

MEETING AGENDA

TOWN OF CORTE MADERA

Bicycle Pedestrian Advisory Committee (BPAC)

Thursday, March 16, 2017
6:00 P.M.

Corte Madera Town Hall Council Chambers
300 Tamalpais Drive, Corte Madera, CA 94925

1. CALL TO ORDER/FLAG SALUTE
2. OPEN TIME FOR PUBLIC REGARDING NON-AGENDA ITEMS
3. DISCUSSION/ACTION ITEMS
 - A. Update on Bicycle and Pedestrian Matters (CMPA Traffic Officer)
 - B. Restoration Hardware Presentation (Rob Edington and Felicia Dean)
 - C. Redwood Highway Multi-use Pathway Repaving Project (Staff)- *existing conditions plan is available for review at the Public Works Engineering Counter*
 - D. Madera Boulevard at Monona Drive Pedestrian Crossing Improvements Project (Staff)
 - E. Incorporating AAC functions into the BPAC (Staff)
 - F. Bike to Work (Cheryl)
4. COMMITTEE MEMBER REPORTS
5. SENIOR ENGINEER REPORT
 - A. Capital Projects Update
 1. Paradise Drive at Prince Royal Passage Pedestrian Safety Improvements
 2. Tamalpais Drive Complete Streets Project
 3. Bicycle Rack Installation
 4. Alto Tunnel Structural and Geotechnical Investigation Study
6. APPROVE MINUTES OF DECEMBER 15, 2016 MEETING
7. SET NEXT MEETING DATE AND ADJOURN

Attachments:

1. Draft Minutes from 12-15-16 BPAC Meeting

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Department of Public Works at 415-927-5057. For auxiliary aids or services or other reasonable accommodations to be provided by the Town at or before the meeting, please notify the Department of Public Works at least 3 business days before the meeting in advance of the meeting date. If the Town does not receive timely notification of your reasonable request, the Town may not be able to make the necessary arrangements by the time of the meeting.

Attachment 1

Draft Minutes from 12-15-16 BPAC Meeting

BICYCLE PEDESTRIAN ADVISORY COMMITTEE
DECEMBER 15, 2016
CORTE MADERA TOWN HALL COUNCIL CHAMBERS
DRAFT MINUTES

Committee members Robert Ravasio, Chair
Present: Kirby Bartlett
 Leif Christiansen
 Cheryl Longinotti
 Marc Madden

Committee members David Macpherson
Absent: Thomas Nofziger

Staff Present: Senior Civil Engineer Nisha Patel

1. Call to Order/Flag Salute

Chair Ravasio opened the meeting at 6:00 p.m.

2. Open Time for public regarding non-agenda items

Ms. Jean Severinghouse, Greenbrae Boardwalk, stated she was the CalTrans District 4 BPAC member at large. She reported CalTrans District 4 would be coming up with a regional bicycle plan and also be committing to building specific projects. The regional plan will be considering freeway crossings. She has asked the Transportation Authority of Marin (TAM) to make a presentation to all the Marin BPAC's. She also reported that there was nothing new to report regarding the pedestrian overcrossing for Tamalpais.

Ms. Cindy Winter, Greenbrae, stated she recently met with representatives from TAM about their Innovation Workshop about autonomous vehicles and rideshare apps. It is scheduled for February 24th.

3. Discussion/Action Items

A. Update on Bicycle and Pedestrian Matters (CMPA Traffic Officer)

Chair Ravasio stated this item would be continued.

B. Paradise Drive at Prince Royal Passage Pedestrian Safety Improvements

Senior Engineer Patel presented the staff report. This project is in the Two-Year Capital Program and residents have recently relayed their concerns. Parisi Transportation Consulting has started on the design.

Mr. Andrew Wei, Senior Transportation Engineer with Parisi Transportation Consultants, gave a PowerPoint presentation and discussed existing conditions at Prince Royal and Paradise Drive. This location has been identified by a Safe Routes to Schools plan as needing improvements. The pedestrian crossing is fairly wide with trees on both sides. The proposal is as follows: 1) Bulb outs on the northeast and southeast corners of the intersection; 2) Warning signs with rapid flashing rectangular beacons; 3) A pedestrian refuge in the median.

