



PARADISE DRIVE COMPLETE STREETS PROJECT

Introductory Public Workshops

November 3rd & 30th, 2021

I. PROJECT BACKGROUND

To enhance the non-motorized transportation experience, particularly for students of the two adjacent schools, the avid cyclists who frequent this area, residents of Robin Drive and east Corte Madera, the Town is interested in implementing bicycle and pedestrian facilities along Paradise Drive as part of the Safe Pathways to School initiative. The project site is located on the eastern end of Corte Madera from Westward Drive to about 950 feet east of Robin Drive, at the Town limit. The 1,700-foot-long corridor is currently devoid of dedicated bicycle facilities and has limited, non-contiguous sections of sidewalk.

Planned improvements to this area are expected to include multimodal enhancements in the form of a shared-use path and striping improvements to enhance the safety of on-street cyclists. Additionally, the project may include new and improved crosswalks, including lighted signs or a Rectangular Rapid Flashing Beacon (RRFB), likely near the Upland Circle intersection. To accommodate the new bike and pedestrian improvements and to slow traffic along the corridor, the vehicle travel lanes may be narrowed down to 10-feet. These planned improvements will not only provide a safe route to school, but will also supply a non-motorized link to the ring Mountain Open Space Preserve trail system and access to the new development at Robin Drive while improving the safety of cyclists along this corridor with a history of cyclist accidents.

In addition to the roadway enhancements, this project is slated to account for future anticipated sea level rise by elevating the roadway. The Town will also be analyzing the existing storm system to determine if improvements are necessary. The Town's Climate Adaptation Assessment will play a role in establishing a climate-resilient design.

The project outreach and design are funded in part using a 2010 Measure A Safe Pathways grant, supplemented by Town sales tax funds. Construction funds for the project have not yet been secured.

II. PUBLIC OUTREACH ACTIVITIES REPORT

A. MEETING PURPOSE AND OBJECTIVES

An initial public workshop was held to introduce the project to the public and to solicit feedback from the public regarding their interests, ideas, preferences, and concerns with the project. The workshop was originally scheduled for and held on November 3, 2021, but due to limited attendance, a re-presentation of the same workshop was held on November 30, 2021, following a robust noticing period.

As was discussed during the workshop, the corridor is currently serving a variety of uses and users. Due to limitations with right-of-way, environmental constraints, and other factors, not all of the current and proposed uses can be accommodated simultaneously. During the public workshop, a presentation about the project was provided, and input from the public was requested, both during informal polls, and during an open public comment period. A two-week written comment period followed the workshop. The purpose of the meeting was to not only inform the public about the project, but to request feedback from the public regarding the preferred improvements to be analyzed in the future by the design team.

B. OUTREACH AND NOTICING

The Town conducted the following noticing activities to promote the public workshop:

- Notification through the following channels:
 - All Social Media & Town Newsletter



- Community Center electronic display kiosk
- Climate Adaptation Assessment – Email Group
- Mariner Cove HOA
- Robin Drive HOA or property manager
- BPAC, Flood Board, and Town Council
- Bike groups – MCBC, etc.
- Added announcement to the project webpage on Town’s website
- Announced at the Town’s “Mayor Chat”
- Community workshop posters along Paradise Drive within project boundary
- Signs set up along Paradise Drive.

C. PUBLIC OUTREACH MEETING

The public workshop was originally held on November 3, 2021, but due to limited attendance, a re-presentation of the same workshop was held on November 30, 2021. The November 30, 2021 workshop garnered the attention of approximately 48 members of the public in addition to Town staff and committee members. The meeting was held from 5:30pm to 7:30pm.

During the workshop, the project team focused their discussion on the need for the project (to construct bicycle and pedestrian facilities) and the existing conditions which will limit opportunities to complete the project. An overview of the project process, including opportunities for future public engagement, were also reviewed. Following a presentation of the existing conditions and project constraints, the project team prompted public involvement in the workshop by executing a number of poll questions to gauge general public input. The poll questions were used to understand the participants current relationship to the project area, and asked by which improvements the public would be most interested in seeing on this corridor. Following the presentation and the poll questions, the workshop included a public comment forum, during which many of the attendees decided to voice their opinions about their preferred improvements for the project.

