



# TOWN OF FAIRFAX STAFF REPORT

**TO:** Mayor and Town Council  
**FROM:** Garrett Toy, Town Manager <sup>GT</sup>  
**DATE:** June 5, 2013  
**SUBJECT:** Discuss/Consider Design and Route Options Regarding the Bike Spine Project

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## **RECOMMENDATION**

Consider options regarding the Bike Spine Project and direct staff as appropriate.

## **DISCUSSION**

At its May 1<sup>st</sup> meeting, the Council considered comments from several residents along the proposed Bike Spine route regarding the placement of stop signs at Arroyo and Scenic roads. The traffic engineer, David Parisi of Parisi Associates, who worked on the Bike Spine project, answered questions and discussed options for the Council to consider. The Council requested Mr. Parisi to report back to the Council with additional analysis as to how to best meet the resident's concerns while maintaining the safety of bicyclist. Attached is a memo from Mr. Parisi detailing his recommendations.

Specifically, the memo indicates that an alternative to installing stop signs at the Scenic and Arroyo Roads intersection is to eliminate on-street parking on the southside of Scenic Road to the east and west of Arroyo Road. This would provide adequate sight lines for bicyclist. Mr. Parisi also reviewed another potential bicycle route alignment which if selected would eliminate parking spaces in another location. For either option, he recommends that the on-street parking be prohibited at all times.

As a courtesy, staff sent notices of this agenda item to the residents within 500 feet of the Scenic Road intersections with Arroyo and Sequoia Roads.

## **FISCAL IMPACT**

The costs of the consultant to prepare materials and attend the Council meeting. It is unclear whether any changes to the project as a result of the Council's decision would result in any additional costs to the project (i.e., change orders to the contractor).

# Memo

To: Garrett Toy, Town Manager, Town of Fairfax  
From: David Parisi, PE, TE  
Date: May 29, 2013  
**Re: School Bike Spine Routing at Scenic Road**

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Pursuant to a request by the Town Council at the May 1, 2013 Council meeting, I have reviewed the designated bicycle routing plan for the segment of the corridor between Park Road and Manor Road. The current plans show the “to school” route north along Park Road, right on Spruce Road, left on Arroyo Road, left on Scenic Road, and then right onto Manor Road. The plans show the installation of stop signs controlling all three approaches at the Scenic Road/Arroyo Road intersection. The general purpose of the stop signs, as well as other traffic markings at and near the intersection, was to provide a safe crossing for bicyclists as they enter Scenic Road from Arroyo Road. The original plan is attached.

As discussed during the May 1 Council meeting, an alternative to stop sign control at this intersection is the prohibition of on-street public parking on the south side of Scenic Road to the east and to the west of Arroyo Road. Prohibiting parking would enable adequate sight lines between motorists approaching the intersection from both directions of Scenic Road and bicyclists egressing Arroyo Road. Approximately 50 feet (two vehicle lengths) of parking would need to be prohibited on the south side of the roadway both east and west of the intersection. This is generally from the intersection across the bridge on the east side and from the intersection to the driveway serving 39 Scenic Road on the west side.

I also reviewed another potential bicycle route: turning left from Arroyo Road onto Azalea Avenue, right onto Sequoia Road, and then left onto Scenic Road. If this was the designated route, it is recommended that on-street public parking be prohibited on the south side of Scenic Drive to the east and west of Sequoia Road to enable adequate sight lines. Installing all-way stop sign control at this location would not be recommended due to the proximity to the Scenic Drive/Manor Road stop sign-controlled intersection. About 50 feet of parking would need to be prohibited on each side. This would prohibit parking for one vehicle in front of 72 Sequoia Road (the 50 feet would extend across an existing driveway) and for two vehicles in front of 75 Sequoia. There would still be room for one on-street parking space just east of 75 Sequoia’s existing driveway.

If the “to school” bicycle route is designated along Azalea Avenue and Sequoia Road, it is recommended that signage and pavement markings be provided along Scenic Road’s approaches to Arroyo Road as it is expected that some bicyclists would use this less circuitous route. BIKE XING signage, SLOW pavement markings, and/or other controls should be provided.

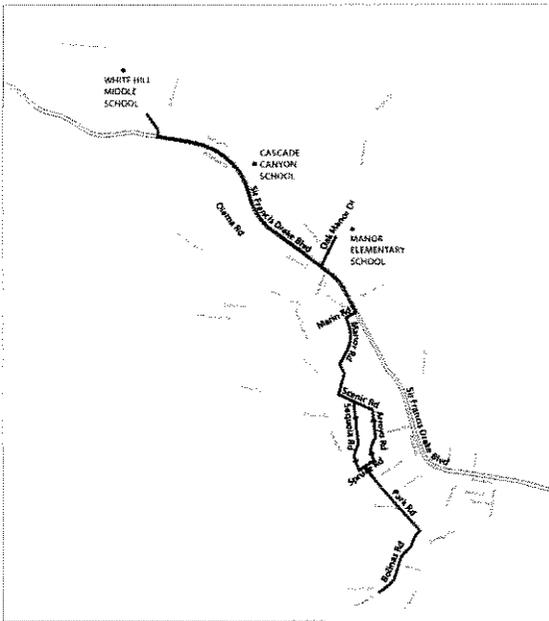
It should be noted that Sequoia Road is a narrow roadway with a high crown and has on-street parking along the east side of the roadway. The “to school” green-backed shared lane use stencils would generally be placed along the center of the roadway.

For either option that would prohibit on-street public parking, it is recommended that parking be prohibited at all times. If parking is prohibited solely during morning school commute hours (e.g., between 7 and 9 a.m.), sight lines could still be obstructed between motorists and bicyclists traveling through the intersection during other times of the day.



# PROJECT PLANS FOR SCHOOL BIKE ROUTE PROJECT

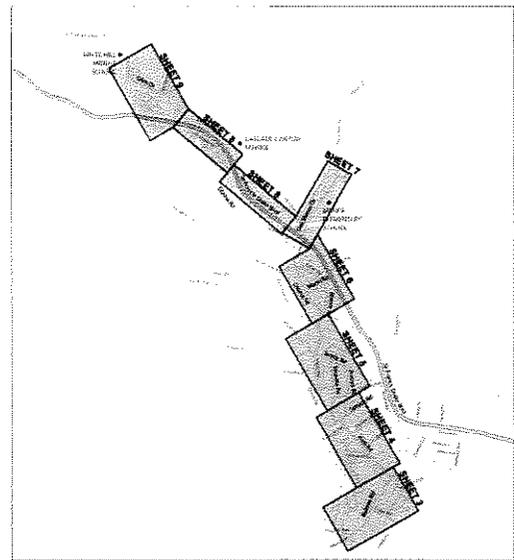
TOWN OF FAIRFAX  
MARIN COUNTY, CALIFORNIA



LOCATION MAP/PROJECT LIMITS  
NTS

INDEX OF SHEETS

| SHEET | SHEET TITLE                   |
|-------|-------------------------------|
| 1     | TITLE SHEET                   |
| 2     | PROPOSED MARKINGS AND SIGNAGE |
| 3-5   | LAYOUT PLAN                   |



SCHOOL BIKE ROUTE PROJECT  
TOWN OF FAIRFAX, CALIFORNIA

**Paris Associates**  
www.parisassociates.com



LAYOUT PLAN

Date: 06/27/2012  
Scale: NTS  
Sheet No: 1083

