



TOWN OF TIBURON
Tiburon Town Hall
1505 Tiburon Boulevard
Tiburon, CA 94920

TIBURON TOWN COUNCIL

Special Meeting - 6:45 p.m.

Regular Meeting - 7:30 p.m

AGENDA

SPECIAL MEETING/CLOSED SESSION - 6:45 p.m.

Public Employee Performance Review: Government Code Section 54957

Title: Town Manager

ADJOURNMENT TO REGULAR MEETING AT 7:30 p.m.

CALL TO ORDER AND ROLL CALL

Councilmember Doyle, Councilmember Fredericks, Councilmember O'Donnell, Vice Mayor Fraser, Mayor Tollini

ANNOUNCEMENT OF ACTION TAKEN IN CLOSED SESSION, IF ANY

ORAL COMMUNICATIONS

Persons wishing to address the Town Council on subjects not on the agenda may do so at this time. Please note however, that the Town Council is not able to undertake extended discussion or action on items not on the agenda. Matters requiring action will be referred to the appropriate Commission, Board, Committee or staff for consideration or placed on a future Town Council meeting agenda. Please limit your comments to three (3) minutes.

CONSENT CALENDAR

All items on the Consent Calendar may be approved by one motion of the Town Council unless a request is made by a member of the Town Council, public or staff to remove an item for separate discussion and consideration. If you wish to speak on a Consent Calendar item, please seek recognition by the Mayor and do so at this time.

CC-1. Town Council Minutes

Adopt minutes of June 1 and June 15, 2016 meetings (Town Clerk Crane Iacopi)

Documents:

[CC-1 DRAFT JUNE 1 MINUTES.PDF](#)
[CC-2 JUNE INVESTMENT SUMMARY.PDF](#)

CC-2. Town Investment Summary

Accept report for month ending June 30, 2016 (Director of Administrative Services Bigall)

Documents:

[CC-2 JUNE INVESTMENT SUMMARY.PDF](#)

CC-3. League Voting Delegate

Approve appointment of delegate to League of California Cities Annual Meeting in October (Town Clerk Crane Iacopi)

Documents:

[CC-3 LEAGUE VOTING DELEGATE.PDF](#)

CC-4. Grand Jury Reports

Authorize Town response to Grand Jury Reports on a) Police Firearm Security; and b) Web Transparency (Town Manager Chanis)

Documents:

[CC4A - FIREARM SECURITY STAFF REPORT.PDF](#)
[CC4B - WEB TRANSPARENCY STAFF REPORT.PDF](#)

CC-5. Hazardous Material Spills

Recommendation to approve execution of Joint Powers Agreement for Hazardous Materials Spill Management (Town Manager Chanis)

Documents:

[CC-5 HAZARDOUS SPILLS MGMT JPA.PDF](#)

ACTION ITEMS

AI-1. Town Of Tiburon 2016 Consolidated Reassessment District (Town Council Action) To Be Followed By A Meeting Of The Tiburon Public Financing Authority

Consider actions related to the formation of the district (Town Manager Chanis)

- a) Resolution of Intent to Levy Reassessments and to Issue Refunding Bonds Upon the Security Thereof;
- b) Resolution Adopting a Reassessment Report for the 2016 Consolidated Reassessment District, Confirming and Ordering the Reassessments Pursuant to Summary Proceedings and Directing Actions with Respect Thereto;
- c) Resolution Authorizing Issuance of Refunding Bonds for the 2016 Consolidated Reassessment District, Providing for Execution of a Fiscal Agent Agreement and Other Matters With Respect Thereto, and Making Findings With Respect to and Approving the Issuance of Bonds by the Tiburon Public Financing Authority.

7:40 p.m.

Meeting of Tiburon Public Financing Authority - Town of Tiburon 2016 Consolidated Reassessment District

Adopt resolution Authorizing the Issuance and Sale of Revenue Bonds for the Purpose of Financing the Acquisition and Reassessment Bonds for the Town of Tiburon 2016 Consolidated Reassessment District, and Approving Related Agreements and Actions

Documents:

[AI-1 REASSESSMENT BONDS REPORT AND RESOLUTIONS.PDF](#)

AI-2. Tiburon Bicycle And Pedestrian Master Plan Update

Review and consider adoption of update Plan; Consider Initial Study and adoption of Draft Negative Declaration for the Plan update (Department of Public Works/Community Development Department)

Documents:

[AI-2 BIKE PED REPORT.PDF](#)
[EXHIBIT 12 - PART 1 OF 2.PDF](#)
[EXHIBIT 12 - PART 2 OF 2.PDF](#)
[BIKE PED ATTACHMENT B INITIAL STUDY.PDF](#)
[BIKE PED TIBURON_DRAFTPLAN_20160317 \(1\).PDF](#)

AI-3. Capital Project Planning

Recommendation to form ad hoc Council subcommittee to set priorities for capital project planning (Town Manager Chanis)

Documents:

[AI-3 CAPITAL PROJECTS AD HOC COMMITTEE.PDF](#)

TOWN COUNCIL REPORTS

TOWN MANAGER REPORT

WEEKLY DIGESTS

ADJOURNMENT

GENERAL PUBLIC INFORMATION

ASSISTANCE FOR PEOPLE WITH DISABILITIES

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Town Clerk at (415) 435-7377. Notification 48 hours prior to the meeting will enable the Town to make reasonable arrangements to ensure accessibility to this meeting.

AVAILABILITY OF INFORMATION

Copies of all agenda reports and supporting data are available for viewing and inspection at Town Hall and at the Belvedere-Tiburon Library located adjacent to Town Hall. Agendas and minutes are posted on the Town's website, www.ci.tiburon.ca.us.

Upon request, the Town will provide written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and preferred alternative format or auxiliary aid or service at least 5 days before the meeting. Requests should be sent to the Office of the Town Clerk at the above address.

PUBLIC HEARINGS

Public Hearings provide the general public and interested parties an opportunity to provide testimony on these items. If you challenge any proposed action(s) in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing(s) described later in this agenda, or in written correspondence delivered to the Town Council at, or prior to, the Public Hearing(s).

TIMING OF ITEMS ON AGENDA

While the Town Council attempts to hear all items in order as stated on the agenda, it reserves the right to take items out of order. No set times are assigned

**TOWN COUNCIL
MINUTES**

CALL TO ORDER

Vice Mayor Fraser called the regular meeting of the Tiburon Town Council to order at 7:30 p.m. on Wednesday, June 1, 2016, in Town Council Chambers, 1505 Tiburon Boulevard, Tiburon, California.

ROLL CALL

PRESENT: COUNCILMEMBERS: Doyle, Fraser, Fredericks, O'Donnell

ABSENT: COUNCLMEMBERS: Tollini

PRESENT: EX OFFICIO: Town Manager Chanis, Town Attorney Stock, Director of Community Development Anderson, Director of Public Works/Town Engineer Barnes, Director of Administrative Services Bigall, Chief of Police Cronin, Town Clerk Crane Iacopi

ORAL COMMUNICATIONS

Ron Hurwin of Tenaya Drive spoke about a project proposed by the neighbors in the Reed Heights/Tiburon Knolls and Del Mar neighborhood areas to remove the non-native eucalyptus and pine trees on the McKegney Green Knoll. He said they are calling the project the "McKegney Green Knoll Tree Restoration Project". Hurwin provided an arborist's report in support of the initiative, as well as a map of the affected area and location of trees proposed to be removed.

Hurwin said the focus of the project is native plant restoration, fire safety, and view restoration. He said the neighbors propose this as a town land management project, however, he said they would raise private donations in the amount of \$30,000 to help fund it. He also said the project would complement the other town projects in the area – the restoration of McKegney Green and the Trestle Berm.

Vice Mayor Fraser thanked Mr. Hurwin, and noted that while the Council could take no action on an unagendized matter, he directed him to discuss the matter further with Town staff in the Community Development Department.

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Town Council Minutes #xx -2016

CONSENT CALENDAR

1. **Town Council Minutes** – Adopt minutes of May 18, 2016 regular meeting (Town Clerk Crane Iacopi)
2. **Library Agency Joint Powers Agreement** – Recommendation to adopt first amendment to the Joint Powers Agreement for the Belvedere-Tiburon Library to change the terms of service for appointed board members from three to four years (Town Clerk Crane Iacopi / Library Director Mazzolini)
3. **Police Department Administrative Services** – Recommendation to approve renewal of Agreement for Police Department Administrative Services with the City of Belvedere, effective July 1, 2016 through June 30, 2017 (Chief of Police Cronin)

Vice Mayor Fraser asked to remove Item No. 1. He added to the sentence about Woodlands Market on page 4, paragraph 6, “when they first came to Tiburon and opened their store”.

MOTION: To adopt Consent Calendar Items 2, and 3 as submitted
Moved: O’Donnell, seconded by Doyle
Vote: AYES: Unanimous
ABSENT: Tollini

MOTION: To adopt Consent Calendar Item No. 1, as amended.
Moved: O’Donnell, seconded by Fredericks
Vote: AYES: Unanimous
ABSENT: Tollini

ACTION ITEMS

1. **Public Finance Authority** – Adopt resolutions creating the Tiburon Parking Authority and approve execution of a Joint Exercise of Powers Agreement between the Town and the Tiburon Parking Authority to create a public finance authority for the purpose of bond refinancing (Town Manager Chanis)

Town Manager Chanis said Town staff was exploring the possibility of refinancing the Town’s previously-formed undergrounding assessment districts by issuing refunding bonds with lower interest rates. He said the idea had been discussed at the Council retreat, and subsequently by the Council budget committee. Chanis noted that the City of Belvedere is working on the formation of its own parking authority for the purpose of bond refinancing. He said that because two public entities are required in order to form such an authority, the Town would need to form a separate parking authority, as well, in order to accomplish this.

Chanis said that depending on interest rates, the refinancing could reduce annual property assessment payments for property owners in the following districts:

- 1999 Main Street District
- 2001 Stewart Drive Undergrounding District
- 2005 Del Mar Valley Utility Undergrounding District
- 2010 Del Mar Supplemental Undergrounding District
- 2005 Lyford Cove Undergrounding District 1&2
- 2006 Lyford Cove Supplemental Undergrounding District

In his report, the Town Manager explained in more detail the legal mechanisms that allow a public entity to form either a parking authority or housing authority, for the purpose of refinancing bonds. He provided some local examples, such as a recent refinancing of bonds by Sanitary District No. 5. He said staff recommended the formation of a parking authority (rather than a housing authority) and listed the steps the Council should take to enter into a joint powers agreement. He then introduced bond counsel Paul Thimmig, and bond underwriter Mark Pressman, who were present to answer Council questions.

Councilmember Fredericks asked if “parking” was simply the name of the financing authority, or whether it represented something to do with parking. Mr. Thimmig explained that the Council would first create the statutory authorized parking authority, and then the parking authority and the Town would form the joint powers agreement to create the Tiburon Public Financing Authority, which would become the actual financing authority. He said these authorities have broad powers but need revenue. He said virtually every city had such a financing authority in the form of a redevelopment agency but changes in state law had eliminated this model. He said the financing authority would have very little to do, as it cannot collect revenue, and there would be some administrative costs, including an annual audit. He said these costs can be included in the bond refinancing.

Fredericks asked what types of civic projects were financed by such an authority. Thimmig said city halls (with lease agreements that are allowed under state law), certificates of participation, assessment bonds, and Mello-Roos bonds.

Mark Pressman noted that financing for the development of Point Tiburon had used the Town’s Redevelopment Agency (RDA) as its financing authority. Pressman said last year, the last of these Mello-Roos bonds were paid off and the JPA ceased to exist; he, too, said the new parking authority could replace the RDA as a financing authority for the Town.

Fredericks asked about the selection of a parking authority over a housing authority. Town Manager Chanis noted these were the two options available; Town Attorney Stock added that a parking authority was the easiest mechanism and created the least burden on the Town.

Councilmember O'Donnell commented that this was basically a refinancing mechanism rather than a development mechanism. He said that if a capital project arose that the Town wanted to fund, it would still need revenue to fund it.

Vice Mayor Fraser asked about the actual savings to the districts by refinancing. Town Manager Chanis said of the 780 parcels involved, the average annual savings would be \$125,000 in the aggregate, and that when the bonds are paid off, it will represent a savings of \$2.25 million in interest (or a present value of \$960,000).

Councilmember Fredericks commented that the current bondholders would not realize their projected returns in interest on their investment. Mr. Thimmig said this was correct; that the homeowners would realize the savings, in this case. Mr. Pressman said it was like shopping a mortgage in order to save money. Ms. Fredericks said it was an excellent idea.

Vice Mayor Fraser opened the item to public comment. There was no public comment.

MOTION: To adopt Town Council resolution forming the Parking Authority.
Moved: O'Donnell, seconded by Doyle
Vote: AYES: Unanimous
ABSENT: Tollini

MOTION: To adopt Town Council resolution authorizing execution of the Joint Powers Agreement.
Moved: Fredericks, seconded by O'Donnell
Vote: AYES: Unanimous
ABSENT: Tollini

ADJOURNMENT

Vice Mayor Fraser moved to adjourn the meeting and reconvene the Council as the Board of the Tiburon Parking Authority.

**AGENDA
TIBURON PARKING AUTHORITY
JUNE 1, 2016, 7:40 PM
TOWN COUNCIL CHAMBERS**

ROLL CALL

Boardmembers Present: Vice Chair Fraser, Boardmembers Doyle, Fredericks, O'Donnell
Absent: Chair Tollini

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June 1, 2016

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ORAL COMMUNICATIONS

None.

ACTION ITEMS

1. **Public Finance Authority** – Adopt a resolution authorizing the execution of a Joint Exercise of Powers Agreement relating to the Tiburon Public Financing Authority.

Vice Chair Fraser waived the staff report. No one from the public wished to address the Council on this item.

MOTION: To adopt resolution authorizing execution of the Joint Exercise of Powers Agreement with the Town of Tiburon.

Moved: Doyle, seconded by Fredericks

Vote: AYES: Unanimous
ABSENT: Tollini

ADJOURNMENT

RECONVENE REGULAR MEETING – Tiburon Town Council (7:45)

PUBLIC HEARINGS

Vice Mayor Fraser took Item No. 2 first.

2. **Marin Municipal Water District (MMWD) Water Efficient Landscaping** – Amend Title IV, Chapter 13E (Water Efficient Landscape) of the Tiburon Municipal Code to adopt by reference the most current MMWD ordinance regarding water-efficient landscapes and water conservation (Community Development Department) – *Second reading and adoption of ordinance*

Vice Mayor Fraser waived the staff report and opened the public hearing. There was no public comment and the Vice Mayor closed the public hearing.

He asked for Council comments. There were none.

MOTION: To read the ordinance by title only.

Moved: Doyle, seconded by Fredericks

Vote: AYES: Unanimous
ABSENT: Tollini

Vice Mayor Fraser read, “An ordinance of the Town Council of the Town of Tiburon amending

DRAFT

Title IV, Chapter 13E (Water Efficient Landscape) of the Municipal Code and adopting by reference Marin Municipal Water District (MMWD) Ordinance No. 430 regarding water conservation.”

MOTION: To adopt the ordinance, as submitted.
Moved: Doyle, seconded by Fredericks
Vote: AYES: Doyle, Fraser, Fredericks, O'Donnell
ABSENT: Tollini

1. **2016 -17 Municipal Budget** – Introduction of Fiscal Year 2016-17 Municipal Budget and Capital Improvement Program (Town Manager Chanis/ Director of Administrative Services Bigall)

Town Manager Chanis provided a power point presentation showing the sources of anticipated revenues and expenditures for FY 2016-17. He said the proposed budget showed revenues of \$11,092,307 and expenditures of \$10,838,457, with an operating surplus for the year in the amount of \$253,850.

Chanis said operating revenues were projected to increase by 4% in the coming year. He attributed this to an increase in property and other taxes, franchise fees, building permits and license fees, investment earnings, fines, and a few other sources.

The Town Manager said expenditures were anticipated to rise by 6.9% as a result, among other factors, of compensation increases, an estimated 10% medical insurance rate increase in 2017, and by moving the Town's contribution to the Yellow Bus program from the capital budget to the operating budget. He also noted the recommendation endorsed by the Council budget committee to pay down the Town's unfunded post-employment benefits (OPEB) liability, as well as a Council-approved expenditure in the amount of \$20,000 for the new summer/fall Farmer's Market on Main Street.

Also included in the coming year's budget is \$50,000 for seasonal help in the Public Works Department, which Chanis said would make more economic sense than adding a full-time position. He also noted the Council decision to fund the Yellow Bus program for another year would reduce the operating surplus from \$500,000 or more to the amount stated above (\$253,850).

Chanis and Director of Administrative Services Bigall described in more detail the recommendation to pay down the Town's OPEB and CalPERS liabilities. They said this would include moving funds from the OPEB Reserve to a third-party trust and continue to fund the annual "pay as you go" expense out of the operating budget. But he said staff also recommended a reduction in the additional annual contribution to OPEB from the current amount to 1% of payroll, or approximately \$38,000 for FY 2016-17.

Director of Administrative Services Bigall described another recommendation; namely a transfer of \$1.25 million to pay down the Town's unfunded liability. She said staff proposed a one-time payment of \$200,000 this year, while continuing to make the required contributions and annual amortized payment from the operating budget.

Bigall said that both of these changes described above would result in net increase to the proposed budget of \$19,000.

In response to a question from Councilmember Fredericks, Director Bigall said that the OPEB liability was a closed pool; that the payments towards this liability would eventually go away. She said that investing funds now in the trust would create enough income for the Town to make its "pay as you go" payments. She also noted it was the only post-employment benefit the Town ever had and it is no longer a benefit provided to employees hired after 2009, 2010, and 2011, depending on employee group.

Councilmember O'Donnell concurred with this approach and said the actuarial hired by the Town to study these liabilities had recommended it. But he asked what would happen when the OPEB payments "went away". Bigall said eventually the trust would make both principal and interest payments, and the Town could have the trust reimburse itself if it chose to do so. O'Donnell said that this language should be clearly added to the trust documents. Town Manager Chanis said the Town would be able to review the legal documents before the transfer of funds was made.

Chanis said there were a few more pieces of the puzzle. He said the payment of \$200,000 toward the PERS liability would result in savings and interest over 28 years of around \$3 million. O'Donnell said Mayor Tollini, his colleague on the budget committee, was very keen on this because the Town now paid 7.5% interest on this liability. He said it would require budgeting for a \$200,000 annual payment for about 12 years to realize this savings. Town Manager Chanis concurred and noted this was in addition to the Town's other, non-optional payment to PERS.

Director of Administrative Services Bigall then reviewed the General Fund expenditures by department. This was followed by a discussion of General Fund reserves at fiscal year-end.

The Council expressed some concerns about the rising expenditures for legal services, as it had changed the model in the previous year to hire a contract attorney, with a thought of controlling costs.

Director Bigall said legal settlements are an "unknown" that had contributed to the increase in legal department costs. She also said the previous Town Attorney had fixed costs for salary and benefits and noted that it was still unclear exactly what the cost would be for hours worked by the contract firm. Town Manager Chanis agreed that these unknowns are difficult to predict; also that some unusual issues had arisen during the past year requiring special time and study by the

new attorney. He said these included the new gun ordinance, the formation of the Yellow Bus [Traffic Relief] JPA, as well as other issues.

Councilmember Fredericks suggested that it is important to look at what's paid out in settlements and separate out that number when reviewing the department budget. Councilmember O'Donnell also asked if hourly costs might be recouped in certain projects, such as undergrounding. He said that the Town's undergrounding policy spoke to this.

Town Attorney Stock said he agreed with this line of thinking; however, he noted a recent court decision that says only bond counsel can be reimbursed in the formation of undergrounding districts, as opposed to the Town's attorney. He did point out that other staff members' time can be recouped. Town Manager Chanis said the proposed budget for the Hawthorne undergrounding did include some administrative time.

Vice Mayor Fraser noted the "people costs" of running the town was around 62% of the operating budget. He said that while wage increases were "modest" he noted double-digit increases in benefits in some areas. He also noted that the increases varied by department and wondered why.

Director Bigall noted that there are increases to medical insurance and the like. But she also said that one reason for the variation by department was that CalPERS no longer charges for its costs by percentage of payroll; therefore, when she spread the cost between the departments, it was presented differently than in previous years. Vice Mayor Fraser asked for a more detailed explanation, perhaps in a one-on-one meeting or through a memorandum to Council, in order to aid his understanding of this complex issue.

Councilmember Fredericks commented on the funding of the Yellow Bus program in future years. She said that small jurisdictions such as ours would have trouble sustaining these annual contributions. She said she would like assurances that the program itself is sustainable, and whether there are alternate sources of funding contemplated for the future. She asked that the Council be apprised of these matters prior to the budget hearings in the next fiscal year.

Vice Mayor Fraser said that the JPA has this very issue on its agenda but conceded there was not a clear answer to the question at this moment. He said the goal of the JPA was to migrate to a sustainable model. Town Manager Chanis agreed that this was a significant expenditure and said the new JPA was looking at a funding stream so that it would not be reliant upon the Town's General Fund.

In concluding her presentation, Director Bigall said that the Town budget had started the year with \$13.5 million in General Fund Reserves and would end with \$11.3 million. She recapped that \$1.25 million would be transferred to OPEB and \$1.1 million would be transferred to capital improvement projects.

In his portion of the presentation, Director of Public Works Barnes described the Capital Improvement Program (CIP) component of the budget. He said the total budget for the year is \$1,962,000. He noted the “streets” [street rehabilitation] portion was in an “off” year; and that the Town now does this program every other year to take advantage of economies of scale.

Councilmember O’Donnell asked how this would affect the Town’s Pavement Condition Index (PCI). Barnes said it would take a slight one year dip, but he also said the Town PCI is ranked at 77; a very high number.

Director Barnes described the community projects scheduled for the year: 1) Blackfield Drive crossing improvements (mostly grant funded); 2) Drainage infrastructure – to video all the remaining pipes; 3) Undergrounding projects (Lyford to Ned’s Way); 4) the Trestle Berm pathway (Town to manage project and contribute up to \$40,000); and 5) Ferry landing upgrades to replace worn timbers and bring up to ADA compliance (also Measure A grant funded).

Councilmember O’Donnell commented that the repairs to McKegney Green were not mentioned in the CIP budget. He asked if a budget amendment would be required for this. Town Manager Chanis said there was a \$200,000 line item for the project that was dependent on whether the Council voted to move forward with the design phase. Director Barnes added that the RFP for the design phase was mailed out today.

Vice Mayor Fraser encouraged thinking “outside the box” in the future and considering more ways to utilize shared services. He said the Town had entered into a successful model with the City of Belvedere through sharing the services of Chief Seyler for administrative functions. He also said the Traffic Relief JPA was experimenting with this, utilizing staff at the Marin Transit Agency. He said the agency was helping not only Belvedere and Tiburon, but Mill Valley and Ross, as well, with their bus programs. He suggested the Town might explore this concept in other areas of our operations. He said with technological advances it might be possible to look deeper and uncover some solutions to the “people costs” that continue to rise. He wondered whether this was something the department heads and Town Manager might take on; he said it might be a “positive disruptor”.

There being no further Council comments, Vice Mayor Fraser opened the public hearing. There was no public comment. Vice Mayor Fraser closed the public hearing.

MOTION: To continue the matter for adoption of the FY 2016-17 Municipal Budget to the June 15, 2016 regular meeting.

Moved: Fredericks, seconded by Doyle

Vote: AYES: Unanimous

ABSENT: Tollini

TOWN COUNCIL REPORTS

Councilmember Fredericks reported that there now appears to be a sustainable ridership for the two morning [Bus Route 8] bus runs from the Tiburon Peninsula. She said the return routes were not so robust, as some people took the bus in the morning but returned home by ferry in the afternoon. Fredericks noted a decision [by the Bridge District] would be made later in the summer regarding continuation of this route.

Fredericks also reported on the handover of the ferry service from Blue & Gold to Golden Gate Bridge Highway & Transportation District. She said the handover was not dependent on the aforementioned improvements to the ferry landing, rather to ongoing negotiations between the parties. She said that the current landowner was pressing for an extension of evening ferry service to Tiburon; she said this run had not had a good performance in the past. She said GGBH&TD preferred a trial period in order to evaluate it.

On another matter, Fredericks said she had been contacted by the Town's representative to the Marin Commission on Aging about the Council recognizing June as Alzheimer's Awareness Month. Staff noted that it had already been added to the tentative agenda for the next meeting.

TOWN MANAGER REPORT

Town Manager Chanis thanked the Town staff and Department Heads for their work on preparing the budget; the first on his watch in Tiburon. He also asked the Council for its opinion on cancelling July 6 meeting, as there were very few items on the tentative agenda. He asked for a decision by the June 15 meeting.

WEEKLY DIGESTS

- Town Council Weekly Digests – May 20 & 27, 2016

ADJOURNMENT

There being no further business before the Town Council of the Town of Tiburon, Vice Mayor Fraser adjourned the meeting at 9:08 p.m.

JIM FRASER, VICE MAYOR

ATTEST:

DIANE CRANE IACOPI, TOWN CLERK

DRAFT

Town Council Minutes #xx -2016

June 1, 2016

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STAFF REPORT

To: **Mayor and Members of the Town Council**
 From: **Administrative Services Department**
 Subject: **Investment Summary – June 2016**
 Reviewed By: *[Signature]*

BACKGROUND

Pursuant to Government Code Section 53601, staff is required to provide the Town Council with a report regarding the Town’s investment activities for the period ended June 30, 2016.

ANALYSIS

June 2016

Agency	Investment	Amount	Interest Rate	Maturity
Town of Tiburon	Local Agency Investment Fund (LAIF)	\$23,284,422.38	0.576%	Liquid
	Housing note to Former Town Manager	\$ 800,000.00	0.330%	Based on Contract
	Money Market (Bank of Marin)	\$ 100,000.00	0.15%	Liquid
Total		\$24,184,422.37		

The total invested at the end of the prior month was \$24,334,422.37; therefore the Town’s investments decreased by \$150,000 over May 2016.

FINANCIAL IMPACT

No financial impact occurs by accepting this report. The Town continues to meet the priority principles of investing – safety, liquidity and yield in this respective order.

RECOMMENDATION

Staff recommends that the Town Council:
 Move to accept the Investment Summary for June 2016

Prepared By: Heidi Bigall, Director of Administrative Services



STAFF REPORT

To: **Mayor and Members of the Town Council**
 From: **Administrative Services Department**
 Subject: **Investment Summary – June 2016**
 Reviewed By: HC

BACKGROUND

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ANALYSIS

June 2016

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RECOMMENDATION

Staff recommends that the Town Council:
 Move to accept the Investment Summary for June 2016

Prepared By: Heidi Bigall, Director of Administrative Services



TOWN OF TIBURON
1505 Tiburon Boulevard
Tiburon, CA 94920

Town Council Meeting
July 20, 2016
Agenda Item:

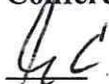
CC-3

STAFF REPORT

To: **Mayor and Members of the Town Council**

From: **Office of the Town Clerk**

Subject: **Designation of Voting Delegate(s) to League of California Cities Annual Conference**

Reviewed By: 

BACKGROUND

The League of California Cities' Annual Conference is scheduled for October 5-7 in Long Beach. In order to vote on matters at the Annual Business Meeting, the Town Council must appoint a voting delegate. The Town's delegate, along with the representatives from other cities, will consider and take action on resolutions that establish League policy. According to the League's bylaws, a city may appoint a voting delegate and up to two alternates.

Councilmember Fredericks has served as voting delegate in previous years and plans to attend the conference this year. Councilmember Fredericks' appointment can be adopted on consent, if the Council wishes to do so. If there is interest in appointing additional delegates, the item should be pulled from the consent calendar for further discussion and action.

Whoever is chosen as the Town's voting delegate(s) must be available to attend the Annual Business Meeting (at the closing General Assembly), scheduled for Friday, October 7, 2016.

RECOMMENDATION

Staff recommends that the Town Council:

- 1) Confirm Councilmember Fredericks' representation of the Town (by adopting this report on Consent Calendar) as its voting delegate at the Annual Business Meeting of the League of California Cities; or
- 2) If the Council desires to appoint additional delegates, the item should be pulled from the Consent Calendar and the appointments considered as an action item.

Exhibits: League of California Cities 2016 Annual Conference Voting Procedures and
Appointment of Delegate Form

Prepared By: Diane Crane Iacopi, Town Clerk

Council Action Advised by July 31, 2016

June 10, 2016

TO: Mayors, City Managers and City Clerks

**RE: DESIGNATION OF VOTING DELEGATES AND ALTERNATES
League of California Cities Annual Conference – October 5 – 7, Long Beach**

The League's 2016 Annual Conference is scheduled for October 5 – 7 in Long Beach. An important part of the Annual Conference is the Annual Business Meeting (during General Assembly), scheduled for noon on Friday, October 7, at the Long Beach Convention Center. At this meeting, the League membership considers and takes action on resolutions that establish League policy.

In order to vote at the Annual Business Meeting, your city council must designate a voting delegate. Your city may also appoint up to two alternate voting delegates, one of whom may vote in the event that the designated voting delegate is unable to serve in that capacity.

Please complete the attached Voting Delegate form and return it to the League's office no later than Friday, September 23, 2016. This will allow us time to establish voting delegate/alternate records prior to the conference.

Please note the following procedures that are intended to ensure the integrity of the voting process at the Annual Business Meeting.

- **Action by Council Required.** Consistent with League bylaws, a city's voting delegate and up to two alternates must be designated by the city council. When completing the attached Voting Delegate form, please attach either a copy of the council resolution that reflects the council action taken, or have your city clerk or mayor sign the form affirming that the names provided are those selected by the city council. Please note that designating the voting delegate and alternates **must** be done by city council action and cannot be accomplished by individual action of the mayor or city manager alone.
- **Conference Registration Required.** The voting delegate and alternates must be registered to attend the conference. They need not register for the entire conference; they may register for Friday only. To register for the conference, please go to our website: www.cacities.org. In order to cast a vote, at least one voter must be present at the

Business Meeting and in possession of the voting delegate card. Voting delegates and alternates need to pick up their conference badges before signing in and picking up the voting delegate card at the Voting Delegate Desk. This will enable them to receive the special sticker on their name badges that will admit them into the voting area during the Business Meeting.

- **Transferring Voting Card to Non-Designated Individuals Not Allowed.** The voting delegate card may be transferred freely between the voting delegate and alternates, but *only* between the voting delegate and alternates. If the voting delegate and alternates find themselves unable to attend the Business Meeting, they may *not* transfer the voting card to another city official.
- **Seating Protocol during General Assembly.** At the Business Meeting, individuals with the voting card will sit in a separate area. Admission to this area will be limited to those individuals with a special sticker on their name badge identifying them as a voting delegate or alternate. If the voting delegate and alternates wish to sit together, they must sign in at the Voting Delegate Desk and obtain the special sticker on their badges.

The Voting Delegate Desk, located in the conference registration area of the Long Beach Convention Center, will be open at the following times: Wednesday, October 5, 8:00 a.m. – 6:00 p.m.; Thursday, October 6, 7:00 a.m. – 4:00 p.m.; and Friday, October 7, 7:30–10:00 a.m. The Voting Delegate Desk will also be open at the Business Meeting on Friday, but will be closed during roll calls and voting.

The voting procedures that will be used at the conference are attached to this memo. Please share these procedures and this memo with your council and especially with the individuals that your council designates as your city's voting delegate and alternates.

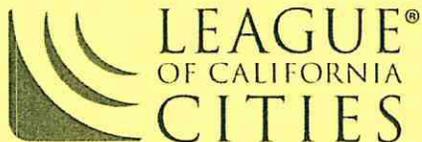
Once again, thank you for completing the voting delegate and alternate form and returning it to the League office by Friday, September 23. If you have questions, please call Kayla Gibson at (916) 658-8247.

Attachments:

- Annual Conference Voting Procedures
- Voting Delegate/Alternate Form

Annual Conference Voting Procedures

1. **One City One Vote.** Each member city has a right to cast one vote on matters pertaining to League policy.
2. **Designating a City Voting Representative.** Prior to the Annual Conference, each city council may designate a voting delegate and up to two alternates; these individuals are identified on the Voting Delegate Form provided to the League Credentials Committee.
3. **Registering with the Credentials Committee.** The voting delegate, or alternates, may pick up the city's voting card at the Voting Delegate Desk in the conference registration area. Voting delegates and alternates must sign in at the Voting Delegate Desk. Here they will receive a special sticker on their name badge and thus be admitted to the voting area at the Business Meeting.
4. **Signing Initiated Resolution Petitions.** Only those individuals who are voting delegates (or alternates), and who have picked up their city's voting card by providing a signature to the Credentials Committee at the Voting Delegate Desk, may sign petitions to initiate a resolution.
5. **Voting.** To cast the city's vote, a city official must have in his or her possession the city's voting card and be registered with the Credentials Committee. The voting card may be transferred freely between the voting delegate and alternates, but may not be transferred to another city official who is neither a voting delegate or alternate.
6. **Voting Area at Business Meeting.** At the Business Meeting, individuals with a voting card will sit in a designated area. Admission will be limited to those individuals with a special sticker on their name badge identifying them as a voting delegate or alternate.
7. **Resolving Disputes.** In case of dispute, the Credentials Committee will determine the validity of signatures on petitioned resolutions and the right of a city official to vote at the Business Meeting.



CITY: _____

2016 ANNUAL CONFERENCE
VOTING DELEGATE/ALTERNATE FORM

Please complete this form and return it to the League office by Friday, September 23, 2016. Forms not sent by this deadline may be submitted to the Voting Delegate Desk located in the Annual Conference Registration Area. Your city council may designate one voting delegate and up to two alternates.

In order to vote at the Annual Business Meeting (General Assembly), voting delegates and alternates must be designated by your city council. Please attach the council resolution as proof of designation. As an alternative, the Mayor or City Clerk may sign this form, affirming that the designation reflects the action taken by the council.

Please note: Voting delegates and alternates will be seated in a separate area at the Annual Business Meeting. Admission to this designated area will be limited to individuals (voting delegates and alternates) who are identified with a special sticker on their conference badge. This sticker can be obtained only at the Voting Delegate Desk.

1. VOTING DELEGATE

Name: _____

Title: _____

2. VOTING DELEGATE - ALTERNATE

Name: _____

Title: _____

3. VOTING DELEGATE - ALTERNATE

Name: _____

Title: _____

PLEASE ATTACH COUNCIL RESOLUTION DESIGNATING VOTING DELEGATE AND ALTERNATES.

OR

ATTEST: I affirm that the information provided reflects action by the city council to designate the voting delegate and alternate(s).

Name: _____ E-mail _____

Mayor or City Clerk _____ Phone: _____
(circle one) (signature)

Date: _____

Please complete and return by Friday, September 23, 2016

League of California Cities
ATTN: Kayla Gibson
1400 K Street, 4th Floor
Sacramento, CA 95814

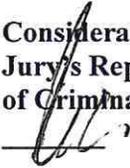
FAX: (916) 658-8240
E-mail: kgibson@cacities.org
(916) 658-8247



TOWN OF TIBURON
1505 Tiburon Boulevard
Tiburon, CA 94920

Town Council Meeting
July 20, 2016
Agenda Item: 4(a)

STAFF REPORT

To: Mayor and Members of Town Council
From: Town Manager
Subject: Consideration to Approve the Town's Response to the Marin County Grand Jury's Report, Police Firearm Security: Keeping Police Guns out of the Hands of Criminals
Reviewed By: 

BACKGROUND

On April 21, 2016, the Marin County Grand Jury issued a report called Police Firearm Security: Keeping Police Guns Out of the Hands of Criminals. The report reviewed every Marin County law enforcement agency's policies and training regarding firearm security. The report seeks the Town's response to eight Findings and five Recommendations. The response must conform to the format required by Penal Code section 933.05.

The Town drafted a written response to the Grand Jury Report which is attached hereto for the Town Council's review.

RECOMMENDATION

Staff recommends that the Town Council review and approve the attached response to the Marin County Civil Grand Jury Report, Police Firearm Security: Keeping Police Guns out of the Hands of Criminals.

EXHIBITS

- Draft Response to Grand Jury: Police Firearm Security
- Grand Jury Report: Police Firearm Security

Prepared By: Benjamin Stock, Town Attorney

**RESPONSE TO GRAND JURY REPORT FORM
Town of Tiburon**

Report Title: Police Firearm Security

Report Date: April 21, 2016

Public Release: April 28, 2016

Response By: Greg Chanis

FINDINGS

- We agree with the findings numbered: F1, F2, F6, F7, and F8
- We disagree wholly or partially with the findings numbered: F3, F4, and F5

RECOMMENDATIONS

- Recommendations numbered R1-R5 have been implemented.
- Recommendations numbered _____ will not be implemented because they are not warranted or are not reasonable.

Date: _____

Signed: _____
GREG CHANIS, TOWN MANAGER

Number of Pages Attached: 4

July 21, 2016

The Honorable Kelly V. Simmons
Judge of the Marin County Superior Court
Post Office Box 4988
San Rafael, CA 94913-4988

Mr. John Mann, Foreperson
Marin County Grand Jury
3501 Civic Center Drive, Room 275
San Rafael, CA 94903

Re: Response to Grand Jury Report April 21, 2016
Police Firearm Security

Dear Honorable Judge Simmons and Mr. Mann:

This letter explains in detail the Town of Tiburon's response to the Grand Jury Report dated April 21, 2016. The Report directs the Town to respond to Findings Nos. 1-8 and Recommendations Nos. 1-5. The Findings involve conclusions of fact that the Town has little or no independent basis to evaluate. In responding to these Findings, the Town assumes that the information in the Report is correct and relies on that information.

FINDINGS

Finding 1: *Firearms left in unattended vehicles are vulnerable to theft and, if stolen, are in the hands of criminals.*

Town's Response to Finding 1:

The Town agrees with the finding. Any item of value left unattended in a vehicle is vulnerable to theft. Once that item is stolen, the person who stole it is by definition a criminal.

Finding 2: *Firearms belonging to Marin County peace officers have been stolen from their vehicles, although the incidence is low.*

Town's Response to Finding 2:

The Town agrees with this finding. While the Town does not have any independent knowledge about the rate of firearms being stolen from other jurisdictions, it is presumed that the rate is low.

Finding 3: *There is currently no public tracking of lost or stolen firearms from Marin County peace officers, making the number of firearms missing difficult to determine.*

Town's Response to Finding 3:

The Town disagrees with this finding. Stolen firearms are tracked in the Federal Automated Firearms System, which is accessible to law enforcement agencies.

Finding 4: *With the exception the Fairfax Police Department, Marin County Police Departments and the Sheriff's Office have not amended or updated their policies in response to high profile reports of law enforcement guns being stolen from vehicles.*

Town's Response to Finding 4:

The Town disagrees with this finding. The Town amended its firearm policy to require that all officers adequately secure unattended firearms in any vehicle.

Finding 5: *Most Marin County Police and Sheriff's Departments do not have a clear-cut policy and/or procedure specifying how firearms are to be secured if left in an unattended vehicle.*

Town's Response to Finding 5:

The Town disagrees with this finding. The Town does have a clear-cut procedure specifying how firearms are to be secured if left in an unattended vehicle. Each officer is required to secure any firearm in a gun vault secured to the vehicle. However, the Town is not in a position to comment on other public entities policies.

Finding 6: *Neither the general topic of firearm security nor a specific letter from the SF Chief has been discussed at Marin County Police Chief's Association meetings. The view commonly expressed by the law enforcement executives is that it is a "common sense" responsibility and understood as such by deputies and officers.*

Town's Response to Finding 6:

The Town agrees with this finding. However, the Marin County Police Chief's Association did discuss this matter at their May 2016 meeting.

Finding 7: *Concern for public safety has led to proposed State and some recent local legislation (in San Francisco and Oakland) requiring that firearms be secured in all unattended vehicles.*

Town's Response to Finding 7:

The Town agrees with this finding.

Finding 8: *Specifically designed lock boxes are readily available for safely securing firearms inside a vehicle, should a gun and vehicle need to be left unattended.*

Town's Response to Finding 8:

The Town agrees with this finding.

RECOMMENDATIONS

Recommendation 1: *Marin County Sheriff's Office and Police Departments should track and record all firearms that have been lost or stolen from law enforcement and personal vehicles.*

Recommendation 2: *Marin County Sheriff's Office and Police Departments should make public the number and circumstances of all firearms that have been lost or stolen from law enforcement and personal vehicles.*

Recommendation 3: *Marin County Sheriff's Office and Police Departments should update their policies and procedures regarding firearm security, particularly with regard to firearms left in unattended vehicles (departmental and personal) and if a firearm is left in a vehicle, how it is to be secured.*

Recommendation 4: *The Marin County Sheriff and all Police Chiefs should discuss the issue of firearm security including storage, tracking and reporting of lost or stolen firearms at Marin County Police Chief Association meetings and make a recommendation as to whether there should be a standard county policy for leaving a law enforcement firearm in a vehicle.*

Recommendation 5: *Marin County Sheriff's Office and Police Departments should install lock boxes in all department vehicles and require that in the event it is necessary to leave a firearm in a vehicle, the firearm be secured in the lock box.*

Town's Response to Recommendations:

Recommendation 1: The Town has implemented this recommendation. This recommendation has always been the practice of the Town.

Recommendation 2: The Town has implemented this recommendation. Town Police Officers are required to report any lost department owned weapons and such instances are made public. The Town has no records indicating that any firearm has been stolen from the Town, so there is no data to make public. To the extent this recommendation seeks disclosure of officers who have had their privately-owned weapons stolen, that information is protected by crime victim privacy laws.

Recommendation 3: The Town has implemented this recommendation. As referenced above, the Town updated its policy to require officers to secure any firearm in a gun vault secured to the vehicle.

Recommendation 4: The Town has implemented this recommendation. The issue of firearm security was discussed at the May 2016 Marin County Police Chiefs Association meeting. At the meeting, it was decided that the issue of setting a policy should be done by the Chief of each department.

Recommendation 5: The Town has implemented this recommendation.

The Tiburon Town Council reviewed and approved this response on July 20, 2016, at a duly noticed and agenda'd public meeting. If you have further questions on this matter, please do not hesitate to call.

Very truly yours,

GREG CHANIS
Town Manager

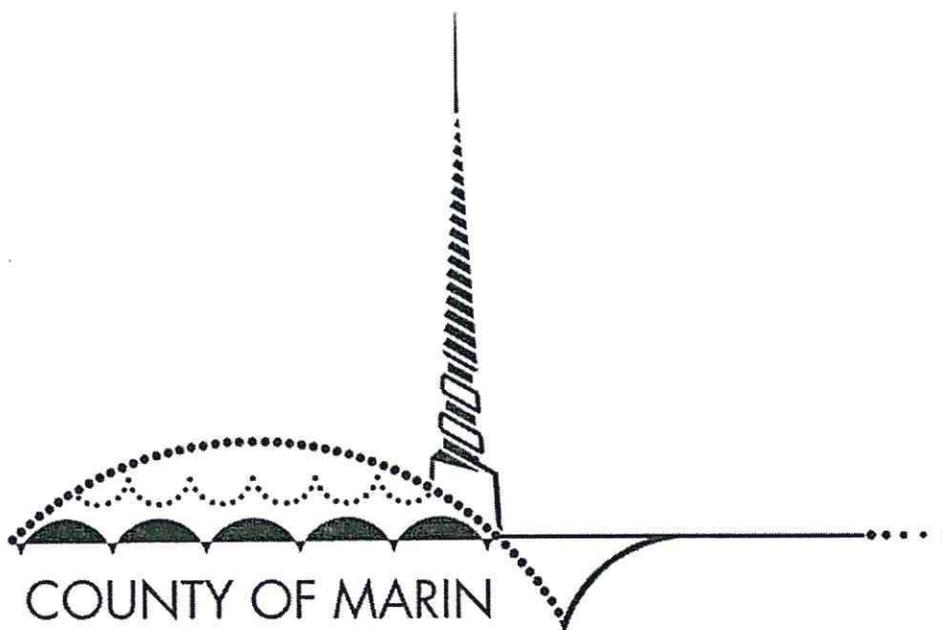
cc: Town Council
Town Attorney

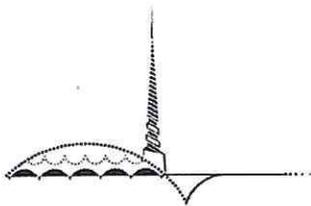
2015/2016 MARIN COUNTY CIVIL GRAND JURY

Police Firearm Security

Keeping Police Guns out of the Hands of Criminals

Report Date: April 21, 2016
Public Release Date: April 28, 2016





Police Firearm Security

Keeping Police Guns out of the Hands of Criminals

SUMMARY

Guns and unattended police cars are a lethal combination. The loss of police firearms from unmarked department vehicles has recently been “front page” news. Use of those firearms in subsequent crimes, including two homicides, has led to increased public concern and calls for changes in police practice and legislation. Three reports of stolen firearms within one month in the Bay Area raise questions and concerns. Further reports of stolen police guns indicate that police are still leaving firearms unsecured in their vehicles and vulnerable to theft.

The Grand Jury investigated the status of law enforcement firearm security in Marin County and which policies, if any, exist to safeguard guns from being lost or stolen. The Grand Jury also investigated whether any changes have been made or are under consideration to prevent police guns from ending up in the hands of criminals. This investigation was prompted in part when, during Grand Jury training, two Marin County police chiefs had distinctly different responses when asked about the firearm thefts. Neither response indicated that the recent thefts of police firearms prompted a change in practice or policy.

The Grand Jury investigation found the incidence of police firearms stolen from vehicles in Marin is low, but thefts have occurred. The “epidemic rise” in auto burglaries suggests that the odds have increased that if a police officer leaves a gun in a vehicle it is more likely it will be stolen. The Grand Jury investigation revealed that in spite of the number of thefts, resulting publicity, a request from the San Francisco Police Chief for policy change,¹ and the deaths of two people killed by stolen law enforcement guns, only one Marin Police agency has changed or amended its gun security policy.² At present, most police and sheriff vehicles are not equipped with secured lock boxes to protect firearms left in a vehicle. The Grand Jury believes that the best policy is for law enforcement never to leave a firearm in a vehicle. Short of that, lock boxes should be installed in every department vehicle and policies should state specifically *how* firearms are to be secured. The Grand Jury recommends that a lock box be installed securely within every department vehicle.

In fact, State and local legislation has been proposed and in some cases enacted to require firearms be secured whenever left in a vehicle. This legislation is the result of law enforcement guns being stolen from vehicles and subsequently used in crimes and the public’s concern for greater safeguards. The Grand Jury was surprised to find that there is not overwhelming support among Marin law enforcement executives for such laws or ordinances. The Grand Jury believes that such a law can be clear, apply to police and citizens alike and be a “common sense” prevention measure. Law enforcement cannot prevent the public from leaving guns in vehicles. However, law enforcement officers should never leave a gun unsecured in a vehicle.

¹ Letter from San Francisco Police Chief to the Police Chiefs of Marin County. November 2, 2015.

² Fairfax Police Department Policy manual.

BACKGROUND

Theft of police firearms from unmarked police vehicles has recently made headline news in the Bay Area. The murder of a young woman in San Francisco was particularly shocking, in part because the weapon used had been stolen the previous week from an unattended unmarked department vehicle belonging to the Bureau of Land Management³. Since that report, several other incidents involving police firearms stolen from department vehicles have been published in Bay Area newspapers:

- The pistol and ammunition belonging to a Hayward police officer assigned to a regional drug task force was stolen from his parked car.⁴
- A department vehicle assigned to the University of California, Berkeley PD chief was burglarized and her firearm, badge and computer were stolen.⁵
- A gun belonging to an Immigration and Customs agent was stolen from a vehicle and used in the slaying of a local artist in Oakland.⁶

Despite these disturbing headlines, once again three guns belonging to FBI agents were stolen from an unmarked vehicle in Benicia.⁷

The cases above are just those that made the headlines. Not all thefts of police firearms do. An NBC Bay Area investigation into the loss and theft of police firearms uncovered that since 2010 more than 500 weapons have gone missing from eight different law enforcement agencies, including the California Highway Patrol, the Federal Drug Enforcement Administration and six Bay Area departments.⁸

The urgency for changes in firearm security policy has been emphasized by Mike Sena, Director of the Northern California Regional Intelligence Center, whose team is responsible for analyzing data on car break-ins. Mr. Sena noted, “Over the last six months, literally auto burglaries have doubled... This is not a rarity, this is happening throughout the Bay Area.”⁹

Law enforcement should be held to a higher standard when it comes to gun handling and security. This is especially compelling since theft is a primary way firearms fall into the hands of criminals. Stolen guns present a significant risk to the public and to peace officers. Many stolen guns are subsequently used to commit crimes. A U.S. Department of the Treasury study revealed that nearly a quarter of all Alcohol, Tobacco and Firearms (ATF) gun trafficking investigations involved stolen firearms and were associated with over 11,000 trafficked firearms.¹⁰ A gun acquired through theft is an obvious way to circumvent laws regarding who can own firearms, background checks and gun registration. If a gun is not left in the car, it cannot be stolen.

³ NBC Bay Area.

<http://www.nbcbayarea.com/news/local/Gun-Used-in-Pier-14-Shooting-Stolen-From-Bureau-of-Land-Management-Sources-312517441.html>

⁴ SF Gate. <http://www.sfgate.com/crime/article/Another-law-enforcement-officer-s-gun-stolen-6467108.php>

⁵ SF Gate. <http://www.sfgate.com/crime/article/Stolen-gun-badge-belonged-to-UC-Berkeley-s-top-6462766.php>

⁶ NBC Bay Area <http://www.sfgate.com/crime/article/Another-law-enforcement-officer-s-gun-stolen-6467108.php>

⁷ SF Gate. <http://www.sfgate.com/crime/article/3-guns-stolen-from-FBI-vehicle-in-Benicia-6794467.php>

⁸ NBC Bay Area. <http://www.nbcbayarea.com/investigations/>

[Unaccounted-For-Hundreds-of-Guns-Lost-or-Stolen-From-Bay-Area-Police-Agencies-Since-2010-350768311.html](http://www.nbcbayarea.com/investigations/Unaccounted-For-Hundreds-of-Guns-Lost-or-Stolen-From-Bay-Area-Police-Agencies-Since-2010-350768311.html)

⁹ <http://www.nbcbayarea.com/investigations/Car-Burglaries-Hit-Epidemic-Levels-Across-the-Bay-Area-344920362.html>

¹⁰ US General Accounting Office (GAO) <http://www.gao.gov/new.items/d03688.pdf>

Currently there are no state laws or guidelines that mandate how California peace officers transport and secure firearms in vehicles. Individual police agencies, however, *do* have policy manuals that spell out expectations, rules and guidelines, and officers must comply with those. Policies generally require that officers ensure that all firearms are locked and secured while in their homes, vehicles and other areas in a manner that will assure they are inaccessible to children and others who should not have access to guns. However, implementation of these policies is left up to the discretion and judgment of individual officers.

In response to recently reported thefts, several Bay Area police departments have developed and/or amended policies to address how firearms are to be secured if left in a vehicle. These policies range from informing officers of best ways to secure a firearm in a vehicle —usually in a locked trunk or lock box secured in the car—to mandating that a firearm simply never be left in an unattended vehicle. Several cities have also responded with ordinances aimed at preventing guns from being left and then stolen from vehicles. Most notably, San Francisco and Oakland have passed new legislation.

San Francisco’s legislation mandates anyone leaving a firearm in an unattended vehicle in San Francisco must lock the firearm in a trunk that can not be opened from the main body of the vehicle, or inside a box permanently attached to the vehicle. If the vehicle lacks a trunk, the lock box should be under a seat or otherwise hidden from view. A violation is a misdemeanor offense, punishable by a fine of up to \$10,000 and six months in jail.¹¹

Oakland’s legislation specifically addresses city-owned firearms left unattended in police vehicles, city vehicles, and officer’s private vehicles.¹² The ordinance codifies the City’s policy intent and directive that the City establish a higher level of safety to protect the public, residents and Oakland police officers from the harm and threat stolen guns pose.

Based on the number of recent thefts of firearms from Bay Area police agencies, the Marin County Civil Grand Jury initiated an investigation to determine the status of law enforcement firearm security in Marin County and what policies exist to safeguard guns from being lost or stolen. Most importantly, (with the current rash of firearms stolen from law enforcement officer’s vehicles), have the Marin County Sheriff and Police Department Chiefs proposed any changes to their policies to safeguard Marin agencies from becoming “front page news”?

¹¹ San Francisco Ordinance. <https://sfgov.legistar.com/View.ashx?M=F&ID=4226996&GUID=F8A6CC97-37F3-42F7-B382-36D68EEB48D6>

¹² Oakland City Council Ordinance No. 13351. February 11, 2016.

METHODOLOGY

The Grand Jury reviewed the policies for each of the City Police departments and the County Sheriff specifically for sections that apply to firearms. This included written policy on the transportation, storage, and reporting of any losses and/or thefts. With the exception of the Sheriff's Department, all the City Police agencies contract with Lexipol, a company that provides model policies to police agencies for use in developing their individual written department policies.

The Grand Jury met and interviewed each Police Chief¹³ and the Sheriff regarding the following:

- Policies and training specific to firearm security
- Administration and regularity of inventories of department firearms
- Data on lost, stolen and/or unaccounted for agency firearms
- Data on crime statistics of firearm thefts from homes and vehicles over the last five years
- Any policy changes proposed by the Sheriff and Chiefs to decrease the risk of firearm theft from law enforcement officers

DISCUSSION

Marin County law enforcement agencies reported few police firearms stolen during the last 5 years.¹⁴ Nevertheless, any firearm stolen is in the hands of a criminal. This is particularly reckless if the firearm is one entrusted to or owned by a peace officer. None of the County agencies reported any department firearms unaccounted for, but auditing firearm inventory is inconsistent in practice and policy in the County.¹⁵ Unlike the numbers reported from other Bay Area agencies, however, Marin agencies assert they are not losing track of their firearms.¹⁶

Policy and Procedure

The Grand Jury asked the Sheriff and all nine Police Chiefs about their policies and procedures for securing firearms in vehicles both on and off duty. The consensus was that it is "common sense" and officers are expected to be responsible. Only one agency has amended its policy specifically to forbid a firearm ever being left in an unattended vehicle.¹⁷

A review of the police policy manuals found that whenever reference was made to securing firearms in vehicles it was incorporated in the Firearms Policy, usually in a section titled "Storage of Firearms at Home". Three agencies title the section "Storage at Home or in Vehicles". This policy complies with CA Penal Code 25100, which addresses firearm storage, and is intended to keep guns out of the hands of children and other persons statutorily forbidden to possess a firearm. Other language specifies how to secure firearms within the jail or the police facility but, with the exception of two agencies, local policies include no specific reference regarding securing firearms in personal or department vehicles. Of those two agencies, one explicitly forbids that a firearm be left in a vehicle, and the other agency prescribes how and

¹³ In the case of Novato, we interviewed the acting Police Chief as the Chief was on extended sick leave.

¹⁴ Marin Police Chief Interviews

¹⁵ Marin Police Chief Interviews

¹⁶ NBC Bay Area. <http://www.nbcbayarea.com/investigations/Unaccounted-For-Hundreds-of-Guns-Lost-or-Stolen-From-Bay-Area-Police-Agencies-Since-2010-350768311.html>

¹⁷ Fairfax Police Policy Manual

when leaving a gun in a vehicle is allowed.¹⁸ The reporting of any loss or theft of a firearm is included in general policies regarding department property.

The Grand Jury asked the police chiefs and Sheriff as to whether any discussions or consideration occurred in the wake of the recent high profile thefts of firearms from unattended police vehicles. These cases were particularly troubling given the subsequent criminal use of those stolen guns. The Grand Jury was surprised to hear that discussion of the issue has been minimal and not discussed at the Marin County Chiefs Association meetings.¹⁹ In addition, we were told that no request was made to Lexipol regarding potential or current changes to existing policy regarding increased firearm security.

Our surprise turned to concern in light of a letter dated November 2, 2015 from San Francisco Police Chief Suhr and sent to all Bay Area police chiefs, including those in Marin County²⁰. In that letter Chief Suhr stated that after a gun stolen from the vehicle of a law enforcement officer was used in the killing of a young woman in San Francisco, “One would think that would have all law enforcement officers taking extra measures to make sure their weapons are secure. That said, as recently as last week, another firearm was reported stolen from the vehicle of a law enforcement officer”. He went on to say that law enforcement cannot control what is left in vehicles by the general public, but they can take steps to reduce the likelihood of a law enforcement firearm being stolen and used in a crime. The Chief stated one of the things that keeps him up at night is worry that a weapon stolen from the vehicle of a law enforcement officer could be used to shoot or kill someone. He told the Bay Area Chiefs that he has issued an order (policy) that prescribes how SFPD officers are to secure their firearms properly and enclosed a copy of that order in his letter. He asked his fellow Chiefs to review the directive and “consider adopting a similar policy. “ At the minimum he recommended that they request that their respective officers, when in San Francisco, secure their firearms consistent with SFPD policy. He signed off with the request to “please help me in keeping San Francisco safe”. Clearly, Chief Suhr sees a correlation between public safety and securing law enforcement firearms when they are left in vehicles.

Securing a Firearm in a Vehicle

The Grand Jury asked the Marin County Sheriff and Police Chiefs whether department vehicles are equipped with a lock box or some other means to secure a firearm should there be a need to leave the vehicle unattended. Marked vehicles and some specialty vehicles have mounted locking devices primarily used for rifles and shotguns. Few, if any vehicles have a means to secure an officer's handgun. The response to the Grand Jury's inquiry was mixed as to the utility of a lock box. One Chief stated that it might “slow an officer down” if a firearm was quickly needed, though another Chief thought that it would be a great idea. A third Chief felt guns should not be left in cars at all. This is, of course, the surest way to prevent an unattended gun from being stolen.

Officers do carry handguns and those guns usually are carried concealed on their person - even while driving. There are times when leaving a firearm in the vehicle may be necessary, although some Chiefs are of the belief that, if an officer does carry a gun, he/she should carry it and not

¹⁸ Marin County Police Policy Manuals and the County Sheriff's Policy Manual

¹⁹ Marin County Police Chief Interviews

²⁰ Letter from San Francisco Police Chief to the Police Chiefs of Marin County. November 2, 2015.

leave it. As noted, one Marin Police department absolutely prohibits leaving a gun in a vehicle.²¹ This is, of course, the best way to prevent a gun from being stolen. Firearm lockboxes for cars are available for as little as \$50, while most recommended boxes cost between \$100-\$200. When one considers the cost of the handgun, car and all of the safety equipment that departments consider mandatory, adding \$100-\$200 per lockbox seems a very reasonable price to assure that guns can be secured in vehicles when necessary.

Legislation

Responding to public concern, legislators on the State and local level are proposing laws that would require securing firearms left in unattended vehicles and timely reporting of any stolen firearms. Oakland, San Francisco, Sunnyvale, and Berkeley are just a few that have passed or are proposing ordinances. Tiburon has amended its ordinance to require timely reporting. On the State level, pending legislation includes Senate Bill 869²² which would require all firearms left in vehicles to be secured in a locked trunk or secured box and “The Safety for All Act of 2016”²³ would require all lost or stolen guns be reported.

Of course, Marin County would be included under any proposed State legislation that becomes law. Should this legislation not be passed at the State level, however, it is incumbent on Marin County, cities and towns to implement our own policies and procedures to protect officers and the general public. Nevertheless, Marin law enforcement executives were of mixed opinion on the value of prospective ordinances or laws. Some felt that there is no need and others felt that, if it applied to everyone and “not just cops”, then it might be a good idea. Several Chiefs did mention that the proposed legislation in Sacramento would make local ordinances unnecessary. The California Police Chiefs Association,²⁴ which takes positions on proposed legislation and employs a legal advocacy law firm, is currently just “watching” SB 869 rather than supporting it²⁵.

Watching and waiting is no solution to keeping police guns out of the hands of criminals.

²¹ Fairfax Police Policy Manual

²² Senate Bill 869. <http://www.guns.com/2016/01/14/california-moves-to-criminalize-cops-leaving-guns-unsecured-in-cars/>

²³ The Safety for All Act of 2016. <http://smartgunlaws.org/wp-content/uploads/2015/10/SafetyForAllActFinal.pdf>

²⁴ California Police Chiefs Association. <http://www.californiapolicechiefs.org/bill-positions-legislative-report>

²⁵ Senate Bill 869 <http://www.guns.com/2016/01/14/california-moves-to-criminalize-cops-leaving-guns-unsecured-in-cars/>

FINDINGS

- F1. Firearms left in unattended vehicles are vulnerable to theft and, if stolen, are in the hands of criminals.
- F2. Firearms belonging to Marin County peace officers have been stolen from their vehicles, although the incidence is low.
- F3. There is currently no public tracking of lost or stolen firearms from Marin County peace officers, making the number of firearms missing difficult to determine.
- F4. With the exception the Fairfax Police Department, Marin County Police Departments and the Sheriff's Office have not amended or updated their policies in response to high profile reports of law enforcement guns being stolen from vehicles.
- F5. Most Marin County Police and Sheriff's Departments do not have a clear-cut policy and/or procedure specifying how firearms are to be secured if left in an unattended vehicle.
- F6. Neither the general topic of firearm security nor a specific letter from the SF Chief has been discussed at Marin County Police Chief's Association meetings. The view commonly expressed by the law enforcement executives is that it is a "common sense" responsibility and understood as such by deputies and officers.
- F7. Concern for public safety has led to proposed State and some recent local legislation (in San Francisco and Oakland) requiring that firearms be secured in all unattended vehicles.
- F8. Specifically designed lock boxes are readily available for safely securing firearms inside a vehicle, should a gun and vehicle need to be left unattended.

RECOMMENDATIONS

- R1. Marin County Sheriff's Office and Police Departments should track and record all firearms that have been lost or stolen from law enforcement and personal vehicles.
- R2. Marin County Sheriff's Office and Police Departments should make public the number and circumstances of all firearms that have been lost or stolen from law enforcement and personal vehicles.
- R3. Marin County Sheriff's Office and Police Departments should update their policies and procedures regarding firearm security, particularly with regard to firearms left in unattended vehicles (departmental and personal) and if a firearm is left in a vehicle, how it is to be secured.
- R4. The Marin County Sheriff and all Police Chiefs should discuss the issue of firearm security including storage, tracking and reporting of lost or stolen firearms at Marin County Police Chief Association meetings and make a recommendation as to whether there should be a standard county policy for leaving a law enforcement firearm in a vehicle.
- R5. Marin County Sheriff's Office and Police Departments should install lock boxes in all department vehicles and require that in the event it is necessary to leave a firearm in a vehicle, the firearm be secured in the lock box.

REQUEST FOR RESPONSES

Pursuant to Penal code section 933.05, the grand jury requests responses as follows:

From the following governing bodies:

- The Cities and Towns of Belvedere, Corte Madera, Larkspur, Mill Valley, Novato, Ross, San Anselmo, San Rafael, Sausalito and Tiburon: F1 - F8 and R1 - R5
- The Town of Fairfax F1 – F8 and R1, R2, R4, R5
- Central Marin Police Authority: F1 - F8 and R1 - R5

The governing bodies indicated above should be aware that the comment or response of the governing body must be conducted in accordance with Penal Code section 933 (c) and subject to the notice, agenda and open meeting requirements of the Brown Act.

From the following individuals:

- The Marin County Sheriff: F1 - F8 and R1 - R5

The Grand Jury invites the following individuals to respond:

- President, The Marin County Police Chiefs Association: F1 - F8 and R1 - R5
- The Police Chiefs of Belvedere, Mill Valley, Novato, Ross, San Rafael, Sausalito, Tiburon and Central Marin Police Authority: F1 – F8 and R1 – R5
- The Police Chief of Fairfax: F1 – F8 and R1, R2, R4, R5

Note: At the time this report was prepared, information was available at the websites listed.

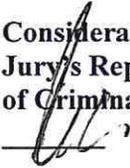
Reports issued by the Civil Grand Jury do not identify individuals interviewed. Penal Code Section 929 requires that reports of the Grand Jury not contain the name of any person or facts leading to the identity of any person who provides information to the Civil Grand Jury. The California State Legislature has stated that it intends the provisions of Penal Code Section 929 prohibiting disclosure of witness identities to encourage full candor in testimony in Grand Jury investigations by protecting the privacy and confidentiality of those who participate in any Civil Grand Jury investigation.



TOWN OF TIBURON
1505 Tiburon Boulevard
Tiburon, CA 94920

Town Council Meeting
July 20, 2016
Agenda Item: 4(a)

STAFF REPORT

To: Mayor and Members of Town Council
From: Town Manager
Subject: Consideration to Approve the Town's Response to the Marin County Grand Jury's Report, Police Firearm Security: Keeping Police Guns out of the Hands of Criminals
Reviewed By: 

BACKGROUND

On April 21, 2016, the Marin County Grand Jury issued a report called Police Firearm Security: Keeping Police Guns Out of the Hands of Criminals. The report reviewed every Marin County law enforcement agency's policies and training regarding firearm security. The report seeks the Town's response to eight Findings and five Recommendations. The response must conform to the format required by Penal Code section 933.05.

The Town drafted a written response to the Grand Jury Report which is attached hereto for the Town Council's review.

RECOMMENDATION

Staff recommends that the Town Council review and approve the attached response to the Marin County Civil Grand Jury Report, Police Firearm Security: Keeping Police Guns out of the Hands of Criminals.

EXHIBITS

- Draft Response to Grand Jury: Police Firearm Security
- Grand Jury Report: Police Firearm Security

Prepared By: Benjamin Stock, Town Attorney

RESPONSE TO GRAND JURY REPORT FORM
Town of Tiburon

Report Title: Police Firearm Security

Report Date: April 21, 2016

Public Release: April 28, 2016

Response By: Greg Chanis

FINDINGS

- We agree with the findings numbered: F1, F2, F6, F7, and F8
- We disagree wholly or partially with the findings numbered: F3, F4, and F5

RECOMMENDATIONS

- Recommendations numbered R1-R5 have been implemented.
- Recommendations numbered _____ will not be implemented because they are not warranted or are not reasonable.

Date: _____

Signed: _____
GREG CHANIS, TOWN MANAGER

Number of Pages Attached: 4

July 21, 2016

The Honorable Kelly V. Simmons
Judge of the Marin County Superior Court
Post Office Box 4988
San Rafael, CA 94913-4988

Mr. John Mann, Foreperson
Marin County Grand Jury
3501 Civic Center Drive, Room 275
San Rafael, CA 94903

Re: Response to Grand Jury Report April 21, 2016
Police Firearm Security

Dear Honorable Judge Simmons and Mr. Mann:

This letter explains in detail the Town of Tiburon's response to the Grand Jury Report dated April 21, 2016. The Report directs the Town to respond to Findings Nos. 1-8 and Recommendations Nos. 1-5. The Findings involve conclusions of fact that the Town has little or no independent basis to evaluate. In responding to these Findings, the Town assumes that the information in the Report is correct and relies on that information.

FINDINGS

Finding 1: *Firearms left in unattended vehicles are vulnerable to theft and, if stolen, are in the hands of criminals.*

Town's Response to Finding 1:

The Town agrees with the finding. Any item of value left unattended in a vehicle is vulnerable to theft. Once that item is stolen, the person who stole it is by definition a criminal.

Finding 2: *Firearms belonging to Marin County peace officers have been stolen from their vehicles, although the incidence is low.*

Town's Response to Finding 2:

The Town agrees with this finding. While the Town does not have any independent knowledge about the rate of firearms being stolen from other jurisdictions, it is presumed that the rate is low.

Finding 3: *There is currently no public tracking of lost or stolen firearms from Marin County peace officers, making the number of firearms missing difficult to determine.*

Town's Response to Finding 3:

The Town disagrees with this finding. Stolen firearms are tracked in the Federal Automated Firearms System, which is accessible to law enforcement agencies.

Finding 4: *With the exception the Fairfax Police Department, Marin County Police Departments and the Sheriff's Office have not amended or updated their policies in response to high profile reports of law enforcement guns being stolen from vehicles.*

Town's Response to Finding 4:

The Town disagrees with this finding. The Town amended its firearm policy to require that all officers adequately secure unattended firearms in any vehicle.

Finding 5: *Most Marin County Police and Sheriff's Departments do not have a clear-cut policy and/or procedure specifying how firearms are to be secured if left in an unattended vehicle.*

Town's Response to Finding 5:

The Town disagrees with this finding. The Town does have a clear-cut procedure specifying how firearms are to be secured if left in an unattended vehicle. Each officer is required to secure any firearm in a gun vault secured to the vehicle. However, the Town is not in a position to comment on other public entities policies.

Finding 6: *Neither the general topic of firearm security nor a specific letter from the SF Chief has been discussed at Marin County Police Chief's Association meetings. The view commonly expressed by the law enforcement executives is that it is a "common sense" responsibility and understood as such by deputies and officers.*

Town's Response to Finding 6:

The Town agrees with this finding. However, the Marin County Police Chief's Association did discuss this matter at their May 2016 meeting.

Finding 7: *Concern for public safety has led to proposed State and some recent local legislation (in San Francisco and Oakland) requiring that firearms be secured in all unattended vehicles.*

Town's Response to Finding 7:

The Town agrees with this finding.

Finding 8: *Specifically designed lock boxes are readily available for safely securing firearms inside a vehicle, should a gun and vehicle need to be left unattended.*

Town's Response to Finding 8:

The Town agrees with this finding.

RECOMMENDATIONS

Recommendation 1: *Marin County Sheriff's Office and Police Departments should track and record all firearms that have been lost or stolen from law enforcement and personal vehicles.*

Recommendation 2: *Marin County Sheriff's Office and Police Departments should make public the number and circumstances of all firearms that have been lost or stolen from law enforcement and personal vehicles.*

Recommendation 3: *Marin County Sheriff's Office and Police Departments should update their policies and procedures regarding firearm security, particularly with regard to firearms left in unattended vehicles (departmental and personal) and if a firearm is left in a vehicle, how it is to be secured.*

Recommendation 4: *The Marin County Sheriff and all Police Chiefs should discuss the issue of firearm security including storage, tracking and reporting of lost or stolen firearms at Marin County Police Chief Association meetings and make a recommendation as to whether there should be a standard county policy for leaving a law enforcement firearm in a vehicle.*

Recommendation 5: *Marin County Sheriff's Office and Police Departments should install lock boxes in all department vehicles and require that in the event it is necessary to leave a firearm in a vehicle, the firearm be secured in the lock box.*

Town's Response to Recommendations:

Recommendation 1: The Town has implemented this recommendation. This recommendation has always been the practice of the Town.

Recommendation 2: The Town has implemented this recommendation. Town Police Officers are required to report any lost department owned weapons and such instances are made public. The Town has no records indicating that any firearm has been stolen from the Town, so there is no data to make public. To the extent this recommendation seeks disclosure of officers who have had their privately-owned weapons stolen, that information is protected by crime victim privacy laws.

Recommendation 3: The Town has implemented this recommendation. As referenced above, the Town updated its policy to require officers to secure any firearm in a gun vault secured to the vehicle.

Recommendation 4: The Town has implemented this recommendation. The issue of firearm security was discussed at the May 2016 Marin County Police Chiefs Association meeting. At the meeting, it was decided that the issue of setting a policy should be done by the Chief of each department.

Recommendation 5: The Town has implemented this recommendation.

The Tiburon Town Council reviewed and approved this response on July 20, 2016, at a duly noticed and agenda'd public meeting. If you have further questions on this matter, please do not hesitate to call.

Very truly yours,

GREG CHANIS
Town Manager

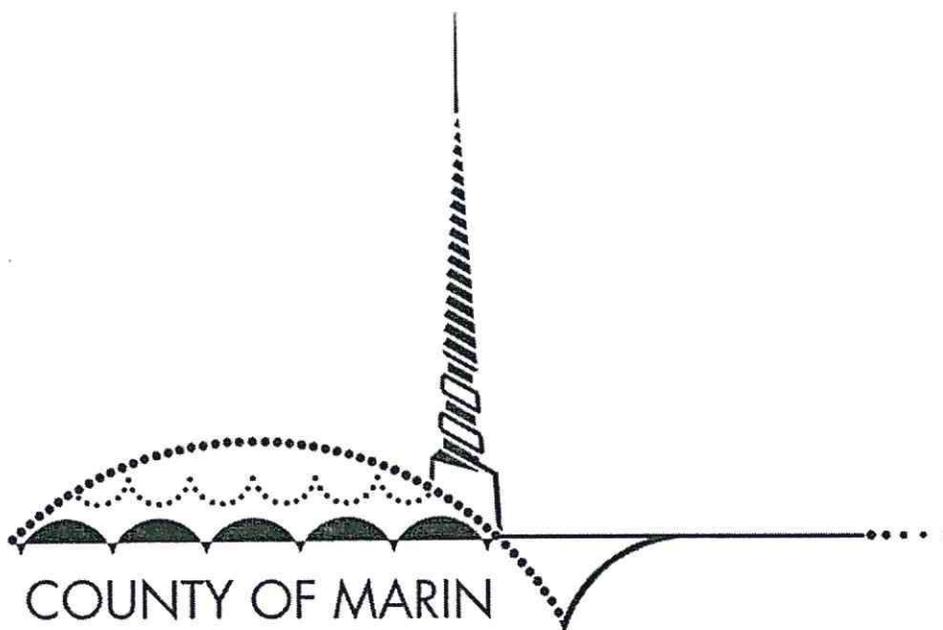
cc: Town Council
Town Attorney

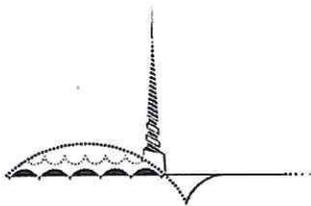
2015/2016 MARIN COUNTY CIVIL GRAND JURY

Police Firearm Security

Keeping Police Guns out of the Hands of Criminals

Report Date: April 21, 2016
Public Release Date: April 28, 2016





Police Firearm Security

Keeping Police Guns out of the Hands of Criminals

SUMMARY

Guns and unattended police cars are a lethal combination. The loss of police firearms from unmarked department vehicles has recently been “front page” news. Use of those firearms in subsequent crimes, including two homicides, has led to increased public concern and calls for changes in police practice and legislation. Three reports of stolen firearms within one month in the Bay Area raise questions and concerns. Further reports of stolen police guns indicate that police are still leaving firearms unsecured in their vehicles and vulnerable to theft.

The Grand Jury investigated the status of law enforcement firearm security in Marin County and which policies, if any, exist to safeguard guns from being lost or stolen. The Grand Jury also investigated whether any changes have been made or are under consideration to prevent police guns from ending up in the hands of criminals. This investigation was prompted in part when, during Grand Jury training, two Marin County police chiefs had distinctly different responses when asked about the firearm thefts. Neither response indicated that the recent thefts of police firearms prompted a change in practice or policy.

The Grand Jury investigation found the incidence of police firearms stolen from vehicles in Marin is low, but thefts have occurred. The “epidemic rise” in auto burglaries suggests that the odds have increased that if a police officer leaves a gun in a vehicle it is more likely it will be stolen. The Grand Jury investigation revealed that in spite of the number of thefts, resulting publicity, a request from the San Francisco Police Chief for policy change,¹ and the deaths of two people killed by stolen law enforcement guns, only one Marin Police agency has changed or amended its gun security policy.² At present, most police and sheriff vehicles are not equipped with secured lock boxes to protect firearms left in a vehicle. The Grand Jury believes that the best policy is for law enforcement never to leave a firearm in a vehicle. Short of that, lock boxes should be installed in every department vehicle and policies should state specifically *how* firearms are to be secured. The Grand Jury recommends that a lock box be installed securely within every department vehicle.

In fact, State and local legislation has been proposed and in some cases enacted to require firearms be secured whenever left in a vehicle. This legislation is the result of law enforcement guns being stolen from vehicles and subsequently used in crimes and the public’s concern for greater safeguards. The Grand Jury was surprised to find that there is not overwhelming support among Marin law enforcement executives for such laws or ordinances. The Grand Jury believes that such a law can be clear, apply to police and citizens alike and be a “common sense” prevention measure. Law enforcement cannot prevent the public from leaving guns in vehicles. However, law enforcement officers should never leave a gun unsecured in a vehicle.

¹ Letter from San Francisco Police Chief to the Police Chiefs of Marin County. November 2, 2015.

² Fairfax Police Department Policy manual.

BACKGROUND

Theft of police firearms from unmarked police vehicles has recently made headline news in the Bay Area. The murder of a young woman in San Francisco was particularly shocking, in part because the weapon used had been stolen the previous week from an unattended unmarked department vehicle belonging to the Bureau of Land Management³. Since that report, several other incidents involving police firearms stolen from department vehicles have been published in Bay Area newspapers:

- The pistol and ammunition belonging to a Hayward police officer assigned to a regional drug task force was stolen from his parked car.⁴
- A department vehicle assigned to the University of California, Berkeley PD chief was burglarized and her firearm, badge and computer were stolen.⁵
- A gun belonging to an Immigration and Customs agent was stolen from a vehicle and used in the slaying of a local artist in Oakland.⁶

Despite these disturbing headlines, once again three guns belonging to FBI agents were stolen from an unmarked vehicle in Benicia.⁷

The cases above are just those that made the headlines. Not all thefts of police firearms do. An NBC Bay Area investigation into the loss and theft of police firearms uncovered that since 2010 more than 500 weapons have gone missing from eight different law enforcement agencies, including the California Highway Patrol, the Federal Drug Enforcement Administration and six Bay Area departments.⁸

The urgency for changes in firearm security policy has been emphasized by Mike Sena, Director of the Northern California Regional Intelligence Center, whose team is responsible for analyzing data on car break-ins. Mr. Sena noted, “Over the last six months, literally auto burglaries have doubled... This is not a rarity, this is happening throughout the Bay Area.”⁹

Law enforcement should be held to a higher standard when it comes to gun handling and security. This is especially compelling since theft is a primary way firearms fall into the hands of criminals. Stolen guns present a significant risk to the public and to peace officers. Many stolen guns are subsequently used to commit crimes. A U.S. Department of the Treasury study revealed that nearly a quarter of all Alcohol, Tobacco and Firearms (ATF) gun trafficking investigations involved stolen firearms and were associated with over 11,000 trafficked firearms.¹⁰ A gun acquired through theft is an obvious way to circumvent laws regarding who can own firearms, background checks and gun registration. If a gun is not left in the car, it cannot be stolen.

³ NBC Bay Area.