A video recording of the introductory workshops can be found on the Town’s project webpage:

<https://www.townofcortemadera.org/1052/Paradise-Drive-Complete-Street-Project-->

III. SUMMARY OF MEETING COMMENTS AND QUESTIONS

A. Pedestrian and Bicycle Facility Improvements

- Many meeting attendees expressed both verbal and written support for a separated shared use pathway that can be utilized by pedestrians and slower-moving cyclists or student cyclists.
- On-street enhancements for advanced cyclists are supported (such as sharrows or shared lane markings)



- A dedicated Class II bike lane was not widely supported, as these improvements would limit the ability to construct a wide (8-ft +) shared use pathway.

B. Traffic Speed and Safety

- A few comments were made regarding the speed of westbound vehicles traveling down Paradise Drive. Public recommendations for traffic calming near the eastern Town limit were made.
- Concerns over the safety of a crosswalk over Paradise Drive were expressed, with attendees noting that safety enhancements should be analyzed for any proposed crossing near the schools.

C. Parking and Queuing

- The negative impacts of school pick-up queuing, particularly associated with the queuing at the Marin Country Day School, were noted by many attendees.
- On-street parking did not appear to be supported by many attendees, although it was noted by a representative of the Marin Country Day School as being needed by school volunteers and parents when visiting the schools.

IV. FREQUENTLY ASKED QUESTIONS (FAQ)

A. FREQUENTLY ASKED QUESTIONS

Q: Why is the project needed?

A: The project corridor is currently devoid of any dedicated bicycle facilities and is limited with pedestrian facilities as well. The area is frequented by cyclists and, due to the presence of the schools, residential area, and recreation opportunities, would likely be frequented by pedestrians if safe accommodations were available. The Town seeks to enhance multi-modal transportation opportunities with this project.

Q: How is the project being funded:

A: The outreach and design phases are being funded in part by a 2010 Measure A Safe Pathways grant, and supplemented with Town sale measure tax funds. Construction of the project is not yet funded. Having a "shovel-ready" plans is expected to help the Town apply for and receive additional grant funding to complete the project.

Q: How will the project impact parking and school pick-up queuing?

A: The Town is actively working with both the Marin Montessori School and the Marin Country Day School to review parking and queuing needs and opportunities. Both schools have been active participants in the project process. Due to limited right-of-way, environmentally-sensitive areas, and utility pole conflicts, limited opportunities are available to accommodate parking, queuing, cycling, and a pedestrian pathway continuously through the corridor. Public input was solicited to understand what uses and users the public priorities, in turn helping to direct future design direction.



Q: What side of the road will the pedestrian pathway go on?

A: Within the limits of the corridor, opportunities exist for the pathway to be located on either the north side or the south side of Paradise Drive. However, the Town's Bicycle/Pedestrian (Master) Plan (date 2016) proposes a separated multi-use path on the south side of Paradise Drive immediately to the east and west of Westward Drive.

Q: Are there opportunities to expand the project west to Seawolf Passage?

A: Following strong public interest in providing a shared-use path on the north side of the road all the way to Seawolf Passage, the Town and its engineering consultant analyzed the general feasibility of constructing a shared-use path on the north side of the road between the eastern Town limits and Seawolf Passage to inform this project. However, further engineering and design efforts along Paradise Drive to the west of Westward will be deferred to a future project.

Q: When will this project be constructed?

A: The construction phase for this project is anticipated to occur within the next 3 to 5 years but funding has not yet been identified. However, Town staff intends to prioritize the project as part of future grant fund applications.

V. NEXT STEPS

The project team will consider community input as conceptual design of the project moves forward. The team will be analyzing the general feasibility of constructing a shared use pathway on the north side of Paradise Drive from Seawolf Passage to the eastern Town limit, and will be discussing this pathway concept with the Pedestrian and Bicycle Advisory Committee (PBAC) in January 2022. A follow-up public workshop will be held in the spring of 2022 with the purpose of providing a project update to the community, and to solicit additional feedback on the direction of the project.