

BICYCLE PEDESTRIAN ADVISORY COMMITTEE
FEBRUARY 20, 2020
CORTE MADERA TOWN HALL COUNCIL CHAMBERS
FINAL MINUTES

Committee members Present: Robert Ravasio, Chair
Kirby Bartlett
Cheryl Longinotti
David Macpherson
Marc Madden

Committee members Absent: Tony Garza
Thomas Nofziger

Staff Present: Public Works Director R.J. Suokko
Senior Engineer Jared Barrilleaux
Senior Engineer Chris Good

1. Call to Order

Chair Ravasio opened the meeting at 6:00 p.m.

2. Salute the Flag

3. Approve Minutes of the October 17, 2019 meeting

M/s, Madden/Bartlett, to approve the October 17, 2019 minutes as submitted.
AYES: All ABSENT: Garza, Nofziger

4. Open Time for Public Regarding Non-agenda Items

Ms. Janet Furman, Corte Madera, stated she was in favor of having bike lanes anywhere in Town. The path that cyclists take from Tamalpais Drive to the Horse Hill bike path is via Meadowsweet and not Casa Buena. Casa Buena has a lot more traffic and two, steep rolling hills.

Mr. Steve Cardilenni, Council Crest Drive, stated a lot of people were worried about an increase in automobile traffic on Tamal Vista when the Tam Ridge Apartments opened. This has not been the case- but there has been an increase in foot traffic that has interfered with automobile traffic. It is made worse by the “no right-hand turn” sign that was recently installed. There are other ways to protect pedestrians.

Ms. Cindy Winter, Larkspur, stated she was told that the Highway 101 Northbound Off-Ramp Path Project was in the hands of CalTrans.

5. Committee Member Reports

Committee member Longinotti stated individuals can now purchase license plates that support cycling. A certain percentage of the funds go towards active transportation. Purchases can be done on-line.

Committee member Bartlett reported there was pizza for all!

Committee member Macpherson reported that Central Marin Police Chief Norton attended the recent Council meeting and presented an annual review. He asked staff to schedule a similar presentation from a CMPA representative.

6. 2020 Proposed BPAC Schedule

Public Works Director Suokko presented a staff report. He noted the BPAC regularly meets the third Thursday of every other (even) month. He displayed the upcoming meeting dates for 2020.

7. Project Updates and Discussion
 - A. Tamal Vista Complete Streets
 1. Project overview and anticipated schedule
 - B. Madera Roundabout
 1. Project overview and anticipated schedule

Public Works Director Suokko stated staff would like to discuss agenda items 7A and 7B together

Senior Engineer Barrilleaux presented a staff report and a PowerPoint presentation that included the following: 1) Project Updates and Discussion; 2) Tamal Vista Complete Streets/Madera Roundabout; 3) Sanitary District Improvements; 4) Complete Streets: Fifer to Madera; 5) Public Outreach Summary; 6) Starting at Fifer...on to Wornum...past Sandpiper Circle and Chickasaw Way...down Madera; 7) PG&E and MMWD coordination; 8) Homeowner coordination; 9) Schedule: Summer 2020; 10) Construction cost: \$2.1 million; 11) Roundabout at Madera; 12) Schedule: Summer/Fall 2020; 13) Construction cost: \$900,000. He noted the Town has a Website regarding this project that has a wealth of information. The Town is trying to implement a Town-wide system that would complete any underground projects prior to doing any paving. This will include a sequenced approach- sewer projects one year and paving the next which would include looking at improvements to all modes of transportation. The Complete Streets project includes: 1) Repaving Tamal Vista and Council Crest; 2) Fixing several ADA non-compliant issues with respect to sidewalks and curb ramps; 3) Enhancing pedestrian crossings in several locations; 4) Installing designated Class II bike lanes (north and south directions); 5) Installing rapid flashing beacons and a pedestrian refuge island; 6) Improvements that will enhance eye contact between pedestrians and vehicles; 7) Improvements for cyclist who want to access the Sandra Marker Trail; 8) Possible realignment of sidewalks; 10) Removal of some driveway approaches; 11) Removal of some off-street parking. Most of the improvements are on the west side of the street. The plan is to do all the work between Fifer and Wornum while Redwood High School is on break. This is approximately a three month project that would cost about \$3.17 million, with \$1.14 million in approved grant funding.