<http://www.nbcbayarea.com/news/local/Gun-Used-in-Pier-14-Shooting-Stolen-From-Bureau-of-Land-Management-Sources-312517441.html>

⁴ SF Gate. <http://www.sfgate.com/crime/article/Another-law-enforcement-officer-s-gun-stolen-6467108.php>

⁵ SF Gate. <http://www.sfgate.com/crime/article/Stolen-gun-badge-belonged-to-UC-Berkeley-s-top-6462766.php>

⁶ NBC Bay Area <http://www.sfgate.com/crime/article/Another-law-enforcement-officer-s-gun-stolen-6467108.php>

⁷ SF Gate. <http://www.sfgate.com/crime/article/3-guns-stolen-from-FBI-vehicle-in-Benicia-6794467.php>

⁸ NBC Bay Area. <http://www.nbcbayarea.com/investigations/>

[Unaccounted-For-Hundreds-of-Guns-Lost-or-Stolen-From-Bay-Area-Police-Agencies-Since-2010-350768311.html](http://www.nbcbayarea.com/investigations/Unaccounted-For-Hundreds-of-Guns-Lost-or-Stolen-From-Bay-Area-Police-Agencies-Since-2010-350768311.html)

⁹ <http://www.nbcbayarea.com/investigations/Car-Burglaries-Hit-Epidemic-Levels-Across-the-Bay-Area-344920362.html>

¹⁰ US General Accounting Office (GAO) <http://www.gao.gov/new.items/d03688.pdf>

Currently there are no state laws or guidelines that mandate how California peace officers transport and secure firearms in vehicles. Individual police agencies, however, *do* have policy manuals that spell out expectations, rules and guidelines, and officers must comply with those. Policies generally require that officers ensure that all firearms are locked and secured while in their homes, vehicles and other areas in a manner that will assure they are inaccessible to children and others who should not have access to guns. However, implementation of these policies is left up to the discretion and judgment of individual officers.

In response to recently reported thefts, several Bay Area police departments have developed and/or amended policies to address how firearms are to be secured if left in a vehicle. These policies range from informing officers of best ways to secure a firearm in a vehicle —usually in a locked trunk or lock box secured in the car—to mandating that a firearm simply never be left in an unattended vehicle. Several cities have also responded with ordinances aimed at preventing guns from being left and then stolen from vehicles. Most notably, San Francisco and Oakland have passed new legislation.

San Francisco’s legislation mandates anyone leaving a firearm in an unattended vehicle in San Francisco must lock the firearm in a trunk that can not be opened from the main body of the vehicle, or inside a box permanently attached to the vehicle. If the vehicle lacks a trunk, the lock box should be under a seat or otherwise hidden from view. A violation is a misdemeanor offense, punishable by a fine of up to \$10,000 and six months in jail.¹¹

Oakland’s legislation specifically addresses city-owned firearms left unattended in police vehicles, city vehicles, and officer’s private vehicles.¹² The ordinance codifies the City’s policy intent and directive that the City establish a higher level of safety to protect the public, residents and Oakland police officers from the harm and threat stolen guns pose.

Based on the number of recent thefts of firearms from Bay Area police agencies, the Marin County Civil Grand Jury initiated an investigation to determine the status of law enforcement firearm security in Marin County and what policies exist to safeguard guns from being lost or stolen. Most importantly, (with the current rash of firearms stolen from law enforcement officer’s vehicles), have the Marin County Sheriff and Police Department Chiefs proposed any changes to their policies to safeguard Marin agencies from becoming “front page news”?

¹¹ San Francisco Ordinance. <https://sfgov.legistar.com/View.ashx?M=F&ID=4226996&GUID=F8A6CC97-37F3-42F7-B382-36D68EEB48D6>

¹² Oakland City Council Ordinance No. 13351. February 11, 2016.

METHODOLOGY

The Grand Jury reviewed the policies for each of the City Police departments and the County Sheriff specifically for sections that apply to firearms. This included written policy on the transportation, storage, and reporting of any losses and/or thefts. With the exception of the Sheriff's Department, all the City Police agencies contract with Lexipol, a company that provides model policies to police agencies for use in developing their individual written department policies.

The Grand Jury met and interviewed each Police Chief¹³ and the Sheriff regarding the following:

- Policies and training specific to firearm security
- Administration and regularity of inventories of department firearms
- Data on lost, stolen and/or unaccounted for agency firearms
- Data on crime statistics of firearm thefts from homes and vehicles over the last five years
- Any policy changes proposed by the Sheriff and Chiefs to decrease the risk of firearm theft from law enforcement officers

DISCUSSION

Marin County law enforcement agencies reported few police firearms stolen during the last 5 years.¹⁴ Nevertheless, any firearm stolen is in the hands of a criminal. This is particularly reckless if the firearm is one entrusted to or owned by a peace officer. None of the County agencies reported any department firearms unaccounted for, but auditing firearm inventory is inconsistent in practice and policy in the County.¹⁵ Unlike the numbers reported from other Bay Area agencies, however, Marin agencies assert they are not losing track of their firearms.¹⁶

Policy and Procedure

The Grand Jury asked the Sheriff and all nine Police Chiefs about their policies and procedures for securing firearms in vehicles both on and off duty. The consensus was that it is "common sense" and officers are expected to be responsible. Only one agency has amended its policy specifically to forbid a firearm ever being left in an unattended vehicle.¹⁷

A review of the police policy manuals found that whenever reference was made to securing firearms in vehicles it was incorporated in the Firearms Policy, usually in a section titled "Storage of Firearms at Home". Three agencies title the section "Storage at Home or in Vehicles". This policy complies with CA Penal Code 25100, which addresses firearm storage, and is intended to keep guns out of the hands of children and other persons statutorily forbidden to possess a firearm. Other language specifies how to secure firearms within the jail or the police facility but, with the exception of two agencies, local policies include no specific reference regarding securing firearms in personal or department vehicles. Of those two agencies, one explicitly forbids that a firearm be left in a vehicle, and the other agency prescribes how and

¹³ In the case of Novato, we interviewed the acting Police Chief as the Chief was on extended sick leave.

¹⁴ Marin Police Chief Interviews

¹⁵ Marin Police Chief Interviews

¹⁶ NBC Bay Area. <http://www.nbcbayarea.com/investigations/Unaccounted-For-Hundreds-of-Guns-Lost-or-Stolen-From-Bay-Area-Police-Agencies-Since-2010-350768311.html>

¹⁷ Fairfax Police Policy Manual

when leaving a gun in a vehicle is allowed.¹⁸ The reporting of any loss or theft of a firearm is included in general policies regarding department property.

The Grand Jury asked the police chiefs and Sheriff as to whether any discussions or consideration occurred in the wake of the recent high profile thefts of firearms from unattended police vehicles. These cases were particularly troubling given the subsequent criminal use of those stolen guns. The Grand Jury was surprised to hear that discussion of the issue has been minimal and not discussed at the Marin County Chiefs Association meetings.¹⁹ In addition, we were told that no request was made to Lexipol regarding potential or current changes to existing policy regarding increased firearm security.

Our surprise turned to concern in light of a letter dated November 2, 2015 from San Francisco Police Chief Suhr and sent to all Bay Area police chiefs, including those in Marin County²⁰. In that letter Chief Suhr stated that after a gun stolen from the vehicle of a law enforcement officer was used in the killing of a young woman in San Francisco, “One would think that would have all law enforcement officers taking extra measures to make sure their weapons are secure. That said, as recently as last week, another firearm was reported stolen from the vehicle of a law enforcement officer”. He went on to say that law enforcement cannot control what is left in vehicles by the general public, but they can take steps to reduce the likelihood of a law enforcement firearm being stolen and used in a crime. The Chief stated one of the things that keeps him up at night is worry that a weapon stolen from the vehicle of a law enforcement officer could be used to shoot or kill someone. He told the Bay Area Chiefs that he has issued an order (policy) that prescribes how SFPD officers are to secure their firearms properly and enclosed a copy of that order in his letter. He asked his fellow Chiefs to review the directive and “consider adopting a similar policy. “ At the minimum he recommended that they request that their respective officers, when in San Francisco, secure their firearms consistent with SFPD policy. He signed off with the request to “please help me in keeping San Francisco safe”. Clearly, Chief Suhr sees a correlation between public safety and securing law enforcement firearms when they are left in vehicles.

Securing a Firearm in a Vehicle

The Grand Jury asked the Marin County Sheriff and Police Chiefs whether department vehicles are equipped with a lock box or some other means to secure a firearm should there be a need to leave the vehicle unattended. Marked vehicles and some specialty vehicles have mounted locking devices primarily used for rifles and shotguns. Few, if any vehicles have a means to secure an officer's handgun. The response to the Grand Jury's inquiry was mixed as to the utility of a lock box. One Chief stated that it might “slow an officer down” if a firearm was quickly needed, though another Chief thought that it would be a great idea. A third Chief felt guns should not be left in cars at all. This is, of course, the surest way to prevent an unattended gun from being stolen.

Officers do carry handguns and those guns usually are carried concealed on their person - even while driving. There are times when leaving a firearm in the vehicle may be necessary, although some Chiefs are of the belief that, if an officer does carry a gun, he/she should carry it and not

¹⁸ Marin County Police Policy Manuals and the County Sheriff's Policy Manual

¹⁹ Marin County Police Chief Interviews

²⁰ Letter from San Francisco Police Chief to the Police Chiefs of Marin County. November 2, 2015.

leave it. As noted, one Marin Police department absolutely prohibits leaving a gun in a vehicle.²¹ This is, of course, the best way to prevent a gun from being stolen. Firearm lockboxes for cars are available for as little as \$50, while most recommended boxes cost between \$100-\$200. When one considers the cost of the handgun, car and all of the safety equipment that departments consider mandatory, adding \$100-\$200 per lockbox seems a very reasonable price to assure that guns can be secured in vehicles when necessary.

Legislation

Responding to public concern, legislators on the State and local level are proposing laws that would require securing firearms left in unattended vehicles and timely reporting of any stolen firearms. Oakland, San Francisco, Sunnyvale, and Berkeley are just a few that have passed or are proposing ordinances. Tiburon has amended its ordinance to require timely reporting. On the State level, pending legislation includes Senate Bill 869²² which would require all firearms left in vehicles to be secured in a locked trunk or secured box and “The Safety for All Act of 2016”²³ would require all lost or stolen guns be reported.

Of course, Marin County would be included under any proposed State legislation that becomes law. Should this legislation not be passed at the State level, however, it is incumbent on Marin County, cities and towns to implement our own policies and procedures to protect officers and the general public. Nevertheless, Marin law enforcement executives were of mixed opinion on the value of prospective ordinances or laws. Some felt that there is no need and others felt that, if it applied to everyone and “not just cops”, then it might be a good idea. Several Chiefs did mention that the proposed legislation in Sacramento would make local ordinances unnecessary. The California Police Chiefs Association,²⁴ which takes positions on proposed legislation and employs a legal advocacy law firm, is currently just “watching” SB 869 rather than supporting it²⁵.

Watching and waiting is no solution to keeping police guns out of the hands of criminals.

²¹ Fairfax Police Policy Manual

²² Senate Bill 869. <http://www.guns.com/2016/01/14/california-moves-to-criminalize-cops-leaving-guns-unsecured-in-cars/>

²³ The Safety for All Act of 2016. <http://smartgunlaws.org/wp-content/uploads/2015/10/SafetyForAllActFinal.pdf>

²⁴ California Police Chiefs Association. <http://www.californiapolicechiefs.org/bill-positions-legislative-report>

²⁵ Senate Bill 869 <http://www.guns.com/2016/01/14/california-moves-to-criminalize-cops-leaving-guns-unsecured-in-cars/>

FINDINGS

- F1. Firearms left in unattended vehicles are vulnerable to theft and, if stolen, are in the hands of criminals.
- F2. Firearms belonging to Marin County peace officers have been stolen from their vehicles, although the incidence is low.
- F3. There is currently no public tracking of lost or stolen firearms from Marin County peace officers, making the number of firearms missing difficult to determine.
- F4. With the exception the Fairfax Police Department, Marin County Police Departments and the Sheriff's Office have not amended or updated their policies in response to high profile reports of law enforcement guns being stolen from vehicles.
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RECOMMENDATIONS

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- R5. Marin County Sheriff's Office and Police Departments should install lock boxes in all department vehicles and require that in the event it is necessary to leave a firearm in a vehicle, the firearm be secured in the lock box.

REQUEST FOR RESPONSES

Pursuant to Penal code section 933.05, the grand jury requests responses as follows:

From the following governing bodies:

- The Cities and Towns of Belvedere, Corte Madera, Larkspur, Mill Valley, Novato, Ross, San Anselmo, San Rafael, Sausalito and Tiburon: F1 - F8 and R1 - R5
- The Town of Fairfax F1 – F8 and R1, R2, R4, R5
- Central Marin Police Authority: F1 - F8 and R1 - R5

The governing bodies indicated above should be aware that the comment or response of the governing body must be conducted in accordance with Penal Code section 933 (c) and subject to the notice, agenda and open meeting requirements of the Brown Act.

From the following individuals:

- The Marin County Sheriff: F1 - F8 and R1 - R5

The Grand Jury invites the following individuals to respond:

- President, The Marin County Police Chiefs Association: F1 - F8 and R1 - R5
- The Police Chiefs of Belvedere, Mill Valley, Novato, Ross, San Rafael, Sausalito, Tiburon and Central Marin Police Authority: F1 – F8 and R1 – R5
- The Police Chief of Fairfax: F1 – F8 and R1, R2, R4, R5

Note: At the time this report was prepared, information was available at the websites listed.

Reports issued by the Civil Grand Jury do not identify individuals interviewed. Penal Code Section 929 requires that reports of the Grand Jury not contain the name of any person or facts leading to the identity of any person who provides information to the Civil Grand Jury. The California State Legislature has stated that it intends the provisions of Penal Code Section 929 prohibiting disclosure of witness identities to encourage full candor in testimony in Grand Jury investigations by protecting the privacy and confidentiality of those who participate in any Civil Grand Jury investigation.



TOWN OF TIBURON
1505 Tiburon Boulevard
Tiburon, CA 94920

Town Council Meeting
July 20, 2016
Agenda Item: CC-5

STAFF REPORT

To: Mayor and Members of the Town Council
From: Office of the Town Manager
Subject: Recommendation to Approve Execution of a Joint Powers Agreement for Hazardous Materials Spill Management
Reviewed By:

BACKGROUND

In 1982, Marin County cities and Towns, and the County of Marin decided to manage Hazardous Materials incidents through a Joint Powers Agreement (JPA) which is governed by the Marin County Fire Chief's Association.

The JPA obtains funding from the participating signatory agencies, including Marin cities, towns, fire departments, and fire districts. Member agencies set policy, approve budgets and provide vision to the management and leadership of the Hazardous Materials Response Team (HMRT) through the Marin County Fire Chief's Association.

The HMRT consist of trained personnel from the signatory fire agencies and Marin County Sheriff's Office; and includes a compliment of apparatus, equipment and trained technicians and specialists. The JPA provides funding for apparatus, equipment, training, medical monitoring and personal protective equipment. In addition to contribution by signatory agencies, the HMRT has been very successful in receiving grant funding. The grant funding has provided for training, equipment, and the purchase of a dedicated hazardous materials response vehicle. The HMRT also seeks cost recovery from the responsible party of a hazardous materials incident.

The frequency, type, and complexity of hazardous materials incidents have changed considerably since the JPA was first created in 1982. Today the HMRT consists of over 30 members, from 12 fire agencies and the Marin County Sherriff's Office. The HMRT is in the final stages of being recognized by Cal OES as a Type 1 Team. A Type 1 Team provides the highest level of response capability identified by Cal OES.

ANALYSIS

The most recent Joint Powers Agreement for Hazardous Materials Spills Management was finalized in 2005. Prior to its expiration in 2015, upon the request of the Marin County Fire Chief's Association, a one-year extension was approved. The one-year extension provided an opportunity for review of the Agreement to make any necessary changes and improvements.

In addition to the review and updating of the Joint Powers Agreement, the Marin County Fire Chiefs reviewed the overall operations and management of the Hazardous Materials Response Team (HMRT), including the HMRT's mission, goals, capabilities, and the current and future needs of the Team.

The proposed Agreement is for a 10-year term and includes 18 signatory agencies. It can be terminated upon written notice to all the parties 90 days prior to the end of the fiscal year.

The review and updating of the agreement has resulted in general language clean-up throughout the document, including additional wording for clarification purposes. Changes also include:

- Updates to the components of response capability and procedures
- Additional wording for cost recovery and grant funding
- Updates to the cost sharing section to address the recent fire department mergers
- Expanded wording for the duties of the fiscal agent
- Requiring approval of two-thirds (2/3) of the signatory agencies for JPA amendments.

FINANCIAL IMPACT

The current signatory agency contribution total is \$75,000 annually. As a result of a financial review, the Marin County Fire Chiefs are requesting to increase the total annual contribution for Fiscal Year 2016-17 to \$85,000. The last contribution increase was in Fiscal Year 2013-14.

Following the Fiscal Year 2016-17 increase, the intent is to limit the annual increases to no more than 5% through Fiscal Year 2019-20. The increases are based on analysis of current and future needs. In order to reduce future contribution increases, the Fire Chiefs will be seeking grant funding to replace hazardous materials identification equipment which is now beyond its useful life.

The amount of the annual contribution for each agency is based on population (see page 7 of the proposed agreement). Based upon this formula, the Town's pro rata share of the contribution under the new agreement is 3.3%, or \$2,250, for Fiscal Year 2016-17.

RECOMMENDATION

The proposed Joint Powers Agreement for Hazardous Materials Spills Management provides for the continuation of cost effective hazardous materials response by coordinating the management of and the response to hazardous materials incidents throughout the County.

Staff recommends that the Town Council approve and authorize signature of a Joint Powers Agreement for Hazardous Materials Spills Management, effective July 1, 2016.

Exhibits: 1. Proposed agreement, dated July 1, 2016
 2. Red-lined version of 2005 agreement
Prepared by: Diane Crane Iacopi, Town Clerk

JOINT POWERS AGREEMENT FOR HAZARDOUS MATERIALS
SPILLS MANAGEMENT

THIS AGREEMENT (“Agreement”), is made and entered into as of the 1st day of July 2016, by and between the following public agencies: Cities/Towns of Novato, San Rafael, San Anselmo, Fairfax, Ross, Mill Valley, Belvedere, Tiburon, Sausalito, Corte Madera, Larkspur; County of Marin; Kentfield Fire Protection District; Novato Fire Protection District; Southern Marin Fire Protection District; Tiburon Fire Protection District; Ross Valley Fire Department and Marinwood Community Services District.

RECITALS

This Agreement is predicated upon the following facts:

1. Each of the parties to this Agreement is a “Public Agency” as the term is defined in California Government Code Section 6500 and is authorized to enter into Joint Powers Agreements.

2. The parties are responsible for maintenance of public safety and/or fire protection within their respective jurisdiction within the County of Marin, State of California.

3. Pursuant to Government Code Section 6500 et. seq. commonly known as the Joint Exercise of Powers Act, two or more public agencies may by agreement jointly exercise any power common to the contracting parties.

4. Marin public agencies first entered into an agreement in 1982 for the purposes of coordinating management and response to hazardous materials spills. The current agreement is set to expire on June 30, 2016.

5. Each of the parties desires to enter into a new agreement with each of the other parties for the purposes of coordinating management of and response to hazardous materials spills, establishing a formula for financing joint expenses for such management and response, and defining signatory agency responsibilities.

NOW THEREFORE, in consideration of mutual benefits, covenants and agreements set forth herein, the parties agree as follows:

SECTION 1 Definitions

These definitions shall include any subsequent amendments, deletions or additions to the below mentioned statutes.

A. Hazardous Materials Spill

A hazardous materials spill means an incident or potential incident, which threatens public health or safety involving the unsafe release of a hazardous substance or hazardous waste as defined below. A hazardous substance or hazardous waste means an substance or product for which the manufacturer or producer is required to produce a material safety data sheet prepared pursuant to Section 6390 of the California Labor Code or pursuant to the regulations of the Occupational Safety and Health Administration of the U.S. Department of Labor, or pursuant to the Hazardous Substances Information and Training Act (commencing with Section 6360, Chapter 2.5, part 1 of Division 5 of the California Labor Code), or pursuant to any applicable State or Federal law or regulation; any substance or product which is listed as a radioactive material set forth in Chapter 1, Title 10, Appendix B, maintained and updated by the Nuclear Regulatory Commission; or any substance or product defined as hazardous or extremely hazardous waste by Sections 25115 or 25117 of the California Health and Safety Code and set forth in Sections 66680 and 66685 of Title 22 of the California Code of Regulations. Release means any spilling, leaking, pumping, pouring, emitting, emptying, discharging, ejecting, escaping, leaching, dumping, or disposition into the environment. Any material may be added to the list of hazardous materials set forth by applicable State or Federal law or regulation upon a finding by the County Health Officer that it is a material which, because of its quantity, concentration, physical, or chemical characteristics, poses significant present or potential danger to human health and safety or to the environment if released into the environment.

B. Incident Commander

Incident Commander is the individual responsible for the overall management of the incident and is usually from the agency with jurisdiction over the area in which the incident occurred or as designated by such agency.

C. Unified Command

Unified Command is a unified command effort which allows all agencies with responsibility for the incident, either geographical or functional, to manage an incident by establishing a set of common objectives and strategies.

SECTION 2 Authority and Purpose

A. The purpose of this Agreement is to establish a specially trained capability for the expeditious and economical response to a hazardous materials spill or potential release on public and/or private property within the signatories' jurisdictions.

B. The components of this specialized response capability shall consist of;

1. Hazardous Materials Response Team (HMRT) – The HMRT consists of trained fire service personnel from the signatory agencies and Marin County Sheriff's Office, and includes a compliment of apparatus, equipment and trained technicians and specialists. The HMRT shall assist in the control and containment of hazards created by releases and potential releases which exceed the capability of the jurisdiction having primary responsibility, and which shall provide consultation on identifying and managing hazardous materials releases or potential releases in a manner consistent with all local, state and federal laws and regulations regarding such releases.

2. Support Team – The Support Team consists of trained fire service personnel from the signatory agencies to support the HMRT operating in hazardous environments. The Support Team is restricted from operating within or immediately adjacent to chemical environments where hazardous materials emergency response teams would normally operate. The Support Team normally performs activities such as rescue standby, decontamination, and logistical support, under the direction of the Decon Leader.

C. The fiscal agent shall have the authority to collect response related costs on behalf of signatory agencies. Signatory agencies may also collect their response related costs directly from the responsible party.

D. The fiscal agent shall have the authority, on behalf of the signatory agencies, to apply for, receive, and distribute grants from public or private agencies for the purposes set forth in this Agreement.

SECTION 3 Term of Agreement

A. Except as provided below, the term of this Agreement shall be for ten years, beginning on July 1, 2016 and terminating on June 30, 2026. A signatory agency may withdraw upon giving at least ninety (90) days written notice prior to the end of the fiscal year, effective as of the start of the next fiscal year, to all the other parties to the Agreement.

B. Each party to this Agreement certifies that it intends to and does contract with all other parties who are signatories of this Agreement. Each party to this Agreement also agrees that the withdrawal of any party from this Agreement shall not affect this Agreement or such remaining party's intent to contract as described herein, with the other then remaining parties to the Agreement other than to alter the pro rata share of costs.

SECTION 4 Operational Responsibilities

A. As soon as practical upon determining that a hazardous materials release or potential release has occurred, the public safety unit first arriving on scene shall:

1. Immediately isolate the scene, deny access to the scene and seek to protect people and/or livestock in the general vicinity.

2. Notify the Marin County Public Safety Communications Center (County Communications) of the location of the incident and affected area, the type of incident (traffic accident, pipe breakage, etc.), the type and quantity of hazardous material or the characteristics of the material if its type is unknown, safe and unsafe routes to the scene, and request immediate notification of the HMRT.

B. Upon notification of a hazardous materials release, County Communications will contact the Marin County Fire Department ECC for dispatch of the HMRT and such other resources as called for by the protocol of the jurisdiction in which the spill occurs. (The California Highway Patrol has jurisdiction over State highways.)

C. For each incident, command responsibility shall be delegated according to applicable State law. Where State law does not designate responsibility, each signatory city and County shall specify in writing to the HMRT at regular intervals command

authority for incidents within its jurisdiction. The incident commander may request additional assistance as he or she deems necessary to restore public health and safety.

D. When the HMRT determines that specialized resources may be required to mitigate the release or assist with clean-up, the HMRT shall provide the Incident Commander with the contact information for such resources.

E. After an incident is under control, as determined by the Incident Commander, the following clean-up protocol shall be followed. First, a reasonable attempt shall be made to give the person(s) responsible for the incident adequate notice and opportunity to remove the hazardous substance. If, in the judgment of the Incident Commander, such opportunity has been adequately provided, considering the conditions, the Incident Commander may authorize additional clean-up operations be carried out, if appropriate, by (1) the City/Town Public Works Department in which the incident occurred, (2) County Public Works for incidents in the unincorporated area, (3) California Department of Transportation for incidents on a State highway, or (4) a licensed Hazardous Waste Clean-up Contractor. The Incident Commander may authorize such additional clean-up arrangements determined to be appropriate for the restoration of public health and safety and for nuisance abatement. Clean-up of private property beyond these requirements shall be the responsibility of the property owner under the auspices of the County Health Officer.

F. Signatory agencies shall cooperate with such incident protocols as this Agreement may require.

SECTION 5. Resource Inventory

A. The signatory agencies agree to fund apparatus, equipment, training, medical monitoring, and personal protective equipment as may be required by the fiscal agent specified in Section 6E to meet state and federal OSHA regulations pertaining to hazardous materials release response.

B. Each signatory agency shall provide the HMRT, when requested, with available information concerning the storage location and use of hazardous materials in its jurisdiction for reference by the HMRT.

SECTION 6. Financing

A. The principles for allocating responsibility for costs arising from response to a hazardous materials release shall be as follows:

1. Primary responsibility for all extraordinary costs related to such an incident rests with the person(s) responsible for the spill. Damages and expenses incurred by the HMRT shall constitute a debt against the person and/or firm causing the incident and shall be collectable by the fiscal agent specified in Section 6E of this agreement. Expenses, as stated above, shall include, but not be limited to, cost attributable to the use of equipment, personnel committed, and any payments required by the HMRT to outside business firms requested by the HMRT to secure, investigate, and monitor remediation and cleanup of the incident. (See Section 13009.6, California Health and Safety Code.)

2. The State of California is not liable for any such costs unless one of its officers, employees, or agents is a person described in Section 6(A) 1 above; or unless the costs are associated with a spill for which a disaster is declared.

3. Funding sources for activities of the HMRT will consist of contributions made by each party in a manner to be determined by the Marin County Fire Chief's Association as provided in subsection B below.

4. To the extent that signatory agencies are not reimbursed for extraordinary costs of managing an incident or its clean-up, the costs shall be the liability of the jurisdiction in which the spill occurred.

B. The fiscal agent shall prepare and submit an annual budget, and any supplemental budget, to the Marin County Fire Chief's Association for approval. Public funds may not be disbursed by the HMRT without adoption of the approved budget, and all receipts and disbursements shall be in strict conformance with the approved budget. Following approval of the budget, and any supplemental budget, the fiscal agent shall invoice each party for its share of the budgeted costs, and payment shall be due to the fiscal agent within 30 days of such invoices.

C. Cost sharing, to support the Hazardous Materials Response Team and to compensate the City of San Rafael for its services as fiscal agent as provided in subsection C below, shall be allocated on a jurisdiction percent of population based on the County of Marin’s current census data. Where a Fire District and City share the population, each shall contribute one half of the shared cost.

<u>Jurisdiction</u>	<u>Percent Population</u>
City of Belvedere	1.0
Town of Corte Madera	3.6
County of Marin	11.6
Kentfield FPD	3.0
City of Larkspur	4.8
Marinwood CSD	2.0
City of Mill Valley	5.7
City of Novato	11.65
Novato FPD	11.65
Ross Valley FD*	10.5
City of San Rafael	21.0
Southern Marin FPD**	9.2
Town of Tiburon	3.3
Tiburon FPD	<u>1.0</u>
Total	100%

* Ross Valley FD percentage share includes Ross, San Anselmo, and Fairfax.

** Southern Marin FPD percentage share includes Sausalito.

D. Any non-participatory agency shall be responsible for all costs incurred by the Hazardous Materials Response Team.

E. The City of San Rafael is designated to be the fiscal agent of the parties under this Agreement, with the following functions, for which the City of San Rafael shall be reasonably compensated by the parties:

1. Serve as the depository and have custody of all funds from whatever source and establish and maintain such books, records, funds, and accounts as may be required by reasonable accounting practices.
2. Ensure that the disbursement of funds is in strict conformance with the adopted budget.

3. Provide an annual financial report on a fiscal year basis, and such other financial reports as may be requested by the Marin County Fire Chief's Association.

4. Administer cost recovery procedures for the collection of response related expenses and damages.

5. Serve as the financially responsible party for all grants.

SECTION 7. Amendment

Amendments to this Agreement may be made by the approval of two-thirds (2/3) of the governing boards of the then signatory agencies.

SECTION 8. Notices

Except as provided in Section 3 for notices of withdrawal from this Agreement, all notices required or given pursuant to this Agreement shall be made by depositing same in the U.S. mail, postage paid, and addressed as follows:

Hazardous Materials Response Team, c/o City of San Rafael Fire Department, P.O. Box 151560, San Rafael, CA 94915.

SECTION 9. Hold Harmless

Each party shall indemnify and hold each other party harmless from and against all loss, cost, expense (including attorney's fees and expert witness fees), actions or liability occasioned by or arising out of the negligent acts, or negligent failure to perform under the authority of this Agreement by each party's employees or its agents or contractors.

The tort liability of the parties shall be controlled by the provisions of Government Code Division 3.6, Section 810 et seq.

SECTION 10. Entire Agreement

This JPA sets forth the entire Agreement between the parties with respect to content addressed herein and supersedes all prior agreements, communications, and representations, oral or written, express or implied, since the parties intend that this be an integrated Agreement.

SECTION 11. Execution in Counterparts

This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. Faxed and scanned signature pages shall be treated as valid as the originals.

IN WITNESS WHEREOF, the parties have executed this Joint Powers Agreement as of the day and year first above written.

AGENCY: _____

By: _____

ATTEST:

JOINT POWERS AGREEMENT FOR HAZARDOUS MATERIALS
SPILLS MANAGEMENT

THIS AGREEMENT ("Agreement"), is made and entered into as of the this _____
1st day of _____, July 2005~~2016~~, by and between the following public
agencies: Cities/Towns of Novato, San Rafael,
San Anselmo, Fairfax, Ross, Mill Valley, Belvedere, Tiburon, Sausalito, Corte Madera, ~~and~~
Larkspur; County of Marin; Kentfield Fire Protection District; Novato Fire Protection
District; Southern Marin Fire Protection District; Tiburon Fire Protection District; Ross
Valley Fire ~~Service~~ Department and Marinwood Community Services District.

RECITALS

This ~~a~~Agreement is predicated upon the following facts:

1. Each of the parties to this Agreement is a "Public Agency" as the term is defined in California Government Code Section 6500 and is authorized to enter into Joint Powers Agreements.

2. The parties are responsible for maintenance of public safety and/or fire protection within their respective jurisdiction within the County of Marin, State of California.

3. Pursuant to Government Code Section 6500 et. seq. commonly known as the Joint Exercise of Powers Act, two or more ~~P~~Public agencies may by ~~A~~Agreement jointly exercise any power common to the contracting parties.

~~3.4.~~ Marin public agencies first entered into an agreement in 1982 for the purposes of coordinating management and response to hazardous materials spills. The current agreement is set to expire on June 30, 2016.

4.5. Each of the parties desires to enter into an a new agreement with each of the other parties for the purposes of coordinating management of and response to hazardous materials spills, establishing a formula for financing joint expenses for such management and response, and defining signatory agency responsibilities.

NOW THEREFORE, in consideration of mutual benefits, covenants and agreements set forth herein, the parties agree as follows:

SECTION 1 Definitions

These definitions shall include any subsequent amendments, deletions or additions to the ~~above~~below mentioned statutes.

A. Hazardous Materials Spill

A hazardous materials spill means an incident or potential incident, which threatens public health or safety involving the unsafe release of a hazardous substance or hazardous waste as defined below. A hazardous substance or hazardous waste means an substance or product for which the manufacturer or producer is required to produce a material safety data sheet prepared pursuant to Section 6390 of the California Labor Code or pursuant to the regulations of the Occupational Safety and Health Administration of the U.S. Department of Labor, or pursuant to the Hazardous Substances Information and Training Act (commencing with Section 6360, Chapter 2.5, part 1 of Division 5 of the California Labor Code), or pursuant to any applicable State or Federal law or regulation; any substance or product which is listed as a radioactive material set forth in Chapter 1, Title 10, Appendix B, maintained and updated by the Nuclear Regulatory Commission; or any substance or product defined as hazardous or extremely hazardous waste by Sections 25115 or 25117 of the California Health and Safety Code and set forth in Sections 66680 and 66685 of Title 22 of the California Code of Regulations. Release means any spilling, leaking, pumping, pouring, emitting, emptying, discharging, ejecting, escaping, leaching, dumping, or disposition into the environment. Any material may be added to the list of hazardous materials set forth by applicable State or Federal law or regulation upon a finding by the County Health Officer that it is a material which, because of its quantity, concentration, physical, or chemical characteristics, poses significant present or potential danger to human health and safety or to the environment if released into the environment.

B. Incident Commander

Incident Commander is the individual responsible for the overall management of the incident and is usually from the agency ~~in~~with jurisdiction over the area in which the incident occurred or as designated by ~~such~~the agency.

C. Unified Command

Unified Command is a unified command effort which allows all agencies with responsibility for the incident, either geographical or functional, to manage an incident by establishing a set of common objectives and strategies.

SECTION 2 Authority and Purpose

A. The purpose of this ~~a~~Agreement is to establish a specially trained capability for the expeditious and economical response to a hazardous materials spill or potential release on public and/or private property within the signatories' jurisdictions.

B. The components of this specialized response capability shall consist of:

1. ~~Hazardous Materials Response Team (HMRT) – The HMRT consists of -a designated unit of the San Rafael Fire Department and trained fire service personnel from the signatory fire agencies and Marin County Sheriff's Office, and includes hereinafter referred to as the Hazardous Materials Response Team (HMRT). The HMRT consists of~~ a compliment of apparatus, equipment and trained technicians and specialists. The HMRT shall assist in the control and containment of hazards created by releases and potential releases which exceed the capability of the jurisdiction having primary responsibility, and which shall provide consultation on identifying and managing hazardous materials releases or potential releases in a manner consistent with all local, state and federal laws and regulations regarding such releases.

2. ~~A County of Marin Hazardous Materials Management Team, consisting of representatives of the Marin County Fire Department, Office of Emergency Services, District Attorney, Sheriff, Health Department and Department of Public Works, shall be dispatched to the incident by County Communications when requested by the Hazardous Materials Response Team or Incident Commander.~~

~~Support Team – The Support Team consists of trained fire service personnel from the signatory agencies to support the HMRT operating in hazardous environments. The Support Team is restricted from operating within or immediately adjacent to chemical environments where hazardous materials emergency response teams would normally operate. The Support Team normally performs activates such as rescue~~

standby, decontamination, and logistical support, under the direction of the Decon Leader.

C. The fiscal agent shall have the authority to collect response related costs on behalf of signatory agencies. Signatory agencies may also collect their response related costs directly from the responsible party.

D. The fiscal agent shall have the authority, on behalf of the signatory agencies, to apply for, receive, and distribute grants from public or private agencies for the purposes set forth in this Agreement.

SECTION 3 Terms of Agreement

A. Except as provided below, the term of this Agreement shall be for ten years, beginning on July 1, 2005-2016 and terminating on June 30, 2015-2026. A signatory agency may withdraw upon giving at least ninety (90) days² written notice prior to the end of the fiscal year, effective as of the start of the next fiscal year, to all the other parties to the Agreement, adoption of budget with written notice to all of the then parties.

B. Each party to this Agreement certifies that it intends to and does contract with all other parties who are signatories of this Agreement. Each party to this Agreement also certifies-agrees that the deletion-withdrawal of any party from this Agreement shall not affect this Agreement nor the-such remaining such-party's intent to contract as described above-herein, with the other then remaining parties to the Agreement other than to alter the pro rata share of costs.

SECTION 4 Operational Responsibilities

A. As soon as practical upon determining that a hazardous material_s release or potential release has occurred, the public safety unit first arriving on scene shall:

____ 1. Immediately isolate the scene, deny access to the scene and seek to protect people and/or livestock in the general vicinity.

____ 2. Notify the Marin County Public Safety Communications Center (County Communications)-of the location of the incident and affected area, the type of

incident (traffic accident, pipe breakage, etc.), the type and quantity of hazardous material or the characteristics of the material if its type is unknown, safe and unsafe routes to the scene, and a request ~~immediate notification- of to have~~ the ~~Hazardous Materials Response Team~~HMRT ~~immediately requested.~~

B. Upon notification of a hazardous materials release, County Communications will contact the ~~San Rafael Fire Department~~Marin County Fire Department ECC for dispatch of the ~~Hazardous Materials Response Team~~HMRT and such other resources as ~~called for by~~ the protocol ~~indicates~~ of the jurisdiction in which the spill occurs. (The California Highway Patrol has jurisdiction over State highways.)

C. For each incident, command responsibility shall be delegated according to applicable ~~Sate~~State law. Where State law does not designate responsibility, each signatory city and County shall specify in writing to the ~~Haz-Mat~~HMRT~~Response Team~~ at regular intervals command authority for incidents within its jurisdiction. The incident commander may request additional assistance as he or she deems necessary to restore public health and safety.

D. When the ~~Hazardous Materials Response Team~~HMRT determines that specialized resources may be required to mitigate the release or assist with clean-up, the HMRT shall provide the Incident Commander with the contact information for such resources.~~shall be advised and provided with the agencies that should be notified.~~

E. After an incident is under control, as determined by the Incident Commander, the following clean-up protocol shall be followed. First, a reasonable attempt shall be made to give the person(s) responsible for the incident adequate notice and opportunity to remove the hazardous substance. If, in the judgment of the Incident Commander, such opportunity has been adequately provided, considering the conditions, the Incident Commander may authorize ~~such~~ additional clean-up operations be carried out, if appropriate, by (1) the City/Town Public Works Department in which the incident occurred, (2) County Public Works for incidents in the unincorporated area, (3) California Department of Transportation ~~Cal-Trans~~ for incidents on a State highway, or (4) a licensed Hazardous Waste Clean-up Contractor. The Incident Commander may

authorize such additional ~~other~~ clean-up arrangements ~~deemed-determined to be~~ appropriate for the restoration of public health and; safety and for nuisance abatement. Clean-up of private property beyond these requirements shall be the responsibility of the property owner under the auspices of the County Health Officer.

F. Signatory agencies shall cooperate with such incident protocols as this ~~a~~Agreement may require.

G. ~~Decon Engine Companies are a special resource staffed Type 1 Engine specifically equipped to set-up and perform decontamination. There are numerous Decon Engine Companies within the county. This resource is not normally dispatched at the time of requesting the HMRT.~~

H. ~~Special Ops Trailers are a special resource. There are three (3) Decon Special Ops Trailers within the county. This resource is not normally dispatched at the time of requesting the HMRT.~~

SECTION 5. Resource Inventory

A. The signatory agencies agree to fund apparatus, equipment, training, medical monitoring, and personal protective equipment as may be required by the ~~fiduciary~~ fiscal agent specified in Section 6E to meet state and federal OSHA regulations pertaining to hazardous materials release response.

B. Each signatory agency shall provide the HMRT, when requested, with available information concerning participant to the Agreement shall obtain from their Administrative Agency documentation disclosing the storage location and use of hazardous materials in ~~their~~ its jurisdiction for reference by the ~~Hazardous Material Response Team~~HMRT.

SECTION 6. Financing

A. The principles for allocating ~~cost~~ responsibility for costs arising from response to a hazardous materials release ~~management~~ shall be as follows:

1. Primary responsibility for all extraordinary costs related to such an incident rests with the person(s) responsible for the spill. Damages and expenses incurred by the ~~Hazardous Materials Response Team~~HMRT shall constitute a debt

against the person and/or firm causing the incident and shall be collectable by the ~~fiduciary-fiscal~~ agent specified in Section ~~6C-6E~~ of this agreement. Expenses, as stated above, shall include, but not be limited to, cost attributable to the use of equipment, personnel committed, and any payments required by the ~~Hazardous Materials Response Team~~HMRT to outside business firms requested by the ~~Team~~HMRT to secure, investigate, and monitor remediation and cleanup of the incident. (~~SeeReference~~ Section 13009.6, California Health and Safety Code.)

2. The State of California is not liable for any such costs unless one of its officers, employees, or agents is a person described in Section 6(A) 1 above; or unless the costs are associated with a spill for which a disaster is declared.

3. Funding sources for activities of the ~~Authority~~HMRT will consist of contributions made by each party in a manner to be determined by the Marin County Fire Chief's Association as provided in subsection B below.

4. To the extent that signatory agencies are not reimbursed for extraordinary costs of managing an incident or its clean-up, the costs shall be the liability of the jurisdiction in which the spill occurred.

~~5-B.~~ The ~~Hazardous Materials Response Team~~fiscal agent shall prepare and submit an proposed annual budget, and/or any supplemental budget, ~~shall be submitted~~ to the Marin County Fire Chief's Association for approval ~~in the time and manner as specified~~. Public funds may not be disbursed by the ~~Hazardous Materials Response Team~~HMRT with-out adoption of the approved budget, and all receipts and disbursements shall be in strict conformance with the approved budget. Following approval of the budget, and any supplemental budget, the fiscal agent shall invoice each party for its share of the budgeted costs, and payment shall be due to the fiscal agent within 30 days of such invoices.

~~B.C.~~ Cost sharing, to support the Hazardous Materials Response Team and to compensate the City of San Rafael for its services as fiscal agent as provided in subsection C below, shall be allocated on a jurisdiction percent of population based on the County of Marin's current census data. Where a Fire District and City share the population, each shall contribute one half of the ~~if~~ shared cost.

<u>Jurisdiction</u>	<u>Percent Population</u>
<u>Alto FPD</u>	2.4
<u>City of Belvedere</u>	1.0
<u>Town of Corte Madera</u>	3.6
<u>County of Marin</u>	11.6
<u>Kentfield FPD</u>	3.0
<u>City of Larkspur</u>	4.8
<u>Marinwood CSD</u>	2.0
<u>City of Mill Valley</u>	5.7
<u>City of Novato City</u>	20.7 11.65
<u>Novato FPD</u>	2.6 11.65
<u>Ross</u>	1.1
<u>Ross Valley FD*</u>	9.4 10.5
<u>City of San Rafael</u>	21.0
<u>Southern Marin FPD**</u>	9.2
<u>Town of Sausalito</u>	3.1
<u>Tamalpais FPD</u>	3.7
<u>Tiburon City</u>	3.3
<u>Tiburon FPD</u>	1.0
Total	100%

* Ross Valley FD percentage share includes Ross, San Anselmo, and Fairfax.

** Southern Marin FPD percentage share includes Sausalito.

D. Any non-participatory agency shall be responsible for all costs incurred by the Haz-Mat Hazardous Materials Response Team.

E. Pursuant to the requirements of Section 6505.5 of the Government Code The City of San Rafael Fire Department is designated to be the Treasurer, the depository and to have custody of all funds from whatever source fiscal and agent of the parties under this Agreement, with to perform the following functions, for which the City of San Rafael shall be reasonably compensated by the parties:

1. Serve as the depository and have custody of all funds from whatever source and establish and maintain such books, records, funds, and accounts as may be required by reasonable accounting practices.

2. Ensure that the disbursement of funds is in strict conformance with the adopted budget.

3. Provide an annual financial report on a fiscal year basis, and such other financial reports as may be requested by the Marin County Fire Chief's Association.

4. Administer cost recovery procedures for the collection of response related expenses and damages.

5. Serve as the financially responsible party for all grants.

~~D.~~

~~a. Receive and receipt all money for the Hazardous Materials Response Team and place it for credit of the San Rafael Hazardous Material Fund.~~

SECTION 7. Amendment

~~Non-substantial amendments~~ Amendments to this Agreement may be made by by the approval of two-thirds (2/3) ~~vote~~ of the governing boards of the then signatory agencies. Marin County Fire Chiefs' Association.

SECTION 8. Notices

Except as provided in Section 3 for notices of withdrawal from this Agreement, all ~~All~~ notices required or given pursuant to this Agreement shall be made by depositing same in the U.S. mail, postage paid, and addressed as follows:

Hazardous Materials Response Team, c/o ~~City of~~ San Rafael Fire Department, ~~1039-C Street~~ P.O. Box 151560, San Rafael, CA ~~94901~~ 94915.

SECTION 9. Hold Harmless

Each party shall indemnify and hold each other party harmless from and against all loss, cost, expense (including attorney's fees and expert witness fees), actions or liability occasioned by or arising out of the negligent acts, or negligent failure to perform under the authority of this Agreement by each ~~other~~ party's employees or its agents or contractors.

The tort liability of the Authority parties shall be controlled by the provisions of Government Code Division 3.6, Section 810 et seq. of the Government Code.

~~The foregoing constitutes the full and complete Agreement of the parties. There are no oral understandings or agreements not set forth in writing herein.~~

SECTION 10. Entire Agreement

This JPA sets forth the entire Agreement between the parties with respect to content addressed herein and supersedes all prior agreements, communications, and representations, oral or written, express or implied, since the parties intend that this be an integrated Agreement.

SECTION 11. Execution in Counterparts

This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. Faxed and scanned signature pages shall be treated as valid as the originals.

IN WITNESS WHEREOF, the parties have executed this Joint Powers Agreement as of the day and year first above written.

AGENCY: _____

By: _____

ATTEST:



TOWN OF TIBURON
 1505 Tiburon Boulevard
 Tiburon, CA 94920

Town Council Meeting/Tiburon
 Public Financing Authority
 July 20, 2016
 Agenda Item: **AI-1**

STAFF REPORT	
To:	Mayor and Members of the Town Council Chairman and Members of the Board of Directors of the Tiburon Public Financing Authority
From:	Office of the Town Manager and Authority Executive Director
Subject:	Issuance of Revenue Bonds by the Tiburon Public Financing Authority and Reassessment Bonds by the Town of Tiburon to refund outstanding Town assessment bonds to provide savings to property owners
Reviewed By:	GC/BS _____

BACKGROUND

In connection with funding of utility undergrounding in various neighborhoods in the Town over the past years, the Town established several assessment districts and issued several series of assessment bonds. The Main Street assessment district was also established to finance improvements to sidewalk and building access, and assessment bonds were issued for that district, as well. Staff has been exploring the possibility of refinancing these bonds with lower interest rates in order to reduce payments for property owners currently being assessed to pay the Prior Bonds. Preliminary analysis indicates that debt service savings are available, if market interest rates do not change significantly in the near term.

Summary of Actions to be considered

Town Council will consider adoption of resolutions which form a consolidated reassessment district to refinance up to six series of the Town’s utility undergrounding assessment bonds and the Town’s Main Street assessment bonds (the “Prior Bonds”), authorize the levy of reassessments, and authorize the issuance of reassessment bonds and their sale to the Tiburon Public Financing Authority.

The Board of Directors of the Tiburon Public Financing Authority will consider adoption of a resolution authorizing the issuance and sale of its revenue bonds to investors, with the proceeds of the sale to be used to purchase the Town’s reassessment bonds.

FISCAL IMPACT

If the refunding program is undertaken and the Authority Revenue Bonds are issued, property owners in the participating assessment districts will begin seeing reduced annual assessment

levies on their property tax bills commencing with the 2016-17 property tax bill. All costs related to the refunding program will be paid with proceeds of the Authority Revenue Bonds. All costs of administration of the Authority's revenue bonds will be paid for with a portion of the revenue arising from payments to the Authority on the Town's reassessment bonds. It is estimated, depending on interest rates not changing significantly between now and pricing, that total savings to the property owners will be in excess of \$2,000,000 over the remaining life of the reassessment bonds. The savings per individual property owner will vary depending on when their Prior Assessment Bonds were issued and the related interest rate differential from the new reassessment bonds, their original assessment lien, and other factors.

ANALYSIS

The financing structure will involve two distinct issuances of bonds. First, the Town will issue reassessment bonds and sell them to the Authority, the proceeds of which sale will be deposited into a refunding escrow and used to refund the Prior Bonds on September 2, 2016. (If interest rates increase substantially between now and the proposed pricing date, it is possible that one or more series of the Prior Bonds will no longer have the required savings, and any such series will be dropped from the final financing structure.) These reassessment bonds will be purchased by the Authority using funds obtained by the sale by the Authority of its revenue bonds, which will be marketed and sold to the public.

Staff and the Town's consultants have prepared the necessary documents for the issuance of the Town's reassessment bonds and the issuance, marketing and sale of the Authority's revenue bonds, and now recommend that the Town Council and the Board of Directors take the actions needed to authorize the financing program, as described below.

RECOMMENDATION

Staff recommends that the Town Council adopt the following resolutions:

1. A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF TIBURON OF INTENTION TO LEVY REASSESSMENTS AND TO ISSUE REFUNDING BONDS UPON THE SECURITY THEREOF

This resolution expresses the intention of the Town to form the 2016 consolidated reassessment district and issue the reassessment bonds, and directs the preparation of a reassessment report.

2. A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF TIBURON ADOPTING REASSESSMENT REPORT FOR THE 2016 CONSOLIDATED REASSESSMENT DISTRICT, CONFIRMING AND ORDERING THE REASSESSMENTS PURSUANT TO SUMMARY PROCEEDINGS AND DIRECTING ACTIONS WITH RESPECT THERETO

This resolution approves the reassessment report, which was prepared by the Town's reassessment consultant, NBS, in order to demonstrate that the savings required by the Streets & Highways Code have been met; approves the levy of the reassessments and directs certain actions related thereto.

3. A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF TIBURON AUTHORIZING ISSUANCE OF REFUNDING BONDS FOR THE 2016 CONSOLIDATED REASSESSMENT DISTRICT PROVIDING FOR EXECUTION OF A FISCAL AGENT AGREEMENT AND OTHER MATTERS WITH RESPECT THERETO, MAKING FINDINGS WITH RESPECT TO AND APPROVING THE ISSUANCE OF BONDS BY THE TIBURON PUBLIC FINANCING AUTHORITY

This resolution authorizes the issuance of the reassessment bonds and their sale to the Authority; authorizes the call and redemption of the prior assessment bonds; approves as to form the documents needed for the issuance of the reassessment bonds and makes findings with respect to and approves the issuance of the Authority Refunding Bonds. This resolution approves the following documents:

- the Fiscal Agent Agreement, which governs the terms and conditions relating to the reassessment bonds;
- the Escrow Agreement, which establishes the escrow fund that will be used to repay in full the outstanding assessment bonds on September 2, 2016;
- the Bond Purchase Contract (Reassessment Bonds), pursuant to which the reassessment bonds will be sold to the Authority; and
- the Preliminary Official Statement, which is the disclosure document by which the Authority's revenue bonds will be marketed and sold to the public.

Staff then recommends that the Board of Directors of the Authority adopt the following resolution.

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE TIBURON PUBLIC FINANCING AUTHORITY AUTHORIZING THE ISSUANCE AND SALE OF REVENUE BONDS FOR THE PURPOSE OF FINANCING THE ACQUISITION OF REASSESSMENT BONDS FOR THE TOWN OF TIBURON 2016 CONSOLIDATED REASSESSMENT DISTRICT, AND APPROVING RELATED AGREEMENTS AND ACTIONS

This resolution authorizes the issuance of the Authority's revenue bonds in a principal amount not to exceed \$10.5 million; and approves as to form the documents needed for the issuance and sale of the revenue bonds:

- the Indenture of Trust, which governs the terms and conditions relating to the revenue bonds;
- the Bond Purchase Contract (Reassessment Bonds), pursuant to which the Authority will purchase the Town's reassessment bonds,
- the Bond Purchase Agreement, pursuant to which the Authority's revenue bonds will be purchased by Wulff, Hansen & Co., as underwriter, who will in turn sell the revenue bonds to investors; and

- the Preliminary Official Statement, which is the disclosure document by which the Authority's revenue bonds will be marketed and sold to the public.

The Preliminary Official Statement is the disclosure document required to be approved by the Town and the Authority under federal securities laws, which require that the Preliminary Official Statement not contain any misstatements of material facts or omit to state any material facts if necessary to make the disclosure not misleading.

These resolutions appoint U.S. Bank National Association as fiscal agent for the reassessment bonds and trustee for the revenue bonds.

Timeline

It is expected that, if these resolutions are adopted, the Authority's revenue bonds would be sold to Wulff, Hansen & Co. in late July, and the transactions would close on or about August 25th. The outstanding assessment bonds would be redeemed on September 2, 2016.

There is currently \$10,573,976 principal amount of the Prior Bonds outstanding. The escrow requirement to retire the current assessment bonds on September 2, 2016, is \$11,056,490.58. The escrow will be funded primarily from the proceeds of the sale of the Town's reassessment bonds to the Authority, together with assessment revenues and reserve funds on hand.

Exhibits

1. Town Resolution of Intention to Levy Reassessments
2. Town Resolution Adopting Reassessment Report
3. Town Resolution Authorizing the Issuance of Reassessment Bonds and Approving Issuance of Authority Revenue Bonds
4. Authority Resolution Authorizing the Issuance of Revenue Bonds
5. Fiscal Agent Agreement
6. Escrow Agreement
7. Bond Purchase Contract (Reassessment Bonds)
8. Indenture of Trust
9. Bond Purchase Agreement
10. Preliminary Official Statement

Prepared by: Paul Thimmig, Bond Counsel
Benjamin Stock, Town Attorney

Exhibit 1

RESOLUTION NO. ____-2016

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF
TIBURON OF INTENTION TO LEVY REASSESSMENTS AND
TO ISSUE REFUNDING BONDS UPON THE SECURITY
THEREOF**

WHEREAS, this Town Council has heretofore conducted special assessment proceedings pursuant to Resolution of Intention Nos. 15-2003, 03-2006, 14-2001, 3326, 19-2003, and 30-2010, adopted on May 21, 2003, January 4, 2006, March 21, 2001, April 7, 1999, June 4, 2003, and June 2, 2010, respectively, and in said proceedings this Town Council confirmed unpaid assessments upon the parcels in the Lyford Cove Utility Undergrounding Assessment District, the Lyford Cove Utility Undergrounding Supplemental Assessment District, the Stewart Drive Undergrounding Assessment District, the Main Street Assessment District, the Del Mar Valley Utility Undergrounding Assessment District, and the Del Mar Valley 2010 Supplemental Utility Undergrounding Assessment District (collectively, the "Prior Districts"), and special assessment bonds, entitled Town of Tiburon Limited Obligation Improvement Bonds, Lyford Cove Utility Undergrounding Assessment District, Town of Tiburon Limited Obligation Improvement Bonds, Lyford Cove Utility Undergrounding Assessment District, Series 2005-2, Town of Tiburon Limited Obligation Improvement Bonds, Lyford Cove Utility Undergrounding Supplemental Assessment District, Town of Tiburon Limited Obligation Improvement Bonds, Stewart Drive Undergrounding Assessment District, Town of Tiburon Limited Obligation Improvement Bonds, Main Street Assessment District, Town of Tiburon Limited Obligation Improvement Bonds, Del Mar Valley Utility Undergrounding Assessment District, and Town of Tiburon Subordinate Lien Limited Obligation Improvement Bonds, Del Mar Valley 2010 Supplemental Utility Undergrounding Assessment District (collectively, the "Prior Assessment Bonds") were issued and delivered and portions of which Prior Assessment Bonds are now outstanding and are secured by said unpaid assessments; and

WHEREAS, the public interest requires the refunding of the Prior Assessment Bonds and this Town Council intends to accomplish said refunding through the formation of a consolidated reassessment district, and the levy of reassessments and the issuance of refunding bonds upon the security thereof, the purpose of which refunding bonds will be to refund the Prior Assessment Bonds.

NOW, THEREFORE, BE IT RESOLVED by the Town Council of the Town of Tiburon as follows:

1. The proceedings for the levy and collection of reassessments as security for the issuance and payment of refunding bonds shall be conducted for the Prior Districts pursuant to the Refunding Act of 1984 for 1915 Improvement Act Bonds, Division 11.5 (commencing with section 9500) of the California Streets and Highways Code (the "Act"). It is intended that the six Prior Districts be consolidated into a single Town of Tiburon 2016 Consolidated Reassessment District (the "Reassessment District"), as permitted by the Act.
2. Said contemplated reassessment and refunding, in the opinion of this Town Council, is of more than local or ordinary public benefit, and the costs and expenses thereof are made chargeable upon the Reassessment District, the exterior boundaries of which are shown on the reassessment diagram referred to in clause (e) of Section 4 below.
3. This Town Council declares that all public streets, highways, lanes and alleys within the Reassessment District are in use in the performance of a public function, and all lands owned by any public entity, including the United States and the State of California, or any departments

thereof, shall be omitted from the reassessment hereafter to be made to cover the costs and expenses of said refunding.

4. Said reassessment and refunding are hereby referred to NBS Government Finance Group, Temecula, California, a qualified firm employed by this Town for the purpose hereof, and said firm is hereby directed to make and file with the Town Clerk a report for the Reassessment District in writing, presenting the following:

(a) A schedule setting forth the unpaid principal and interest on the Prior Assessment Bonds and the total amounts thereof.

(b) The total estimated principal amount of the reassessment and of the refunding bonds and the maximum interest rate thereon, together with an estimate of cost of the respective reassessment and of issuing the refunding bonds, including all costs of issuing the refunding bonds, as defined by subdivision (a) of section 9600 of the Act.

(c) The applicable auditor's record kept pursuant to section 8682 of the California Streets and Highways Code showing the schedule of principal installments and interest on all applicable unpaid original assessments and the total amounts thereof.

(d) The estimated amount of each reassessment, identified by reassessment number corresponding to the reassessment number on the reassessment diagram, together with a proposed auditor's record for the reassessment prepared in the manner described in said section 8682.

(e) A reassessment diagram showing the Reassessment District and the boundaries and dimensions of the subdivisions of land within the Reassessment District. Each subdivision shall be given a separate number upon the diagrams.

When any portion or percentage of the costs and expenses of said refunding and reassessment is to be paid from sources other than reassessments, the amount of such portion or percentage shall first be deducted from the total estimated cost and expenses of said refunding and reassessment, and said reassessments shall include only the remainder of the estimated cost and expenses.

5. If any excess shall be realized from the reassessments it shall be used, in such amounts as this Town Council may determine, in accordance with the provisions of law, in a manner or manners to be provided in these proceedings.

6. Notice is hereby given that serial and/or term bonds to represent reassessments relating to the Reassessment District, and bear interest at the rate of not to exceed twelve percent (12%) per annum, will be issued in the manner provided by the Act, the last installment of which bonds shall mature not to exceed September 2, 2040.

7. The provisions of Part 11.1 of Division 10 of the Streets and Highways Code, providing for an alternative procedure for the advance payment of assessments and the calling of bonds, shall apply to the refunding bonds issued pursuant to proceedings under this Resolution.

8. Reference is hereby made to the proceedings heretofore had pursuant to Division 4 of the Streets and Highways Code with respect to the Prior Districts and the Prior Assessment Bonds, which are on file in the office of the Town Clerk.

9. It is the intention of this Council not to create a separate special reserve fund pursuant to and as authorized by Part 16 of Division 10 of the California Streets and Highways Code with respect to the refunding bonds.

PASSED AND ADOPTED at a regular meeting of the Town Council of the Town of Tiburon on July 20th, 2016, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED: _____
Mayor

ATTEST: _____
Town Clerk

20034.01:J14103
7/12/16

Exhibit 2

RESOLUTION NO. ____-2016

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF TIBURON ADOPTING A REASSESSMENT REPORT FOR THE 2016 CONSOLIDATED REASSESSMENT DISTRICT, CONFIRMING AND ORDERING THE REASSESSMENTS PURSUANT TO SUMMARY PROCEEDINGS AND DIRECTING ACTIONS WITH RESPECT THERETO

WHEREAS, this Town Council has adopted a Resolution entitled "A Resolution of the Town Council of the Town of Tiburon of Intention to Levy Reassessments and to Issue Refunding Bonds Upon the Security Thereof" (the "Resolution of Intention"), wherein this Town Council directed the making and filing of a reassessment report (the "Report") in accordance with and pursuant to the Refunding Act of 1984 for 1915 Improvement Act Bonds, Division 11.5 of the California Streets and Highways Code (the "Act");

WHEREAS, this Town Council has determined, with the assistance of consultants to the Town engaged for such purpose, that it is desirable and that the public interest requires the refunding of the outstanding improvement bonds (as more particularly described below, the "Prior Assessment Bonds") of the Town of Tiburon, Lyford Cove Utility Undergrounding Assessment District, the Town of Tiburon, Lyford Cove Utility Undergrounding Supplemental Assessment District, the Town of Tiburon, Stewart Drive Undergrounding Assessment District, the Town of Tiburon, Main Street Assessment District, the Town of Tiburon, Del Mar Valley Utility Undergrounding Assessment District, and the Town of Tiburon, Del Mar Valley 2010 Supplemental Utility Undergrounding Assessment District (collectively, the "Prior Districts") by means of the formation of a consolidated reassessment district (the "Reassessment District") and the levy of reassessments therein;

WHEREAS, the Report was duly made and filed, and duly considered by this Town Council and found to be sufficient in every particular, and the Report shall stand for all subsequent proceedings pertaining to the Reassessment District under and pursuant to the aforesaid Resolution of Intention; and

WHEREAS, the Town desires to issue refunding bonds of the Reassessment District (the "Refunding Bonds"), pursuant to the Act, the proceeds of which Refunding Bonds will be used to refund the following Prior Assessment Bonds; the Town of Tiburon Limited Obligation Improvement Bonds, Lyford Cove Utility Undergrounding Assessment District, the Town of Tiburon Limited Obligation Improvement Bonds, Lyford Cove Utility Undergrounding Assessment District, Series 2005-2, the Town of Tiburon Limited Obligation Improvement Bonds, Lyford Cove Utility Undergrounding Supplemental Assessment District, the Town of Tiburon Limited Obligation Improvement Bonds, Stewart Drive Undergrounding Assessment District, the Town of Tiburon Limited Obligation Improvement Bonds, Main Street Assessment District, the Town of Tiburon Limited Obligation Improvement Bonds, Del Mar Valley Utility Undergrounding Assessment District, and the Town of Tiburon Subordinate Lien Limited Obligation Improvement Bonds, Del Mar Valley 2010 Supplemental Utility Undergrounding Assessment District.

NOW, THEREFORE, BE IT RESOLVED by the Town Council of the Town of Tiburon as follows:

- 1. Conditions Satisfied.** Pursuant to Section 9525 of the Act and based upon the Report, this Town Council finds that all of the following conditions are satisfied:

(a) With respect to the Reassessment District, each estimated annual installment of principal and interest on the reassessment, as set forth in the Report, is less than the corresponding annual installment of principal and interest on the portion of the original assessment being superseded and supplanted as also set forth in the Report, by the same percentage for all subdivisions of land within the Reassessment District;

(b) With respect to the Reassessment District, the number of years to maturity of all refunding bonds proposed to be issued under the Resolution of Intention for the Reassessment District is not more than the number of years to the last maturity of the Prior Assessment Bonds; and

(c) With respect to the Reassessment District, the principal amount of the reassessment on each subdivision of land within the Reassessment District is less than the unpaid principal amount of the portion of the original assessment being superseded and supplanted by the same percentage for each subdivision of land in the Reassessment District.

2. **Public Interest.** The public interest, convenience and necessity require that said reassessment with respect to each of the Prior Districts be made.

3. **Boundaries Approved.** The Reassessment District benefited by the reassessments on the land therein and to be reassessed to pay the costs and expenses thereof, and the exterior boundaries thereof, are as shown by the reassessment diagram thereof on file in the office of the Town Clerk, which diagram is made a part hereof by this reference thereto.

4. **Report Approved.** Pursuant to the findings hereinabove expressed with respect to Section 9525 of the Act, said conditions and all of them are deemed satisfied and the following elements of the Report are hereby finally approved and confirmed without further proceedings, including without the conduct of a public hearing under the Act, to wit:

(a) for the Reassessment District, a schedule setting forth the unpaid principal and interest on the Prior Assessment Bonds and the total amounts thereof;

(b) for the Reassessment District, an estimate of the principal amount of the reassessment and of the issue of the Refunding Bonds and the maximum interest rate thereon, together with an estimate of cost of the applicable reassessment and of issuing the Refunding Bonds, including expenses incidental thereto;

(c) for each of the Prior Districts, the auditor's record kept pursuant to section 8682 of the California Streets and Highways Code showing the schedule of principal installments and interest on all unpaid original assessments and the total amounts thereof;

(d) for the Reassessment District, the estimated amount of each reassessment, identified by reassessment number corresponding to the reassessment number of the reassessment diagram, together with a proposed auditor's record for the reassessment prepared in the manner described in said section 8682; and

(e) for the Reassessment District, a reassessment diagram showing the Reassessment District and the boundaries and dimensions of the subdivisions of land therein, assigning a separate number to each such subdivision of land.

Final adoption and approval of the Report as a whole, the estimate of the costs and expenses, the reassessment diagram and the reassessment, as contained in the Report, as hereinabove determined and ordered, is intended to and shall refer and apply to the Report, or any portion thereof, as amended, modified, revised or corrected by, or pursuant to and in accordance with, any resolution or order, if any, heretofore duly adopted or made by this Town Council.

5. Findings and Determinations. Based on the oral and documentary evidence, including the Report, offered and received by this Town Council, this Town Council expressly finds and determines, with respect to the Reassessment District:

(a) that each of said several subdivisions of land within the Reassessment District will be specially benefited by said reassessment at least in the amount, if not more than the amount, of the reassessment apportioned against said subdivisions of land, respectively, and

(b) that there is substantial evidence to support, and the weight of said evidence preponderates in favor of, the aforesaid finding and determination as to special benefits.

6. Reassessment Levy. Said reassessment with respect to the Reassessment District, including all costs and expenses thereof, is hereby approved, confirmed and levied. Pursuant to the provisions of the Act, reference is hereby made to said Resolution of Intention for further particulars. Said reassessment with respect to the Reassessment District shall be reduced in the event that Town staff determines that to do so is necessary and advisable to further the purposes of this Resolution, and, if such determination is made, Town staff is hereby authorized and directed to record said reduced reassessment in the manner set forth in Section 9 hereof, and to take any further actions required to finalize said reduction, without further action of this Town Council.

7. Recordings Directed. The Town Clerk shall forthwith cause:

(a) the reassessment with respect to the Reassessment District to be delivered to the official of the Town who is the Superintendent of Streets of the Town, together with the reassessment diagram, as approved and confirmed by this Town Council, with a certificate of such confirmation and of the date thereof, executed by the Town Clerk, attached thereto. The Superintendent of Streets shall record said reassessments and reassessment diagram in a suitable book to be kept for that purpose, and append thereto a certificate of the date of such recording, and such recordation shall be and constitute the applicable reassessment roll herein;

(b) a copy of the reassessment diagram and a notice of reassessment for the Reassessment District, substantially in the form specified in section 3114 of the California Streets and Highways Code and executed by the Town Clerk, to be filed and recorded, respectively, in the office of the County Recorder of the County of Marin; and

(c) a copy of this Resolution to be provided to the Auditor of the County of Marin.

From the date of recording of said notice of reassessment for the Reassessment District, all persons shall be deemed to have notice of the contents of such reassessment for the Reassessment District, and such reassessment shall thereupon be a lien upon the property against which it is made, and, unless sooner discharged, such liens shall so continue for the period of ten (10) years from the date of said recordation, or in the event bonds are issued to represent said

reassessments, until the expiration of four (4) years after the due date of the last installment upon said bonds or of the last installment of principal of said bonds.

The appropriate officer or officers of the Town are hereby authorized to pay any and all fees required by law in connecting with the above.

8. Collection of Reassessments. The Town Treasurer shall keep the record showing the installments of principal and interest on the reassessments which are to be collected each year during the term of the Refunding Bonds. An annual apportionment of each reassessment, together with annual interest on said reassessment, shall be payable in the same manner and at the same time and in the same installments as the general property taxes of the Town and shall be payable and become delinquent at the same time and in the same proportionate amount; provided that any reassessments on possessory interests shall be collected on the unsecured tax roll and shall be payable and become delinquent at the same time as other taxes levied on said unsecured roll. Each year the annual installments shall be submitted to the County Auditor-Controller for purposes of collection, and the County Auditor-Controller shall, at the close of the tax collecting period, promptly render to the Town Treasurer a detailed report showing the amount of such installments, interest, penalties and percentages so collected.

9. Amendments. The Treasurer is hereby authorized and directed (a) to revise the Report to reduce the applicable reassessments, as confirmed pursuant to Section 6 hereof, if and to the extent necessary so that the aggregate amount thereof does not exceed the initial principal amount of the Refunding Bonds and as may otherwise be necessary to eliminate reassessments with respect to any of the Prior Districts so as to satisfy the requirements of Section 9525 of the Act upon final pricing of the Refunding Bonds, (b) to amend the reassessment and reassessment diagram to reflect such reductions, and (c) to promptly record the reassessment, together with the reassessment diagram, as so amended, in the office of the Superintendent of Streets of the Town. Immediately thereafter, a copy of the reassessment diagram, as so amended, shall be filed in the office of the County Recorder and a Notice of Assessment, referring to said diagram, shall be recorded in the office of the County Recorder, all pursuant to the provisions of Division 4.5 of the California Streets and Highways Code.

PASSED AND ADOPTED at a regular meeting of the Town Council of the Town of Tiburon on July 20th, 2016, by the following vote:

- AYES:
- NOES:
- ABSENT:
- ABSTAIN:

APPROVED: _____
Mayor

ATTEST: _____
Town Clerk

20034.01:J14104
7/12/16

Exhibit 3

RESOLUTION NO. 2016-__

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF
TIBURON AUTHORIZING ISSUANCE OF REFUNDING
BONDS FOR THE 2016 CONSOLIDATED REASSESSMENT
DISTRICT, PROVIDING FOR EXECUTION OF A FISCAL
AGENT AGREEMENT AND OTHER MATTERS WITH
RESPECT THERETO, AND MAKING FINDINGS WITH
RESPECT TO AND APPROVING THE ISSUANCE OF BONDS
BY THE TIBURON PUBLIC FINANCING AUTHORITY**

WHEREAS, this Town Council has heretofore conducted special reassessment proceedings pursuant to Resolution of Intention Nos. 15-2003, 03-2006, 14-2001, 3326, 19-2003, and 30-2010 adopted on May 21, 2003, January 4, 2006, March 21, 2001, April 7, 1999, June 4, 2003, and June 2, 2010, respectively, and in said proceedings this Town Council confirmed unpaid assessments upon the parcels in the Town of Tiburon, Lyford Cove Utility Undergrounding Assessment District, the Town of Tiburon, Lyford Cove Utility Undergrounding Supplemental Assessment District, the Town of Tiburon, Stewart Drive Undergrounding Assessment District, the Town of Tiburon, Main Street Assessment District, the Town of Tiburon, Del Mar Valley Utility Undergrounding Assessment District, and the Town of Tiburon, Del Mar Valley 2010 Supplemental Utility Undergrounding Assessment District (collectively, the "Prior Districts"), and special assessment bonds, entitled Town of Tiburon Limited Obligation Improvement Bonds, Lyford Cove Utility Undergrounding Assessment District, Town of Tiburon Limited Obligation Improvement Bonds, Lyford Cove Utility Undergrounding Assessment District, Series 2005-2, Town of Tiburon Limited Obligation Improvement Bonds, Lyford Cove Utility Undergrounding Supplemental Assessment District, Town of Tiburon Limited Obligation Improvement Bonds, Stewart Drive Undergrounding Assessment District, Town of Tiburon Limited Obligation Improvement Bonds, Main Street Assessment District, Town of Tiburon Limited Obligation Improvement Bonds, Del Mar Valley Utility Undergrounding Assessment District, and Town of Tiburon Subordinate Lien Limited Obligation Improvement Bonds, Del Mar Valley 2010 Supplemental Utility Undergrounding Assessment District (collectively, the "Prior Assessment Bonds") were issued and delivered and a portion of which Prior Assessment Bonds are now outstanding and are secured by said unpaid assessments;

WHEREAS, this Town Council has adopted a Resolution of Intention (the "Resolution of Intention") relating to the formation of a consolidated reassessment district (the "Reassessment District"), and the levy and collection of reassessments as security for the issuance and payment of a series of refunding bonds for the Reassessment District the proceeds of which will be used to refund the Prior Assessment Bonds, and in said Resolution of Intention this Town Council provided that serial and/or term bonds would be issued thereunder pursuant to the provisions of the Refunding Act of 1984 for 1915 Act Improvement Bonds, Division 11.5 of the California Streets and Highways Code (the "Refunding Act"), for the Reassessment District, and reference to said Resolution of Intention is hereby expressly made for further particulars;

WHEREAS, a list of all reassessments which remain unpaid in respect of the Reassessment District has been filed with the Town; and

WHEREAS, this Town Council duly considered said list and determined that the same were accurate statements thereof;

WHEREAS, this Town Council has determined that due to favorable interest rates, it is in the best interests of the owners of the property in the Reassessment District that bonds be issued secured by the reassessments to refund the Prior Assessment Bonds;

WHEREAS, there has been submitted to this Town Council an agreement (the "Fiscal Agent Agreement"), by and between the Town and U.S. Bank National Association as fiscal agent (the "Fiscal Agent"), providing for the issuance of an issue of refunding bonds of the Town (the "2016 Reassessment Bonds"), for and on behalf of the Reassessment District, and this Town Council, with the aid of Town staff, has reviewed the Fiscal Agent Agreement and found it to be in proper order, and now desires to approve the Fiscal Agent Agreement and the issuance of the 2016 Reassessment Bonds;

WHEREAS, there has been presented to the Town Council an escrow agreement (the "Escrow Agreement"), providing for the creation of escrow funds which will be used to refund and redeem the Prior Assessment Bonds and the Town Council now desires to approve such agreement in connection with the refunding of the Prior Assessment Bonds;

WHEREAS, the Town proposes to sell the 2016 Reassessment Bonds to the Tiburon Public Financing Authority (the "Authority") pursuant to the terms of a Bond Purchase Contract (Reassessment Bonds) (the "Purchase Contract") by and between the Town and the Authority, and the Authority proposes to purchase the Bonds with the proceeds of its bonds (the "Authority Bonds") and to sell the Authority Bonds to the investing public by means of a preliminary official statement (the "Preliminary Official Statement");

WHEREAS, it appears that each of said documents and instruments which are now before this meeting is in appropriate form and is an appropriate document or instrument to be executed and delivered for the purpose intended;

WHEREAS, this Town Council now desires to make a finding of significant public benefit, pursuant to Section 6586 of the California Government Code, and to approve of the transactions contemplated by the 2016 Reassessment Bonds and the Authority Bonds; and

WHEREAS, all conditions, things and acts required to exist, to have happened and to have been performed precedent to and in the issuance of the 2016 Reassessment Bonds as contemplated by this Resolution and the documents referred to herein exist, have happened and have been performed in due time, form and manner as required by the laws of the United States of America, including the Refunding Act.

NOW, THEREFORE, BE IT RESOLVED by the Town Council of the Town of Tiburon as follows:

1. This Town Council hereby finds that significant public benefits will arise from the use of proceeds of the Authority Bonds to refund the Prior Assessment Bonds (and thereby the refinancing of the improvements funded with proceeds of the Prior Assessment Bonds), in accordance with Section 6586 of the California Government Code, in that the financing will result in demonstrable savings in effective interest rates, bond preparation, bond underwriting and bond issuance costs.

2. The reassessments for the Reassessment District now remaining unpaid are as shown on said List of Unpaid Reassessments for the Reassessment District (the "Reassessments"); the aggregate amount thereof is \$9,889,321.29; and for a particular description of the lots or parcels of land bearing the respective reassessment numbers set forth in said list, reference is hereby made to the reassessment and to the diagram, and any amendments thereto, recorded in the office of the Superintendent of Streets of the Town for the Reassessment District.

3. The 2016 Reassessment Bonds shall be issued in the aggregate principal amount as hereinafter provided upon the security of the unpaid Reassessments and the proceedings heretofore taken with respect to said Resolution of Intention. The 2016 Reassessment Bonds shall be issued at such rate or rates of interest, in such form or forms, at such maturities and upon such provisions, covenants and conditions, all of which shall be as specified by the Town pursuant to the terms of the Fiscal Agent Agreement to be executed by the Town in furtherance of the issuance of the 2016 Reassessment Bonds hereby authorized; provided, however, no such 2016 Reassessment Bonds shall be authorized in excess of the total aggregate amount of said unpaid Reassessments hereinabove specified.

4. The Fiscal Agent Agreement, in the form presented to this Town Council, which Fiscal Agent Agreement provides, in substance, provisions for the payment of and covenants relating to the 2016 Reassessment Bonds, is hereby approved. The Town Manager and the Town Director of Administrative Services (each, an "Authorized Officer"), each acting alone, are hereby authorized to execute the Fiscal Agent Agreement on behalf of the Town in such form, together with such changes thereto as may be approved by the officer of the Town executing the same upon consultation with the Town Attorney and Bond Counsel, the approval of such changes to be conclusively evidenced by the execution and delivery of the Fiscal Agent Agreement by an Authorized Officer.

The Town Council hereby approves the refunding of the Prior Assessment Bonds with the proceeds of the 2016 Reassessment Bonds in accordance with the provisions of the documents pursuant to which such Prior Reassessment Bonds were sold and delivered and the Escrow Agreement. The Town Council hereby approves the Escrow Agreement in the form on file with the Town Clerk. The Town Council hereby authorizes the Authorized Officers, each acting alone, to execute and deliver the Escrow Agreement for and in the name and on behalf of the Town in such form, together with any changes therein or additions thereto deemed advisable by the officer executing the same upon consultation with Bond Counsel and the Town Attorney. The Town Council hereby authorizes the delivery and performance by the Town of the Escrow Agreement.

The Town Council hereby authorizes the establishment of a reserve fund or account, which shall be held and administered under the indenture of trust for the Authority Bonds, as described in the Preliminary Official Statement approved in Section 8 below.

