



**City of Belvedere**  
**City Council Meeting**  
**Other Scheduled Items**  
Monday, January 22, 2024

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**To:** Mayor and City Council

**From:** Robert Zadnik, City Manager  
Tony Boyd, Director of Public Works  
John Moe, Contract City Engineer

**Subject:** **Item No. 6.B. - Approve a Response to Caltrans Regarding SR 131 (Tiburon Boulevard) Capital Preventative Maintenance Project**

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**Recommended Motion/Item Description**

That the City Council consider the report and approve the attached letter to Caltrans concerning bicycle and vehicle traffic improvements on Tiburon Blvd (State Route 131).

**Project Overview**

The State Route 131 Capital Preventive Maintenance Project, developed by the California Department of Transportation (Caltrans), focuses on repairing and enhancing a 4.6-mile stretch of East Blithedale Avenue/Tiburon Boulevard in Marin County, California. Throughout the Project footprint, the existing pavement exhibits moderate to frequent rutting, aggregate raveling, potholing, and surface cracking. If left uncorrected, the asphalt flaws on SR 131 will lead to major deterioration and require full roadway rehabilitation. The project designers aim to improve serviceability, safety, and accessibility while supporting bicycle riders and other active transportation modes.

*Analysis*

The project Draft Initial Study describes a project that divides SR131 into three segments, including approximately 1000 linear feet of roadway on East Blithedale Ave. in Mill Valley. The description of the work consists of the following main categories:

*\*Note that this analysis focuses on those segments east of US 101 that are more likely to impact Belvedere residents.*

- **Pavement Rehabilitation:** Repair existing pavement, addressing issues like rutting and cracking, and add new pavement sections.
- **Bikeways:** Construct Class I, II, and IV bikeways to bridge gaps in the active transportation network.
  - **Class I Bike Path:** This is a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians, with crossflow by motorists minimized.

These paths are often found in parks, along rivers, beaches, or along abandoned railroad corridors and are completely separated from streets.

- Class II Bike Lane: This is a lane designated for the exclusive or preferential use of bicycles. Class II bike lanes are typically marked with striping, pavement markings, and signage. The lane is usually on a street or highway and offers some level of separation between bicycle and motor vehicle traffic.
- Class III Bike Route: A Class III bike route provides for shared use with pedestrian or motor vehicle traffic. These routes are often designated by signs and are found in areas where there is not enough space for a dedicated bike lane. Bicyclists share the road with other forms of transportation.
- Class IV Separated Bikeway/Cycle Track: This is a newer classification that refers to a bike lane that is physically separated from motor vehicle traffic. The separation can be achieved through grade separation, flexible posts, inflexible physical barriers, or on-street parking.

With the exception in the following paragraph, generally, the bike lanes are proposed in locations where riders already travel. Formalizing these routes has been shown to improve rider and driver confidence. To accomplish this work, Caltrans will adapt the shoulder of the roadway and may reduce the median in areas where Tiburon Boulevard narrows. Vehicle travel lanes are proposed to remain at their current width.

Caltrans proposes a new class IV or class II bike lane from the Greenwood Cove/Blackfiled Dr. intersection to Blackie's Pasture/Trestle Glenn Blvd. (**See attachment A**). It's worth noting that a Class II bike lane detour already exists in this area. Riders are currently detoured onto Greenwood Beach Drive, which connects directly with the Bay Trail.

- **Intersection Modifications**: Upgrade intersections for improved traffic flow and safety.
- **Curb Ramps and Guardrails**: Upgrade curb ramps to ADA standards and guardrails to current safety specifications.
- **Drainage Systems**: Rehabilitate existing drainage systems to reduce highway flooding risks.
- **Electrical Systems**: Modify electrical systems, including traffic signals and lighting.

### *CEQA and Timeline*

The initial study conducted under the California Environmental Quality Act (CEQA) indicates no significant adverse environmental impacts, leading to a proposed negative declaration. Caltrans defines the work as a preventative maintenance and rehab project.

Construction is anticipated to begin in the summer of 2025. As part of their typical environmental review process, Caltrans held a virtual public information meeting on October 26th, 2023, which was attended by members of the Belvedere City Council and staff. Members of the public voiced their concerns—comments ranged from drainage questions to sea-level rise to project funding and the construction process. Caltrans staff answered these questions and encouraged the public to submit comments in writing. The public comment period for this project closed on November 3rd of last year; however, there is still an opportunity to provide formal feedback. The project administrators have agreed to include Belvedere's comments in the official record for

consideration.

