



PARADISE DRIVE COMPLETE STREETS

Presentation to the Bicycle and
Pedestrian Advisory Committee

January 20th, 2022

I. PROJECT BACKGROUND

To enhance the non-motorized transportation experience, particularly for students of the two adjacent schools, visitors of the adjacent recreations areas, the avid cyclists who frequent this area, and the 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. On-street parking and vehicle queueing at both the Marin Montessori School and the Marin Country Day School has been observed along much of the corridor.

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. The 2016 *Town Bicycle and Pedestrian Master Plan* describes and illustrates a future shared use path extension from Westward Drive to Upland Circle on the south side of Paradise Drive, serving as a continuation of the existing south-side shared use path that is located east of the current project site, between Seawolf Passage and Westward Drive.

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 presentation to the Town of Corte Madera Bicycle and Pedestrian Advisory Committee (BPAC) was held to review the project options and solicit feedback and recommendations from BPAC regarding preferences, concerns, and the need to align with the 2016 *Town Bicycle and Pedestrian Master Plan*. The presentation was held during a special session on January 20, 2022.

As was discussed during the presentation, 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 and following the November 30, 2021 public workshop, public comment was received in support of constructing the pathway along the north side (bay side) of Paradise Drive. Public interest in this potential pathway location is in contrast to the recommendations of the *Town Bicycle and Pedestrian Master Plan*; input from BPAC on the location of the pathway was a key objective of this meeting.



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. COMMITTEE MEETING

The BPAC Committee meeting was held on January 20, 2022, from 6:30pm to 9:00pm. The meeting involved the BPAC Committee members (Bob Ravasio, Cheryl Longinotti, David Macpherson, Kirby Bartlett, and Marc Madden) and garnered the attention of approximately 20 members of the public in addition to Town staff and consultant project team members.

During the presentation, the project team identified four goals for the meeting:

- **Goal 1:** Receive input on whether or not the Town Bicycle and Pedestrian Master Plan should govern the direction of the project.
- **Goal 2:** Confirm if BPAC supports a pathway on the north side of Paradise Drive between Seawolf Passage and Westward Drive, and how, if at all, the feasibility of this pathway should impact decisions on the current Complete Streets project. Likewise, understanding the interim connections and facilities is an important factor to consider until grant funds for a future pathway between Seawolf Passage and Westward Drive are secured.
- **Goal 3:** Identify what features and facilities should be further studied for inclusion as part of the Complete Streets project.
- **Goal 4:** Discuss feasibility of creating a “flex” space to simultaneously accommodate parking and queuing.



A informational presentation was provided, with breaks in the presentation to facilitate BPAC and public discussion on the following four discussion points:

- **Discussion Point 1:** Should the Town's Bicycle and Pedestrian Master Plan govern the direction of the project, or should a path on the north side of Paradise Drive be explored?
- **Discussion Point 2:** Does BPAC support a pathway on the north side of Paradise Drive between Seawolf Passage and Westward Drive? If this pathway is supported, should this future project inform decisions on the current Complete Streets project?
- **Discussion Point 3:** What bicycle and pedestrian features and facilities should be further studied for inclusion as part of the Complete Streets project?
- **Discussion Point 4:** Should the project include programming for on-street parking that doubles as school drop-off and pick up queueing?

Through a lengthy discussion around each of these points, the BPAC Committee provided the following recommendations and input to the project team:

- The Town's Bicycle and Pedestrian Master Plan should generally govern the direction of the project.
- BPAC was generally cognizant of limited Town funds for these types of infrastructure projects and that a separated path on the north side (west of Westward) would require significant additional funds compared to utilizing the existing multi-use path on the south side.
- The Committee noted the distinction between a widened sidewalk (north-side option) and a shared use with greater horizontal separation (south-side option).
- They concluded that the pathway west of Westward should remain on the southside of Paradise Drive, consistent with the Bicycle and Pedestrian Master Plan.
- The project (east of Westward) should include a shared use facility, with a horizontal separation from the road, and shared lane markings for on-street cyclists to connect to the schools and possibly beyond.
- The Committee did not support show strong support for combination on-street parking/queueing areas.
- The Committee acknowledged the need for these facilities, but indicated that a "flexible" use of this space for queueing could jeopardize parking opportunities near the Ring Mountain trailhead.

A video recording of the BPAC meeting 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

- Committee members and public attendees expressed verbal support for a separated shared use pathway that can be utilized by pedestrians and slower-moving cyclists or student cyclists over a widen sidewalk.



- On-street enhancements for advanced cyclists are supported (such as sharrows or shared lane markings)

B. 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 Committee members. Use of public right-of-way for private school queuing did not appear to be supported by the BPAC Committee.
- The Committee noted and emphasized the need to continue to allow on-street parking for the benefit of the Ring Mountain trail and Audubon Marsh.

IV. FREQUENTLY ASKED QUESTIONS (FAQ)

A. FREQUENTLY ASKED QUESTIONS

Q: Why is the project needed?

A: The project corridor is currently devoid on 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. Additionally, the BPAC Committee recommended that the existing shared use path remain



on the south side of Paradise Drive (west of Westward) as opposed to a new widened sidewalk with limited separation on the north side.

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. Findings of this analysis did not support the ability to readily construct a separated shared use path, but did indicate that a wide sidewalk could be feasibly constructed in this area. 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 continue to consider community and Committee input as conceptual design of the project moves forward. 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.