5. The Fiscal Agent shall perform the actions and duties required of the Fiscal Agent under the Fiscal Agent Agreement, including those for the authentication, transfer, registration, and payment of the 2016 Reassessment Bonds.

6. The form of the Purchase Contract between the Authority and the Town presented at this meeting is hereby approved. The Authorized Officers, each acting alone, are hereby authorized to execute the Purchase Contract for the acquisition by the Authority, with the proceeds of the Authority Bonds, of the 2016 Reassessment Bonds in the form hereby approved, with such additions therein and changes thereto as the officer executing the same upon consultation with the Town Attorney and Bond Counsel, deems necessary or desirable, with such approval to be conclusively evidenced by the execution and delivery of such agreement by an Authorized Officer. The Town Council hereby approves the issuance of the Authority Bonds by the Authority and hereby authorizes the delivery and performance by the Town of the Purchase Contract.

7. The 2016 Reassessment Bonds, when executed, shall be delivered to the Fiscal Agent for authentication. The Fiscal Agent is hereby requested and directed to authenticate the 2016 Reassessment Bonds by executing the Fiscal Agent's certificate of authentication and registration appearing thereon, and to deliver the 2016 Reassessment Bonds, when duly executed and

authenticated, to the Authority or its designee in accordance with the Purchase Contract, upon payment of the purchase price therefor.

8. The form of the Preliminary Official Statement for the Authority Bonds presented at this meeting is hereby approved and Wulff, Hansen & Co. (the "Underwriter") is hereby authorized to distribute the Preliminary Official Statement to prospective purchasers of the Authority Bonds in the form hereby approved, together with such additions thereto and changes therein as are determined necessary or desirable by the Town Manager, or his written designee, to make such Preliminary Official Statement final as of its date for purposes of Rule 15c2-12 of the Securities and Exchange Commission. The Town Manager is hereby authorized to execute a final Official Statement in the form of the Preliminary Official Statement, together with such changes as are determined necessary by the Town Manager, or his written designee, to make such Official Statement complete and accurate as of its date. The Underwriter is further authorized to distribute the final Official Statement for the Authority Bonds and any supplement thereto to the purchasers of the Authority Bonds following its execution by the Authority.

9. The Mayor, Town Manager, Town Director of Administrative Services, Town Clerk and Town Treasurer and any other officers or staff of the Town are hereby authorized and directed to take any actions and execute and deliver any and all documents (including, but not limited to, a Continuing Disclosure Agreement referenced in the Fiscal Agent Agreement) as are necessary to accomplish the issuance, sale and delivery of the 2016 Reassessment Bonds and the refunding of the Prior Assessment Bonds in accordance with the provisions of this Resolution and the fulfillment of the purposes of the 2016 Reassessment Bonds as described in the Fiscal Agent Agreement and the Escrow Agreement.

PASSED AND ADOPTED at a regular meeting of the Town Council of the Town of Tiburon on July 20th, 2016, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED: _____
Mayor

ATTEST: _____
Town Clerk

20034.01:J14105
7/12/16

Exhibit 4

RESOLUTION NO. _____

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE TIBURON PUBLIC FINANCING AUTHORITY AUTHORIZING THE ISSUANCE AND SALE OF REVENUE BONDS FOR THE PURPOSE OF FINANCING THE ACQUISITION OF REASSESSMENT BONDS FOR THE TOWN OF TIBURON 2016 CONSOLIDATED REASSESSMENT DISTRICT, AND APPROVING RELATED AGREEMENTS AND ACTIONS

WHEREAS, the Town of Tiburon, California (the "Town") has heretofore issued its Town of Tiburon Limited Obligation Improvement Bonds, Lyford Cove Utility Undergrounding Assessment District, its Town of Tiburon Limited Obligation Improvement Bonds, Lyford Cove Utility Undergrounding Assessment District, Series 2005-2, its Town of Tiburon Limited Obligation Improvement Bonds, Lyford Cove Utility Undergrounding Supplemental Assessment District, its Town of Tiburon Limited Obligation Improvement Bonds, Stewart Drive Undergrounding Assessment District, its Town of Tiburon Limited Obligation Improvement Bonds, Main Street Assessment District, its Town of Tiburon Limited Obligation Improvement Bonds, Del Mar Valley Utility Undergrounding Assessment District, and its Town of Tiburon Subordinate Lien Limited Obligation Improvement Bonds, Del Mar Valley 2010 Supplemental Utility Undergrounding Assessment District (collectively, the "Prior Assessment Bonds");

WHEREAS, the Town has determined that it is in the best financial interests of the Town to refinance the Prior Assessment Bonds at this time by the issuance of its Town of Tiburon Limited Obligation Refunding Bonds 2016 Consolidated Reassessment District (the "2016 Reassessment Bonds");

WHEREAS, in order to refinance the Prior Assessment Bonds on advantageous terms and conditions, the Tiburon Public Financing Authority (the "Authority") proposes to issue its revenue bonds in the maximum initial principal amount of \$10,500,000, designated as the "Tiburon Public Financing Authority 2016 Refunding Revenue Bonds (Consolidated Reassessment District)" (the "Authority Bonds") under Article 4 (commencing with Section 6584) of Chapter 5 of Division 7 of Title 1 of the California Government Code (the "Bond Law"), and to use the proceeds thereof to acquire the 2016 Reassessment Bonds;

WHEREAS, the Board of Directors of the Authority wishes at this time to authorize all proceedings relating to the issuance of the Authority Bonds to acquire the 2016 Reassessment Bonds, and to approve the execution and delivery of all agreements and documents relating thereto; and

WHEREAS, there have been submitted to the Board of Directors certain documents providing for the sale of the Authority Bonds, including the form of a Preliminary Official Statement and Bond Purchase Agreement, and the Board of Directors, with the aid of Authority staff, has reviewed the Preliminary Official Statement to assure proper disclosure of all material facts relating to the Authority Bonds.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Tiburon Public Financing Authority as follows:

1. **Findings and Determinations.** Pursuant to the Bond Law, the Board of Directors hereby finds and determines that the issuance of the Authority Bonds will result in savings in effective interest rates, bond underwriting costs and bond issuance costs and thereby result in significant public benefits to the Town and the Authority within the contemplation of Section 6586 of the Bond Law.

2. **Issuance of Authority Bonds; Approval of Indenture.** The Board of Directors hereby authorizes the issuance of the Authority Bonds under and pursuant to the Bond Law, in the maximum principal amount of \$10,500,000. The Authority Bonds shall be issued pursuant to an Indenture of Trust (the "Indenture"), by and between the Authority and U.S. Bank National Association, as trustee (the "Trustee"). The Board of Directors hereby approves the Indenture in the form on file with the Secretary, together with any changes therein or additions thereto approved by the Executive Director upon consultation with the Authority's General Counsel and Bond Counsel, and the execution thereof by the Chair, the Executive Director or the Treasurer (each an "Authorized Officer") shall be conclusive evidence of the approval of any such changes or additions. The Board of Directors hereby authorizes the Authorized Officers, each acting alone, to execute the final form of the Indenture for and in the name of the Authority. The Board of Directors hereby authorizes the delivery and performance of the Indenture.

3. **Purchase of 2016 Reassessment Bonds.** The Board of Directors hereby authorizes and approves the purchase of the 2016 Reassessment Bonds from the Town by the Trustee on behalf of the Authority pursuant to and in accordance with the provisions of the Bond Purchase Contract (Reassessment Bonds) (the "Purchase Contract") between the Town and the Authority. The Board of Directors hereby approves the Purchase Contract in the form on file with the Secretary, together with any changes therein or additions thereto deemed advisable by the Executive Director upon consultation with the Authority's General Counsel and Bond Counsel, and the execution thereof by an Authorized Officer shall be conclusive evidence of the approval of any such changes or additions. The Board of Directors hereby authorizes the Authorized Officers, each acting alone, to execute the final form of the Purchase Contract for and in the name of the Authority.

4. **Sale of Authority Bonds.** The Board of Directors hereby approves the sale of the Authority Bonds by negotiation with Wulff, Hansen & Co. (the "Underwriter"). The Authority Bonds shall be sold pursuant to a Bond Purchase Agreement (the "Bond Purchase Agreement") by and between the Authority and the Underwriter in the form on file with the Secretary, together with any changes therein or additions thereto approved by the Executive Director upon consultation with the Authority's General Counsel and Bond Counsel, and the execution thereof by an Authorized Officer shall be conclusive evidence of the approval of any such additions and changes. The Bond Purchase Agreement shall be executed in the name and on behalf of the Authority by an Authorized Officer, each of whom is hereby authorized, acting alone, to so execute the Bond Purchase Agreement upon submission of a proposal by the Underwriter to purchase the Authority Bonds; *provided, however*, that such proposal is consistent with the requirements of this Resolution. The amount of Underwriter's discount shall be not more than 2.0% of the par amount of the Authority Bonds and the true effective rate of interest to be borne by the Authority Bonds (not taking into account any original issue discount on the sale thereof) shall not exceed 4.0% per annum.

5. **Official Statement.** The Board of Directors hereby approves, and hereby deems nearly final within the meaning of Rule 15c2-12 of the Securities Exchange Act of 1934, the preliminary Official Statement describing the Authority Bonds in the form on file with the Secretary. The Executive Director is hereby authorized to execute an appropriate certificate stating the Board's determination that the Preliminary Official Statement has been deemed nearly final within the meaning of such Rule. Distribution of the preliminary Official Statement in connection with the

sale of the Bonds is hereby approved. The Executive Director is hereby authorized and directed to approve any changes in or additions to a final form of said Official Statement, and the execution thereof by the Executive Director shall be conclusive evidence of the approval of any such changes and additions. The Board hereby authorizes the distribution of the final Official Statement by the Underwriter. The final Official Statement shall be executed in the name and on behalf of the Authority by the Executive Director.

6. **Official Actions.** The Chair, the Vice Chair, the Executive Director, the Treasurer, the Secretary, the Authority General Counsel and any and all other officers of the Authority are hereby authorized and directed, for and in the name and on behalf of the Authority, to do any and all things and take any and all actions, including execution and delivery of any and all assignments, certificates, requisitions, agreements, notices, consents, instruments of conveyance, warrants and other documents, which they, or any of them, may deem necessary or advisable in order to consummate the issuance and sale of the Authority Bonds and any of the other transactions contemplated by the documents approved pursuant to this Resolution. Whenever in this Resolution any officer of the Authority is authorized to execute or countersign any document or take any action, such execution, countersigning or action may be taken on behalf of such officer by any person designated by such officer to act on his or her behalf in the case such officer shall be absent or unavailable.

7. **Effective Date.** This Resolution shall become effective upon its adoption.

PASSED AND ADOPTED at a regular meeting of the Tiburon Public Financing Authority on July 20th, 2016, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED: _____
Chair

ATTEST: _____
Secretary

20034.01:J14106
7/12/16



TOWN OF TIBURON
1505 Tiburon Boulevard
Tiburon, CA 94920

Town Council Meeting
July 20, 2016
Agenda Item:

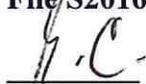
AI-2

STAFF REPORT

To: Members of the Town Council

From: Public Works Department
Community Development Department

Subject: Tiburon Bicycle and Pedestrian Master Plan Update: Review and Consider Adoption of Updated Plan; Consider Initial Study and Adoption of a Draft Negative Declaration for the Plan Update: Town File/S2016-03

Approved by: 

SUMMARY

This update of Tiburon's Bicycle and Pedestrian Master Plan (BPMP) began in 2015. It has been the topic of two workshops and two public hearings held before the Parks, Open Space & Trails Commission and the Planning Commission. Both of these bodies have recommended adoption, the later with revisions. Staff concurs with the recommendations for specific revisions by the Planning Commission, and recommends that the Town Council adopt the updated BPMP incorporating those revisions. The text incorporating the recommended revisions is included in the draft Resolution (**Exhibit 1**) adopting the Plan.

BACKGROUND

The Town of Tiburon, in coordination with other Marin municipalities and the County of Marin, is in the process of updating its Bicycle Pedestrian Master Plan (BPMP), most recently revised in 2008. The Transportation Authority of Marin (TAM) is overseeing the contract and funding this update project for the various jurisdictions, which helps to ensure the plans are somewhat integrated. TAM retained the consulting firm of Alta Planning + Design to prepare the draft updates.

A major benefit of an updated BPMP is that it enables the Town to qualify for certain grants and monies for which it would not otherwise be eligible. Scarcity of funds is the primary limiting factor in making significant improvements to bicycle and pedestrian infrastructure.

The Draft 2016 Plan (**Attachment A**) reflects the policies and format established by the 2008 BPMP. Several projects listed in the 2008 Plan are complete, while several are carried forward into the draft Plan. A limited number of new projects are proposed.

REVIEW BY PARKS, OPEN SPACE & TRAILS COMMISSION

May 19, 2015 Workshop

POST held a Bicycle and Pedestrian Master Plan Update community workshop on this date as part of the regular POST meeting. That workshop provided residents an opportunity to learn about the update process and comment on bicycle and pedestrian issues in Tiburon. Minutes from this POST workshop are attached as **Exhibit 2**. A subsequent public outreach electronic survey collected information on users' opinions, experiences and priorities for pedestrian and bicycle facilities. Forty-one surveys were filled out; seven were incomplete. Of the thirty-four remaining, sixteen came from cyclists outside of the 94920 zip code. Most of these discussed roads that are not located in Tiburon. Of the complete surveys from within the 94920 area code, three discussed Greenwood Beach Road. The remaining twelve surveys discussed general circulation issues in Tiburon and were fairly evenly split between bicycle and pedestrian issues, focusing on intersections along Tiburon Boulevard including Mar West Street, Trestle Glen Boulevard, Stewart Drive, Cecilia Way, Blackfield Drive, and Reed Ranch Road.

January 19, 2016 Workshop

POST held a second Bicycle and Pedestrian Master Plan Update community workshop on this date as part of the regular POST meeting to discuss proposed projects for inclusion in the updated BPMP. At that meeting, the POST Commission:

1. Determined which projects should be included in the BPMP update.
2. Provided a ranking of the projects, particularly the top few.
3. Selected two projects for additional study, namely:
 - a. Greenwood Beach Road: Class III bike route signs should be changed to add signage to advise bicyclists they are entering a neighborhood 'slow zone'. Signs should direct faster-moving bicyclists to use Tiburon Boulevard. Explore the use of different pavement textures to help slow bicycle traffic on Greenwood Beach Road and alert cyclists to slow zone signs. [Note: This is project #3 in the draft Plan].
 - b. Tiburon Boulevard from the western Tiburon corporate limits (near Cecilia Way) to Trestle Glen Boulevard: Convert existing striped shoulder to Class II bike lanes. [Note: This is Project #7 in the draft Plan].

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

The POST Commission reached consensus that slower-moving cyclists should primarily use Greenwood Beach Road. Cyclists who wanted to ride faster should use Tiburon Boulevard to reach Blackie's Pasture when travelling east. The POST Commission did not believe that slower-moving or potentially less-skilled cyclists such as schoolchildren, families and tourists should use Tiburon Boulevard between Greenwood Cove Drive and Blackie's Pasture Road for safety reasons. Therefore, POST recommended changing Greenwood Beach Road bike signage to

advise bicyclists that they are entering a neighborhood “slow zone”. Further, the POST Commission stated that signs should direct faster-moving cyclists to use Tiburon Boulevard, and that the Town should explore the use of different pavement textures to help slow bicycle traffic on Greenwood Beach Road. The POST Commission also made converting the existing striped shoulder along Tiburon Boulevard between Trestle Glen Boulevard and the western Tiburon corporate limits to a Class II bike lane the next highest priority project after the Greenwood Beach Road signage project.

Sharing the concerns regarding speeding cyclists on Greenwood Beach Road, staff analyzed bicycle speeds on Greenwood Beach Road using STRAVA software data. About 13,000 people have timed their rides over the ½-mile long Greenwood Beach Road segment from Seadrift Landing to the eastern terminus of Greenwood Beach Road. Only six riders (0.05%) averaged over 25 mph on this segment. It is possible that over a short portion of the route, more cyclists exceeded 25 mph. For instance, the fastest woman rider recorded averaged 21.6 mph but topped out over a short segment of roadway at 28.8 mph, but even the fastest rider only exceeded the 25 mph speed limit for about 1/10 of a mile. Speed enforcement through issuance of “speeding tickets” is therefore not a viable option.

Greenwood Beach Road was formerly Tiburon Boulevard (the state highway) until construction of the current 4-lane bypass in 1966. In 1982, at the request of Greenwood Beach Road residents seeking reduced vehicular traffic and greater safety for pedestrians and bicycles, the Town Council initiated a trial closure of Greenwood Beach Road at its eastern end, severing vehicular traffic from reaching Blackie’s Pasture Park. The trial closure was made permanent in 1985 and the current emergency vehicle only pass through was finalized at that time. Tiburon police Department records indicate that there have been no reported accidents involving bicycles on Greenwood Beach Road since at least 2008. However, some accidents may go unreported.

Residents of Greenwood Beach Road have also requested the removal of signs at the intersection of Tiburon Boulevard and Greenwood Cove Drive directing bicyclists down Greenwood Cove Drive toward Blackie’s Pasture and Old Rail Trail. Staff notes that this intersection and the entire length of Greenwood Cove Drive to the Richardson Bay Audubon Center property are outside the Town of Tiburon and under the jurisdiction of the County of Marin. The Town has no authority to alter official traffic signs in these unincorporated areas, but could request that Caltrans and the County of Marin authorize such changes. Under current conditions, it is likely that both agencies will have safety-related reservations about directing any but the fastest-moving and most-skilled bicycle riders down Tiburon Boulevard rather than using Greenwood Cove Drive/Greenwood Beach Road to reach Blackie’s Pasture and Old Rail Trail.

POST also received public comments and questions regarding the proposed trail improvements along Hacienda Drive where the Tiburon Ridge Trail “gaps” occur. Staff subsequently met with property owners who attended the meeting to explain the gap closure options and likely improvements. Minutes from the January 29, 2016 POST workshop are attached as **Exhibit 3**.

March 29, 2016 Public Hearing

The POST Commission held a public hearing on this date to consider a recommendation to the Town Council on the draft Plan update. At the outset, the Commission described the revisions made to the draft Plan aimed at addressing the concerns voiced by Greenwood Beach Road

residents at prior meetings. Several Greenwood Beach Road residents reiterated their concerns about bicycle traffic on their street, and found the revisions inadequate to address their concerns.

One Tiburon resident noted that children also use Greenwood Beach Road to reach school, and that sharrows and/or striping would help educate riders and improve safety.

Another speaker put forth a proposal for a Class IV (protected bicycle lane) from Camino Alto in Mill Valley to Blackie's Pasture in Tiburon along East Blithedale Avenue and Tiburon Boulevard. The POST Commission determined that this proposal, because of its late-breaking nature and total lack of information or analysis, be discussed separately at a future POST meeting and not be included in the updated Plan at this time. The Commission voted 5-0 to recommend the draft Plan forward for Council approval as submitted. Draft minutes from the March 29 POST public hearing are attached as **Exhibit 4**.

REVIEW BY PLANNING COMMISSION

The Planning Commission held a public hearing on the draft Bicycle Pedestrian Master Plan Update on May 25, 2016. At that hearing, the Planning Commission reviewed the Draft Plan in order to provide recommendations to the Town Council, and considered the Initial Study and Draft Negative Declaration.

Prior to the Planning Commission meeting, the concept of the Class IV bike lanes along Tiburon Boulevard was further refined by its proponents. The Class IV lane concept now involved lanes that would extend from U. S. Highway 101 to Blackie's Pasture/Trestle Glen Boulevard on both sides of Tiburon Boulevard. This would be similar to Segment 8 from the 2012 *Gap Study* on the south side of Tiburon Boulevard, but with an additional Class IV bike lane on the north side of Tiburon Boulevard as well. The proposal was also refined to call for a "feasibility study" in the Plan. The revised concept for the Class IV lanes has the advantage of not raising any CEQA issues, as it only calls for a study, rather than construction, as part of the Plan. The Town had also received additional letters in support of the Class IV bike lanes from Greenwood Beach Road residents subsequent to the POST hearing.

During the public hearing, the Planning Commission received numerous public comments regarding bicycle use of Greenwood Beach Road, reiterating comments made at POST meetings as well as supporting Class IV lane study along Tiburon Boulevard.

Wendi Kallins, Program Coordinator for Safe Routes to Schools Program, requested the creation of a "school route" on Greenwood Beach Road with appropriate signage and markings.

Maureen Gaffney, San Francisco Bay Trail Project planner, 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 Project strives for. She noted that the staff recommendation in the draft BPMP was for installation of several improvements on Greenwood Beach Road, including a pedestrian pathway and other improvements that were very expensive. She stated that while Tiburon Boulevard was not chosen as the Bay Trail route in the Bay Trail Plan, her organization is open to the construction of a Class I facility along Tiburon Boulevard as an alternative to Greenwood Beach Road. Ms. Gaffney later stated that a Class IV facility on Tiburon Boulevard would also be acceptable for Bay Trail purposes.

A few speakers supported the concept that a bridge be built over Tiburon Boulevard, perhaps in the old railroad trestle location, to connect bike trails with neighborhoods and schools.

Staff noted that, based on the estimates for Segment 8 and Segment 5 in the 2012 *Gap Study*, the proposed Class IV bike lanes would cost between \$13 million and \$52 million. Further, the Town had already studied Segment 8 and Segment 5 in the *Gap Study* and Town Council had not embraced Segment 8 as a cost-effective solution. Staff also noted that the majority of the length of any Class IV lanes would be located outside of the Town boundaries in unincorporated County territory. Tiburon's current (2008) Bicycle and Pedestrian Master Plan, as well as the draft Plan update, includes Class II bike lanes for installation on Tiburon Boulevard. The Class II bike lane improvement is also contained in the County's adopted Bike-Ped Plan. There is adequate paved roadway width to install a Class II bike lane, and Caltrans supports a Class II bike lane. The cost would be approximately \$90,000 to install the Class II bike lanes within the Town's portion. The more lengthy County section would cost more and require additional funding. The Planning Commission asked if staff anticipated that high-speed bikers would preferentially use a Class II lane on Tiburon Boulevard if installed. Staff responded affirmatively.

At the conclusion of the public hearing, the Planning Commission confirmed that the CEQA initial study had adequately addressed the differences between the proposed Plan and the adopted Plan. The Commission concluded that the projects proposed in the draft BPMP are appropriate and sound, and with regard to CEQA, that adoption of the Negative Declaration is appropriate for the BPMP update.

The Planning Commission adopted a resolution (**Exhibit 5**) recommending approval of the 2016 Bicycle and Pedestrian Master Plan with specific amendments as follows:

1. Addition of Safe Routes to School signage and pavement markings along Greenwood Beach Road. This can be incorporated as a modification to Bicycle Project #3.
2. Addition of a new Bicycle Project that would call for a study of future Class IV bike lanes along Tiburon Boulevard between U. S. Highway 101 and Trestle Glen Boulevard on the north and Blackie's Pasture Road on the south side.
3. That the Town Council supports the relocation of the Bay Trail alignment to Tiburon Boulevard from Greenwood Beach Road over time as it becomes feasible.
4. That the Town Council recognizes the critical nature of bicycle and pedestrian improvements at the Blackfield Drive intersection with Tiburon Boulevard, and closely monitors the effectiveness of Bicycle Project #2 planned for construction later this year.
5. That the Bay Trail Project be added to Appendix A as a funding source for future bicycle and pedestrian improvements by adding a new Section 5.9.8 entitled "ABAG's Bay Trail Project Grants".

Minutes from the May 25, 2016 Planning Commission meeting are attached as **Exhibit 6**.

ANALYSIS

Proposed Bicycle Improvements

Proposed bicycle improvement projects are described more fully at pp. 31-35 of the Draft Plan, but are excerpted below for the convenience of the Town Council. In brief, Project #1 is an approximately 160-foot-long upgrade of a bicycle connector at Blackie’s Pasture near Blackie’s Grove. Paving, painting, adding “slow zone” signage and moving a fence are involved.

Project #2 (Tiburon Boulevard/Blackfield Drive/Greenwood Cove Drive intersection improvements for pedestrians and bicyclists) has previously been approved by the Town Council and the design is complete.

Project #3 would alter existing Class III bike lane signage to include “slow zone” warnings, direct faster cyclists to use Tiburon Boulevard rather than Greenwood Cove Drive/Greenwood Beach Road, and explore pavement treatments to further slow cyclists on Greenwood Beach Road.

Project #4 would install Class II bicycle lanes the length of Trestle Glen Boulevard or install a combination Class II/Class III bicycle route. The Town Council approved a design for this project in 2004 and this costly project has been carried over from the 2008 Bicycle & Pedestrian Master Plan.

Project #5 is new and calls for an improved transition from Old Rail Trail to the Class II bike lane near the Tiburon Boulevard/Mar West Street intersection, possibly in conjunction with installation of a roundabout.

Project #6 is a carry-over from the 2008 Plan and calls for bicycle improvements on Paradise Drive from roughly the Caprice Restaurant to Agreste Way (eastern Town limit).

Project #7 is also a carry-over from the 2008 Plan and calls for improvement of Tiburon Boulevard shoulders to Class II bike lanes from the western Town limit near Cecilia Way to Blackie’s Pasture.

Project #8 is an outside-of-Tiburon project that would have the Town advocate and support a County of Marin project to provide a Class I bike path on the roughly 1,000 feet between East Strawberry Drive and Greenwood Cove Drive, which currently constitutes a particularly tricky segment for bicycles and pedestrians to traverse. This project might also encourage more “through” use of Tiburon Boulevard between Strawberry and Blackie’s Pasture than is offered by the current Bay Trail route along Greenwood Cove Drive and Greenwood Beach Road.

Table 4-1: Proposed Bicycle Projects and Actions

Name	Begin	End	Facility Type	Length	Estimated Cost*	Description
Project #1: Blackie’s Pasture Connection	Blackie’s Grove	Blackie’s Pasture	Class IV (parking and buffer protected bikeway) and	0.03	\$50,000 (Town of Tiburon Bay Trail Gap Study, 2012)	Improved pedestrian and bicycle path along access road south of

Name	Begin	End	Facility Type	Length	Estimated Cost*	Description
			pedestrian path			the Blackie's Pasture parking lot; pave gravel shoulder that serves as on-street parking and provide a 4-foot wide striped buffer between the 10-foot wide multi-use path and the parking aisle. Move the existing fence approximately 4 feet to the south. (Town of Tiburon Bay Trail Gap Study, 2012) Add signage to advise bicyclists they are entering a neighborhood 'slow zone.'
Project #2: Tiburon Boulevard at Blackfield Drive/Greenwood Cove Drive	N/A	N/A	Intersection enhancements	N/A	\$116,000	Bicycle and pedestrian intersection enhancements currently under study. Includes addition of a high-visibility crosswalk, pedestrian-activated Leading Pedestrian Interval, buffered bicycle lanes, dashed green bicycle lanes to indicate a mixing zone,

Name	Begin	End	Facility Type	Length	Estimated Cost*	Description
						and "bike box". (Safe Pathways to School)
Project #3: Greenwood Beach Road	Town/County Boundary (approximately 150 feet south of Barbaree Way	Blackie's Grove	Class III (bicycle route)	0.43	\$35,000	Class III bike route signs should be changed to advise bicyclists of a neighborhood 'slow zone'; signs should direct faster bicyclists to use Tiburon Blvd.; and explore the use of different pavement textures to help slow bicycle traffic on Greenwood Beach Road or alert bicyclist to slow zone signs.
Project #4: Trestle Glen Boulevard	Tiburon Boulevard	Paradise Drive	Class II (bicycle lane)/Class III (bicycle route)	0.61	\$2 million+	Class II bike lanes on both sides <i>or</i> a combination Class II/III with bike lanes on uphill direction.
Project #5: Tiburon Boulevard	Mar West Street	Lagoon Road/Cove Road	To Be Determined	0.01	\$100,000	Improve transition from Class I facility on Tiburon Boulevard west of Mar West Street to Class II facility east of Mar West Street. Coordinate with planned

Name	Begin	End	Facility Type	Length	Estimated Cost*	Description
						signal or roundabout at this location.
Project #6: Paradise Drive	Mar West Street	East Town Limit near Agreste Way	Class III (bicycle route)	0.54	\$10,000	Stencil or sign Class III bicycle routes
Project #7: Tiburon Boulevard	Western Town limits near Cecilia Way	Trestle Glen Boulevard	Class II (bike lanes)	1.0	\$90,000	Subject to Caltrans and County approval; convert existing striped shoulder to Class II bike lanes.
Total Proposed Class I Bikeways				0.0	\$0	
Total Proposed Class II Bikeways				1.61	\$2,090,000+	
Total Proposed Class III Bikeways				0.97	\$45,000	
Total Proposed Class IV Bikeways				0.03	\$50,000	
Total Other Proposed Bicycle Facilities				0.01	\$216,000	
Total Proposed Bikeways				2.62	\$2,401,000+	

Name	Begin	End	Facility Type	Length	Estimated Cost*	Description
Project #8: Tiburon Boulevard	East Strawberry Drive	Greenwood Cove Drive	Class I (Multi-use Path)	0.19	\$2,550,000	Advocate for and support County implementation of a Class I multi-use path along the south side of Tiburon Boulevard; maintain Caltrans shoulder (path separated with barrier at highway elevation OR path below highway on bench); single span bridge over slough. (Tiburon Bay Trail Gap Study, 2012)

Proposed Pedestrian Improvements

Proposed pedestrian improvements are found at pp. 41-42 of the Draft Plan but are shown below for convenience. Project #9 is comprised of adding advance warning paint at a Downtown crossing near Juanita Lane. Project #10 would upgrade the existing public recreational trail over a portion of Moitoza Lane by installing a paved (decomposed granite) surface and limited signage. Project #12 calls for similar upgrades to a newly acquired public pedestrian easement over upper Las Lomas Lane immediately below Centro West Street. Project #11 calls for “gap

closure” improvements in the vicinity of the Rabin property (Alta Robles project) in or along Hacienda Drive on the Middle Ridge portion of the Tiburon peninsula.

Table 4-3: Proposed Pedestrian Projects and Actions

Recommended Project	Location	Description	Estimated Cost*
Project #9: Unprotected/Mid-Block Crossing Upgrade	Tiburon Boulevard (161 feet west of Juanita Lane)	Add advanced yield lines. (Downtown Circulation and Parking Analysis – Final Report, Town of Tiburon, 2012)	\$2,000
Project #10: Steps, Lanes, and Paths Top Priority Project #1	Moitoza Lane (Portion between Vistazo West Street and Esperanza Street)	There is an approximately 500 foot long stretch of public recreational trail, varying in width between four and ten feet, that is unimproved within this segment that would connect two public streets. The dirt path is narrow and uneven in places and not friendly for most users. The Town has a recent detailed topographic survey of the entire segment. Installation of a paved, safe walking path made of decomposed granite along this 500-foot stretch would complete the connection. Signage would be installed at the entrances to signify access. (Tiburon Bicycle and Pedestrian Master Plan, 2008 Update)	\$100,000
Project #11: Tiburon Ridge Trail	Vicinity of Rabin Property – Town Trail	Close trail gaps such as Hacienda Gap with trail enhancements to be determined	\$125,000
Project #12: Las Lomas Trail	Las Lomas Lane at Centro West Street	Weather harden existing trail	\$40,000
Total			\$269,000

Compliance with California Bicycle Transportation Act Criteria

The 2008 BPMP included a checklist for compliance with the California Bicycle Transportation Act. Similarly, the 2016 update includes a checklist to comply with the Active Transportation Program. The checklist is found on pages 8 and 9 of the Draft Plan. New requirements include:

- The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.
- A description of existing and proposed policies related to bicycle parking in public locations, private parking garages, and parking lots and in new commercial and residential developments.
- A map and description of existing and proposed pedestrian facilities at major transit hubs. These must include, but are not limited to, rail and transit terminals, and ferry docks and landings.
- A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.

- A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.
- A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.
- A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.

The draft Plan adequately addresses these new criteria from the checklist.

The Class IV Bike Lane Concept

The Planning Commission supported the concept of studying Class IV bike lanes on Tiburon Boulevard in order to increase the likelihood that Tiburon Boulevard will be the primary bike route to Blackie's Pasture and points beyond, as opposed to Greenwood Beach Road, and endorsed adding an item to the draft Plan calling for a Class IV bike lane feasibility study.

As noted above, the Town studied a Class IV bikeway in the 2012 *Gap Study* along the south side of Tiburon Boulevard; this was designated Segment 8 in the *Gap Study*, which can be viewed on the Town's website under Government, the Forms & Documents. Segment 8 was found to have the following disadvantages:

- Emissions along arterial road would result in adverse conditions for many users
- High speed corridor would not provide a relaxing recreation amenity
- As a recreation route, noise levels would deter potential users
- It would be very expensive to construct

For these reasons, although Segment 8 was supported by POST and a number of Greenwood Beach Road residents in 2012, it was not generally supported by the Town Council at that time. (See minutes of June 20, 2012 and a Segment 8 graphic, attached as **Exhibit 7**). As a result, there are serious questions regarding physical installation of the Class IV project that have not been analyzed or addressed to date. It appears that a 12-foot minimum width Class IV bike lane might not fit in the space available in certain locations without reducing the width of Greenwood Beach Road or relocating Greenwood Beach Road toward adjacent residential properties. As noted above, based on the linear foot costs in the 2012 *Gap Study*, the cost of Class IV bike lanes from U. S. Highway 101 to Trestle Glen Boulevard on both sides of Tiburon Boulevard would likely be between \$13 million and \$52 million.

With respect to a Class IV bike lane feasibility study, the 2012 *Gap Study* cost \$85,000. It analyzed an improvement distance of 13,500 linear feet of bikeways along various alternative routes that covered 5,100 feet along Tiburon Boulevard. Feasibility questions such as the physical fit of Segment 8 remained unanswered in the *Gap Study*. The proposed Class IV feasibility study would analyze approximately 18,400 linear feet of improvements along Tiburon

Boulevard. Using the linear foot cost for the 2012 *Gap Study*, the proposed feasibility study would cost roughly between \$115,000 and \$300,000. In comparison, the Town could install a Class II buffered bike lane (see **Exhibit 8**) on both sides of Tiburon Boulevard between its corporate limits and Trestle Glen Boulevard for approximately \$90,000.

A vast majority of the length of a bike lane from U. S. Highway 101 to Trestle Glen Boulevard would be in the unincorporated County. Tiburon is ahead of the County of Marin in completing its Bicycle and Pedestrian Master Plan Update. The County Bike-Ped Advisory Committee decided that designating this bike lane for anything other than what it is already (proposed Class II) is premature absent additional study for feasibility and community discussion, in addition to engaging the roadway's owner, Caltrans. The County may decide to designate the corridor as a "special study zone" in its Bike-Ped Plan. County staff is of the opinion that the Board of Supervisors has already accepted the Recommendations of the 2012 *Gap Study*, and is therefore unlikely to support another study given the many needs for the limited funding available. However, no decision has been made on this matter at the County level.

Speed survey updates

Staff has received speed surveys conducted by the Tiburon Police Department on two weekend mornings in February in the area where Greenwood Beach Road reaches Blackie's Pasture. The average number of cyclists was about 25 each hour. The average speed was about 13 mph. There was one cyclist recorded at 30 mph on one morning. These findings would seem to corroborate the data received from the STRAVA software as presented earlier, indicating that perhaps 1% of bicycle riders exceed the speed limit and police enforcement of speeding would not be an effective tool.

ENVIRONMENTAL REVIEW

The Town retained the consulting firm of Leonard Charles and Associates to prepare an Initial Study (**Attachment B**) for the Bicycle Pedestrian Master Plan update project per requirements of the California Environmental Quality Act (CEQA). The project is the adoption of an updated BPMP. In the absence of adoption of an updated Plan, the 2008 Tiburon BPMP would remain in effect and the programs and improvements it proposes would be the assumed future with respect to impacts on the environment. The Initial Study largely compares potential impacts on the environment resulting from the 2016 BPMP proposed for adoption, as opposed to a continuation of the 2008 BPMP as the adopted Plan for the Town of Tiburon.

The Initial Study concludes that there is no substantial evidence to support a reasonable conclusion that adoption of the 2016 BPMP Update would result in a potentially significant adverse impact on the environment. Therefore, a Draft Negative Declaration has been prepared. The Initial Study and Draft Negative Declaration was released for public review on May 11, 2016 and the public comment period closed on June 6, 2016. The Commission received two letters (**Exhibits 9 and 10**) from Greenwood Beach residents commenting on the Initial Study. Caltrans also submitted a letter (**Exhibit 11**) on June 6, 2016, but it did not raise any environmental issues.

The inclusion of a "feasibility study" of Class IV bike lanes would not alter the CEQA findings, and neither would any of the other BPMP revisions recommended by the Planning Commission.

CORRESPONDENCE

The Town received many items of correspondence during the yearlong BPMP update process, primarily from Greenwood Beach Road neighborhood residents. These numerous items of correspondence regarding the merits of the draft Plan are set forth in reverse chronological order in **Exhibit 12**.

FOLLOW-UP ACTIONS

If adopted by the Town Council, Town staff will incorporate the approved revisions into the document and release a final version as adopted on July 20, 2016. Staff will also file a CEQA Notice of Determination for the project.

STAFF RECOMMENDATION

Staff concurs with the recommendations of the Planning Commission and recommends that the Town Council adopt the updated Plan incorporating those recommendations. Specific text incorporating those revisions is included in the draft Resolution (**Exhibit 1**).

Specifically, Staff recommends that the Town Council:

1. Hold a public hearing and take testimony on the project.
2. Deliberate on the draft Plan.
3. Move to adopt the Resolution.

EXHIBITS

1. Draft Resolution approving the project.
2. POST minutes of May 19, 2015.
3. POST minutes of January 19, 2016.
4. POST minutes (draft) of March 29, 2016.
5. Planning Commission Resolution 2016-08.
6. Planning Commission minutes of May 25, 2016.
7. Town Council minutes (excerpts) of June 20, 2012 with Segment 8 graphic.
8. Class II Buffered Bike Lane photograph.
9. Letter from Harry Heath regarding the Initial Study received May 25, 2016.
10. Letter from Bruce Abbott regarding the Initial Study received May 23, 2016.
11. Letter from Caltrans regarding the Initial Study received June 6, 2016.
12. Combined correspondence regarding the BPMP update in reverse chronological order.

ATTACHMENTS

- A. Draft 2016 Bicycle Pedestrian Master Plan Update dated March 17, 2016.
- B. Initial Study and Draft Negative Declaration dated May 2016.

Prepared By: Patrick Barnes, Director of Public Works/Town Engineer
Scott Anderson, Director of Community Development

RESOLUTION NO. XX-2016

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF TIBURON ADOPTING AN UPDATED TIBURON BICYCLE AND PEDESTRIAN MASTER PLAN AND ADOPTING A NEGATIVE DECLARATION FOR THE PROJECT

WHEREAS, the Town Council of the Town of Tiburon does resolve as follows:

Section 1. Findings.

- A. The Town of Tiburon is proposing to adopt a comprehensively updated Bicycle and Pedestrian Master Plan (BPMP), superseding the Plan adopted in 2008. The BPMP addresses a variety of issues related to bicycle and pedestrian transportation in Tiburon while meeting the California Bicycle-Transportation Act requirements for such Plans. The project is Town file S2016-03.
- B. The Town prepared an Initial Study for this project and determined that a Negative Declaration was appropriate for the project pursuant to the requirements of the California Environmental Quality Act (CEQA).
- C. The Parks Open Space and Trails Commission (POST), acting in its capacity as the Town's Bicycle and Pedestrian Advisory Committee, held two public workshops and a public meeting to take input from the public on the Plan update, and following its public meeting recommended adoption of the Plan to the Town Council.
- D. On May 16, 2016, a Draft Negative Declaration was completed and notices of its availability were publicly posted and advertised in the Ark newspaper to announce a 21-day public review and comment period from May 16, 2016 to June 6, 2016 on the Initial Study/Draft Negative Declaration, in conformance with CEQA requirements. A notice of public meeting on the Draft Negative Declaration and the project was also publicly posted, published in the Ark newspaper, and mailed notice was also provided.
- E. The Planning Commission held a duly noticed public hearing on May 25, 2016 and heard and considered testimony from interested persons. The Planning Commission found that no substantial evidence in support of a fair argument that the project would result in an adverse impact on the environment had been received, and that adoption of the Negative Declaration was in order. The Planning Commission further found that the Tiburon Bicycle and Pedestrian Master Plan Update would be consistent with polices within the Tiburon General Plan and recommended adoption of the updated Plan to the Town Council.

- F. The Town Council held a duly noticed public hearing on July 20, 2016 and heard and considered testimony from interested persons. The Town Council found that no substantial evidence in support of a fair argument that the project would result in an adverse impact on the environment had been received, and that adoption of the Negative Declaration was in order. The Town Council further found that the updated Tiburon Bicycle and Pedestrian Master Plan Update would be consistent with polices within the Tiburon General Plan.

Section 2. Adoption of Negative Declaration.

NOW, THEREFORE BE IT RESOLVED that the Town Council of the Town of Tiburon does hereby adopt the Negative Declaration for the project and directs that a Notice of Determination be filed with the Marin County Clerk.

Section 3. Adoption of Bicycle Pedestrian Master Plan Update With Revisions.

BE IT FURTHER RESOLVED that the Town Council of the Town of Tiburon does hereby adopt the Bicycle and Pedestrian Master Plan Update, with the final adopted version to be dated July 20, 2016 and to incorporate the revisions to the March 17, 2016 draft document as follows:

1. Revise and incorporate Table 4-1 as set forth in attached **Exhibit "A"**.

[Note: This revised table would incorporate Planning Commission recommendations to add Safe Routes to School signage and pavement markings on Greenwood Beach Road; closely monitor Project No. 2 (Blackfield Drive bicycle and pedestrian improvements) after installation for its safety and effectiveness; add a new project (Project 7A) designating the area along Tiburon Boulevard from U. S. Highway 101 to Trestle Glen Boulevard as a "special study zone" for the purposes of studying the feasibility of Class IV bike lanes along both sides of Tiburon Boulevard and the feasibility of relocation of the San Francisco Bay Trail from Greenwood Beach Road to Tiburon Boulevard]

2. Add Project 7A to Figure 4.1 (graphic showing general project locations).
3. Add Section 4.1.4 to read as follows:

4.1.4 Proposed Class IV Study – Separated Bicycle Routes

The Town of Tiburon recognizes that Tiburon Boulevard from U. S. Highway 101 to Trestle Glen Boulevard in a primary route and potentially a better future route for cyclists if it were improved. The Town recognizes that only a minor portion of Tiburon Boulevard in this segment is located within the Town's corporate limits;

however, Tiburon supports working with the County of Marin, Caltrans and other agencies to study the feasibility of building a Class IV bike system on both sides of Tiburon Boulevard from U. S. Highway 101 to Trestle Glen Boulevard. This study could also evaluate a Class I bikeway on one side of Tiburon Boulevard and a Class IV on the other side in those segments where such an approach would be more practical. The study could also evaluate the feasibility of relocating the San Francisco Bay Trail alignment to Tiburon Boulevard from Greenwood Cove Drive/Greenwood Beach Road in this segment.

4. Add Section 5.9.8 to Appendix A of the Plan to read as follows:

5.9.8 Bay Trail Project Grants

The Bay Trail Project has been the source of funds on three separate occasions for bicycle and pedestrian-related projects in Tiburon. In 2003 the Bay Trail Project funded a feasibility study for Class II bike lanes on Trestle Glen Boulevard. In 2005, it funded construction of bicycle and pedestrian improvements along Trestle Glen Boulevard. In 2011, the Bay Trail project funded the Bay Trail Gap Closure Feasibility Study.

More information: <http://www.baytrail.org>

5. Make incidental revisions as necessary to achieve consistency with the above-described revisions.

PASSED AND ADOPTED at a regular meeting of the Town Council of the Town of Tiburon on July 20, 2016, by the following vote:

AYES: COUNCILMEMBERS:

NAYS: COUNCILMEMBERS:

ABSENT: COUNCILMEMBERS:

ERIN TOLLINI, MAYOR
TOWN OF TIBURON

ATTEST:

DIANE CRANE IACOPI, TOWN CLERK

Attachments: Exhibit "A": Revised Table 4-1

EXHIBIT "A"

Table 4-1: Proposed Bicycle Projects and Actions

Name	Begin	End	Facility Type	Length h	Estimated Cost*	Description
Project #1: Blackie's Pasture Connection	Blackie's Grove	Blackie's Pasture	Class IV (parking and buffer protected bikeway) and pedestrian path	0.03	\$50,000 (Town of Tiburon Bay Trail Gap Study, 2012)	Improved pedestrian and bicycle path along access road south of the Blackie's Pasture parking lot; pave gravel shoulder that serves as on-street parking and provide a 4-foot wide striped buffer between the 10-foot wide multi-use path and the parking aisle. Move the existing fence approximately 4 feet to the south. (Town of Tiburon Bay Trail Gap Study, 2012). Add signage to advise bicyclists they are entering a neighborhood 'slow zone.'
Project #2: Tiburon Boulevard at Blackfield Drive/Greenwood Cove Drive	N/A	N/A	Intersection enhancements	N/A	\$116,000	Bicycle and pedestrian intersection enhancements currently under study. Includes addition of a high-visibility crosswalk, pedestrian-activated Leading Pedestrian Interval, buffered bicycle lanes, dashed green bicycle lanes to indicate a mixing zone, and "bike box". (Safe Pathways to School). <u>The Town shall closely monitor this project following construction for its safety and effectiveness.</u>
Project #3: Greenwood Beach	Town/County Boundary	Blackie's Grove	Class III (bicycle route)	0.43	<u>\$70,000</u>	Class III bike route signs should be changed to advise bicyclists of a

Name	Begin	End	Facility Type	Length h	Estimated Cost*	Description
Road	(approximately 150 feet south of Barbaree Way					neighborhood 'slow zone'; signs should direct faster bicyclists to use Tiburon Blvd.; and explore the use of different pavement textures to help slow bicycle traffic on Greenwood Beach Road or alert bicyclist to slow zone signs. <u>Install Safe Routes to School signage and pavement markings along Greenwood Beach Road.</u>
Project #4: Trestle Glen Boulevard	Tiburon Boulevard	Paradise Drive	Class II (bicycle lane)/Class III (bicycle route)	0.61	\$2 million+	Class II bike lanes on both sides <i>or</i> a combination Class II/III with bike lanes on uphill direction.
Project #5: Tiburon Boulevard	Mar West Street	Lagoon Road/Cove Road	To Be Determined	0.01	\$100,000	Improve transition from Class I facility on Tiburon Boulevard west of Mar West Street to Class II facility east of Mar West Street. Coordinate with planned signal or roundabout at this location.
Project #6: Paradise Drive	Mar West Street	East Town Limit near Agreste Way	Class III (bicycle route)	0.54	\$10,000	Stencil or sign Class III bicycle routes
Project #7: Tiburon Boulevard	Town limits	Trestle Glen Boulevard	Class II (bike lanes)	1.0	\$90,000	Subject to Caltrans and County approval; convert existing striped shoulder to Class II bike lanes
Project #7A: Tiburon Boulevard	U. S. Highway 101	Trestle Glen Boulevard	Class IV lanes (feasibility study only)	3.5	\$200,000	Designate this corridor a "special study zone". In coordination with the County of Marin and Caltrans, study the feasibility of installing Class IV bike lanes on both sides and the feasibility of relocation of the San Francisco Bay Trail

Name	Begin	End	Facility Type	Length h	Estimated Cost*	Description
Total Proposed Class I Bikeways				0.0	\$0	to Tiburon Boulevard from Greenwood Cove Drive and Greenwood Beach Road in this area.
Total Proposed Class II Bikeways				1.61	\$2,090,000+	
Total Proposed Class III Bikeways				0.97	\$80,000	
Total Proposed Class IV Bikeways				0.03	\$50,000	
Feasibility Study					200,000	
Total Other Proposed Bicycle Facilities				0.01	\$216,000	
Total Proposed Bikeways				2.62	\$2,636,000+	

* Planning level cost estimates are based on latest available actual implementation unit costs in the Bay Area, and include all design, environmental, and other costs. Many projects are undefined at this level, and the final type and scope of the project is yet to be determined. The estimates do not include any major right-of-way, environmental, or engineering costs that may be discovered in the feasibility design process. Costs from available feasibility studies are used where available.

MINUTES NO. 30
PARKS, OPEN SPACE & TRAILS COMMISSION
May 19, 2015
Regular Meeting
Tiburon Town Hall---Council Chambers
1505 Tiburon Boulevard, Tiburon, California

CALL TO ORDER

The regular meeting was called to order by Chairman Winkler at 6:00 PM, Tuesday, May 19, 2015 in the Town Hall Council Chambers, 1505 Tiburon Boulevard, 1st Floor, Tiburon, California.

ROLL CALL

Present: Chairman Winkler, Vice-Chair Allen & Commissioners Their, Feldman

Absent: Commissioner McMullen

Ex-Officio: Director of Public Works Barnes

ORAL COMMUNICATIONS

Kevin Roberts of 1800 Vistazo West presented an idea to place a fence between Tom Price Park and the Old Rail Trail. He asked the Commission to consider placing this item on the agenda at the next POST meeting.

Two other persons, Ellen Wittier of Belvedere and Evelyn Jeffery of Tiburon spoke in support of the fence at Tom Price Park.

MINUTES

Minutes of the April 28, 2015 special meeting were approved by a vote of 4-0.

COMMISSION AND STAFF BRIEFING

- None.

BUSINESS ITEMS



1. **Bicycle and Pedestrian Plan Update Community Workshop (PB)**
 - Director Barnes introduced the item.

- Bruce Abbott of 458 Greenwood Beach Road spoke regarding the limited notice he received of the meeting. Director Barnes responded that this was a properly noticed meeting, that it was a regularly scheduled POST meeting, that in addition to the posting staff had sent over 30 notices to individuals and organizations in early May. Director Barnes stated that notices to HOAs had gone out later on Friday May 15, 2015.
- Scott McDonald of Transportation Authority of Marin Provided the background for the master plan update.
- Alexandra Sweet briefed the Commission and audience on existing elements of the master plan, what type of input the team putting together the master plan was looking for and the process for the evening
- The participants then held a breakout session with maps, charts and elements of the master plan, general discussion was held and idea generated.
- The group reconvened and Alex Sweet discussed next steps.
- During the session and during the next steps section Ms Sweet and Director Barnes provided two ways for citizens to provide input to the master plan. One important aspect of next steps was getting further responses via a survey at www.Surveymonkey.com/s/bikeped_tiburon. Other comments can be sent to Director Barnes at pbarnes@townoftiburon.org.

ADJOURNMENT

There being no further business, the meeting was adjourned at 7:20 P.M.

PETER WINKLER, CHAIR
Parks, Open Space & Trails Commission

ATTEST:

PATRICK BARNES, ACTING SECRETARY

MINUTES NO. 32
PARKS, OPEN SPACE & TRAILS COMMISSION
January 19, 2016
Regular Meeting
Tiburon Town Hall---Council Chambers
1505 Tiburon Boulevard, Tiburon, California

CALL TO ORDER

The regular meeting was called to order by Chairman Winkler at 6:00 PM, Tuesday, January 19, 2016 in the Town Hall Council Chambers, 1505 Tiburon Boulevard, 1st Floor, Tiburon, California.

ROLL CALL

Present: Chairman Winkler, Commissioners Feldman and McMullen

Absent: Vice-Chair Allen and Commissioner Their

Ex-Officio: Pat Barnes, Director of Public Works/Town Engineer; Scott Anderson, Director of Community Development; Michael Jones, ALTA Planning + Design; Scott Greely, Transportation Agency of Marin (TAM)

ORAL COMMUNICATIONS

- There were none.

MINUTES

Minutes of the November 17, 2015 regular meeting were approved by a vote of 3-0.

COMMISSION AND STAFF BRIEFING

- There was none.

BUSINESS ITEMS



1. Bicycle and Pedestrian Master Plan (BPMP) Update: Public Meeting and Community Workshop to discuss proposed projects for inclusion into the Master Plan update.
 - The Bicycle and Pedestrian Master Plan project list was presented and public comment was received, primarily regarding Greenwood Beach Road neighborhood concerns about bicycle volume and safety and the Hacienda Drive trail improvements item
 - The workshop phase of the meeting was conducted using a large scale map on the wall for participants to identify specific areas of concern. Identified areas of concern focused on the Greenwood Beach Road neighborhood and the Hacienda Drive area in the vicinity of the Ridge trail gap.
 - After the close of public comment following the workshop the Commission made the

- recommendation that all projects should remain on the list, but some should be modified.
- The following recommended modifications were made by consensus of the Commission:
 - Project #3, Greenwood Beach Road, should be rewritten to:
 - Class III bike route signs should be changed to add signage to advise bicyclists of a neighborhood 'slow zone'.
 - Signs should direct faster-moving bicyclists to use Tiburon Boulevard.
 - Explore the use of different pavement textures to help slow bicycle traffic on Greenwood Beach Road or alert cyclists to slow zone signs.
 - Project #1, Blackie's Pasture connection, should be modified to advise bicyclists that they are entering a neighborhood 'slow zone'.
 - Also by consensus of the Commission, the Commissioners set the order of project priorities to be the following:
 - First priority should be Project #3, Greenwood Beach Road
 - Second priority should be Project #7, Tiburon Boulevard
 - Third priority should be Project #1, Blackie's Pasture Connection
 - Last priority should be Project #4, Trestle Glen Boulevard
 - The Commissioners selected Project #3 (Greenwood Beach Road) and Project #7 (Tiburon Boulevard) for further study pursuant to the TAM contract with ALTA.
 - The Commissioners determined Project #12 (Tiburon Ridge Trail) should be last priority for pedestrian projects.

ADJOURNMENT

There being no further business, the meeting was adjourned at 8:32 P.M.

PETER WINKLER, CHAIR
Parks, Open Space & Trails Commission

ATTEST:

PATRICK BARNES, ACTING SECRETARY

Joyce Tayer, a Reedlands resident, expressed support but was concerned about bicyclists and skateboarders using the path because of the potential for collisions with pedestrians. Kathy MacLeod said she would want to see the pathway open for bicycle use as it was lengthy and not all people are mobile.

Tobey, a Tiburon child, expressed support for the path but also wanted a bicycle bridge crossing Tiburon Boulevard from the end of the railroad berm.

There being no further public comment, the item was returned to the Commission.

Commissioner McMullen said he thought the proposal would be less inviting than the current unimproved berm for bicyclists to abuse because of the gravel ballast and increased usage by pedestrians. He applauded the Tiburon Peninsula Foundation (TPF) efforts and those of the proponents and expressed his support for the project as proposed.

Commissioner Thier also thanked the TPF and expressed support for the project.

Vice Chair Allen said the proposal builds on other recent successes at Blackie's Pasture, including the earlier TPF clean-up work and the just-installed picnic table areas, and extended his thanks to the sponsors along with his support for the proposal.

Commissioner Feldman indicated that this was a great project and clarified that some of the remaining outstanding issues, such as initial funding and on-going maintenance, would need to be resolved by the Town Council.

M/S (Their/McMullen) to forward the Town Council the Commission's strong recommendation of support for the project as presented, subject to resolution of the outstanding issues as described in the written staff report. Motion carried 5-0.



2. BICYCLE AND PEDESTRIAN MASTER PLAN UPDATE: Review and Make Recommendations to the Town Council regarding Adoption of the Master Plan Update

Director Barnes presented the staff report using a slide show and responded to questions from the Commission.

Chair Winkler stated that at the Commission's direction, changes were made to the draft Plan following the January 2016 workshop, especially with respect to slowing down fast-moving cyclists when using Greenwood Beach Road and potentially diverting them onto Tiburon Boulevard. He assured those in the audience that their concerns had been heard and the Commission and Plan revisions were responsive to those concerns.

Harry Heath, Greenwood Beach Road resident since 1959, stated that he was glad to see the proposed Class II bike lane proposed on Tiburon Boulevard and the other steps proposed to slow down cyclists using Greenwood Beach Road. He expressed dissatisfaction that the Commission Chairman was not a Tiburon resident.

Kathy MacLeod, Belveron resident, opined that children need to be considered and that for safety reasons they should be using Greenwood Beach Road and not Tiburon Boulevard. She stated that sharrows or striping would help educate riders and improve safety.

Bruce Abbott, Greenwood Beach Road, stated that the situation on Greenwood Beach Road with respect to cyclists is not static and is worsening as the years go by. The neighborhood has no objection to children riding their bicycles on the street, nor people using it to reach work destinations by bicycle. He objected to the explosion of recreational users that is spiraling out of control and creating safety problems, and indicated the Greenwood Beach Road situation demands a CEQA analysis. Speeding bicyclists and large numbers of them, often rude, are creating a powder keg in the neighborhood with a short fuse.

Sidsel Moeller stated that the Bay trail users are making the situation on Greenwood Beach Road intolerable; bikes don't yield and are often verbally abusive to residents. She insisted that the Bay Trail alignment be moved off Greenwood Beach Road.

Pam Snellgrove, Greenwood Beach Road, praised the Town and community for the beatification of the Blackie's Pasture area in recent decades. She thanked the Commission for the beginnings of a response with the changes to the Master Plan since the last meeting. She asked the Town to support its residents in having the Bay Trail relocated and to work with the County of Marin to address signage and other issues that were encouraging use of Greenwood Beach Road by cyclists. She requested that the neighborhood have a dialog with Town staff prior to approving any of the signs proposed to discourage fast riders from using Greenwood Beach Road, as the neighborhood had a keen interest in exactly how the signs would be worded. She also suggested alerting the bicycle clubs to the problem and enlisting their cooperation in changing the behavior of, and the route used by, their members.

Patrick Seidler, representing Transportation Alternatives for Marin, requested that the Plan contain mention of a Class IV bike path along Tiburon Boulevard and East Blithedale Avenue from Blackie's Pasture in Tiburon to Camino Alto in Mill Valley. Mr. Seidler stated that this would allow him to apply for grant funding to study this bike path. Mr. Seidler mentioned federal money and past projects promoted by Transportation Alternatives for Marin. Mr. Seidler stated the grant money would come through the

Transportation Authority of Marin (TAM). Mr. Seidler described the Class IV project as plastic and paint that could easily be removed.

The Commission commented that it was very later in the process to raise such a suggestion; that two public meetings had been held starting in May 2015 and that this was the first mention of a Class IV path concept along Tiburon Boulevard. Mr. Seidler recognized that he was raising this idea late in the process. He stated that he had been busy over the past year resolving threatened litigation against SMART regarding the bike facilities along the SMART route that had been promised but not built.

Commissioners noted that nearly all of the length of the Class IV route that Mr. Seidler was discussing was outside the Town of Tiburon. Mr. Seidler recognized that the majority of the path was in the County not the Town, but he stated that regional consistency was important. Regarding consistency, staff noted that the Town's draft Plan includes a Class 1 path along Tiburon Boulevard from East Strawberry Drive to Greenwood Cove Drive, and a Class II bike lane along Tiburon Boulevard from Greenwood Cove Drive to Blackie's Pasture. The County's draft Bicycle and Pedestrian Master Plan also contains these elements. The Town and County Bicycle Plans are consistent. Mr. Barnes also noted that the Class 1 path from East Strawberry Drive to Greenwood Cove Drive was similar to what was being proposed [the Class IV route], and extended over a much smaller distance, yet had an estimated price tag of \$2.6 million. The Class IV proposal would have a much higher cost than that.

Extensive discussion ensued by the Commission on the Class IV bike path request. Commissioner Thier moved to include language that would encourage the Town's participation a study of a Class VI route. Mr. Seidler repeated that this action needed to recommend a Class IV bike lane running from U. S. Highway 101 to Blackie's Pasture.

Commissioner McMullen noted that this Class IV proposal seemed to be a new and very different project than those in the draft plan. He felt this proposal was sufficiently new and different such that the public should receive notice of it and have the opportunity to comment.

The consensus of the Commission was that this particular suggestion, because of its late-breaking nature and the lack of any information or analysis being available or any opportunity for public input on it, be discussed separately by the Commission at a future meeting and not included in the draft Plan moving forward to the Planning Commission and Town Council. Commissioner Thier modified her motion accordingly.

M/S (Thier/McMullen) to recommend adoption of the Bicycle Pedestrian Master Plan to the Town Council as submitted. Motion carried 5-0.

RESOLUTION 2016-08

**A RESOLUTION OF THE PLANNING COMMISSION
OF THE TOWN OF TIBURON RECOMMENDING TO THE TOWN COUNCIL
ADOPTION OF AN UPDATED BICYCLE & PEDESTRIAN MASTER PLAN
FOR THE TOWN OF TIBURON**

WHEREAS, the Town of Tiburon has initiated an update of its Bicycle & Pedestrian Master Plan, most recently updated in 2008; and

WHEREAS, a draft of the proposed Bicycle & Pedestrian Master Plan was released for public review on March 17, 2016; and

WHEREAS, an Initial Study and Draft Negative Declaration have been prepared for the project pursuant to the California Environmental Quality Act, and the Planning Commission has considered said document and any comments received thereupon in making its recommendation to the Town Council; and

WHEREAS, notice of the Planning Commission's public hearing on the Bicycle & Pedestrian Master Plan Update was published in the The ARK newspaper and other noticing was provided as required by law and custom; and

WHEREAS, the Planning Commission held a duly-noticed and advertised public hearing on May 25, 2016, at which it considered any testimony received from the public; and

WHEREAS, the Planning Commission finds that the updated Bicycle Pedestrian Master Plan is consistent with the Tiburon General Plan.

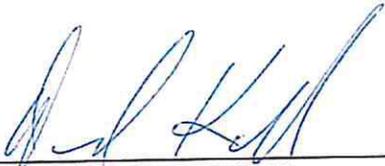
NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the Town of Tiburon does hereby recommend that the Town Council consider the Commission's suggested modifications to the Bicycle and Pedestrian Master Plan as set forth in attached Exhibit "A", and further recommends adoption of the updated Bicycle and Pedestrian Master Plan, attached hereto as Exhibit "B" and incorporated herein, subject to any modifications by the Town Council in consideration of the recommended modifications set forth in attached Exhibit "A" and in the adopted minutes of the Planning Commission meeting of May 25, 2016.

PASSED AND ADOPTED at a special meeting of the Planning Commission of the Town of Tiburon held on May 25, 2016 by the following vote:

AYES: COMMISSIONERS: Kulik, Weller, Welner, Williams

NAYS: COMMISSIONERS: None

ABSENT: COMMISSIONERS: Corcoran



DAVID KULIK, CHAIR
Tiburon Planning Commission

ATTEST:



SCOTT ANDERSON, SECRETARY

Attachment: Exhibit "A", Proposed Planning Commission Modifications
Exhibit "B", Draft Bicycle and Pedestrian Master Plan

EXHIBIT "A"

The Planning Commission recommended that the Town Council consider making the following modifications to the draft Bicycle & Pedestrian Master Plan dated March 17, 2016:

1. Addition of Safe Routes to School signage and pavement markings along Greenwood Beach Road. This can be incorporated as a modification to Bicycle Project #3.
2. Addition of a new Bicycle Project that would call for a study of future Class IV bike lanes along Tiburon Boulevard between U. S. Highway 101 and Trestle Glen Boulevard on the north and Blackie's Pasture Road on the south side.
3. That the Town Council supports the relocation of the Bay Trail alignment to Tiburon Boulevard from Greenwood Beach Road over time as it becomes feasible.
4. That the Town Council recognizes the critical nature of bicycle and pedestrian improvements at the Blackfield Drive intersection with Tiburon Boulevard, and closely monitors the effectiveness of Bicycle Project #2 planned for construction later this year.
5. That the Bay Trail Project is added to Appendix A as a funding source for future bicycle and pedestrian improvements by adding a new Section 5.9.8 entitled "ABAG's Bay Trail Project Grants".

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. MacLeod 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.

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).

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



2. **Bay Trail Gap Study** – Presentation of report providing recommendations to extend Bay Trail from Blackie’s Pasture to East Strawberry Drive (Director of Community Development Anderson/Planning Manager Watrous)

Planning Manager Watrous gave the report. He said that in 2011, the Association of Bay Area Governments (ABAG) awarded the Town an \$85,000 grant to conduct a study to close a gap in the Bay Trail. He said this study sought to evaluate and develop engineering concepts for Class 1, 2 or 3 facilities to enhance service of bicycle and pedestrian traffic along the Tiburon Boulevard/Greenwood Beach Road/Greenwood Cove Drive corridor from East Strawberry Drive to McKegey Green.

Mr. Watrous said that the study was simply that; a planning study of the Bay Trail gap closure. He said that the area of the plan outside of the town’s jurisdiction would have a separate review by the Marin County Department of Public Works and possibly by the Strawberry Design Review Board.

Watrous said that since November 2011, the Parks, Open Space & Trails (POST) Commission had held three workshops on the study and received testimony from neighbors in Tiburon and Strawberry. He noted that the action before the Council this evening was to simply accept the study and in future, he said the Council would have the authority to approve plans and make improvements, if it chose to do so.

The Planning Manager said that the POST Commission made specific recommendations about preferred options for each segment of the study. Councilmember Collins asked if the Council would be bound by any of these options by acceptance of the study. Planning Manager Watrous said that the Council would not be bound and could, in fact, even develop new options. He said the study was of a snapshot in time; also, that the Council was not being asked to make any final decisions tonight.

Mayor Fraser asked if the Council wished to make a different recommendation, other than one contained in the study, could it do so. Mr. Watrous said that the Council could do so and could thereby put the recommendation into the record.

Mayor Fraser asked if staff knew of any future funding or grant opportunities to implement the study. Mr. Watrous said that funding would more likely be available for the more extensive options that created Class I bike trails; he said this funding could possibly come from Bay Trail grant funds. Watrous said that Class 2 or 3 trails were unlikely and less likely to qualify for that type of grant funding.

Councilmember Fredericks commented that because the study had received funding from ABAG to study the Bay Trail gap closure, would the options presented in the study be eligible for this same type of funding. Mr. Watrous said that they would, and noted that the findings (in the study) would help the Town qualify for funding. He also noted that staff had not identified any other funding sources at this juncture.

Mr. Watrous introduced David Parisi, Alta Planning & Design, who had been hired by the Town to assist in preparing the study. Mr. Parisi, a resident of Mill Valley, said it had been his pleasure to work with staff and the POST commission in developing the study. He said that he had taken into account the input from neighbors who had attended and testified at the three workshops. He said the process had resulted in the solutions described in the study.

Mr. Parisi said that the scope of the study was from Blackie's Pasture to East Strawberry Drive; he said that some of these areas had been designated parts of the Bay Trail by ABAG. He said the objective of the study was to find ways to connect these areas into a unified trail. Mr. Parisi also said he had been asked to look at Tiburon Boulevard as a potential alternative to Greenwood Beach Road, as well as the heavily used segment between Greenwood Beach Road and Strawberry Drive, even though it is outside of the Town's limits.

In his power point presentation, Mr. Parisi reviewed each of the eight segments and conceptual design options for each. The description of each segment and option is fully delineated in the study, as well as the written staff report prepared by staff for the Council meeting.

Before the start of the public hearing, Councilmember Collins noted that some of the slides shown by Mr. Parisi in his power point presentation were not in the written report; he said it would be very helpful to include them for the record. Planning Manager Watrous said they could be added to the final version of the study.

Mayor Fraser opened the item to public comment:

1. Gabriela Placak, resident, Greenwood Beach Road (“GBR”) – asked some questions about parking in Segment 4, and asked how bicyclists would make a left turn at the intersection of GBR and Tiburon Boulevard; Planning Manager Watrous replied that this is where Segment 5 improvements might come into play; that the bicyclists would have to ride on the same side of the street as the [Presbyterian] church and make an immediate left; Consultant Parisi added that the intersection had not originally been designed to accommodate bicyclists but noted that the light had a sensor to recognize bikes; he said they used the left-turn [vehicle] traffic lane at the intersection to execute their turns; he also said other that improvements might include adding a crosswalk at that intersection. Ms. Placak also commented on Segments 3 and 4, said that if no parking were allowed in Options C&D there would be a total loss of 107 parking spaces; said this would not be a detriment to the neighborhood given that the road was used for overflow parking for events at Blackie’s Pasture, and for events at Audubon Center. Parisi agreed that there would be a loss of parking; also noted that the road seemed to have excess parking now which is why it was utilized by overflow parkers.
2. Bob Placak, GBR, agreed with concerns expressed by his wife about loss of parking; added that people from [as far away as] Congregation Kol Shofar parked on GBR; said that summer camps at Audubon Center needed parking on a daily basis; agreed that street was used for overflow parking for events at Blackie’s Pasture; said residents needed parking, too, for guests and visitors; said this was a significant issue and represented the loss of a third or half of existing parking; also discussed origin of overnight parking ban which he said was to prevent people parking their boats and trailers on the street; said it adversely impacted residents, as well; suggested changing parking regulations to 24 or 36-hour parking on street; also commented on suggestion for addition of sidewalk on “wrong” side of street from view; said people would walk where they wanted to and would probably gravitate toward the view; said that [the consultant] using Memorial Day weekend for a count of bicycle traffic resulted in a count that was highly unusual; said that only a quarter or a fifth of that statistic (over 1,000 bicyclists) was the norm.
3. Jane Howard, GBR, speaking for partner Jake Steinman, who works in the travel industry, said bicycle rentals was one of the biggest trends in the travel industry over the last 10 years and was expected to increase; said that the location of the Bay Trail is published in guidebooks and travel magazines; Howard said, in her opinion, the tremendous amount of bikes on GBR was unsafe and that the proposed changes would

draw even more to the area; noted the difficulty of getting out of her driveway; said the street had the feel of a country lane; said she would prefer to have bikes diverted to Tiburon Boulevard where there was no cross traffic; said that due to her house siting [on their lot], she could only park on the north side of the street and asked that parking on that side not be removed.

4. Lee Hwang, GBR, said he had a petition signed by most of the residents on GBR opposing the proposed changes to the street; said the proposed options represented a halfway measure; cited issues of safety, parking, environmental impacts, cost and funding; said if the Council was considering changes to GBR, it should conduct a formal traffic study and a formal parking study; he asked the Council to carefully look at the options and to consider a Class I bike lane on Tiburon Boulevard which would be more consistent with the Bay Trail Study objectives; said the Council could close the gap with much less money using Tiburon Boulevard option which would qualify for grant funding and would represent more bang for the buck; concluded by stating, "let's do it once and do it right."
5. Bruce Abbott, GBR, read and submitted a letter into the record; in summary, agreed that the area was auxiliary parking for Blackie's Pasture and that it was often reduced to a one-lane road; said navigation was unpleasant and that the assumed tranquility was deceptive; spoke of numerous bicycle accidents at the end of the street, of having lent assistance to bleeding cyclists; said that he was baffled by the POST commission's recommendations which he said were unnecessary and would primarily benefit people from faraway places; said that the designation of the street as a bay trail was an unreasonable burden to the residents of GBR; said if the Council wanted to make improvements, it should do it properly by creating a bikeway on Tiburon Boulevard.
6. Harry Heath, GBR resident since 1959, said that the Chair of the POST commission was a bicyclist and therefore biased; said the vote was 4-1 to recommend Segment 3 (he said the dissenting commissioner voted for Segment 8); said one commissioner stated he could not read the drawings; asked the Council to consider the needs of the GBR residents over bicyclists and tourists.
7. Alisha Oloughlin, Marin County Bicycle Coalition, said the coalition endorsed the study and the creation of safe bikeway and pedestrian ways for all people, young and old, of all abilities, in the County; agreed that there were no safe facilities in the GBR area but stated that only a small percentage would use Tiburon Boulevard (Segment 8) because of the high-speed traffic which was not safe for children; suggested keeping both segments (3 and 8) and implementing improvements over time; said she appreciated the Town's consideration of the Bay Trail and County Route 10 improvements; asked that the study be accepted in its entirety.
8. Chris Petrine, GBR, distributed a number of photos of parking along GBR; said there was a blind curve by his house that was dangerous; said he echoed the other comments of his neighbors but disputed the comment that bicyclists would not use Tiburon Boulevard as an alternate route; claimed some did so now; said he did not mind the "out of town" bicyclists but that other bicyclists rode far too fast; said he would like to see a Segment 5 connection to Segment 8.

9. Phil Richardson, GBR, also agreed with the comments of his neighbors; thought the idea of using GBR [a dead end street] as a gateway to town was ludicrous; spoke against the loss of a third of the existing parking spaces; said the proposed options did not improve safety and would create a more narrow street; asked why one would build a path on the side of a street where no one walked and that the neighbors would get 1,000 feet of retaining wall; said that Segment 8 was expensive but would result in a Class I trail.
10. Sidsel Moeller, GBR, said we love our neighborhood but wondered when the road [GBR] had become part of the Bay Trail; said the designation had resulted in increased bicycle traffic; said she would favor the use of Tiburon Boulevard (Segment 8) more.
11. Sylvia Wilkerson, GBR, asked the Council to decline acceptance of the study; said that safety was foremost and that the 2008 Bicycle/Pedestrian Master Plan called for a connection where practical of the Bay Trail to Tiburon Boulevard; said that the neighbors were not "NIMBYS" but rather were concerned about hazardous conditions; said she hoped the Council would endorse Segments 5 and 8.
12. Mr. Wilkerson, GBR, described the lengths that he and his wife must employ to get into their carport which requires pulling far out into the street to make 90-degree turns, sometimes being cut off by other cars, etc.; said that narrowing the street would only make it worse, said it was not a safe street and that the neighbors were unified 100% against the proposals; said they had attended three workshops but no one was listening to their concerns; suggested the addition of a barrier, similar to the one on the Golden Gate Bridge, on Tiburon Boulevard to address the safety concerns raised by some of bicyclists using that [proposed] route.

Mayor Fraser closed the public hearing at 9:15 p.m. and asked for Council comments.

Councilmember Fredericks reiterated that acceptance of report meant accepting a planning study, not "approving" it. Planning Manager Watrous agreed; he elaborated that somewhere down the line, if matter came before the Council, it would be in the form of a project or projects, subject to CEQA review and public hearings.

Councilmember Collins agreed that the study was an informational document; that when the Town wanted to start work on closing the Bay Trail Gap, it would again take public testimony on the specifics of the project. Collins said that safety was [the Town's] No. 1 priority at all times; said there was no harm in accepting the study at this time and that the Council could agree or not agree on the various components. He likened accepting the study to a "free throw" and said it would be useful to have this information for future reference.

Vice Mayor O'Donnell agreed with Councilmember Collins and said that the study should be used by the Town as a tool going forward. But he said he wanted to note for the record the importance of the improvements to Segment 5. He said this segment was critical.

O'Donnell said that the Strawberry area was heavily used by Tiburon families, especially those in the nearby Bel Aire neighborhood. He said the area was also very important to Tiburon kids who used the fields there for baseball. He said his wife drove all the way down

Tiburon Boulevard [from their home on the other end of town] to ensure that their son, who is a student at Bel Aire School, can get safely from school to the Strawberry area for Little League. O'Donnell said that his wife drives this distance because Segment 5 is unsafe; that even though it [Tiburon Boulevard] is a 45-mph zone, cars go 55 or faster. O'Donnell said that this was an important connection for the residents of Tiburon and needed the most focus, and vast improvement. He said that a Class I bike lane with a pathway and bridge seemed to be the most important element in the study to close the [Bay Trail] gap and to address these safety issues. The Vice Mayor said he would also like to see a "Segment 9" that would continue up Tiburon Boulevard to the freeway (Highway 101).

With regard to Segment 3, Vice Mayor O'Donnell said that he did not really like any of the options presented in the report and agreed with the residents that losing parking [on GBR] was not beneficial to the neighborhood. He said that adding retaining walls did not seem to be an effective solution. O'Donnell said the path should go along the Bay side because it was, in fact, the Bay Trail, and should include the Audubon Center, an important component of the Bay Trail. He said he was not sure how to best improve safety in that area; he said perhaps the addition of some striping or some other element could be considered. O'Donnell also said he was concerned about building Segment 8 if it were, in fact, not utilized. He said this would be a waste of public funds and needed further study.

Councilmember Doyle said that the study was a great start; said that there might even be some other options not stated in the report. He agreed with Vice Mayor O'Donnell that Segment 5 was currently "very scary" and needed a solution; said he had seen pedestrians, with baby strollers even, walking along in that area, huddling along the [unpaved] shoulder of Tiburon Boulevard. Doyle said that the consultants did a great job gathering the information but that for the neighbors, losing parking was a valid concern. He also stated that there would be other opportunities to discuss the proposal in future.

Mayor Fraser agreed with his colleagues that the study was a great document and could be accepted by the Council. He said he, too, was concerned about the proposed changes to GBR which would impact the road significantly. He said he agreed with the representative from the Marin County Bicycle Coalition that bicycle traffic would increase over time; he said that the Town should be cognizant of this fact.

Mayor Fraser noted that he and Councilmember Doyle served on a task force formed to look into resolving traffic issues on Tiburon Boulevard. He said that one idea the committee was looking at to ameliorate traffic was to get people out of their cars and onto bicycles and other alternative forms of transportation. But he acknowledged that there were concerns about bicycle rider safety (on Tiburon Boulevard, Segment 8); he agreed with Vice Mayor O'Donnell on the importance of improving Segment 5 for safety.

Mayor Fraser said that he had also served on the Town's Bicycle/Pedestrian Advisory Committee and that this area (Segment 5) came up time and time again as a very dangerous area; he agreed that this might be the number one priority of any changes in the future. He

suggested adding the report to the body of knowledge that was being developed by the Town. He said that it was important to listen to the neighbors, and agreed with some of their concerns, having lived in Greenwood Cove 20 years ago.

Someone from the audience asked whether Segments 3 and 8 could be considered “neutral” and not accepted in the report.

Councilmember Fredericks commented that it was valuable to have these segments in the report because if a choice had to be made, it was important to have all the information. For instance, she said if Segment 8 was chosen to divert traffic off of GBR, the safety issues identified in Segment 3 would still exist; she said the planning document represented a snapshot of the conditions at that point in ^{time} and was useful in that context, as well.

A suggestion was made that the minutes of the Council meeting might be incorporated into the report. Planning Manager Watrous suggested that the adopted minutes be added as an appendix to the report. Council concurred with this recommendation.

