

To: Mayor and Council Members  
From: Vice Mayor Reed  
Date: October 3, 2012

Request for direction to staff to seek funding for installation of speed tables and other improvements on the East-West Corridor through Fairfax

Report: Recently (in the last two weeks) there have been two injury accidents at the intersection of Azalea and Broadway; between a child bicyclist and truck, and a pedestrian and car. The intersection lacks any crosswalk markings, but more importantly it handles a lot of traffic, as a three way stop with one direction uncontrolled. Being located on the east west corridor, it is also heavily used by out-of-town bikes. The police have focused sting operations there to decrease non-stops. Additionally, there are several intersections along Lansdale, complained about for years, that could be attended to at the same time, in the same proposed way.

This intersection is one of many that was evaluated as a part of the east west corridor bike study, and the recommendation for it was to install a "speed table intersection", where the surface level of the intersection is raised by several inches, so that everyone entering the area is apprised that they are entering an intersection, and more importantly, bike traffic must reduce speed to a manageable velocity to deal with the grade change. This speed is generally one closer to walking speed, and a speed that police in various jurisdictions are informally adopting as an allowable one, as it allows for collision avoidance. Thus bikes and cars are encouraged to follow a "law of nature" – physics- rather than legal one contrived for cars (Detroit, c.1915) and applied to all vehicles, as is the subject of much discussion in the press recently.

Additionally, along the corridor, the study recommends that street markings indicate where bike traffic is intended to be routed: class 2 bike lanes exist along the center blvd section of the route, but do not continue along Broadway. There is not adequate right of way to dedicate a portion of Broadway to class 2 bike lanes with the current lane configuration. However, sharrows could be added inexpensively to the current layout, as an interim measure until such time as other reconfigurations may take place. The class 2 striping project on SF Drake currently in process also terminates at the Claus / Broadway intersection, a section of the East-West Corridor currently unmarked, and easily marked with sharrows as referenced above.

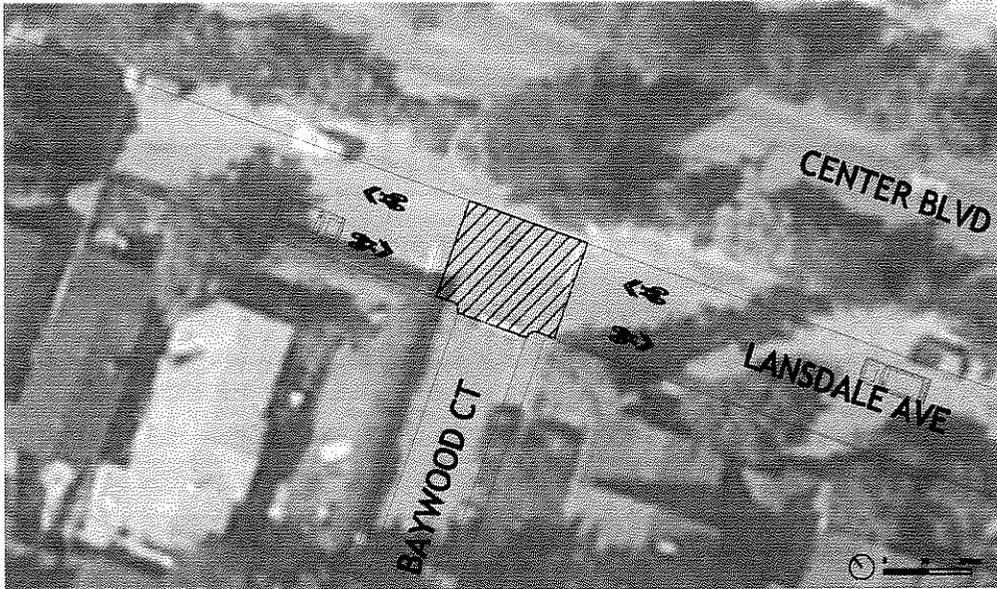
Proposal: We are fortunate in that there will be a call for projects very soon by the Transportation Authority of Marin. Since these intersections and markings all serve regional populations, and are on the East-West Corridor, I am proposing that the Council direct Town Staff to utilize this opportunity to request funding to install speed tables and wayfinding street markings as recommended in the East West Corridor Study. The preliminary engineering has been done, and it would serve Fairfax well to have these significant dangers addressed. The stretch along Lansdale shares one intersection with San Anselmo, and so perhaps cooperation with SA's DPW will be forthcoming.

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AGENDA ITEM # 15

6. Proposed Improvements



Figure 6-5: Plan View of Proposed Improvements for Project 4: SFD (Olema Road (east) to Claus Drive) and Project 5: Broadway Boulevard Bicycle Boulevard (SFD to Claus Drive)



**Figure 6-11: Plan View of Proposed Improvements for Project 8: Lansdale Avenue/San Anselmo Avenue Bicycle Boulevard (sample intersection treatment) (Short-Term Improvements)**

#### **Medium-Term Project Definition**

The preferred medium-term project identified for this Fairfax to San Rafael Cross Marin Bikeway segment is identified in the San Anselmo Bicycle Plan. The San Anselmo Bicycle Plan recommends a Class I multi-use pathway along Center Boulevard. This Fairfax to San Rafael Cross Marin Bikeway feasibility study incorporated a preliminary engineering analysis for the construction of a barrier-separated, one-way, multi-use pathway consistent with Caltrans standards along Center Boulevard between Pastori Avenue in Fairfax and San Rafael Avenue in San Anselmo. The existing elevated roadway berm configuration typically is comprised of two eleven-foot travel lanes with shoulders totaling approximately 26 feet. The project team examined the feasibility of increasing the paved width to include two eleven-foot travel lanes plus two seven-foot multi-use pathways for a total width of 36 feet, as depicted in Figure 6-12 through Figure 6-14.

The required improvement to achieve this cross section and provide for the desired facility is presented in detail in Appendix A. In summary, the project will require right-of-way acquisition, sidewalk removal, earthwork for fill and grading, drainage improvements, two utility pole relocations, vegetation removal and retaining wall construction. This study must be supplemented with additional civil engineering cost feasibility analysis in order to gain greater insight on the potential costs of widening and/or modifying this historic railroad berm. This study includes a 100 percent contingency due to the fact that only preliminary engineering analysis has been conducted (see Appendix A).