

BICYCLE PEDESTRIAN ADVISORY COMMITTEE  
FEBRUARY 15, 2018  
CORTE MADERA TOWN HALL COUNCIL CHAMBERS  
FINAL MINUTES

Committee members Present: Robert Ravasio, Chair  
Cheryl Longinotti (arrived at 6:15)  
David Macpherson  
Marc Madden

Committee members Absent: Kirby Bartlett  
Leif Christiansen  
Tony Garza  
Tomas Nofziger

Staff Present: Public Works Director Peter Brown  
CMPA Lieutenant Theo Mainaris

1. Call to Order

Chair Ravasio opened the meeting at 6:05 p.m.

2. Open Time for public regarding non-agenda items

Mr. Jim Robinson, Ash Avenue, stated the City of San Rafael recently adopt a new Sidewalk Repair Sharing Program with residents. It is on a 50/50 basis and provides up to \$1,000 maximum for sidewalk repairs. The City is soliciting Requests for Proposals (RFP) so there can be cost savings by doing it on a more global basis. Tree work will also be included along with the possibility of curb and gutter work. This type of program is being done by a number of other communities. He asked the Town Council to consider such a program.

3. Introduction of new Public Works Director, Peter Brown

Chair Ravasio welcomed Public Works Director Brown.

Chair Ravasio stated he would like to rearrange the order of the agenda.

6. Project Updates

1. Sausalito Street Speed Limit Signs and Enforcement

Public Works Director Brown presented a staff report. He stated residents have expressed concern about speeding on Sausalito Street for some time. The gradients are steep and the lower half is residential on both sides of the street. The Central Marin Police Authority (CMPA) ran a four day speed survey and found that about 80% of the speeds were within the 20 to 30 mile an hour range- the posted speed limit is 25 mph. Staff did not get the feeling that speeds were excessive. Next steps include community meetings, installing a new 25 mph sign, and installing radar signs.

CMPA Lieutenant Mainaris reported officers arrived at Sausalito Street this morning at about 7:00 a.m. and encountered the first violation after about three minutes. The enforcement effort ran from 7:00 a.m. to about 2:00 p.m. and the officer issued nine citations (all were local residents). This is a very steep, downhill street with no sidewalks so ticketing at 5 mph over the limit would not be prudent. The department will place a portable radar trailer along the street starting next Monday with a motorcycle officer on patrol on Tuesday. The department will be doing six enforcement operations per year- the first is scheduled for February 26<sup>th</sup> and will be a speed enforcement operation in all three jurisdictions. A press release will be issued soon. The ideal enforcement operation yields zero citations.

Committee member Madden asked if any bicyclists were cited. Lieutenant Mainaris stated “no”.

Committee member Macpherson if there was a difference between uphill vs. downhill citations. Lieutenant Mainaris stated all the citations were for downhill traffic. Committee member Macpherson asked if the department had any pedestrian crosswalk “stings” planned for this year separate from Sausalito Street. Lieutenant Mainaris stated “yes” but it will be later in the year. Committee member Macpherson asked if the pedestrian enforcement programs were grant dependent. Lieutenant Mainaris stated the department has applied for an Office of Traffic Safety (OTS) grant but the six enforcement operations are not tied to a grant. Committee member Macpherson asked who owned the radar signs. Lieutenant Mainaris stated the CMPA has portable signs on trailers and shares the signs that are mounted on poles. The permanent sign that will be installed by the Public Works Department will be owned by the Town.

Committee member Macpherson stated there has been an increase in the visibility of the radar signs and some jurisdictions have signs that are larger and brighter. These are very “attention grabbing.”

Public Works Director Brown stated he received comments from neighbors about other things to do- install stop signs, create one-way streets, etc. He recommended they continue with the community outreach.

#### 4. Discussion Items

##### A. Tamal Vista Complete Streets Project

Public Works Director Brown presented a staff report and made a PowerPoint presentation. The Tamal Vista Corridor between Fifer and Madera is an ideal location for a Complete Streets treatment which would include multi-modal improvements. The schematics show Class II and Class III pathways near Fifer. The reason for the Class III in the southbound direction is due to the left-turn volumes that are needed to access Highway 101 at Wornum. The discussion about Complete Streets includes improving ADA ramps and pedestrian crossings. He would like to bring back the idea of a roundabout at Madera at Tamal Vista and stated it could enhance vehicular movement and bicycle and pedestrian safety because of its geometry and design. Roundabouts are a superior traffic control device, increase safety, handle more volume and reduce delay.