Public Works Director Suokko reported the other portion of the project is the roundabout. The design and plan specs are at about 70%. Staff has been coordinating with the utility companies and homeowners. This work will hopefully be started in the summer congruent with the Complete Streets work. The Council Crest portion is about \$170,000 and would be included in this project. It will include repaving, curb ramps, and repairs to curb and gutters. He described the traffic flow of a roundabout and stated the primary benefit is safety. They can reduce injury collisions by about 75% at intersections where stop signs or traffic signals were previously used for traffic control.

Mr. David Parisi, traffic engineer, presented a PowerPoint presentation that included: 1) Roundabout Design; 2) Roundabout Safety; 3) Roundabout Pedestrian Design; 4) Roundabout Speeds; 5) Roundabout vs. traffic circle; 6) Proposed Tamal Vista Roundabout Design. The intent of the roundabout is to anchor the Complete Streets Project. It is a continuation of the overall Complete Streets theme- to slow traffic to a reasonable speed, improve traffic and safety, and improve circulation. There will be a landscaped island and an apron that could be used by large vehicles as they turn through the circle. Vehicles will go counter-clockwise through the circle at an average speed of about 15 mph. There are islands at each of the four approaches that have refuge areas for pedestrians and crosswalks that are about one car length back. He discussed the number of potential conflict points at a typical intersection and noted there was a reduction in the number in a roundabout. In addition, they will not be the same for a vehicle. A typical accident in a roundabout is a slow speed sideswipe. He discussed the differences between a traffic circle and a roundabout. He displayed a slide depicting the proposed design.

Chair Ravasio asked if roundabouts increased pedestrian safety because they were crossing only one lane of traffic coming in one direction. Traffic Engineer Parisi stated "yes"- pedestrians can face traffic, make eye contact, and take refuge on the island. Vehicles are forced to travel slower.

Committee member Longinotti asked if the left turn lane at Wornum would change the signal timing. Traffic Engineer Parisi stated there will be restriping for bikes to create a detectable area but there would not be a left turn arrow at the light. They will look at the signal timing. The idea is to allow bikes to get out of the moving traffic and have a safe refuge before making the left turn.

Committee member Longinotti stated Madera Avenue is currently five lanes wide and wondered why they were proposing a roundabout with one lane in each direction. Traffic Engineer Parisi stated a single lane

roundabout, which has continuous movement, provides as much capacity as a multi-lane approach of a stop sign intersection. There will be a similar level of service (LOS) than what currently exists but with a reduction in stop and go traffic, noise, etc.

Committee member Bartlett referred to the Complete Streets Project and asked if anything has changed materially since the last time the BPAC looked at it. Public Works Director Suokko stated staff took a deeper dive into some of the sidewalk areas and looked for some cost savings. Lane widths and many of the other features remain the same. There were no material changes.

Committee member Bartlett asked how a bicycle would go through the roundabout. Traffic Engineer Parisi stated this was a unique situation- there were no bike lanes. Cyclists would merge into traffic before the roundabout and go through at the same speed. The roundabout is a shared facility.

Committee member Macpherson referred to the limited real estate and right-of-way and referred to this as a “mini-roundabout”. Traffic Engineer Parisi disagreed- this qualifies as a modern, standard roundabout. Committee member Macpherson asked if the reduced apron would slow emergency vehicles. Traffic Engineer Parisi stated this is designed to accommodate a typical fire engine, including a ladder truck. Committee member Macpherson referred to the center turn lane on Tamal Vista and asked what the acceptable minimum width would be. Traffic Engineer Parisi stated this would be a continuous two-way left turn lane to allow access in and out of driveways as well as the shopping center. It will be ten feet wide. Committee member Macpherson asked if they could get it down to eight feet. Traffic Engineer Parisi stated he would not recommend this.

Committee member Longinotti stated it appeared they were following the same curb line on the northeast corner and she asked if following the existing infrastructure was one of the constraints. That is a very wide turning radius. Traffic Engineer Parisi stated that was not a constraint and these curves are ideal for a roundabout at this location for the designed speed.