MOTION: To accept the Bay Trail Gap Closure study and to attach minutes of the June 20, 2012 meeting as an appendix.
Moved: Fredericks, seconded by Doyle
Vote: AYES: Unanimous

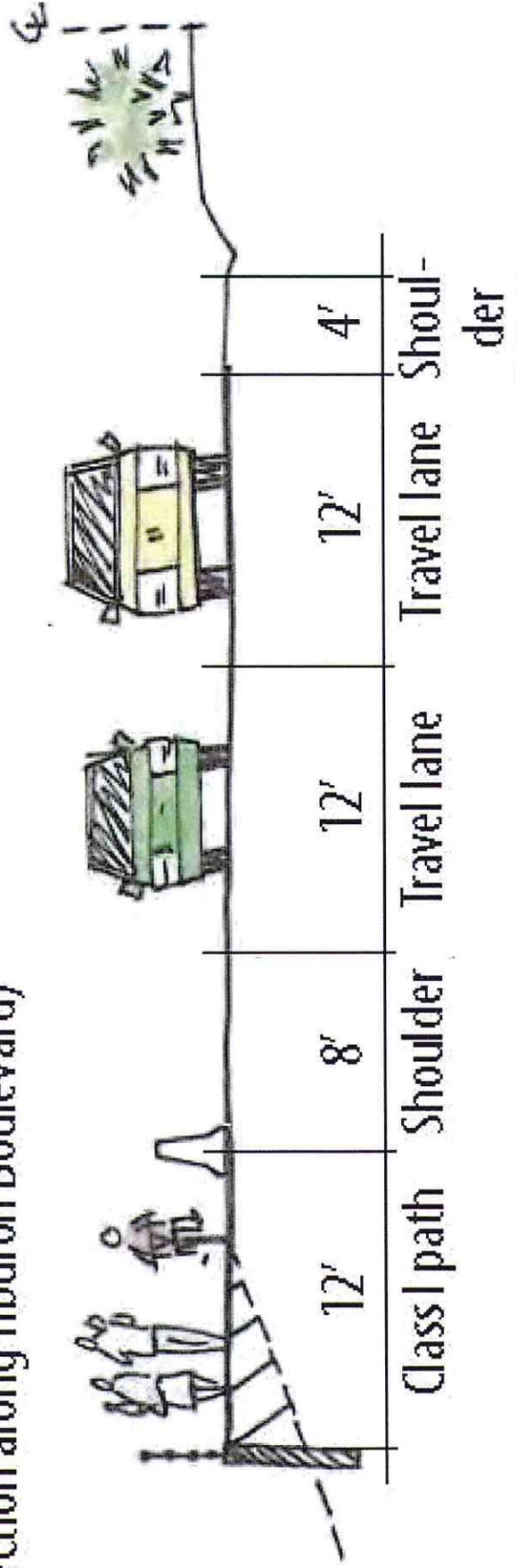
Segment 8 of Gap Study



Bay Trail Segment Concepts

Option A

(Section along Tiburon Boulevard)



Buffered Bike Lane

Class II

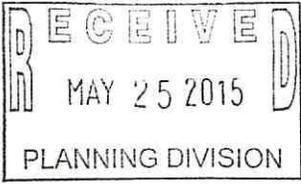


unfiled

Received at PC Mtg.

May 25, 2016

Town of Tiburon
Planning Commission
1505 Tiburon Blvd.
Tiburon, CA 94920



SUBJECT: Negative Declaration

Dear Sirs/Madams:

The Town of Tiburon seems to indicate that introducing the Negative Declaration to CEQA is a 'slam dunk' as there is no environmental concerns to be cited and passage by CEQA very swiftly forthcoming. However, contrary to this concept are the views of Greenwood Beach Road Homeowners(GBHO), which indicates that there are considerable concerns resulting from issues with hordes of rental bicycles from Blazing Saddles and other companies that rent bicycles. According to 'google' Blazing Saddles has five outlets in San Francisco. For the most part tourists rent these bikes and are not familiar with the rules of the road for bikes. They come down our street en masse making it difficult for us to drive certainly putting pedestrians at risk. A safety issue that threatens bodily harm is sure to be an environmental issue.

Also for residents of Greenwood Beach Road the quality of life is impaired. The noise, the risk of being winged by a bike, the difficulty of driving down our street which is complicated when bikes do not heed the right of way. In addition the trash composed of plastic bottles and sandwich bags clutters our street when as many as a 1,000 or more bikes parade down our street on weekends and residents end up desposing of the trash. All of the above is an environmental issue.

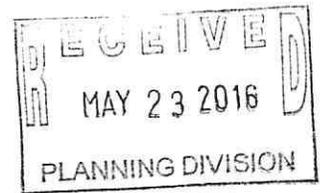
However, we have been advised that if there is evidence to the contrary that there is no enviromental concerns with the Negative Declaration and that there is environmental issues concerning a bicycle corridor for massive numbers of bikes down Greenwood Beach Road(GBR) then it should be presented at the comment period for the Negative Declaration. If that is done we can go to court and challenge the Town of Tiburon process and enforce CEQA. I would regard this meeting as the comment period for the Negative Declaration and it would be sufficient to say that the requirements have been met for presenting environmental issues regarding a bicycle route down GBR. It is our hope that an alternate route be secured on Tiburon Blvd. as proposed by the Parisi Study conducted in 2012.

Very truly yours,

Harry Heath
Harry Heath

Greenwood Beach Homeowners Assn.
440 Greenwood Beach Rd.
Tiburon, CA 94920

PAGE 1



CEQA

15382. SIGNIFICANT EFFECT ON THE ENVIRONMENT "Significant effect on the environment" means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant. Note: Authority cited: Section 21083, Public Resources Code; Reference: Sections 21068, 21083, 21100, and 21151, Public Resources Code; Hecton v. People of the State of California, 58 Cal. App. 3d 653.

Objections to a negative declaration to the Tiburon Bicycle and Pedestrian Plan

The volume of bicycle traffic on Greenwood Beach Road, on holidays, week-ends, and in summer, now routinely exceeds 1,000 in a given day, resulting in congestion and confrontations that frequently result in loud and rancorous exchanges between, bikers and between bikers and motor vehicles that penetrate into the adjacent homes and up and down the street. These exchanges at times become intense, emotional, accusatory and threatening. The inevitable result is an atmosphere marked by incivility and irascibility, resulting in the degradation of the quality of life for those who live on this street, and who are exposed to it on a continuing basis.

There have been a number of accidents involving bicycles on Greenwood Beach Road in the immediately preceding several years resulting in visits to the emergency room at the local hospital. In one extremely unfortunate incident, some years ago, a young boy was killed in a bicycle accident on Greenwood Beach Road. The amount of bicycle traffic on Greenwood Beach Road exceeds inherently dangerous levels.

The increase in bicycle traffic has been accompanied by an increase in the disposal of water containers, food and other discarded commercial wrappers and debris on Greenwood Beach Road.

All these factors have had a significantly adverse effect on the street, its inhabitants and the immediately adjacent environment. With the continued increase in bicycle use in general, and on Greenwood Beach Road it's adjoining flora in particular, the situation can only continue to degrade.

The physical capacity of Greenwood Beach Road to accept the current, and expanding, demands imposed by bicycles, has been exceeded beyond reason, has become intolerable, and dangerous to the point of unacceptability.

There are alternatives to the use of Greenwood Beach Road as a major bicycle thoroughfare that are much more environmentally immune and adaptable to the effects of these phenomena and that can accommodate this stain with minimal disruption, rendering the continued use of Greenwood Beach Road for this purpose even more dangerous, unnecessary, unwise and unacceptable.

For the reasons expressed herein, the issuance of a negative declaration is not justified, and would be a travesty to the residents of Greenwood Beach Road and to the bicycle users who are invited to use it.

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

P.O. BOX 23660

OAKLAND, CA 94623-0660

PHONE (510) 286-5528

FAX (510) 286-5559

TTY 711

www.dot.ca.gov

RECEIVED

JUN 06 2016

TOWN MANAGERS OFFICE
TOWN OF TIBURON*Serious Drought.
Help save water!*

June 6, 2016

MRN131106

MRN-131-0.666-4.392

Mr. Scott Anderson
Community Development Department
Town of Tiburon
1505 Tiburon Boulevard
Tiburon, CA 94920

2016 Bicycle and Pedestrian Master Plan Update – Negative Declaration

Dear Mr. Anderson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 2016 Bicycle and Pedestrian Master Plan (BPMP) Update. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system, in which we seek to reduce statewide vehicle miles traveled (VMT) and increase non-auto modes of active transportation. Caltrans plans to increase non-auto mode shares by 2020 through tripling bicycle, and doubling pedestrian and transit. Also, these targets support the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy, which promotes the increase of non-auto mode shares by ten percentage points and a decrease in automobile VMT per capita by ten percent. Our comments are based on the Negative Declaration.

Project Understanding.

The proposed project would update the Town of Tiburon's (Town) BPMP that was originally adopted in 2001 and subsequently updated in 2008. The update provides a programmatic description of the proposed projects and priorities for implementation, crash analysis, goals and objectives, design guidelines, and consistency with the General Plan. State Route (SR) 131, also known as Tiburon Boulevard, acts as the Town's main arterial road and several bicycle and pedestrian improvements are identified along this route. The Town is approximately 17 square miles and vehicular access is primarily gained via US 101 and SR 131.

Lead Agency

As the lead agency, the Town is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

EXHIBIT NO. 11

Mr. Scott Anderson, Town of Tiburon
June 6, 2016
Page 2

Multimodal Planning

We encourage the Town to consider Class II bicycle lanes along the entire length of SR 131 as an alternative to the existing path shared with pedestrians. It is Caltrans policy to meet the needs of users of all ages and abilities, and many bicyclists commuting to and from the Tiburon Ferry Terminal may prefer a more direct, on-street bicycle facility. Please note that any proposed bicycle and pedestrian improvements within State right-of-way (ROW) must be designed per current Caltrans standards.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See this website linked for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits>.

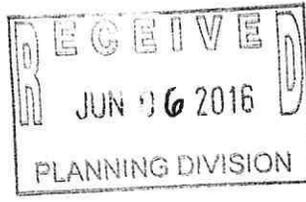
Should you have any questions regarding this letter or require additional information, please contact Cole Iwamasa at (510) 286-5534 or cole.iwamasa@dot.ca.gov.

Sincerely,



for PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

RONALD BROWN
125 WOLFE DR.
MILL VALLEY,
GA 94941



415-383-4770
JUNE 2ND, 2016

To
PLANNING COMMISSION MEMBERS.

I CAN'T BELIEVE YOU COULD BE SO
CRAVEN AS TO ROW-TOW TO THE
WISHES OF SO FEW (GREENWOOD BEACH
RESIDENTS), TO ENDANGER THE SAFETY
AND PLEASURE OF SO MANY (BICYCLISTS,
WALKERS & SCHOOLCHILDREN).

THE ^(MAJORITY OF) ~~ONLY~~ AUTOMOBILE TRAFFIC
ON GREENWOOD BEACH ROAD IS FROM
RESIDENTS. TO EVEN CONSIDER MOVING
BICYCLES TO TIBURON BLVD IS
WIDICROUS!

WITH CONCERN
Ronald Brown

Patrick Barnes

From: Angela McInerney [angela.mcinerney@me.com]
Sent: Thursday, May 26, 2016 11:03 AM
To: Patrick Barnes; Scott Anderson
Subject: Propose additional project to Bicycle and Pedestrian Plan (please forward to Planning Commission)

Thank you for listening to my remarks and concerns last night at the Tiburon Planning Commission Meeting. I neglected to have a paper with my request on it to hand to the Planning Commission and their emails are not listed on the Town of Tiburon website. Could you please forward my additional proposal to the commissioners and Chairs of the planning commission?

Again, I would like to Thank Scott Anderson, Patrick Barnes and Council Woman Alice Fredericks for their thoughtful replies to my emails regarding road safety and the bike and pedestrian plan.

I'm speaking for ALL the elementary, middle, and HS kids in Tiburon that are trying to get safely from their houses to school by biking or walking. I'm speaking for myself and my RHR neighbors because there is no safe connection from our neighborhood to "main arteries" such as the old rail trail.

I was very optimistic and hopeful when I read the goals and objectives of the plan. It calls "for a TOWN-WIDE network of bicycle and pedestrian facilities, including sidewalks, paths, bike lanes, and bike routes, along with bicycle and pedestrian related programs and support facilities, intended to ensure bicycling and walking become viable transportation options for people who live, work, and recreate in Tiburon."

However, I was ultimately disappointed with the proposed projects. While the goals and objectives seem to add to the safety and connect hillside neighborhoods to the main pathways, in fact there are only a couple of pedestrian related projects and NO bicycle related projects in the draft that are in the hillside neighborhoods.

Many elementary, middle, and high school kids as well as commuters use Lyford road to get to work and school. The speed limit is too high during school hours and there is no surface marking for bike lanes.

I would like to propose the inclusion of an additional project to the Bicycle and Pedestrian Plan for consideration by the Council.

I propose adding class 2 Bicycle markings on Lyford Drive as well as road surface signage to remind drivers that it is a school zone and that the speed limit is 25 mph.

In addition, I support using Greenwood Cove Road and Greenwood Beach Rd as a posted "Safe Routes to School" route with signs and sharrows that alert motorists to slow down and drive with caution.

I also support the proposal to create a Class 4 divided bicycle lane along Tiburon blvd.

A lot of kids still do not have safe routes to school and this plan, while at least doing something - mainly on existing paths-- this plan does not do enough to create a network or connect pathways.

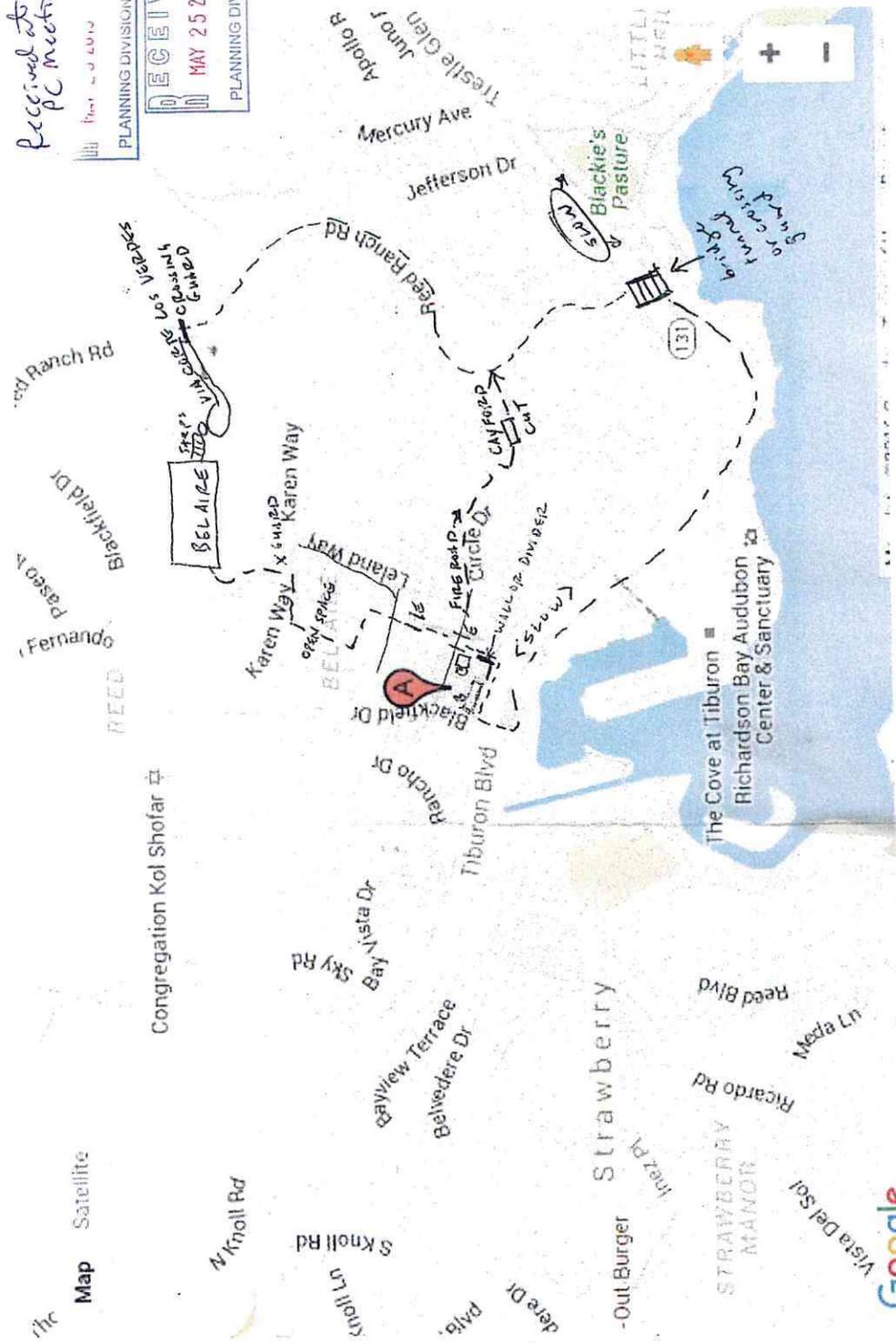
If we truly want to create a culture of biking and walking in Tiburon, we need to create a connected network of SAFE pathways.

Thank you,

Angela McInerney
60 Mount Tiburon Road,
Tiburon CA 94920
(914) 486-8398

Received at
PC meeting

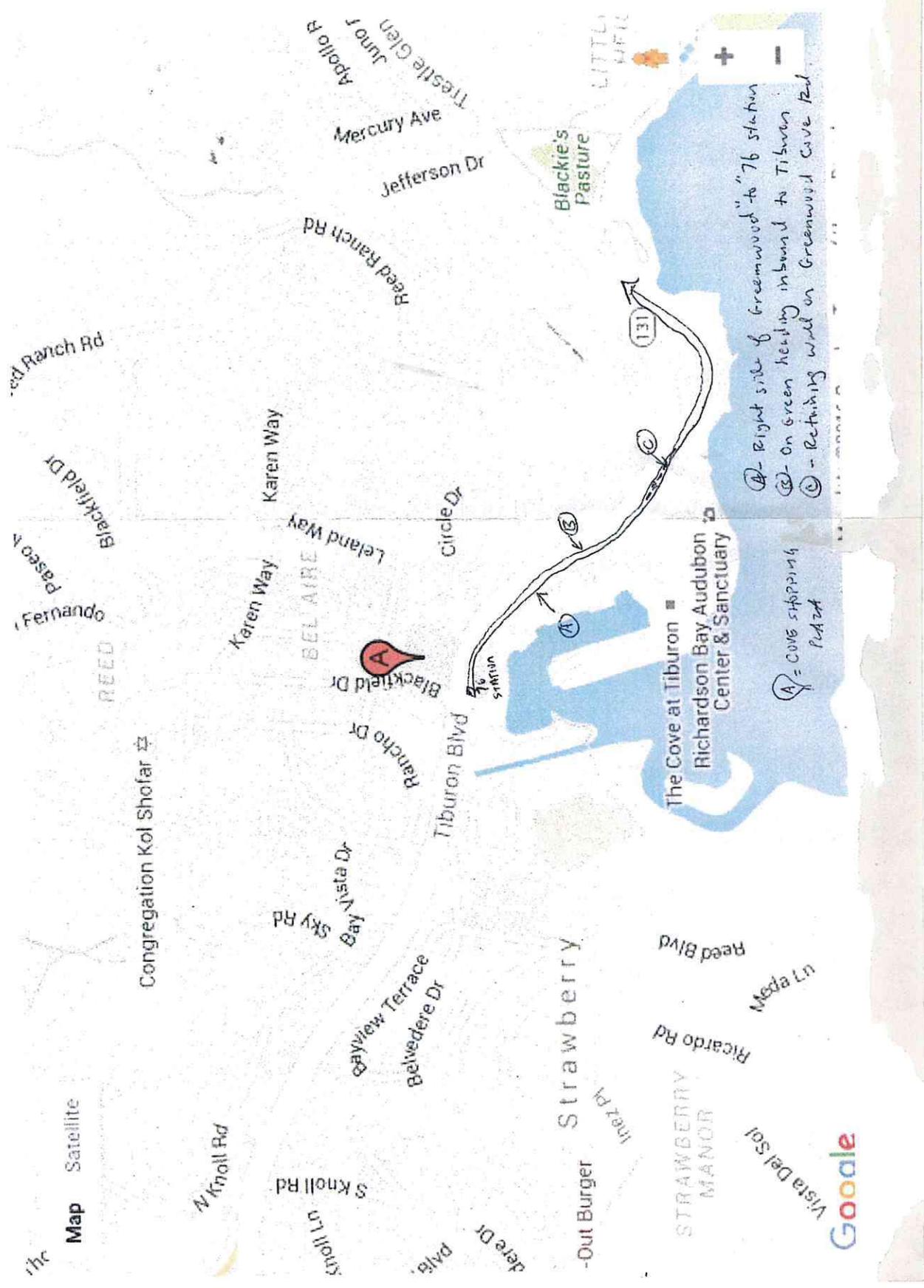
RECEIVED
MAY 25 2015
PLANNING DIVISION



- E = EASEMENT
- A = COVE SHOPPING PLAZA
- B = PETS → SWEET THINGS
- C = NUMBER

Presented to Planning Commission
By Ryan Gouevia on May 25, 2016

Received at
PC Meeting



Presented to Planning Commission
By Ryan Gouveia on May 25, 2016

5/25/2016

Received at
PC meeting

Dear Planning Commission,

Cycling needs to be embraced as a community amenity, promoted as a healthy alternative to the car, adding to the quality of life with safe, convenient paths separated from cars seamlessly linking between jurisdictions so all ages can benefit.

Please include the following elements to The Tiburon Bicycle and Pedestrian Plan.

Include wording to study a way to make a seamless link to existing paths from the Unincorporated Area.

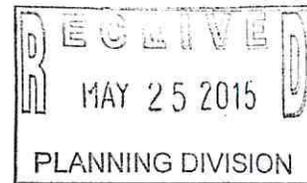
Include Safe Routes to School signage along Greenwood Cove Rd and Greenwood Beach Rd. which would include sharrows.

The current Draft Plan's recommended list of improvements do very little to either promote cycling, educate drivers or cyclists, or make cycling safer.

If there are no improvements that link paths there will be no change in the decision of local residents to bike. Please vote to help reduce congestion by including the promotion of safe convenient cycling to complete a network of existing multi-purpose paths for all ages and abilities.

Sincerely,

Kathy McLeod
21 Mercury Ave
Tiburon, CA 94920



Like 1.2M

PETITIONS BELVEDERE TIBURON

START A PETITION

BROWSE



Don't Leave Safe Routes To School out of the Bike and Ped Plan

BY: [Kathy Mcleod](#)

TARGET: Town Council of Tiburon, Marin County Supervisors and Caltrans, [Belvedere Tiburon, CA](#)

45 SUPPORTERS

7 from Belvedere Tiburon, CA

GOAL
200

overview petition

Update #1 13 days ago Full Update ▾

Thank you for signing our petition to make cycling safer in Tiburon. Today our local newspaper wrote about the issues! Our message is becoming clear to all. This is

About This Petition

The Safe Routes to School Task Force has been meeting for a few years in Tiburon. Our Bike and Pedestrian Master Plan is due. Safe Routes to School recommendations will not be included in the "plan" unless local citizens show support. We are asking for short term fixes and long range plans.

1. In the near term "Sharrows" along Greenwood Cove Rd need to meet with Greenwood Beach Rd. (Green painted squares with chevron arrows placed where there are parked cars on narrow streets so cyclist stay visible, predictable and away from opening doors. This does not take away parking spaces but creates a safer cycling zone on low traffic streets.)
2. Make a route around the Cove Shopping Center to provide an alternative for kids riding through the parking lot.
3. Long range mapping should be studied with community involvement then established as future possibilities. Near term improvements and repairs should be

KATHY,
YOU TOOK ACTION ON MAY 05, 2016
you can help by sharing

8

tweet

Email

other urgent petitions need your help

TAKE ACTION NOW



Support Assembly Bill 1300 to Protect Mental Health Patients in California ERs

2,395 SUPPORTERS

Sign Petition



Don't Blast a Mine Into El Jefe's Homeland

7,553 SUPPORTERS

Sign Petition



Dear Washington Post: Add Social Security to your voter guide!

13,870 SUPPORTERS

Sign Petition

MAKE A DIFFERENCE

start a new petition

the #1 petition site in the world

made to link our long range vision.

For example, bike lanes along State Hwy 131 without a physical barrier will not make cycling safe for children. This particular link along the highway should have a physical barrier and seamlessly link to Blackies Pasture.

An earlier study outlines the concepts for a plan for a pathway from Blackies Pasture to the intersection of Greenwood Cove Rd, Blackfield Dr. and Tiburon Blvd. Those signed below request that a Study be done that would allow all the issues for such a path to be studied, and the cost of such a path be determined.

Taking...

more

you have the power to create change.

START SHARING AND WATCH YOUR IMPACT GROW

8

tweet

Email

embed

LOCAL COMMENTS

[LOCAL COMMENTS](#)

[LOCAL SIGNATURES](#)

[ALL SIGNERS](#)

Rosalind Cusack

CA | 14 days ago

I live close to the bike path so my kids bike to school. I wish it was as safe for everyone

SEND

Cathomas Ford Starbird

CA | 16 days ago

I believe the greater Bay Area Bike Route Plan Map (of which the Tiburon Peninsula Area is listed as "Route #8") should remain a key component of all current/future Marin County long range plans. Thank you. Cathomas Ford Starbird

SEND

See more petitions:

Health

Number	Date	First Name	Last Name	City	State/Province	For more impact, add a personal comment here
2	5/5/16	Joe	Breeze	Fairfax	California	
3	5/5/16	Sandy	Rodgers	Carmichael	California	
4	5/5/16	Edward	Laurson	DENVER	Colorado	
5	5/5/16	blair	McLeod	tiburron	California	
6	5/5/16	Cathleen	Gouveia	Tiburon	California	Greenwood Cove Road is desperately in need of a separated path for our children!!!
7	5/5/16	Elizabeth	Brawn	Mayfield		
8	5/5/16	rose	wild	BUFFALO	New York	
9	5/5/16	mauricio	carvajal	santiago		
10	5/5/16	Helen	Werngren	Belvedere	California	
11	5/5/16	David	Ross	Belvedere	Til California	
12	5/5/16	Sandra	Ferri	BÄtretswil		
13	5/6/16	Feather	Winger	vienna		
14	5/6/16	Harsha	Vardhana R	Bangalore		
15	5/6/16	Alexandra	Gundelfinger	Poprad		
16	5/6/16	Tony	Guzman	Santo Domingo		
17	5/6/16	Carl	Rosenstock	BARABOO	Wisconsin	
18	5/6/16	One Heart	inc	BARABOO	Wisconsin	
19	5/6/16	Mariana	Lukacova	Moldava nad Bodvou		
20	5/6/16	Bettina	Lorenz	Rhede		
21	5/6/16	Mark	Stewart	Aberdeen		
22	5/6/16	Anne Marie	Leavy-Ghazi	Belvedere	Til California	
23	5/6/16	Arde	Farbod	Tiburon	California	

This road is dangerous for bikers, waving in and out of parked cars. The kids have heavy back packs and it can be dangerous.

24 5/7/16 Thomas Boehm NÄ¼rnberg
25 5/7/16 Gracie Matejka Tiburon California
26 5/7/16 Ryan Gouveia Tiburon California

We need a safe route to Bel Aire that does not cross over the entrance to the Cove Shopping Center!!!!

27 5/7/16 Anna Vasilyeva Tiburon California
28 5/8/16 Vlad Suglobov Belvedere Til California
29 5/8/16 Joann Henderson PALM COAST Florida
30 5/8/16 David Houghton Belvedere Til California
31 5/8/16 Daniel Solomon Belvedere Til California
32 5/8/16 Jennette Leal Belvedere California

Make Tiburon safe for kids (and everyone else!) on bikes! Kids aren't experienced enough to ride on Hwy 131 next to cars. Bike paths and safe markings help everyone.

33 5/9/16 Corry Ridder Muiden
34 5/9/16 Cathomas Ford Starbird Belvedere, T California

I believe the greater Bay Area Bike Route Plan Map (of which the Tiburon Peninsula Area is listed as "Route #8") should remain a key component of all current/future Marin County long range plans. Thank you. Cathomas Ford Starbird

35 5/9/16 Joan Moir Tiburon California

As a long time resident at the Cove apts. I have witnessed many near accidents with children commuting on their bikes to and from their respective schools in Tiburon. I support Sharrows along Greenwood Cove Rd. because they inform drivers and cyclists of designated areas for cycling.

36 5/10/16 Ted Williams RALLS Texas
37 5/10/16 Carmen Rodriguez Belvedere Til California
38 5/11/16 Pamela Harlem San Rafael California

Safe access for biking for children should be a strong priority in Tiburon, where families with young children have strengthened the economy, the roadways become gridlocked regularly, and we pride ourselves on being sensitive to the environment.

39 5/11/16 Brian Oldham San Mateo California
40 5/11/16 Tom Anonymous Mill Valley California
41 5/11/16 Ross Macleod San Rafael California
42 5/11/16 Lynn Menard San Anselmo California

43 5/11/16 Cindy

Winter

Greenbrae California

When I was a little girl, I always walked or cycled to school. That early exercise helped me grow up strong and healthy. Let's give today's children the same benefit.

44 5/11/16 Rosalind

Cusack

Belvedere Til California

I live close to the bike path so my kids bike to school. I wish it was as safe for everyone

Include Safe Routes To School in our Bike and Pedestrian Plan

The Safe Routes to School Task Force has been meeting for a few years in Tiburon. Our Bike and Pedestrian Master Plan is due. Safe Routes to School recommendations will not be included in the "plan" unless local citizens show support. We are asking for short term fixes and long range plans.

1. In the near term "Sharrows" along Greenwood Cove Rd need to meet with Greenwood Beach Rd.*
2. Make a route around the Cove Shopping Center to provide an alternative for kids riding through the parking lot.
3. Long range mapping should be studied with community involvement then established as future possibilities. Near term improvements and repairs should be made to link our long range vision.

For example, bike lanes along State Highway 131 without a physical barrier will not make cycling safe for children.

An earlier study outlines the concepts for a plan for a pathway from Blackies Pasture to the intersection of Greenwood Cove Rd, Blackfield Dr. and Tiburon Blvd. Those signed below request that a Study be done that would allow all the issues for such a path to be studied, and the cost of such a path be determined.

Taking away bike route features that keep cyclists safe, like signs for the safest bike route, which would include sharrows,* is only acceptable if there is an alternative safe route for children. Let's face it, Tiburon Blvd, without a protected physical barrier, is not a safe route for our children in elementary school.

Please sign our petition to help us find a solution that everyone will be happy with!

* Sharrows are green squares with chevron arrows painted in the road where there are parked cars on narrow streets so cyclist stay visible, predictable and away from opening doors. This does not take away parking spaces but creates a safer cycling zone on low traffic streets.)

Dear Tiburon Town Council and Marin County Supervisors,

We would like to establish the safest possible cycling routes to local schools, shopping and parks. Greenwood Beach and Greenwood Cove Road need to be clearly marked with signs and paint in order to promote cycling and reduce congestion. Doing this with Sharrows is effective in helping children stay safe and educating drivers.

The safest route for children should be the top priority. Our long range plans need to include a study to find ways to link multi-purpose, "Class I" Paths together as seamlessly as possible between Blackies Pasture and Bel Aire Elementary School.

Sincerely,

The Citizens of Marin County and the Town of Tiburon

Name	Address	Email	Date
P. Keith LeClair	120 Bayview Ave	Kleclair@gmail.com	5/2
Amy Jacobs	20 Cove Rd Bel	amydjacobs@gmail.com	2
Amy McNeilis	1691 Mar West, Tib	amcneilis@earthlink.net	
MELISSA FEACIN	PO Box 1085, Tiburon		
Jake Riley	PO Box 1198	Rileyjames@redvalley.com	
Cole Vasquez	40 Bayview Avenue		

Include Safe Routes To School in our Bike and Pedestrian Plan

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3. Long range mapping should be studied with community involvement then established as future possibilities. Near term improvements and repairs should be made to link our long range vision.

For example, bike lanes along State Highway 131 without a physical barrier will not make cycling safe for children.

An earlier study outlines the concepts for a plan for a pathway from Blackies Pasture to the intersection of Greenwood Cove Rd, Blackfield Dr. and Tiburon Blvd. Those signed below request that a Study be done that would allow all the issues for such a path to be studied, and the cost of such a path be determined.

Taking away bike route features that keep cyclists safe, like signs for the safest bike route, which would include sharrows,* is only acceptable if there is an alternative safe route for children. Let's face it, Tiburon Blvd, without a protected physical barrier, is not a safe route for our children in elementary school.

Please sign our petition to help us find a solution that everyone will be happy with!

* Sharrows are green squares with chevron arrows painted in the road where there are parked cars on narrow streets so cyclist stay visible, predictable and away from opening doors. This does not take away parking spaces but creates a safer cycling zone on low traffic streets.)

Dear Tiburon Town Council and Marin County Supervisors.

We would like to establish the safest possible cycling routes to local schools, shopping and parks. Greenwood Beach and Greenwood Cove Road need to be clearly marked with signs and paint in order to promote cycling and reduce congestion. Doing this with Sharrows is effective in helping children stay safe and educating drivers.

The safest route for children should be the top priority. Our long range plans need to include a study to find ways to link multi-purpose. "Class I" Paths together as seamlessly as possible between Blackies Pasture and Bel Aire Elementary School.

Sincerely,

The Citizens of Marin County and the Town of Tiburon

Name	Address	Email	Date
Mona Serris	609 Madonna Ave Belvedere,	MSejemet@ Yahoo.com	5/17/16
Ryan Gouveia	23 Circle Drive	Tiburon	
Robert Gouveia	17 Circle Dr. C Tiburon	bobgouveia_1999@yahoo.com	
Keys Joducsal	23 Circle Dr.	Ksco Dulska@aol.	
RICHARD CHAMPE	07 VIA CAPITANO, Tiburon		
JASON KELLERMAN	497 WASHINGTON Ct, Tiburon		5/24/16
Autria Christensen	122 Longfellow	Mill Valley	5/24/16

James McIntyre	9	Linda Vista
Egan McInerney	60	Mount Tiburon Rd
Misha Udalov	55	Mount Tiburon Rd
Charlie Tartar	27	Cove Road (Belvedere)
Ethan Kahn	11	Peninsula Road
Noah and Nellie Ross	43	peninsula rd
Angela McInerney	60	Mt Tiburon Rd
Ben Donick	10	Round Hill Terr
Camden Day	22	merinero circle
Adrian Macdonald		(E) Davis Dr
Hugo Lindgren		11 cove road
Zeck Johnson		5 Stevens Court
Sami Winters		
Adrian		
Ghazaleh Jami		236 Bella Vista Ave.
Katerina Udalova		55 Mt. Tiburon Rd
Jay Day		39 Mercury
Wendy Martin		106 Howard Dr.
Carli Dykstra		39 Mercury
Kate Mitchell		2382 Mar East.
Annie Djesche		17 Turle Rock Ct.
David Hamner		55 Mt. Tiburon Rd, Tiburon
Murray Dinn		50 HARRIET WAY, TIBURON.
Rand Crook		2280 Paradise Dr. #3 Tiburon, CA.
Belinda Roubey		28 Tillwood Street, Mill Valley
Bill Wells		29 Andrew Dr, #97, MILL VALLEY TIBURON 94920

Scott Anderson

From: Bruce Abbott [brucedabbott@comcast.net]
Sent: Sunday, May 22, 2016 10:39 AM
To: Scott Anderson
Cc: Patrick Seidler; bravasio@cbnorcal.com; dwatrous@townoftiburon.ocg; Greg Chanis; Patrick Barnes; Abbott, Bruce; Bernwall, Hans and Sylvia; Bernwall, Sylvia; Beverly Harper; Carla; Federal, Aubrey; federal, gaby; Foster, Brenda; Heath, Harry; K M D Jones; Moller, Sidsel; Moore, Greg; Morpew, Forrest; Padr; Peterson, Nancy; Petrin, Chris; Placak, Bob; Richardson, Barbara; Savage, Gini; Shorten, Chris; Shorten, Jocelyn; Siedhoff, Betty and John; Snellgrove, Pam; Soden, John; Steinman, Jake; Zaluski, Karen
Subject: Bicycle and Pedestrian Plan

Good morning Scott:

Attached are copies of a cover letter from residents of Greenwood Beach Road addressed to members of the Planning Commission, accompanying signature pages, email authorization for signing on behalf of residents out of town, a copy of a proposed addition to the Bicycle and Pedestrian Plan, and a copy of a letter of opposition to the submission of a Negative Declaration in regards to the Bicycle and Pedestrian Plan.

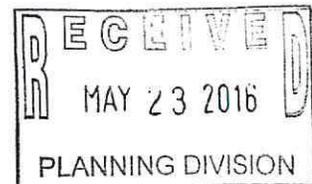
The original of these documents will be submitted to the Town on the morning of May 23rd.

It is requested that copies of these documents be forwarded, as early as possible on Monday, to the members of the Planning Commission so they may have sufficient time to review and evaluate them prior to the meeting of the Commission on Wednesday, May 25, 2016.

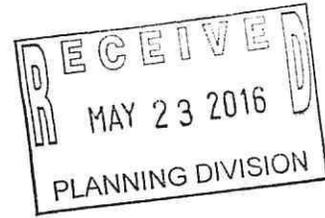
Thank you for your assistance.

Kindest regards,

Bruce Abbott



Bruce Abbott
458 Greenwood Beach Road
Tiburon, CA 94920



May 16, 2016

Tiburon Planning Commission
Tiburon, CA 94920

Dear Chairman Kulik, Ms. Williams, and Messrs. Corcoran, Weller and Weiner:

Pending before your Commission on the May 25th agenda, is the Bicycle and Pedestrian Plan, which has major implications and concerns for the residents of Greenwood Beach Road, on whose behalf I write.

Over the last few years, following the guidance of Bay Trails 10, the number of bikers using this street has grown to intolerable levels, and has now reached the point we are required to seek relief. Among the concerns we bring to your attention, are the physical limits that have been reached and exceeded. This is a narrow, winding, and hilly street with limited visibility. Homes are in very close juxtaposition to the pavement, making backing onto the street hazardous and driving on the street a nerve racking experience. It is used by all forms of travel; motorists, bikers, skaters, skate boarders, pedestrian, and baby carriages. It is a favorite route of access to users of Blackie's Pasture and the Old Rail Trail, with a dead end street that is frequently congested by the limited parking and the turn around. The conditions I describe long ago compromised safety. Numerous accidents have occurred here. I personally have witnessed the scene of four such accidents in front of my home, and some years ago, a young bicyclist was killed on this street.

Failure of Town leadership to take notice of, and action to correct, this situation would be irresponsible, and will inevitably invite unnecessarily tragic consequences, not to mention liability of the Town. If, as is evident, the Town of Tiburon elects to be a part of the Bay Trails complex, the only responsible course is to do so safely and properly. Greenwood Beach Road definitely does not meet those most basic standards. There is at least one, and probably several much more appropriate alternatives.

The plan that is to us the most reasonable, substantial and responsible has unfortunately been overlooked and the residents of Greenwood Beach Road urge its inclusion as an option for serious consideration in the Bicycle and Pedestrian Plan. Attached hereto, for serious consideration, is a plan for separated bicycle lanes on either side of Tiburon Boulevard that has been prepared by Transportation Alternatives For Marin (TAM), an organization that has a wealth of experience in development of coordinated and interconnected bicycle routes. We request the inclusion of this paragraph in the Tiburon Plan, which costs nothing and does not require elimination of any other option. Thank you for your kind consideration.

Bruce Abbott
and the residents of Greenwood Beach Road

Karen Soden, 430 Greenwood Beach Road

John Soden



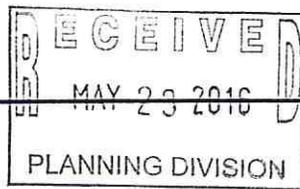
* Blom # 414 GREENWOOD BEACH RD
Siss Woller 458 Greenwood Beach Rd
Pitt Plaent 382 Greenwood Beach Rd
Cecilia Pitt 382 Greenwood Beach Rd
Josephine Skaten #394 *
Phil Skaten #394 *
Knoques 422 GREENWOOD BEACH RD
John Seeshoff 4104 GREENWOOD BEACH RD *
Betty Seeshoff 404 " *
~~John~~ 448 GREENWOOD BEACH RD,
John 448 GREENWOOD BEACH RD,
65 Greenwood Cove Rd *
Frank Mellgren 412 Greenwood Beach Rd
442 Greenwood Beach ""
Julian Snellgrove "" "" ""
352 Grayman 444 Greenwood Beach
Daly Federal 434 GREENWOOD BEACH RD
Arbey Federal
Jacob Steiman 390 GREENWOOD BEACH RD
Jane Howard 390 ""

Robert Kutler 404 Greenwood Beach Rd.

Gini Savage 410 " " "

Michael Savage 410 Greenwood Beach Rd.

Philip Richardson 418 GNB Rd
Barbara C. Richardson 418 Greenwood
Beach Road



Ann Banwar

408 GBR.

Sylvia Faison Tricketson

408 Greenwood Beach Rd

Harry W. Heath

440 GREENWOOD BEACH R.

[Handwritten signature]
396, Greenwood Beach Rd.

BRENDA

Christina O'Lone

400 Greenwood Beach Rd

Tiburon

Ephimia Morphew

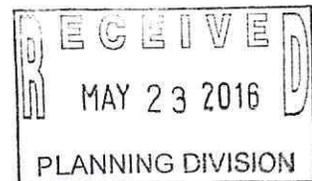
400 Greenwood Beach Rd

Tiburon, Barb. 94920

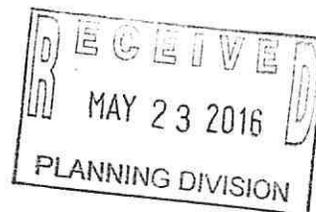
Forrest K. Morphew

400 GBR Tiburon

Louisa Morphew 400 Greenwood Bch Rd Tiburon, CA 94920



From: Jocelyn Shorten [mailto:jocelynshorten@comcast.net]
Sent: Wednesday, May 18, 2016 11:49 PM
To: Bruce Abbott
C
Subject: Re: Planning Comm ltr.docx



Dear Bruce,
We authorize you to sign the bike petition on our behalf.
Many thanks
Jocelyn and Chris Shorten

Sent from my iPhone

From: John Siedhoff [mailto:jsiedhof@nycap.rr.com]
Sent: Thursday, May 19, 2016 11:46 AM
To: Bruce Abbott
Subject: Re: RE:

Hello, Bruce! Betty and I are in Albany NY, just having come back from the Big Apple. Sorry that we cannot be there to help you.
We authorize you to sign the letter(s) to the Town, as appropriate, for the upcoming meeting.
If a personal letter is also still advisable, I'll follow w one on Friday, at your direction.
I did not like the tone of the latest meeting announcement fr the Town. The Negative environmental impact seemed to be a conclusion already reached.
We must continue w the theme of safety--and that there is a much better way for cyclists and walkers and residents, if the designs of the past are not perpetuated.
Text or email. Regards. John Siedhoff.

Sent from my iPhone

From: Jake Steinman [mailto:jake@northamericanjourneys.com]
Sent: Tuesday, May 17, 2016 10:36 PM
To: Bruce Abbott
Subject: Re: Planning Comm ltr.docx

Chris shorten can sign for jane and I . Jacob steinman. And jane Howard as we will be away until June
1All typos due to spell Czech
Sent from my iPhone

From: Aubrey Federal [mailto:aubrey.federal@yahoo.com]
Sent: Thursday, May 19, 2016 8:41 PM
To: Bruce Abbott
Subject: Re: signatures

Please sign for us
Thanks
Aubrey

Bruce Abbott
 458 Greenwood Beach Road
 Tiburon, CA 94920
 April 17, 2016

→ NOTE: QUALITY OF PRINT
 IS "AS RECEIVED"

Mayor and Council, Town of Tiburon
 1455 Tiburon Boulevard
 Tiburon, CA 94920

In regards to: Tiburon Bicycle and Pedestrian Plan 2016 Update

Dear Mayor Tolini and Members of the Council:

On behalf of the residents of Greenwood Beach Road, I appeal to you for your immediate attention to the Petition for redress of grievances that was submitted to you from residents of this street in February of this year, addressing the inadequacy of Greenwood Beach Road as a segment of Bay Trails, and the increasingly intolerable levels of bicycle traffic on our street, the safety concerns that attend this situation, and the host of other reasons expressed to you, both in writing and in public forum.

Our concerns have only deepened since submission of our petition, and we have received no palpable evidence that those concerns have received serious consideration. It is apparent that Tiburon has incorporated in its plans the encouragement of increasingly heavy bicycle traffic to the downtown area, for whatever purpose. The interests of its own citizens should not be subservient to that purpose.

Emphatically we point out that if heavy bicycle traffic has become a goal of the Town, the Town must ensure that safe, adequate and proper infrastructure is provided for it. To that end, I invite your attention to the proposal of The Transportation Alternatives for Marin, as outlined in a letter to you dated April 15, 2016 from Patrick Seidler. This proposal has the appearance of a serious and reasonable plan that offers resolution of a problem that has for years been repeatedly deferred or ignored, and continues grows worse with each succeeding year.

I cannot over emphasize how serious we are about this issue. As summer approaches, the traffic increases and our concerns expand. The suggestion that Tiburon has no control over Bay Trails designations on Tiburon streets, is a suggestion that Tiburon has no control over its own streets, which is a notion without credence. Tiburon does not have to be included in the grandiose, all-encompassing Bay Area bike path plan, but if it chooses to do so, do it properly; don't stuff it off on Greenwood Beach Road, which has no capacity for it. It is not reasonable and it is not necessary. The Transportation Alternatives for Marin proposal offers a chance too good to ignore. If that plan doesn't work, a plan that will work must be found, but it must be done properly, or not at all.

Kindest regards



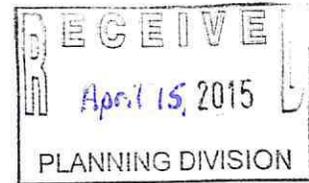
Bruce Abbott



TRANSPORTATION ALTERNATIVES FOR MARIN

LATE MAIL # 6

April 15, 2016



Tiburon City Council
Bicycle and Pedestrian Advisory Committee
1505 Tiburon Blvd.
Tiburon, CA 94920

RE: 2016 Update of Tiburon Bicycle and Pedestrian Plan

Dear City Council and Bicycle and Pedestrian Advisory Committee:

Transportation Alternatives for Marin (TAM) is a consensus building non-profit corporation whose mission is to champion sustainable mobility. This mission is advanced through the study and promotion of national and international best practices including integrating modalities, model community programs, funding, design standards, safety and maintenance. TAM also works to educate diverse decision making groups about sustainable mobility, particularly about how pedestrian and bicycle transportation is the optimal transportation solution and an integral part of an effective, sustainable multi-modal system.

Congratulations to the Town of Tiburon for advancing its Bicycle and Pedestrian Plan through the processes and towards finalization so as to qualify for funding from the State of California.

You will find enclosed the "7 Fundamentals to Successful Bicycle Transportation" by Rutgers University Professor John Pucher, an internationally recognized expert on Sustainable Mobility. Professor Pucher's 7 Fundamentals break down into five fundamentals regarding infrastructure and 2 regarding policy. You will note many of Professor Pucher's points are described one way or another in section 1.2 Goals, Objectives and Related Plans the Tiburon Bicycle and Pedestrian Plan. Transportation Alternatives for Marin strongly encourages you to take the time to familiarize yourself with the key elements in Professor Pucher's outline.

Number 1 on Professor Pucher's list is to have complete separated systems of bicycle facilities. If you look at the draft of the Tiburon Bicycle and Pedestrian Plan there are VIRTUALLY NO ADDITIONAL SEPARATED PATHWAYS being added to the previous Tiburon Bicycle and Pedestrian Plan adopted five years ago. So what Tiburon will see when five years have passed from now and it is time to update the Tiburon Bicycle and



Pedestrian Plan again is that car traffic and pollution will have increased and pedestrian and bicycle mobility will have stayed the same. The only thing that will get people out of their cars and onto bicycles and walking is safe and separate systems, i.e. separated pathways.

Since the last time Tiburon updated its Bicycle and Pedestrian Plan (and since the 2012 Town of Tiburon Bay Trail Gap Study) there have been significant advancements in the design of safe and separate accommodations for cyclists, most particularly as outlined in the Urban Bikeways Design Guide published by the National Association of City Transportation Officials (NACTO). The NACTO Urban Bikeway Design Guide, and its resources and guidelines for safe and separate accommodation of pedestrians and cyclists, is being embraced around the country and safe and separate bike lanes, sometimes called “cycle tracks,” are being built across the USA.

The State of California has approved the NACTO design guidelines for use by its cities and counties. The California Highway Design Manual (which has bicycle sections) has also been updated to include what is now called a “Class IV” bicycle paths. Class IV bicycle paths are described on page 10 the Tiburon Bicycle and Pedestrian Plan. Class IV bicycle paths are essentially bike paths, either one directional or two directional, that are separated from automobiles and pedestrians. On page 36 of the Draft Tiburon Bicycle and Pedestrian Plan, you will note there are no Class IV bicycle and pedestrian pathways being recommended as a part of the Plan.

Tiburon participated extensively in the Hwy 101 Interchange Project led by consultants Parisi and Associates to increase automobile volumes as well as increase safe pedestrian and bicycle crossings between Mill Valley and Tiburon. Tiburon commented heavily even though the interchange is outside Tiburon’s town limits.

One of Marin’s key regional transportation links for safe and separate pedestrian and bicycle accommodation is between Blackie’s Pasture in Tiburon and Camino Alto in Mill Valley. The feasibility of completing this link could be accomplished by adding a request for a Study in the Tiburon Master Plan for the potentiality of Class IV routing from Blackie’s Pasture in Tiburon to the Hwy 101 Interchange. (Transportation Alternatives for Marin is submitting similar comments to the County and Mill Valley to focus on the regionally important and multi-jurisdictional project to connect Blackie’s Pasture with Camino Alto with a Class IV separated system.)

Our engineers and planners have been in the field and investigated Tiburon Blvd. We believe there is sufficient space on each side of Tiburon Blvd. for Class IV bicycle paths to connect Blackie’s Pasture with the 101 interchange. However, it will take a Study to outline the feasibility of whether and how this will work. The good news is Study funds



are usually available in cycles and their project could be a "pilot project for a Class IV," in Marin, which the State of California is trying to promote heavily.

To support of this opportunity, Transportation Alternatives for Marin recommends the following language be added to page 36 of the Tiburon Bicycle and Pedestrian Plan:

4.1.4 Proposed Class IV - Separated Bicycle Routes:

"The Town of Tiburon recognizes that Tiburon Blvd. from Blackie's Pasture to the Hwy 101 interchange is a primary route and potential future better route for cyclists if it were safer. The Town recognizes that only parts of Tiburon Blvd. from Blackie's Pasture to Hwy 101 interchange are within Town limits, however, Tiburon supports working with the County, Mill Valley, Caltrans and other agencies and jurisdictions to complete a Study to determine the feasibility of building a Class IV bike system from Blackie's Pasture to the Hwy 101 interchange along both sides of Tiburon Blvd. Examples of Class IV infrastructure are shown on page 10 of the current draft of the Tiburon Bicycle and Pedestrian Plan. Further, in the section on Tiburon Blvd. from Blackie's Pasture to the intersection of Greenwood Cove Drive, Blackfield Drive and Tiburon Blvd, this Study could also evaluate a separate pathway on one side of Tiburon Blvd. and a Class IV on the opposite side of Tiburon Blvd. This is similar to what was studied in Segment 8 of the 2012 Bay Trail Gap Study with the addition of a Class IV path on the opposite side of Tiburon Blvd."

Tiburon and the surrounding areas deserve reduced congestion and improved mobility. The Bicycle and Pedestrian Plan that the Town is considering is nice, but the Plan will not materially increase pedestrian and bicycle mobility given the absence of separated facilities.

To finalize a contemporary plan that integrates our communities' increasing value given to health, the environment and sustainable mobility, we encourage you to consider the recommendations submitted with this letter.

Respectfully submitted,

Patrick M. Seidler
President

cc: Tiburon Parks, Open Space & Trails Commission



TRANSPORTATION ALTERNATIVES FOR MARIN

Tiburon Bicycle and Pedestrian Advisory Committee
Mill Valley City Council
Mill Valley Bicycle and Pedestrian Advisory Committee
Marin County Bicycle and Pedestrian Committee
Greenwood Beach Road Homeowners Association
Marin County Bicycle Coalition

Professor John Pucher's

7 Fundamentals to Successful Bicycle Transportation

A. Infrastructure

1. Extensive systems of separate cycling facilities
 - a. Well maintained, fully integrated paths and lanes
 - b. Connected off-street short-cuts, such as mid-block connections, and passages through dead ends for cars
2. Intersection modifications and priority traffic signals
 - a. Advance green lights for cyclist
 - b. Advance cyclist waiting positions (ahead of cars) fed by special bike lanes facilitate safer and quicker crossings and turns
3. Traffic calming
 - a. Traffic calming of residential neighborhoods via speed limit (30km/h) and physical infrastructure deterrents for cars
 - b. "Home Zones" with 5 km/h speed limit, where cars must yield to pedestrians and cyclist using the road
4. Bike parking
 - a. Large supply of good bike parking throughout the city
5. Coordination with public transport
 - a. Extensive bike parking at metro, suburban, and regional train stations
 - b. Bike rentals at train station

B. Policy

6. Traffic education and training
 - a. Comprehensive cycling training courses for school children
 - b. Special cycling training test tracks for children
 - c. Stringent training of motorist to respect pedestrians and cyclist
7. Traffic Laws
 - a. Special legal protection for children and elderly cyclists
 - b. Strict enforcement of cyclist rights by police and courts

Source: Information provided directly to authors by bicycling coordinators in the Netherlands, Denmark, and Germany. Traditional measures used in virtually all Dutch, Danish, and German cities to promote cycling.

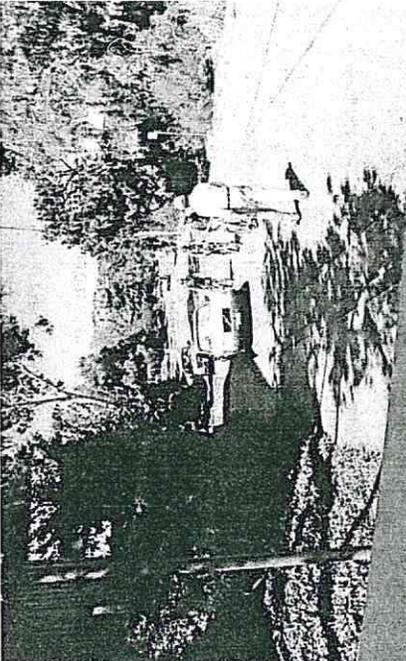
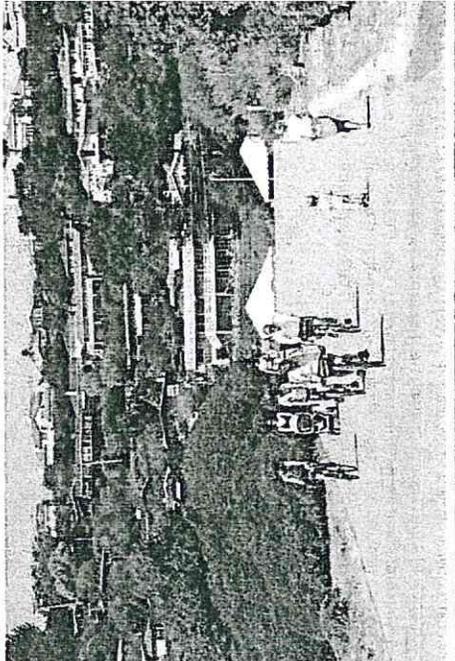
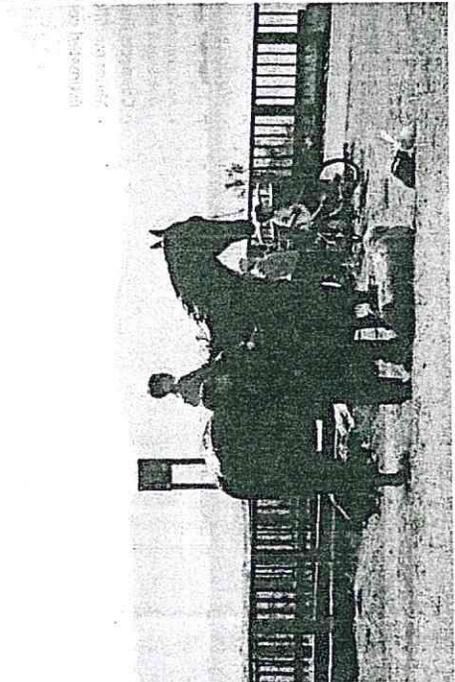
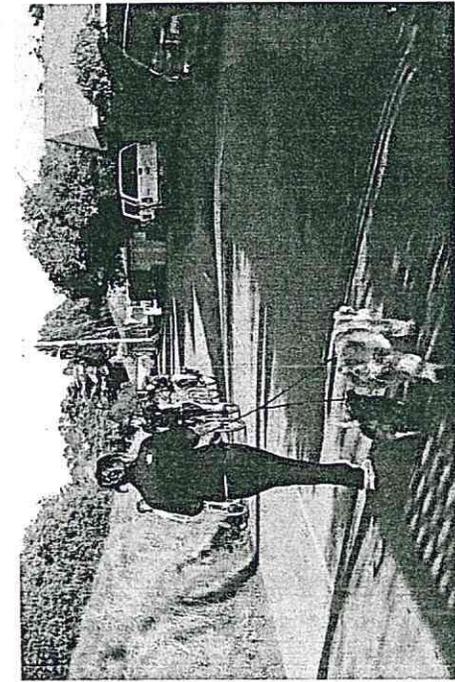
World Transport Policy & Practice

At the Frontiers of Cycling: Policy Innovations in the Netherlands, Denmark, and Germany

Volume 13. Number 3. Page 51. December 2007

John Pucher, PhD is a professor in the Bloustein School of Planning and Public Policy at Rutgers University (New Brunswick, New Jersey). Since earning a Ph.D. at the Massachusetts Institute of Technology in 1978, Pucher has conducted research on a wide range of topics in transport economics and finance, including numerous projects for the U.S. Department of Transportation, the Canadian government, and various European ministries of transport. For almost three decades, he has examined differences in travel behavior, transport systems, and transport policies in Europe, Canada, and the USA.

Ralph Buehler, PhD is Associate Professor in Urban Affairs & Planning at the Metropolitan Institute at Virginia Tech's Alexandria Center. Most of his research has an international comparative perspective, contrasting transport and land-use policies, transport systems, and travel behavior in Western Europe and North America.



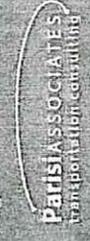
Town of Tiburon FINAL Bay Trail Gap Study

June 20, 2012

PREPARED FOR:
Town of Tiburon, Marin County, and Association of Bay Area Governments

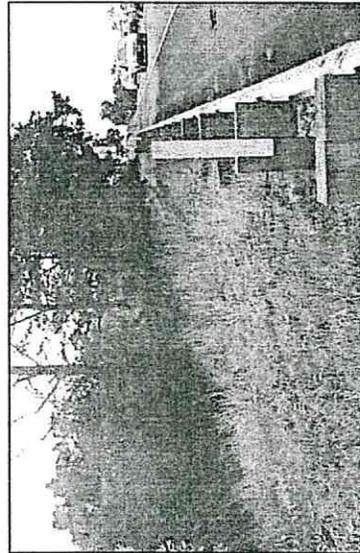
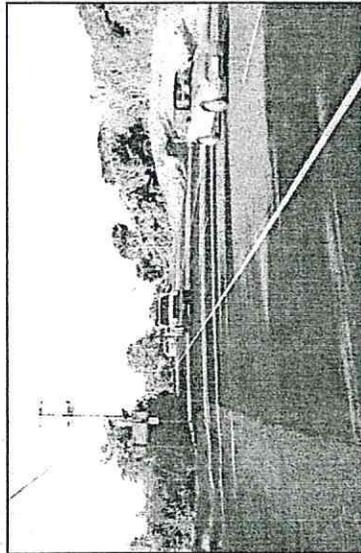
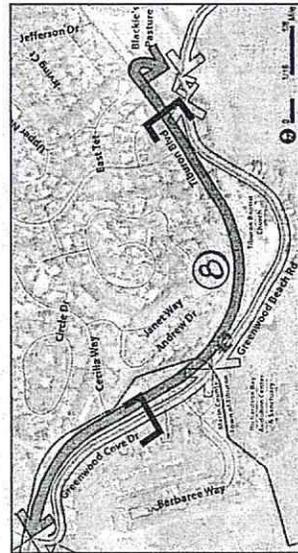


PREPARED BY:
Alta Planning + Design and Parisi Associates



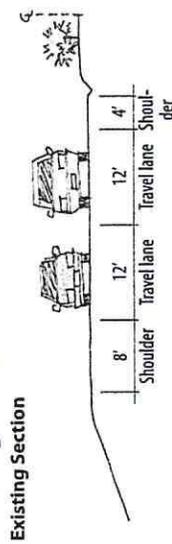
IN ASSOCIATION WITH:
Harrison Engineering

Segment 8: Tiburon Boulevard, from Blackie's Pasture Road to Greenwood Cove Drive



Eastbound Tiburon Boulevard (looking west) (both photos)

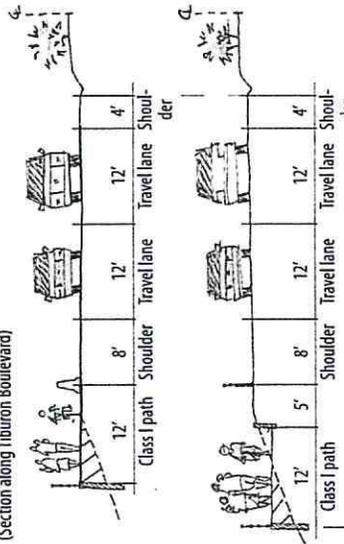
Existing Condition: Eastbound Tiburon Boulevard (looking west)



Bay Trail Segment Concepts

Option A

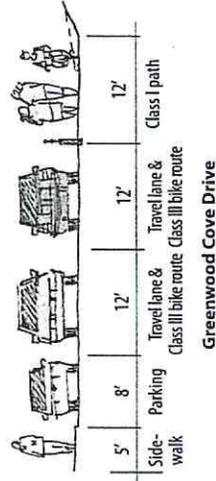
(Section along Tiburon Boulevard)



Tiburon Boulevard

Option B

(Eastern half of alignment: see sections along Tiburon Boulevard above.
Western half of alignment: see section along Greenwood Cove Drive below.)



Description: Tiburon Boulevard through the Study Area is a major arterial consisting of a four-lane divided road. The posted speed limit is 45 MPH.

Description: 12-foot (+/-) wide Class I path along the south side of Tiburon Boulevard from Blackie's Pasture to Blackfield Drive intersection; maintains Caltrans shoulder (path separated with barrier at highway elevation OR path below highway on bench).

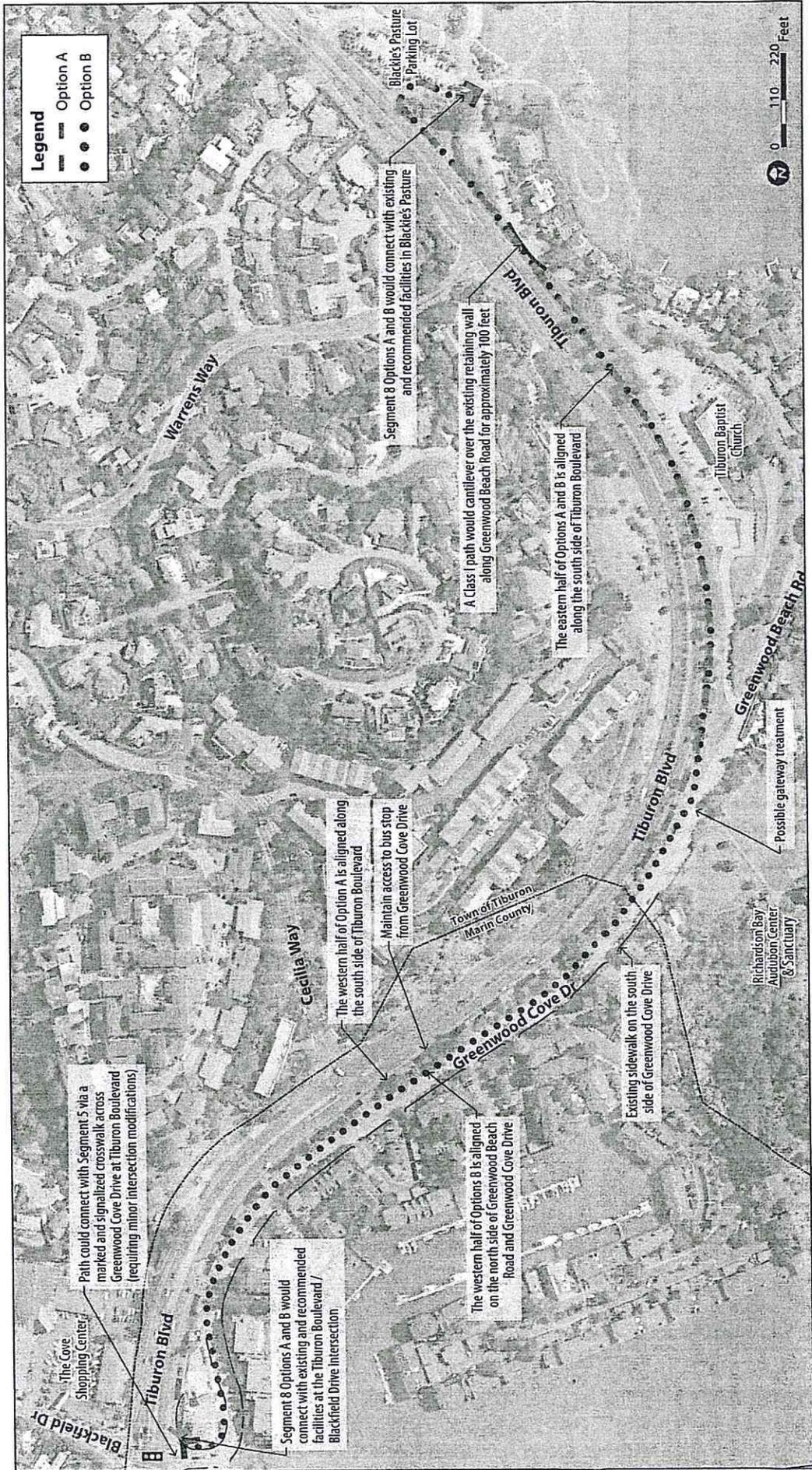
- Parking impact: None
- Retaining wall: 1,200 linear feet; height varies from 0.5 to 5.8 feet (at-grade path); 1,700 linear feet; height varies from 0.5 to 5.1 feet (lowered path)
- Tree impact: up to 75 trees
- Cantilever path over existing retaining wall: 100 linear feet
- Emissions along arterial road would result in adverse conditions for many path users
- Would require substantial grading and mitigation for erosion
- High speed corridor would not provide a relaxing recreation amenity
- As a commuter route, existing and projected noise levels would be tolerable for path users; as a recreation route, noise levels would deter potential path users
- Connects Blackie's Pasture with Strawberry Dr, but lacks amenities for recreation users
- Minor modifications to Tiburon Blvd/Greenwood Cove Dr intersection (see pg. 16)
- Estimated construction cost: \$3,000,000 (at-grade path) to \$3,100,000 (lowered path)

Description: 12-foot (+/-) wide Class I path along the south side of Tiburon Boulevard from Blackie's Pasture to approximately the Town/County Boundary; maintains Caltrans shoulder (path separated with barrier at highway elevation OR path below highway on bench). West of the Town/County boundary, 12-foot (+/-) wide Class I path along north side of Greenwood Cove Drive.

- Parking impact: Parking prohibited for 1,400 linear feet on north side of Greenwood Cove Dr; however, existing parking demand is limited and can be accommodated on south side of street
- Retaining wall: 1,200 linear feet; height varies from 0.5 to 5.8 feet (at-grade path); 1,700 linear feet; height varies from 0.5 to 5.7 feet (lowered path)
- Tree impact: up to 65 trees
- Cantilever path over existing retaining wall: 100 linear feet
- Emissions along arterial road would result in adverse conditions for many path users
- Would require substantial grading and mitigation for erosion
- High speed corridor would not provide a relaxing recreation amenity
- As a commuter route, existing and projected noise levels would be tolerable for path users; as a recreation route, noise levels would deter potential path users
- Connects Blackie's Pasture with Strawberry Dr, but lacks amenities for recreation users
- Minor modifications to Tiburon Blvd/Greenwood Cove Dr intersection (see pg. 16)
- Estimated construction cost: \$2,800,000 (at-grade path) to \$3,000,000 (lowered path)

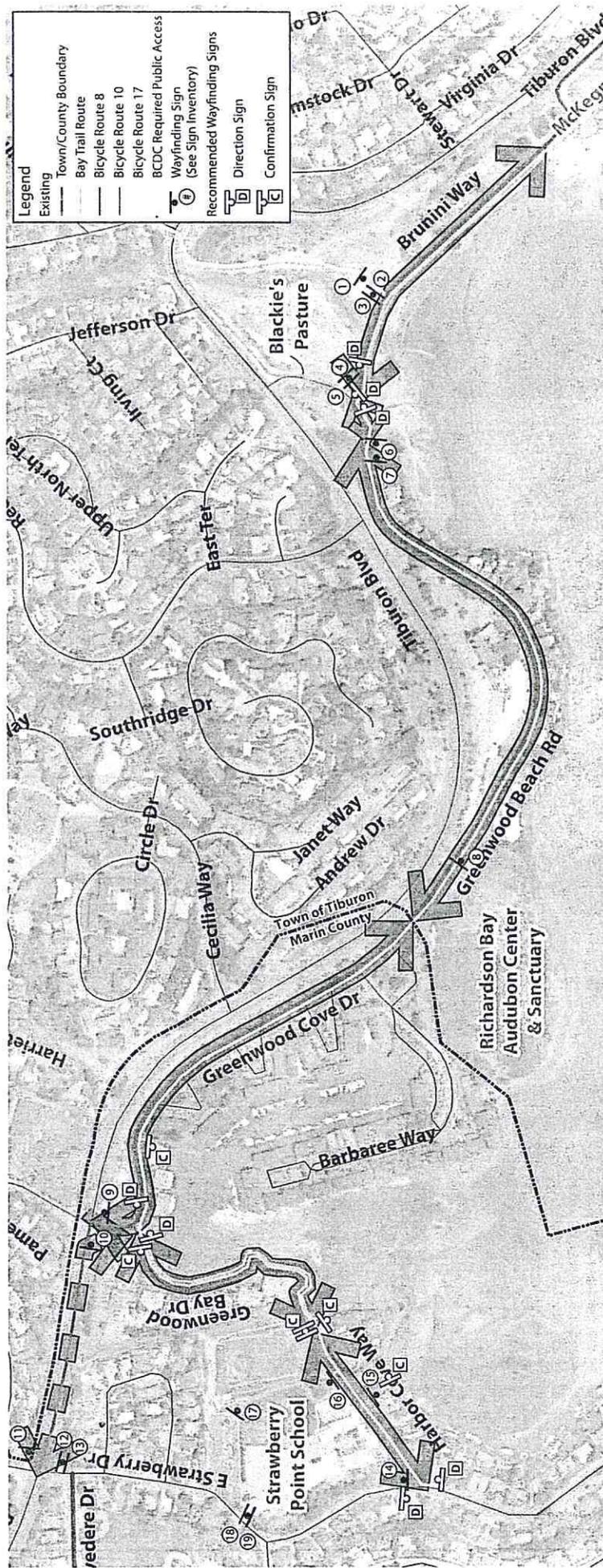
Segment 8: Tiburon Boulevard, from Blackie's Pasture Road to Greenwood Cove Drive (cont.)

Bay Trail Segment Concepts



Conceptual Wayfinding Signage Plan

This conceptual wayfinding signage plan shows potential sign locations along one Study Segment combination. Actual sign locations would be determined following selection of a preferred Bay Trail alignment.

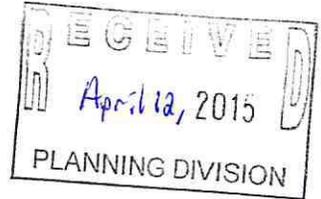


LATE MAIL # 1



April 12, 2016

Patrick Barnes
Town of Tiburon
1505 Tiburon Boulevard
Tiburon, CA 94920



Subject: Tiburon Bicycle and Pedestrian Plan Update & The San Francisco Bay Trail

Dear Mr. Barnes:

Thank you for the opportunity to comment on the above-referenced plan. The Bay Trail Project is a nonprofit organization administered by the Association of Bay Area Governments (ABAG) that plans, promotes and advocates for the implementation of a continuous 500-mile bicycling and hiking path around San Francisco Bay. When complete, the trail will pass through 47 cities, all nine Bay Area counties, and cross seven toll bridges. To date, slightly more than half the length of the Bay Trail alignment has been developed.

There are a total of 6.7 miles of Bay Trail within the Town of Tiburon, and three miles are complete. The goal and mission of the Bay Trail is a continuous Class I multi-use recreational path adjacent to the shoreline that accommodates both cyclists and pedestrians. The Bay Trail also serves an important function as an alternative commute corridor. Please see the attached map for reference.

The current Bay Trail alignment in Tiburon begins at the Town limits on Greenwood Beach Road, heads south on the shoreline multi-use path, joins bike lanes on Tiburon Boulevard at Mar West Street, and leaves Town jurisdiction on Paradise Drive near the Fishing Pier. In 2011, ABAG's Bay Trail Project provided the Town of Tiburon a \$97,628 grant to prepare the Tiburon Bay Trail Gap Closure Feasibility Study (The Study). The study evaluated alternatives and provided recommendations to the Town and the County for improvements at Blackie's Pasture, Greenwood Beach and Greenwood Cove Roads, Tiburon Boulevard between Greenwood Cove and Strawberry Drive and their associated intersections, Greenwood Bay Drive and Harbor Cove Road. The recommended improvements would result in the closure of several small but important gaps in the regional, nine-county Bay Trail.

The Bay Trail Project's comments on 5.3 Bicycle project Prioritization from page 49 are as follows:

Project #3—Greenwood Beach Road from Town/County Boundary to Blackie’s Grove

The Town of Tiburon’s staff recommendation (May 15, 2012) resulting from the Bay Trail Gap Closure Study for this segment (segment #3) was option C, the creation of a separated 6-foot bi-directional pedestrian path along the north side of Greenwood Beach Road with sharrows for cyclists. Project #3 in Table 4-1 of the Draft Plan proposes a change to Class III signage alerting cyclists to a slow zone and directing faster cyclists to use Tiburon Boulevard. The Bay Trail continues to support the recommendations of the Bay Trail Gap Closure Study and the staff recommendation. Until such time as a decision to implement this project is made by the Town, and the improvements are funded, the Bay Trail supports interim safety improvements recommended in the draft bicycle pedestrian plan for Greenwood Beach Road. Regardless of this street’s designation as a planned segment of the nine-county, 500-mile Bay Trail, cyclists and pedestrians will continue to use this route as an alternate to State Route 131, Tiburon Boulevard. The proposed improvements would benefit all users of Greenwood Beach Road—cyclists, pedestrians, drivers, and residents alike.

Project #7—Tiburon Boulevard from Town limits to Trestle Glen Boulevard

As noted above, Class II bike lanes on the shoulders of Tiburon Boulevard do not meet the goal of the San Francisco Bay Trail—a fully separated multi-use path as close to the shoreline as possible. While it is true that the recommendations for segment #3 would also not achieve this goal, the vast differences in safety and comfort between these two roadways is profound. In the absence of a full Class I pathway adjacent to Tiburon Boulevard, Greenwood Beach Road remains a superior trail alignment.

Project #1—Blackie’s Pasture Connection from Blackie’s Grove to Blackie’s Pasture

The Bay Trail Project fully supports the inclusion of this project.

Project #2—Tiburon Boulevard at Blackfield Drive/Greenwood Cove Drive

The Bay Trail Project fully supports the proposed intersection improvements.

Project #5—Tiburon Boulevard from Mar West Street to Lagoon Road/Cove Road

The Bay Trail Project is pleased to see improvements to this transition zone are under consideration.

Project #6—Paradise Drive from Mar West Street to East Town Limit

The Bay Trail Project fully supports Class III signage and stenciling on Paradise Drive.

Project #4—Trestle Glen Boulevard from Tiburon Boulevard to Paradise Drive

The Bay Trail Project funded a feasibility study as well as a construction project on Trestle Glen Boulevard in 2003 and 2005 respectively, for a total of \$281,566. These grants funded the design and construction of the pedestrian path on the north side of the street. Bike lanes are still needed and the Bay Trail Project fully supports the inclusion of Project #4 in the bicycle pedestrian plan.

Though not listed as a priority project as it is outside of the Town limits, the Bay Trail appreciates the inclusion of Project #8, a Class I multi-use path adjacent to Tiburon Boulevard from East Strawberry Drive to Greenwood Cove Drive. This supports Objective B, actions 2, 3, 4, 5 and 6 from page 3 of the Plan.

Appendix A: Funding Sources

As ABAG's Bay Trail Project has provided \$379,194 in grant funding to the Town of Tiburon, please list the Bay Trail Grant Program as a funding source under section 5.9, Regional and Local Sources.

Add

Appendix B: Bicycle and Pedestrian Policies

The Bay Trail Project appreciates all of the policies included to promote travel by foot and by bicycle, the policies aimed at safety improvements, as well as the three specific references to the completion of the Bay Trail in Tiburon.