Ms. Cindy Winter, Larkspur, stated the initial plans look very good. She asked about the reference to “cat tracks.” Public Works Director Brown stated it is a way to indicate a conflict zone and includes “skipped green boxes” (green boxes, then pavement color, then more green boxes instead of a complete painting of a green roadway). Ms. Winter asked if it would be possible to install a round-about at Tamal Vista and Wornum. Public Works Director Brown stated that was a more difficult location. Ms. Winter stated she likes the idea of adding curves and other features that drivers have to attend to- straight lanes are very boring.

Ms. Pat Ravasio, Oakdale Avenue, stated the Corte Madera Inn on Tamal Vista was looking at new design concepts including eliminating the restaurant entirely. A pedestrian passageway to the food court at the shopping center would be a good idea.

Mr. Jim Robinson, Ash Avenue, stated this area is in need of some improvement. He stated the ultimate configuration of the hotel, restaurant, and new furniture store are unknowns. He was very familiar with roundabouts.

Committee member Macpherson stated the BPAC has talked about roundabouts many times over the years- he is a huge fan. He asked about the status of any type of development agreement with the hotel or other business that would require them to pay their fair share or mitigate any traffic issues that would result from their development. Public Works Director Brown stated he was working with Planning Director Wolf on updating the Traffic Impact Fees.

Committee member Longinotti stated there is only one street light at the intersection of Tamal Vista/Madera/Council Crest and it is on the southwest corner. She would like to see one on the north/east corner

Chair Ravasio asked about the reference to flashing beacons being illegal. Public Works Director Brown stated the Federal Highway Administration recently rescinded its authorization because of a patent issue with the rectangular rapid flashing beacons (RRFB). That particular tool is not authorized for new projects. There are alternatives to the RRFB that work nearly as well.

## B. Tamalpais Drive and US 101 Overcrossing Improvements

Ms. Pat Ravasio stated she did not have a full update but did have some good news. She briefly described the project and the volunteers involved. CalTrans has made this an official project. They are studying whether or not the Tamalpais overcrossing was sufficient to work with “as is” or if they would need to tear it down and start over again. The initial thought is that it looks good and they can add a 15’ cantilevered bicycle/pedestrian overcrossing adjacent to the roadway. CalTrans is pushing for public/private partnerships.

Public Works Director Brown stated he spoke with the Deputy Director of CalTrans District Four yesterday and was told there were two recent meetings that focused on bridge engineering and traffic engineering. He will be representing Corte Madera at the next meeting on February 27<sup>th</sup>. A determination has not been made about the condition of the overcrossing. The first phase of developing a project with CalTrans is the creation of a Project Initiation Document (PID)- everything done to date has been pre-PID work. A combination of funds would likely be used- there is no single funding source. He will give an update at the next meeting.

### 5. Committee member Reports

Committee member Madden reported he has been serving on the Policy Council of the Metropolitan Transit Commission (MTAC) since November.

Committee member Longinotti reported she was contacted by the Marin County Bicycle Coalition regarding helping out with Bike to Work Day in May. She will be asking for volunteers soon.

### 6. Project Updates

#### 2. Paradise Drive

- Paradise Dr. at Prince Royal Passage Pedestrian Crossing Improvements

Public Works Director Brown presented a staff report and gave a PowerPoint presentation. The project went out to bid several weeks ago. The project construction cost is around \$200,000. There are quite a bit of condition changes including lighting, the pedestrian bulb outs, decreasing the crossing distance, and some drainage work. He will be considering lighting for most intersections to increase safety.

Ms. Cindy Winter was concerned that the crosswalk at Westland is not being considered in this project.

Mr. George Topor referred to the concern about lighting and stated an interesting study would be for someone to drive around and see where lights are placed and not placed. He lives near this intersection and there are street lights on the northwest and the southeast corners. Instead of spending \$50,000 for a new streetlights someone should look at extending the “arm” on the streetlight on the southeast corner. He understood that bids had to be accepted but they do not have to be funded.

Public Works Director Brown stated the plans for this project have been approved. He supported Mr. Topor’s recommendation to do a survey of the existing conditions in Town and perform a comprehensive assessment. Mast arms on light poles are not typically retrofitted- most of the retrofitting involves changing the lighting to LED.

- Paradise Dr. Sidewalk Widening (San Clemente to Seawolf)

Public Works Director Brown presented a staff report. The grant money from the Marin Transportation Authority (MTA) for this project defined it as a Class I pathway. Unfortunately, the most recent assessment shows that they do have the necessary right-of-way to work within the amount of money received. He will work with MTC to redefine the scope. There is a need for a wider sidewalk through that section and he would like to save the cost of a right-of-way acquisition. They could also do some signage and routing for cyclist to a Class III connection back out to the San Clemente section of the Class I pathway.