Mr. Pierre Abehana, Transportation Engineer, discussed solutions. He referred to the slide depicting the "North Corner" and noted that emergency vehicles need access to enter the neighborhood- the turn onto Prince Royal meets the standard. Reducing the median and widening the receiving lane on Prince Royal would allow for a bulb out. He referred to the slide depicting the "South Corner" and pointed out the drainage inlets and noted they designed around the inlets since moving them would increase the cost. Solar is the preferred method for the rectangular flashing beacons but the trees are an issue. Senior Engineer Patel asked if they could use solar panels if the trees were trimmed. Mr. Wei referred to the north corner and stated they might be able to angle the panels to the south. It would be more difficult for the south corner- there is no way to get around that tree. It is worth talking to the property owners. Mr. Abehana pointed to a ramp that would need to be redesigned to make it ADA compliant. The crosswalk would need

to be realigned to improve visibility. He pointed to the proposed locations for the bulbouts, the pedestrian refuge, and the rapid flashing beacons.

Senior Engineer Patel asked if there would be any impacts to the bus stop. Mr. Abehana stated “no”.

Senior Engineer Patel asked about changes to the median on Prince Royal. Mr. Abehana stated they would need to narrow the median to increase the turning radius for emergency vehicles in order to put in a bulbout. Committee member Longinotti asked if narrowing that median and adding the bulbout would affect the turning speed for non-emergency vehicles. Mr. Wei stated the direction of the bulbout would point to the west and not to the south- vehicles would need to go a bit slower because the turn would be a bit sharper.

Committee member Bartlett asked if the two “arrows” depicted in the plan were bus stops. Mr. Abehana stated they were merge lanes for the right turn vehicles but they act as a bus stop. They will be removed in the design. Committee member Bartlett asked if this area could be designated as a bicycle path. Mr. Abehana stated this area could be designated as the start of a bicycle lane but they need to figure out the amount of pavement they have to the east. Senior Engineer Patel stated the bike path starts about 200 feet from Prince Royal. Committee member Bartlett asked staff to think about his suggestion.

Ms. Jean Severinghouse stated she like the project. She asked how bicyclists would be impacted by the bulbouts.

Ms. Cindy Winter stated she liked the plan. She stated anything that could be done to slow down the traffic would be helpful. She noted there were some bushes on the northeast side of the road that create a blind corner approaching Prince Royal.

Ms. Janet Furman stated this intersection was the only one on Paradise Drive where the bike lane disappears completely. She asked why they need three lanes on the west side of the intersection- there could be two lanes with a bicycle lane.

Chair Ravasio asked Senior Engineer Patel if staff was scheduling a restriping project for Paradise Drive anytime soon. Senior Engineer Patel stated “no”. Chair Ravasio stated they would need to talk about restriping to get bike lanes in. Senior Engineer Patel agreed and stated that was not in the budget. Staff wants to get this project done in the current fiscal year.

Chair Ravasio asked if there was an ordinance regulating trees/vegetation that overhangs sidewalks. Senior Engineer Patel stated “yes”- a code enforcement letter is sent and the property owner is required to trim the vegetation.

Senior Engineer Patel asked about the width of the refuge median. Mr. Abehana stated it met the six-foot design from outside of curb to outside of curb.

Committee member Bartlett stated a median on the north side of Prince Royal adds a lot of character to the neighborhood and reducing the median to create a bulbout was not something he would like to see. He liked everything on the else in the plan. There is an opportunity to make a bike lane at the bus stop area leading to the multi-use path.

Committee member Longinotti referred to the three eastbound lanes and stated the right turn lane could be eliminated. She noted there was a driveway between this intersection and the beginning of the multi-use path creating another turning conflict. She liked the median refuge. She would like to check out the intersection before deciding on the bulbout on the north corner- the sight line issue is important.