Chair Ravasio asked Public Works Director Suokko to briefly discuss the Complete Street Project. Public Works Director Suokko explained it was a way to optimize the roadway to accommodate the needs of bicycles, pedestrians, and vehicles. Safety and traffic flow are a large component.

Chair Ravasio asked if moving traffic through this intersection would push it down to the red light at the Tam Ridge Apartments or cause further issues. Traffic Engineer Parisi stated “no”.

Committee member Longinotti stated the Best Western had talked about a rebuild and a roundabout further east on Madera. She asked if this design would allow for this treatment. Traffic Engineer Parisi stated there is an issue with the Best Western driveway- it is off set in the wrong direction. One of the mitigation measures to the Best Western project was a modified roundabout (kidney shaped) at that location. The two projects could be tied together.

Chair Ravasio opened the meeting to public comments.

Ms. Carolyn Swenson, Madera Boulevard, was concerned that the “pedestrian” has been left out of the BPAC. The only place for a pedestrian to safely cross is at Tamalpais. Madera Gardens is a residential neighborhood full of people. She is not sure what the benefits are to this entire project. Community outreach needs to be improved.

Mr. Eric Swenson, Madera Boulevard, stated he was not sure the roundabout was necessary. Cross walks and stop signs could be improved and a pedestrian island could be installed along with yellow lights. He did not think this project would slow traffic down- it might speed traffic up along the Madera Boulevard corridor.

Mr. Ken Wolfers, Madera Boulevard, stated the new configuration would aim cars and big trucks right at his house. It would be more dangerous and noisy for his family. There is a lot of traffic at Wornum and Tamal Vista and Fifer and Tamal Vista. He asked if roundabouts were considered at these two intersections.

Ms. Kathryn Wolfers, Madera Boulevard, stated they will be most impacted by the project. Removal of the trees will impact her privacy. She agreed with what the others have said. The corridor has a lot of residences.

Ms. Jane Levinson, Tamal Vista Boulevard, stated she has renamed this project "Monstrosity Three". She discussed the problems with the recent work done in front of the Bank of America ("Monstrosity One"). She is concerned about the Wornum/Tamal Vista intersection. It is time to license bicycles- they need to pay their fair share of the cost of the roadwork.

Mr. Steve Cardilenni, Council Crest Drive, stated a four-way stop is a more organized management of traffic. A roundabout is a "free for all". Roundabouts work well when the traffic flow into them is intermittent. Tamal Vista often has lines of cars. Pedestrians take the shortest path and will be in more danger with the proposal.

Mr. Collin Rant, Chickasaw Avenue, stated the proposal does not do anything to fix the traffic problems. Moving cars through more quickly will cause a back-up at the next traffic light worse. Stop signs force the issue and are a preventative deterrent.

Ms. Cindy Winter, Larkspur, discussed the best way to get from the Best Western to the shopping center (near the Ameritrade). The project should include one of more of the "biomorphic forms" previously discussed by Traffic Engineer Parisi and should be linked to the east towards Highway 101.

Ms. Karen Mangen, Council Crest, was opposed to the elimination of street parking and the installation of a center island on the south end of Council Crest. She agrees with the comments made by the other residents of Council Crest about the roundabout. The location of the proposed pedestrian crossings is dangerous. The proposal might be better for cars but is more dangerous for pedestrians

Mr. Brian Muller, Council Crest, stated this is a better solution. The project should be pushed away from the residential side of the street where possible.

Mr. Jim Robinson, Ash Avenue, asked for statistics on the number of traffic collisions in this area. Roundabouts have relative benefits. Public outreach needs to be improved- many residents were not aware of the project.

Ms. Pat Ravasio, Founder of the Beautification Committee, stated the committee would love to partner with the Town on landscaping for the project. She loves that there is an attempt to improve this intersection. The residents in the area should be given the utmost consideration. They also need to take into consideration the potential development along that corridor.

Chair Ravasio closed the meeting to public comments.

