other speakers, the public hearing was closed and the matter returned to the Commission for discussion and deliberation.

Vice Chair Williams said she first wanted to thank everyone involved in reviewing and updating the Plan. There are many components to the Plan and she recognized everybody for their work and input into the process. She personally supports state and local mandates to increase bicycling and walking and coming up with a comprehensive network for these modes.

In looking at the updated plan, she was supportive of all 12 projects outlined, although she appreciates the concerns about Greenwood Beach Road. In terms of short term proposals, she did not hear objection from speakers to the short term upgrades to promote the diversion of high speed bicyclists, add signage, add sharrows and/or shared lane markings, or use different pavement types. She would recommend including or adding these to the Plan as appropriate. She would also recommend revising Appendix A to include the Bay Trail as a funding source.

In the short term she applauded proposals generated by the POST hearings, and in the long-term in focusing on Greenwood Beach Road she appreciates residents asking the Town to "think big". She has been to this road several times and she is an avid hiker, biker and walker, and she does not see Greenwood Beach Road as a viable long-term option for the connector trail to the Old Rail Trail. She thinks it is very narrow, winding, has blind curves and cannot accommodate a high volume of bicyclists. She would support moving bicyclists up to Tiburon Boulevard and including in the Plan proposed language to study Class IV bike lanes along Tiburon Boulevard.

Vice Chair Williams said she appreciates that Class II lanes have been included in the current and draft Plans and thinks that if the statewide and local goals are to expand the number of people commuting to school by bike and walking along pathways and routes, the Town should encourage that activity and Class II improvements would represent safety upgrades for users. She thinks a Class IV path is a good idea in the long-term, and she sees the inclusion of the study in the draft Plan as allowing for a feasibility study in the future should funding become available.

She said she did not hear any opposition to the updates to the Plan. She sees the CEQA Initial Study as determining whether or not there are significant impacts that updates to the plan may cause. As she sees it, the updated Plan would divert high-speed bicyclists to Tiburon Boulevard from Greenwood Beach Road and the addition of signage and sharrows would actually minimize impacts. She thinks the Initial Study looks at whether there are environmental changes as a result of any updates to the Plan, and adequately addresses concerns. She stated the Commission has been presented with additional requests for hillside access points and she suggested future discussion on these additions, given that the Town does not have full information about them.

Director Barnes stated the Town has been working on the Plan update for over a year now and there has been extensive outreach, surveying of interested persons, and feedback from organizations. He said the rough cost estimate for Class IV bike lanes ranged from \$13 million to \$52 million based on the Gap Study linear foot costs. Regarding hillside projects such as on Round Hill Road and Lyford Drive, he thinks the Town can work striping improvements into the slurry seal projects slated for this year.

Vice Chair Williams asked if the Town supported the added language in the event there is funding for a feasibility study for Class IV lanes. She requested any additional information that staff could provide at this time about the Class IV lanes.

In response, Director Barnes provided a brief PowerPoint presentation and began by describing a Class IV bike lane as one which is separated off the side of the road. The suggestion was for a Class IV bike lane from Blackie's Pasture to the Highway 101 interchange along both sides of Tiburon Boulevard. This is similar to the project studied as Segment 8 in the 2012 Bay Trail Gap Study, with the addition of a Class IV bike path on the north side of the state highway as well.

He then presented slides showing Segment 8 from the Gap Study and said Caltrans will require the shoulder to be kept along Tiburon Boulevard with a 12 foot wide bike/pedestrian lane. There would be a hard concrete barrier required by Caltrans because the speed limit is over 35 miles per hour in this segment, and he refuted comments made at an earlier POST meeting indicating that the Class IV lane was nothing more than "plastic and paint". He said a 5 foot separation barrier was the preferred Caltrans design, but there was not space for it all in the right-of-way. Regarding estimated costs, a similar Segment 8 project from the Gap Study would cost about \$700 per lineal foot, for a total cost of \$2.8 million on the south side of Tiburon Boulevard only. Segment 5 in the Gap Study runs from E. Strawberry Drive to Blackfield Drive as a Class I path and it is all on the south side of Tiburon Boulevard only. This improvement is supported by everybody, but the problem is that it is not in the Town limits. This project would cost about \$2800 per lineal foot for a \$2.5 million total cost.