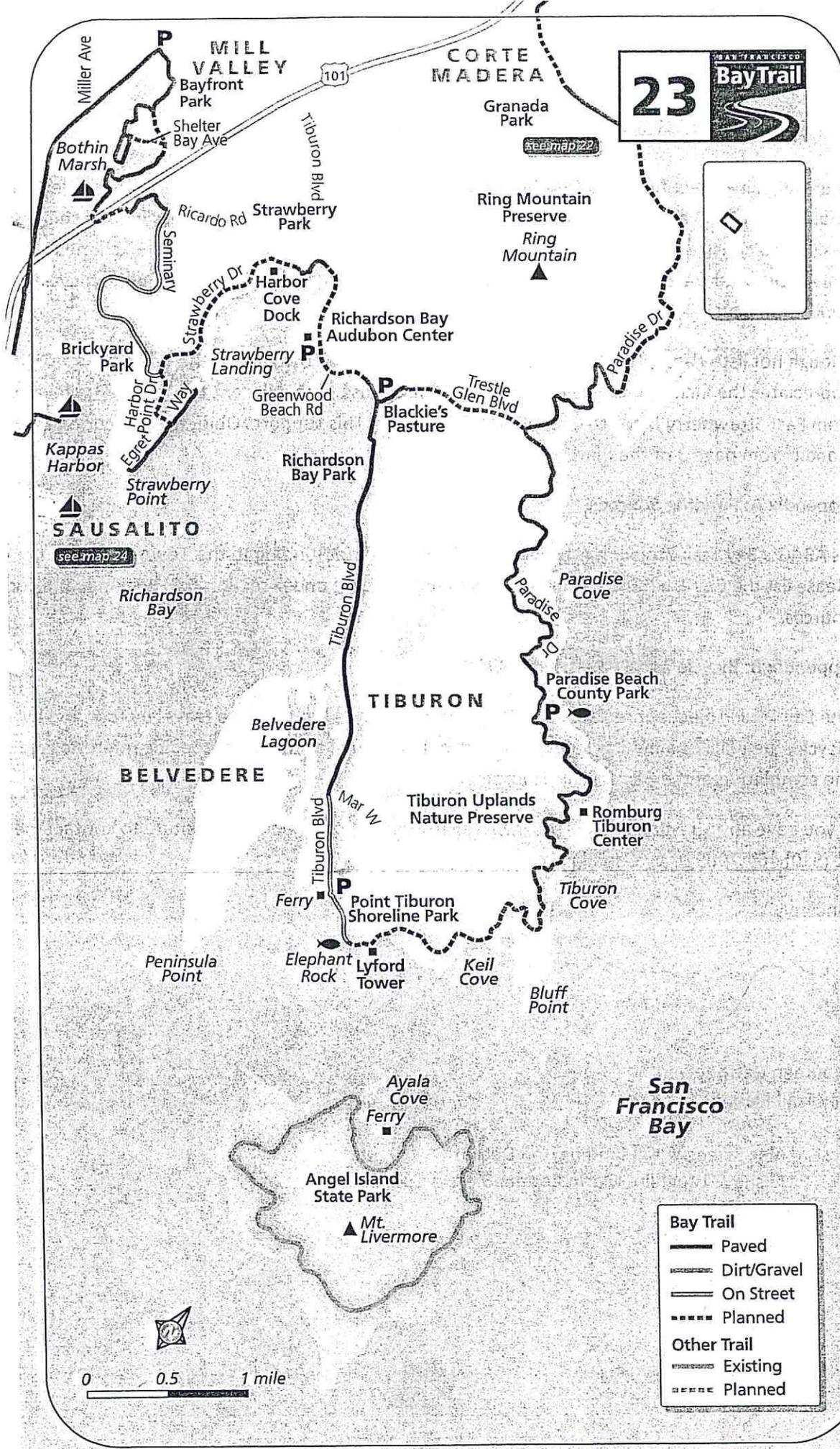
If you have any questions about the Bay Trail in Tiburon, please do not hesitate to contact me at (510) 464-7909 or by e-mail at maureeng@abag.ca.gov.

Sincerely,

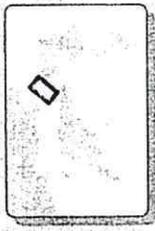


Maureen Gaffney
Bay Trail Planner

Cc: Alex Sweet, Alta Planning and Design
Alisha O'Laughlin, Marin County Bicycle Coalition



23 Bay Trail



see map 24

see map 22

- Bay Trail**
- Paved
 - - - - - Dirt/Gravel
 - On Street
 - Planned
- Other Trail**
- Existing
 - Planned

0 0.5 1 mile



Scott Anderson

From: Alice Fredericks [alice@alicefredericks.net]
Sent: Wednesday, April 06, 2016 11:49 AM
To: Scott Anderson; Patrick Barnes
Subject: FW: Comments for The Tiburon Draft Bike and Ped Plan

From: Kathy Mcleod <kathy@wheelescape.org>
Date: Wednesday, April 6, 2016 at 11:34 AM
To: Erin Riley Tollini <erin20000@gmail.com>, Frank X Doyle <standingstone@sbcglobal.net>, Alice Fredericks <alice@alicefredericks.net>, Emmett O'donnell <Emmett@vikingind.com>, Jim Fraser <JSFraser1@comcast.net>, Kate Sears <KSears@co.marin.ca.us>, "Alden, Leslie" <LAlden@marincounty.org>, Dan Dawson <DDawson@co.marin.ca.us>, Patrick Barnes <pbarnes@townoftiburon.org>
Cc: Patrick Seidler <pseidler@wtb.com>, Peter Winkler <PWinkler@Winklerlaw.com>, Joyce Tayer <jtayer@comcast.net>, Abbot Bruce <brucedabbott@comcast.net>, Heath Harry <harry.heath@mindspring.com>, Cathleengouveia <Cathleengouveia@gmail.com>, Joan Moir <Joanmoir@comcast.net>, gail eastabrooks <gaileast@yahoo.com>, Anne Marie Ghazi <saeed.g@att.net>, John McLeod <mcleodfx@earthlink.net>, Francis Barbour <febarbour@gmail.com>, Matina Seremetis <matinaseremetis@gmail.com>, Kallins Wendi <wkallins@igc.org>, Petey Stein <peyton@steinhome.com>, "Dr. Nancy Lynch" <nlynch@reedschools.org>, KEVIN TINTO <kwtinto@aol.com>, Fred Fox <spinningrabbi@comcast.net>, Maureen Gaffney <MaureenG@abag.ca.gov>
Subject: Comments for The Tiburon Draft Bike and Ped Plan

Dear Tiburon Town Council,

I attended the Tiburon Parks and Open Space Commission meeting last Tuesday. I was surprised to find that there is no mention of an option to link a safe path from Blackies Pasture to Greenwood Cove Rd (County) in the Draft Bicycle and Pedestrian Plan.

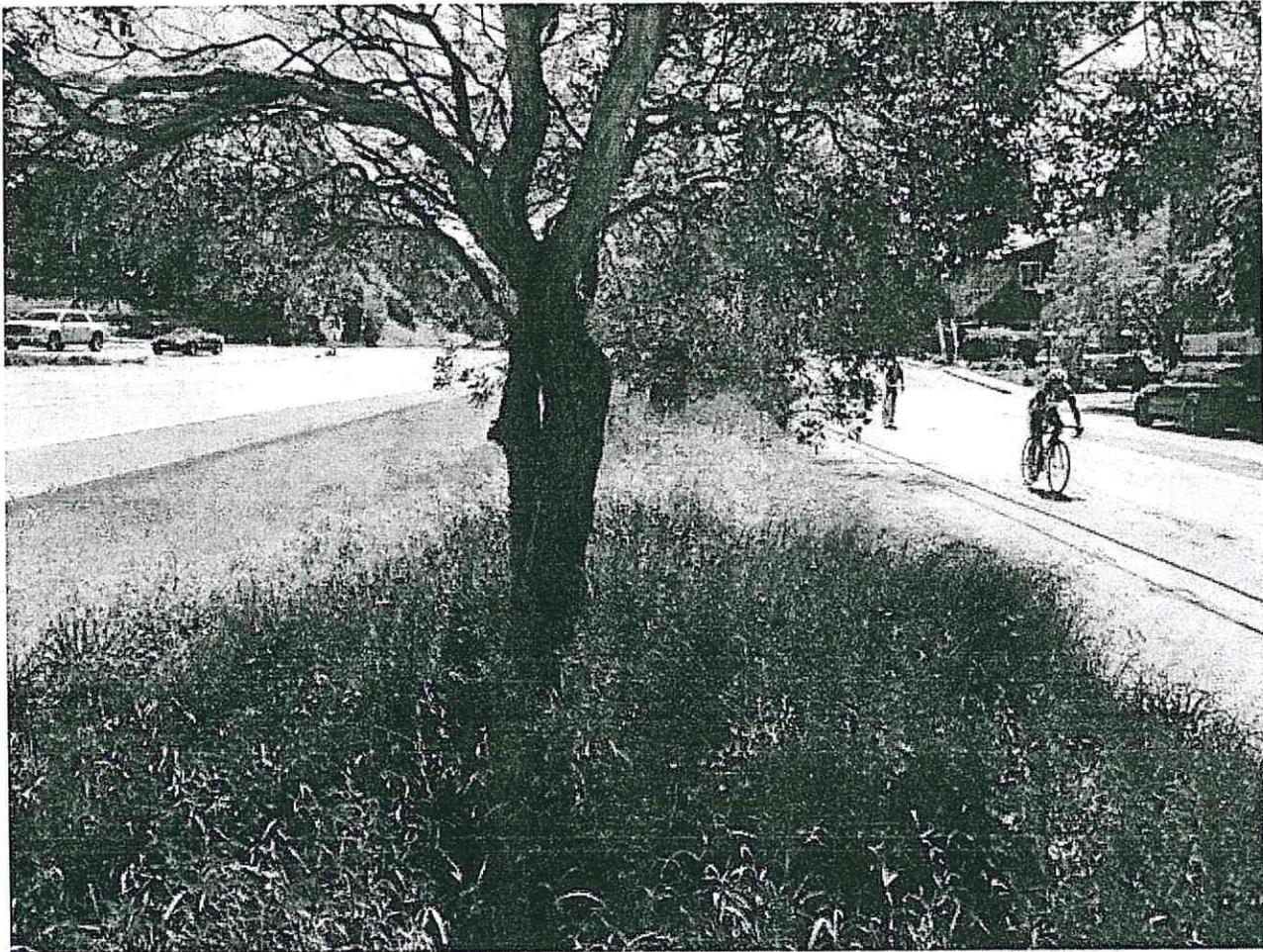
Our Tiburon Plan also does not provide a long range safe option for children. It suggest one option, which is to continue as usual riding in the middle of Greenwood Cove Rd and Greenwood Beach Rd without any striping or signs directed at traffic to slow down or be aware of where to expect cyclists. This is not our Safe Routes to School Task force recommendation for future improvements.

Our Tiburon Plan needs to meet up with the County's Plan. For example, our plan allows for a bike lane along Tiburon Blvd. on BOTH sides. The County includes a multi-purpose path from Strawberry to Greenwood Cove Rd. on ONE side with no bike lane on either side of Tiburon Blvd.

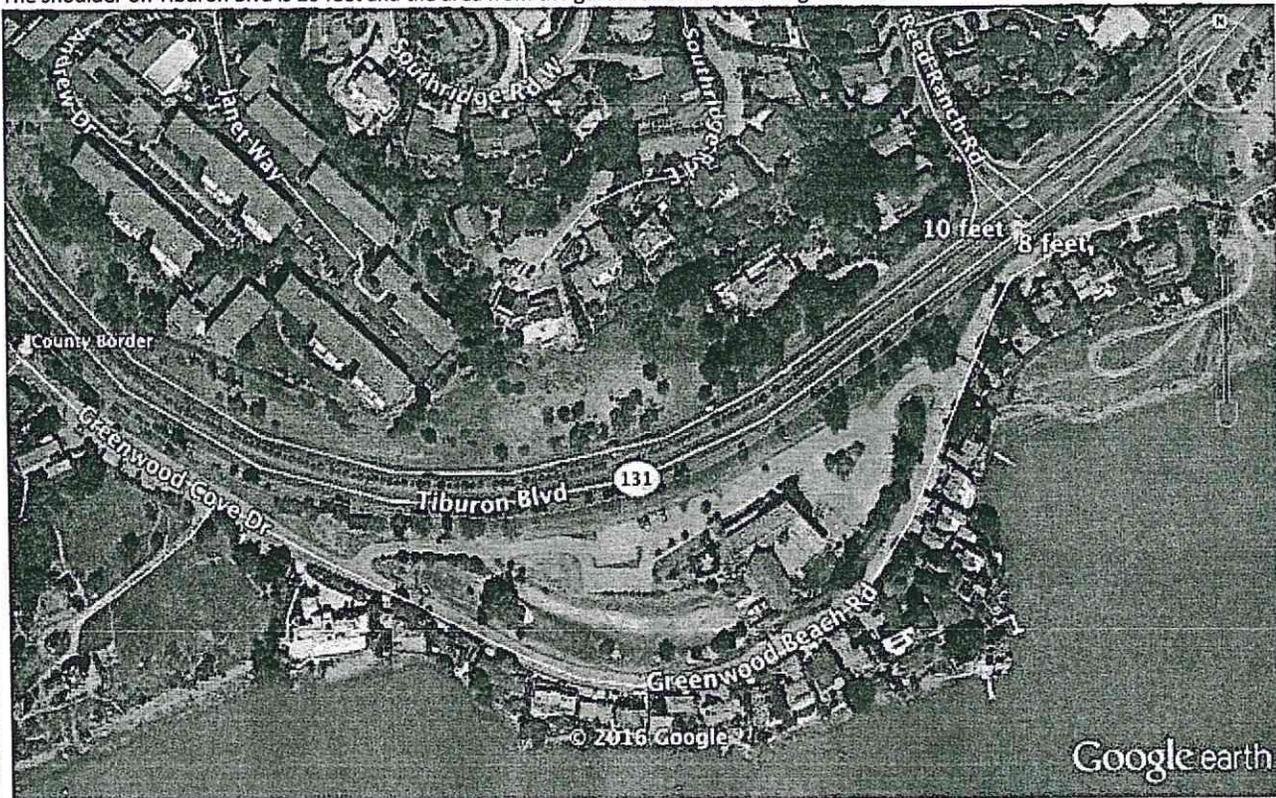
As a member of the Safe Routes to School Task Force and League Cycling Instructor teaching children bicycling, I hear from all kinds of cyclists. Here in Tiburon what I hear about most comes from the residents at the Cove Apartments who are bothered about cyclist riding in the road and blocking cars. At our Task Force meeting the recommendation was to provide "sharrows" and signs to slow drivers. The Greenwood Beach road residents say the cyclist go too fast. Our Draft Tiburon Plan does not solve either concern.

One way to solve all the issues is to link the greenway between Tiburon Blvd and Greenwood Cove/Beach Rd. to the County's plan for a path from Greenwood Cove Rd to Strawberry Dr. I know this would be a long range plan but at least it is an option that should be mentioned in our plan.

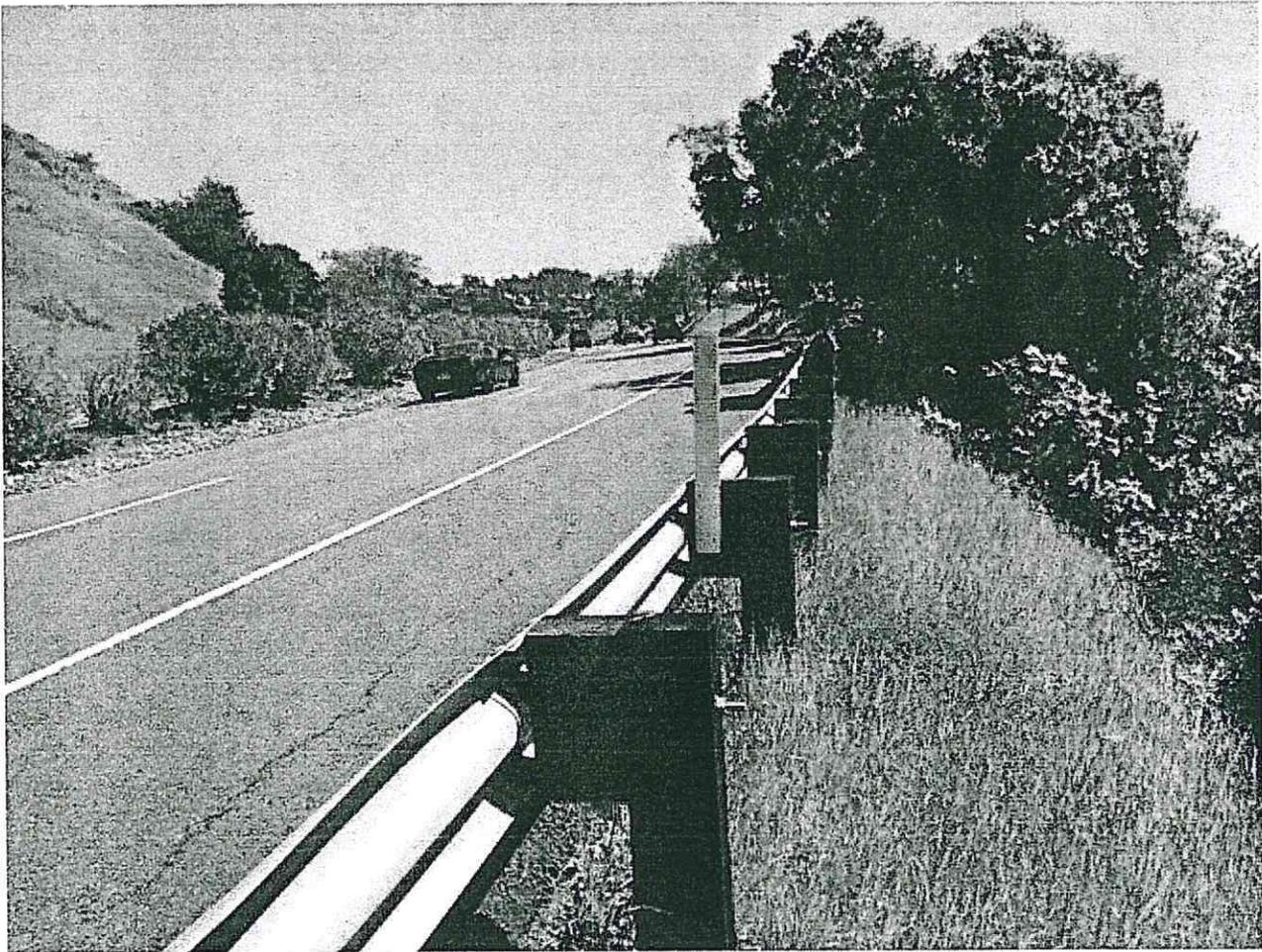
These pictures explain better.



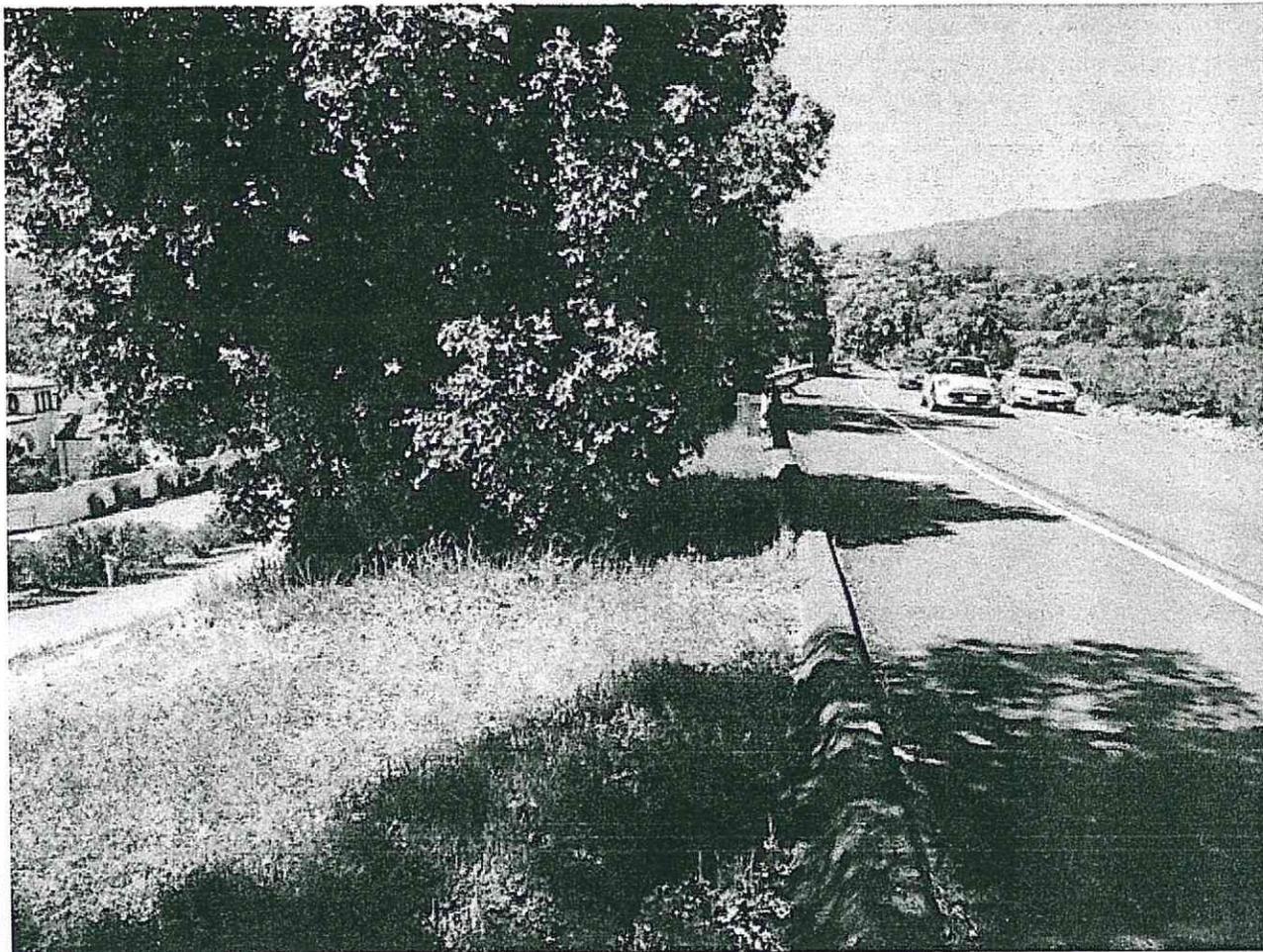
This map and the following pictures are in Tiburon. You will find where I measured the narrowest section of the route as best I could from the google app. The shoulder on Tiburon Blvd is 10 feet and the area from the guard rail to the retaining wall is 8 feet.



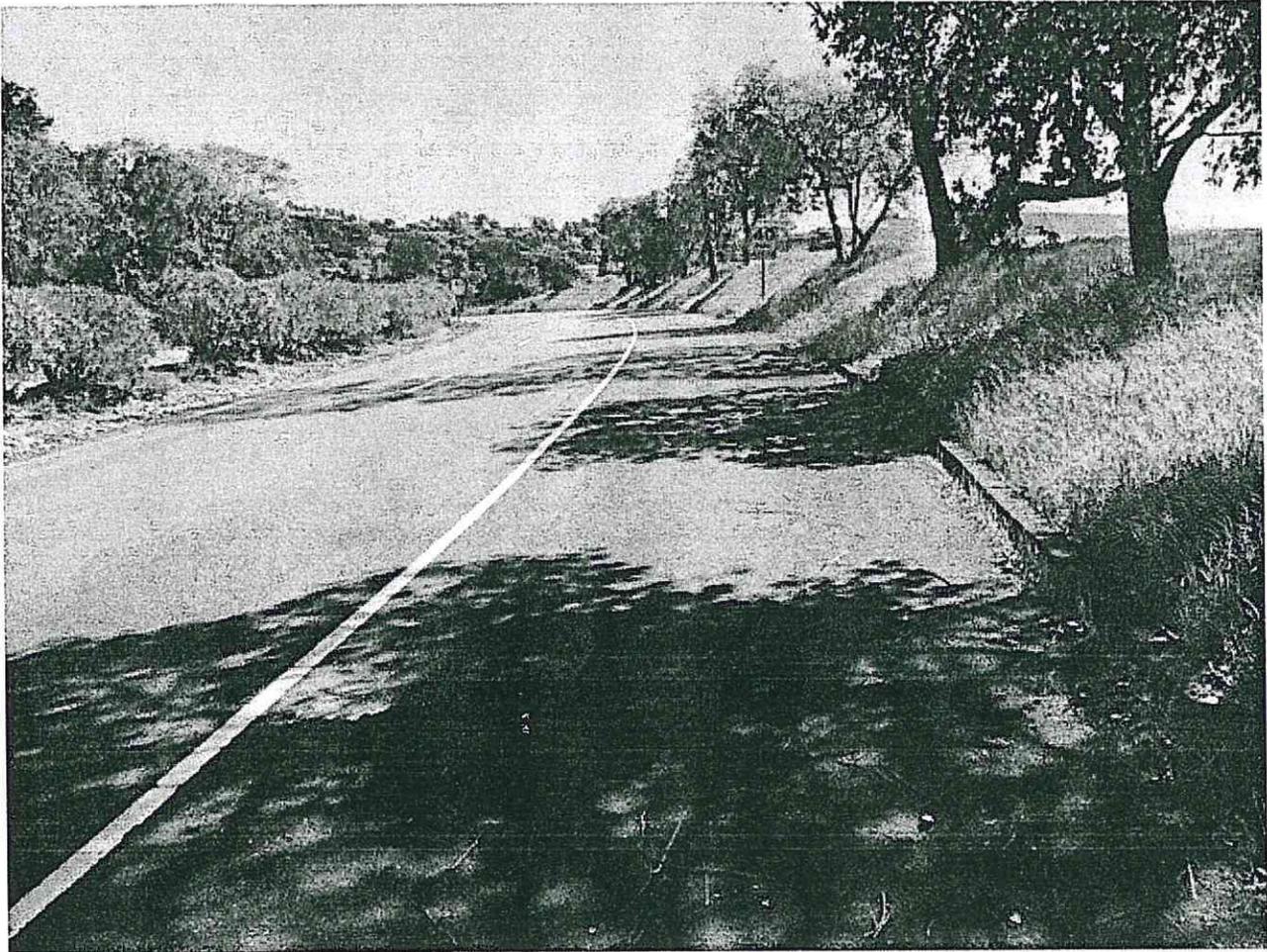
Continuing from Barbaree Way toward the Church the greenway not level the grassy area could be leveled out to create a level and wide path.



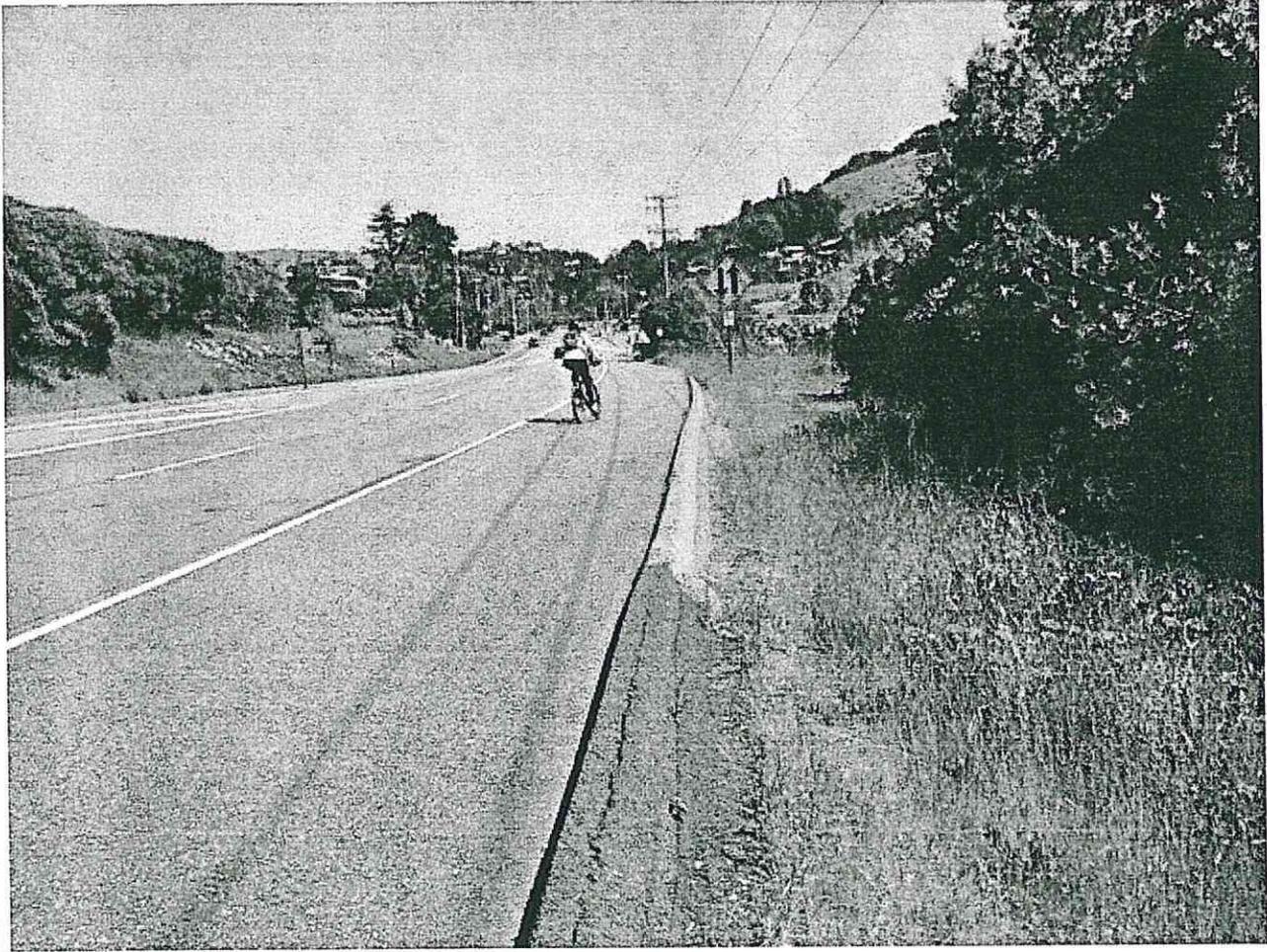
The photo below is looking back toward the guard rail on the other side of the tree in the photo above.



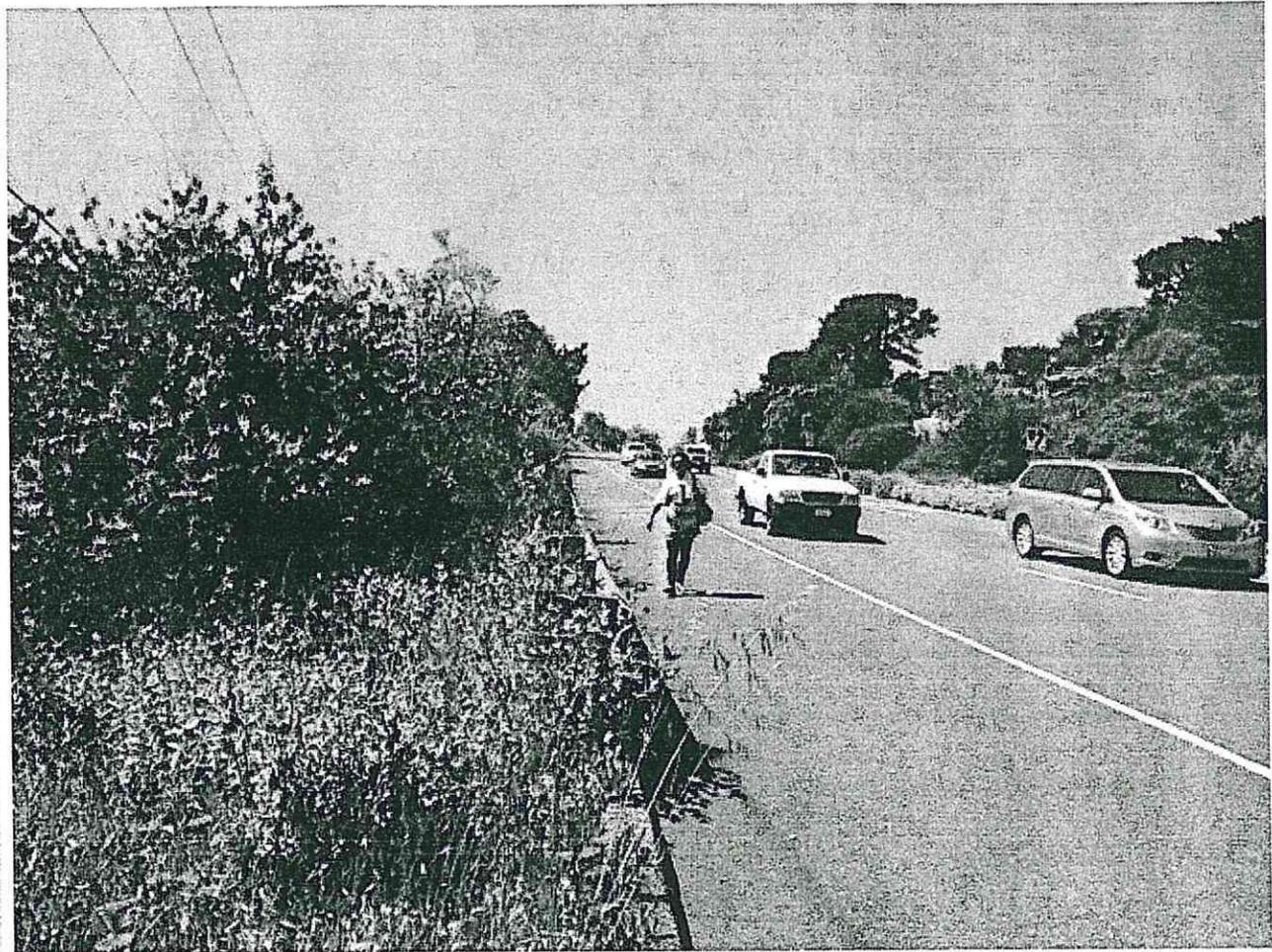
Here the shoulder is very wide and could include a protected bike lane or multipurpose path especially since there are no driveways to worry about.



Looking down the hill beyond the church you can see there is a lot of space to merge the path back to Blackies Pasture.



Or merge the path earlier where pedestrians take this short cut to Greenwood Beach Rd.





This pedestrian path drops you out right at the entrance to Blackies Pasture and the Old Rail Trail.



Pedestrians can continue using Greenwood Beach Rd to reduce conflict between bicyclists and walkers. Fast cyclists can use Hwy 131 with the bike lane to avoid conflict from slower cyclists.

Tourists, children under 16, local commuters, fitness and recreational riders will continue to come. Local residents will continue to complain until there is order. A "Study" of the area will show solutions and that is what needs to be mentioned in our plan.

Children are biking to Bel Aire Elementary, the Cove Shopping Center, the bus stops, crossing from Reed Ranch Road, Cecilia and so on. Our Tiburon Draft Bike and Ped Plan must consider possibilities for ages 8 to 80.

There is room to have a wonderful safe promenade linking to the Old Rail Trail. Most importantly, a choice to ride along separate from fast moving traffic on Highway 131, yet off of Greenwood Cove/Beach Rd.

Thank you for your time considering the importance of this safety issue and ways to make sure it is part of our long range plan.

Kathy McLeod
21 Mercury Ave
Tiburon Ca 94941

415-686-3805

PETITION

To

MAYOR AND COUNCIL, TOWN OF TIBURON

From

RESIDENTS OF GREENWOOD BEACH ROAD

Now come the below signed residents of Greenwood Beach Road, Tiburon, and Petition their elected Mayor and Council for relief from an egregious and intolerable situation that has developed over the recent years as a result of the ever increasing numbers of bicyclists using Greenwood Beach Road.

FACTS AND ALLEGATIONS

A number of years ago, the exact number of which Petitioners are uncertain, but which they believe to exceed ten years, without the benefit of public notice, hearing, or public participation, Bay Trails signs were posted on the Tiburon Peninsula, routing bicycle traffic over Greenwood Beach Road.

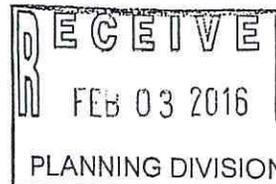
Soon thereafter, a variety of publications, local and national, informed their readership of this newly designated bicycle route, and shortly thereafter there began, slowly but gradually and increasingly, bicycle traffic over Greenwood Beach Road until it has now reached proportions that have become dangerous and intolerable to the Residents of Greenwood Beach Road, for the following reasons:

Greenwood Beach Road is a residential street that was laid out when horse-drawn buggies were in common use, and is narrow and grossly inadequate for modern transportation demands.

Greenwood Beach Road has numerous curves and uneven topography resulting in restricted forward visibility and with the addition of parked motor vehicles and delivery vehicles, often double parked, visibility and lateral clearances are even more reduced.

Many residents of Greenwood Beach Road, by reason of their close proximity to the street, are forced to back directly out of their garage onto the street, often without capacity to see more than a few feet in either direction on the street.

Bicycling on Greenwood Beach Road has increased exponentially over the past few years, especially with the increased use of bike rentals by out-of-town bike rental agencies



Christina O'Love 1-29-2016

1000 ...

thereby, by implication, offered assurances that the route is reasonably safe and free of known hazard. In fact, the use of Greenwood Beach Road, at present and at ever increasing levels of bicycle usage, is neither safe nor free of hazard. The risk of personal injury to bikers in a collision is infinitely greater than an accident between motor vehicles at comparable speeds. By such participation in or acquiescence to the designation of Greenwood Beach Road as a part of the Bay Trails, the Town of Tiburon is unnecessarily and unreasonably exposing itself and its citizens to civil liability for the consequences of failing to take those precautions necessary to ensure a safe and hazard free routing of the Bay Trails within its city limits. Further, the residents of Greenwood Beach Road protest for themselves as individuals their exposure to civil liability as well as that of tax-paying citizens of the Town. More important is the unreasonable risk of injury to trusting visitors to our town. It is irrational to expect the residents of Greenwood Beach Road to stand mute in the face of this increasingly intolerable situation, neither is it necessary. An obvious and much safer alternative route exists.

PRAYER FOR RELIEF

We the undersigned residents of Greenwood Beach Road, hereby place the Town of Tiburon on notice of the danger, hazard and risk associated with the designation of Greenwood Beach Road as a portion of the Bay Trails complex. We call upon the Mayor and Council, the Town Manager and staff to take immediate and deliberate steps to remove Greenwood Beach Road from the Bay Trails complex as quickly as possible and to desist from further encouragement of its use in any such capacity.

RECEIVED
 FEB 03 2016
 PLANNING DIVISION

Name and signature	date	address
CHRIS PETRINI 	2/2/16	448 GREENWOOD BEACH RD

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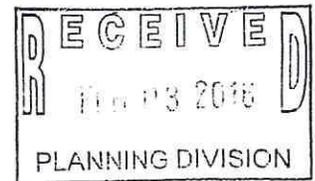
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RECEIVED
FEB 03 2016
PLANNING DIVISION

Name and signature
JANE FORD
[Signature]

date
[Signature]
2/2/16

address
448 Greenwood
Beach Rd



Road are frequently subject to profane and abusive language, especially at points of narrow passage and the street closure at Blackie's Pasture, as are unsuspecting motorists whose diligence or lack of submission provoke the ire of the "privileged ones."

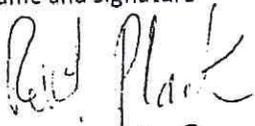
In 1992, in order to relieve the street of dangerously excessive motor vehicle traffic, the street was closed to through motor vehicular traffic at a point adjacent to Blackie's Pasture. Since that time, with the unanticipated increase of bicycle traffic, the danger of accident and physical injury now easily exceeds that which existed at the time of the street closure.

There have been over the preceding few years a number of injuries to bikers on Greenwood Beach Road, as witnessed by residents of this street, and there are bound to be more.

The Town of Tiburon has, by acquiescing or participating in the promotion of the Bay Trails network on the Tiburon Peninsula, extended to the world of bikers an invitation for its use, and thereby, by implication, offered assurances that the route is reasonably safe and free of known hazard. In fact, the use of Greenwood Beach Road, at present and at ever increasing levels of bicycle usage, is neither safe nor free of hazard. The risk of personal injury to bikers in a collision is infinitely greater than an accident between motor vehicles at comparable speeds. By such participation in or acquiescence to the designation of Greenwood Beach Road as a part of the Bay Trails, the Town of Tiburon is unnecessarily and unreasonably exposing itself and its citizens to civil liability for the consequences of failing to take those precautions necessary to ensure a safe and hazard free routing of the Bay Trails within its city limits. Further, the residents of Greenwood Beach Road protest for themselves as individuals their exposure to civil liability as well as that of tax-paying citizens of the Town. More important is the unreasonable risk of injury to trusting visitors to our town. It is irrational to expect the residents of Greenwood Beach Road to stand mute in the face of this increasingly intolerable situation, neither is it necessary. An obvious and much safer alternative route exists.

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Name and signature	date	address
	2-1-16	382 Greenwood Beach Rd.
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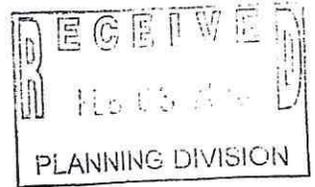
PETITION

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MAYOR AND COUNCIL, TOWN OF TIBURON

From

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Many residents of Greenwood Beach Road, by reason of their close proximity to the street, are forced to back directly out of their garage onto the street, often without capacity to see more than a few feet in either direction on the street.

Bicycling on Greenwood Beach Road has increased exponentially over the past few years, especially with the increased use of bike rentals by out-of-town bike rental agencies to tourists who follow suggested routing over Greenwood Beach Road to the Ferry Landing in Tiburon. Frequently, mostly on week-ends and in summer, more than a thousand bikes transverse this street in one day. The demands that are generated by this increased traffic grossly exceeds the capacity of this street to safely accommodate without risk of accident, or injury, or confrontation. Bicycle clubs, following the suggested routes outlined in various journals and Bay Trails signage, frequently cluster in groups, several abreast, at times exceeding 20 in number and often at high speed, traverse the street, often preempting the rights of any one, pedestrians, children, seniors, animals or motorists, who might wish concurrent use of the street.

Emboldened by recently enacted legislation designed to protect cyclists, some of the more aggressive bikers arrive with unreasonable expectations of privilege never envisioned by such legislation, often demanding right of way in a manner laced with invective and hostility. Residents of Greenwood Beach Road are frequently subject to profane and abusive language, especially at points of narrow passage and the street closure at Blackie's Pasture, as are unsuspecting motorists whose diligence or lack of submission provoke the ire of the "privileged ones."

PETITION TO: MAYOR AND COUNCIL, TOWN OF TIBURON
 FROM: RESIDENTS OF GREENWOOD BEACH ROAD
 PAGE TWO

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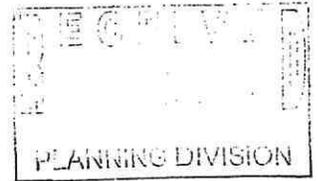
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Name and Signature	Address	Date
MICHAEL J SAVAGE <i>Michael J Savage</i>	410 Greenwood Beach Rd	1/27/16
GINI SAVAGE <i>Gini Savage</i>	410 Greenwood Beach Rd	1/27/16
KRISTIN HANSEN <i>Kristin Hansen</i>	410 GREENWOOD BEACH RD	1/27/16



PETITION

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From

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Bicycling on Greenwood Beach Road has increased exponentially over the past few years, especially with the increased use of bike rentals by out-of-town bike rental agencies to tourists who follow suggested routing over Greenwood Beach Road to the Ferry Landing in Tiburon. Frequently, mostly on week-ends and in summer, more than a thousand bikes transverse this street in one day. The demands that are generated by this increased traffic grossly exceeds the capacity of this street to safely accommodate without risk of accident, or injury, or confrontation. Bicycle clubs, following the suggested routes outlined in various journals and Bay Trails signage, frequently cluster in groups, several abreast, at times exceeding 20 in number and often at high speed, traverse the street, often preempting the rights of any one, pedestrians, children, seniors, animals or motorists, who might wish concurrent use of the street.

Emboldened by recently enacted legislation designed to protect cyclists, some of the more aggressive bikers arrive with unreasonable expectations of privilege never envisioned by such legislation, often demanding right of way in a manner laced with invective and hostility. Residents of Greenwood Beach

Road are frequently subject to profane and abusive language, especially at points of narrow passage and the street closure at Blackie's Pasture, as are unsuspecting motorists whose diligence or lack of submission provoke the ire of the "privileged ones."

In 1992, in order to relieve the street of dangerously excessive motor vehicle traffic, the street was closed to through motor vehicular traffic at a point adjacent to Blackie's Pasture. Since that time, with the unanticipated increase of bicycle traffic, the danger of accident and physical injury now easily exceeds that which existed at the time of the street closure.

There have been over the preceding few years a number of injuries to bikers on Greenwood Beach Road, as witnessed by residents of this street, and there are bound to be more.

The Town of Tiburon has, by acquiescing or participating in the promotion of the Bay Trails network on the Tiburon Peninsula, extended to the world of bikers an invitation for its use, and thereby, by implication, offered assurances that the route is reasonably safe and free of known hazard. In fact, the use of Greenwood Beach Road, at present and at ever increasing levels of bicycle usage, is neither safe nor free of hazard. The risk of personal injury to bikers in a collision is infinitely greater than an accident between motor vehicles at comparable speeds. By such participation in or acquiescence to the designation of Greenwood Beach Road as a part of the Bay Trails, the Town of Tiburon is unnecessarily and unreasonably exposing itself and its citizens to civil liability for the consequences of failing to take those precautions necessary to ensure a safe and hazard free routing of the Bay Trails within its city limits. Further, the residents of Greenwood Beach Road protest for themselves as individuals their exposure to civil liability as well as that of tax-paying citizens of the Town. More important is the unreasonable risk of injury to trusting visitors to our town. It is irrational to expect the residents of Greenwood Beach Road to stand mute in the face of this increasingly intolerable situation, neither is it necessary. An obvious and much safer alternative route exists.

PRAYER FOR RELIEF

We the undersigned residents of Greenwood Beach Road, hereby place the Town of Tiburon on notice of the danger, hazard and risk associated with the designation of Greenwood Beach Road as a portion of the Bay Trails complex. We call upon the Mayor and Council, the Town Manager and staff to take immediate and deliberate steps to remove Greenwood Beach Road from the Bay Trails complex as quickly as possible and to desist from further encouragement of its use in any such capacity.

Name and signature

date

address

Low Getken


2/3/16

428 Greenwood Beach Rd
Tiburon, CA

Patrick Barnes

From: Sidsel Moller [sidselmoller@comcast.net]
Sent: Friday, January 22, 2016 7:05 PM
To: Patrick Barnes
Subject: Bike Path

Dear Mr Barnes

I am strongly opposed to a bike path being constructed via Greenwood Beach rd in Tiburon We have a perfectly good and wide road here , Tiburon Blvd which would be appropriate for this purpose I object to our neighbour hood street having been made into a bicycle race track to benefit commercial interests in San Francisco It is too crowded and very dangerous.

Sincerely

Sidsel Moller

458 Greenwood Beach RD
Tiburon, Ca 94920

Pat Barnes
Town Engineer & Director of Public Works
PBarnes@TownOfTiburon.Org

LATE MAIL # 1

Dear Mr. Barnes,

As a longtime resident of Greenwood Beach Road ("GBR"), I strongly oppose the specific proposal of a permanent establishment of a dedicated bike path on GBR. There has been increased bicycle usage, in both speed and volume, which has increased the risks of injury to residents, pedestrians, cyclists, and property. At times, there are virtual pelotons of pseudo-racing cyclists covering both sides of the whole road.

As residents, we have worked earnestly to reduce traffic hazards on our road, over many years, including the closing of GBR to automobile traffic at Blackie's Pasture.

Tiburon Boulevard itself is a roadway that is much better suited to the implementation of a dedicated bike pathway along its route.

Please see to it that a copy of this letter is forwarded to the mayor and town council.

Sincerely,

Dr. KMD Jones
422 Greenwood Beach Road
Tiburon, CA 94920

cc: GChanis@TownOfTiburon.Org

Patrick Barnes

From: Jake Steinman [jake@northamericanjourneys.com]
Sent: Tuesday, January 19, 2016 1:02 PM
To: Patrick Barnes
Subject: RE: Bicycle Peedestrian Master Plan

LATE MAIL # 1

From: Bruce Abbott [mailto:brucedabbott@comcast.net]

Dear Mr. Barnes:

I've been copied on the correspondence you've been receiving from my neighbors on Greenwood Beach Rd regarding the proposed bike path and it has become obvious that 1000 cyclists on a busy weekend presents a danger hazard for all of us trying to navigate out of our driveways. What concerns me is that the City has been now formally forewarned as to the danger that the proposed bike trail presents and is vulnerable to become at least a co-party to any litigation that may be brought were there to be an accident.

I know that I, for one, would demand that the City of Tiburon indemnify me for liability and any legal expenses for an accident that is determined not to be my fault.

Jake Steinman and Jane Howard,
390 Greenwood Beach Rd.

Patrick Barnes

From: Chris Petrin [chrispetrin@mac.com]
Sent: Tuesday, January 19, 2016 7:28 AM
To: Patrick Barnes; Greg Chanis
Cc: Chris Petrin
Subject: Tiburon Master Plan meeting 1/19/16 - Greenwood Beach Rd.

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Messrs. Barnes & Chanis,

I will be unable to attend tonight's meeting. We are against any designated bike path of Greenwood Beach Rd.

I believe I have attended all past meetings as it relates to the creation of a bike path on our lovely Street. The last meeting I thought was the final one. The Town Council sided with the people of Greenwood Beach Rd., after hearing both side, and here we go again.

For many of the reasons that were covered then, and so many of the ones you have already received via email from residence, I suggest that, at a minimum, you move a bike path onto Tiburon Blvd.

For the record: the kids and tourists rarely, for us, create any problems and are enjoyable. It is always the fast, rude road bikers who create many of our frustrations.

My wife and I stand with our neighbors in being less than thrilled about this starting up again. Thank you for reading.

Have a great day!

Sincerely,
Chris Petrin & Jane Ford

Sent from my iPhone
Please excuse grammar & brevity

Patrick Barnes

From: slim [harry.heath@mindspring.com]
Sent: Monday, January 18, 2016 1:28 PM
To: Patrick Barnes
Cc: brucedabbott@comcast.net; Scott Anderson
Subject: Bicycle Path Down Greenwood Beach Rd

LATE MAIL # 1

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Barnes:

A study was conducted in 2011 - 2012 by Parisi Associates at a cost of \$85,000 funded by the Federal Government entitled "Tiburon Bay Trail Gap Study" and concluded on 5/14/2012. This study determined the following:

- 1) A tally was taken of children biking to and from school during morning and afternoons and was not more than 12 each way.
- 2) A tally was taken of the percentage of rental bikes which was 72%.
- 3) Routes to Blackies Pasture were studied and there were two routes: A) Tiburon Blvd. was covered by Segment 8 as shown on the map included with the study; B) Greenwood Beach Rd. was covered by Segment 3 as shown on the map included with the study. The maximum estimated construction cost considering various options for Segment 8 was \$3,000,000. The maximum estimated construction cost considering various options for Segment 3 was \$2,450,000.

The background on the initial Tiburon Bay Trail Gap Study is necessary as nearly three years later we are preparing to move forward on the Bike Trail via a vis the Meeting on 1/19/2016.

The prevailing option via Scott Anderson is to go with the selection of Segment 3 for a Negative Declaration for CEQA or NEPA indicating that there are no adverse environmental effects for a bike path on Segment 3. Contrary to Scott Anderson's analysis the project will have significant adverse effects on the environment via Segment 3 as follows:

- 1) From Tiburon Bay Trail Gap Study-
Possible issues related to geological stability, storm damage, biological or or cultural resources, aesthetics, noise, water quality, or other factors typically addressed during the CEQA or NEPA process.
- 2) Environmental issues addressed by Greenwood Beach residents.
-Safety issues regarding bicycles, issues affecting quality of life, lack of adequate parking.

I have lived at 440 Greenwood Beach Rd since June, 1959. It disturbs me that the Town of Tiburon through POST Committee is taking aggressive action to disrupt the quality of life on Greenwood Beach to satisfy the wimms of tourists who rent bicycles. Greenwood Beach Rd. comprises 23 residences which were built from 1938 and predate Beleire, Belveron, Reedlands, Little Reed Heights and Hawthorne Terrace.

Of primary concern is the POST Committee which has five members as follows:

name	position	address
Peter Winkler	Chair	121 Ricardo Dr, Mill Valley
Mike McMullen	Commissioner	P.O.Box, Tiburon
Phillip Feldman	"	-
Mark Allen	"	Corte Palos Verdes, Tiburon
Holland Thier	"	-

Peter Winkler as chair is not a resident of Tiburon so what is he doing directing projects that affect residents in Tiburon? He also belongs to a bicycle club. The chair on a committee can't be biased as they must weigh both sides of a dispute equally. Peter Winkler is totally biased on the side of bikers. He must be replaced as not only is he not a resident of Tiburon but he is totally against the option of a bicycle path in any other location than Greenwood Beach Rd.

Very truly yours,

Harry Heath, P.E.

Patrick Barnes

From: Soden, John [JSoden@hl.com]
Sent: Monday, January 18, 2016 11:56 AM
To: Patrick Barnes
Subject: Bicycle Path on Greenwood Beach Rd.

LATE MAIL # 1

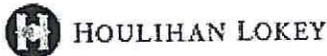
Pat,

My wife and I would like to state our objection to the proposed Greenwood Beach Rd bike path. First, we have zero confidence that it would get cyclists out from the middle of the road, so it would be a waste of money. Second, it would take up valuable parking spaces. Third, we strongly prefer to see at least half of the traffic (the inbound cyclists) diverted to the Tiburon Blvd. The Inbound cyclists do not observe speed limits and it is very dangerous, particularly on the downhill portion of our road leading into Blackie's. As parents of a 9 mo year old baby, we may actually need to move due to the hazard that speeding cyclists pose, so we would like to mitigate this issue, if possible.

Regards,

John and Karen Soden
430 Greenwood Beach Rd

John Soden
Managing Director
Head of the Medical Technologies Practice



Citigroup Center
One Sansome Street Suite 1700
San Francisco, CA 94104
415.273.3700 Direct
415.722.4707 Mobile
JSoden@HL.com

HL.com | Follow us:

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Patrick Barnes

From: Nancy Peterson [Nancy@Peterson.net]
 Sent: Monday, January 18, 2016 10:01 PM
 To: Patrick Barnes
 Cc: gchanis@townoftiburonl.org; 'Gregory Moore'
 Subject: Comments for 1.19.16 POST Meeting on Bicycle and Pedestrian Master Plan Update

January 18, 2016

LATE MAIL # 1

Patrick Barnes
 Director of Public Works, Town Engineer
 Town of Tiburon

By Email to Patrick Barnes: pbarnes@townoftiburon.org
 cc: Town Manager Greg Chanis: gchanis@townoftiburonl.org

Dear Mr. Barnes,

We applaud the efforts of the Town of Tiburon to create safe and functional bicycle travel in our community. Our city needs viable pedestrian and bicycle alternatives to help counteract the growing automobile congesting affecting most Marin communities. The "Safe Routes to Schools" program is one such thoughtful example of success.

For years, our son benefited riding to school safely on Tiburon bikeways. He rode his bike to school throughout his time in the Reed School District and has commuted from our home by bike to the Tiburon ferry to his professional work in downtown San Francisco.

As we review the current Bicycle and Pedestrian Master Plan Update, we look for the same thoughtfulness as the "Routes to Schools" program. While we concur with the goals of the updated Master Plan, we know that the specific proposals matter. As residents of Greenwood Beach Road, we have witnessed the dramatic increase in bicycle use without a plan that addresses a complex issue: What is the safe capacity of this street for automobiles, bicyclists and pedestrians? Who are the different bicycle, pedestrian, automobile and residential users of this street? How has use grown over time? How is a functional and safe solution delivered?

We believe that:

1. **Greenwood Beach Road has physical limits that prevent it from serving all its current and future users in an effective and safe manner:** With no sidewalks, residential parking, automobile exit and entry to home driveways, limited lighting, blind corners and a steep incline, this road does not have the capacity or the characteristics to safely handle all forms of bicycle and pedestrian use. Drivers, bicyclists, pedestrians, joggers and dog walkers are all put at risk.
2. **Alternative bicycle access is needed for the faster, higher volume cyclists:** Many bicyclists travel at speeds that approximate the automobile speed limits or faster – and they travel in large groups. These bikes must be directed to a roadway consistent with their speed of travel and scale of riders. Such a bikeway should be developed on Tiburon Boulevard.
3. **The residential nature of the street should be acknowledged:** No neighborhood can exist in isolation from its larger community. And no neighborhood should be unduly burdened to serve both community members and those from outside the community traveling through the neighborhood for various purposes.

4. **Bike lane use of Greenwood Beach Road should not be promoted more and additionally signed and designated until larger solutions are considered and implemented:** To further direct and encourage bicyclists to use an already compromised, over-capacity and unsafe roadway is not prudent.

We support the Town's efforts to increase bicycle safety and functionality. We acknowledge the balance needed to serve bicyclists traveling through our community with those living within our community. We don't believe that the proposal for Greenwood Beach Road achieves those objectives yet.

Please include these comments as part of the input for the January 19 Parks, Open Space, and Trails Committee meeting. Unfortunately, we are not available to attend in person.

Sincerely,

Nancy Peterson and Greg Moore
444 Greenwood Beach Road, Tiburon
nancy@peterson.net
mooregreg@comcast.net

Patrick Barnes

From: ginisavage@aol.com
 Sent: Sunday, January 17, 2016 1:01 PM
 To: Patrick Barnes
 Subject: Greenwood Beach Road & bicycles

LATE MAIL # 1

Follow Up Flag: Follow up
 Flag Status: Flagged

Dear Mr Barnes,

I have to be in New York on a business trip so unfortunately cannot attend the meeting. I feel I must share my thoughts with you on the matter.

Each of our lives is already greatly impacted by the increasing number of cyclists along our road. I am constantly having interactions or altercations with riders who don't look where they're going, who are instantly belligerent if addressed, who show neither decency nor respect for anybody else & who frequently drive along the middle of the road as though they owned it. I've had someone drive smack into my open car door as I unloaded groceries. He could have been killed & so could I. High speeds, not paying attention to us cautiously pulling out of our own driveways. A big hazard & with the amount of aggression we encounter now & the major sense of their entitlement & f-k anyone else, whether it be pedestrians, cyclists, disabled people in wheelchairs, children dogs or homeowners it's really adversely affecting our previously peaceful way of life. It's bad enough when cars speed down the street. I've lost a beloved cat like that, but to have foul-mouthed cyclists shouting or gesturing expletives at us every time we emerge from our houses, often daily, is so unnecessary & disagreeable., & sets a miserable tone for the day, for them as well as us.

I would assume that if cyclists had the right of way it would get even more dangerous & unpleasant for everyone concerned, especially the decrepit & schoolchildren who should be allowed safe passage walking or cycling to school. At least the children are usually civil if you suggest for their safety that they don't hog the road. Which is more than can be said for the arrogant & offensive adult cyclists often shouting back over their shoulders at their cohorts.

It really is disturbing. Often there are inexperienced cyclists who have come from the city, who are wobbling about either lost, thirsty, or at the point of collapse needing shade & more water, comfort & directions & encouragement that it's only three miles further to the heart of downtown Tiburon & the ferry. And of course we want to be friendly and helpful & mostly are good neighbours but if scores more non-locals start arriving it's going to become impossible & untenable for us residents. Many of us are elderly now. It's not just a question of everybody's quality of life declining but of safety. All of them have been directed down a private street. Don't we too have some say about the environment we live in & chose for it's peace & quiet over 35 years ago.

yours sincerely,
 gini savage, homeowner 410 greenwood

beach road

Patrick Barnes

From: Michael Savage [mjksavage@mac.com]
Sent: Sunday, January 17, 2016 12:39 PM
To: Patrick Barnes
Cc: bdabbott@pacbell.net; Pam Snellgrove; Brenda Foster; Jake Steinman; aubrey.federal@yahoo.com; Moore, Greg; forrestmorphew@comcast.net; chrispetrin@sbcglobal.net; rcpassociates@placak.com; Heath, Harry; hansbernwall@gmail.com; barbrich4@gmail.com
Subject: Greenwood Beach Road - Bike Path proposal
Follow Up Flag: Follow up
Flag Status: Flagged

Letter to Patrick Barnes, Director of Public Works, Town Engineer, Town of Tiburon

Dear Mr. Barnes,

This has always been a lovely neighborhood road, a favorite pedestrian thoroughfare to and from Blackie's pasture. Children ride bikes here to and from schools. Homeowners and their visitors legitimately park their cars on both sides of the street overnight and during the day, and homeowners walk their dogs on leash to and from the park.

The added hazard and safety issues that adult bicyclists force upon these pedestrians and young cyclists should be stopped. The speeding bicyclists are hard to see when exiting a vehicle or moving the vehicle out onto the road and most are unobservant, do not practice defensive cycling and some are rude and inconsiderate. It is hazardous and nerve-wracking to exit a private driveway onto the road because of speeding and/ or careless bicyclists.

The adult bicyclists should be diverted to Tiburon Boulevard, where there are no impediments such as driveways, parked cars or children playing.

Simple solution. Doable. Put up signs. There is plenty of room. Please let Greenwood Beach Road revert to being quiet, nonhazardous, safe and to be enjoyed by all the residents, their guests and those who use the road without disturbing others, who enjoy the quality of life and who pay taxes in the community..

Gini and I have lived on Greenwood Beach Road for more than 35 years. For most of that time, all users of the road have co-existed peacefully. But over the years a group of arrogant folk – adult bikers - have taken over our quiet road as if they were entitled to its exclusive use as a sort of speedway – without any care or consideration for others – least of all the homeowners whose only wish is to live in peace.

I am in New York on business this week and cannot attend the meeting, but I can't emphasize enough how strongly I feel about this erosion of our peace and quiet. Please take action to protect us and our property.

Sincerely,

Michael Savage, homeowner

410 Greenwood Beach Road,

Tiburon,

CA 94920

cc Greg Chanis, Town Manager
Scott Anderson, Community Development Director

Patrick Barnes

From: jocelyn shorten [jocelynshorten@comcast.net]
Sent: Friday, January 15, 2016 2:45 PM
To: Patrick Barnes
Cc: bdabbott@pacbell.net; Pam Snellgrove; Brenda Foster; Jake Steinman; aubrey.federal@yahoo.com; Moore, Greg; forrestmorphew@comcast.net; chrispetrin@sbcglobal.net; rcpassociates@placak.com; Heath, Harry; hansbernwall@gmail.com; barbrich4@gmail.com
Subject: Bicycle Master Plan
Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr Barnes,

We have lived on Greenwood Beach Road for over 40 years and STRONGLY oppose a bike path along Greenwood Beach Road for safety issues. We have become increasingly concerned about the number of aggressive and unsafe riders often cycling 3 or 4 abreast at high speed with little or no concern for pedestrians, particularly the elderly and children! It is also a serious hazard for residents trying to exit their driveways. The road is narrow with bends and a steep hill and caution has to be observed at all times as visibility is often severely restricted.

We think a bike path adjacent to Tiburon Boulevard would be a much better solution.

Unfortunately will be unable to attend the upcoming meeting, but please register our strong opposition to the proposed Bicycle Master Plan as it affects Greenwood Beach Road.

Thank you
Chris and Jocelyn Shorten

Patrick Barnes

From: brenda_foster@comcast.net
Sent: Friday, January 15, 2016 11:38 AM
To: Patrick Barnes
Cc: Bruce Abbot; Pam Snellgrove; Jocelyn Shorten
Subject: Greenwood Beach Road resident.

LATE MAIL # 1

Dear Mr Barnes,

I am a resident of Greenwood Beach road. During the twenty three years I have resided here I have observed with dismay the increasing bicycle traffic and lack thereof of basic highway courtesy.

Speed limits are mostly ignored by cyclists creating many as I have observed, accidents.

Bicyclists harbor a total lack of respect for pedestrians safety, children, elderly and those of us who attempt to arrive and depart from our respective drive ways.

Greenwood Beach has blind corners, hills and dips and caution is required for all who use it.

A bike path on this street is an irresponsible idea and a dangerous one. Such a plan belongs on a main road with good visibility.

Respectfully

Brenda Foster

396 Greenwood Beach Road

Tiburon

Patrick Barnes

From: Bruce Abbott [brucedabbott@comcast.net]
Sent: Thursday, January 14, 2016 4:16 PM
To: Patrick Barnes; Greg Chanis
Subject: FW: Bike Path

LATE MAIL # 1

Good morning Pat and Greg:

Please replace the email sent you yesterday and substitute this one. The difference is a change in the third paragraph to read "USE TIBURON BOULEVARD."

Thank you. Bruce Abbott

Dear Pat:

A bike path on Greenwood Beach Road is adamantly opposed by everyone who lives on this street, and with very good reason. The street is too narrow, visibility is too restricted, it's capacity is grossly inadequate for the bike traffic that uses it, it is too dangerous, it generates far too much anxiety among those who live here and must use it as our only means of ingress and egress, it is a constant threat to safety, it introduces far too many belligerent and hostile bike riders, it is an imposition on the quality of life on this street, it is not necessary, and there is a better alternative. I could go on.

There is not one resident of this street who cannot recite incident after incident of near accident, confrontation and intolerable behavior generated by the literally thousands of bikers who use this street. I personally have been subjected to vile and offensive language and threats of physical attack by bikers who appear to regard this street as exclusively theirs and who exhibit an unwillingness to behave themselves and respect the rights of those who live here.

It would be a mistake to dismiss how serious the residents of this street are in opposition to this irresponsible initiative. USE TIBURON BOULEVARD. IT HAS ROOM AND IT HAS ACCESS.

And take "out of town residents" off the Parks, Open Space and Trails Commission. They should have no voice in regulating Tiburon residents.

Thank you for your kind attention, and best regards,

Bruce Abbott
458 Greenwood Beach Road

2 07 11

LATE MAIL # 1

Pamela A. Snellgrove
442 Greenwood Beach Road
Tiburon, CA 94920

January 13, 2016

Re: Greenwood Beach Road Proposed Bicycle Project – POST Bicycle and Pedestrian Plan Community Workshop, January 19, 2016

Dear Members of the Tiburon Parks, Open Space & Trails Commission,

I am writing to voice my opposition to Item #3 shown on Table 1 of the list of proposed bicycle project list to be considered at the POST Meeting on January 19, 2016. I attended the first community workshop on May 19, 2015, along with many of my fellow Greenwood Beach Road neighbors. We clearly expressed our unanimous concerns about the enormous increase in bicycle traffic on our narrow residential street that has occurred since Route 10 bicycle directional signs were installed at the intersection of our street and Tiburon Blvd. several years ago, without prior notification from the Town. As a result, Greenwood Beach Road has become an out-of-control cyclist highway that endangers residents, pedestrians and cyclists alike on a daily basis. As I understand it, Item #3 would not serve to effectively control current bicycle traffic on the street nor reduce it. Therefore, it would be a waste of \$10,000.

Greenwood Beach Road from the Tiburon town line located near the Audubon Society to its dead end at Blackie's Pasture is a narrow, two-lane residential street with parking allowed on both sides. In addition to regular resident car, delivery/commercial, bicycle, and pedestrian traffic the street also handles a significant volume of local traffic going to/from the Baptist Church, preschool, and Bel Aire School as well as parking by those who use Blackie's Pasture.

The topography of the road adds to its danger. Large groups of bicyclists unfamiliar with the street ride several abreast at fast, un-safe speeds often unable to see driveways, pedestrians or parked cars ahead of them. My own driveway is located at the bottom of a decline, blind to the street uphill, and almost on a daily basis I have dangerous near-misses with cyclists riding at enormous/uncontrolled speeds unable to stop as I cautiously exit my driveway. The situation is an emergency that will happen.

The dangerous situation on Greenwood Beach Road will not be remedied by the installation of Class III bike route signs. The only effective solution in my opinion would be to either widen the street to accommodate a dedicated bicycle lane/s that would direct and restrict where cyclists can ride to separate them from car and pedestrian traffic, or to direct Route 10 bicycle traffic to continue along Tiburon Blvd. to Blackie's Pasture where it can flow onto the Old Rail Trail. Locals will continue to walk and ride along the street because they know it. Please remember that Greenwood Beach Road is first of all a residential street that was not designed or constructed to accommodate the high volume of traffic that it has come to bear.

Sincerely yours,

Pamela Snellgrove

C-1

DIGEST

Patti Pickett

From: Greg Chanis
Sent: Wednesday, January 13, 2016 11:29 AM
To: Patti Pickett
Subject: FW: Bike Path

Dear Pat:

A bike path on Greenwood Beach Road is adamantly opposed by everyone who lives on this street, and with very good reason. The street is too narrow, visibility is too restricted, it's capacity is grossly inadequate for the bike traffic that uses it, it is too dangerous, it generates far too much anxiety among those who live here and must use it as our only means of ingress and egress, it is a constant threat to safety, it introduces far too many belligerent and hostile bike riders, it is an imposition on the quality of life on this street, it is not necessary, and there is a better alternative. I could go on.

There is not one resident of this street who cannot recite incident after incident of near accident, confrontation and intolerable behavior generated by the literally thousands of bikers who use this street. I personally have been subjected to vile and offensive language and threats of physical attack by bikers who appear to regard this street as exclusively theirs and who exhibit an unwillingness to behave themselves and respect the rights of those who live here.

It would be a mistake to dismiss how serious the residents of this street are in opposition to this irresponsible initiative. USE GREENWOOD BEACH ROAD. IT HAS ROOM AND IT HAS ACCESS.

And take "out of town residents" off the Parks, Open Space and Trails Commission. They should have no voice in regulating Tiburon residents.

Thank you for your kind attention, and best regards,

Bruce Abbott
458 Greenwood Beach Road

105 11
LATE MAIL # 1

W. Aubrey and Gaby Federal
434 Greenwood Beach Rd.
Tiburon, Ca. 94920

Jan. 11, 2016

Patrick Barnes
Director of Public Works
Town of Tiburon
1505 Tiburon Blvd.
Tiburon, Ca. 94920
pbarnes@townoftiburon.org

Re: Bike Path – Greenwood Beach Rd

Dear Mr. Barnes,

We know it is no surprise to you that the residents of Greenwood Beach Road are furiously opposed to this plan.

For years we have endured the daily "whoosh" of the multi colored peletons as they speed in unison, with NO regard to safety, along Greenwood Beach Road.

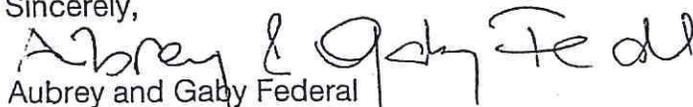
Greenwood Beach Road is a RESIDENTIAL street--not a bicycle raceway, though this seems to be of no concern to many in the spandex crowd. We cannot tell you how many times our family and neighbors have narrowly escaped great harm from these careless speeders. Not to mention their rudeness, arrogance and total disregard for others. To create a bicycle pathway is a fine idea--to direct even more speeding bicycle traffic along Greenwood Beach Road is folly. The neighborhood children already know this route. Their usage is fine as is.

There is no residential neighborhood in Tiburon that would tolerate this type and amount of bicycle traffic passing private homes if you were to enact this plan.

This traffic belongs on the main road – Tiburon Boulevard - between Hwy 101 and Blackie's Pasture, at least.

Thank you.

Sincerely,


Aubrey and Gaby Federal

30 year residents of Tiburon

DIGEST
C-2

W. Aubrey and Gaby Federal
434 Greenwood Beach Rd.
Tiburon, Ca. 94920

Jan. 11, 2016

Patrick Barnes
Director of Public Works
Town of Tiburon
1505 Tiburon Blvd.
Tiburon, Ca. 94920
pbarnes@townoftiburon.org

Re: Bike Path – Greenwood Beach Rd

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For years we have endured the daily "whoosh" of the multi colored peletons as they speed in unison, with NO regard to safety, along Greenwood Beach Road.

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This traffic belongs on the main road – Tiburon Boulevard - between Hwy 101 and Blackie's Pasture, at least.

Thank you.

Sincerely,


Aubrey and Gaby Federal

30 year residents of Tiburon

EXHIBIT NO. _____

ATTACHMENT B

Town of Tiburon Bicycle and Pedestrian Master Plan Update

Initial Study

May 2016

Prepared for: Town of Tiburon
1505 Tiburon Boulevard
Tiburon, California 94920

Prepared by: Leonard Charles and Associates
7 Roble Court
San Anselmo, California 94960

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NEGATIVE DECLARATION (DRAFT)

TO: _____ Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

_____ County Clerk, Marin County
3501 Civic Center Drive, Room 234
San Rafael, CA 94903

FROM: Town of Tiburon Community Development Department
1505 Tiburon Blvd.
Tiburon, CA 94920

Project Title: Tiburon Bicycle and Pedestrian Master Plan Update

Proponent: Town of Tiburon

Project Location: Tiburon, CA 94920

Project Description: The project is an update of the Town of Tiburon Bicycle and Pedestrian Master Plan. The purpose of this Bicycle and Pedestrian Master Plan is to identify projects, policies, and programs that will improve bicycle and pedestrian transportation in Tiburon, in part by meeting the requirements of the California Bicycle-Transportation Act (see Section 891 of the California Streets and Highways Code).

Finding: Based on the attached Initial Study, it has been determined that the proposed project would not result in a significant, adverse environmental effect.

Signature: _____ Date _____
Scott Anderson
Director of Community Development
Town of Tiburon
1505 Tiburon Boulevard
Tiburon, CA 94920

1.0 Introduction and Background

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code 21000 *et seq* and the *State CEQA Guidelines*, California Code of Regulations Section 15000 *et seq* and the Town of Tiburon Local CEQA Guidelines. The project assessed in this Initial Study consists of a proposed update of the Town of Tiburon's Bicycle and Pedestrian Master Plan (BPMP).

2.0 Project Location and Setting

The Town of Tiburon is located within the County of Marin within the San Francisco Bay area. The Town is located seven miles north of San Francisco on a peninsula that extends into San Francisco Bay. The Town's Planning Area encompasses 17 square miles, including 11 square miles of water area and six square miles of land area. The Planning Area includes the Town's incorporated lands plus lands outside the Town that are designated by the Local Agency Formation Commission (LAFCO) as within the Town's Sphere of Influence (see Figure 1).

3.0 Project Objectives and Description

The Town of Tiburon adopted its original Bicycle and Pedestrian Master Plan (BPMP) in 2001 and subsequently adopted a 2008 Update of that plan. The Draft 2016 BPMP Update provides a programmatic description of proposed projects and priorities for implementation, past expenditures and future funding needs, crash analysis, goals and objectives, data collection, standards, design guidelines, best practices, and demonstrates coordination with other jurisdictions and consistency with the General Plan and other planning documents. It helps in determining the future needs and programming of pedestrian and bicycle facilities. It also includes addressing safety and education programs.

Goals and Objectives

The Draft BPMP Update contains three goals:

Goal 1 - Increased Bicycle and Pedestrian Access

Expand bicycle and pedestrian facilities and provide increased access to neighborhood areas, employment centers, shopping areas, schools, and recreational sites.

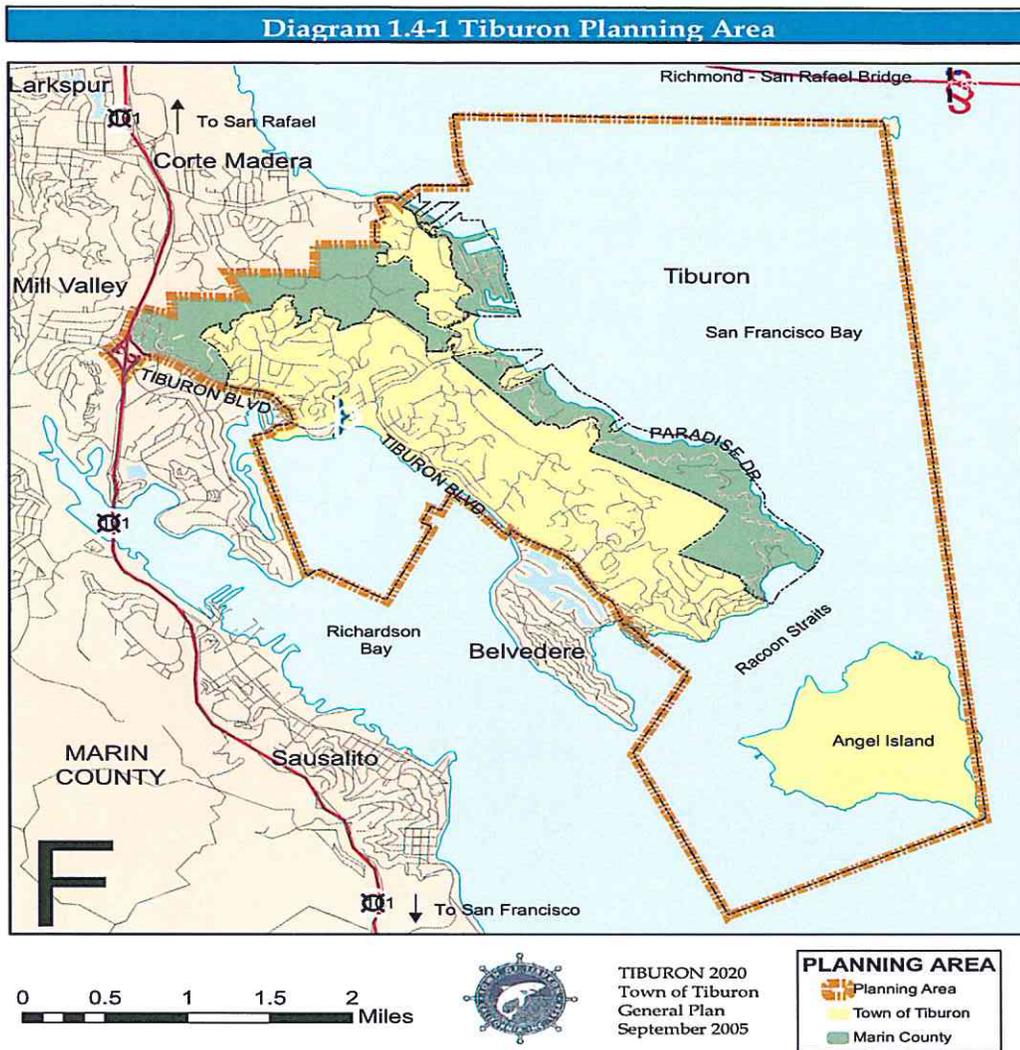
Goal 2 - Bicycle Transportation

Make travel by bicycle an integral part of daily life in Tiburon by implementing and maintaining a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer and more convenient.