Public Works Director Suokko responded to the questions from residents. There is a plan to improve the crossings at Mohawk and Monona this summer. They have started a dialogue about connecting Madera to the Safeway parking lot. Staff is trying to address the concerns about the property to the southwest (Wolfers)- the trees will not be removed and they plan to slightly bump out the concrete a little further to create a gap. Staff will continue to look at this area. Drivers will not want to drive over the center area of the roundabout- the first cut between the two circles is raised several inches. This is defined as a collector roadway which has a higher volume. There was a reported pedestrian collision in 2015 and there could have been other unreported incidents.

Senior Engineer Jared Barrilleaux stated this could be a nice, focal entry to the Town and it would be great to work with the Beautification Committee.

Committee member Madden asked staff if there were volume statistics for the intersections. Public Works Director Suokko stated "yes" and noted staff was preparing a formal basis of design memorandum that would be added to the Town Webpage. Traffic Engineer Parisi stated they have traffic volumes for the different peak hours for pedestrians, bicyclists, and traffic.

Committee member Madden asked staff if they would expect additional traffic along that corridor. Public Works Director Suokko stated they were not anticipated more traffic because of the project.

Committee member Bartlett asked if trucks going through this intersection would be an issue. Public Works Director Suokko stated they have run turning templates for all vehicles that would use the intersection. Traffic Engineer Parisi stated the design can accommodate the standard 18-wheel semi-trailer truck as well as a Fire Department ladder truck.

Committee member Bartlett asked if they considered rapid flashing rectangular beacons at the crosswalks. Traffic Engineer Parisi stated the crosswalks would be channelized, have shorter crossings, and offer less conflict due to the lower speeds. There is an opportunity to install the yellow flashers with a pedestrian push button. He noted they are not appropriate at stop-controlled intersections.

Committee member Bartlett asked if there was consideration, given the resident's concerns, of moving the center of the circle closer to Safeway. Traffic Engineer Parisi stated they did look at that but there are some constraints. They could take another look.

Chair Ravasio asked if the roundabout would be safer for pedestrians. Traffic Engineer Parisi stated "yes"- it would be a safer condition for all modes travelling through the intersection.

Chair Ravasio asked how much parking would be lost on Tamal Vista and are there any mitigation measures. Public Works Director Suokko stated one block is already red curbed and one is not- the project would change it to a red curb. Six homes would lose on-street parking. Traffic Engineer Parisi stated this would be done to accommodate the Complete Street Improvements. The roundabout would not require any removal of parking.

Committee member Longinotti stated having the crosswalks set back from the circle itself, at right angles, would make pedestrians more visible. Drivers like to stop along her street and talk on his or her cell phones- removing the parking would make this more difficult. She asked if there could be a designated location for this. She would like to see the project modified in recognition of the residents' concerns. There is some real promise here.

Committee member Bartlett stated outreach should be done in different ways and as much as possible. Moving the center and saving trees and a parking space would be a good thing. He supports the roundabout.

Committee member Madden stated traffic flow is a high priority.

Committee member Macpherson stated the first working drawings of this project were presented in December, 2018 and he was intrigued by the concept of a roundabout. He did a lot of research about them and found that the data suggests that they decrease speed, increase safety, minimize collisions, and improve the volume of vehicles that could be handled. He is of the opinion that it will be well accepted once it is built.

Public Works Director Suokko stated staff would work on improving the outreach efforts.

Chair Ravasio stated one goal of the BPAC is to protect public health and safety. He did a lot of research on roundabouts. This project would increase safety. It would also decrease auto emissions. He asked staff to continue to work on this project and try to mitigate the impacts to the houses near the roundabout. Mitigation of the loss of parking was also important. He supports the project.

Chair Ravasio thanked everyone for his or her comments.

C. Draft Sidewalk Program Update

Public Works Director Suokko presented a staff report and a PowerPoint presentation that included the following: 1) Draft Sidewalk Pilot Program- Update; 2) San Rafael Sidewalk Program Overview; 3) Corte Madera Municipal Code; 4) Sidewalk Inspection and Repair Project- 2019; 5) Environmental Savings; 6) Round 1 Inspection- Roads from Paving List; 7) Conventional Remove and Replace (R&R) Sidewalk; 8) Round 2 Inspection- Barrier Removal Implementation Plan (BRIP) Priority Streets; 9) Current budget in

Fiscal Year 2019/20; 10) Summer 2019, Summer 2020, Spring 2021. He discussed the four strategies used by the City of San Rafael to promote improvements to sidewalks. Chair Ravasio had a question about one of the strategies. Public Works Director Suokko stated many agencies place the responsibility of sidewalk maintenance and repair on homeowners. The Town is obligated to prioritize and improve sidewalks when possible. He displayed slides depicting grinding, shaving, and other treatments and the recommended locations. He discussed the list of roads that were discussed and the BRIP. The current Capital Improvement Program has allocated \$250,000 to sidewalk upgrades. He noted there were around 700 locations that could be improved for around \$52,000.