Regarding use, Director Barnes presented comments straight from the 2012 Gap Study for Segment 8, and this segment was not embraced by the Town Council due to the fact that noise levels, high speeds of nearby vehicles, and pollution emissions from vehicles on Tiburon Boulevard reduced its attractiveness for all but hard core bicycle riders.

Director Barnes stated the Town has studied a Class I or Class IV path for the Greenwood Beach Road segment. About one-third of the length of the Class IV is inside the Town and the remainder is in the County along the Caltrans right-of-way. They believe that the County should therefore be the lead on this project.

Director Barnes then presented a rendering of a possible Segment 8 from the Gap Study, showing an 8' to 10' high retaining wall across the street from the third home from the end of Greenwood Beach Road looking towards Tiburon Boulevard. He used this slide to illustrate the difficulties with constructing a Class IV path within the available right-of-way. The Gap Study suggested placing a cantilevered section of the bike path out over the retaining wall above Greenwood Beach Road. He called the Gap Study consultant who said it was questionable whether this can be done without relocating Greenwood Beach Road closer to homes on that street or by eliminating street parking on Greenwood Beach Road. He reiterated that a majority of the Town Council had not supported Segment 8 in the Gap Study, but they did support Segment 5 from the Gap Study, and Class II bike lanes along Tiburon Boulevard as part of the current master plan.

Chair Kulik asked why the Council did not support Segment 8 from the Gap Study. Director Barnes stated that the Council took heed of the noise, un-relaxed riding environment, and proximity to vehicle exhaust, and thought the segment would not be well-used. He stated that as an avid bicycle commuter for many years, if given a choice to ride over Greenwood Beach Road or a Class IV lane on Tiburon Boulevard, he would choose to ride the former. And he noted that the Town cannot lawfully close Greenwood Beach Road to cyclists who would choose similarly.

Project 7 from the draft Plan (Class II bike lanes on Tiburon Boulevard) is listed as high on the priority list and costs about \$90,000. The purpose of this project is to get high-speed riders off Greenwood Beach Road, as recommended by POST. The Class II lane is similar to the 2008 master plan project, which he said was supported by the Town Council and Caltrans and is also in the County's bike-ped plan. He presented a slide showing a buffered bike lane (Class II) that provides both visual and physical separation and noted there is adequate existing paved right-of-way to install the Class II markings.

Chair Kulik asked if, during the POST discussions, it was anticipated that high-speed bikers would use a Class II lane if it were installed. Director Barnes responded affirmatively. Regarding whether a Class IV lane would be used, the question would be whether bicyclists could go fast given use of the Class IV lane by other bicyclists and by pedestrians. He contrasted a buffered Class II bike lane costing \$90,000 and which is in the County's Plan, the Town's Plan, has been studied for CEQA and supported by the Town Council and Caltrans, with a proposed Class IV lane that would cost \$13 million to \$52 million, was not in the County Plan, had not been reviewed for CEQA compliance, and was not supported by Council previously. He noted

that Caltrans now generally supports Class IV lanes, but it is unknown whether there is sufficient right-of-way in this area to accommodate the Class IV lanes as described in the TAM letter.

Regarding opportunity costs, he stated that the Active Transportation Program is a fixed sum grant program, and the Town could build the Class II bike lanes for what it would cost to study the Class IV lanes proposal. Director Barnes noted that there are many costly projects already contained in the draft Plan, some of which have been lowered in priority from the 2008 Plan due to lack of likely funding in the foreseeable future. For example, Director Barnes said many agencies strongly support building Segment 5 in the Gap Study for \$2.5 million, but he said there is no funding currently to be found for this project.