Goal 3 - Pedestrian Transportation

Encourage walking as a daily form of transportation in Tiburon by completing a pedestrian network that services short trips and transit, improving the quality of the pedestrian environment, and increasing safety, convenience, and access opportunities for all users.

Project Location and Vicinity Map - Figure 1



To realize these goals, the proposed update contains six objectives. Objectives are basic tools that underlie all planning and strategies and provide a bridge between goals and implementation. In general, objectives are more specific and easier to measure than goals. They serve as the basis for creating policy and evaluating performance.

Objective A - Implement the Bicycle and Pedestrian Master Plan, which identifies existing and future needs, and provides specific recommendations for facilities and programs.

Actions:

1. Update the Plan every five (5) years as required by Caltrans to reflect new policies and/or requirements for bicycle and pedestrian funding.
2. The POST Commission or other official commission, as appropriate, should review all Safe Routes to Schools travel plans for consistency with the Tiburon Bicycle and Pedestrian Master Plan, with the authority to refer concerns to staff and council as necessary.
3. Coordinate between government agencies, schools, and community organizations to address bicycle and pedestrian issues of mutual concern. The Town should promote coordination between the POST Commission or other official commission and adjacent communities' advisory committees.
4. Seek funding for bikeway projects through current local, regional, state, and federal funding programs and encourage multi-jurisdictional funding applications.

Objective B - Complete a continuous network of bikeways that are feasible, fundable, and that serve bicyclists' needs, especially for travel to employment centers, schools, commercial districts, and transit stops and terminals.

Actions:

1. Implement high priority projects, such as Old Rail Trail improvements and Safe Routes to Schools improvements.
2. Prioritize completion of a continuous bikeway network across jurisdictional boundaries, connecting Tiburon to unincorporated areas and neighboring communities.
3. Connect bicycle paths in Tiburon with other paths and trails where practical.
4. Consider construction of relevant planned bikeways as an integral part of any transportation facility maintenance or construction project.
5. Construct a network that encourages bicycling to and for recreational purposes, as feasible.
6. At a minimum, construct all bikeways according to Caltrans Chapter 1000 Design Guidelines.

Objective C - Complete a network of walkways that serves pedestrian needs, especially for short trips to schools, downtown, and transit stops and terminals.

Actions:

1. Implement high priority projects, such as Safe Routes to Schools improvements.
2. Establish pedestrian routes that focus on the needs of school children for each neighborhood in Tiburon.

3. Complete missing connections to make direct routes for walking, especially connections between residential neighborhoods and the downtown area, schools, and the Old Rail Trail.
4. Where feasible, identify and reduce or eliminate impediments and obstacles to walking to school.
5. Connect pedestrian paths in Tiburon with other paths and trails where practical.
6. For new development or redevelopment projects, consider construction of planned pedestrian facilities.
7. Work with transit authorities to ensure that pedestrian concerns are addressed in the design of transit stops.
8. Enhance opportunities for walking for recreational purposes.

Objective D - Maintain and improve the quality, operation, and integrity of bikeway and walkway network facilities.

Actions:

1. Undertake routine maintenance of bikeway and walkway network facilities, such as sweeping bicycle lanes and sidewalks and trimming back encroaching vegetation.
2. Undertake regular inspection of surface conditions and periodic maintenance of bicycle and pedestrian facilities such as striping and signing to reduce safety issues for users.
3. Ensure that construction projects minimize disruption to the bicycling and walking environment and that safe, direct alternate routes are signed in advance of construction for the duration of the project. All projects undertaken by outside agencies should be coordinated with the Town to ensure compliance with this policy.
4. Ensure that repair or construction of any transportation facility does not result in the permanent removal of an existing bicycle or pedestrian facility.
5. Ensure that the pedestrian walkway network is accessible to, and usable by, persons with disabilities where feasible.

Objective E - Provide short- and long-term bicycle parking and end-of-trip facilities in employment and commercial areas, in multifamily housing, at schools, and at transit facilities.

Actions:

1. Consider requiring bicycle parking spaces as part of new development or redevelopment projects.
2. Encourage the installation of short- and long-term public bicycle parking in and around the Downtown area.
3. Work with local schools to promote bicycle commuting and to assist in purchasing and installing long- and short-term bicycle parking.
4. Require the provision of bicycle parking at all town-permitted large events to help reduce automobile traffic and parking.

Objective F - Develop and implement safety, education, and encouragement plans aimed at people walking, bicycling, and driving.

Actions:

1. Expand adult and youth bicycle and pedestrian education, encouragement, and safety programs, particularly Share the Road programs aimed at reducing bicyclist-motorist conflicts.
2. Promote the health and environmental benefits of walking and bicycling.

Recommended Circulation System Improvements

Proposed Bicycling System Improvements

The Draft BPMP Update contains a list of circulation improvements aimed at implementing these goals and objectives. The circulation improvements identified below are intended to be broad guidelines – while the improvements are intended to address known problems in the bicycling and pedestrian network, they are not intended to be literally binding. Improvements similar and/or equivalent to those listed below may be substituted to achieve the desired objectives.

The Draft BPMP Update vision for bicycling includes completing and improving existing bicycle paths, lanes and routes, including signing and stenciling, and implementing programs. For walking the vision is to maintain and improve existing walkways and crosswalks, and improve access from the neighborhood areas to the Old Rail Trail, downtown, and schools through a series of stairway and mid-block crossing improvements. The Draft BPMP Update proposes eight (8) bicycling-related improvements; they are summarized below.

Project #1 is to improve the pedestrian and bicycle path along the access road south of the *Blackie's Pasture parking lot*. Recommended improvements would include paving the access road's gravel shoulder that serves as on-street parking (this shoulder is approximately 75 feet long), and providing a 4-foot wide striped buffer between the 10-foot wide multi-use path and the parking aisle. The existing fence would be moved approximately 4 feet to the south. This project was recommended in the Town of Tiburon Bay Trail Gap Study (2012; a study that identified gaps or areas needing attention along the Bay Trail). The project also includes adding signage to advise bicyclists they are entering a neighborhood 'slow zone' (i.e., the residential community along Greenwood Beach Road). This project is part of the Bay Trail Improvements mentioned in the existing BPMP (i.e., the BPMP Update adopted in 2008), and it is included as a recommended improvement in the Tiburon Bay Trail Gap Study.

Project #2 is to provide bicycle and pedestrian intersection enhancements on *Tiburon Boulevard* at the Blackfield Drive/Greenwood Cove Drive intersection. Recommended improvements would include addition of a high-visibility crosswalk, a pedestrian-activated Leading Pedestrian Interval (a Leading Pedestrian Interval typically gives pedestrians a 3–7 second head start when entering an intersection with a corresponding green signal in the same direction of travel), buffered bicycle lanes, dashed green bicycle lanes to indicate a mixing zone, and "bike box" (a bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase). This project was recommended in the Safe Pathways to School program. The project is currently in the design phase and has undergone CEQA review (the Town issued a CEQA Notice of Exemption, dated November 23, 2015).

Project #3 is proposed improvements to *Greenwood Beach Road*. Recommended improvements would include changing the existing Class III bike route signs to advise bicyclists of a neighborhood 'slow zone'; signs would direct faster bicyclists to use Tiburon Boulevard. The Town may also explore the use of different pavement textures to help slow bicycle traffic on Greenwood Beach Road or to alert bicyclists to the 'slow zone' signs. This proposed improvement is a variation on the Class 3 bike route project on Greenwood Beach Road that is included in the existing BPMP.¹

Project #4 is proposed improvements to *Trestle Glen Boulevard*. Recommended improvements include constructing Class II bike lanes on both sides of this road between Tiburon Boulevard and Paradise Drive, or to construct Class II bike lanes on the uphill direction and sign the downhill directions as a Class III bicycle route. The Town completed a feasibility and design study of this project in 2003, which identified significant obstacles to implementation of Class II bicycle lanes in both the uphill and downhill directions. A mitigated negative declaration was adopted for the eventual construction of the preferred alternative set forth in the Trestle Glen Bikeway Study. This project is included in the existing BPMP.

Project #5 would make improvements to *Tiburon Boulevard* in the area of its intersection with Mar West Street and Lagoon Road/Cove Road. Recommended improvements would include improving the transition from the Class I facility on Tiburon Boulevard west of Mar West Street to a Class II facility east of Mar West Street. This transition would be coordinated with the new signal or roundabout the Town is planning for this intersection. This project is included in the existing BPMP.

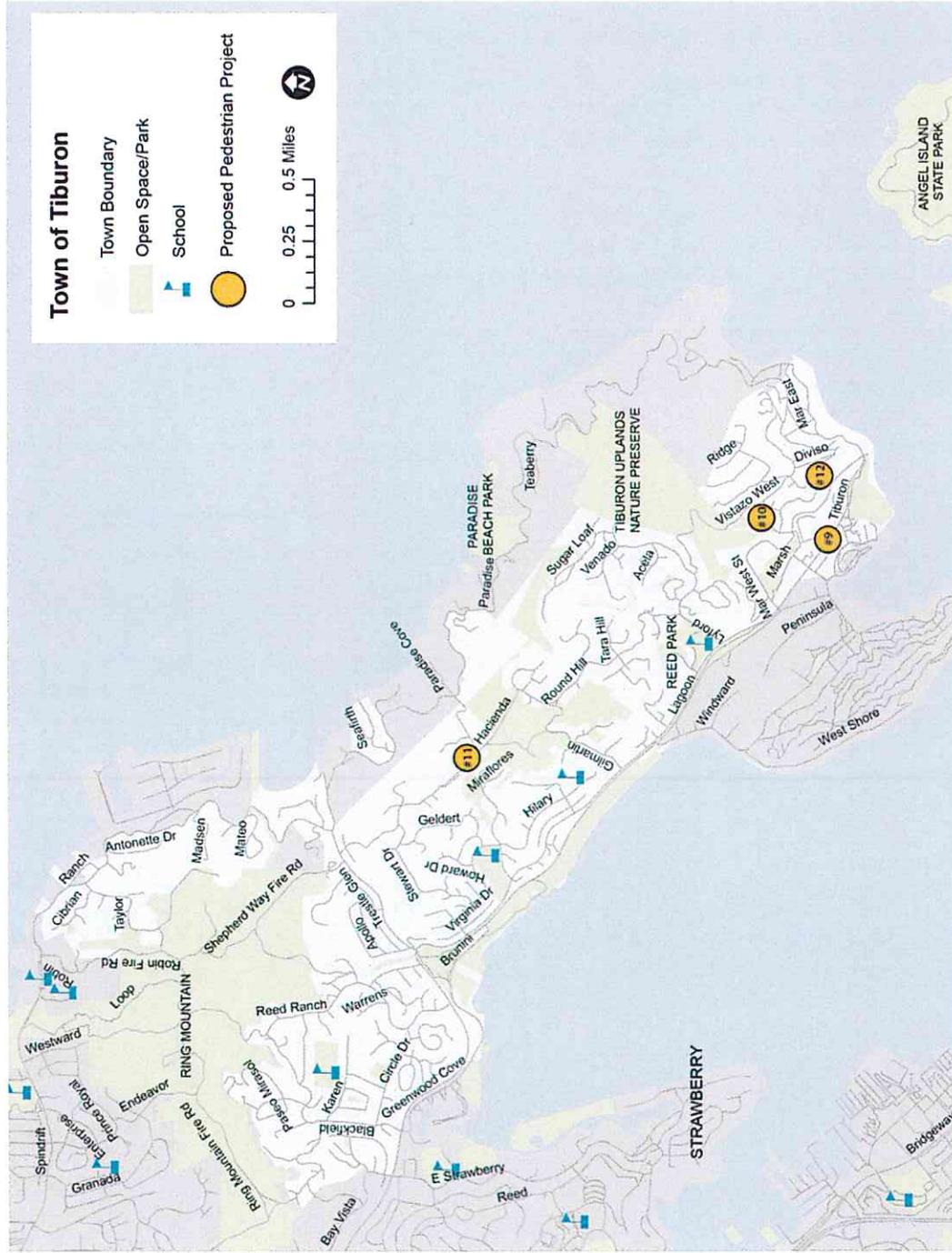
Project #6 includes a recommendation to stencil or sign Class III bicycle routes on *Paradise Drive* from Mar West Street (its eastern end) to the eastern Town Limit (near Agreste Way). This project is included in the 2008 BPMP.

Project #7 includes a recommendation to convert the existing striped shoulder of *Tiburon Boulevard* from the western Town Limit to Trestle Glen Boulevard to Class II bike lanes. This recommended improvement would be subject to Caltrans and County approval, as most of the length of Tiburon Boulevard (State Highway 131) in this area is in unincorporated County jurisdiction. This project is included in the existing BPMP.

Project #8 is proposed improvements to *Tiburon Boulevard* from East Strawberry Drive to Greenwood Cove Drive. The Draft BPMP Update recommends that the Town advocate for and support County implementation of a Class I multi-use path along the south side of Tiburon Boulevard. This project is part

¹ **Class I Bikeway** - Typically called a shared-use path, a Class I Bikeway provides bicycle travel on a paved right-of-way completely separated from any street or highway. It is usually shared with pedestrians and other active transportation users.
Class II Bikeway - Often referred to as a bicycle lane, a Class II Bikeway provides a striped lane accompanied by stenciled markings for one-way bicycle travel on a street or highway. Class II facilities can also include painted buffers to help provide a physical separation between motor vehicle travel lanes and the bicycle lane.
Class III Bikeway - Generally referred to as a bicycle route, a Class III Bikeway provides for shared use with motor vehicle traffic and is identified only by signing and/or pavement markings.
Class IV Bikeway - Often referred to as protected bicycle lanes, separated bikeways, cycle tracks, or green lanes, Class IV bikeways are located within a street or highway right-of-way, provide a designated area for one-way or two-way bicycle travel, and offer physical protection from adjacent motor vehicle traffic using barriers, bollards, curbing, parked cars, posts, planters, or other vertical-oriented elements.

Figure 3: Proposed Pedestrian Projects and Actions



of the Bay Trail Improvements mentioned in the existing BPMP and is a recommended option in the Bay Trail Gap Study.

Other minor bicycle-related recommendations include: 1) trial installation of “on-street” bicycle parking areas which would take the place of unused red curb zone areas in the downtown area; and 2) where feasible, installing other end-of-trip facilities such as showers and changing facilities.

Proposed Pedestrian Circulation Improvements

The proposed update contains the following four pedestrian system improvements

Project #9 is to add advanced yield lines at an unprotected mid-block crossing of *Tiburon Boulevard* approximately 161 feet west of Juanita Lane (this project is recommended in the Downtown Circulation and Parking Analysis – Final Report, Town of Tiburon, 2012).

Project #10 is to install a paved, safe walking path made of decomposed granite along a 500-foot stretch of *Moitoza Lane* between Vistazo West Street and Esperanza Street, which would complete this connection. Signage would be installed at the entrances to signify access (recommended in the existing BPMP).

Project #11 is to close gaps on the *Tiburon Ridge Trail*, such as the Hacienda Gap. There are two identified gaps. The first gap is across the Rabin (Alta Robles) site, where the owner is required to grant an easement and install a public trail as part of the subdivision improvements, which could be many years away. There is a condition on the approval whereby the Town (with owner agreement) may acquire the easement earlier. This project would provide funds to contribute to installation costs should earlier-than-required acquisition and installation be agreed upon. The second gap is in the vicinity of 137 and 139 Hacienda Drive where a landslide makes the Town’s public access easement unusable. The funding could be used to install a pedestrian bridge over the landslide or otherwise acquire means of access. Specific trail enhancements have not been identified at this time.

Project #12 is to weather-harden the *Las Lomas Trail* (Las Lomas Lane at Centro West Street).

Other pedestrian-related recommendations include the Town doing the following: 1) consider conducting a comprehensive sidewalk and pathway inventory in order to develop a detailed digital inventory of sidewalk gaps and develop a process for prioritizing and filling these gaps; in addition, the Town should continue working to establish walkways along the existing and proposed pedestrian Steps, Lanes, and Paths routes identified by the Town; 2) consider reducing corner curb radii when re-paving streets and installing curb ramps; 3) continue to install curb ramps as a part of repaving or other capital construction, as needed, if none currently exist; 4) continue to install truncated domes in high pedestrian use areas around the downtown and along streets that provide access to the commercial and school areas, and also install truncated domes when re-paving streets and improving existing curb ramps and elsewhere to be in compliance with ADA requirements; 5) continue to install perpendicular curb ramps in high pedestrian use areas and on adjacent streets or encourage Caltrans to install perpendicular curb ramps throughout the town as needed; 6) consider working with Caltrans to install rectangular rapid flashing beacons at mid-block crosswalk locations such as those along Tiburon

Boulevard while also taking into account the frequency of beacons along a given corridor; and 7) study the feasibility of coordinating with Caltrans to install curb extensions at crosswalk locations in high pedestrian use areas where appropriate.

4.0 Lead Agency Information

1. Project Title:

Town of Tiburon Bicycle and Pedestrian Master Plan Update

2. Lead Agency Name and Address:

Town of Tiburon
1505 Tiburon Boulevard
Tiburon, CA 94920

3. Contact Person and Phone Number:

Scott Anderson
Director of Community Development, Town of Tiburon
1505 Tiburon Boulevard
Tiburon, CA 94920
Phone: (415) 435-7392
Fax: (415) 435-2438
Email: sanderson@townoftiburon.org

4. Town File Number:

S2016-02

5. Assessor Parcel Number:

Town-wide project.

6. Type of Approval Sought:

Adoption of update to the Bicycle and Pedestrian Master Plan for the Town of Tiburon.

7. Size of Subject Property:

Town-wide project.

5.0 Regulatory Oversight and Agency Review

The Town of Tiburon is the public agency responsible for approving the proposed project and is considered the Lead Agency under CEQA. The Town is responsible for preparing this Initial Study. There are no responsible or trustee agencies for this project pursuant to CEQA.

6.0 Related Projects

To assess future conditions on the Town's roadway, bikeway, and pedestrian network and cumulative impacts, a projection of maximum buildout of the Planning Area by 2020 was developed by the Tiburon Community Development Department. Where warranted, this worst-case buildout scenario is used to assess cumulative traffic-related impacts. It is noted that this level of development would likely never occur (as it assumes full buildout of every parcel in the Planning Area) and certainly not by 2020. However, to insure full disclosure of potential future impacts, this buildout scenario is used in this Initial Study to assess impacts related to traffic.

7.0 References

The following is a list of references used in the preparation of this document. Each of the topics addressed in Section C, Evaluation of Environmental Impacts, includes a list of references by number. The numbers for the reference sources correspond with the sources that are listed below by number.

1. Tiburon General Plan 2020, September 2005
2. Tiburon General Plan 2020 Final EIR, May 2005
3. Town of Tiburon Zoning Ordinance
4. Town of Tiburon Circulation Element Update, 2016
5. Town of Tiburon Circulation Element Update Initial Study, 2016
6. Initial Study for the Town of Tiburon Bicycle and Pedestrian Master Plan, August 2008
7. Town of Tiburon Bicycle and Pedestrian Master Plan, 2008
8. Town of Tiburon Complete Streets Policy (Resolution No. 41-2012), 2012
9. Town of Tiburon Downtown Circulation and Parking Analysis, 2012
10. Tiburon Bay Trail Gap Study, 2012
11. Community Action to Reduce Traffic (CART) Summary Report, 2015
12. Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing Senate Bill 743, California Office of Planning and Research, August 2014
13. BAAQMD CEQA Guidelines Assessing the Air Quality Impacts of Projects and Plans, BAAQMD, May 2011
14. Active Transportation Program (ATP), California Department of Transportation, 2013
15. Town of Tiburon Climate Action Plan, 2011

16. Town of Tiburon Storm Drain Master Plan, 2008
17. Marin County Important Farmland Map, California Dept. of Conservation, Office of Land Conservation's Farmland Mapping and Monitoring Program
18. Notification of Proposed Project Pursuant to Public Resources Code Section 21080.3.1(d); Town of Tiburon Bicycle & Pedestrian Master Plan Update; Letter sent from Scott Anderson, Director of Community Development, Town of Tiburon to Buffy McQuillen, Tribal Heritage Preservation Office, Federated Indians of Graton Rancheria, February 23, 2016
19. Trestle Glen Bikeway Study, April 30, 2003
20. Trestle Glen Bikeway Project Initial Study and Mitigated Negative Declaration, adopted January 2004
21. Downtown Tiburon Design Guidelines, May, 2002
22. Belvedere-Tiburon Library Expansion Project EIR (3 volumes), 2010 and 2011

8.0 Initial Study Checklist and Methodology

This Initial Study is based on CEQA's Environmental Checklist Form. Each item on the checklist is answered as either "potentially significant impact," "less than significant with mitigation incorporated," "less than significant," or "no impact" depending on the anticipated level of impact. The checklist is followed by explanatory comments corresponding to each checklist item.

A "no impact" response indicates that it is clear that the project will not have any impact. In some cases, the explanation accompanying this response may include reference to an adopted plan or map. A "less than significant impact" response indicates that there will be some impact but that the level of impact is insufficiently substantial to be deemed significant. The text explains the rationale for this conclusion. A "less than significant impact with mitigation incorporated" response indicates that there will be a potentially significant impact, but the Initial Study determines there are adequate mitigations, which are described and have been included in the project, to reduce the impact to an insignificant level. Finally, a "potentially significant impact" response would indicate that the Initial Study cannot identify mitigation measures to adequately reduce the impact to a level that is less than significant. In the case of this response, an EIR would be required.

Impact Analysis Overview

This Initial Study assesses whether the proposed Draft Bicycle and Pedestrian Master Plan (BPMP) Update would result in new or more substantial impacts than those identified and assessed in the adopted Negative Declaration for the existing BPMP as well as the certified EIR for the General Plan (Including the adopted Negative Declaration for the 2016 Update of the General Plan Circulation Element) and whether these new or changed impacts would be considered significant.

CEQA defines an environmental impact as a change in the physical environment. Because the Draft BPMP Update is a policy document, it would not directly result in changes to the physical environment. Therefore, the project would have no direct impacts on the environment.

As noted under the previous Project Description section, the Draft BPMP Update does include a list of possible future bicycle- and pedestrian-related improvements the Town may consider implementing when warranted and feasible. These potential circulation improvements address known and projected deficiencies in the transportation network. These improvements are not currently funded and are not legally binding upon adoption of the BPMP Update. Accordingly, these improvements are not considered part of the circulation network for purposes of this Initial Study. Most of these possible improvements are also listed in the existing BPMP (the 2008 BPMP Update). The CEQA document for the 2008 BPMP did not address future environmental impacts from these proposed improvements for the same reason listed above. (Reference 6) While not required, this current Initial Study does discuss the range of effects that could be expected if these future circulation system improvements were formally proposed and constructed in order to provide full disclosure of possible ramifications of adopting the proposed update.

It is worth noting that the proposed update will make the BPMP consistent with the Town's General Plan. The Draft BPMP Update contains the provisions required by the State's Active Transportation

Program (ATP) guidelines that encourage increased use of active modes of transportation, such as bicycling and walking, and provide guidance on the inclusion of specific active transportation plan elements in order to apply for grant funding to assist in financing recommended circulation system improvements. (Reference 14)

The project would be consistent with State policies aimed at focusing transportation and land use policy to discourage the number and length of trips by single-person vehicles and encourage other forms of transportation as well as land use patterns that minimize trip lengths in order to reduce greenhouse gas emissions. As required by Senate Bill 743, the new proposed Section 15064.3 of the State CEQA Guidelines, transportation impacts of projects would no longer be measured on the basis of how vehicle delay caused by a project would affect the level of service (LOS) at an intersection or on a roadway, but would instead be measured on the basis of the “vehicle miles traveled” (VMT) that the project generates and on the project’s effects on transit, non-motorized travel, and traveler safety. The preliminary guidelines go on to state that a transportation project whose primary purpose is improving safety or operations generally would not have a significant transportation impact. (Reference 12)

The San Francisco Bay Trail

The San Francisco Bay Trail program is a nonprofit organization administered by the Association of Bay Area Governments (ABAG) that plans, promotes and advocates for the implementation of a continuous 500-mile multi-use bicycling and hiking path around San Francisco Bay. When complete, the trail will pass through 47 cities, all nine Bay Area counties, and cross seven toll bridges. To date, slightly more than half the length of the Bay Trail alignment has been developed. The existing Bay Trail in Tiburon extends from Blackie’s Pasture to downtown Tiburon; portions of Trestle Glen Boulevard are also designated as part of the Bay Trail. The route between Blackie’s Pasture and the western Town limit is designated as “proposed” Bay Trail (i.e., it is part of the Bay Trail Route but has not been improved to the level needed to be designated as part of the Bay Trail). This includes the existing Class III Bike Route (part of Marin Bicycle Route 10) that travels along Greenwood Beach Road/Greenwood Cove Drive to the western Town limits. Portions of Trestle Glen Boulevard as well as Paradise Drive (in the County’s jurisdiction) are also designated as “proposed” Bay Trail.

While the goal of the Bay Trail is a Class I, paved, fully separated multi-use pathway as close to the shoreline as possible, in certain locations this is simply infeasible. When a multi-use path is not possible, the Bay Trail Steering Committee may consider—on a case by case basis—the acceptance of Class II bike lanes and sidewalks as an acceptable solution. According to the Tiburon Bay Trail Gap Study, a Class III bike route (simply signage and striping) is not acceptable as either proposed or complete Bay Trail. As such, a Class III bike route facility is not eligible for grant funding and would be considered a gap in the Bay Trail. (Reference 10)

In 2012, a Bay Trail Gap Study was prepared for the Town, funded by a grant . The Study represents an opportunity for the Town, in coordination with the Bay Trail, County of Marin, and Caltrans, to prepare a plan for closing a key gap in the San Francisco Bay Trail System as well as the Town’s and Marin County’s local and regional bike and pedestrian circulation systems. The objective of the feasibility study was to evaluate and develop concepts to enhance service of bicycle and pedestrian traffic between McKeegney Green and Strawberry Drive, including portions of Tiburon Boulevard and Greenwood Beach

Road/Greenwood Cove Drive. The major elements of the feasibility study were the analysis and preliminary design of a clear and continuous Bay Trail route for bicyclists, pedestrians and other trail users. Ideally the trail would be a separated Class I path meeting Bay Trail guidelines, but the study identifies many challenges to be addressed including how the trail can actually be configured as it passes through the various land uses and terrain along the corridor. The draft concepts presented in the study follow the Bay Trail design guidelines as well as Caltrans engineering standards for the design of Class I paths and associated design elements.

The Bay Gap Study recommends improvements between McKegney Green and Harbor Cove Way in the East Strawberry neighborhood and along Tiburon Boulevard that would result in these sections being part of the Bay Trail (as compared to their current status as "proposed" Bay Trail). Recommended projects within the Town's jurisdiction are included as Project #1 described in the Project Description section above. Project #8 is recommended in the Gap Study, but most of this project is in the unincorporated part of the County and not under the jurisdiction of the Town of Tiburon.

Many bicyclists entering Tiburon from the west (or leaving to the west) travel along the striped shoulders of Tiburon Boulevard. Some eastbound bicyclists exit Tiburon Boulevard at Greenwood Cove Drive onto Marin Bicycle Route 10 and proceed east until that street ends at the Town limits where it becomes Greenwood Beach Road. Route 10 proceeds east through the emergency access lane at the east end of Greenwood Beach Road and enters the southwest end of the Blackie's Pasture parking lot. Further east Route 10 links via existing paths to the Tiburon multi-use trail (i.e., the Old Rail Trail, which is a designated Bay Trail).

Route 10 through the Greenwood Cove Drive/Greenwood Beach Road corridor is a Class III bike route. Because this route allows bicyclists and pedestrians to avoid traveling along the high volume and relatively high speeds of Tiburon Boulevard, it is well used. Existing bicycle use of the portion of this route within the Town (Greenwood Beach Road) has caused residents along this street to register complaints with the Town about safety concerns. It is not the role of this Initial Study to assess possible existing effects of past or current use of the Town's circulation system. However, this Initial Study does discuss whether the Draft BPMP Update contains new recommended improvements to the circulation system that would affect safety or environmental resources along this street, as well as other Town streets. In addition, to provide full disclosure about the effects of bicycling and pedestrian usage of the Town's circulation system, this Initial Study does discuss the existing situation along this street and how, as a policy decision, the Town could address the concerns of the affected residents.

Along Greenwood Cove Drive there are several large multi-family developments and one single-family residence (at the easternmost end of the street) located south of the street; there is one gas station on the north side of the street. At the Town limits, just west of the Richardson Bay Audubon Center & Sanctuary, Greenwood Beach Road begins. East of the Audubon Center, there are approximately 22 single-family residences along the south side of the street. On the north side is undeveloped land between the street and Tiburon Boulevard plus the Tiburon Baptist Church. There is a sidewalk along the south side of Greenwood Cove Drive, but no sidewalks along Greenwood Beach Road. The streets are generally devoid of paved shoulders. Along Greenwood Beach Road, pedestrians and bicyclists share the travel lanes with motor vehicles.

For Greenwood Beach Road, the Bay Trail Gap Study provided three options that all included developing a 6-foot pedestrian path on the north side of the street and, for two of the options, widening the travel way to 20 feet. The two options involving road widening would cost an estimated \$2.5-2.9 million, while the third option (no widening - path only) would cost an estimated \$1.6 million. None of these options was well-received by the neighborhood, and none was included as a recommended improvement in the current Draft BPMP Update. Accordingly, as is currently the case, this route would remain a Class III bike route with all users sharing the travel lanes for most of its length. The subsequent discussions of project impacts will assess whether the Draft BPMP Update would significantly increase any impacts of use of this route. See the subsequent section on Traffic that also provides a more general discussion of current and future effects of usage of this route.

I. Aesthetics

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>a. Have a substantial adverse effect on a scenic vista?</i>				x
<i>b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</i>				x
<i>c. Substantially degrade the existing visual character or quality of the site and its surroundings?</i>				x
<i>d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</i>				x

Discussion of Possible Impacts to Aesthetic Resources - Checklist Items I(a) through I(d). No impacts.
(References 1, 2, 3, 6, 19, 20, 21, and 22)

A substantial adverse effect to visual resources could result when a project introduces physical features that are not characteristic of current development, obstructs an identified public scenic vista, or makes a substantial change to the natural landscape or nighttime environment. The adoption of the Draft BPMP Update is a policy matter that does not fund or approve any actual projects. The intent of the proposed update is to facilitate a multi-modal approach to the Town’s circulation system and provide safe bicycle and pedestrian access to all users.

Recommended improvements contained in the Draft BPMP Update could result in the future improvement of roadway shoulders and right-of-way areas as necessary to accommodate bicyclists, pedestrians and other users. These possible future improvements have yet to be funded or designed. Any of these projects would be subject to compliance with the California Environmental Quality Act (CEQA) on a project-level basis. It is expected that any future projects would occur primarily, if not

entirely, within the right of way of existing streets or paths. The following addresses the range of future visual impacts that may occur if the recommended improvement in the Draft BPMP Update are implemented.

Project #1 includes possible improvements at Blackie's Pasture parking lot. The existing 75-foot long gravel parking area would be paved and the fence moved four feet to the south. Such minor changes would not cause a major change in views in the area. The improvements would be noticeable only to people parking in the area or travelling along the existing multi-use path. New signing at this location as well as other new sign projects would add signs to streets already containing signs, and roadside signs are a normal part of streetscapes.

Project #2 would add bicycle and pedestrian intersection enhancements on Tiburon Boulevard at the Blackfield Drive/Greenwood Cove Drive intersection, including the addition of a high-visibility crosswalk, pedestrian-activated Leading Pedestrian Interval, buffered bicycle lanes, dashed green bicycle lanes to indicate a mixing zone, and "bike box" would change views for drivers traveling through this intersection. Tiburon Boulevard is a heavily-travelled arterial. These types of intersection improvements are common along such arterials and would not add major structures affecting views. These safety improvements would not be expected to substantially change the nature of views along this section of Tiburon Boulevard. This project has been approved by the Town Council and has been found categorically exempt from the requirements of CEQA.

Project #3 includes new signing on Greenwood Beach Road. As explained above, changes to existing signs would have no significant visual effect. Possible pavement texturing of areas along Greenwood Beach Road would not substantially change the views of the existing pavement on that street. The Draft BPMP Update would not be expected to increase bicycle use of this street as the recommended improvements are mainly to improve bicycling and pedestrian safety. It would be speculative to assume that safety improvements alone would attract significant additional ridership, or that such increased ridership could lead to any substantive visual impacts.

Project #3 would add bicycle and pedestrian intersection enhancements on Tiburon Boulevard at the Blackfield Drive/Greenwood Cove Drive intersection, including the addition of a high-visibility crosswalk, pedestrian-activated Leading Pedestrian Interval, buffered bicycle lanes, dashed green bicycle lanes to indicate a mixing zone, and "bike box" would change views for drivers traveling through this intersection. Tiburon Boulevard is a heavily-travelled arterial. These types of intersection improvements are common along such arterials and would not add major structures affecting views. These safety improvements would not be expected to substantially change the nature of views along this section of Tiburon Boulevard. In addition, the possible visual impacts of this project were accepted at a policy level by the Town when it adopted the existing BPMP.

Project #4 includes addition of Class II bike lanes on uphill portions of Trestle Glen Boulevard. This project was approved by the Town Council in January 2004 and a mitigated negative declaration was adopted for construction of the preferred alternative identified in the Trestle Glen Bikeway Study. Unless the project is significantly changed prior to construction, no additional CEQA review is required. could result in a small amount of widening of this street in some locations. However, the addition would be small and adjacent to existing pavement. It is likely that widening would require removal of some

trees and shrubs, but even if that were to occur, the impact to existing views from this street would be expected to be minimal as would the changes to views from residences along that street. In addition, the visual impacts of this project were accepted by the Town when it adopted the existing BPMP. When a design for this project is submitted, the CEQA review would address the specific visual effects that would result from any pavement widening needed to accommodate the Class II bike lanes.

Project #5 includes proposed improvements to Tiburon Boulevard in the area of its intersection with Mar West Street and Lagoon Road/Cove Road to improve the transition from the Class I facility on Tiburon Boulevard west of Mar West Street to a Class II facility east of Mar West Street. This transition would be coordinated with the new signal or roundabout the Town is planning for this intersection. This improvement would not be visually intrusive and would be a minor part of the roundabout project. In addition, the possible visual impacts of this project were accepted at a policy level by the Town when it adopted the Tiburon General Plan in 2005 and the existing BPMP in 2008; and when it approved the Belvedere-Tiburon Library Expansion Project in 2011 and the updated Circulation Element in 2016.

Project #6 includes a recommendation to stencil or sign a Class III bicycle route on Paradise Drive from Mar West Street (its eastern end) to the eastern Town Limit (near Agreste Way). This signage would not block or substantially change views along this street. In addition, the possible visual impacts of this project were accepted at a policy level by the Town when it adopted the existing BPMP.

Project #7 includes a recommendation to convert the existing striped shoulder of Tiburon Boulevard from the western Town Limit to Trestle Glen Boulevard to Class II bike lanes. This striping and any new signage would not block or substantially change views along this street. In addition, the possible visual impacts of this project were accepted at a policy level by the Town when it adopted the existing BPMP.

Project #8 includes improvements to Tiburon Boulevard from East Strawberry Drive to Greenwood Cove Drive. The Draft BPMP Update recommends that the Town advocate for and support County implementation of a Class I multi-use path along the south side of Tiburon Boulevard. Constructing this project could alter views south of Tiburon Boulevard. The Bay Trail Gap Study reports after preliminary review that constructing this project could remove 35-45 trees. This could adversely affect views from some vantage points along the street. It is unlikely that new path itself would be large or obtrusive, and it is unlikely that the path itself would have a substantial effect on views. The possible visual impacts of this project were accepted at a policy level by the Town when it adopted the existing BPMP, and would be further analyzed at the project level in the County's CEQA review should an actual design be proposed for construction.

Three of the four pedestrian-related projects (Projects #9, #10 and #12) involve striping of a street or hardening/paving of existing paths. These projects would not involve construction of new facilities nor substantially change existing views.

Project #11 involves new trail construction along "gaps" in the route of the Tiburon Ridge Trail. The precise routing of the trail extensions and their design is unknown at this time, but two "gaps" have been identified. The first gap is across the Rabin (Alta Robles) site, where the owner is required to grant an easement and install a public trail as part of the subdivision improvements, which could be many years away. There is a condition on the approval whereby the Town (with owner agreement) may

acquire the easement earlier. This project would provide funds to contribute to installation costs should earlier-than-required acquisition and installation be agreed upon. The second gap is in the vicinity of 137 and 139 Hacienda Drive where a landslide makes the Town's public access easement unusable. The funding could be used to install a pedestrian bridge over the landslide or otherwise acquire means of access. It is expected that the trail improvements would be designed and constructed to blend with their surroundings and not cause a substantial visual change. However, the aesthetic impacts would need to be assessed in the CEQA review of the future project design. At a policy level, the Town accepted visual changes from constructing this trail when it adopted its General Plan, which specifically calls for completion of the Tiburon Ridge Trail.

Construction of bicycle lanes, signing of bicycle routes, and trail/path construction would not be expected to result in substantial changes to existing views nor from these travelways and would not be expected to degrade scenic views or the visual character of the circulation system or adjacent residential and commercial uses. The proposed update, as well as any future projects proposed to implement Draft BPMP Update objectives, would be expected to have a less-than-significant impact on aesthetic resources. Future bicycling and pedestrian projects would be assessed by project-level CEQA analyses to confirm this preliminary conclusion. If necessary, those CEQA analyses would include project-specific mitigations to ensure each future project's consistency with the Town's General Plan policies and other requirements relevant to design review codified in the Town's Zoning Ordinance as well as the *Downtown Tiburon Design Handbook*. For Project #8, the project would need to be found consistent with the County's General Plan and design requirements since this project is within the County's jurisdiction.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan and current zoning as well as other local policies or ordinances protecting aesthetic resources. The EIR prepared for the Town's General Plan found that several visual impacts resulting from Town buildout could be significant because at the time that EIR was prepared it was unknown exactly what would be built in what location. Given these uncertainties, that EIR concluded that the impacts should be considered to be significant. The proposed BPMP Update would not change this conclusion. However, the proposed update would not result in any new or increased impact on aesthetic resources. In addition, the types of improvements that might result from future implementation of the Draft BPMP Update would not be expected to make a cumulatively considerable contribution to any cumulative visual impact.

Based on the above considerations, it is concluded that the proposed update would have no impact on aesthetics and visual resources.

II. Agricultural and Forestry Resources

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</i>				X
b. <i>Conflict with existing zoning for agricultural use, or a Williamson Act contract?</i>				X
c. <i>Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</i>				X
d. <i>Result in the loss of forest land or conversion of forest land to non-forest use?</i>				X
e. <i>Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?</i>				X

Discussion of Possible Impacts to Agricultural and Forestry Resources - Checklist Items II(a) through II(e).

No impacts.

(References 2 and 17)

There is no land within the Town of Tiburon that is shown as Prime Farmland, Unique Farmland or Farmland of Statewide Importance on the Marin County Important Farmland Map produced by the State Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program. The proposed BPMP Update does not change any potential for agricultural activities. There are no proposals contained in the proposed update to convert Prime Farmland or any farmland of unique or State-wide importance. In addition, there is no activity proposed on forest land or land or timber property zoned Timberland Production. There are also no proposals that would conflict with existing agricultural zoning or a Williamson Act contract, or result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, or conversion or loss of forest land. Based on the above, the proposed update would result in no impacts to agricultural or forest resources.

III. Air Quality

<i>Where available, the significance criteria by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>a. Conflict with or obstruct implementation of the applicable air quality plan?</i>				X
<i>b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</i>				X
<i>c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</i>				X
<i>d. Expose sensitive receptors to substantial pollutant concentrations?</i>				X
<i>e. Create objectionable odors affecting a substantial number of people?</i>				X

- a. *Conflict with or obstruct implementation of the applicable air quality plan? **No impact.***
(References 2, 5, 6, 12, and 13)

The Town of Tiburon is within the nine-county San Francisco Bay Area Air Basin. The Federal Clean Air Act governs air quality in the U.S. In addition to being subject to federal requirements, air quality in California is also governed by more stringent regulations under the California Clean Air Act. The California Clean Air Act is administered by the California Air Resources Board (CARB) at the State level and by the Air Quality Management Districts at the regional and local levels. The Bay Area Air Quality Management District (BAAQMD) is the regional government agency that monitors and regulates air pollution within the air basin.

Problem air pollutants in Tiburon and the Bay Area include ozone, particulate matter (PM10) and toxic air contaminants (TACs). Ozone is not a pollutant that affects Tiburon, but emissions from motor vehicles in the Town contribute to high ozone levels in other parts of the Bay Area. There are many sources of PM10 emissions in the Town, including combustion, industrial processing, grading and construction, and motor vehicles.

The Draft BPMP Update contains an analysis of how the proposed update would reduce vehicle miles travelled (VMT) and emission of air pollutants. The update states that implementation of the Draft BPMP Update recommendations would result in a reduction of 248 Miles Travelled (VMT) per weekday, which would reduce emissions of VOC (volatile organic compounds) by 200 pounds per year; hydrocarbons by 200 pounds per year; carbon monoxide by 1,800 pounds per

year; nitrogen oxide by 100 pounds per year; and carbon dioxide by 73,000 pounds per year (Table 3-2, pages 24-26 of the Draft BPMP Update).

BAAQMD has developed guidelines and thresholds of significance for local plans. Inconsistency with the Clean Air Plan (CAP) is considered a significant impact. The EIR certified for the Town's General Plan found that the general plan was consistent with the CAP, CAP population and Vehicle Miles Travelled (VMT) assumptions, and Transportation Control Measures (TCMs).

The Draft BPMP Update will not alter the land use designations of the General Plan nor alter the amount of development that could occur under the General Plan. Accordingly, future development in Tiburon will remain consistent with Association of Bay Area Governments (ABAG) population growth projections that are used in the regional Clean Air Plan. The proposed update would be consistent with the Clean Air Plan and have no impact regarding implementation of that plan. Because the Draft BPMP Update includes recommendations to improve the bicycling and pedestrian circulation system and the safety of using that system, the update would be expected to reduce the use of motor vehicles. This would correspondingly reduce the emission of air pollutants. The project would have a beneficial effect on the environment.

- b. *Violate any air quality standard or contribute substantially to an existing or projected air quality violation? **No impact.***
(References 2, 5, 6, 12, and 13)

As noted above, the project is consistent with the Clean Air Plan. The project would reduce future emissions of air pollutants. The proposed update does not include any specific proposals to construct improvements or projects. Accordingly, the proposed update would not directly result in any emissions or violations of an air quality standard. Any future improvements to the circulation system proposed to implement Draft BPMP Update objectives would undergo CEQA review at the time a discrete project is designed and proposed. This CEQA review would include analysis of air quality impacts from construction. If warranted, mitigation measures may be required to reduce construction emissions to an acceptable level. Again, as noted above, the Draft BPMP Update would be expected to reduce future pollutant emissions.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan and current zoning and consistent with regional policies and regulations protecting air quality. The EIR prepared for the General Plan concluded that the plan would not violate air quality standards. The principal way to reduce emission of pollutants is to reduce the vehicle miles travelled (VMT), since the fewer miles travelled, the less emission of pollutants. By enhancing, and therefore encouraging, other modes of transportation, the Draft BPMP Update provides a framework for reducing VMT in the future. The update is consistent with State and BAAQMD policies to reduce VMT. The update enhances the Town's efforts to reduce VMT.

- c. *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?* **No impact.**
(References 2, 5, 6, 12, and 13)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. As described above, the proposed update is consistent with the Clean Air Plan. The multi-modal emphasis of the proposed policies will reduce vehicle trips and VMT. Accordingly, the proposed update would not directly affect air quality. Any future improvements to the circulation system proposed to implement Draft BPMP Update objectives would undergo CEQA review at the time a discrete project is designed and proposed. This CEQA review would include analysis of air quality impacts from project construction.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan, current zoning, and regional policies and regulations governing air quality. The EIR prepared for the Town's General Plan found that all air quality impacts resulting from Town buildout would be reduced to a less-than-significant level given project consistency with General Plan policies and other existing Town, State, and federal regulations that address air quality. The proposed update would not alter these conclusions. Again, the project would reduce future pollutant emissions and have a beneficial cumulative effect.

Based on the above considerations, it is concluded that the Draft BPMP Update would have no adverse impact as regards air quality.

- d. *Expose sensitive receptors to substantial pollutant concentrations?* **No impact.**
(References 2, 5, 6, 12, and 13)

As described in the previous three Checklist items, the proposed update would not result in emission of air pollutants and would not significantly affect people living near Town roadways. Future circulation system improvement projects as well as other development in the Town would be subject to CEQA review and review for consistency with the Town's General Plan and municipal code and BAAQMD requirements. The multimodal focus of the proposed update would likely result in reduced emissions and pollutant concentrations in the future.

- e. *Create objectionable odors affecting a substantial number of people?* **No impact.**
(Reference 2)

The proposed update is not an industrial project and would not result in future projects that might generate odors. There would be no impact as regards odors. Future circulation system improvement projects as well as other development in the Town would be subject to CEQA review and review for consistency with the Town's General Plan and municipal code as regards odor generation.

IV. Biological Resources

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?</i>				X
b. <i>Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?</i>				X
c. <i>Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</i>				X
d. <i>Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</i>				X
e. <i>Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</i>				X
f. <i>Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</i>				X

Discussion of Possible Impacts to Biological Resources - Checklist Items IV(a) through IV(f). No impacts. (References 2, 5, 19 and 20)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly affect any biological resource. Any future improvements to the circulation system proposed to implement Draft BPMP Update objectives would undergo CEQA review at the time a discrete project is designed and proposed. This CEQA review would include analysis of construction or operational impacts to all biological resources. It is expected that most of these future improvements would occur adjacent to existing roadways and paths, which are areas typically devoid of significant biological resources. Future projects that may affect biological resources include adding Class II bike lanes to portions of Trestle Glen Boulevard and construction of a new Class I multi-use path from East Strawberry Drive to Greenwood Cove Drive. It is not expected that such projects would have significant biological effects. The adopted mitigated negative declaration for the Trestle Glen Bikeway Project identifies specific mitigation

measures to address the potential biological impacts that it identified, including the ephemeral stream.. The Bay Trail Gap Study reports that on preliminary review, developing the Class I multi-use path from East Strawberry Drive to Greenwood Cove Drive may result in the loss of 35-45 trees and could affect nesting habitat for birds. It is noted that the new Class I multi-use path from East Strawberry Drive to Greenwood Cove Drive is within the County's jurisdiction, and the County would be responsible for submitting a design for that project and the subsequent CEQA review.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan and current zoning as well as with federal, State, and local policies and regulations protecting biological resources. The EIR prepared for the Town's General Plan found that all biological impacts resulting from Town buildout would be reduced to a less-than-significant level given project consistency with General Plan policies and other existing Town, State, and federal regulations that address protection of biological resources. The one exception was the cumulative loss of wildlife habitat. Possible future circulation system improvement projects would be located in already developed areas that would not be expected to support significant wildlife populations. The proposed update would not be expected to contribute to any cumulative impact to wildlife habitat.

Based on the above considerations, it is concluded that the Draft BPMP Update would have no impact to biological resources.

V. Cultural Resources

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>I</i>				
<i>a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?</i>				X
<i>b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?</i>				X
<i>c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</i>				X
<i>d. Disturb any human remains, including those interred outside of formal cemeteries?</i>				X

Discussion of Possible Impacts to Cultural Resources - Checklist Items V(a) through V(d). No impacts. (References 2, 4, and 18)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly affect any cultural resource. Any future improvements to the roadway system proposed to implement Draft BPMP Update objectives would undergo CEQA review at the time a discrete project was designed and proposed. This CEQA review would include analysis of construction impacts to all cultural resources. It is expected that these future improvements would occur on or adjacent to existing roadways and paths, which are areas that likely have been previously disturbed and are likely devoid of significant cultural resources. It is not expected that such projects would have significant effects on cultural resources. However, this preliminary conclusion would need to be confirmed by the project-level CEQA analysis for each future improvement project.

The Town mailed (via Certified Mail – Reference 18) a letter to the Federated Indians of Graton Rancheria (FIGR) notifying them of the proposed update asking the FIGR whether it wished to request a formal consultation on the project, and if no response was received by March 24, 2016, the Town would conclude that formal consultation was declined. The Town received no response.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan and current zoning as well as with local, State, and federal policies and regulations protecting cultural resources. The EIR prepared for the Town's General Plan found that all cultural resource impacts resulting from Town buildout would be reduced to a less-than-significant level given project consistency with General Plan policies and other existing Town, State, and federal regulations that address protection of these resources. Based on the above considerations, it is concluded that the Draft BPMP Update would have no impact to cultural resources.

VI. Geology and Soils

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</i>				
<i>i. Rupture of known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</i>				x
<i>ii. Strong seismic ground shaking?</i>				x
<i>iii. Seismic-related ground failure, including liquefaction?</i>				x
<i>iv. Landslides?</i>				x
<i>b. Result in substantial soil erosion or the loss of topsoil?</i>				x
<i>c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</i>				x
<i>d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</i>				x
<i>e. Have soils incapable of adequately supporting the use of septic tanks or alternative water disposal systems where sewers are not available for the disposal of waste water?</i>				x

Discussion of Geologic and Soil Impacts - Checklist Items VI(a) through VI(e). No impacts.
(References 2, 3, 5, and 6)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly result in soil erosion or exposure of structures or people to seismic damage, unstable soils, or landslides. Neither the project nor any future development in Tiburon would require septic tanks, so impacts relative to Checklist Item VI(e) are not pertinent to this project. There are no Alquist-Priolo Earthquake Fault Zones within the Town of Tiburon, and the town is not near any known active faults. The nearest known active faults are the San Andreas fault, about 8 miles to the southwest, and the Hayward fault, about 8 miles to the northeast.

Therefore, the potential for fault surface rupture (as opposed to ground shaking) within the Town limits is low.

Any future improvements to the circulation system proposed to implement BPMP goals and policies would undergo CEQA review at the time a discrete project was designed and proposed. That CEQA review would include analysis of geologic constraints on the project and the potential for the project to result in unstable slopes or soil erosion. It is expected that all circulation system improvements would be designed and constructed consistent with the California Building Code and other local, State, and federal requirements for road and travelway improvement projects. The CEQA review of each project would assess the adequacy of the project design, including erosion control measures, and require additional design mitigations if warranted. It is not expected that such projects would have significant geologic effects. However, this preliminary conclusion would need to be confirmed by the project-level CEQA analysis for each future project.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan and current zoning as well as with other local and State policies and regulations requiring protection from geologic hazards and protecting soil resources. The EIR prepared for the Town’s General Plan found that all geologic and soil impacts resulting from Town buildout would be reduced to a less-than-significant level given project consistency with General Plan policies and other existing Town and State regulations that address geologic hazards and soil protection. Based on the above considerations, it is concluded that the Draft BPMP Update would have no impact related to geologic and soil resources.

VII. Greenhouse Gas Emissions

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</i>				x
b. <i>Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</i>				x

- a. *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? **No impact.***
(References 5, 12, 13, and 15)

Climate change is caused by greenhouse gases (GHGs) emitted into the atmosphere around the world from a variety of sources, including the combustion of fuel for energy and transportation,

cement manufacturing, and refrigerant emissions. GHGs are those gases that have the ability to trap heat in the atmosphere, a process that is analogous to the way a greenhouse traps heat. GHGs may be emitted as a result of human activities, as well as through natural processes. GHGs have been accumulating in the earth's atmosphere at a faster rate over the last 150 years than has occurred historically. Increasing GHG concentrations in the atmosphere are leading to global climate change. To address this crisis, the Town adopted a *Climate Action Plan* in 2011. The plan outlines strategies that the Town and the community can take to reduce GHG emissions and address climate change.

As was discussed under previous Checklist categories, the project is a plan update that does not include specific construction projects. The proposed update does not increase the development potential within Tiburon and, therefore, does not increase the number of trips that would be generated by planning area buildout. Because the update includes policies to encourage uses of alternative forms of transit, it is expected that it will reduce future VMT, which is a primary means of reducing GHG emissions. Reduction of such emissions is one of the primary goals of the State's Complete Streets Act as well as recent State legislation (Senate Bill 743) to encourage plans and projects that reduce VMT. In addition, future buildout of the Town is consistent with State and regional planning goals to encourage development in existing urban areas where there is access to alternate forms of transportation, again, to reduce future VMT and GHG emissions.

The Draft BPMP Update (Table 3-2, page 23) reports that after implementation of the recommended BPMP proposed improvements would result in the reduction of 70,000 pounds of carbon dioxide (a GHG) emitted per year.

The Draft BPMP Update enhances the Town's and State's ability to meet their 2020 GHG Emissions Reduction Targets. The proposed update is beneficial to the State meeting its GHG emission targets.

- b. *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? No impact.*
(References 5, 12, 13, and 15)

The Town has adopted a Climate Action Plan (CAP) that establishes strategies to reduce the GHG emissions known to contribute to climate change, to conserve energy and other natural resources, and to prepare the community for the expected effects of global warming. The CAP includes specific goals and objectives to reduce GHG emissions, including policies, programs, and actions that facilitate the efforts of residents and businesses to reduce their own greenhouse gas emissions. Specifically, the CAP addresses uses that generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Specific strategies recommended in the CAP include ways to reduce trips and vehicular travel (local shopping, support for safe routes to schools, etc.). Changes in the BPMP aimed at promoting multi-modal circulation systems would result in a reduction of VMT and a reduction in greenhouse gas emission over future baseline conditions. As reported earlier, implementation

of Draft BPMP Update recommendations would reduce future emissions of carbon dioxide by approximately 70,000 pounds per year.

The proposed update does not increase the development potential within Tiburon and does not include specific development proposals. Future development proposals will be assessed to determine whether GHG emissions generated by those projects are consistent with the Town's CAP as well as California's legislative mandate on GHG emissions (AB 32) as formulated in the BAAQMD CEQA Air Quality Guidelines. Projects undergoing CEQA review or other Town review requirements may be required to include mitigations to reduce GHG emissions to meet Town GHG emission reduction targets.

VIII. Hazards and Hazardous Materials

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i>				X
<i>b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</i>				X
<i>c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</i>				X
<i>d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?</i>				X
<i>e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, would the project result in a safety hazard for people residing or working in the project area?</i>				X
<i>f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</i>				X
<i>g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</i>				X
<i>h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</i>				X

Discussion of Impacts Related to Hazards and Hazardous Materials – Checklist Items VIII(a) through VIII(h). No impacts.

(References 2, 3, 5, and 6)

As has been described in previous impact discussions, the proposed update does not include specific development proposals or projects. Accordingly, the proposed update would not result in people being exposed to chemical, wildfire or other hazards or require the transport and use of hazardous materials.

There is no public airport within two miles of the Town of Tiburon. The nearest public airport is Gness Field, which is approximately 12 miles north of Tiburon. No airstrips are located in the Town of Tiburon. The nearest private airstrip is located at Smith Ranch, which is approximately eight (8) miles north of Tiburon. There would be no impact related to air traffic. The project would have no effect on the Town's emergency response plan. In fact by potentially reducing trips, especially on Tiburon Boulevard, the project could enhance response times by emergency vehicles.

Any future proposals to improve the circulation system could involve the transport and use of diesel fuel and other petrochemicals in order to build the improvements. However, such construction would not be expected to require the use of hazardous chemicals or materials. Nevertheless, the CEQA review that would be required for future discrete improvement projects would assess all hazards associated with construction and use of those projects. If warranted, mitigation measures to reduce the risk may be required.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan and current zoning as well as with pertinent local policies and regulations protecting residents from exposure to hazards. The EIR prepared for the Town's General Plan found that all hazard-related impacts resulting from Town buildout would be reduced to a less-than-significant level given project consistency with General Plan policies and other existing Town, State, and federal regulations that address hazardous materials and other hazards. There has been no substantive change to the conditions described and assessed in the General Plan EIR, and it is expected that future development would not result in escape of or exposure to hazards.

Based on the above considerations, it is concluded that the Draft BPMP Update would have no impact as regards hazards and hazardous materials.

IX. Hydrology and Water Quality

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Violate any water quality standards or waste discharge requirements?</i>				X
b. <i>Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</i>				X
c. <i>Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?</i>				X
d. <i>Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?</i>				X
e. <i>Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?</i>				X
f. <i>Otherwise substantially degrade water quality?</i>				X
g. <i>Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?</i>				X
h. <i>Place within a 100-year flood hazard area structures which would impede or redirect flood flows?</i>				X
i. <i>Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?</i>				X
j. <i>Inundation by seiche, tsunami, or mudflow?</i>				X

Discussion of Impacts Related to Hydrology – Checklist Items IX(a) through IX(j). No impacts. (References 2, 3, 5, and 16)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly affect hydrologic resources or result in flooding. Any future improvements to the circulation system proposed to implement Draft BPMP Update objectives would undergo CEQA review at the time a discrete project is designed and proposed. This CEQA review would include analysis of construction or operational impacts as regards drainage, flooding, and water quality. It is expected that these future improvements would mainly occur on or adjacent to existing roadways and paths. In some cases, new construction such as Projects #4 and #8 may require relocation and/or expansion of roadside drainage facilities. Projects within the Town would need to be designed and constructed consistent with Town and (for Tiburon Boulevard) Caltrans drainage criteria, including erosion control best management practices (BMPs) to protect water quality in receiving waterways. If a project substantially increases the amount of impervious surface in the project area, then the design would need to ensure that receiving storm drains have adequate capacity to transport any increased peak flows. However, the increased runoff would not be expected to be enough to substantially alter the drainage pattern in the area near the project. These possible future circulation system improvement projects would not include the development of new housing or other buildings, and, therefore, would have no impact as regards Checklist Items IX(g) through IX(i). These projects would not substantially affect groundwater aquifers, plus the Town is supplied with water by MMWD, and wells are not used to provide potable water in the Town. So, there would be no impact per Checklist Item IX(b).

Accordingly, it is concluded that future circulation system improvements proposed to implement the Draft BPMP Update objectives would be expected to have less-than-significant impacts, though this would need to be confirmed during the project-level CEQA analysis of those projects. That CEQA review would need to confirm that the future project would not result in discharges that adversely affect water quality and that the existing or proposed drainage system is adequately sized and designed to transport any increased flows. If warranted, mitigation measures may be required.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan and current zoning as well as with pertinent local policies and regulations protecting water quality, protecting residents and structures from flooding, and ensuring that there is an adequate storm drain system to serve the new development. The EIR prepared for the Town's General Plan found that all hydrologic impacts resulting from Town buildout would be reduced to a less-than-significant level given project consistency with General Plan policies and other existing Town, State, and federal regulations that address hydrology and water quality. There has been no substantive change to the hydrologic conditions described and assessed in the General Plan EIR. Based on the above considerations, it is concluded that the Draft BPMP Update would have no impact as regards hydrology and water quality.

X. Land Use and Planning

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Physically divide an established community?</i>				X
b. <i>Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</i>				X
c. <i>Conflict with any applicable habitat conservation plan or natural community conservation plan?</i>				X

Discussion of Impacts Related to Land Use and Planning – Checklist Items X(a) through X(c). No impacts. (References 1, 2, 3, 5, 6, 7, and 10)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly affect land use or planning in Tiburon. The proposed update does not conflict with the Town’s General Plan; in fact, the proposed BPMP Update is called for in the Circulation Element as well as in the existing BPMP and the Tiburon Bay Trail Gap Study. Any future improvements to the circulation system proposed to implement Draft BPMP Update objectives would undergo CEQA review at the time a discrete project is designed and proposed. It is expected that these future improvements would occur on or adjacent to existing roadways and paths, and would not result in a new bike route or path that might divide a neighborhood or the community. Future improvements would be required to be consistent with the General Plan and all pertinent Town and State codes, ordinances, and regulations. There is no adopted habitat conservation plan or natural community conservation plan that includes Tiburon.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan and current zoning. Given consistency with the General Plan, this future development would not physically divide the community. Based on the above considerations, it is concluded that the Draft BPMP Update would have no impact as regards land use and planning.

XI. Mineral Resources

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?</i>				X
<i>b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?</i>				X

Discussion of Impacts Related to Mineral Resources – Checklist Items XI(a) and XI(b). No impacts.
(References 2 and 4)

Ring Mountain, which is considered by the State as a Scientific Resource Zone, is the only mineral resource located near the Town of Tiburon. Ring Mountain is preserved as open space owned by the Marin County Open Space District. Therefore, no impact would occur to this mineral resource. There are no known mineral resources of significant value in the Tiburon planning area, or categorized as locally important within the Town, that would be lost due to adoption or implementation of BPMP Update. Given the lack of mineral resources, future buildout of the Town also would not affect these resources. As a result, there would be no impact to mineral resources associated with the project, any future circulation system improvement projects, or future buildout of the Town.

XII. Noise

<i>Would the project result in:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</i>				X
b. <i>Exposure of persons to or generation of excessive groundborne vibration of groundborne noise levels?</i>				X
c. <i>A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</i>				
d. <i>A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</i>				X
e. <i>For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?</i>				X
f. <i>For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?</i>				X

Discussion of Impacts Related to Noise – Checklist Items XII(a) through XII(f). No impacts.
(References 2, 3, 5, and 6)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly result in new noise. As reported previously, there is current concern by residents along Greenwood Beach Road that the previous designation of that street as part of the Bay Trail Route and the Town designation of the route as a Class III bike route (Bicycle Route 10) has attracted large numbers of bicyclists, including many out-of-town visitors.

While bicyclists typically do not generate substantial noise, large groups traveling together often generate noise as they communicate amongst themselves while riding down streets or paths. Past increases in bicyclist usage of this street likely increased noise levels above then ambient noise levels existing before the route became publicized as a major bike route. As stated previously in the discussion of aesthetic impacts, it is unlikely that the minor improvement planned at the Blackie’s Pasture connection would increase bicycle usage of this street. Recommended Project #3 calls for changing the Class III Bike Route signs on Tiburon Boulevard just west of its intersection with Greenwood Cove Drive

and Blackfield Drive to advise bicyclists of a neighborhood 'slow zone' ahead. A similar change would be made to the sign located at the Blackie's Pasture connection to Greenwood Beach Road. The signs should direct faster bicyclists to use Tiburon Boulevard. This project also recommends that the Town explore the use of different pavement textures on the route to help slow bicycle traffic on Greenwood Beach Road and alert bicyclists to slow zone signs. This project may partially address some of the concerns of the residents of Greenwood Beach Road. In any case, the recommended improvements within the Town would not be expected to increase bicycle use of this street. As a result, the proposed update would not cause a significant increase in noise generated by bicyclists. Additionally, Project #7 would result in Class II bike lanes on Tiburon Boulevard from the western Town Limits to Trestle Glen Boulevard. This improvement may also result in some bicyclists (especially faster riding bicyclists) using Tiburon Boulevard rather than the Class III bike route through Greenwood Beach Road.

The one recommended improvement that might increase bicyclist use of Greenwood Beach Road would be Project #8, which would include County implementation of a Class I multi-use path along the south side of Tiburon Boulevard from East Strawberry Drive to Greenwood Cove Drive. The Draft BPMP Update states that the Town will advocate for and support such a County project, but the Town has no authority to approve or construct said project. The project is considered "speculative" as far as the present environmental analysis is concerned, plus it is speculative that the project would substantially increase bicycle traffic. In addition, this project is not a new recommendation as it is part of the existing BPMP. Given that this recommended "project" only calls for support for another jurisdiction's possible future project proposal and that this recommendation is part of the current BPMP, the proposed update would not result in any new project that might result in increased noise along Greenwood Beach Road.

Again, the community noise impacts of each future project will need to be addressed in the CEQA study for those projects. Though mitigation is not required at this policy stage, the Town may wish to consider remedies to existing noise and traffic safety concerns along this street beyond possible remedies included in recommended Projects #3 and #5 discussed above. See the subsequent discussion of such possible remedies in the Traffic and Transportation section below.

Any future improvements to the circulation system proposed to implement Draft BPMP Update objectives would undergo CEQA review at the time a discrete project is designed and proposed. This CEQA review would include analysis of construction and operational noise impacts. It is expected that most future circulation system improvements would be located on or adjacent to existing roadways. Vehicle traffic along these roadways produces noise, so many of the future project locations generally have high ambient (existing) noise levels. Construction of the improvements would result in short-term and periodic noise increases. While this noise may periodically be audible at nearby residences or businesses, it would not be expected to be considered significant due to Town requirements that construction be limited to the hours of 7:00 a.m. to 5:00 p.m. Monday through Friday and 9:30 a.m. to 4:00 p.m. on Saturday (on Saturday only "quiet work" is allowed, that is work that does not generate noise audible beyond the property line). Additionally, heavy equipment can only be used from 8:00 a.m. to 5:00 p.m. on Monday through Friday. The Town's General Plan also contains Policy N-10 requiring standard quiet construction methods when construction activities occur within 500 feet of noise sensitive areas. Given these regulations and the cited policy the General Plan EIR concluded that construction noise impacts resulting from buildout of the Town would be less than significant. It is expected that the construction contracts for future improvement projects would include recommended

noise control BMPs and that Caltrans could require additional controls to comply with its construction requirements. The CEQA review that would be conducted for these discrete future projects would measure the ambient noise environment and project noise levels resulting during construction. If the noise levels substantially increase the ambient levels, then the CEQA review may require additional noise controls to ensure consistency of the construction project with the Town's Noise Element. It is expected that construction-related noise would be reduced or controlled to a level that it would be considered less than significant, as was found in the General Plan EIR.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan and the municipal code. The EIR prepared for the Town's General Plan found that all noise impacts resulting from Town buildout would be reduced to a less-than-significant level given project consistency with General Plan policies and other existing Town and State regulations that address noise. There has been no substantive change to the noise environment described and assessed in the General Plan EIR. Based on the above considerations, it is concluded that the Draft BPMP Update would have no noise impact.

XIII. Population and Housing

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</i>				X
<i>b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</i>				X
<i>c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</i>				X

Discussion of Impacts Related to Population and Housing – Checklist Items XIII(a) through XIII(c). No impacts.
 (References 2, 5, and 6)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would have no direct effect on population or housing. Possible construction of future circulation system improvements would not be expected to encroach on existing houses, so housing and people would not be displaced. The update does not alter the buildout potential possible under the General Plan, and would therefore not induce additional population growth.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. The General Plan EIR found that the Land Use Element and other plan elements would not result in substantial population growth nor displace housing or people. The proposed update does not alter the conditions involving population and housing, and the conclusions that this buildout would have less-than-significant impacts would remain accurate. Based on these facts, it is concluded that the proposed update would have no impact on population or housing.

XIV. Public Services

a. <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>Fire protection?</i>				X
<i>Police protection?</i>				X
<i>Schools?</i>				X
<i>Parks?</i>				X
<i>Other public facilities?</i>				X

Discussion of Impacts Related to Provision of Public Services. No impacts.
(References 2, 5, and 6)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly affect public service providers. Any future improvements to the circulation system proposed to implement Draft BPMP Update objectives would undergo CEQA review at the time a discrete project was designed and proposed. This CEQA review would include analysis of whether the construction or operation of the improvements would adversely affect public service providers. Because the improvements would be expected to improve traffic safety and/or provide enhanced facilities for alternate forms of transportation, it is not expected that these projects would adversely or substantially affect any service provider. This preliminary conclusion would need to be confirmed during the subsequent CEQA review of those projects.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan, current zoning, the Town’s Municipal Code, and other pertinent local policies or ordinances to ensure adequate public services. The EIR prepared for the Town’s General Plan found that buildout of the Town by 2020 would require expansion of water, school, and wastewater treatment facilities in order to continue to provide acceptable levels of service at Town buildout. That EIR concluded that because mitigations needed to provide these additional facilities in part relied on actions by other agencies, it could not conclude that those actions would be taken since the Town does not control other agencies’ decisions or actions. As such, the impacts for those service providers were found to be significant. The proposed update would not alter these conclusions but also would not increase the impact on any public service provider. Based

on the considerations listed above, it is concluded that the Draft BPMP Update would have no impact on public services.

XV. Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</i>				X
b. <i>Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</i>				X

Discussion of Impacts Related to Recreation – Checklist Items XV(a) and XV(b). No impacts.
(References 2, 5, and 6)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly affect recreational facilities. Any future improvements to the circulation system proposed to implement Draft BPMP Update objectives would undergo CEQA review at the time a discrete project was designed and proposed. All future projects may enhance recreational use of the transportation system. Additional bike lanes and pedestrian facilities would indirectly add recreational facilities. This could be a beneficial effect of the proposed update. Subsequent project CEQA reviews would include analysis of whether the construction or operation of the improvements would adversely affect recreational facilities and parks. Because the improvements would be expected to improve traffic safety and/or provide enhanced facilities for alternate forms of transportation, it is not expected that these projects would adversely or substantially affect parks or recreation. This preliminary conclusion would need to be confirmed during the subsequent CEQA review of those projects.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan, current zoning, the Town’s Municipal Code, and other pertinent local policies or ordinances to ensure adequate recreational opportunities. The EIR prepared for the Town’s General Plan found that buildout of the Town by 2020 would require expansion of recreational facilities in order to continue to provide acceptable parks and recreational opportunities at Town buildout. That EIR concluded that because mitigations needed to provide these additional facilities in part relied on actions by other agencies, it could not conclude that those actions would be taken since the Town does not control other agencies’ decisions or actions. As

such, the impacts on parks and recreational facilities were found to be significant. The proposed update would not alter these conclusions but would not increase the impact on recreational facilities. Based on the considerations listed above, it is concluded that the Draft BPMP Update would have no impact on recreation.

XVI. Transportation/Traffic

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?</i>				X
b. <i>Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</i>				X
c. <i>Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?</i>				X
d. <i>Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</i>				X
e. <i>Result in inadequate emergency access?</i>				X
f. <i>Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?</i>				X

- a. *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? **No impact.***
(References 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, and 14)

The project assessed in this Initial Study is an update of the Town's plan for managing and improving its bicycling and pedestrian network. Consistent with State law, the Town's General Plan Circulation Element contains a Complete Streets Policy that expresses the Town's commitment to serve all street users and modes, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families. The possible future infrastructure improvements identified in the Draft BPMP Update all seek to improve the performance of the bicycling and pedestrian circulation system. The proposed update is consistent with the Circulation Element as regards the future effectiveness of the circulation system. The proposed update is also consistent with the State's Complete Streets Act.

Because the proposed update includes policies to encourage uses of alternative forms of transit, it is expected that it will reduce vehicle miles travelled (VMT), which is a primary means of reducing GHG emissions. Reduction of such emissions is one of the primary goals of the State's Complete Streets Act as well as recent State legislation (Senate Bill 743) to encourage plans and projects that reduce VMT. The proposed update is consistent with this Senate bill. The Draft BPMP Update contains a section that describes the proposed update's consistency with other pertinent plans and policies (see pages 5-7 of the Draft BPMP Update). As noted above the draft update is consistent with the Town's General Plan and its Complete Streets Policy (Resolution No. 42-2012). In addition, it is consistent with the following:

- The Draft BPMP Update would reduce future GHG emissions and therefore be consistent with the Town's adopted Climate Action Plan.
- The proposed update would provide enhanced pedestrian and bicycle connections and reduce the reliance on automobiles for circulation within and access to Downtown. It would therefore be consistent with recommendations contained in the Town's Downtown Circulation and Parking Analysis (2012).
- By recommending improvements to three trails/paths, the proposed update is consistent with the Steps, Lanes, and Paths Program (SLP Program), which involved a number of communities within Marin County in an effort to address the need for pedestrian connections in areas that are not easily served by conventional sidewalk networks.

The State of California adopted Active Transportation Program (ATP) guidelines that encourage increased use of active modes of transportation, such as bicycling and walking, and provide guidance on the inclusion of specific active transportation plan elements in order to apply for grant funding. The Draft BPMP Update contains Table 1-1 that describes how the proposed

update complies with the 17 required elements for such plans (see pages 9-10 of the Draft BPMP Update).

To summarize, the proposed update is consistent with applicable local and State plans. Any future improvements to the circulation system proposed to implement Draft BPMP Update objectives would undergo CEQA review at the time a discrete project is designed and proposed. That review would include assessment of whether those projects are consistent with the Town's general plan as well as plans and policies relevant to the effectiveness of the circulation system.

- b. *Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? **No impact.***
(References 1 and 4)

The Draft BPMP Update is consistent with the Town's General Plan Circulation Element. The Circulation Element contains Policy C-16 that states that the Town shall continue to comply with the Transportation Authority of Marin's (TAM) Congestion Management Plan (CMP), including adopting and monitoring the LOS of the CMP network. The proposed update would not be expected to affect LOS on Tiburon Boulevard or other streets in Tiburon. Accordingly, the proposed update would be consistent with applicable congestion management plan.

- c. *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? **No impact.***

The Town is not near a public airport and will not cause any change in air traffic patterns. Thus, there would be no impact per this criterion.

- d. *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? **No impact.***
(References 2, 3, 5, 6, and 10)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly affect transportation hazards. However, a goal of the update is to increase safety for bicyclists and pedestrians. It is expected that any future circulation system improvements would implement these safety improvements. Any future improvements to the circulation system proposed to implement BPMP goals and policies would undergo CEQA review at the time a discrete project is designed and proposed. This CEQA review would include analysis of the proposed design to determine whether it would result in any hazardous elements. If warranted, mitigation measures would be required to address any safety hazards.

As mentioned earlier in this report, residents contend there is an existing safety issue involved with bicyclist use of Greenwood Beach Road. Residents along this street contend that the heavy bicyclist use began approximately ten years ago when the Bay Trail Route was first mapped and signed showing Greenwood Beach Road/Greenwood Cove Drive as a link between Tiburon

Boulevard and Blackie's Pasture and the multi-use path to the east. Given the lack of bike lanes or striped shoulders along this street, this bicycle traffic reportedly causes potential conflicts with motor vehicles accessing the residences along the street.

The Tiburon Police Department does not have any official reports of bicycle-related accidents along this street. However, the Police Chief notes that the lack of official accident reports does not mean that accidents have not occurred, as they are often not reported to the Police Department. The Tiburon Police Chief states that his observation is that most experienced, faster moving bicyclists stay on Tiburon Boulevard to access downtown and the Paradise Drive route around the peninsula, and that most bicyclists using the Greenwood Beach Road route are amateur, recreational bicyclists.² Legally, bicyclists are allowed to use this street and, like motor vehicles, can travel up to 25 mph. As previously stated, the Draft BPMP Update includes recommendations to slow bicycle traffic on this street. The new signage would also recommend that faster bicyclists stay on Tiburon Boulevard rather than turning onto Greenwood Cove Drive, which could reduce bicyclist use of that route. However, proposed signage and other recommendations would not be expected to reduce the number of bicyclists using the route. If the Town believes there is a serious existing safety concern along Greenwood Beach Road, the Town could explore restricting "through" bicycle access on this road. Again, such restrictions are not needed as mitigation for the proposed update, and this discussion is provided to ensure that the existing concern is described and assessed.

It is not considered feasible to actually close the emergency access at the eastern end of Greenwood Beach Road with a gate, as this access is needed in case of emergencies in the area. Restricting access could be accomplished by working with the County, Caltrans, and the Bay Trail Project to reroute Marin Bicycle Route 10 to Tiburon Boulevard east of its intersection with Greenwood Cove Drive/Blackfield Drive and changing the Bike Route signs to reflect the new route, and adding signs to restrict bicycle access via the emergency access route. This approach would require the Bay Trail Route and maps to be revised to reflect that the Bay Trail would be located along Tiburon Boulevard, at least between the Town limits and Blackie's Pasture. Similarly, the Marin Bicycle Route Map and signage would need to be revised. It may also require completion of proposed Project #7 to convert the existing striped shoulders on Tiburon Boulevard to Class II bike lanes.

This approach would have limited success if official and unofficial bicycle route maps are not changed to eliminate the mapped bike route via Greenwood Cove Drive/Greenwood Beach Road. This approach would mean that amateur, inexperienced bicyclists would be using the shoulders or Class II bike lanes on Tiburon Boulevard in proximity to high volume and relatively high speed motor vehicles. They would also be sharing these bike lanes with faster moving bicyclists. This would increase the risk of accident to bicyclists. Bicyclists would also have to climb the hill between Cecilia Way and Reed Ranch Road rather than travel along the relatively flat Greenwood Cove Drive/Greenwood Beach Road route. This approach would not be consistent with Bay Trail guidelines to route the trail as close to the Bay as feasible.

² Tiburon Police Chief Michael Cronin, personal communication, 4/28/16.

A second option would be to construct Class II bike lanes or a Class I multi-use path on the Greenwood Cove Drive/Greenwood Beach Road route. However, there is limited space for expanding the width of Greenwood Beach Road. Bike lanes are not recommended for this street in the Bay Trail Gap study. That study recommends potentially adding a pedestrian path to one side of this street, but under all three options in the Bay Trail Gap study, bicyclists would continue to share the travel ways of Greenwood Beach Road with motor vehicles. The study reports that the option of adding a Class I facility along this street was “considered but not to be pursued.” During review of the Bay Trail Gap Study, Greenwood Beach Road residents spoke vehemently against any Class I or Class II bicycle projects being installed on the street.

- e. *Result in inadequate emergency access?* **No impact.**
(References 2, 3, 5, and 6)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly affect emergency access. However, the proposed update has an aim to reduce single-driver vehicle traffic, which in the future would reduce congestion at peak hours. This would benefit access by emergency providers. Any future improvements to the circulation system proposed to implement BPMP goals and policies would undergo CEQA review at the time a discrete project is designed and proposed. This CEQA review would include analysis of the proposed design to determine whether it would result in any adverse impacts regarding emergency access. If warranted, mitigation measures would be required to address any safety hazards.

- f. *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?* **No impact.**
(References 2, 3, 5, and 6)

The proposed update specifically addresses alternative transportation methods. The update would have a beneficial effect as regards this criterion.

XVII. Utilities and Service Systems

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<i>a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</i>				X
<i>b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</i>				X
<i>c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</i>				X
<i>d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</i>				X
<i>e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?</i>				X
<i>f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?</i>				X
<i>g. Comply with federal, state, and local statutes and regulations related to solid waste?</i>				X

Discussion of Impacts Related to Utilities and Service Systems – Checklist Items XVII(a) through XVII(g).

No impacts.