Committee member Longinotti asked if redefining this project would involve wetlands issues- it is adjacent to the marsh. Public Works Director Brown stated there is an existing path that is clearly being used. The type of improvement would dictate the level of permits needed. This is all to be determined.

Chair Ravasio asked if a survey was done. Public Works Director Brown stated “yes, but he has not had a chance to review it”. The property lines have been established and there is not enough right-of-way for a Class I pathway. Chair Ravasio noted there was also a big wall near the pump station.

Chair Ravasio stated there was a strong public interest in getting these first two projects completed. They are high traffic zones in the mornings and afternoons for students.

Chair Ravasio asked about a timeframe for seeing any improvements. Public Works Director Brown stated for the average user redefining the scope does not mean a lot- it means more from an engineering standpoint. A repaved sidewalk to 11’ wide will be used by kids. From a practical standpoint he is not concerned about redefining the scope. Chair Ravasio asked if this could happen in the next six months. Public Works Director Brown stated he would report back to the BPAC. It could be put out to bid this year or next.

- Paradise Dr. Multi-use Pathway Gap Closure at Westward to Upupanda Way

Public Works Director Brown presented a staff report. Assessment work has started on this project. It has long been considered a Class I pathway extension but they run into right-of-way constraints near the Montessori and Marin County Day Schools. In addition, there could be drainage issues and permitting issues with the Army Corp. of Engineers. This could drive the cost up. He would like to look at some options for a buffered Class II pathway near the intersection of Westward. Being creative and flexible is important.

Committee member Macpherson stated the BPAC has been pushing for a Class I pathway for decades from the Montessori School to the Bay Trail on San Clemente. He is concerned about redefining the scope of this project. They have talked about utilizing a “pier and wooden plank” system for pedestrians and bicycles- this is something they could look at to bridge the drainage ditch. He is concerned about reducing the width of the multi-use path- the Bay side of Corte Madera deserves a grade separated path as much as possible even if there was an increase in the cost. He was not sure a survey has been done and some of those private property owners might have pushed into the right-of-way. A survey should be done. Public Works Director Brown stated they received a few hundred thousand dollars of grant money but what has been scoped is a \$3 to \$4 million project for a very short section of roadway. He is looking for a project that can be delivered for the amount of grant funds that have been acquired. A contiguous Class I pathway is important but he does not see it happening in the next few years. And if there is a buffered Class II that is considered, it would only be for a very small segment of the project.

### 3. Sanford at Casa Buena Traffic Congestion Relief Improvements

Public Works Director Brown presented a staff report and gave a PowerPoint presentation. Staff has given direction to the consultants regarding some interim improvements in terms of some painting and a bulb out. He stated the project could be done at a relatively low cost and in two phases. He pointed to an area where the bicycle connection could be enhanced with “cat tracks”. A long-term solution would need to address the circulation throughout the Meadowsweet/Casa Buena area. They can also work on the signal timing. He has heard proposals for one-way streets but he does not think that will help the situation.

Chair Ravasio asked about the long-term solution at Sanford. Public Works Director Brown stated the major issue at this intersection is that it is yield controlled- some people yield, some do not. There is confusion as to who has the right of way. He pointed to an area where he would create a “bike pocket”.

Committee member Longinotti stated she did not think they need a stop sign for vehicles going south on Sanford- it is currently a yield. Public Works Director Brown stated that staff will need to do a “stop warrant” analysis. It is yet to be determined.

Ms. Patti Stoller, Casa Buena, agreed with Committee member Longinotti about the stop sign on Sanford- people do not see the yield sign because they are looking at Tamalpais Drive. There should be a way to

enhance the visibility of the yield sign. She asked if there has been consideration to making the vehicles on Casa Buena yield to traffic.

Mr. George Topor stated the design work should be for one project and not a stop-gap measure. He has advocated for years that this should be a one-way loop.

Committee member Macpherson stated he has noticed the vehicle lane width on Casa Buena is a bit over 11 feet and it could easily be reduced to 10 feet. This would give the bicycle traffic coming down from Horse Hill a bit more room. He asked about the temporary test to prevent traffic from going northbound. Public Works Director Brown stated he could simply install a barricade while the road is being painted. They could get some traffic counts of vehicles trying to cut through Peets or other driveways. The barricade would remain for several days.

Chair Ravasio stated he liked the idea of experimenting with paint as a first step. This is a terrible intersection and at times it is a “free for all”. This is a great start.