Vice Chair Williams thanked Director Barnes for the additional information on the Class IV issue. She said his comments clarified the Class II project being a current project, and that understanding the distinction between a Class II and a Class IV project and what went into that determination was helpful. She was not wedded to the proposed language and suggested hearing from other Commissioners. It sounds like there has been a long public process and many opportunities to comment on this Plan update. Procedurally, it might be more appropriate for the next cycle and for everyone to participate in the process from the beginning so staff and Commissioners can deliberate more carefully.

Director Barnes mentioned another funding program called Safe Routes to School. In the Plan, there is a project to improve the Blackfield Drive intersection with Tiburon Boulevard, which was moved forward toward construction and would alleviate some of the concerns expressed about crossing Tiburon Boulevard in the vicinity of the Cove Shopping Center. The design is done and they are readying it for bid at this time. Some hillside projects could also potentially be funded by the Safe Routes to School program.

Vice Chair Williams asked if the Blackfield Drive project was intersection enhancements, and Director Barnes said it is, and that it is also a grant funded project of \$117,000 and the design is complete and they just received the encroachment permit for the work last week from Caltrans.

Commissioner Welner asked if the Blackfield Drive project (Project 2 in the draft Plan) would address issues heard from speakers regarding safety of children in the vicinity of the Cove Shopping Center going to and from schools.

Director Barnes responded that this project goes a long way towards addressing those concerns. It puts some high intensity bike markings on the pavement and does not route bicycles through the Cove Shopping Center parking lot. The dedicated right turn lane into the Cove Center goes away, as well as the island in the middle of Tiburon Boulevard. There will be bike lanes on each side and the traffic signal is being re-phased to get bikes out into the intersection well before cars can start entering the intersection.

Commissioner Welner said he thinks the Plan is very thoughtful, said it is a blueprint for many good bicycle facility improvements in Tiburon. He commended those in attendance tonight and those involved throughout the process. The Commission tends to get crowds on specific neighborhood fights and it is very rare the Commission has many speakers when a forward-

looking plan is proposed. He thinks this is a long-term process where the Commission proposes plans, many get built, and then the Town periodically reviews and updates the plan. He suggested the Commission make a recommendation to the Town Council that they approve the Plan with comments regarding certain issues. Clearly there is long-term interest in some kind of Class IV project along Tiburon Boulevard and also in particular, a lot of concern about the Blackfield Drive intersection. Once improvements get built, the Commission can review the plan again to see if more can be done. Therefore, Commissioner Welner suggested the Commission recommend approval of the update master plan to the Town Council and note the two issues for the Council to consider in their discussions.

Commissioner Weller said he thinks that as Commissioners their job is to look at issues from a high-level perspective, especially when making recommendations as opposed to decisions. What he has heard tonight leads him to several conclusions. One is that the Safe Routes to School element and plan encouraging safe travel for students to Tiburon schools should be the primary objective of any bicycle project associated with the master plan. He said he lives on Blackfield Drive and has recognized the dramatic increase in non-Tiburon bike use in Tiburon, including all the commercial bike users associated with riding across the Golden Gate Bridge and using the Tiburon Ferry as their exit point. The increase is amazing and healthy for the riders. What is not good is that they are over-using Greenwood Beach Road. He has ridden the road many times and it was never designed for the volume of bike traffic it is now receiving. Therefore, his view is that the bike circulation plan for Tiburon must move the casual non-school bikers off Greenwood Beach Road sooner rather than later, and that the Commission should support the plan to make Tiburon Boulevard a Class II bike lane roadway and hopefully soon a Class IV bike lane roadway. He would encourage signage that distinguishes between school children use of Greenwood Beach Road and other bicycle uses of Greenwood Beach Road. He is familiar with the route that runs from the Strawberry Shopping Center on the back side of Tiburon Boulevard over, and there are signs that state "local traffic only", which seek to discourage non-neighborhood users. He would encourage the Town to consider putting any possible signage to discourage recreational bicycle use of Greenwood Beach Road immediately to alleviate problems currently being experienced by residents there. Whether the signs are lawfully enforceable or not, they will have some beneficial effect.

