



TOWN OF FAIRFAX

STAFF REPORT

March 5, 2014

TO: Mayor and Town Council

FROM: Garrett Toy, Town Manager *GT*

SUBJECT: Consider/discuss modifications to the Bike Spine Project

RECOMMENDATION

Provide direction to staff regarding the proposed modifications to the Bike Spine Project.

DISCUSSION

In November 2012, the Council awarded a bid to Bruce Enterprises for installation of the Bike Spine project. The project entailed installing signage and street markings for identified bicycle routes to schools. In May and June 2013, the Council discussed potential revisions to the Bike Spine Project. The project was started in August and completed in October 2013. Since the completion, staff has received comments from residents regarding the project. In addition, two Councilmembers suggested staff review the project with the Town's Traffic Engineer for potential "fine-tuning." The following are issues that require Council direction:

Shemran Court- Bike Spine Signs

The proposed Bike Spine Route signs were never installed on Shemran due to resident opposition. The residents indicated that the Council agreed not to install signs or sharrow markings on their street. Staff's understanding is that the Council agreed not to install sharrow markings, but would install a limited number of temporary signs until the bike path on Sir Francis Drake (SFD) can be constructed to meet current bike lane standards. The Traffic Engineer indicates that without the signs on Shemran it would create the only non-designated gap in the two-mile school bike route and would not have a designated end of route. It could also result in children using the substandard/narrow sidewalk along SFD.

The Traffic Engineer's rough estimate for converting the sidewalk adjacent to SFD and west of Shemran to a Class I facility ranges anywhere from \$100,000 to \$200,000, depending on site conditions. This would require a pathway that is at least 10 feet wide and separated from SFD by five feet. Given the Town lacks the resources to install such improvements at this time, staff recommends a temporary measure to end the two-mile bike route at Shemran with signage. Staff will look to seek grant funding for the bike land improvements.

Spruce - One-Way from Park to Azalea

A few residents have expressed interest in making Spruce a one-way street from Park toward Azalea as means of increasing bicycle safety. The Bike Spine project did not contemplate any auto circulation changes as part of the process. The Traffic Engineer indicates converting a two-way street to a one-way street would require detailed study of

traffic operations, potential traffic diversion, and safety, as well as significant outreach to the community. Staff is not recommending any such studies be conducted at this time due to costs and the significant amount of time that will be needed to conduct outreach with the community to discuss the concept.

Spruce & Sequoia - Add Stop Sign

The concern has been raised about the need for a stop sign at the Sequoia and Spruce intersection to increase safety for bicyclists at that intersection. The Traffic Engineer recommends to initially use additional markings on the street to better illustrate the path of travel for vehicles making the left turn from Sequoia onto Spruce (e.g., curve centerline marking). The traffic engineer believes that the installation of a stop sign for southbound Sequoia's approach to Spruce does not meet any of the criteria in the California Manual on Uniform Traffic Control Devices (CA MUTCD).

However, the Town can decide a stop sign is warranted at Sequoia. Should that be the case, CA MUTCD would have additional signage requirements to avoid confusion amongst motorists about which approaches have stop sign control and which do not at irregular stop sign-controlled intersections. In other words, the new stop sign on the southbound Sequoia approach would have a "TRAFFIC FROM LEFT DOES NOT STOP" plaque underneath the stop sign, and the stop sign serving the northbound Spruce approach would have an "ONCOMING TRAFFIC DOES NOT STOP" plaque underneath it.

Whether a stop sign is installed or not, staff recommends installing the additional street markings to guide traffic through the intersection as well as notifying the adjacent properties of the stop sign location prior to installation.

Oak Manor Dr. and Sir Francis Drake - Add Signage

Staff has received comments that some bicyclists go through the church parking lot instead of turning on Oak Manor Drive. This can create a dangerous situation for the bicyclist. Staff will work with the Town's traffic engineer to install signage to address the situation.

FISCAL IMPACT

Minimal cost for sign installation and street marking.