



## Meeting Notes November 2, 2012

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Participants: Jim Fraser, Frank Doyle, Peggy Curran, Mike Cronin, Sandy Donnell, Mike Fuson, Tricia Seyler, John Frick, Isolde Wilson, Simon Coyle, Wendi Kallins

1. *Feedback from Tiburon/Belvedere Meeting on Key Issues Identified at Last Meeting:*

Jim briefed the group on recent meeting of the Tiburon and Belvedere Managers and Councilmembers, in which the group had identified follow-up issues as a result of the larger community meeting in September. The group identified five (5) key issues which were outlined in the spreadsheet (see below) provided to the group. Mike elaborated to the group on each of the items within the spreadsheet, which were as follows:

**I (a):** Caltrans requires that a traffic study be prepared in order to consider changing the traffic signals and to look at other potential modifications to Tiburon Boulevard. Tiburon's Town Engineer, Nick Nguyen, will work on putting together a broad traffic study which can be utilized for more than one traffic area, and will look into hiring someone to work on the study.

**I (b):** Mike and Nick will write a letter to Caltrans requesting that the Town be able to manually change the signals for more efficient traffic flow. CalTrans will likely respond in writing stating that they will not allow us to have control over the signals, as it goes against their policy. We can use this as a starting block to further pursue changing the policy, as it not only would benefit traffic congestion, but also allow for better emergency access during peak commute times.

**I (c):** This falls in line with the traffic study to be prepared, as described in **I (a)**.

**I (d):** San Rafael has a sophisticated traffic software program that monitors traffic counts. Once we have the data from the traffic study, we can input the data into the system and then manipulate the data to see what the best case scenarios would be to reduce traffic i.e. if we added busses or constructed tunnels, etc. We can use this as a tool to determine how best to reduce traffic before actually proceeding with an idea, not fully knowing if it would be the best method to reduce traffic.

**I (e):** This would depend largely on the findings of the traffic study. The cost of the study is unknown; however, Mike and Nick should be able to determine the cost of the study and the estimated timeframe of its preparation by early 2013.

**II (a):** Mike inquired with CHP regarding their thoughts on the tram idea and to find out how they define "school bus" since we need to determine if there would be similar or different restrictions for the tram idea. CHP will be writing us a letter explaining their

findings. Their initial reaction was that the tram would not be a “school bus” regardless if it’s driven on a street or a multi-use path.

**II (b):** Mike will be further researching what the actual dollar amounts would be to operate a tram on an annual basis to determine if it’s a feasible idea. If it’s not, then we won’t proceed with this idea.

**II (c):** If it appears that the tram idea is feasible, then we will need to research what improvements would need to be made to the existing multi-use path in order for the tram to actually run on it. Improvements would likely incur potentially significant costs, such as needing to widen the path at San Rafael Avenue and relocate the existing utility boxes and signals that exist at that location.

**III (a):** Once we receive the data from the traffic study and plug it into the traffic software program, we will be able to see if having an overpass or tunnel would reduce traffic before proceeding with the project.

**III (b):** If it’s proven that these ideas would reduce traffic, then further cost analysis will be conducted.

**IV (a&b):** Nick and Mike will explore the round-about idea with Caltrans, but they won’t likely consider the idea until they see the data contained in the traffic study.

**V (school buses):** The Managers and Mayors agreed that more information and dialogue was needed with parents to determine what the price point would be to have their child(ren) ride a school bus (round-trip). It was decided that an additional survey should be sent to parents of both RUSD and St. Hilary’s to further assess how many more kids could potentially ride a school bus if the price were right. It was decided that the survey should give several price options per round-trip to aid in determining what we would need to work with in terms of a potential parcel tax measure to help subsidize the cost of the fare. Wendi and Susan have drafted a basic survey, which will be further fine-tuned and then brought back to the group at the next meeting before sending to the parents.

2. *Sorting, Analyzing, Prioritizing Ideas – What are the low hanging fruit we should tackle?*

The group agreed that the following ideas should be further considered for implementation in the coming year:

- **Bike Trains:** Safe Routes to School should take the lead on looking at resources for establishing local bike trains. Wendi will work with a contact at Reed to try to see if there is any interest to set up a program and then look for volunteers. Frank will assist Wendi to formulate the elements needed to get a bike train program established and possibly operating by spring. It was suggested that they contact Peter Winkler for help in this area, as he is on Tiburon’s POST Committee and serves as legal counsel for the Marin County Bike Coalition.
- **Strawberry Shuttle:** The group should coordinate with Marin Transit to narrow down the details of the new shuttle between Strawberry and downtown Tiburon. This could be a great opportunity to endorse and promote this transportation

option for all ages. If it is not a success, the Peninsula may very well lose these types of transit options altogether.