He was happy to hear that the Blackfield Drive intersection was being addressed in the Plan, but noted that building bridges over Tiburon Boulevard was expensive and the Town did not have money to make these types of improvements. He sees nothing in the initial study that recognizes the dramatic increase of recreational bike activity that has most likely doubled on Greenwood Beach Road in recent years, and thinks it is an environmental impact that has not been addressed sufficiently in the initial study. Having said this, he would like the Town Council to know that the Planning Commission wants the Council to very carefully consider these issues and take them into account in adopting the Plan moving forward. He did not see the proposals as being inconsistent with the ultimate movement of bike traffic off Greenwood Beach Road onto Tiburon Boulevard, and he wants this to be part of what the Commission proposes to the Council with regard to the Plan.

Chair Kulik stated that he thought the CEQA initial study had adequately addressed the differences between the proposed Plan and the adopted Plan. He said the Commission heard

unanimously that the project proposals are good, and with regard to CEQA he can find that the Negative Declaration is appropriate. When he reviewed some of the measures for relief along Greenwood Beach Road, he thinks the signage changes and adding Class II lanes on Tiburon Boulevard will improve one of the biggest issues the residents have, which is people riding too fast on Greenwood Beach Road. He questioned the probable cost of Class IV lanes and said he would be interested in seeing the results of a study to determine their feasibility and practicality. For the short term, he supports the Plan's listed projects that will improve the status quo and make a start in addressing concerns. Another comment he heard and agrees with is the need for school signage and the preferred school student path along Greenwood Beach Road. Given what he has heard from his fellow Commissioners, he confirmed there was general consensus to approve the Plan as drafted, with comments to further study a Class IV project along Tiburon Boulevard, add school signage with sharrows and delineation of a preferred route for school children on Greenwood Beach Road, and also complete the Blackfield Drive intersection improvements for bicycles and pedestrians. The Commission should see how this project plays out and revisit it following completion.

Vice Chair Williams stated she thinks Chair Kulik captured all her comments except for a minor request made by Ms. Gaffney to include language in the Plan regarding the Bay Trail project as a future funding source for improvements. She agrees with Commissioner Weller that the Commission make clear that it is asking the Town Council to prioritize Safe Routes to School improvements and not think of Greenwood Beach Road as a primary bike route for the future. She has visited the road and there is a real distinction between high speed bicyclists, school children, walkers and tourists, and the fast-moving bicyclists present a danger. She thinks the Council should be open-minded in moving towards an intensive separate system for bicyclists, which would be Class IV lane project along Tiburon Boulevard.

ACTION: It was M/S (Weller/Welner) that the Planning Commission recommend to the Town Council that the draft resolution as presented be adopted subject to the considerations that the Town staff and Public Works Department be directed to develop signage that would encourage the diversion of non-school use of Greenwood Beach Road onto a Class II bike lane on Tiburon Boulevard, particularly on weekends; and that the Commission also supports the planning for and funding of creation of a Class IV bike route on Tiburon Boulevard to increase the likelihood that Tiburon Boulevard will be the primary bike route as opposed to Greenwood Beach Road; and add that the Commission convey to the Council that it has heard many concerns over the Blackfield Drive intersection, that the Commission agrees with proposed improvements. Motion carried 4-0.

NEW BUSINESS

2. Annual Review of Draft Capital Improvement Program (CIP) Budget for Consistency with the Tiburon General Plan [SA]

Director Anderson said this is the Planning Commission's annual review of the draft Capital Improvement Program (CIP) budget for fiscal year 2016-2017. The budget is split into three categories of:

- 1) Street Improvement Projects: \$330,000
- 2) Drainage Improvement Projects: \$390,000;
- 3) Community & Miscellaneous Projects: \$1,042,000

This year the proposed CIP expenditures are down considerably from last year. There are no General Plan issues for the streets portion of the budget because the only new items are an emergency contingency fund and a traffic calming fund. Those have no potential to be inconsistent with the General Plan.