#### 4. Pedestrian Ramp Improvements at Mohawk and Neil Cummins School

Public Works Director Brown presented a staff report. These improvements are in the design phase in coordination with the 2017/18 Pavement Rehabilitation Project. Staff should receive the geometric layout by the end of the week for review. Construction will begin in the fall.

Committee member Macpherson stated it would be great if the project could be completed before school starts in the fall. Public Works Director Brown stated that was the goal.

Mr. Jim Robinson, Ash Avenue, stated this is a project he has been harping on for about seven years. This is the only entrance to a school that does not have an ADA compliant sidewalk. He asked if the pedestrian bulbs would be brushed concrete or exposed aggregate which can be very slippery.

#### 5. Pedestrian Striping Enhancements

Public Works Director Brown presented a staff report. He urged Committee members to come out to this intersection to check out the work completed by the Public Works maintenance crew. The work is called “intersection daylighting”. This is another yield controlled intersection which could be changed in favor of a different type of intersection control. The intersection is not a standard or safe design. The curbs were painted bright red and three parking spaces were eliminated. He pointed to an area that had plenty of on-street parking. The sight lines have been improved. He pointed to the intersection of Pixley and Redwood where there were poor sight lines with skewed angles. Staff will do an in-house design that will include a few extended red curbs, the addition of a stop bar and a double yellow line, and repainting the yellow crosswalk. This intersection was brought to his attention by the Safe Routes to Schools representatives.

Ms. Cindy Winter referred to one of the slides showing a vertical path and asked how it was accessed. Public Works Director Brown stated he thought it was an access path for the bus stop- it is not really a pedestrian crossing. It is not something he would look to enhance.

Committee members Macpherson stated when his daughter went to Neil Cummins School they travelled down Redwood to Pixley and he encouraged staff to scope this route early in the morning (between 7:40 a.m. and 8:10 a.m.). There are 70 to 100 pedestrians and bicyclists coming down Redwood. He thought the idea of parking on only one side of Pixley should be explored.

Committee member Longinotti referred to Traffic Impact Fees and stated the developer of the Tam Ridge Project was levied a fee of \$250,000. The Safe Routes to Schools Task Force is concern about the intersection of Redwood and Wornum (cars on Wornum heading south and making a right turn). There is a need to upgrade the signal and perhaps install a pedestrian activated sign. She asked if the Traffic Impact Fees could be used for these improvements. There is also a desire to retain the path on the south side of Wornum (opposite Tam Ridge) as the main east/west route. Public Works Director Brown stated he would review these requests.

#### 6. Redwood Highway Multi-use Pathway

Public Works Director Brown presented a staff report. This project is the beginning of the rehabilitation of the Class I pathway that extends from Wornum to San Clemente. The main issue is that the pathway is old, inconsistent in width and depth, and the trees are uprooting portions of the pathway. Staff has started the preliminary design to determine if the pathway can be rehabilitated, ground down several inches and repaved, or if the substructure needs to be replaced. Some trees may need to be removed and replaced- the BPAC would be involved in this decision. The design would include a standardized width with two feet of decomposed granite (or similar material) on either side. This was originally a slurry seal project. There is a grant but staff might need to use some City funds.

Committee member Macpherson stated the BPAC had requested an evaluation by an arborist in determining the useful life of those trees along the path near the Village. This evaluation would help in the decision making process. Public Works Director Brown stated this has not been done but is one of the steps in the preliminary design.

#### 6. Approve Minutes of September 20, 2017 BPAC Meetings

Chair Ravasio stated approval of the September 20, 2017 minutes would be continued due to lack of a quorum (Commissioner Madden was absent from the September 20<sup>th</sup> meeting).

Committee member Macpherson suggested the following items for on an upcoming agenda: 1) Recognition that the BPAC addresses pedestrian concerns and the need to do more community outreach with respect to pedestrian facilities; 2) Discuss and develop a plan for a public/private cost sharing arrangement for sidewalk repairs including a survey of the Town's sidewalks; 3) Revisit the sidewalk survey undertaken by the Accessibility Advisory Commission and hear comments from staff; 4) Invite a representative from San Rafael to talk about their Sidewalk Improvement Program; 5) Review of the BPAC sunset date and discuss making it a standing committee.

Ms. Patti Stolier stated a survey done by Age Friendly Corte Madera revealed that sidewalk safety is the number one concern of seniors.

Committee member Madden stated he would like to discuss the subject of electric bikes and how they relate to public safety.

Public Works Director Brown stated the BPAC will be meeting on the third Thursday of even months.

#### 7. Set Next Meeting Date and Adjourn

The meeting was adjourned at 7:50 p.m. The next meeting was scheduled for Thursday, April 19<sup>th</sup> at 6:00 p.m.