COMMUNITY WORKSHOP

Pedestrian and Bicycle Access Planning at US 101 / East Blithedale Ave. – Tiburon Blvd. Interchange

Study Area
EVOLUTION OF THE INTERCHANGE
STUDY PURPOSE

• Develop and evaluate potential measures that could be implemented over time to enhance access and circulation to the interchange area’s 10 bus stops, walking paths and bicycle routes

• Short-term, medium-term and longer-range

• Any measures should not affect the interchange’s vehicle capacity

• Study is focused on pedestrian and bicycle enhancements
STAKEHOLDERS

• Transportation Authority of Marin
• Caltrans
• County of Marin
• City of Mill Valley
• Town of Tiburon
• Golden Gate Transit
• Marin Transit
• Local businesses
• Local schools
• Disabled persons
• Tourists
• Recreational users
• Bus riders
• Emergency responders
STUDY AREA
INITIAL ASSESSMENTS

• Reviewed infrastructure conditions
• Inventoried multi-modal amenities
• Observed user behaviors
• Researched reported collisions
• Surveyed bus riders
• Receiving feedback from community
• Identified 37 focus areas
RECURRING TRAFFIC CONGESTION
Over 80,000 Vehicles Travel Through the Interchange Each Day
Over 500 Hundred Riders a Day
Use 10 Bus Stops
6 Pedestrian and 14 Bicyclist Reported Collisions in 10 Years

Legend:
- 1: Number of Pedestrian Collisions
- 1: Number of Bicyclist Collisions
- 0: Auto Collisions
- Traffic Signal

PEDESTRIAN & BICYCLE MEASURES

**Short-term Measures**
Pedestrian and bicycle measures that can be implemented in the near-term at reasonable cost without affecting interchange vehicle capacity.

**Medium-term Measures**
Pedestrian and bicycle measures that would require moderate traffic operations and/or geometric revisions to the interchange.

**Long-range Measures**
Pedestrian and bicycle measures that would require substantial changes to the interchange, e.g., capacity enhancements per the PSR.
PEDESTRIAN & BICYCLE MEASURES
FOCUS AREAS - EXAMPLES

Crosswalk across Tiburon Boulevard is offset to west of off-ramp and pedestrians cross simultaneously with vehicles turning left from two lanes, outdated pedestrian and traffic signal equipment
- 2 reported pedestrian-related collisions
- Left-turning motorist sightlines can be obstructed by traffic signal controller and signs
- 150 vehicles turn left across crosswalk during morning peak hour
- 250 vehicles turn left across crosswalk during afternoon peak hour
- Intersection operates at level-of-service "F" during morning peak hour; "B" during afternoon
- Crosswalk is 72 feet long
- Curb ramps on both sides of crosswalk
- 5-foot sidewalks on north side of Tiburon Boulevard, and on south side to east of intersection
- Highway lighting at intersections northwest and southwest corners
- No pedestrian countdown signals
- Pedestrian crossing phase serving crosswalk across Tiburon Boulevard initiates at same time as green light serving off-ramp traffic
- Combination of 8-inch and 12-inch, and incandescent and LED traffic signals
- Several 8-inch signal heads lack backplates

Westbound motorists turning onto loop on-ramp to southbound US 101 weave across cyclists’ path of travel, resulting in conflicts
- 1 reported bicycle-related collision
- Design speed of entrance to southbound loop on-ramp is 21 mph
- Motorists have approximately 100 feet of sight distance before entering on-ramp from eastbound Tiburon Boulevard
- 750 vehicles turn right onto loop on-ramp during morning peak hour
- 400 vehicles turn right onto loop on-ramp during afternoon peak hour
- No separated bicycle facilities exist
- Downgrade along cyclist’s westbound path of travel is approximately 4 percent
- A bicycle parking rack exists near the on-ramp’s entrance from Tiburon Boulevard
- No bicycle signs or pavement markings
- Highway lighting on north side of on-ramp and 150 east of on-ramp
TASKS & SCHEDULE

Existing conditions          Oct. – Dec. 2014
1st community workshop       January 2015
Develop options              February - March
2nd community workshop       April
Refine & prioritize options  May – June
Present to stakeholders      July
Final report                 August
BE PART OF THE PLANNING

• Provide input on focus areas
• Help identify additional concerns
• 3 “stations”:
  – Overview
  – Pedestrians & Transit
  – Bicyclists
• Fill out comment card
FOR ADDITIONAL INFORMATION:

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