The drainage projects that were budgeted last fiscal year were higher than what is proposed for this upcoming year, and again, that was brought about by a major repair project needed on Stewart Drive, and staff sees no General Plan inconsistencies with the on-going preventative and maintenance items found in the proposed CIP budget.

There are several new projects in the Community and Miscellaneous category. One project is continuing undergrounding along Tiburon Boulevard of the overhead utility lines and this is strongly encouraged in the General Plan through Policy C-17 and Policy LU-20, which encourage undergrounding of utilities.

There are some ferry terminal walkway accessibility improvements proposed and there is no General Plan inconsistency associated with bringing facilities up to current accessibility requirements as set forth in state and federal law.

There is a carpeting replacement project proposed for the Police Building. The proposed Trestle Trail Improvements Project would primarily be funded from private monies, but there would be a Town donation of perhaps \$40,000. The Council has included this item in the CIP budget for this year as an amendment, and it is being carried forward. This is a project that has several General Plan policies that support the improvement.

The Las Lomas Path Improvement and the New Morning Café Area Frontage Improvements are project for which the Commission can find General Plan support, and staff's conclusion is that the draft CIP budget is consistent with the goals, policies and objectives of the General Plan and that the Commission should find it so and make a motion to that effect. Director Anderson noted that Director of Public Works/Town Engineer Patrick Barnes is present to answer any questions about the CIP budget projects.

Commissioner Weller asked what work must be done for ADA improvements at the ferry terminal. Director Barnes said the wooden planks were installed a long time ago and they are worn and have shrunk, resulting in "gaps" between many of the planks that are now wider than

½ inch, which violates accessibility provisions. There are some locations where there are multiple paths crossing, and the difficulty is that there are not supposed to be gaps in the direction of travel. Director Barnes believed that a different material than wood may be needed in that particular area in order to achieve accessibility compliance.

Director Anderson said there are also transitions from planks to concrete where only a small vertical difference is allowed for accessibility and the shrinkage has caused the vertical differential to grow to a point where repair must be performed.

Chair Kulik opened the public comment period and there were no speakers.

ACTION: It was M/S (Williams/Weller) to find that the draft CIP budget for Fiscal Year 2016-2017 is consistent with the goals and policies of the Tiburon General Plan. Motion carried: 4-0.
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OLD BUSINESS

2. 2304 Mar East Street: Appeal of Planning Division decision to conditionally approve a Tidelands Permit to expand an existing dock and pier; File #TIDE2015003; Mark and Racia Blumenkranz, Owners/Appellants; Assessor's Parcel No. 059-400-10 [DW] **[TO BE CONTINUED WITHOUT DISCUSSION TO JUNE 8, 2016]**

This item was continued without discussion to June 8, 2016.

MINUTES

3. Planning Commission Minutes –Meeting of April 27, 2016

Vice Chair Williams requested the following amendments:

- Page 6, 4th full paragraph: “Commissioner Weller **asked** if Ms. Yesil would oppose railings extending to the point where the current dock widens.”
- Page 10, 3rd full paragraph: “She agreed that the **photograph produced by Ms. Yesil** ~~picture~~ did not show how the railing would actually look, ~~but~~ **and** she struggled with the Commission setting an outer limit for the railing while still having safety issues unresolved.

Commissioner Weller requested the following amendment:

- Page 8, 3rd paragraph: “He said stopping the railing there would allow **continued access to the pier in the same manner as the applicant has right now.**”~~maintenance access of the pier as the applicant has right now.~~

ACTION: It was M/S (Weller/Williams) to approve the meeting minutes of April 27, 2016 as amended. Motion carried: 3-0-1 (Kulik abstained).
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ADJOURNMENT

The Planning Commission adjourned the meeting at 9:45 p.m.

/s/ David Kulik

DAVID KULIK, CHAIR
Tiburon Planning Commission

ATTEST:

SCOTT ANDERSON, SECRETARY