

HORN BROOK 4 TIBURON

Plan to Address Traffic on Tiburon Boulevard Immediate Solutions

We all have spent many hours in traffic on Tiburon Boulevard. It is more than just annoying, it adds significant time to our commute, makes it hard to get errands done, discourages shoppers and restaurant patrons from visiting downtown, impacts our quality of life, seems to be worse during critical times of the day, and no one seems to be doing anything about it.

The good news is that the Town Council, after many sessions, agreed to finally perform an updated traffic and safety study. As an appointed member from the Parks, Open Space and Trails Commission, I was part of the consultant selection committee this Spring of 2024, along with two Belvedere City Council members and Jon Welner from Town Council. A [consultant study was also performed in 2001](#), including construction and policy suggestions, which have yet to be undertaken. These include widening the Trestle Glen and Tiburon Boulevard intersection, adding a safety island at Cecelia and Tiburon Boulevard, and considering a traffic circle at Mar West and Tiburon Boulevard next to the Library. In the preliminary 2024 consultant proposals, many of the 2001 study ideas were presented again. Disappointingly, over the past 20 years, the answers have been there. Still, the Town Council has not acted on them.

I suggest the following incremental policy changes as soon as the 2024 baseline data-gathering stage is completed. While there is no one “silver bullet”, these significant updates are improvements to the status quo. Also many of these are NOT capital intensive and could be implemented now. As a member of the Town Council, I would be diligent to make sure these are seriously considered and push for their passage. Now is the time as [CalTrans prepares for a project on our road](#).

Town Government Collaboration on Traffic Flow and Enforcement

- Update the Tiburon Peninsula Traffic Joint Powers Authority (JPA) between the RUSD, Belvedere, and Tiburon to focus on vehicle volume reduction in addition to the school bus program and include Marin Transit and the Transportation Authority of Marin (TAM) as additional partners. I recently sat in on this meeting and requested as a citizen for the JPA to add this to the agenda in their next meeting.
- Using the Traffic JPA, hire with Belvedere 1 or 2 traffic enforcement/traffic light operations specialists to ensure construction parking enforcement in both jurisdictions. (The Tiburon Town Manager and Belvedere City council members cited enforcement as complex). They would also coordinate, possibly with the TAM crossing guards, on vehicle volume to increase traffic flow through the Trestle Glen intersection by manually operating the light during peak commute times (highlighted by all the consultants during the selection phase as the choke point).
- For special events on the weekends, require that Tiburon and Belvedere PD provide traffic control resources to increase the flow out of Tiburon.

Construction Traffic

- Construction workers are likely the largest industry impacting traffic on Tiburon Boulevard (See data below). They are a part of our community and are a source of increased volume of cars. My recommendation is to leverage Belvedere’s construction site traffic plan limiting vehicles on Belvedere island for Tiburon homes south of Avenida MiraFlores and ask Belvedere to include all homes to follow this rule.
- Establish a construction parking staging area at Blackie's Pasture dirt lot on weekdays Monday-Friday. I spoke to a few residents in the nearby neighborhood, and they were happy with this proposal because it would reduce traffic. Propose allowing a local cafe or restaurant to set up a pop-up to sell coffee and breakfast in the morning as an amenity for the waiting crews as a test pilot. The reduced traffic will also help the crews get home to families faster.

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- Promote contractors who are working well with parking guidelines by identifying them as preferred contractors on the Town Website. Always better to use a carrot vs a stick.

Commuting Traffic

- Using the Traffic JPA, work with the RUSD to find solutions to encourage teachers and staff carpooling to school locations. The RUSD is the largest employer in Tiburon. This includes working with parking lots away from the congested areas for teacher carpooling and/or teacher shuttling from other lots and coordinated with Marin Transit (similar to the Redwood Marin Transit bus).
- Contact businesses to determine “typical shift times” to create other carpool parking and express drop-off in downtown Tiburon using the Marin Transit fleet or the local bus route.

Bicycle Use for Commuters and Visitors

- Examine the use of bike shares for people to avoid driving south of Trestle Glen with bike stations at Strawberry Shopping Center, The Cove, Blackie's and Downtown managed through existing TAM bike-sharing programs.
- Evaluate the number of bike racks from the Cove to Downtown to make sure ample parking is available.
- Encourage bicycle traffic between Paradise Cay (unincorporated Marin County) to Trestle Glen by building a path from Trinidad Drive across Tiburon Housing Site H (4576 Paradise Drive) and link up with Old Landing Road, which can be taken to Paradise and Trestle Glen. Combine this new path with improvements identified 21 years ago in the Trestle Glen bikeway study. This study highlighted possible trail improvements that would utilize road shoulders, pullouts, and possible separated trail sections to provide access dedicated for bicycle and pedestrian use, and separated from vehicular traffic where feasible.

School Traffic

- Continue to support the Yellow Bus Challenge program and identify how to increase ridership. Continue to support safe bike routes to school program.
- Extend turn lanes at Avenida MiraFlores and Rock Hill Road to improve throughput for Del Mar Middle School and St. Hilary's school traffic turning uphill from Tiburon Boulevard.

Road & Trail Improvements for Vehicles and Bicycles

- Widen Old Rail Trail paved path to increase bicycle capacity and improve safety of shared multi-path. Mill Valley path is 4.5 feet wider than Tiburon Old Rail Trail.
- Reduce the bottleneck and increase capacity through the Trestle Glen by widening the intersection to increase flow of cars and update traffic signal timing, as identified in 2 of the proposals presented to the selection team.
- Using the soon-to-be-completed Traffic and Study Report, see how to enlarge Tiburon Boulevard for broader shoulders or to include a bike lane in either direction for use by adult cyclists and e-bikers.

Data supporting Recommendations

The challenge for Tiburon is that the traffic is typically very bad at two times during the weekdays, 7:30 – 8:45 in the morning and 2:30 – 4:45 in the afternoon. This traffic gets worse due to the volume of vehicles from multiple sources including the school. This is well documented and was the primary motivation behind the current school bus program, which has one of the highest participation rates in the county. There are additional vehicles from other sources, which also increases volume during these two peak periods and my solutions are to address these.

As background on traffic behavior and commuting, Belvedere, particularly the island section, has space limitations for construction parking. To address this, the City of Belvedere limits the number of vehicles at the job site, and they must stage themselves away from the work site. They are doing this at a Tiburon-owned paved parking lot on Tiburon Boulevard near Reed Elementary (south of Trestle Glen). I confirmed this with 2 Belvedere City Council Members. I also observed the single-car commute at our house amid a significant remodel. Our contractors had all their heavy tools in place and delivery trucks would drop off materials. We had five contractors, in five separate cars, coming from points away from Tiburon and parking all day, adding at least five additional cars just for our house that if they carpooled could have been 1 or 2. There are at least 30-40 ongoing projects during the construction months in Tiburon and Belvedere on a daily basis. This number may represent 150-200 daily vehicle trips. Reducing 20% from Tiburon Boulevard would be material.