Committee member Longinotti asked if the assessment included the underlying cause of the problems. Public Works Director Suokko stated the BRIP was performed by one firm and the recent assessment by another firm. Tree roots were a common cause.

Committee member Macpherson asked about the BRIP litigation and the financial requirements. Public Works Director Suokko stated the Town is obligated to spend \$2 million by 2026. Committee member Macpherson asked if the BRIP was location specific. Public Works Director Suokko stated “yes”. Committee member Macpherson stated he did not want to merge the BRIP settlement with the Sidewalk Program.

Chair Ravasio opened the meeting to public comments.

Mr. Jim Robinson, Ash Avenue, stated this has been a 10-year discussion and he thanked the BPAC for pushing this program. He understood the logistics of trying to get homeowners to cooperate and stated the Town should fund the more egregious ones. A survey was performed by Age Friendly Corte Madera and the number one concern for seniors was “safe sidewalks”. He was concerned about the Town’s liability.

Chair Ravasio closed the meeting to public comments.

Committee member Madden stated grinding or shaving sidewalks would be an easy, preventative thing to do- sort of like “filling a cavity instead of waiting for a root canal”. Committee member Bartlett agreed- they would get more “bang for the buck”.

Committee member Longinotti and Chair Ravasio supported the grinding/shaving proposal.

D. Redwood Highway Multi-Use Path Tree Removal

Senior Engineer Good presented a staff report and a PowerPoint presentation that included the following: 1) Project limits: Wornum Drive to San Clemente Drive; 2) Proposed Improvements (looking North); 3) Choice of trees and plants. The plan is to build a new 8’ path with 2’ gravel shoulders, new ADA curb ramps, repave the Shorebird Marsh Vista Point, and install new benches. Almost every tree (Italian Stone Pines) needs to be removed- they are uplifting the path. A landscape architect was hired to come up with a new planting and irrigation plan. Staff is also working with the Beautification Committee on the planting plan. Construction should begin in September.

Committee member Madden asked if the proposed trees would grow in a saline environment. Senior Engineer Good stated “yes”.

Committee member Bartlett stated the path moves over and hits the road near a couple of crosswalks- the path should just go straight. Senior Engineer Good stated staff tried to straighten it out as much as possible.

Committee member Longinotti asked if the path would still go behind the parked cars at the Shorebird Marsh. She was worried about cars backing into the path. Senior Engineer Good stated “yes”. They are incorporating yield signs and some striping.

Committee member Bartlett asked if they considered raised crosswalks for the bicycles with a car backing up over a bump. Senior Engineer Good stated staff could take a look at this.

Chair Ravasio asked for as much outreach as possible. Public Works Director Suokko stated staff would install some new signage right away. Chair Ravasio thanked staff for working with the Beautification Committee.

Committee member Macpherson stated they have talked in the past about widening the path and he was not sure if it was real estate or budget that was keeping it at eight feet. Public Works Director Suokko stated it is actually getting wider by virtue of the shoulders. More pavement would put them out of compliance with the Class I standard. Committee member Macpherson asked about the shoulder material. Public Works Director Suokko stated they would probably use decomposed granite. It is softer on pedestrian's legs. Committee member Macpherson asked if staff thought about paint striping to delineate left side, right side, pedestrian side, etc. Public Works Director Suokko stated they would need twelve feet to do a mode separated path. They could put a strip down the center but this is more typical on higher volume paths.

8. Set Next Meeting Date and Adjourn

The meeting was adjourned at 8:35 p.m. The meeting was scheduled for Thursday, April 16th at 6:00 p.m.