

### III. CIRCULATION ELEMENT

The Circulation Element is designed to offer a balanced circulation system which will promote public health, welfare, and safety, as well as preserve and enhance the quality of the community's environment. Underlying the preparation of transportation proposals for Belvedere is the City's long-standing policy that there will be no substantial change in the current road network.

#### A. SETTING

##### 1. Automobile Circulation

The auto circulation system in Belvedere consists of 10.5 miles of roads and represents a "full development" of the very simple road system. Tiburon Boulevard, a state highway, serves the city as its major arterial street providing inter- and intra-County access. San Rafael Avenue, upper and lower Beach Road, Belvedere Avenue, West Shore Road, and Golden Gate Avenue form a secondary loop. Bella Vista, Fern (between Madrona and Oak), Laurel, and Oak Avenues act as central collectors. Most of the streets are interconnected so there is a two-way access to most residences. (See Exhibit 3.)

Among suburban cities, Belvedere has a street system which shows singular regard for topographic and environmental conditions and disregard for auto movement. Most of Belvedere's streets are narrow and curving -- in many places so narrow only one car can pass at a time, while another waits in one of the "pull out" positions provided along its length. Many also have substantial grades. Interestingly, most streets were located on the steep terrain of the island, leaving more level ground for building sites. Road widening is not only infeasible but nearly impossible -- even if the community wished to do it.

From one point of view, the narrow curving streets are a community asset, reducing the amount and speed of traffic, reducing noise and pollution, and creating an atmosphere in which cyclists and pedestrians can feel relatively safe.

But Belvedere's streets function at a minimal level: they provide access to and from housing for residents and for service vehicles and they serve as access for emergency vehicles in the event of need. However, the streets can easily be blocked in some places by a stalled vehicle or an illegally parked car. Enforcement of parking laws, removal of illegally parked cars and other vehicles, and a continuing emphasis on requiring residents who wish to add to their homes to provide the necessary off-street parking is required to allow the streets to function safely for all. (See "Community Safety") Modification of

Belvedere's narrow streets to improve sight distances and to create additional on-street parking will improve the safety of the streets for drivers and pedestrians.

Most suburban communities generate between 8 and 10 trips per house each day. Counts taken by the Town of Tiburon in late 1985 indicate that average daily traffic on San Rafael Avenue, at its intersection with Tiburon Blvd., is about 1,900 cars per day; at Beach Road, south of Tiburon Blvd., traffic is about 2,150 cars per day. Given Belvedere's approximately 1,000 residential units, the traffic on these two streets alone equals almost 4 trips per household per day. Additionally, there is some traffic which does not pass either of these intersections, and some traffic (such as on Beach Road) which does not enter Belvedere at all (coming from Main Street in Tiburon). Therefore, it is probably correct to state that the average daily traffic in the City is probably now closer to the 8 to 10 trips per day per home found in most suburban communities.

A small increment of growth is anticipated in Belvedere, which will generate a corresponding increase in traffic on a system already near capacity.

## 2. Parking

Belvedere and Corinthian Islands' narrow streets and steep hillsides contribute to a severe parking problem. Most of the remaining undeveloped sites are very steep, and providing the required two parking spaces per unit is difficult. Many of the older houses do not have any off-street parking. On-street parking on Belvedere and Corinthian Islands is very limited and road widths do not allow any additional on-street parking in most places. The City should make every effort to require parking for all new homes, as well as upgrading parking for homes when remodeling is approved. The Zoning Ordinance requires conformance with parking requirements as a condition of Design Review approval when an addition of more than 100 sq. ft. is proposed. Where possible, additional roadside parking should be created. The City should also require that adequate off-street parking be created when homes are remodeled, and that parking be kept available for cars and not used (as are many garages) for storage and workshop space.

In the Belvedere Lagoon area, streets are wide enough to provide adequate on-street parking, and virtually all of the homes have off street garages or carports. However, commuter parking by ferry and bus riders has become a significant nuisance on Lagoon,

Cove and Beach Roads, and some parking regulations such as preferential parking decals and limited time parking have been implemented to alleviate these problems.

### 3. Public Transit

The Golden Gate Transit District provides Belvedere with inter-city bus service, primarily to San Francisco and other parts of Marin County. During commuting hours only, buses run along San Rafael Avenue and lower Beach Road. Non-peak hour bus service is confined to Tiburon Boulevard. Supplementing bus service to San Francisco are three popular ferry runs between Tiburon and San Francisco per commute time, both in the morning and evening. There is no intra-city bus service within Belvedere.

### 4. Pedestrian Ways

Several walks and lanes exist to serve Belvedere pedestrians. Walks follow the contours of the land; lanes ascend or descend Belvedere and Corinthian Islands. Some are remnants of the times when walking was a more popular activity in Belvedere and are now in disuse, but all are increasingly important as alternatives to auto use and for use in emergencies. Lanes are being improved and kept in usable condition. A 1992 survey of Belvedere's lanes and paths indicated that the following lanes were in use and were being maintained:

Corinthian Lane, Corinthian Steps, McLean Lane, Pagoda Lane, Woodland Lane, Cedar Lane, Hawthorne Lane, Pomander Walk, Transpac Lane, Harry B. Allen Lane, and Woodwardia Lane.

The following lanes were listed in the 1992 report as recommended for major improvements: Hawthorne Lane, Park Lane, Pagoda Lane, Cedar Lane, and Woodwardia Lane. The 1992 report also suggested that existing utility easements be studied as to whether they might also be used by pedestrians.

### B. POLICIES

1. City policy to keep the present road network intact, as shown on the Circulation Map, should be continued. The City should conduct traffic studies as needed to address safety considerations for all of Belvedere's streets. Improvements to streets should be designed to improve the safety, sight distance, and parking conditions of the streets rather than to increase their capacity. Pedestrian circulation and safety should be an important consideration in determining what street improvements are made. Sidewalks should be encouraged.

2. Traffic generated by construction activities, tourists, and special events (such as Opening Day, fireworks displays in the Bay, etc.) should be discouraged from using Belvedere's street system. Alternatives for construction

traffic should be studied, and specific regulations about such traffic and the parking of construction vehicles should be implemented.

3. As required by ordinance, off-street parking is to be created and maintained through the planning approval. The City shall encourage residents to provide additional off-street parking and shall require that the parking requirements of the Zoning Ordinance are met. Further, the City should require that the off-street parking spaces be continuously available for the parking of cars and not used for non-parking use, such as storage or workshop space. Tandem parking (end-to-end spaces) shall not be considered to fulfill the requirements for more than one of the required parking spaces. The City shall also encourage the creation of additional on-street parking where it is possible to do so, either within the right-of-way or partially on private properties.

4. Alternatives to the use of private cars should be explored jointly with Tiburon and/or the County for feasibility in Belvedere. The purpose would be to serve intra-city and intra-Tiburon Peninsula transit needs, including pickup and drop off at key transit exchange points such as the ferry and Alto Wye. The development of a local taxi system for the Tiburon Peninsula should be encouraged.

5. The pedestrian system of lanes and paths should be upgraded. Belvedere Way has been improved to provide for safe pedestrian use and should be further improved to make the grade available for vehicular use during emergencies.

6. The City should maintain all roads within the existing system in full service condition. If roads are damaged by slides or other disasters, they should be restored to full service as soon as practicable. Two means of ingress and egress should be provided for every residence, except for very short cul-de-sacs.