Design and Final Engineering are anticipated to take between 12 and 18 months. During that time, the City's Public Works Department will engage with the Town of Tiburon and Caltrans to address the Council's interests.

### *Response*

Overall, this is a small project for Caltrans. The scope of work is limited to maintaining what's existing while making moderate improvements to meet current ADA standards. That said, local residents understand the impact of construction work on Tiburon Blvd; even trimming vegetation can result in significant vehicle congestion. Caltrans has commented that they understand this impact and are considering night work for certain tasks.

The attached letter (**Attachment B**) formalizes the following questions and concerns raised by staff and the City Council:

1. Belvedere is to be included in reviewing and approving the Traffic Management Plan— Caltrans to coordinate plan details with DPW and return to City Council at a future date to present the traffic plan and inform residents of impacts.
2. Assist Belvedere and Tiburon in developing a resident outreach portal with current and scheduled traffic impacts related to the Project.
3. Recommend that Caltrans perform a detailed Traffic Study to determine 1.) the effectiveness and need for new Class I and Class IV bike lanes from Blackfield Drive (Cove Shopping Center) to Trestle Glen Blvd., and 2.) estimated traffic impacts related to new crosswalks & new bikeway improvements, and 3.) traffic impact in removing vehicle shoulder during peak travel times.
4. Analysis of costs related to new Class I and IV bike lanes from Blackfield Drive to Trestle Glenn Blvd. Can these funds be used more effectively elsewhere?

### **Recommendation**

That the City Council approve the attached letter to Caltrans concerning bicycle and vehicle traffic improvements to Tiburon Blvd (State Route 131).

### **Attachments**

- a. Depiction of Proposed Bike Lanes and Type
- b. Letter from the Belvedere City Council to Caltrans
- c. [Caltrans Draft Initial Study and Proposed Negative Declaration](#)

# Latest Caltrans Plans for Bikeway Improvements in Tiburon Boulevard Project (August 2023) - Western Segment





# Latest Caltrans Plans for Bikeway Improvements in Tiburon Boulevard Project (August 2023) - Middle Segment





January 22, 2024

Caltrans District 4  
Office of Environmental Analysis

Maxwell Lammert  
Acting Office Chief  
P.O. Box 236660, MS-8B  
Oakland, CA 94623-0660

Re: Comments to the State Route 131 Capital Preventive Maintenance Project

In October of last year, the City of Belvedere was made aware of planned improvement work along SR 131, commonly referred to as Tiburon Boulevard. This roadway acts as the primary access route for residents of the Town of Tiburon, City of Belvedere and portions of Marin County. During peak travel times, this roadway becomes highly congested; many residents have experienced 1-hour wait times, or longer, in getting from downtown Tiburon to Highway 101. Road work easily exacerbates these wait times—even the presence of a vegetation trimming crew can cause significant delays. While this maintenance project appears to be relatively limited in scope, we encourage your engineers and operations team to thoroughly consider alternatives to lessen construction-related impacts and other permanent impacts resulting from the proposed work.

On January 22<sup>nd</sup> 2024, the Belvedere City Council considered the Draft Initial Study and have the following comments:

- a. Belvedere formally requests to be included in reviewing and approving the Traffic Management Plan. It is requested that Caltrans coordinate plan details with our DPW staff and return to City Council at a future date to present the traffic plan and inform residents of expected impacts.
- b. Belvedere formally requests that Caltrans assist Belvedere and Tiburon in developing a resident information portal with current and scheduled traffic impacts related to the Project.
- c. Belvedere formally requests that Caltrans perform a focused Traffic Study to determine:
  - The effectiveness and need for new Class II and Class IV bike lanes from Blackfield Drive (Cove Shopping Center) to Trestle Glen Blvd.
  - Estimated traffic impacts related to new crosswalks & new bikeway improvements
  - Traffic throughput effect in removing vehicle shoulder during peak travel times.
- d. Belvedere formally requests an analysis of costs Related to new Class II and IV bike lanes

from Blackfield Drive to Trestle Glenn Blvd. Can these funds be used more effectively elsewhere in Marin County?

We thank you for making our safe routes a priority in our community and welcome the opportunity to start a constructed dialogue on these important issues.

Thank you for your consideration.

Respectfully,

Peter Mark,  
Mayor, City of Belvedere