(References 2, 3, 5, and 6)

The Draft BPMP Update does not include any specific proposals to construct circulation system improvements or projects. Accordingly, the proposed update would not directly affect utilities or public service providers. Any future improvements to the circulation system proposed to implement BPMP goals and policies would undergo CEQA review at the time a discrete project was designed and proposed. That CEQA review would include analysis of whether the construction or operation of the improvements would adversely affect utilities and public service providers. Because the improvements would be expected to improve traffic safety and/or provide enhanced facilities for alternate forms of transportation, it is not expected that these projects would adversely or substantially affect any service provider. This preliminary conclusion would need to be confirmed during the subsequent CEQA review of those projects.

The proposed BPMP Update would not modify the location or amount of developable land in the Town or its Planning Area. All development projects, including circulation system improvement projects, undertaken in Tiburon would be required to be consistent with the General Plan, current zoning, the Town's Municipal Code, and other pertinent local policies or ordinances to ensure adequate public services. The EIR prepared for the Town's General Plan found that buildout of the Town by 2020 would require expansion of water and wastewater treatment facilities in order to continue to provide acceptable levels of service at Town buildout. That EIR concluded that because mitigations needed to provide these additional facilities in part relied on actions by other agencies, it could not conclude that those actions would be taken since the Town does not control other agencies' decisions or actions. As such, the impacts for those service providers were found to be significant. The proposed update would not alter these conclusions but would not increase the impact on any public service provider. Based on the considerations listed above, it is concluded that the Draft BPMP Update would have no impact on utilities and public service systems.

XIX. Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. <i>Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</i>				X
b. <i>Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</i>				X
c. <i>Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</i>				X

- a. *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?* **No impact.**

The project does not include new grading or construction and would have no direct effects on biological or cultural resources. Future circulation system improvement projects would not be expected to have significant impacts on these resources, but this would need to be confirmed through project-level CEQA review at the time a circulation system improvement project is proposed and designed.

- b. *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?* **No impact.**

The proposed update would not have any direct effects on the environment and would not allow any more development in Tiburon than is currently allowed by the Town's General Plan. The update would therefore not contribute to any adverse cumulative impact. Over the long-term, policies and possible transportation system improvements described in the proposed

update would reduce the vehicle miles travelled by the future population. This reduction in VMT and encouragement of the use of alternate travel modes would have a beneficial effect on greenhouse gas emissions, thereby assisting the Town and the State in meeting their GHG emission reduction targets.

- c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?* **No impact.**

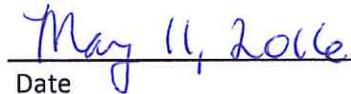
The Draft BPMP Update would have no direct impacts on the physical environment. Future improvement projects that may be proposed by the Town would not be expected to result in significant impacts, assuming the design of the improvements is consistent with the Town's General Plan, Zoning Ordinance, and other adopted ordinances and regulations. This preliminary conclusion would need to be confirmed at the time a design proposal is submitted and a project-level CEQA analysis is conducted. As noted previously, those improvement projects are not part of the BPMP Update.

9.0 Determination of Significant Effect

On the basis of this Initial Study, I find that the proposed project would not have a significant effect on the environment. A Negative Declaration will be prepared.



Scott Anderson, Director of
Community Development, Town of Tiburon



Date



Tiburon Bicycle and Pedestrian Plan

Draft Plan - March 17, 2016

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1 Introduction

The 2016 Tiburon Bicycle and Pedestrian Master Plan update provides for a town-wide network of bicycle and pedestrian facilities, including sidewalks, paths, bike lanes, and bike routes, along with bicycle- and pedestrian-related programs and support facilities, intended to ensure bicycling and walking become viable transportation options for people who live, work, and recreate in Tiburon. The improvements detailed in this plan are intended to address the needs not only of Tiburon residents but also of the large numbers of bicyclists who visit the town to bicycle for recreational purposes along the “Paradise Loop” on Tiburon Boulevard and Paradise Drive. Current bikeway and pedestrian network information was gathered from a workshop with the Tiburon Parks, Open Space, and Trails (POST) Commission and Town staff, combined with information on proposed routes from the previously adopted Town of Tiburon Bicycle and Pedestrian Master Plan (2008 update). Relevant bikeway information was also gathered from the draft Marin County Unincorporated Area Bicycle and Pedestrian Master Plan (2016 update).

The purpose of this Bicycle and Pedestrian Master Plan is to identify projects, policies, and programs that will improve bicycle and pedestrian transportation in Tiburon, in part by meeting the requirements of the California Bicycle-Transportation Act (see Section 891 of the California Streets and Highways Code).

1.1 Community Participation

The Tiburon Parks, Open Space, and Trails (POST) Commission, an advisory committee charged with continuing the bicycle and pedestrian advisory role previously filled by the former Bicycle/Pedestrian Advisory Committee, allocated time from two of their regularly scheduled meetings on May 19, 2015 and January 18, 2016 for community workshops around bicycle and pedestrian issues and opportunities. The meetings were agendaized and then noticed through distribution to the interested parties list of the POST Commission and in accordance with the Brown Act. Both meetings were open to the public at Tiburon Town Hall Council Chambers. Comments from the workshop are summarized below:

- Bicycle facilities on Greenwood Beach Road are controversial
- There is a need for improved on-street bicycle facilities along Tiburon Boulevard
- Tiburon Boulevard can be difficult to cross by walking or bicycling
- There is a need to improve existing steps and trails
- There is a need for youth bicycle education programs

1.2 Goals, Objectives, and Related Plans

1.2.1 Goals

Goals are broad statements of purpose that provide the context for the specific objectives discussed in the Tiburon Bicycle and Pedestrian Master Plan. These goals provide the long-term vision and serve as the foundation of the plan.

- **Goal 1 - Increased Bicycle and Pedestrian Access**

Expand bicycle and pedestrian facilities and provide increased access to neighborhood areas, employment centers, shopping areas, schools, and recreational sites.

- **Goal 2 - Bicycle Transportation**

Make travel by bicycle an integral part of daily life in Tiburon by implementing and maintaining a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer and more convenient.

- **Goal 3 - Pedestrian Transportation**

Encourage walking as a daily form of transportation in Tiburon by completing a pedestrian network that services short trips and transit, improving the quality of the pedestrian environment, and increasing safety, convenience, and access opportunities for all users.

1.2.2 Objectives

Objectives are basic tools that underlie all planning and strategies and provide a bridge between goals and implementation. In general, objectives are more specific and easier to measure than goals. They serve as the basis for creating policy and evaluating performance.

- **Objective A - Implement the Bicycle and Pedestrian Master Plan, which identifies existing and future needs, and provides specific recommendations for facilities and programs.**

Actions:

1. Update the Plan every five (5) years as required by Caltrans to reflect new policies and/or requirements for bicycle and pedestrian funding.
2. The POST Commission or other official commission, as appropriate, should review all Safe Routes to Schools travel plans for consistency with the Tiburon Bicycle and Pedestrian Master Plan, with the authority to refer concerns to staff and council as necessary.
3. Coordinate between government agencies, schools, and community organizations to address bicycle and pedestrian issues of mutual concern. The Town should promote coordination between the POST Commission or other official commission and adjacent communities' advisory committees.
4. Seek funding for bikeway projects through current local, regional, state, and federal funding programs and encourage multi-jurisdictional funding applications.

- **Objective B - Complete a continuous network of bikeways that are feasible, fundable, and that serve bicyclists' needs, especially for travel to employment centers, schools, commercial districts, and transit stops and terminals.**

Actions:

1. Implement high priority projects, such as Old Rail Trail improvements and Safe Routes to Schools improvements.
2. Prioritize completion of a continuous bikeway network across jurisdictional boundaries, connecting Tiburon to unincorporated areas and neighboring communities.
3. Connect bicycle paths in Tiburon with other paths and trails where practical.
4. Consider construction of relevant planned bikeways as an integral part of any transportation facility maintenance or construction project.
5. Construct a network that encourages bicycling to and for recreational purposes, as feasible.
6. At a minimum, construct all bikeways according to Caltrans Chapter 1000 Design Guidelines.

- **Objective C - Complete a network of walkways that serves pedestrian needs, especially for short trips to schools, downtown, and transit stops and terminals.**

Actions:

1. Implement high priority projects, such as Safe Routes to Schools improvements.
2. Establish pedestrian routes that focus on the needs of school children for each neighborhood in Tiburon.
3. Complete missing connections to make direct routes for walking, especially connections between residential neighborhoods and the downtown area, schools, and the Old Rail Trail.
4. Where feasible, identify and reduce or eliminate impediments and obstacles to walking to school.
5. Connect pedestrian paths in Tiburon with other paths and trails where practical.
6. For new development or redevelopment projects, consider construction of planned pedestrian facilities.
7. Work with transit authorities to ensure that pedestrian concerns are addressed in the design of transit stops.
8. Enhance opportunities for walking for recreational purposes.

- **Objective D - Maintain and improve the quality, operation, and integrity of bikeway and walkway network facilities.**

Actions:

1. Undertake routine maintenance of bikeway and walkway network facilities, such as sweeping bicycle lanes and sidewalks and trimming back encroaching vegetation.
2. Undertake regular inspection of surface conditions and periodic maintenance of bicycle and pedestrian facilities such as striping and signing to reduce safety issues for users.
3. Ensure that construction projects minimize disruption to the bicycling and walking environment and that safe, direct alternate routes are signed in advance of construction for the duration of the project. All projects undertaken by outside agencies should be coordinated with the Town to ensure compliance with this policy.
4. Ensure that repair or construction of any transportation facility does not result in the permanent removal of an existing bicycle or pedestrian facility.
5. Ensure that the pedestrian walkway network is accessible to, and usable by, persons with disabilities where feasible.

- **Objective E - Provide short- and long-term bicycle parking and end-of-trip facilities in employment and commercial areas, in multifamily housing, at schools, and at transit facilities.**

Actions:

1. Consider requiring bicycle parking spaces as part of new development or redevelopment projects.
2. Encourage the installation of short- and long-term public bicycle parking in and around the Downtown area.
3. Work with local schools to promote bicycle commuting and to assist in purchasing and installing long- and short-term bicycle parking.
4. Require the provision of bicycle parking at all town-permitted large events to help reduce automobile traffic and parking.

- **Objective F - Develop and implement safety, education, and encouragement plans aimed at people walking, bicycling, and driving.**

Actions:

1. Expand adult and youth bicycle and pedestrian education, encouragement, and safety programs, particularly Share the Road programs aimed at reducing bicyclist-motorist conflicts.
2. Promote the health and environmental benefits of walking and bicycling.

1.2.3 Consistency with Adopted Plans and Policies

The following section provides context for this plan update in terms of past and ongoing planning efforts related to bicycling and walking. The Tiburon Bicycle and Pedestrian Master Plan is consistent with the plans, studies, reports, programs, and policy documents listed below. It is intended that this document will be fully integrated into any future long-range plans and capital improvement plans in Tiburon.

Tiburon 2020 – All proposed improvements contained within the Tiburon Bicycle and Pedestrian Master Plan must be consistent with policies within the Tiburon General Plan that encourage connection of Downtown pedestrian and bicycle trails with other trails in Tiburon and providing safe access to schools. Goals, policies, and programs included in the Circulation Element and the Downtown Element of the General Plan are listed in **Appendix B**.

Open Space Resource Management Plan (2010) – The Town of Tiburon owns and manages approximately 250 acres of open space distributed among 21 parcels. These open space areas vary considerably in size, vegetation, occurrence of special-status species, and proximity to residences. The primary purpose of this plan was the management of vegetation, in particular, the management of non-native species. Other topic areas, such as erosion and passive recreation are treated in this plan, but with more emphasis on how these issues relate to the primary vegetation management goals of the Town.

Complete Streets Policy (Resolution No. 42-2012) – The Town of Tiburon adopted a Complete Streets Policy that expresses its commitment to creating and maintaining “Complete Streets” which are defined as comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families, among others.

Climate Action Plan (2011) – The purpose of the Climate Action Plan was to compile existing and potential strategies (i.e., actions, projects, and programs) that the Town’s government and the community can take to address climate change. It provides a brief background on what climate change is and its potential impacts, but focuses on the efforts Tiburon can take to reduce its greenhouse gas (GHG) emissions and mitigate, to the extent feasible at the local level, the potential impacts of climate change.

While it is difficult to predict with a high degree of accuracy the sea level rise that will impact Marin County residents, the San Francisco Bay Conservation and Development Commission’s most recent assessment assumes a 1.8° to 5.4° F rise in global temperature over the next century and a corresponding sea level rise in San Francisco Bay of 16 inches by mid-century and 55 inches by 2100. A 16-inch rise in sea level would result in the flooding of 180,000 acres of shoreline, which is roughly equivalent to today’s 100-year floodplain.

In 2006, Marin County developed a strategic plan to reduce annual GHG emissions to 15 percent below 1990 levels by 2020. GHG emission estimates by sector reveal that the transportation industry contributes to 62 percent of all emissions in Marin County and 41 percent of all emissions in Tiburon. See **Appendix C** project-related details.

Downtown Circulation and Parking Analysis (2012) – In recent years, the Town of Tiburon has undertaken several efforts designed to make it more convenient and more attractive for residents and tourists to visit Downtown. The Town is in the process of implementing a Downtown vibrancy initiative which aims to comprehensively address how Downtown can be improved for all those that work, live, play, and visit Tiburon.

Through extensive outreach to stakeholders and the community, inefficient parking and circulation of the transportation network emerged as one of the primary concerns. One of the major findings of the vibrancy project was that a perceived parking problem exists among local businesses and residents, namely inadequate supply and restrictive regulations, despite evidence that much of the parking Downtown is underutilized. Circulation issues revealed by the vibrancy project included a local desire for enhanced pedestrian and bicycle connections as well as more usable public spaces, especially west of the Main Street area. Community members highlighted the need for better signage and wayfinding to local destinations such as Ark Row, the ferry terminal, and Main Street, as well as strategies that reduce the reliance on automobiles for circulation within and access to Downtown.

Active transportation-related findings from the report:

Bicycle parking utilization is also highly concentrated, and some parking facilities should be improved. Utilization of bicycle parking facilities varies dramatically based upon location. The highest utilization rates are near the ferry terminal and near the cafes and restaurants along Main Street, where many bicyclists stop to eat and drink. Other facilities, especially those along Tiburon Boulevard, see very low utilization rates, either due to their inconvenient location, their “insecure” appearance, or rack design issues that leave bicycles vulnerable to theft.

See **Appendix C** for recommendations and project-related details.

Tiburon Bay Trail Gap Study (2012) – This feasibility study represented an opportunity for the Town of Tiburon, in coordination with the Bay Trail, County of Marin, and Caltrans, to prepare a plan for closing important gaps in the San Francisco Bay Trail System, as well as the Town’s and Marin County’s local and regional bicycle and pedestrian circulation systems. The objective of the study was to evaluate and develop concepts to enhance service of bicycle and pedestrian traffic between McKegney Green and Strawberry Drive, including portions of Tiburon Boulevard and Greenwood Beach Road/Greenwood Cove Drive.

The primary focus of the study was the analysis and preliminary design of a clear and continuous Bay Trail route for bicyclists, pedestrians, and other trail users. See **Appendix C** for recommendations.

Community Action to Reduce Traffic (CART) Summary Report (2013) – CART, a committee comprised of elected officials, school officials, Safe Routes to Schools participants, town staff, and police staff, was convened in October 2011 to investigate and tackle the problem of traffic congestion on Tiburon Boulevard. After conducting an initial information gathering phase about the options available to the Town for reducing congestion on Tiburon Boulevard, the committee held a Community Traffic Forum to share the options and to solicit feedback on the various approaches. No overarching solution was identified, but CART concluded that many smaller changes could be implemented to improve traffic conditions, including:

- Traffic signal synchronization along Tiburon Boulevard (completed)
- Addition of new school bus to Reed Union School District (completed)
- Creation of a “bike train” from Blackie’s Pasture or The Boardwalk Shopping Center parking lot to local schools (created)
- Replacing Marin Transit Route 19 with smaller shuttle buses with shorter, 30-minute headways along Tiburon Boulevard called Route 219, in addition to a weekday “ferry feeder” route component (Route 219 and Route 119 replaced Route 19)

Marin County Unincorporated Bicycle and Pedestrian Master Plan (2007) – This plan, adopted in late 2007, provides countywide policy guidance on integration of bicycling, walking, and accessibility into the transportation network. An update to the county plan is being coordinated with the 2016 Tiburon Bicycle and Pedestrian Master Plan update and is scheduled to be released in 2016.

Non-motorized Transportation Pilot Program (NTPP) – Begun in 2006 and administered through 2010, this Federal Highway Administration program allocated \$25 million to bicycle and pedestrian projects throughout Marin County. The program included an extensive public and planning process to identify, rank, and select infrastructure projects and educational programs to be funded by the program.

Steps, Lanes, and Paths (SLP) Program – The SLP Program involved a number of communities within Marin County in an effort to address the need for pedestrian connections in areas that are not easily served by conventional sidewalk networks. Challenges such as limited right-of-way, steep grades, and narrow roads have constrained the ability of residential areas of Tiburon to connect to downtown. Tiburon has long recognized this challenge and has worked to identify solutions to step, lane, and path issues.

In some cases, the exact condition and legal status of some of these pedestrian connectors may not be known and some may currently be in use by adjacent property owners who are not aware of their history of status. Improvement and maintenance of these connectors by the Town would create greater accessibility for users with limited mobility but would also increase maintenance costs and liability exposure. Addressing these challenges will help the Town achieve **Objective B**, **Objective C**, and **Objective D** from **Section 1.2.2**.

Recent projects under the SLP Program include:

- Lower Racoon Path
- Cayford Path
- Jefferson Steps
- The Ranch to Reed Elementary School Steps

Reed Union School District Safe Routes to Schools – The mission of the Marin County Safe Routes to Schools Program is to increase the number of children bicycling and walking to school. The Reed Union School District launched a pilot Safe Routes to Schools Program at the start of the 2013-14 school year to run bike trains and walking school buses along the Tiburon Historical Trail from downtown Belvedere and Tiburon to Bel Aire Elementary School.

1.3 ATP Compliance Checklist

The State of California adopted Active Transportation Program (ATP) guidelines that encourage increased use of active modes of transportation, such as bicycling and walking, and provide guidance on the inclusion of specific active transportation plan elements in order to apply for grant funding. The Tiburon Bicycle and Pedestrian Master Plan should include the following provisions to fully comply with ATP guidelines:

Table 1-1: Tiburon ATP Compliance Checklist

<i>Required Plan Elements</i>		
(a)	The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.	Table 3-2
(b)	The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.	Section 3.6
(c)	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.	Section 3.2
(d)	A map and description of existing and proposed bicycle transportation facilities.	Chapter 2 & Chapter 4
(e)	A map and description of existing and proposed end-of-trip bicycle parking facilities.	Section 2.1
(f)	A description of existing and proposed policies related to bicycle parking in public locations, private parking garages, and parking lots and in new commercial and residential developments.	Section 4.1
(g)	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	N/A
(h)	A map and description of existing and proposed pedestrian facilities at major transit hubs. These must include, but are not limited to, rail and transit terminals, and ferry docks and landings.	N/A
(i)	A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.	Section 2.1

Required Plan Elements

(j)	A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	Appendix B
(k)	A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on accidents involving bicyclists and pedestrians.	Section 4.3
(l)	A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.	Section 1.1
(m)	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	Section 1.2
(n)	A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	Section 5.2
(o)	A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.	Section 2.1
(p)	A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.	Chapter 5
(q)	A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.	Appendix E

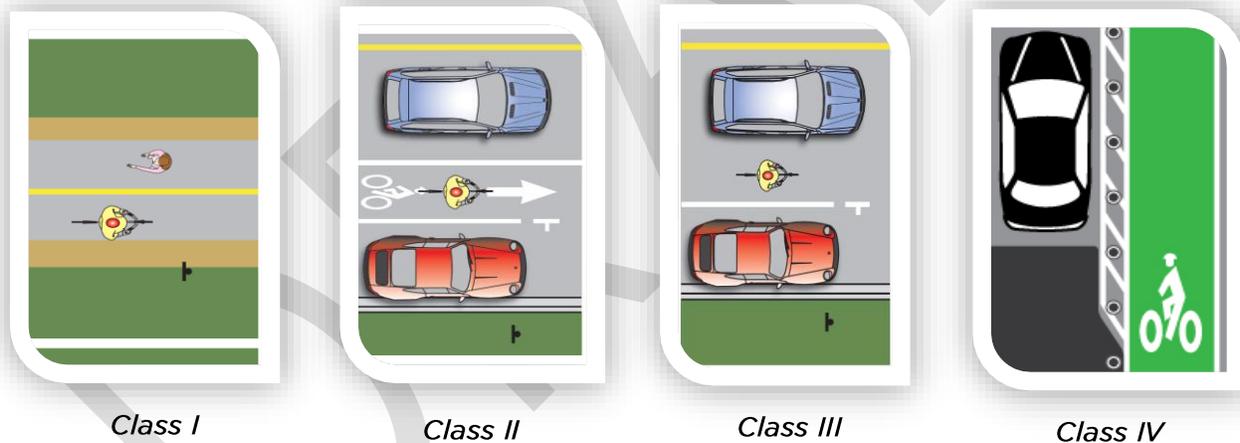
2 Existing Conditions

In the years since the adoption of the first Tiburon Bicycle and Pedestrian Master Plan in 2001, significant progress has been made in improving conditions for bicycling and walking. This section of the plan describes the existing conditions in Tiburon in terms of bikeways, bicycle parking, and pedestrian facilities as well as education, encouragement, and enforcement activities.

The bicycle map which accompanies this Plan designates Tiburon's bicycle facilities and those in adjacent unincorporated areas by Class I, II, III, or IV in accordance with Chapter 1000 on Bikeway Planning and Design of the California Department of Transportation, Highway Design Manual. Class I Bikeways serve the exclusive use of bicycles and pedestrians. Class II Bikeways serve the preferential use of bicycles on marked lanes on paved streets. Class III Bikeways serve bicycles on streets connecting Class I or Class II bikeways. Protected bicycle lanes, which recently have been officially permitted for use in California, are referred in this plan as Class IV bikeways. This is a working title and subject to change as Caltrans and other agencies develop more detailed guidelines and standards regarding protected bicycle lanes.

2.1 Existing Conditions for Bicycling

2.1.1 Definition of Bikeways



The four types of bikeways identified by Caltrans in Chapter 1000 of the Highway Design Manual are as follows:

Class I Bikeway - Typically called a shared-use path, a Class I Bikeway provides bicycle travel on a paved right-of-way completely separated from any street or highway. It is usually shared with pedestrians and other active transportation users.

Class II Bikeway - Often referred to as a bicycle lane, a Class II Bikeway provides a striped lane accompanied by stenciled markings for one-way bicycle travel on a street or highway. Class II facilities can also include painted buffers to help provide a physical separation between motor vehicle travel lanes and the bicycle lane.

Class III Bikeway - Generally referred to as a bicycle route, a Class III Bikeway provides for shared use with motor vehicle traffic and is identified only by signing and/or pavement markings. A subset of this type of bikeway is a Bicycle Boulevard, which is a local street that has been optimized for bicycle travel by reducing motor vehicle speeds and volumes and by improving arterial crossings and operating speeds for bicyclists.

Class IV Bikeway - Often referred to as protected bicycle lanes, separated bikeways, cycle tracks, or green lanes, Class IV bikeways are located within a street or highway right-of-way, provide a designated area for one-way or two-way bicycle travel, and offer physical protection from adjacent motor vehicle traffic using barriers, bollards, curbing, parked cars, posts, planters, or other vertical-oriented elements.

It is important to note that bicycles are permitted on *all* roads in the State of California and in Tiburon (with the exception of designated freeways). As such, Tiburon’s entire street network is effectively the Town’s bicycle network, regardless of whether or not a bikeway stripe, stencil, or sign is present on a given street. The designation of certain roads as Class II, III, or IV bicycle facilities is not intended to imply that these are the only roadways intended for bicycle use, or that bicyclists should not be riding on other streets. Rather, the designation of a network of Class II, III, and IV on-street bikeways recognizes that certain roadways are optimal bicycle routes, for reasons such as directness or access to significant destinations, and allows the Town of Tiburon to then focus resources on building out this primary network. The town’s existing network of designated bikeways is shown in **Table 2-1**. Specific facility segments are discussed in more detail below.

Table 2-1: Existing Tiburon Bikeways

Class	Bikeway Type	Total Mileage
I	Shared-use Path	2.57 miles
II	Bicycle Lanes	0.72 miles
III	Bicycle Routes	2.84 miles
IV	Protected Bicycle Lanes	0.00 miles
Total Bikeways		6.13 miles
Total Roadways (centerline miles)		56.54 miles
Bikeway to Roadway Ratio		1 : 9.22

2.1.2 Existing Bikeway Facilities

The town's existing bikeway system is composed of over 6 miles of bikeways, including 2.6 miles of Class I shared-use pathways, 0.7 miles of Class II bicycle lanes, and 2.8 miles of Class III bicycle routes. 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.

The Old Rail Trail is classified as a Class I bicycle path, and runs the full length of the Richardson Bay Lineal Park, from Blackie's Pasture in the north to Downtown Tiburon. The Old Rail Trail is in close proximity to schools, shopping areas, parks, and public facilities. Between the 2008 plan update and the 2016 plan update, access improvements to the Old Rail Trail were implemented and allowed for better access to Del Mar Middle School and McKegney Green.

Existing bikeways are shown in **Figure 2-1**.

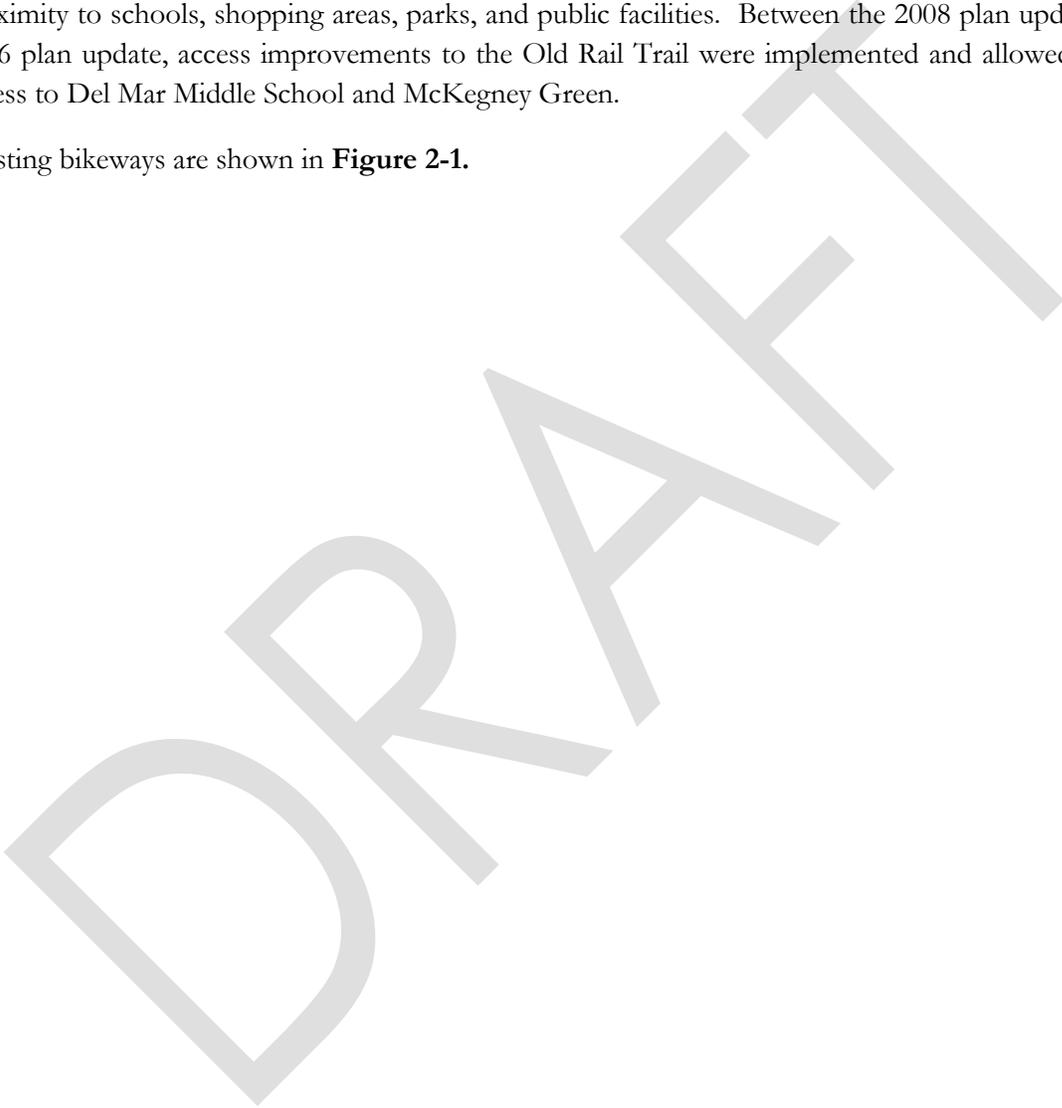
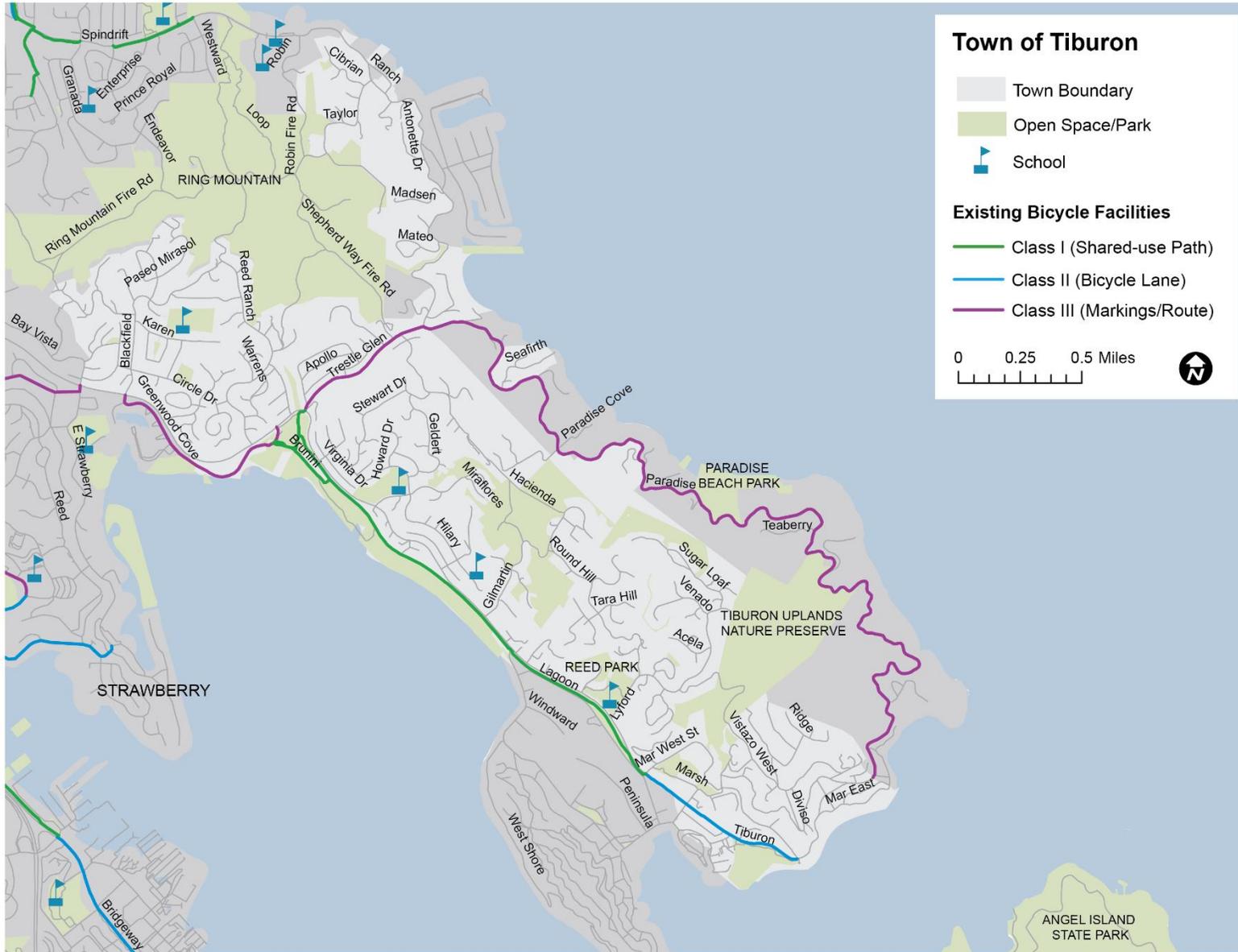


Figure 2-1: Existing Bicycle Facilities



2.1.3 Bikeway Signage

In 2005, the County of Marin received \$189,000 in grant funding to design and implement a Countywide Bicycle Route Guide Signage project in partnership with local jurisdictions. The goal of the project was to encourage commuting by bicycle through Marin and make recreational bicycling more attractive to the public. The signage provides bicyclists with directions and destinations at key intersections, so that residents and visitors will be able to navigate more easily. The Marin Public Works Directors Association selected a uniform sign for the County which has a logo of Mount Tamalpais in the background. The countywide bikeway route network can be viewed at <http://www.marinbike.org/map>.

The County has installed numbered bike route signs between Tiburon and Mill Valley and through the unincorporated area of Strawberry. The Town of Tiburon received numbered signs from the County which were installed within the Town along the Old Rail Trail, Tiburon Boulevard, and Trestle Glen Boulevard. Town staff secured encroachment permits to install additional signs in Caltrans-controlled areas.

2.1.4 Bicycle Support Facilities

Bicycle support facilities include bicycle parking racks, bicycle corrals, lockers, and changing facilities. Any facility that assists bicyclists in completing their journey is also considered a support facility. Bicycle parking is important not only for local residents but for the large numbers of bicyclists who visit Tiburon to bicycle for recreational purposes along the “Paradise Loop” along Tiburon Boulevard and Paradise Drive and to take the ferry to Angel Island and back.

Approximately 98 bicycle parking spaces are currently provided in the immediate vicinity of the Downtown Tiburon Ferry Terminal, within the plaza near the intersection of Tiburon Boulevard and Paradise Drive. Additional bicycle parking racks are provided adjacent to bus stops at Point Tiburon Plaza and near the Donahue Building in Shoreline Park, the Elephant Rock fishing pier, and the Belvedere-Tiburon Library. Bicycle parking spaces are also located near several private businesses, including the Tiburon Playhouse theaters, the Main Street parking lot, Ark Row, and the Fountain Plaza vicinity. Bicycle parking facilities are also located on the grounds of all existing schools in Tiburon.

There are public restrooms adjacent to the Angel Island Ferry dock, within Tiburon Town Hall and the Belvedere-Tiburon Library, and at various locations adjacent to or near the Old Rail Trail, including South-of-Knoll Park and Blackie’s Pasture. Drinking fountains and telephones are available near the Angel Island Ferry Dock, at various downtown establishments, and at the Belvedere-Tiburon Library and Tiburon Town Hall at the southeast terminus of the Old Rail Trail.

Currently there are no publicly accessible locker rooms or shower facilities, although such facilities may exist in private buildings.

2.1.5 Access to Transit by Bicycle

Providing bicycle access to transit allows bicyclists to extend the distance they are able to travel, enabling bicycling as a regional mode of travel. Tiburon residents have access to three transit services: Golden Gate Transit buses (commuter and regular service to Marin County, Sonoma County and San Francisco), Blue and Gold Ferry (commuter and regular service San Francisco which will soon be taken over by the Golden Gate Bridge Highway and Transportation District), and the Tiburon-Angel Island Ferry Company (serving

recreational trips to Angel Island State Park). All local bus transit service in Marin County is operated under contract with the Marin County Transit District (MCTD).

Most bus stops within the Town of Tiburon do not have bicycle racks located at the stops, with the exceptions noted above. The Tiburon Ferry Terminal has bicycle parking and bicycles are allowed on all ferry vehicles. Up to two bicycles can fit on racks mounted to the front of all Golden Gate Transit buses and shuttles less than 60 feet long. “MCI” type buses longer than 60 feet were recently outfitted with luggage bay racks that allow two bicycles to ride in the underfloor luggage area. In addition, the MCTD has included an element in their long-range transit plan to upgrade all bus-mounted front bicycle racks from two to three capacity fixtures.

2.1.6 Share the Road Signs

Yellow “Share the Road” bicycle warning signs are posted at several locations within and near the town, primarily on the Tiburon Boulevard and Paradise Drive corridors. These signs are intended to increase motorist and bicyclist awareness of the need to share narrow roadways with limited sightlines or potential safety concerns.

2.2 Existing Conditions for Walking

2.2.1 Definition of Pedestrian Facilities

Generally, there are two types of pedestrian facilities, those intended for exclusive use by pedestrians, such as sidewalks, and those shared with other users (i.e. Class I Multi-Use Pathways). Pedestrian facilities at intersections can include crosswalks, pedestrian crosswalk signals, warning signage, curb ramps, and other treatments to promote accessibility for disabled users and safety.

The California Vehicle Code Section 275 defines a crosswalk as either:

- That portion of a roadway included within the prolongation or connection of the boundary lines of sidewalks at intersections where the intersecting roadways meet at approximately right angles, except the prolongation of such lines from an alley across a street.
- Any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface.

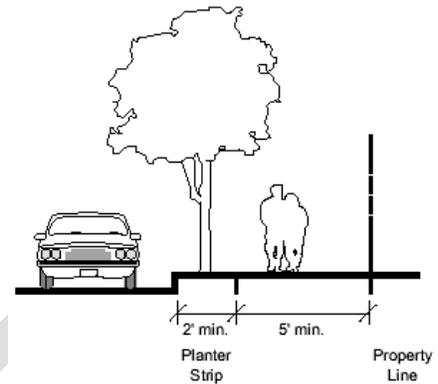
At intersections, a crosswalk is effectively a legal extension of the sidewalk across the roadway. Crosswalks are present at all intersections, whether marked or unmarked, unless the pedestrian crossing is specifically prohibited by the local jurisdiction. At mid-block locations, crosswalks only exist if they are marked.

Traffic control devices must follow the procedures set forth in the California version of the Manual of Uniform Traffic Control Devices (CAMUTCD), while elements such as sidewalks and curb cuts must comply with guidelines for implementing the federal Americans with Disabilities Act (ADA).

2.2.2 Existing Walkways

In addition to the Old Rail Trail, the Town of Tiburon has a variety of pedestrian facilities consisting of sidewalks, crosswalks, stairways, and walkways. A number of these facilities are more or less developed, consisting of historic stairways and unpaved or narrow footpaths. Examples of high-use pedestrian areas include the downtown area and crossings of Tiburon Boulevard to access destinations such as schools, the post office, and library. In addition, a walkway extends along a segment of Mar West Street to the Tiburon Peninsula Club.

Some of these walkways do not meet ADA requirements for width, obstructions, tripping hazards or curb ramps. With the exception of recreational trails and undeveloped pathways, walkways are generally lacking in the hillside neighborhood areas.



2.2.3 Existing Crosswalk and Other Facilities

Pedestrian exposure at intersections directly affects safety, especially for senior citizens and children who may not be able to cross streets quickly or discern (or be seen by) oncoming traffic. Generally intersections along Tiburon Boulevard and elsewhere in the downtown area have marked crosswalks. In addition, a number of intersections are marked along Tiburon Boulevard, primarily at access points to the Old Rail Trail.

2.3 Safety, Education, and Encouragement Programs

The Town of Tiburon, the Transportation Authority of Marin, the POST Commission, and nonprofit groups such as the Marin County Bicycle Coalition, have sponsored or participated in a variety of programs to promote safe bicycling and walking in the Town.

2.3.1 Tiburon Police Department Partnerships

The Tiburon Police Department, in partnership with the Marin County Bicycle Coalition, participates in a trail etiquette outreach program in which police officers and volunteers hand out flyers to pedestrians and bicyclists along the Old Rail Trail. The flyers notify trail users of rules regarding bicycle speeds and adherence to stop signs on the trail.

As part of a crosswalk awareness program, the Tiburon Police Department conducted several “pedestrian decoy” ticketing efforts targeting motorists who don’t yield to pedestrians in crosswalks. However, this program is now longer running.

The Tiburon Police Department previously conducted an annual bicycle safety awareness programs at Reed Elementary School, including a bicycle riding course.

2.3.2 Share the Path and Share the Road Efforts

Although Tiburon has a low rate of bicycle- and pedestrian-involved collisions, the Town receives reports of near-misses, especially between people bicycling and walking on the Old Rail Trail. The POST Commission and the Town have been working on a “Share the Path” outreach and education project. The project involves putting up new safety signs and creating and distributing a pathway safety pamphlet. In 2005, the former Bicycle and Pedestrian Advisory Committee (now the POST Commission), Marin County Bicycle Coalition (MCBC), and the Tiburon Police Department sponsored a Share the Path Day event, including a checkpoint table to distribute safety information and “goodie bags”. These activities were well-received by the public and carried in local news media.

Basic Street Skills Classes are provided free of charge by the Marin County Bicycle Coalition. Classes provide information on how to avoid collisions and citations, how to ride safely, improve visibility, and the legal rights of bicyclists. Bicyclists who have received a bicycle violation may attend this class to reduce their fine.

The Marin County Bicycle Coalition also provides a Share the Road presentation for the public. The presentation is available by request, and includes information on the rights and responsibilities of bicyclists and drivers while focusing on ways each group can behave courteously to avoid collisions.

2.3.3 Safe Routes to Schools

The countywide Safe Routes to Schools program began in 2000 in an effort to reduce congestion and encourage healthy exercise and transportation habits among school-aged children in Marin County. The program has since expanded to its current level, with 60 schools and over 20,000 students participating countywide. Each year, the program has successfully decreased the percentage of drive-alone students at participating schools through innovative classroom activities, contests and events, and implementation of engineering improvements.

The program consists of five components – education, engineering, encouragement, enforcement, and evaluation – which are described below:

- Education - Classroom lessons teach children the skills necessary to navigate through busy streets and show them how to be active participants in the program. **Table 2-2** shows education programs completed at Tiburon schools.
- Engineering – The program’s licensed traffic engineer works with schools and the Town in developing a plan to provide a safer environment for children to bicycle and walk to school. The focus is on creating physical improvements to the infrastructure surrounding the school, reducing speeds, and establishing improved crosswalks and pathways.
- Encouragement – Events, contests, and promotional materials are incentives that encourage children and parents to try walking and biking. **Table 2-2** shows encouragement programs completed at Tiburon schools.
- Enforcement – Police officers, crossing guards, and law enforcement officials participate throughout the Safe Routes process to encourage safer travel through the community. Targeted enforcement of speed limits and other traffic laws around schools make the trip to school more predictable for students. This plan also includes enforcement enhancements and outreach to drivers through driver safety campaigns.
- Evaluation – Program participation is regularly monitored to determine the growth in student and parent participation.

As detailed in **Table 2-2**, Reed Elementary, Bel Aire Elementary, and Del Mar Middle Schools participated in the program. The Reed Union School District created a Safe Routes to Schools Task Force which develops Safe Routes to Schools Travel Plans that include engineering and enforcement recommendations and driver education and encouragement programs.

The Town of Tiburon launched a pilot program in 2013-14 school year to run bike trains along the Old Rail Trail from downtown Belvedere/Tiburon to Bel Aire School. Adult bicycling "conductors" and volunteers escorted students to school every Wednesday.

Table 2-2: Tiburon Safe Routes to School Education and Encouragement Programs

2010-2011	Grades	Enrollment	Helmet Safety ¹	Traffic Safety ²	WIM ³	Safety Art ⁴	International Walk to School Day ⁵	SchoolPool ⁶
Reed	K-2	454					X	
Bel Aire	3,4,5	413	150	150	150		X	
Del Mar	Middle	370				20	X	X

X = Previously Completed

Source: Marin County Safe Routes to Schools Program Evaluation (2011)

1 Helmet Safety – A demonstration-based lesson that teaches the importance of wearing a helmet and proper helmet fit (i.e. why, how, and when to wear a helmet).

2 Traffic Safety – Class designed to help students avoid the most common traffic scenarios that lead to youth-involved bicycle and pedestrian collisions.

3 WIM (Wheels in Motion Bike Skills Challenge) – offers children an opportunity to practice and apply the lessons learned in the Helmet Safety and Traffic Safety classes, such as the importance of stopping at every edge, looking for/communicating with traffic, traffic laws, and remaining in control at all times when riding a bicycle. This is achieved through a series of bicycle handling drills and simulations of traffic situations. Each session begins with a safety check of the bicycles and the helmet. Four stations give students the opportunity to practice a variety of specific bicycle handling skills and procedures for operating a bicycle safely and legally in traffic.

4 Safety Art – Prepares children for International Walk to School Day by reviewing the four best reasons to walk and bicycle, as well as six simple steps to staying safe. The children make picket style signs to carry and large banners to place at staging areas in front of schools.

5 International Walk to School Day – annual event in October that encourages all kids to walk to school

6 SchoolPool – Website designed to help parents share the duties of carpooling, walk pools (“walking school buses”), bike pools (“bike trains”), or arranging bus buddies for school buses or public transit.

3 Needs Analysis

3.1 Land Use and Demand for Bicycling

The “demand” for bicycle facilities can be difficult to predict. Unlike automobile use where historical trip generation studies and traffic counts allow one to estimate future “demand” for travel, bicycle trip generation methods are less advanced and standardized. Land use patterns can help predict demand and are important to bikeway planning because changes in land use (and particularly employment areas) will affect average commute distance, which in turn affects the attractiveness of bicycling as a commute mode.

Figure 3-1, the land use map from the Tiburon General Plan, is included on the next page.

Tiburon bikeway network connects the neighborhoods where people live to the places they work, shop, engage in recreation, or go to school. An emphasis is placed on regional bikeways and transit connections centered on the major activity centers in Tiburon, including:

- Downtown commercial district
- Civic buildings such as the Town Hall and Library
- Schools
- Bus stops and the Ferry Terminal
- Neighborhood parks and regional recreational areas
- Employment centers

3.2 Settlement Patterns and Destinations

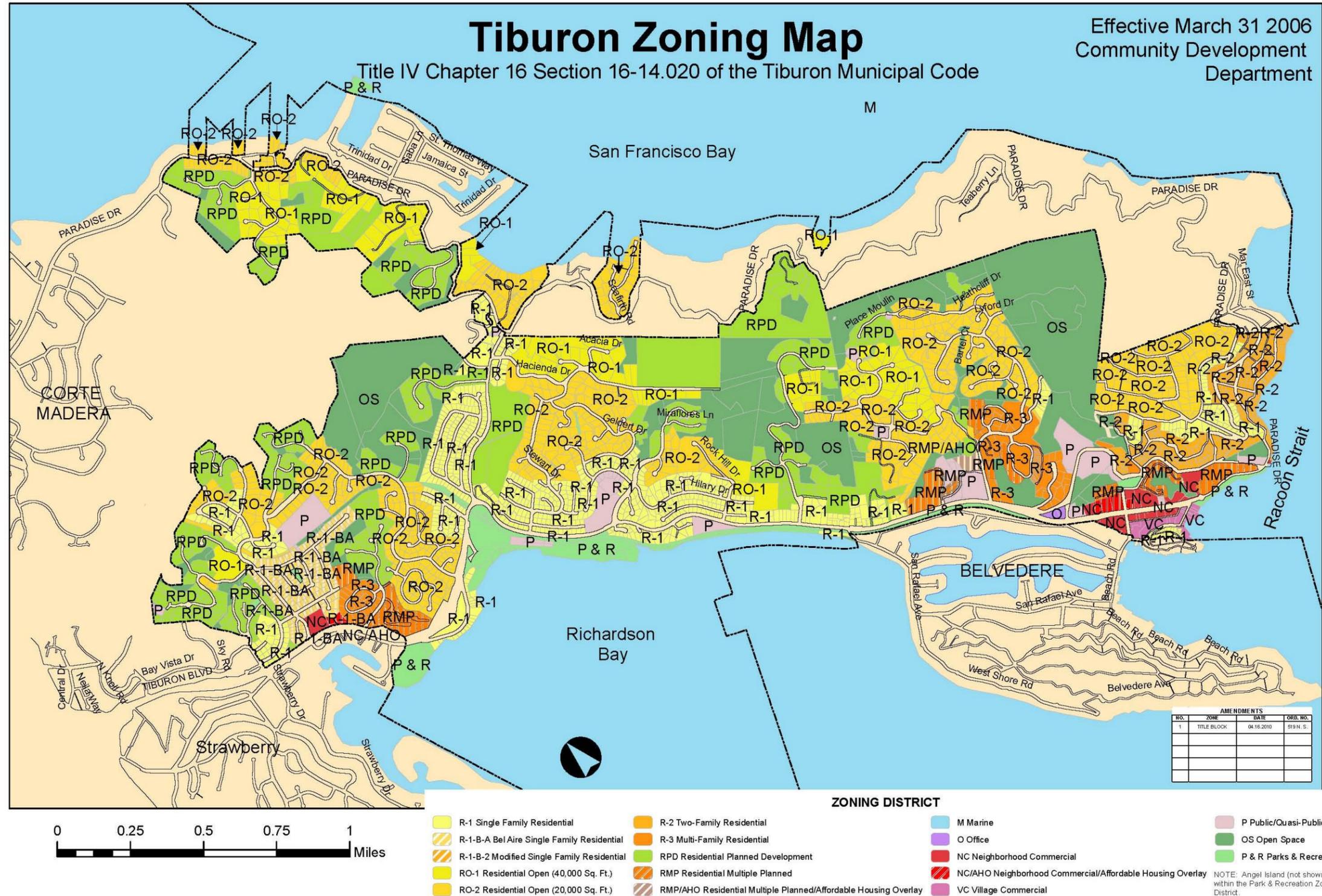
Tiburon history of rail and ferry transport has largely shaped the town’s development patterns. The Northwestern Pacific Railway lines which formerly connected Mill Valley and Corte Madera to downtown Tiburon encouraged development within walking distance of the former downtown Tiburon train station.

As automobile use grew, new roads were placed on or alongside the train beds, creating the existing arterial road system that includes Tiburon Boulevard. After World War II, Tiburon grew away from its original dense settlement pattern around the downtown area, creating a variety of neighborhoods in the hilly areas of town which were less accessible by walking or bicycling.

The Town of Tiburon is a predominantly residential community, consisting of relatively low density single-family housing, some medium density multiple-family homes, and limited commercial and office uses clustered primarily within the downtown area. The existing land uses in Tiburon are shown in **Figure 3-1**. This map includes the location of land uses such as commercial areas, which represent potential bicycle and pedestrian destinations in Tiburon.

The employed population of Tiburon commute to three major employment centers: San Francisco, San Rafael, and businesses within Tiburon. Most get to their Marin County jobs by car and some by bus or bicycle. Section 3.4 details commute patterns in Tiburon. Other major activity centers includes Reed Elementary School, Bel Aire Elementary School, and Del Mar Intermediate School.

Figure 3-1: Tiburon General Plan Land Use Map



3.3 Bicycle and Pedestrian Activity

In 2007, the Non-motorized Transportation Pilot Program (NTPP), a federally-funded project of the Marin County Department of Public Works, conducted counts and surveys of bicyclists and pedestrians throughout Marin County. The five places in Marin County with the highest volumes of combined bicycle and pedestrian activity included the intersection of Tiburon Boulevard and Main Street (1,800 people). Of all counted locations, this intersection ranked in the top four for highest combined bicycle and pedestrian commuter activity during weekday peak periods and ranked as the second most popular weekend bicycling and walking location in the county. These results may be influenced by weekday access to the Ferry Terminal and may reflect the weekend popularity of Tiburon’s Old Rail Trail, the “Paradise Loop” along Tiburon Boulevard and Paradise Drive, and the relationship between tourism and pedestrian activity in Tiburon.

3.4 Commute Patterns

A central focus of presenting commute information is to identify the current “mode split” of people that travel in Tiburon. Mode split refers to the choice of transportation a person selects to reach their destinations, be it walking, bicycling, taking a bus, or driving. One major objective of any bicycle or pedestrian facility improvement is to increase the percentage of people who choose to bicycle or walk rather than drive or be driven. Every saved vehicle trip or vehicle mile represents quantifiable reductions in air pollution and can help in lessening automobile traffic congestion.

Journey to work data was obtained from the most recent five-year American Community Survey estimates (2009-2013) for Tiburon, Marin County, California, and the United States. The percent breakdown for primary mode of travel during commute trips conducted by the employed population over the age of 15 is shown in **Table 3-1**.

Table 3-1: Means of Transportation to Work (ACS, 2009-2013)

MODE CHOICE	UNITED STATES	CALIFORNIA	MARIN COUNTY	TIBURON
<i>Drove Alone</i>	76.3%	73.2%	66.2%	59.6%
<i>Carpooled</i>	9.8%	11.3%	8.8%	7.0%
<i>Transit (includes ferry)</i>	5.0%	5.2%	8.9%	11.0%
<i>Taxi</i>	0.1%	0.0%	0.0%	0.0%
<i>Motorcycle</i>	0.2%	0.3%	0.2%	0.5%
<i>Bicycle</i>	0.6%	1.1%	1.6%	1.7%
<i>Walked</i>	2.8%	2.7%	3.3%	1.9%
<i>Other Means</i>	0.9%	0.9%	0.7%	2.1%
<i>Worked at Home</i>	4.3%	5.2%	10.3%	16.4%

As shown, about 1.7 percent of all employed Tiburon residents above the age of 15 commute primarily by bicycle. The American Community Survey does not include the number of people who bicycle for recreation or for utilitarian purposes, students who bicycle to school, bicycle commuters who travel from outside Tiburon, or commuters who bicycle to transit, and, therefore, the data likely undercounts true bicycling rates. Recreational bicycling is especially popular in Tiburon, with its easy access to popular recreational routes along Paradise Drive and other areas.

Comparatively, Tiburon's rate of bicycle commuting is roughly equivalent to the Marin County average (1.7 percent compared to 1.6 percent) and above statewide and national averages (1.1 percent and 0.6 percent, respectively). The percentage of commuters who primarily use transit to get to work in Tiburon is over double that of the state and national averages (11.0 percent compared to 5.2 percent across the state and 5.0 percent across the country). Conversely, Tiburon displays a lower percentage of residents of who walk to work (1.9 percent) compared to county, state, and national averages (3.3 percent, 2.7 percent, and 2.8 percent, respectively). This may be explained by the large number of Tiburon residents who work from home (16.4 percent).

3.5 Potential Future Air Quality Improvements

Tiburon lies within the San Francisco Bay Area Basin, which is regulated by the Bay Area Air Quality Management District (BAAQMD). As of July 2005, the air quality in the San Francisco Bay Area Basin did not meet the minimum State health-based standards for one-hour concentrations ground-level ozone and the State standards for Particulate Matter (PM10) and Fine Particulate Matter (PM2.5).² Currently, the Basin is classified as marginal non-attainment area for the Federal 8-hour ozone standard.

According to the BAAQMD, motor vehicles are responsible for approximately 75 percent of the smog in the Bay Area. Reducing vehicle-miles traveled (VMTs) is a key goal of the BAAQMD, and fully implementing Tiburon's bicycle and pedestrian network may help achieve this goal by providing residents improved options for getting to work, school, or shopping that are not automobile dependent. Based on data from the 2009-2013 American Community Survey and estimates of bicycle mode share for students, the current number of daily bicycle and pedestrian commuters in Tiburon is estimated to be 659 people and approximately 2,300 trips per day.

In an effort to estimate the potential increase in the number of daily bicycle and walk trips in Tiburon after implementation of the changes proposed in Chapter 4, **Table 3-2** shows that a modest potential increase of daily bicycle and pedestrian could result, conservatively, in the diversion of 100 automobile trips per day and the reduction of 1.3 metric tons of hydrocarbons, 9.4 metric tons of carbon oxides, 0.6 metric tons of nitrous oxides, and 188 metric tons of carbon dioxides per year.

² BAAQMD. Ambient Air Quality Standards & Bay Area Attainment Status. Last updated July 15, 2005. <www.baaqmd.gov/pln/air_quality/ambient_air_quality.htm>

Table 3-2: Bicycle and Pedestrian Commute and Air Quality Projections

Topic	Value	Source
Population	9,042	2009-2013 American Community Survey (ACS)
Number of Commuters	3,788	2009-2013 ACS (Employed persons minus those working at home)
Number of Bicycle-to-Work Commuters	64	2009-2013 ACS
Bicycle-to-Work Mode Share	1.7%	2009-2013 ACS
Number of Walk-to-Work Commuters	72	2009-2013 ACS
Walk-to-Work Mode Share	1.9%	2009-2013 ACS
School Children Grades K-12	1,541	2009-2013 ACS
Estimated School Bicycle and Walk Commuters	447	Marin County Safe Routes to Schools, 2011 Program Evaluation (29 percent of hand tally respondents)
Number of College Students	467	2009-2013 ACS
Estimated College Bicycle Commuters	23	National Bicycling & Walking Study, FHWA, Case Study No. 1, 1995. Review of bicycle commute share in seven university communities (5%)
Average Weekday Marin Ridership	870	Average weekday activity (boardings and alightings) for Strawberry-Tiburon-Belvedere, Marin Transit Ridecheck Report – 2011 Local Bus Survey
Number of Daily Bike Marin Transit Users	18	Average weekday activity (boardings and alightings) for Strawberry-Tiburon-Belvedere, Marin Transit Ridecheck Report – 2011 Local Bus Survey
Estimated Total Number of Bicycle and Walk Commuters	624	Total weekday average of bike and walk to work, transit, school, college commuters

Topic	Value	Source
Estimated Utilitarian, Social/Recreational, and Other Bike/Walk Trips Per Day	4,300	Assume 7 utilitarian, social/recreational, other bicycling and walking trips per 1 active commute/school trip, rounded down (NHTS, 2009)
Total Daily Bicycle and Walking Trips	9,848	Total active commuters x 2 (for round trips)
Reduced Vehicle Trips per Weekday	7,386	Assume 75% of trips would otherwise be taken by a motorized vehicle
Reduced Vehicle Miles per Weekday	7,386	Assumes each trip is approximately 1 mile

Potential Commuters	Future	Active	Value	Source
Number of Workers with Commutes 9 Minutes or Less			326	2009-2013 ACS
Number of Workers who Already Bicycle or Walk to Work			136	2009-2013 ACS
Number of Potential Bicycle Commuters (Non-Transit)			190	Calculated by subtracting number of workers who already bike or walk from the number of workers who have commutes 9 minutes or less
Future Number of New Active Commuters			29	Based on capture rate goal of 15% of potential bike and walk commuters
Total Future Daily Bicycle and Walk Commuters			165	Current daily bike and walk commuters plus future bicycle commuters
Future Total Daily Bicycle or Walking Trips			330	Total future daily bicycle and walk commuters x 2 (for round trips)
Future Reduced Vehicle Trips per Weekday			248	Assumes 79% motor vehicle trip replacement
Future Reduced Vehicle Miles per Weekday			248	Assumes each trip is approximately 1 mile

Future Reduced Vehicle Miles traveled per Year	90,000	Assumes 365 days per year, rounded down
Future Air Quality Benefits	<i>Value</i>	<i>Source</i>
Reduced VOC (lbs/year)	200	EPA report 420-F-08-024 "Emission Facts: Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks." 2008.
Reduced Hydrocarbons (lbs/year)	200	
Reduced Carbon Monoxide (lbs/year)	1,800	
Reduced Nitrogen Oxide (lbs/year)	100	
Reduced Carbon Dioxide (lbs/year)	73,000	

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3.6 Collision History

In the five years between January 1, 2008 and December 31, 2012 (the five-year period with the most recently available data), Tiburon experienced a total of ten reported collisions that resulted in an injury to a bicyclist or a pedestrian. None of those collisions resulted in a fatality. Below is a detailed analysis of each type of collision.

3.6.1 Bicycle Collisions

Table 3-3 summarizes the number and type of reported bicycle-involved collisions from January 1, 2008 to December 31, 2012. Over that time period, the number of bicycle collisions remained relatively consistent, ranging between zero and one collision per year.

Table 3-3: Reported Bicycle-involved Collisions, 2008-2012

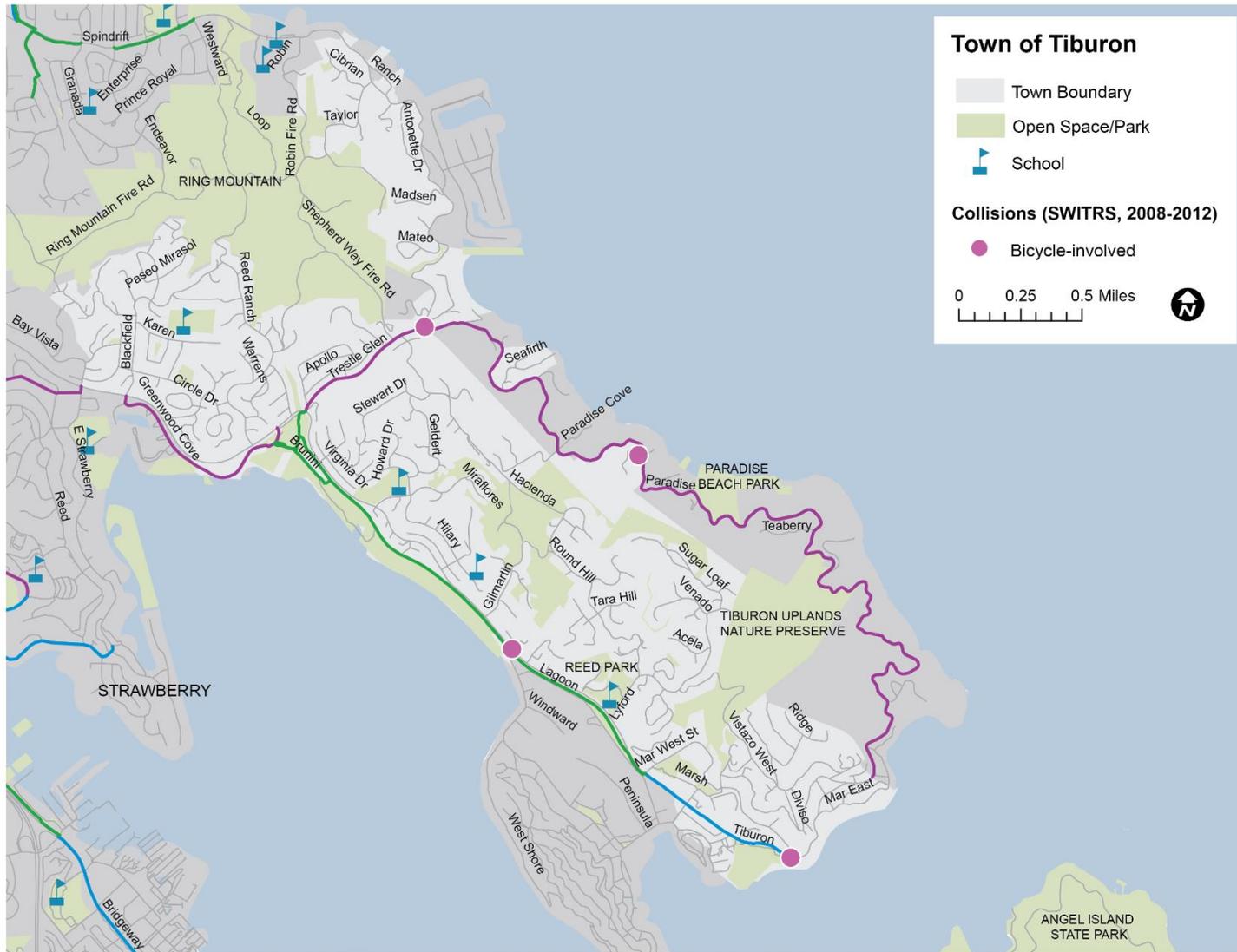
	2008	2009	2010	2011	2012	Total
Total Collisions	10	14	14	11	7	56
Total Collisions Involving a Bicyclist	1	1	1	0	1	4
Total Non-Fatal Injuries Involving a Bicyclist	1	1	1	0	1	4
Sever Injury/Fatal Collisions Involving a Bicyclist	0	0	0	0	0	0
Percent Bicyclists Injured per Total Collisions	10.0%	7.1%	7.1%	0.0%	14.3%	7.1%

Between 2008 and 2012, all reported bicycle-involved collisions occurred during daylight hours (9AM – 5PM). These are the times when the most car and bicycle traffic is on the streets.

Table 3-4: Reported Bicycle-involved Collisions – Time of Day Comparison

	2008	2009	2010	2011	2012	Total
Daylight (9AM – 5PM)	1	1	1	0	1	4
Dawn & Dusk (6-9AM & 5-8PM)	0	0	0	0	0	0
Night Time (8PM – 6AM)	0	0	0	0	0	0
Total	1	1	1	0	1	4

Figure 3-2: Reported Bicycle-involved Collisions, 2008-2012



3.6.2 Pedestrian Collisions

Table 3-5 identifies reported pedestrian collisions within Tiburon involving injury for the last five years of available data. From January 1, 2008 to December 31, 2012, there were six reported pedestrian-involved collisions. Of the six collisions, five resulted in minor injuries and one resulted in a severe injury. A map of the collisions is shown in **Figure 3-3**.

Table 3-5: Reported Pedestrian-involved Collisions, 2008-2012

	2008	2009	2010	2011	2012	Total
Total Collisions	10	14	14	11	7	56
Total Collisions Involving a Pedestrian	0	4	2	0	0	6
Total Non-Fatal Injuries Involving a Pedestrian	0	3	2	0	0	5
Severe Injury/Fatal Collisions Involving a Pedestrian	0	1	0	0	0	1
Percent Pedestrian Injured per Total Collisions	0.0%	28.6%	14.3%	0.0%	0.0%	10.7%

No pedestrian fatalities occurred in Tiburon over the five-year period. Similar to bicycle-involved collisions, all pedestrian-involved collisions took place during daylight hours (9 AM to 5 PM).

Table 3-6: Reported Pedestrian-involved Collisions - Time of Day Comparison

	2008	2009	2010	2011	2012	Total
Daylight (9AM – 5PM)	0	4	2	0	0	6
Dawn & Dusk (6-9AM & 5-8PM)	0	0	0	0	0	0
Night Time (8PM – 6AM)	0	0	0	0	0	0
Total	0	4	2	0	0	6

4 Proposed Improvements

This section provides information about the proposed improvements for bicycling and walking in the Town of Tiburon including both physical improvements (multi-use paths, bicycle lanes, bicycle routes, bicycle parking, sidewalks, and crossing improvements) and education, enforcement, and encouragement programs (e.g. Safe Routes to Schools).

As shown in the preceding Existing Conditions chapter, Tiburon's current walkway and bikeway system provides opportunities for non-motorized travel through a network of sidewalks, Class I pathways, Class II bicycle lanes, and Class III bicycle routes. However, gaps remain in the bicycle and pedestrian network which are critical to providing good connectivity for people bicycling and walking both within the Town of Tiburon and attempting to travel to neighboring communities. The connections from residential areas to schools and from the town to Strawberry, Mill Valley, and Corte Madera still present significant obstacles to bicyclists, although the issue areas largely fall outside of Tiburon. Improvements in pedestrian circulation are also needed to increase access from neighborhood areas to downtown and schools, as well as to encourage safe walking throughout the town.

4.1 Proposed Bicycle Facility Improvements

The vision for bicycling includes completing and improving existing bicycle paths, lanes and routes, including signing and stenciling, and implementing programs. For walking the vision is to maintain and improve existing walkways and crosswalks, and improve access from the neighborhood areas to the Old Rail Trail, downtown, and schools through a series of stairway and mid-block crossing improvements.

Figure 4-1: Proposed Bicycle Projects

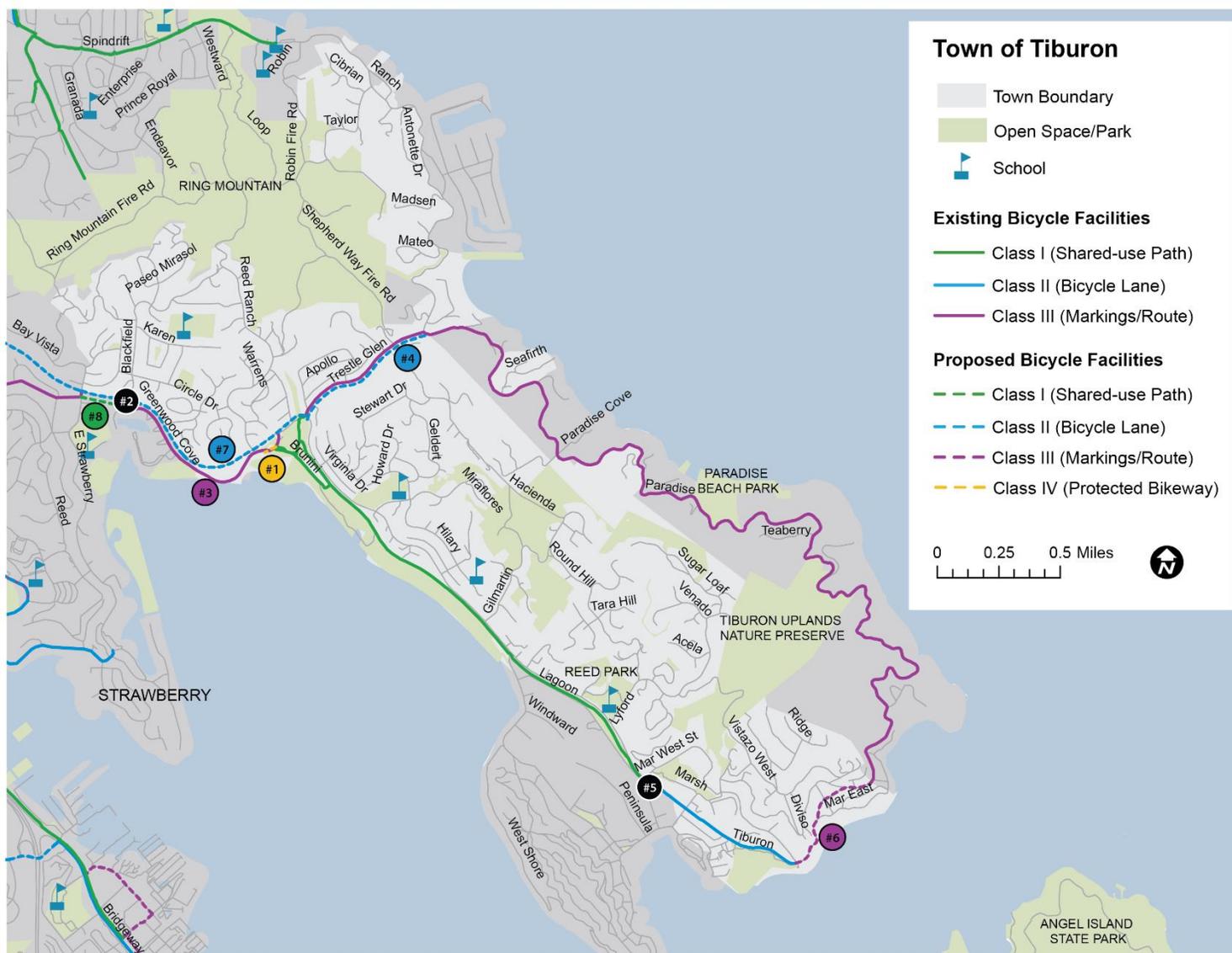


Table 4-1: Proposed Bicycle Projects and Actions

Name	Begin	End	Facility Type	Length	Estimated Cost*	Description
Project #1: Blackie's Pasture Connection	Blackie's Grove	Blackie's Pasture	Class IV (parking and buffer protected bikeway) and pedestrian path	0.03	\$50,000 (Town of Tiburon Bay Trail Gap Study, 2012)	Improved pedestrian and bicycle path along access road south of the Blackie's Pasture parking lot; pave gravel shoulder that serves as on-street parking and provide a 4-foot wide striped buffer between the 10-foot wide multi-use path and the parking aisle. Move the existing fence approximately 4 feet to the south. (Town of Tiburon Bay Trail Gap Study, 2012) Add signage to advise bicyclists they are entering a neighborhood 'slow zone.'
Project #2: Tiburon Boulevard at Blackfield Drive/Greenwood Cove Drive	N/A	N/A	Intersection enhancements	N/A	\$116,000	Bicycle and pedestrian intersection enhancements currently under study. Includes addition of a high-visibility crosswalk, pedestrian-activated Leading Pedestrian Interval, buffered bicycle lanes, dashed green bicycle lanes to indicate a mixing zone, and "bike box". (Safe Pathways to School)
Project #3: Greenwood Beach Road	Town/County Boundary (approximately 150 feet south of Barbaree Way)	Blackie's Grove	Class III (bicycle route)	0.43	\$35,000	Class III bike route signs should be changed to advise bicyclists of a neighborhood 'slow zone'; signs should direct faster bicyclists to use Tiburon Blvd.; and explore the use of different pavement textures to help slow bicycle traffic on Greenwood Beach Road or alert bicyclist to slow zone signs.
Project #4: Trestle Glen Boulevard	Tiburon Boulevard	Paradise Drive	Class II (bicycle lane)/Class III (bicycle route)	0.61	\$2 million+	Class II bike lanes on both sides <i>or</i> a combination Class II/III with bike lanes on uphill direction.

Name	Begin	End	Facility Type	Length	Estimated Cost*	Description
Project #5: Tiburon Boulevard	Mar West Street	Lagoon Road/Cove Road	To Be Determined	0.01	\$100,000	Improve transition from Class I facility on Tiburon Boulevard west of Mar West Street to Class II facility east of Mar West Street. Coordinate with planned signal or roundabout at this location.
Project #6: Paradise Drive	Mar West Street	East Town Limit near Agreste Way	Class III (bicycle route)	0.54	\$10,000	Stencil or sign Class III bicycle routes
Project #7: Tiburon Boulevard	Town limits	Trestle Glen Boulevard	Class II (bike lanes)	1.0	\$237,000	Subject to Caltrans and County approval; convert existing striped shoulder to Class II bike lanes
Total Proposed Class I Bikeways				0.0	\$0	
Total Proposed Class II Bikeways				1.61	\$2,237,000+	
Total Proposed Class III Bikeways				0.97	\$45,000	
Total Proposed Class IV Bikeways				0.03	\$50,000	
Total Other Proposed Bicycle Facilities				0.01	\$216,000	
Total Proposed Bikeways				2.62	\$2,548,000+	

* Planning level cost estimates are based on latest available actual implementation unit costs in the Bay Area, and include all design, environmental, and other costs. Many projects are undefined at this level, and the final type and scope of the project is yet to be determined. The estimates do not include any major right-of-way, environmental, or engineering costs that may be discovered in the feasibility design process. Costs from available feasibility studies are used where available.

Table 4-2: Proposed Projects and Actions Outside of Town Boundaries

Name	Begin	End	Facility Type	Length	Estimated Cost*	Description
Project #8: Tiburon Boulevard	East Strawberry Drive	Greenwood Cove Drive	Class I (Multi-use Path)	0.19	\$2,550,000	Advocate for and support County implementation of a Class I multi-use path along the south side of Tiburon Boulevard; maintain Caltrans shoulder (path separated with barrier at highway elevation OR path below highway on bench); single span bridge over slough. (Town of Tiburon Bay Trail Gap Study, 2012)

* Planning level cost estimates are based on latest available actual implementation unit costs in the Bay Area, and include all design, environmental, and other costs. Many projects are undefined at this level, and the final type and scope of the project is yet to be determined. The estimates do not include any major right-of-way, environmental, or engineering costs that may be discovered in the feasibility design process. Costs from available feasibility studies are used where available.

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4.1.1 Proposed Class I – Multi-Use Pathway

The following potential improvements are presented for future study and action by the Town:

- Advocate for the County of Marin to study a potential Class I multi-use path on Tiburon Boulevard from East Strawberry Drive to Greenwood Cove Drive.

4.1.2 Proposed Class II – Striped Bicycle Lanes

Proposed bicycle lanes in Tiburon are intended primarily to complete bikeways gaps on the Tiburon Peninsula as well as connecting to neighboring communities.

- Convert the existing shoulder on Tiburon Boulevard from the western Town limit to Trestle Glen Boulevard to a striped Class II bicycle lane. The project is subject to Caltrans and County approval.
- Stripe Class II bicycle lanes in both directions on Trestle Glen Boulevard between Tiburon Boulevard and Paradise or stripe Class II bicycle lanes along the uphill segment of Trestle Glen Boulevard from Tiburon Boulevard to Paradise Drive and a Class III bicycle route along the downhill segment. This would connect Tiburon Boulevard and the Old Rail Trail to existing and proposed residential areas along Trestle Glen Boulevard and Paradise Drive and would provide better access to Corte Madera. The Town completed a feasibility study of this project in 2003, which identified significant obstacles to implementation of Class II bicycle lanes in both the uphill and downhill directions.

4.1.3 Proposed Class III – Signed Bicycle Routes

Proposed bicycle routes in Tiburon are intended to improve connections to neighboring communities where Class I and Class II bicycle facilities may not be feasible, to provide wayfinding, and to improve safety on recreational routes. The minimum treatment for these routes would be standard Bicycle Route signage. Areas with on-street parking should be considered for Shared Roadway Bicycle Markings (“Sharrows”). Additional safety signage such as Share the Road signs or other Manual on Uniform Traffic Control Devices (MUTCD) safety signage is recommended for all segments. In addition, narrow curvy roadways should be considered for shoulder widening or addition of pullouts and passing areas along with Share the Road signage.

- Stencil “sharrows” and/or install bicycle route signage along Paradise Drive from Mar West Street to the east Town Limit near Agreste Way.

4.1.4 Bicycle Parking and End-of-Trip Facilities

Bicycle parking includes standard bike racks, weather-protected bicycle parking, enclosed lockers, and secure “corrals.” Due to lack of sidewalk space for bicycle rack placement, the POST Commission recommended a trial installation of “on-street” bicycle parking areas which would take the place of unused red curb zone areas in the downtown area. Other end-of-trip facilities include showers and changing facilities.

4.1.5 Share the Road Signs

Yellow “Share the Road” bicycle warning signs have been installed by the County of Marin at several locations near the town, and additional signs are being installed in early 2016. These signs are intended to increase motorist and bicyclist awareness of the need to share narrow roadways with limited sightlines or other potential safety issues. The Share the Road signs are intended to complement the County Bicycle Route Guide Sign System.

4.1.6 County Bicycle Route Signs

The County of Marin has undertaken a bicycle route guide signage project that marks countywide bicycle routes and have installed new bicycle route signs along roadways within Town boundaries.

