


TOWN OF TIBURON

STAFF REPORT

ITEM NO. 9
MEETING DATE: 6/20/2001

To: TOWN COUNCIL
From: SCOTT ANDERSON, PLANNING DIRECTOR SA
Subject: TIBURON BOULEVARD TRAFFIC OPERATIONS STUDY: PRESENTATION OF STUDY BY KIMLEY-HORN & ASSOCIATES
Date: JUNE 14, 2001
Rev. By: ALEX MCINTYRE, TOWN MANAGER 

BACKGROUND

In December 2000, the Town received a small (\$15,000) grant from the Metropolitan Transportation Commission (MTC) for technical assistance in analyzing traffic operations along the length of Tiburon Boulevard from U. S. Highway 101 to Downtown Tiburon. The firm of Kimley-Horn & Associates was retained to perform the operations analysis and make recommendations for improvement of traffic flow, vehicular, pedestrian, and bicycle safety. The focus of the study was to explore relatively simple and relatively inexpensive improvements.

The study included traffic data collection and review, field review, evaluation of traffic signal interconnection and timing, preparation of corridor improvement recommendations, and preparation of rough cost estimates for improvements. Brian Sowers, a physical engineer with Kimley-Horn, was the primary preparer of the report and will make the presentation to the Town Council. The *Tiburon Boulevard Traffic Operations Study Report* is attached as **Exhibit A**.

REPORT HIGHLIGHTS

1. Traffic signal interconnection (also called coordination) is recommended along the length of Tiburon Boulevard. Four existing traffic signals near Highway 101 are already interconnected. The analysis also assumed eventual installation of traffic signals at the Tiburon Boulevard/Mar West Street intersection and the Tiburon Boulevard/Stewart Drive intersection. The study concluded that properly adjusted signal timing and signal interconnection would result in a noticeable improvement in the AM peak hour traffic flow and a small but positive improvement in the PM peak traffic flow. Signal coordination also tends to encourage drivers to move at the posted speed limit. Speed signs indicating that signals are set for the posted speed limit could also help keep vehicles moving no faster than the posted limit. Signal interconnection costs could be quite low if radio-synchronized clocks are used. Such clocks cost about \$1,500 per signal to install. There

may be ongoing operational costs. Estimated initial cost: \$10,500.

2. Various pedestrian crossing improvement methods are discussed on page 19 of the report. The suggestion for a preliminary pedestrian phase signal at the Tiburon Boulevard/Trestle Glen intersection appears most promising for bicyclists crossing at that location as well.
3. Relatively simple and inexpensive Tiburon Boulevard corridor improvements were explored for various intersections. A brief summary by intersection follows:
 - Blackfield Drive. Signal would be timed and coordinated with the already interconnected signals at Strawberry/Bay Vista, Redwood Highway Frontage Road, and the U.S. 101 Northbound off-ramps.
 - Cecilia Way. A left-turn merge/acceleration lane could be installed similar to the one already approved (but not yet installed) at Ned's Way. Estimated cost: \$57,000.
 - Reed Ranch Road. A left-turn merge acceleration lane could be installed similar to the one approved at Ned's Way. Estimated cost: \$57,000.
 - Trestle Glen Boulevard. For signal coordination purposes, this intersection was grouped with Stewart Drive, Avenida Miraflores, Rock Hill Road, and San Rafael Avenue. In addition, two alternatives for widening of Tiburon Boulevard in the westbound direction at Trestle Glen Boulevard are set forth on "Concept Plans". Both alternatives involve removal of the guardrail on the north side of Tiburon Boulevard, sliver widening on the south side of Tiburon Boulevard, providing a 200 foot long westbound through lane east of the Trestle Glen Boulevard intersection, and restriping of Tiburon Boulevard west of the Trestle Glen Boulevard intersection. Both alternatives would create a continuous stretch of two westbound lanes from just east of Trestle Glen Boulevard to Highway 101. One alternative would eliminate the "protected" exit lane from Blackie's Pasture Road onto westbound Tiburon Boulevard. A second alternative would preserve this "protected" exit lane, but would require a modified configuration at the Reed Ranch Road intersection and an earlier merging of eastbound Tiburon Boulevard traffic from the current merge point near Blackie's Pasture Road to a merge point nearer the Tiburon Baptist Church. Estimated cost of alternative one is \$137,000; alternative two is \$170,000.
 - Stewart Drive. A signal at this intersection was assumed for signal interconnection analysis purposes. This report makes reference to the Korve Study findings and recommendations.
 - Avenida Miraflores. This signalized intersection was assumed to be interconnected with the Trestle Glen Boulevard-San Rafael Avenue grouping. Pedestrian crossing improvements (as discussed on p. 19) could be considered at this busy school crossing.
 - Rock Hill Road. This signalized intersection was assumed to be interconnected with the Trestle Glen Boulevard to San Rafael Avenue grouping. Pedestrian crossing improvements (as discussed on p. 19) could be considered at this busy school crossing.
 - Gilmartin Drive. This intersection is discussed on pp. 20-21 of the study. Neither a left-turn merge-acceleration lane nor a formal pedestrian crosswalk are recommended

at this intersection at this time.

- San Rafael Avenue. This signalized intersection was assumed to be interconnected with the Trestle Glen Boulevard to San Rafael Avenue grouping.
- Ned's Way. The approved but not yet constructed left-turn merge acceleration lane was assumed in this study.
- Lyford Drive. This signalized intersection was assumed to be interconnected with Mar West Street and Beach Road intersection signals. Pedestrian crossing improvements (as discussed on p. 19) could be considered at this busy school crossing.
- Mar West Street. This intersection was assumed to be signalized with Lyford Drive and Beach Road signals for purposes of signal coordination.
- Beach Road. This traffic signal was assumed to be interconnected with the Lyford Drive and Mar West Street traffic signals.

RECOMMENDATION

1. Hear the study presentation by Brian Sowers of Kimley-Horn & Associates.
2. Take any public testimony on the item.
3. Accept the *Tiburon Boulevard Traffic Operations Study*.
4. Discuss the report and provide preliminary direction to Town Staff.

EXHIBITS

- A. Tiburon Boulevard Traffic Operations Study, Final Report, prepared by Kimley-Horn & Associates, dated June 2001.

Tiburon boulevard operational study tcreport.doc