- Shuttle Monitor: The group could explore having a bus monitor or crossing guard on the shuttle during school start and end times in order to make parents feel more comfortable having their children ride the shuttle, if they can't ride a school bus.
- Advertise Parking at Blackie's Pasture: The dirt parking lot at Blackie's could work well for continued construction worker/contractor parking, in addition to a key drop off location for children using the multi-use path to get to school, or riders of the new Marin Transit Shuttle. We should take advantage of this dirt parking area and promote its existence to encourage users of both the path and shuttle.

3. *Tasks and objectives for next meeting on **January 11, 2013** agenda:*

- Frank and Wendi will coordinate on researching the logistics of starting a Bike Train program and report back to the group on their findings.
- Wendi and Susan will work on the survey for RUSD and St. Hilary's regarding bus feasibility and ridership.
- Inquire with Marin Transit regarding timeframe and cost for the new Strawberry to Tiburon Shuttle service in order to discuss how best to promote this service to users of all ages on the Peninsula.
- Mike and Nick will work on the five key items described in the attached draft plan for follow up actions and report back on progress of the items at the next meeting.

Prepared by Laurie Tyler, Associate Planner for Tiburon  
November 2, 2012

# DRAFT plan for follow-up actions

November 2012

## I. Tib Blvd Traffic Improvements – Traffic engineering analyses

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| <p>Conduct analysis to enable Caltrans review that examines:</p> <ul style="list-style-type: none"> <li>i. Synchronizing signals</li> <li>ii. Lengthening turn lanes</li> <li>iii. Crosswalks</li> </ul> | <p><b>Mike Cronin with Nick Nguyen</b></p>                            |
| <p>b. Town manually handling signal controls during peak periods from side of road</p>   | <p><b>Mike Cronin will send letter to Caltrans</b></p>                |
| <p>c. Use Caltrans scope of work for basic study; consider adding additional analysis, consultation and advice to CART as part of the scope of work</p>  | <p><b>Outside consultant under Scott Anderson and Nick Nguyen</b></p> |
| <p>d. Run the data through San Rafael’s traffic impact model</p>   | <p><b>Mike Cronin</b></p>   |
| <p>e. Next steps would depend on outcome of engineering analysis and negotiation with Caltrans on implementation</p>   | <p><b>TBD</b></p>   |

## II. Tram on MUP

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| <p>a. Investigate CHP* regulations - is tram permissible, and if so, under what terms (nature of vehicle, other applicable rules or regulations)?; <i>if not permissible, proceed no further</i></p> <p>(*CHP regulates equipment and drivers for all schoolchildren - related transportation)</p> | <p><b>Mike Cronin has solicited information from Caltrans</b></p> |
| <p>b. If permissible, conduct cost/benefit analysis (what would this cost, and what would it accomplish in terms of impact on traffic?); <i>if no significant benefit, proceed no further</i></p>  | <p><b>Mike Cronin will manage</b></p>                             |
| <p>c. If cost/benefit indicates idea is worth advancing</p>  | <p><b>Nick Nguyen</b></p>   |

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| consider:<br>i. Is path strong enough to handle these vehicles w/o incurring undue damage?<br>ii. Do we need to redesign the intersection at San Rafael to accommodate a tram and, if so, at what cost? (current estimate \$150,000) |  |
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**III. Over/Under Passes at Avenida and Trestle Glen**

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| a. Using same study data mentioned in I. above, evaluate over or underpasses (what would they accomplish in terms of traffic improvement); <i>if no significant benefit, proceed no further</i> | <b>Mike Cronin will run through SR traffic engineer for assistance</b>    |
| b. If significant benefit, conduct preliminary engineering analysis of over or underpass feasibility and cost   | Nick to do a rough order of magnitude cost estimate for under/over passes |

**IV. Trestle Glen Round-About**

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| a. Round-About<br>iv. Get feedback on Caltrans on feasibility, consistency with their criteria; <i>if not approvable, proceed no further</i><br>v. Conduct traffic engineering to determine its effect on traffic; <i>if not beneficial, proceed no further</i><br>vi. If meaningful positive effect on traffic, conduct preliminary civil engineering analysis of feasibility and cost | <b>Nick Nguyen and Mike Cronin</b> |
| b. Examine other re-engineering options for intersection  |                                    |

**V. More School Buses**

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| Conduct a survey of parents on cost-sensitivity and bus ridership; Wendi to help craft a survey instrument | <b>RUSD, Steve Herzog<br/>Wendi Kallins</b> |
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