4.2 Proposed Pedestrian Facility Improvements

This section discusses capital project recommendations for Tiburon's pedestrian network. These infrastructure improvements are intended to enhance pedestrian access and circulation, as well as help pedestrians feel more comfortable when walking in Tiburon.

A number of recommendations are made for infrastructure projects that should be implemented on a town-wide basis. These projects were divided into several categories of improvements: walkway gaps, curb ramps, signalized intersections, signal timing, and unsignalized intersections. Following the town-wide project recommendations, a number of example project recommendations are identified. These projects seek to improve specific intersections, corridors, or other locations that were identified through the existing conditions and public input process as needed improvement areas.

4.2.1 Infill of Walkway Gaps

Walkway gaps are areas in Tiburon where there is no walkway, or the walkway ends abruptly, resulting in a discontinuous network. Areas without walkways may force pedestrians to walk along the edge of the roadway, or may cause pedestrians to cross at undesignated crossing locations. Where feasible, providing a continuous pedestrian sidewalk along at least one or both sides of all of Tiburon's roadways is recommended. However, this practice is probably not feasible for many of the residential areas in town, outside the downtown, and commercial areas along Tiburon Boulevard.

A complete town-wide inventory of walkway gaps was not within the scope of this plan update. The Town should consider conducting a comprehensive sidewalk and pathway inventory in order to develop a detailed digital inventory of sidewalk gaps and develop a process for prioritizing and filling these gaps. In addition, the town should continue working to establish walkways as part of the proposed Steps, Lanes, and Paths routes identified by the Town.

4.2.2 Reduction of Curb Radii

Historically, roadway design standards called for wide curb radii at intersections to promote intersection capacity for motor vehicles. As a result, many of Tiburon's intersections have corners that force pedestrians to walk further to cross the street than at intersections with small or medium turning radii. This design also allows vehicles to make right-turns at relatively high speeds compared to smaller intersections. As a Town-wide policy, Tiburon should consider reducing corner curb radii when re-paving streets and installing curb ramps.

4.2.3 Curb Ramp Improvements

4.2.3.1 Curb Ramps

The Town adopted an ADA Transition Plan, and completed all the identified curb ramp projects in this self-assessment. Remaining curb ramps are located on Caltrans jurisdiction.

Tiburon should continue to install curb ramps as a part of repaving or other capital construction, as needed, if none currently exist. This would occur primarily in the downtown and commercial areas of the town, and potentially around schools and other key pedestrian destinations. The Town should work with Caltrans to install curb ramps at locations within the town which are in Caltrans jurisdiction.



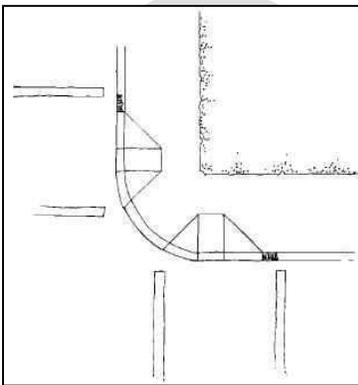
A curb ramp with truncated domes

4.2.3.2 Truncated Domes

Truncated domes provide a cue to visually-impaired pedestrians that they are entering a street or intersection. Since 2002, ADA Guidelines have called for truncated domes on curb ramps.

Although it is not required for Tiburon to install truncated domes at existing curb ramps that were built prior to 2002, the Town should continue installing these devices at high-priority pedestrian locations and when re-paving and upgrading existing curb ramps to meet ADA guidelines. Truncated domes are relatively inexpensive to install.

Tiburon should continue to install truncated domes in high pedestrian use areas around the downtown and along streets that provide access to the commercial and school areas. Tiburon should also install truncated domes when re-paving streets and improving existing curb ramps and elsewhere to be in compliance with ADA requirements. In locations where Caltrans owns the right-of-way, Tiburon should encourage Caltrans to install truncated domes.



4.2.3.3 Perpendicular Curb Ramps

Perpendicular curb ramps are designed such that two ramps are included at intersection corners. Perpendicular ramps allow pedestrians and people in wheelchairs to access the sidewalk perpendicular to stopped traffic, and to enter into the crosswalk directly in their line of travel. Perpendicular ramps are not required by ADA or any other standard. However, perpendicular ramps are the preferred curb ramp style from a pedestrian standpoint since they provide the most direct access into the crosswalk. Perpendicular ramps do require more space to install than a single diagonal ramp, are more costly, and sometimes cannot be

accommodated due to utilities or other obstructions at the corner. However, especially at major intersections in high pedestrian zones, it is recommended that they be installed where feasible.

Tiburon should continue to install perpendicular curb ramps in high pedestrian use areas and on adjacent streets or encourage Caltrans to install perpendicular curb ramps throughout the town as needed.

4.2.4 Rectangular Rapid Flashing Beacons

These push-button activated devices are designed to improve pedestrian safety by increasing motorist and bicyclist awareness of pedestrians at mid-block crosswalk locations. When pedestrians push the button, lights attached to signage illuminate in a flashing pattern. Tiburon should consider working with Caltrans to install rectangular rapid flashing beacons at mid-block crosswalk locations such as those along Tiburon Boulevard while also taking into account the frequency of beacons along a given corridor.

4.2.5 Curb Extensions

Curb extensions, also called “bulb-outs” to describe their shape, are engineering improvements intended to reduce pedestrian crossing distance and increase visibility. In addition to shortening the crosswalk distance, curb extensions serve to increase pedestrian visibility by allowing pedestrians to safely step out to the edge of the parking lane where they can see into the street, also making them more visible to oncoming drivers. Curb extensions can also improve safety by visually narrowing the roadway, cueing drivers to reduce their speed. Despite their advantages, curb extensions can require major re-engineering of the street, can be costly, and are not appropriate for all situations.

Tiburon should study the feasibility of coordinating with Caltrans to install curb extensions at crosswalk locations in high pedestrian use areas where appropriate.

4.2.6 Example Priority Pedestrian Projects

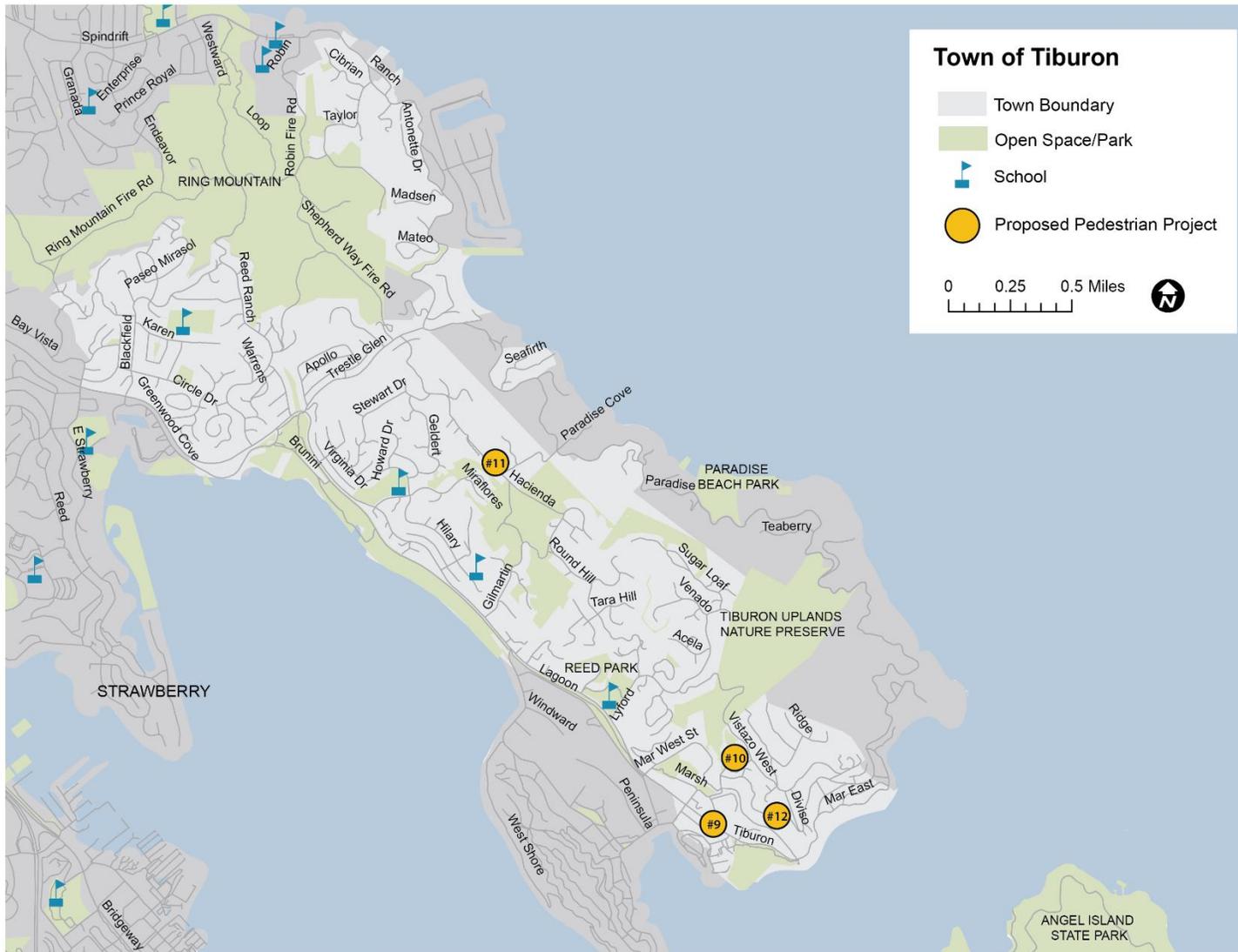
The following list of pedestrian projects was developed based on past public input and the input from Staff and the POST Commission. A number of these projects are already developed and funded.

Table 4-3: Proposed Pedestrian Projects and Actions

Recommended Project	Location	Description	Estimated Cost*
Project #9: Unprotected/Mid-Block Crossing Upgrade	Tiburon Boulevard (161 feet west of Juanita Lane)	Add advanced yield lines. (Downtown Circulation and Parking Analysis – Final Report, Town of Tiburon, 2012)	\$2,000
Project #10: Steps, Lanes, and Paths Top Priority Project #1	Moitoza Lane (Portion between Vistazo West Street and Esperanza Street)	There is an approximately 500 foot long stretch of public recreational trail, varying in width between four and ten feet, that is unimproved within this segment that would connect two public streets. The dirt path is narrow and uneven in places and not friendly for most users. The Town has a recent detailed topographic survey of the entire segment. Installation of a paved, safe walking path made of decomposed granite along this 500-foot stretch would complete the connection. Signage would be installed at the entrances to signify access. (Tiburon Bicycle and Pedestrian Master Plan, 2008 Update)	\$100,000
Project #11: Tiburon Ridge Trail	Vicinity of Rabin Property – Town Trail	Close trail gaps such as Hacienda Gap with trail enhancements to be determined	\$125,000
Project #12: Las Lomas Trail	Las Lomas Lane at Centro West Street	Weather harden existing trail	\$40,000
Total			\$269,000

* Planning level cost estimates are based on latest available actual implementation unit costs in the Bay Area, and include all design, environmental, and other costs. Many projects are undefined at this level, and the final type and scope of the project is yet to be determined. The estimates do not include any major right-of-way, environmental, or engineering costs that may be discovered in the feasibility design process. Costs from available feasibility studies are used where available.

Figure 4-2: Proposed Pedestrian Projects and Actions



4.3 Recommended Policies and Programs

Supporting policies and programs are an important component of a bicycle and pedestrian transportation system. Bikeway and walkway facilities alone are not sufficient to increase bicycling and walking. Programs such as bikeway and sidewalk management and maintenance, and promotional and educational programs contribute to improved convenience and safety for pedestrians and bicyclists, and help create the cultural shift that is necessary to increase walking and bicycling as a mode of transportation. The following section includes both general and specific recommendations for programs.

4.3.1 Development and Redevelopment

One of the critical challenges of providing pedestrian and bikeway improvements is funding their construction. Private projects such as new or redevelopment and public projects such as planning Capital Improvements Projects (CIP) provide excellent opportunities for cost-effective implementation of bikeways and improved pedestrian circulation.

Tiburon should continue to require bikeway and pedestrian improvements as a condition of private redevelopment or new construction. Tiburon Bicycle and Pedestrian Master Plan and be reviewed by staff with the involvement of the POST Commission.

4.3.2 Maintenance

Maintenance is often identified as one of the chief obstacles in the implementation of local bike and pedestrian plans in Marin County. Tiburon's bikeways and walkways should be well-maintained. Some tasks, such as repairing damaged and potholed roadway surfaces, clearing plant overgrowth, and regular sweeping are associated with routine roadway maintenance. Additional care and attention should be taken to ensure bikeways and walkways are included in maintenance, such as repainting faded street lines and markings, and repositioning these lines and markings where needed. For example, street sweeping activities should include the bike lane and not transfer debris out of the roadway and into the bicycle lane or shoulder area. Other maintenance activities are bikeway specific and could include restriping lanes, repainting stencils, and replacing signs. Clearing storm debris, repairing cracks in the sidewalk and fixing trip-and-fall hazards are all typical routine sidewalk maintenance to ensure continued ADA accessibility. Roadway and other capital improvement construction projects present unique challenges for maintaining bikeways and pedestrian facilities.

4.3.2.1 "Spot improvement" Maintenance

The Town should ensure that a mechanism exists to alleviate potential hazards for bicyclists and pedestrians at specific locations. Training should be provided if necessary to ensure that public works maintenance employees recognize recurring bicycle and pedestrian issues such as:

- Improperly designed or placed drainage grates
- Cracks or seams in the pavement or sidewalk
- Overhanging tree limbs or encroaching vegetation located along bikeways and walkways
- Areas where debris accumulates in bike lanes and on sidewalks and pathways

4.3.2.2 Integrate Maintenance into DPW Process

All printed and online bicycle education materials and maps should include the Department of Public Works maintenance request website and phone number.

4.3.3 Multi-Modal Connections

The Town of Tiburon should work with bus and ferry operators to continue to expand bicycle access to transit. Bicycle travel to transit stops and stations should be enhanced in order to make the transfer between bicycle and transit travel as convenient as possible. Key components to enhancing transit-bike connections include: providing bicycle parking at transit stops, including bike racks at key bus stops, transfer points, and the Ferry Terminal, and providing educational materials regarding transit and bikes-on-transit, including maps to and from stations and stops. Improvements to bicycle rack capacity on buses will benefit Tiburon bicyclists who take buses to the wide variety of destinations.

4.3.4 Traffic Calming

Traffic calming programs are beneficial for all roadway users, especially if programs succeed in reducing the speed differential between automobile and bicyclist travel speeds. However, if not appropriately designed, some physical traffic calming devices can present hazards for bicyclists. For example, bulb-outs or traffic islands can narrow the space between bicycles and cars and, depending the context, may compromise a bicyclist's safety if not properly designed.

All physical traffic calming solutions should take into account bicyclists' needs; incorporate design features and signage that ensure that bicyclists and motorists have enough room to share the lane; and clearly establish right-of-way priorities. In cases where bicyclists' operating space is reduced, action should be taken to clearly indicate bicyclists' recommended roadway positioning using stencils and/or signage as well as other means to increase visibility of bicyclists to motorists.

4.3.5 Education and Enforcement Programs

Most education and enforcement programs and activities will likely be cooperative efforts between the Town of Tiburon, the Tiburon Police Department, the POST Commission, the Marin County Sheriff's office, the County of Marin, the Transportation Authority of Marin, and local bicycle groups such as the Marin County Bicycle Coalition.

4.3.5.1 Continue and Expand Existing Education and Enforcement Programs

Existing school education programs should be continued. With the passage of Measure A funding for Safe Routes to Schools, the program will continue to be available to Tiburon schools and can be expanded to include non-participating schools. Measure A funding also provides Safe Pathways funding, which provides an incentive for Safe Routes programs to develop infrastructure improvement concepts.

As funding permits, the Town should consider working with law enforcement and the Marin County Bicycle Coalition to publicize MCBC's adult bicycle education and safety programs, including Share the Road, Share the Path, and Street Skills classes. The Marin County Bicycle Coalition offers Street Skills classes which can be taken as a form of "bicycle traffic school" in lieu of fines when a bicyclist receives a citation for violating traffic laws. The Town should consider working with MCBC to promote these free adult "cycling skills" classes to prevent future traffic violations and unsafe behavior. In addition, the Town

should consider sponsoring MCBC Share the Road safety presentations to community groups. A regular Share the Path outreach effort could be developed in partnership with the POST Commission, the Tiburon Police Department, other law enforcements and MCBC, as appropriate.

In terms of other law enforcement activities, the Tiburon Police Department should consider continuing its enforcement efforts of bicycling traffic violations and officers should consider providing literature regarding bicycles and the California Vehicle Code with every citation of a bicyclist. The Tiburon Police Department, in coordination with the Safe Routes to Schools program, should consider continue traffic safety rodeos at local schools in which students are taught in a classroom setting and then led through “on-the-bike” learning exercises, in addition to other educational and encouragement programs that the Tiburon Police Department see fit.

4.3.6 Encouragement Programs

Encouragement programs are vital to the success of the Tiburon Bicycle and Pedestrian Master Plan. Encouragement programs work to get more people out of their cars and onto bicycles or walking, which will help to reduce traffic congestion and air pollution, as well as improve the quality of life in Tiburon. In addition to government efforts, involvement by the private sector in raising awareness of the benefits of bicycling and walking is important and can range from small incremental activities by local citizens, to larger coordinated efforts by established non-profit groups. Specific programs are described below.

4.3.6.1 Bike Fairs and Events

Hosting bike fairs and events in Tiburon can raise the profile of bicycling in the area and provide entertainment for all ages at the same time. Bike fairs and events, similar to bike-to-work day events and bike rodeos currently hosted in the Town, provide an opportunity to educate and encourage current and potential bicyclists. Examples include “Shop by Bike” days, when bicyclists get vouchers or coupons for use in stores, or “bicycle to the movies” days, when bicyclists receive free popcorn or a discount on a movie or refreshments.

4.3.6.2 Walking Tours and Events

Walking tours and events are an excellent way to publicize walking for recreation and transportation. Tours can showcase the Town’s history and geography and take advantage of the many scenic walks in the area as well as raising awareness of the need for pedestrian improvements.

4.3.6.3 Tiburon Bicycle Route Map and Kiosks

Providing a bicycle route map is the primary tool for showing bicyclists all the designated bikeways in Tiburon and will help coordinate the Town’s efforts with the County’s signage project. A Bicycle Route Map of Tiburon should clearly show the type of facility (path, lane, or route) as well as include basic safety information, significant destinations, bicycle parking facilities, public bathrooms, water fountains, transit stops, and bicycle facilities in the neighboring communities. The map should clearly communicate traffic laws relevant to bicycles and the fact that Tiburon takes enforcement of those laws seriously. Posting points for the map include: Town Hall, the library, local schools, and the Ferry Terminal. Such a map could be displayed at bike shops and kiosks.

4.3.6.4 Bike-to-Work and Bike-to-School/Walk-to-Work and Walk-to-School Days

The Town of Tiburon should consider participating in the annual Bike-to-Work day in May, in conjunction with the California and Marin County bike-to-work week activities. Town staff could help staff “energizer” stations along the typical commuter routes. The Town should also consider encouraging participation by local schools in Walk and Bike to School Day.

4.3.7 Safe Routes to Schools

Identifying and improving routes for children to walk or bicycle to school is an effective means of reducing morning traffic congestion and addressing potential safety concerns around schools. Most effective school commute programs are joint efforts of the school district and Town or County, with parent organizations adding an important element. The traffic calming, route maps and infrastructure improvements that result from an extensive Safe Routes to School plan benefit not only students walking and biking to school, but also other bicyclists and pedestrians that are using routes near schools.

The Town of Tiburon should continue its support of the Safe Routes to Schools program within the Reed Union School District. Safe Routes infrastructure improvements at local schools should be coordinated with town-wide bicycle infrastructure improvements to create a seamless network by which school-aged children can travel by bicycle and on foot.

The following five recommendations are incorporated from the Marin County Safe Routes to Schools (SR2S) Program Evaluation (2011):

- Explore options for law enforcement to develop a rotational schedule to monitor all schools, as well as other ways in which law enforcement can contribute to SR2S.
- Explore the development of Neighborhood Guides which would include route maps for bicycling and walking.
- Use social media to market the SR2S program
- Encourage students to participate in regional SR2S data clearinghouse
- Continue to conduct regular evaluations of the Marin County SR2S program

5 Plan Implementation

This chapter identifies steps towards implementation of the proposed facilities and programs of this plan, the estimated costs for the proposed improvements and maintenance, and strategies on funding and financing.

5.1 Implementation Process

The steps between the network improvements and concepts identified in this Plan and the final completion of the improvements will vary from project to project, but typically include:

1. Adoption of the 2016 Tiburon Bicycle and Pedestrian Master Plan Update by the Tiburon Town Council.
2. Preparation of a Feasibility Study involving a conceptual design (with consideration of possible alternatives and environmental issues) and cost estimate for individual projects as needed.
3. Secure, as necessary, outside funding and any applicable environmental approvals.
4. Approval of a project by the Town Council, including the commitment by the latter to provide for any unfunded portions of project costs.
5. Completion of final plans, specifications and estimates, advertising for bids, receipt of bids and award of contract(s).
6. Construction of project.

5.2 Infrastructure Project Prioritization

Once a bikeway and pedestrian system has been identified, the next challenge is to prioritize the projects that will offer the greatest benefit to users once implemented. Tiburon projects should be prioritized according to what will bring the greatest benefit to local residents as well as serving the needs of visitors to the town such as the large numbers of bicyclists who visit to bicycle for recreational purposes along the “Paradise Loop” - Tiburon Boulevard and Paradise Drive. The project prioritization in the following section was developed through a qualitative analysis based on stated priorities of the POST Commission and Town staff, priorities communicated by the public in public meetings and workshops, priorities from the 2008 *Tiburon Bicycle and Pedestrian Master Plan* and the criteria detailed below.

- Continuity – Does the project provide new or significantly improved connectivity on established corridors or between major activity areas that does not currently exist or is not currently usable by the general public?
- Gap Closure – Does the project provide a new connection between major activity centers or on a major corridor that currently either does not exist or has convenience/safety issues?
- Demand Patterns – Does the project serve a significant existing or potential demand, as evidenced by (a) counts or observed activity, (b) comments from the public, (c) connectivity and proximity to major generators, and/or (d) projections from an acceptable demand model?

- Safety – Does the project address a significant safety concern in a community as evidenced by collision data, field observations, and/or public perception and comments?
- Project Readiness – Are the key feasibility issues of the project (right-of-way, environmental impacts, engineering issues, cost issues, neighborhood support) understood and not expected to negatively affect or delay the project? Has any formal feasibility study, engineering or design been conducted?
- Multi-Modal Integration – Does the project provide enhanced connectivity to existing transit services?
- Cost/Benefit Analysis – Will the project provide the greatest benefit to bicyclists for the amount invested to build it?

It is important to remember that the lists of bikeway and pedestrian projects and programs are flexible concepts that serve as guidelines to those responsible for implementation. The project priorities, and perhaps even the overall system and segments themselves, may change over time as a result of changing bicycling and walking patterns and implementation constraints and opportunities. Project prioritization is not meant as an absolute value, rather as an indication of projects' relative importance only. These priorities should be considered a "living document". The POST Commission and Town staff should review the project priorities on an annual basis to ensure that it reflects the most current priorities, needs, and opportunities for implementing the bikeway and pedestrian network in a logical and efficient manner, and that in particular the list takes advantage of all available funding opportunities and grant cycles. As projects are implemented and taken off the list, new projects should be moved up in status.

5.3 Bicycle Project Prioritization (Highest Priority to Lowest Priority):

- Project #3 – Greenwood Beach Road from Town/County Boundary (approximately 150 feet south of Barbaree Way) to Blackie’s Grove
- Project #7 – Tiburon Boulevard from Town limits to Trestle Glen Boulevard
- Project #1 – Blackie’s Pasture Connection from Blackie’s Grove to Blackie’s Pasture
- Project #2 – Tiburon Boulevard at Blackfield Drive/Greenwood Cove Drive
- Project #5 – Tiburon Boulevard from Mar West Street to Lagoon Road/Cove Road
- Project #6 – Paradise Drive from Mar West Street to East Town Limit
- Project #4 – Trestle Glen Boulevard from Tiburon Boulevard to Paradise Drive

5.4 Pedestrian Project Prioritization (Highest Priority to Lowest Priority):

- Project #9 – Unprotected/Mid-Block Crossing Upgrade at Tiburon Boulevard (161 feet west of Juanita Lane)
- Project #11 – Tiburon Ridge Trail at Rabin Property - Town Trail
- Project #10 – Steps, Lanes, and Paths Top Priority Project #1 at Moitoza Lane (Portion between Vistazo West Street and Esperanza Street)
- Project #12 – Las Lomas Trail from Las Lomas Lane to Centro West Street

5.5 Maintenance

Additional maintenance costs for the bikeway and pedestrian network will involve surface maintenance of new paved Class I pathway and walkway facilities. In addition, bicycle lanes and crosswalks will require periodic restriping. Improvements such as in-pavement or overhead pedestrian flashers may have additional unique maintenance needs. As part of routine maintenance, extra emphasis should be put on keeping the bike lanes, bike paths, roadway shoulders, sidewalks, and walkways clear of debris and vegetation overgrowth.

5.6 Marketing the Bicycle and Pedestrian Master Plan

The success of the Tiburon Bicycle and Pedestrian Master Plan depends largely on the community's acceptance and promotion of the Plan's contents. Town departments and commissions should incorporate the policies, objectives and spirit of the Bicycle and Pedestrian Master Plan into their respective projects and responsibilities. The following steps will help ensure the plan becomes a living document, helping shape Tiburon's future.

- Distribute copies of the Plan to members of the POST Commission, Planning Commission, Design Review Board, and other commissions as appropriate.
- Distribute copies of the Plan to Town of Tiburon's Planning, Police, and Public Works Departments.
- Provide copies of the Town of Tiburon bicycle facilities map to local schools, bicycle and recreational groups, transit agencies, bicycle shops, and major employers.
- Post the plan on the Town's website.
- Publish a press release about the creation of the plan.
- Provide a copy of Tiburon Bicycle and Pedestrian Master Plan to the public library.

Appendix A: Funding Opportunities

This chapter provides information on potential funding sources for bicycle and pedestrian improvements. Federal, state, and local government agencies invest billions of dollars every year in the nation's transportation system. Only a fraction of that funding is used in development projects, policy development and planning to improve conditions for pedestrians and bicyclists. Even though appropriate funds are limited and involve a competitive process, they are available. The most commonly accessed funds for bicycle and pedestrian projects in Marin County include MTC's One Bay Area Grant Program, Caltrans' Active Transportation Program, and Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA). Descriptions of these programs, as well as additional funding sources that communities can monitor and may provide future opportunities, are provided below.

5.7 Federal Sources

Transportation Investments Generating Economic Recovery

The Transportation Investment Generating Economic Recovery (TIGER Discretionary Grant Program) provides a unique opportunity for the U.S. Department of Transportation to invest in road, rail, transit and port projects that promise to achieve critical national objectives. The U.S. Congress has dedicated more than \$4.1 billion to the program since inception: \$1.5 billion for TIGER I, \$600.0 million for TIGER II, \$526.9 million for FY2011, \$500.0 million for FY2012, \$473.8 million for FY2013, and \$600.0 million for the FY2014 round to fund projects that have a significant impact on the nation, a region or a metropolitan area. The TIGER Discretionary Grant Program's highly competitive process, galvanized by tremendous applicant interest, has allowed USDOT to fund 271 innovative capital projects throughout the nation. Each project is multi-modal, multi-jurisdictional or otherwise challenging to fund through existing programs. The TIGER Discretionary Grant Program enables USDOT to use a rigorous process to select projects with exceptional benefits, explore ways to deliver projects faster and save on construction costs, and make investments in the nation's infrastructure that make communities more livable and sustainable. Many awards have been made to construct bicycle and pedestrian infrastructure, including projects in Atlanta, GA, Birmingham, AL, Fresno, Indianapolis, IN, and Philadelphia, PA.

Partnership for Sustainable Communities

Founded in 2009, the Partnership for Sustainable Communities is a joint project of the Environmental Protection Agency (EPA), the U.S. Department of Housing and Urban Development (HUD), and the U.S. Department of Transportation (USDOT). The partnership aims to "improve access to affordable housing, provide more transportation options, and lower transportation costs while protecting the environment in communities nationwide." The Partnership is based on five Livability Principles, one of which explicitly addresses the need for bicycle and pedestrian infrastructure - "Provide more transportation choices: Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health." The Partnership is not a formal agency with a regular annual grant program. Nevertheless, it is an important effort that has already led to some new grant opportunities

(including the TIGER grants). MCOG and Caltrans should track Partnership communications and be prepared to respond proactively to announcements of new grant programs.

More information: <http://www.epa.gov/smartgrowth/partnership/>

Rivers, Trails, and Conservation Assistance Program

The Rivers, Trails and Conservation Assistance Program (RTCA) is the community assistance arm of the National Park Service. RTCA provides technical assistance to communities in order to preserve open space and develop trails. The assistance that RTCA provides is not for infrastructure, but rather building plans, engaging public participation, and identifying other sources of funding for conversation and outdoor recreation projects.

More information: <http://www.nps.gov/pwro/rtca/who-we-are.htm>

Community Development Block Grants

The Community Development Block Grants (CDBG) program provides money for streetscape revitalization, which may be largely comprised of pedestrian improvements. Federal CDBG grantees may “use Community Development Block Grant funds for activities that include (but are not limited to): acquiring real property; reconstructing or rehabilitating housing and other property; building public facilities and improvements, such as streets, sidewalks, community and senior citizen centers and recreational facilities; paying for planning and administrative expenses, such as costs related to developing a consolidated plan and managing Community Development Block Grant funds; provide public services for youths, seniors, or the disabled; and initiatives such as neighborhood watch programs.” Trails and greenway projects that enhance accessibility are the best fit for this funding source. CDBG funds could also be used to write ADA Transition Plans. *More information:* www.hud.gov/cdbg

Community Transformation Grants

Community Transformation Grants administered through the Centers for Disease Control (CDC) support community-level efforts to reduce chronic diseases such as heart disease, cancer, stroke, and diabetes. Active transportation infrastructure and programs that promote healthy lifestyles are a good fit for this program, particularly if such improvements benefit groups experiencing the greatest burden of chronic disease.

More information: <http://www.cdc.gov/communitytransformation/>

National Scenic Byways Program

The Federal Highway Administration (FHWA), part of the USDOT manages the National Scenic Byways Grant Program, which recognizes roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities by providing grants that support projects that manage and protect these roads and improve visitor facilities.

More information: <http://www.fhwa.dot.gov/discretionary/2012nsbp.cfm>

Federal Recovery Act State Fiscal Stabilization Funding

As part of the Federal Recovery Act of 2009, states will be receiving \$53.6 billion in state fiscal stabilization funding. States must use 18.2% of their funding – or \$9.7 billion – for public safety and government services. An eligible activity under this section is to provide funding to K-12 schools and institutions of higher education to make repairs, modernize, and make renovations to meet green building standards. The Leadership in Energy and Environmental Design (LEED) Green Building Rating System, developed by the U.S. Green Building Council (USGBC), addresses green standards for schools that include bicycle and pedestrian facilities and access to schools. Another \$5.0 billion is provided for the Energy Efficiency and Conservation Block Grant Program. This provides formula funding to cities, counties and states to undertake a range of energy efficiency activities. One eligible use of funding is for bicycle and pedestrian infrastructure.

More information: <http://www2.ed.gov/policy/gen/leg/recovery/factsheet/stabilization-fund.html>

5.8 State Sources

5.8.1 Active Transportation Program

With the consolidation of federal funding sources in MAP-21 (and now through the FAST Act), the California State Legislature has moved to consolidate a number of state-funded programs centered on active transportation into a single program. The resulting Active Transportation Program (ATP) will consolidate the federal programs, Bicycle Transportation Account, the Safe Routes to Schools Program, and the Recreational Trails Program. The ATP's authorizing legislation (signed into law by the Governor on September 26, 2013) also includes placeholder language to allow the ATP to receive funding from the newly established Cap-and-Trade Program in the future. The Statewide Competitive ATP will have \$180 million available statewide for the 2014/2015 and 2015/2016 fiscal cycles. The Regional Competitive ATP will have \$30 million available for the Metropolitan Transportation Commission (MTC) region 2014/2015 and 2015/2016 fiscal cycles. The California Transportation Commission writes guidelines and allocates funds for the ATP, while the ATP will be administered by the Caltrans Division of Local Assistance. Goals of the ATP are currently defined as the following:

- Increasing the proportion of trips accomplished by biking and walking;
- Increasing safety and mobility for active transportation users;
- Advancing active transportation efforts of regional agencies to achieve the greenhouse gas reduction goals;
- Enhancing public health;
- Ensuring that disadvantaged communities fully share in the benefit of the program; and,
- Providing a broad spectrum of projects to benefit many types of active transportation users.

More information: <http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>

5.8.2 Caltrans Planning Grants

Caltrans also administers the Transportation Planning Grant Program that funds projects to improve mobility. In the past year, Caltrans awarded \$10.0 million in grant funding to 70 applicants, in two sub-categories: Environmental Justice grants and Community Based Transportation Plan grants.

More information: <http://www.dot.ca.gov/hq/tpp/grants.html>

5.8.3 Community Based Transportation Planning Grant Program

The Community Based Transportation Planning (CBTP) grant program promotes transportation and land use planning projects that encourage community involvement and partnership. These grants include community and key stakeholder input, collaboration, and consensus building through an active public engagement process. CBTP grants support livable and sustainable community concepts with a transportation or mobility objective to promote community identity and quality of life.

More information: http://www.dot.ca.gov/hq/tpp/offices/ocp/completed_projects_cbtp.html

5.8.4 Office of Traffic Safety Grants

The Office of Traffic Safety (OTS) distributes grants statewide to establish new traffic safety programs or fund ongoing safety programs. OTS grants are supported by federal funding under the National Highway Safety Act and MAP-21. Grants are used to establish new traffic safety programs, expand ongoing programs or address deficiencies in current programs. Bicycle safety is included in the list of traffic safety priority areas. Eligible grantees are governmental agencies, state colleges, state universities, local town and county government agencies, school districts, fire departments, and public emergency services providers. Grant funding cannot replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation, or construction. Grants are awarded on a competitive basis, and priority is given to agencies with the greatest need. Evaluation criteria to assess need include potential traffic safety impact, collision statistics and rankings, seriousness of problems, and performance on previous OTS grants. The California application deadline is January of each year. There is no maximum cap to the amount requested; however, all items in the proposal must be justified to meet the objectives of the proposal.

OTS grantees conduct traffic safety rodeos for elementary, middle, and high schools, as well as community groups in an effort to increase awareness among various age groups. To boost compliance with the law and decrease injuries, safety helmets are properly fitted and distributed to children in need. Court diversion courses may be established in communities for those violating the bicycle helmet law. Other programs target high-risk populations and areas with multicultural public education addressing safer driving, bicycling, or walking behaviors.

In 2014, OTS helped fund the Santa Cruz County Public Health Department's partnership with CHP, Friday Night, and numerous community agencies to provide teen driver, child passenger, bicycle, and pedestrian safety educational activities. The department conducted 29 bicycle and safety presentations reaching 629 people, 16 trainings and community events impacting 943 people, and distributed 620 helmets and 50 sets of safety lights/reflector sets to residents.

More information: <http://www.ots.ca.gov/Grants/Apply/default.asp>

5.8.5 Land and Water Conservation Fund

The Land and Water Conservation Fund is a federal program that provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. The fund is administered by the California State Parks Department. Cities, counties, and districts authorized to acquire and develop park and recreation space are eligible for grant funding. While non-profits are ineligible, they are allowed to apply in partnerships with eligible agencies. Applicants must fund the project entirely and will be reimbursed for half of the cost. Up to \$2.0 million was available in California in the 2012 round of grant funding.

More Information: http://www.parks.ca.gov/?Page_id=21360

5.9 Regional & Local Sources

5.9.1 Developer Impact Fees

As a condition for development approval, municipalities can require developers to provide certain infrastructure improvements, which can include bikeway projects. These projects have commonly provided Class II facilities for portions of on-street, previously-planned routes. They can also be used to provide bicycle parking or shower and locker facilities. The type of facility that should be required to be built by developers should reflect the greatest need for the particular project and its local area. Legal challenges to these types of fees have resulted in the requirement to illustrate a clear nexus between the particular project and the mandated improvement and cost.

5.9.2 Roadway Construction, Repair and Upgrade

Future road widening and construction projects are one means of providing improved pedestrian and bicycle facilities. To ensure that roadway construction projects provide these facilities where needed, it is important that the review process includes input pertaining to consistency with the proposed system. In addition, California's 2008 Complete Streets Act and Caltrans's Deputy Directive 64 require that the needs of all roadway users be considered during "all phases of state highway projects, from planning to construction to maintenance and repair."

More information: http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html

5.9.3 Utility Projects

By monitoring the capital improvement plans of local utility companies, it may be possible to coordinate upcoming utility projects with the installation of bicycle and pedestrian infrastructure within the same area or corridor. Often times, the utility companies will mobilize the same type of forces required to construct bikeways and sidewalks, resulting in the potential for a significant cost savings. These types of joint projects require a great deal of coordination, a careful delineation of scope items and some type of agreement or memorandum of understanding, which may need to be approved by multiple governing bodies.

5.9.4 Cable Installation Projects

Cable television and telephone companies sometimes need new cable routes within public right-of-way. Recently, this has most commonly occurred during expansion of fiber optic networks. Since these projects require a significant amount of advance planning and disruption of curb lanes, it may be possible to request reimbursement for affected bicycle facilities to mitigate construction impacts. In cases where cable routes

cross undeveloped areas, it may be possible to provide for new bikeway facilities following completion of the cable trenching, such as sharing the use of maintenance roads.

5.9.5 Marin County Measure A

A one-quarter cent retail transactions and use tax passed as Measure A in November 2012 to care for Marin's existing parks and open spaces, support regional community parks projects and programs, and further farmland preservation. An expenditure plan guides the use of the funds, as follows:

- 65 percent will be used by Marin County Parks to restore natural resources, maintain county parks and open space preserves, restore and improve public access, and protect natural lands.
- 20 percent will be dedicated to saving family farms and ranches through the purchase of agricultural conservation easements in voluntary transactions and landowners.
- 15 percent will be used by cities, towns, and applicable special districts to enhance and manage parks, nature preserves, recreation programs, and vegetation to reduce wildfire risk.

Several grant programs have been established to distribute funds including the Breathe/Respira Community Grant Program, Marin County Park and Open Space Program, and the City, Town, and Special District Program.

More information: <http://www.marincountyparks.org/depts/pk/about-us/main/measurea>

5.9.6 BAAQMD Grants

The Bay Area Air Quality Management District (BAAQMD) established several grant programs aimed at reducing emissions of oxides of nitrogen, reactive organic gasses, and particulate matter.

- Transportation Fund for Clean Air (TFCA) – provides grants to projects that implement the most cost-effective projects in the Bay Area that will decrease motor vehicle emissions, and thereby improve air quality. Projects must be consistent with the 1988 California Clean Air Act and the Bay Area Ozone Strategy.
- Environmental Justice Small Grants Program – provides up to \$20,000 in grants to eligible community-based grassroots organizations and federally recognized tribal governments that are located in areas adversely affected by environmental pollution and hazards and are involved in addressing environmental justice concerns.

More information: <http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources.aspx>

5.9.7 MTC Grants

The One Bay Area Grant Program (OBAG) established program commitments and policies for investing roughly \$800 million over the four-year Cycle 2 period (FY's 2012-13 through 2015-16), funded by federal funds authorized by Congress in Moving Ahead for Progress in the 21st Century (MAP 21).

OBAG is a new funding approach that integrates the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. Funding distribution to the counties will consider progress toward achieving local land use and housing policies by:

- Rewarding jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing using transportation dollars as incentives.
- Supporting the Sustainable Communities Strategy for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs) and by initiating a pilot program that will support open space preservation in Priority Conservation Areas (PCAs) such as the Tiburon Ridge Lands
- Providing a higher proportion of funding to local agencies and additional investment flexibility by eliminating required program investment targets. The OBAG program allows flexibility to invest in transportation categories such as Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing specific funding opportunities for Safe Routes to Schools (SR2s) and Priority Conservation Areas.

More information: <http://www.mtc.ca.gov/funding/onebayarea/>

5.10 Private Sources

Private funding sources can be acquired by applying through the advocacy groups such as the League of American Bicyclists and the Bikes Belong Coalition. Most of the private funding comes from foundations seeking to enhance and improve bicycle facilities and advocacy. Grant applications will typically be through the advocacy groups as they leverage funding from federal, state and private sources. Following are several examples of private funding opportunities available.

5.10.1 PeopleForBikes Community Grant Program

PeopleForBikes (FKA Bikes Belong) is a coalition of bicycle suppliers and retailers that has awarded \$2.5 million in grants and leveraged an additional \$650.0 million since its inception in 1999. The program funds small corridor improvements, mountain bike trails, BMX parks, trail, and park access. PeopleForBikes also administers the Green Lane Project, which is a technical support and peer exchange program for U.S. cities working on the installation of protected bicycle lanes and cycle tracks. PeopleForBikes is funded through private donations.

More information: <http://www.peopleforbikes.org/pages/community-grants>

5.10.2 The Robert Wood Johnson Foundation

The Robert Wood Johnson Foundation was established as a national philanthropy in 1972, and today, it is the largest U.S. foundation devoted to improving the health and health care of all Americans. Grant making is concentrated in four areas:

- To assure that all Americans have access to basic health care at a reasonable cost
- To improve care and support for people with chronic health conditions
- To promote healthy communities and lifestyles
- To reduce the personal, social and economic harm caused by substance abuse: tobacco, alcohol, and illicit drugs

More information: <http://www.rwjf.org/applications/>

5.10.3 The Kodak American Greenways Program

The Conservation Fund's American Greenways Program has teamed with the Eastman Kodak Corporation and the National Geographic Society to award small grants (\$250 to \$2,000) to stimulate the planning, design and development of greenways. These grants can be used for activities such as mapping, conducting ecological assessments, surveying land, holding conferences, developing brochures, producing interpretive displays, incorporating land trusts, and building trails. Grants cannot be used for academic research, institutional support, lobbying or political activities.

More information: <http://www.conservationfund.org>

5.10.4 Community Action for a Renewed Environment (CARE)

CARE is a competitive grant program that offers an innovative way for a community to organize and take action to re-duce toxic pollution in its local environment. Through CARE, a community creates a partnership that implements solutions to reduce releases of toxic pollutants and minimize people's exposure to them. By providing financial and technical assistance, EPA helps CARE communities get on the path to a renewed environment. Transportation and "smart-growth" types of projects are eligible. Grants range between \$90,000 and \$275,000.

More information: <http://www.epa.gov/care/>

5.10.5 Corporate Donations

Corporate donations are often received in the form of liquid investments (i.e. cash, stock, bonds) and in the form of land. Employers recognize that creating places to bike and walk is one way to build community and attract a quality work force. Bicycling and outdoor recreation businesses often support local projects and programs. Municipalities typically create funds to facilitate and simplify a transaction from a corporation's donation to the given municipality. Donations are mainly received when a widely supported capital improvement program is implemented. Such donations can improve capital budgets and/or projects.

5.11 Other Sources

Local sales taxes, fees and permits may be implemented as new funding sources for pedestrian and bicycling projects, such as Measure A approved by voters in 2004. However, any of these potential sources would require a local election. Volunteer programs may be developed to substantially reduce the cost of implementing some routes, particularly multi-use paths. For example, a local college design class may use such a multi-use route as a student project, working with a local landscape architectural or engineering firm. Work parties could be formed to help clear the right of way for the route. A local construction company may donate or discount services beyond what the volunteers can do. A challenge grant program with local businesses may be a good source of local funding, in which the businesses can "adopt" a route or segment of one to help construct and maintain it.

Appendix B: Bicycle and Pedestrian Policies

Tiburon 2020 (2016)

- **C-1 Right-of-Ways.** The Town shall 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.
- **C-2 Emergency Services.** The Town shall prioritize emergency service needs when developing transportation plans and making transportation network changes.
- **C-3 Facilities and Infrastructure.** The Town shall prioritize the maintenance and operation of the existing transportation network over major expansions to the transportation network when investing discretionary revenue.
- **C-4 Multimodal Choices.** The Town shall 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.
- **C-5 Multimodal Access.** The Town shall facilitate multimodal access along appropriate corridors, to major facilities destinations such as Blackie's Pasture, schools, and Downtown Tiburon.
- **C-6 Eliminate Gaps.** The Town shall eliminate "gaps" in bikeways and pedestrian networks where feasible and appropriate.
- **C-7 Improve Transit Access.** The Town shall 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.
- **C-8 Barrier Removal for Accessibility.** The Town shall 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.
- **C-9 Connections to Transit Stations.** The Town shall work to ensure adequate connections to transit stations by identifying, prioritizing, and seeking funding to plan and construct roadway, bikeway, and pedestrian improvements within ½ mile of existing and planned transit stations. Such improvements shall emphasize the development of complete streets.
- **C-11 Transportation Impacts of Land Use.** Land use decisions shall take into consideration potential multimodal access and automobile traffic impacts.
- **C-12 Transportation Mitigation Fee.** All new projects shall be required 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.
- **C-13 Updating the Transportation Mitigation Fee.** The transportation mitigation fee program shall be periodically reviewed and updated to ensure that it continues to provide funds for addressing multimodal transportation impacts generated by new projects.

- **C-14 Level of Service.** For signalized intersections in the Tiburon Planning Area, the Town shall strive to achieve and maintain the average peak hour level of service (LOS) at LOS C, 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.
- **C-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.
- **C-16 Congestion Management Plan.** The Town shall comply with the Transportation Authority of Marin's Congestion Management Plan (CMP), including adopting and monitoring the level of service (LOS) of the CMP network. As of 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.
- **C-19 Tiburon Ridge and Significant Ridgelines.** In connection with the ridgeline policies of the Open Space & Conservation Element, the Town shall ensure that no new streets, driveways, or utilities are installed along or over the Tiburon Ridge or Significant Ridgelines except for the use of emergency services, or where no other access is viable.
- **C-20 Traffic Calming Measures.** The Town should 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.
- **C-23 Accommodate All Users.** The Town shall 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.
- **C-24 Pedestrian and Bicycle-Friendly Streets.** The Town shall 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.
- **C-25 Identify and Fill Gaps in Complete Streets.** The Town shall 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.

- **C-26 Roadway Classification.** Tiburon Boulevard has three distinction 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.
- **C-27 Curb Cuts.** 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.
- **C-28 Parking Lot Frontages.** The Town should 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.
- **C-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.
- **C-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.
- **C-31 Access.** The Town shall attempt 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.
- **C-32 Views.** Scenic views from Paradise Drive shall be preserved wherever possible.
- **C-33 Overlooks.** Where appropriate, scenic overlooks should be established along Paradise Drive.
- **C-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.
- **C-35 Turn-Outs and Widened Shoulders.** Turn-outs and widened shoulders on Paradise Drive should be created where possible to protect
- **C-37 Bicycle Safety for Children.** School-related congestion increased noticeably on Tiburon Boulevard in recent years, reflecting a large jump in school enrollment at the Reed Union School District. 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.

- **C-38 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.
- **C-39 Trail Connections.** The pedestrian paths, trails and bicycle lanes in Tiburon should connect with other paths and trails where practical.
- **C-40 Bike Facilities.** Bicycle facilities, including bike racks, shall be included as part of new public and commercial projects, particularly in Downtown Tiburon.
- **C-41 Pedestrian Streets.** Pedestrian routes, particularly for school children, shall be established for all neighborhoods where feasible and appropriate. The Town shall 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.
- **C-42 Speed Management Policies.** The Town shall 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.
- **C-43 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.
- **C-44 Bay Trail.** The Town supports the completion and maintenance of the Bay Trail.
- **C-45 Old Rail Trail Multi-Use Path.** The Town shall monitor Old Rail Trail and consider periodic improvements that would enhance the safety of its users. The Town shall continue to encourage low to moderate bike speeds along Old Rail Trail to ensure pedestrian safety.
- **C-46 School Route Maps.** The Town shall work with local schools to develop maps detailing the safest routes for children to walk and bicycle to school, including trails and other shortcuts.
- **C-57 Provide Alternatives to Single-child Autos for School Trips.** The Town shall 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 and attractive alternatives to driving children to school.
- **C-58 Employer Incentives for Alternative Transportation Modes.** The Town shall 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 modes, including carpools.
- **PROGRAM C-e Bay Trail Funding.** The Town shall use the designation of Paradise Drive as part of the Bay Trail as a tool in applying for improvement funding for the road.
- **PROGRAM C-f Increase Connectivity in the Downtown.** Improve pedestrian connectivity, linkages and ease of movement throughout the Downtown area through various physical and signage improvements.
- **PROGRAM C-g Bicycle and Pedestrian Master Plan.** The Town shall review and update its Bicycle and Pedestrian Master Plan periodically, and revise the list of improvements and actions

called for in the Master Plan when implementation of adopted improvements has occurred, and/or when conditions warrant.

- **PROGRAM C-h Bay Trail Improvement.** The Town will work cooperatively with ABAG and neighboring jurisdictions to improve the Bay Trail around the Tiburon Peninsula.
- **PROGRAM C-k Safe Routes to School Program.** The Town shall 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 to school for children walking and biking, as well as developing appropriate measures identified by the Community Action to Reduce Traffic (CART) committee.

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Appendix C: Proposed Projects in Related Plans

Climate Action Plan (2011)

Climate change mitigation activities in Tiburon related to active transportation:

- Working with funding from the Safe Routes to Schools program, the Town has implemented a bicycle and pedestrian project to improve accessibility and safety surrounding Del Mar Middle School through the following improvements:
- New pedestrian bulb-out beginning at Tiburon Boulevard and extending east along the north side of Avenida Miraflores towards the Del Mar School driveway entrance.
- New crosswalks:
 - Tiburon Boulevard and Lyford Drive
 - Tiburon Boulevard and Rock Hill Drive
 - Tiburon Boulevard at Avenida Miraflores
 - Tiburon Boulevard at Pine Terrace
 - Tiburon Boulevard at Trestle Glen
 - Tiburon Boulevard at Stewart Drive
 - Avenida Miraflores at Hilary Drive
 - Avenida Miraflores at Felipa Court
 - Rowley Circle at Hilary Drive
 - Howard Drive at Hilary Drive
- Upgraded existing sidewalk ramps for ADA compliance
 - Tiburon Boulevard at Stewart Drive
 - Tiburon Boulevard at Avenida Miraflores and Pine Terrace
 - Hilary Drive at Rowley Circle
 - Avenida Miraflores at Felipa Court
 - Tiburon Boulevard at Rock Hill Drive
 - Tiburon Boulevard at Lyford Drive

Working with funding through the Non-Motorized Transportation Pilot Program, which is intended to increase the mode share of bicycling and walking for everyday transportation, the Town has made the following improvements:

- Rehabilitated the existing walking path at Lower Racoon Lane from Centro West Street to Mar West Street by upgrading the surface of the path, improving the surface drainage, adding stairs and handrails at the steepest locations, and providing new landscaping.
- Rehabilitated the existing walking path at Cayford Drive by upgrading the surface with a more stable, firm and durable surface, and provided an ADA ramp.
- Rehabilitated the pedestrian steps and walking path from Jefferson Drive to Reed Ranch Road by replacing the existing wood and asphalt steps with new concrete steps and installing new handrails.

The Town will consider the following list of recommended actions related to active transportation:

- Make reductions in vehicle-miles traveled and the use of alternative transportation high-priority criteria in the evaluation of policy, program, and project alternatives.
- Provide and maintain Class I, II, and III bikeways as identified in the Tiburon Bicycle and Pedestrian Plan.
- Improve bicycle and pedestrian safety at intersections and install bicycle loop detectors at signalized intersections to help bicyclists trip the traffic signal.
- Implement “Complete Streets” policies to ensure the needs of bicyclists, pedestrians, and the disabled are considered in the transportation element of any new capital improvement or development project.
- Install walkways where feasible to provide a continuous pedestrian network.
- Provide bicycle racks at public destinations as identified in the Tiburon Bicycle and Pedestrian Plan.
- Provide bicycle parking at large public events.
- Encourage employers to provide secure, covered bicycle parking, as well as shower and changing facilities for employees.
- Promote “Share the Road” strategies to improve bicycle safety and improve compliance with traffic laws.
- Participate in programs that encourage bicycling and walking, such as Safe Routes to Schools programs.
- Educate residents and employees about the health and environmental benefits of walking, bicycling, taking public transit, and ridesharing, as well as provide information to assist in these modes of travel (e.g., information available in public places and employment centers regarding bus schedules, pedestrian pathways, bikeways, and ridesharing programs).
- Provide Town employees with incentives to use alternatives to single occupant auto commuting, such as transit incentives, bicycle facilities, ridesharing services and subsidies.

Downtown Circulation and Parking Analysis (2012)

Short-term Recommendations:

- **Initiate negotiations with Caltrans concerning jurisdiction of Tiburon Boulevard in the Downtown area.** As a state highway (Highway 131), Tiburon Boulevard is currently a state-owned highway under the control of Caltrans. This designation potentially restricts future design and engineering changes to the roadway. The Town should initiate discussions with Caltrans about the transfer of jurisdiction to the local government. Establishing jurisdiction over Tiburon Boulevard would free the Town to make its own decisions about the future of the roadway.
- **Close a targeted number of driveways along Tiburon Boulevard in the Downtown area.** These driveways include: two driveways along the south side of Tiburon Boulevard between Mar West Street and the Boardwalk Shopping Center, two on the south side of Tiburon Boulevard between Beach Road and Main Street, and one on the east side of Beach Road just south of Tiburon Boulevard. The planters could be large, cast-in-place concrete planters or a series of smaller, prefabricated planters.
- **Install new high-visibility crosswalks for all mid-block crossings along Tiburon Boulevard** and add a new mid-block crossing on Tiburon Boulevard between Beach Road and Main Street. Install advance yield lines and signs at each of the mid-block crossings on Tiburon Boulevard.
- **Transition lower Main Street into a formal “shared space”.** It is recommended that Lower Main Street be clearly defined as a space that is shared by all road users equally. Main Street already currently acts as an informal shared space with pedestrians often crossing at multiple points along the street while bicyclists and drivers share the limited roadway space. Officially formalizing these spatial interactions and arrangements will alert drivers to the fact that the space is used differently than other roadways in Tiburon. In addition, this recommendation can facilitate additional temporary street closures for special events. Finally, this effort would also initiate the possible transition to a full shared space, where the distinction between spaces for the different modes is completely blurred, at some point in the future.
- **Design and implement a coordinated Downtown wayfinding system.**
- **Expand bicycle parking supply and replace some existing bicycle parking facilities.** While Downtown-wide bicycle parking is not fully utilized, there are various hotspots of demand and areas of concern. This recommendation proposes various new rack locations, including some bicycle corrals in on-street parking spaces, and identifies facilities in need of replacement and/or relocation.

Long-term Recommendations:

- **Permanently close targeted driveways on Tiburon Boulevard.** Replace the planters with expansions of the existing curb and formally close any unnecessary driveways. This recommendation allows for the construction of sidewalks along these sections of roadway, thereby improving the pedestrian environment, improving traffic flow, and limiting potential points of conflict.
- **Convert the eastern section of Tiburon Boulevard into a “Main Street” with generous public space.** Install a continuous raised landscaped median on Tiburon Boulevard between Beach Road and Main Street with a median opening in front of the firehouse. Transition all

driveways and minor roadways to right-in, right-out only, and new mid-block crossings. Remove the access lane on the south side and convert pull-in parking to reverse angle (back-in) parking. Widen the sidewalk on the southern side to replace the access lane, leaving the gutter intact. Several options could be considered for the bicycle facilities including standard bicycle lanes, buffered bike lanes (painted buffers), or cycle tracks located behind parked vehicles.

- **Consider reallocation of roadway space on Tiburon Boulevard between Mar West Street and Beach Road and installation of a new median.** This recommendation presents two different alternative concepts for Tiburon Boulevard as a means to enhance the streetscape, improve bicycle facilities, and increase parking capacity. Each alternative was designed to reallocate the right-of-way without involving significant construction costs, such as drainage system changes, moving or installing curbs, or widening the right-of-way. These options explore the potential for adding parallel parking on both sides or converting the bike lanes to a buffered bike lane. In addition, this recommendation encourages the Town to install a raised, landscaped median on Tiburon Boulevard between Mar West Street and Beach Road, transition all driveways and minor roadways to right-in, right-out only and add new mid-block crossings.
- **Replace major four-way intersections with one-way roundabouts.** Replace Tiburon Boulevard's intersections at Mar West Street and Beach Road with single-lane roundabouts. These intersections could operate more efficiently from a traffic perspective and result in fewer conflict points if replaced by roundabouts. The intersection at Mar West Street offers the greatest benefit as it would improve circulation and reduce vehicle speed as motorists enter Downtown. In addition, the roundabout at Mar West Street offers an opportunity to create a new Downtown "gateway" that identifies the area as a unique place in Tiburon.

Tiburon Bay Trail Gap Study (2012)

Segment 1 (McKegney Green to Blackie's Pasture Parking Lot)

- **Option A:** Enhanced wayfinding signage and markings. The northern portion of the trail would be signed for westbound bicyclists and pedestrians; the southern portion would be signed for eastbound bicyclists and pedestrians
 - Estimated construction cost: \$30,000
- **Option B:** Enhanced wayfinding signage and markings. The northern portion of the trail would be signed as a bi-directional bikeway; the southern portion would be signed as a bi-directional pedestrian path
 - Estimated construction cost: \$30,000

Segment 2 (Blackie's Pasture/Greenwood Beach Road Connection)

- **Option A:** Improve bicycle and pedestrian path along access road south of the parking lot; pave gravel shoulder that serves as on-street parking and provide a 4-foot wide striped buffer between the 10-foot wide multi-use path and the access road.
 - Parking impact: Loss of 4-5 spaces
 - Tree impact: None
 - Estimated construction cost: \$40,000
- **Option B:** Improve pedestrian and bicycle path along access road south of the parking lot; pave gravel shoulder that serves as on-street parking and provide a 4-foot wide striped buffer between the 10-foot wide multi-use path and the parking aisle. Move the existing fence approximately 4 feet to the south.
 - Parking impact: None
 - Tree impact: 1 tree
 - Estimated construction costs: \$50,000
- **Option C:** Route Bay Trail south of Blackie's Pasture parking lot (avoiding Blackie's Grove)
 - Parking impact: None
 - Tree impact: None
 - Trail alignment could affect the viewshed of Blackie's Grove
 - Blackie's Grove is enjoyed for passive use. Existing use of this area would be impacted by placing a trail in this location.
 - Estimated construction cost: \$50,000

Segment 3 (Greenwood Beach Road from Eastern Terminus to Town/County Boundary)

- **Option A:** Striped 6-foot (+/-) bi-directional pedestrian path along the north side of Greenwood Beach Road; shared lane use arrows (sharrows). Widen travel way to 20 feet.
 - Parking impact: Some parking limitations along the north side of the road. Parking would be allowed where adequate shoulder is available (non-sloped areas) and where parking pull-outs would be provided. Parking demand on the north side of road is generally low.
 - Retaining wall: 1,600 linear feet; height varies from 0.5 to 10.1 feet (3 wall segments)

- Changes to the storm drain system could affect some existing vegetation that would need to be evaluated for potential wetlands; new drains may require installation of erosion filtering components if they drain directly to the Bay.
- Estimated construction cost: \$2,245,000
- **Option B:** Raised or separated 6-foot (+/-) bi-directional pedestrian path along north side of Greenwood Beach Road (e.g., asphalt curb/berm, curb and sidewalk, colored concrete sidewalk, decomposed granite pathway with binder); sharrows. Widen travel way to 20 feet.
 - Parking impact: Some parking limitation along the north side of the road. Parking would be allowed where adequate shoulder is available (non-sloped areas) and where parking pull-outs would be provided. Parking demand on the north side of the road is generally low.
 - Retaining wall: 1,200 linear feet; height varies from 0.5 to 9.7 feet (4 wall segments)
 - Changes to the storm drain system could affect some existing vegetation that would need to be evaluated for potential wetlands; new drains may require installation of erosion filtering components if they drain directly to the Bay.
 - Estimated construction cost: \$2,450,000
- **Option C:** Raised or separated 6-foot (+/-) bi-directional pedestrian path along north side of Greenwood Beach Road (e.g., asphalt curb/berm, curb and sidewalk, colored concrete sidewalk, decomposed granite pathway with binder); sharrows. Maintain 16- to 18-foot wide travel way with passing bays. Remove double yellow centerline marking and add edge lines.
 - Parking impact: Some parking limitations along the north side of the road. Parking would be allowed where adequate shoulder is available (non-sloped areas) and where parking pull-outs would be provided. Parking demand on the north side of road is generally low.
 - Retaining wall: 1,000 linear feet; height varies from 0.5 to 6 feet (2 wall segments).
 - Changes to the storm drain system could affect some existing vegetation that would need to be evaluated for potential wetlands; new drains may require installation of erosion filtering components if they drain directly to the Bay.
 - Estimated construction cost: \$1,600,000

Segment 3/Segment 4 (Possible Gateway Treatment)

- Crosswalk and possible gateway treatment near Town/county/Audubon property for options where pedestrian path on north side on Greenwood Beach Road ends at Town/County boundary. Consider Audubon parking lot improvements where parking ingress/egress would cross the path.

Segment 4 (Greenwood Cove Drive from Town/County Boundary to Tiburon Boulevard)

- **Option A:** Maintain 5-foot wide sidewalk. Add sharrows.
 - Parking impact: None
 - Tree impact: None
 - Estimated construction cost: \$30,000
- **Option B:** 6-foot (+/-) wide bi-directional pedestrian walkway on north side of Greenwood Cove Drive/south side of Tiburon Boulevard or between Greenwood Cove Drive and Tiburon

Boulevard. Walkway could be a natural surface (e.g., decomposed granite with binder) or asphalt. Add sharrows.

- Parking impact; None
 - Tree impact: up to 40 trees
 - Retaining wall at east end – 220 linear feet; height varies from 0.5 to 5.7 feet
 - Minor modifications to Tiburon Boulevard/Greenwood Cove Drive intersection
 - Estimated construction cost: \$550,000
- **Option C:** 5-foot (+/-) wide bike lanes and 8-foot (+/-) wide parking aisle on south side of Greenwood Cove Drive. Two 11-foot wide vehicle travel lanes. No change to existing 5-foot wide sidewalk. Remove parking along north side of Greenwood Cove Drive.
 - Parking impact: Parking prohibited for 1,400 linear feet on north side; however, existing parking demand is limited and can be accommodated on south side of street. Any proposed parking restrictions would require approval by the County of Marin
 - Estimated construction cost: \$40,000
 - **Option D:** 5-foot (+/-) wide bike lanes and 8-foot (+/-) wide parking aisle on south side of Greenwood Cove Drive. Two 11-foot wide vehicle lanes. No change to existing 5-foot wide sidewalk. Remove parking along north side of Greenwood Cove Drive. Add 6-foot walk way on north side of curb.
 - Parking impact: Parking prohibited for 1,400 linear feet on north side; however, existing parking demand is limited and be accommodated on south side of street
 - Tree impact: up to 40 trees
 - Retaining wall at east end: 220 linear feet; height varies from 0.5 to 5.7 feet
 - Minor modifications to Tiburon Boulevard/Greenwood Cove Drive intersection
 - Estimated construction cost: \$550,000

Segment 5 (Tiburon Boulevard from Greenwood Cove Drive to East Strawberry Drive)

- **Option A:** 8-foot (+/-) wide sidewalk along the south side of Tiburon Boulevard; maintain Caltrans shoulder. Single span bridge over slough
 - Retaining wall: 740 linear feet; height varies from 0.5 to 68 feet
 - Roadway excavation: 130 cubic yards; import: 120 cubic yards
 - Pedestrian bridge: 1
 - Tree impact: 35 to 45 trees
 - Removal of eucalyptus trees would result in some visual impact and loss of privacy and could affect nesting habitat for birds
 - Would require BMPs to avoid sedimentation entering the slough
 - A drainage plan would be required to avoid site drainage into back yards of homes
 - Minor modifications to Tiburon Boulevard/East Strawberry Drive intersection
 - Estimated construction cost: \$2,100,000
- **Option B:** 12-foot (+/-) wide Class I path along the south side of Tiburon Boulevard; maintain Caltrans shoulder (path separated with barrier at highway elevation OR path below highway on bench). Single span bridge over slough.
 - Retaining wall: 740 linear feet; height varies from 0.5 to 10.7 feet

- Roadway excavation: 80 cubic yards; import: 330 cubic yards
- Pedestrian Bridge: 1
- Tree impact: up to 45 trees
- Removal of eucalyptus trees would result in some visual impact and loss of privacy and could affect nesting habitat for birds
- Would require BMPS to avoid sedimentation entering the slough
- A drainage plan would be required to avoid site drainage into back yards of homes
- Minor modifications to Tiburon Boulevard/East Strawberry Drive intersection
- Estimated construction cost: \$2,550,000

Segment 6 (San Francisco Bay Trail from Greenwood Bay Drive/Greenwood Cove Drive Intersection to Harbor Cove Way)

- **Option A:** Pavement improvements and wayfinding signage and markings.
 - Roadway excavation: 160 cubic yards
 - Estimated construction costs: \$150,000

Segment 7 (Harbor Cove Way): No change

Segment 8 (Tiburon Boulevard from Blackie's Pasture Road to Greenwood Cove Drive

- **Option A:** 12-foot (+/-) wide Class I path along the south side of Tiburon Boulevard from Blackie's Pasture to Blackfield Drive intersection; maintains Caltrans shoulder (path separated with barrier at highway elevation OR path below highway on bench).
 - Parking impact: None
 - Retaining wall: 1,200 linear feet; height varies from 0.5 to 5.8 feet (at-grade path); 1,700 linear feet; height varies from 0.5 to 5.1 feet (lowered path)
 - Tree impact: up to 75 trees
 - Cantilever path over existing retaining wall: 100 linear feet
 - Emissions along arterial road would result in adverse conditions for many path users
 - Would require substantial grading and mitigation for erosion
 - High speed corridor would not provide a relaxing recreation amenity
 - As a commuter route, existing and projected noise levels would be tolerable for path users; as a recreation route, noise levels would deter potential path users
 - Connects Blackie's Pasture with Strawberry Drive but lacks amenities for recreation users
 - Minor modifications to Tiburon Boulevard/Greenwood Cove Drive intersection
 - Estimated construction cost: \$3,000,000 (at-grade path) to \$3,100,000 (lowered path)
- **Option B:** 12-foot (+/-) wide Class I path along the south side of Tiburon Boulevard from Blackie's Pasture to approximately the Town/County boundary; maintains Caltrans shoulder (path separated with barrier at highway elevation OR path below highway on bench). West of the Town/County boundary, 12-foot (+/-) wide Class I path along north side of Greenwood Cove Drive.

- Parking impact: Parking prohibited for 1,400 linear feet on north side of Greenwood Cove Drive; however, existing parking demand is limited and can be accommodated on south side of street
- Retaining wall: 1,200 linear feet; height varies from 0.5 to 5.8 feet (at-grade path); 1,700 linear feet; height varies from 0.5 to 5.7 feet (lowered path)
- Tree impact: up to 65 trees
- Cantilever path over existing retaining wall: 100 linear feet
- Emissions along arterial road would result in adverse conditions for many path users
- Would require substantial grading and mitigation for erosion
- High speed corridor would not provide a relaxing recreation amenity
- As a commuter route, existing and projected noise levels would be tolerable for path users; as a recreation route, noise levels would deter potential path users
- Connects Blackie's Pasture with Strawberry Drive but lacks amenities for recreation users
- Minor modifications to Tiburon Boulevard/Greenwood Cove Drive intersection
- Estimated construction cost: \$2,800,000 (at-grade path) to \$3,000,000 (lowered path)

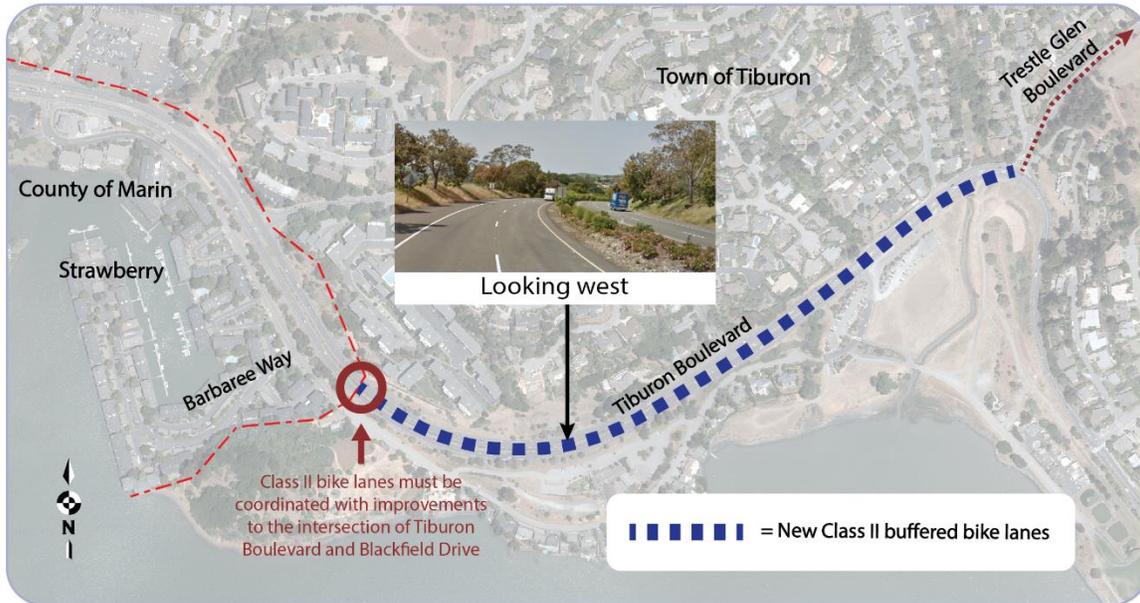
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Appendix D: Project Cut Sheets

Town of Tiburon - Class II Buffered Bicycle Lanes Tiburon Boulevard - Town/County Border to Trestle Glen Boulevard

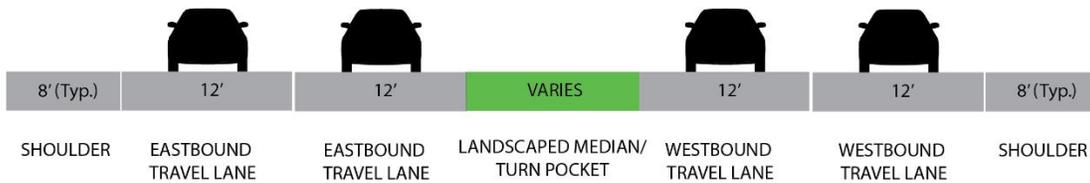


VICINITY MAP AND PROJECT EXTENTS



PROJECT CONCEPT

SAMPLE CROSS SECTION: EXISTING CONDITIONS
LOOKING WEST*



SAMPLE CROSS SECTION: PROPOSED CONDITIONS
LOOKING WEST*



* Concept is preliminary in nature and shows approximate dimensions. This concept serves as an example location; roadway widths vary throughout corridor.



EXISTING CONDITIONS

Tiburon Boulevard is the main east-west arterial roadway connecting the Town of Tiburon, City of Belvedere, and Strawberry with Highway 101, Mill Valley and the rest of Marin County. It is a designated as State Route 131, and is owned and maintained by Caltrans. Tiburon Boulevard between the Town of Tiburon/Strawberry border and Trestle Glen Boulevard is a 0.58-mile four-vehicular lane boulevard which transitions to two travel lanes and center-turn pockets approximately 600 feet west of Trestle Glen Boulevard. Class III bicycle facilities exist on Trestle Glen Boulevard but have no marked connection on Tiburon Boulevard.

The roadway’s travel lane shoulders in each direction are generally 8 feet wide, but vary between less than 6 feet up to 12 feet in some locations. There are no designated bicycle facilities, and high peak traffic volumes and speeds make it uncomfortable for bicyclists to ride without separation from vehicular lanes.

PROJECT DESCRIPTION

The project would provide buffered bicycle lanes on Tiburon Boulevard between the Town of Tiburon/Strawberry border and Trestle Glen Boulevard to improve bicyclist safety and east-west bicycle network connectivity. The project would include the following:

- Provision of 5-foot wide bicycle lanes with 3-foot buffered separation from vehicular travel lanes. Where existing shoulder widths are more than 8-foot, bicycle lane widths could be increased. In spot locations where shoulder widths are less, the buffer would be decreased or removed.
- The majority of this project can be completed within existing striping alignments; in spot locations where shoulder is less than four-foot, new striping alignment will be necessary.

COST ESTIMATE

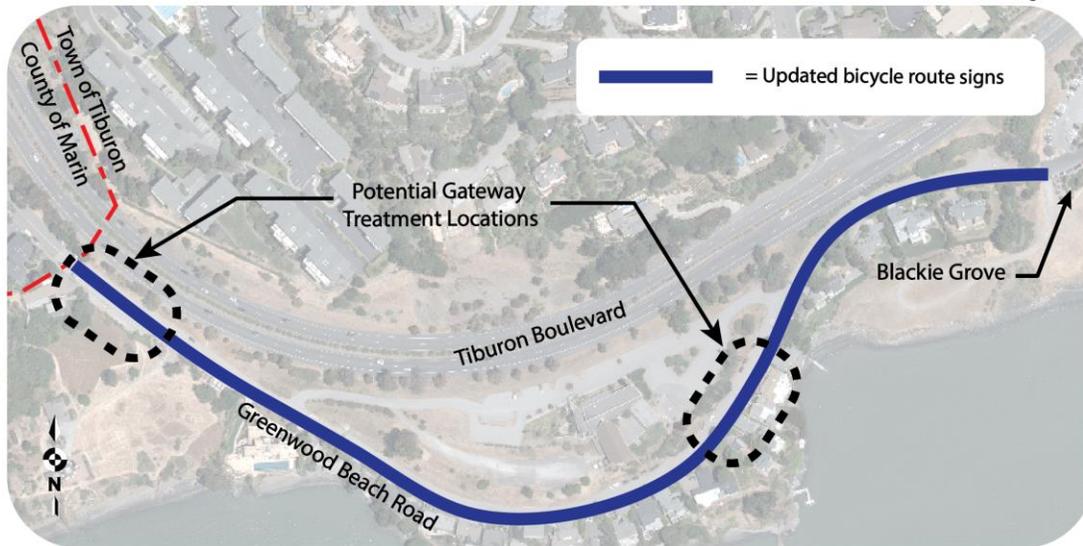
Design.....	\$22,500
Environmental Planning and Permitting.....	\$15,000
Construction Management.....	\$12,000
Construction.....	\$150,000
Contingency.....	\$37,500
Total Cost.....	\$237,000

Town of Tiburon - Class III Bicycle Route Upgrades

Greenwood Beach Road- Town/County Border to Blackie's Grove



VICINITY MAP AND PROJECT CONCEPTS



GATEWAY TREATMENT & PROPOSED SIGN UPGRADE



Stamped/textured and colored crosswalk



Monument signs and gateway structures



Proposed Bicycle Route
"SLOW ZONE" Sign



EXISTING CONDITIONS

Greenwood Beach Road is a collector street connecting to bicycle, pedestrian, and emergency access on the east and transitions into Greenwood Cove Road at the Town/County border on the west. It is part of the San Francisco Bay Trail Route and Marin County Bicycle Route 10. Numerous bicyclists travel along the route, which has residential uses along part of it. There are no traffic calming measures in place to regulate travel speeds, including for bicyclists.

PROJECT DESCRIPTION

The project would add "SLOW ZONE" signs to the existing class III bicycle route signs between the Town of Tiburon/County border and Blackie's Grove on Greenwood Beach Road to improve multimodal safety and bicyclist awareness. The project could also include a gateway treatment at the County/Town border on Greenwood Beach Road which could calm bicyclist and vehicular traffic and identify the shared nature of the road. The gateway could incorporate a Town entry monument or gateway structure, landscaping, and stamped/textured and colored pavement. Examples of these treatments are shown on the previous page.

COST ESTIMATE

Old Sign Removal, New Sign Purchase, and Installation.....	\$5,000
Gateway Construction.....	\$15,000
Pavement Treatment Feasibility Study.....	\$15,000
Total Cost.....	\$35,000



Appendix E: Town Council Adoption

DRAFT



TOWN OF TIBURON
1505 Tiburon Boulevard
Tiburon, CA 94920

Town Council Meeting
July 20, 2016
Agenda Item:

AZ-3

STAFF REPORT

To: Mayor and Members of the Town Council
From: Town Manager
Subject: Formation of Town Council Ad-Hoc Sub-Committee to assist staff in Capital Project Planning
Reviewed By: *[Signature]*

BACKGROUND

At the Town Council/Staff Retreat on April 1, 2016, staff presented a proposed framework for capital project planning. If implemented, this framework would provide for a systematic approach to the planning, budgeting and financing of capital projects. It consists of the following steps:

- Development of a Project Portfolio
- Ranking of projects within the portfolio based on a set of established criteria
- Approval of prioritized Project Portfolio and integration into annual budget process
- Review and adjustments to Project Portfolio on annual basis and/or as new projects are identified

Council indicated its interest in pursuing development of this planning process for its obvious benefit as a tool for budgeting, as well as to make the process more open and accountable. Council also supported the formation of a Council ad hoc committee to assist staff in developing this planning tool. Members of the ad hoc Committee would work with staff to develop the criteria used to prioritize potential projects, and approve an initial Project Portfolio for consideration by Council.

ANALYSIS

Staff anticipates the ad hoc committee will have its initial meeting in August, and will be required to meet 3-5 times prior to the development of the proposed 2017-2018 Town budget.

FINANCIAL IMPACT

Formation of the ad hoc committee will have no direct impact to the Town's finances.

RECOMMENDATION

Staff recommends the Town Council:

1. Authorize the formation of a Town Council 2016-2017 Ad Hoc Committee for Capital Project Planning.
2. Appoint 2 members of the Council to the newly formed committee.

Prepared by: Greg Chanis, Town Manager