Committee member Christiansen agreed with the other Committee members. He had a question about the realignment of the crosswalk. Senior Engineer Patel referred to the crosswalk alignment and stated she preferred crosswalks that do not change directions in the middle. Mr. Wei stated that was a good suggestion- they would incorporate it into the design. Committee member Bartlett asked if the crosswalks would include “sharkteeth” (yield lines). Mr. Wei stated “yes, on both sides”.

Committee member Madden asked about the speed limit on Paradise Drive. Chair Ravasio stated he thought it was 30 mph. Commissioner Madden asked if property owners could be motivated to trim the

vegetation if they were informed that they could be liable for any accidents. Senior Engineer Patel stated “yes, that is included in the letter”.

Chair Ravasio stated he was in favor of doing the bulbout and narrowing the median. He would like to see the property owner on all four corners trim the vegetation. He would like to see the lanes narrowed during restriping.

C. Madera Boulevard at Monona Drive Pedestrian Crossing Improvements

Senior Engineer Patel presented the staff report. She noted this project was not in the Capital Program yet but was included in the 2016 Bicycle and Pedestrian Master Plan. A resident had made a request for a stop sign and this started the investigation of the area.

Mr. Wei gave a PowerPoint presentation and noted Madera Avenue traffic is not controlled by a stop sign and has a free flow condition. Vehicles are supposed to yield to pedestrians. Monona has a stop sign and can only enter the street when it is clear. There have been complaints about safety issues for pedestrians-vehicle in the southbound direction have a difficult time seeing pedestrians in the crosswalk. The shrubs and trees in the median do not allow for a clear sight line.

Mr. Abehana stated they performed a stop sign evaluation. The criteria they look at during an all way stop warrant study include accident history, volumes, and approach speed. Their study indicated the necessary criteria were not met. Putting in a stop sign where it is not warranted can increase accidents. They came up with two alternatives: 1) Removing the trees and bushes in the median, and update the signage; 2) Keep the median but remove the bushes in the front, remove the crosswalk and curb ramp on the north side and replace with sidewalk, and update signage.

Committee member Christiansen referred to Alternative #1 and asked why they were proposing to remove the bushes along with the trees. Mr. Abehana stated the bushes could obstruct the sight of a child in the crosswalk. Committee member Christiansen asked if Alternative #2 called for the removal of the trees. Mr. Abehana stated “no, only the shrubs in the front- the trees would remain”. Committee member Madden stated the median on the north side of the intersection acts as a buffer for pedestrians but pedestrians are pretty exposed on the south side. Mr. Abehana agreed but stated it was a short distance to cross. Senior Engineer Patel asked if two crosswalks so close together adds confusion for drivers and pedestrians. Mr. Wei stated the intent of a crosswalk is to channel pedestrians into one convenient area to cross.

Mr. Zach Glare stated he has reconsidered his initial request to staff for a stop sign at this intersection. He disagreed with the proposal to remove the crosswalk and stated that multiple crosswalks do not change the confusion of the intersection. He is strongly opposed to removing the median since it is a long way to go for young children- they need the relief. He stated some solar generated flashing beacons should be installed.

Ms. Patti Stoliar, Casa Buena Drive, agreed with Mr. Glare’s suggestion to install flashing beacons. She asked about the proposed signage. She would hate to see the vegetation removed.

Ms. Cindy Winter stated the natural pedestrian desire line is to the south and to the north- people will take the path of least resistance.

Ms. Jean Severinghouse stated she has had close calls in the north crosswalk and good experiences in the south crosswalk- she supported the removal of the north one. She suggested installing a median on the south crosswalk. Most people use the south crosswalk and she suggested asking the owners of the shopping center to help with creating a ramp and a path into the parking lot. Senior Engineer Patel stated the drainage and grades in that area would need to be checked out.

Senior Engineer Patel asked Mr. Abehana if there was a difference in vehicular speed going north than south. Mr. Abehana stated they did not measure the north speed.

Committee member Bartlett suggested a piecemeal approach- remove the trees and see how that works.

Committee member Christiansen asked about rapid flashing beacons. Mr. Abehana stated installing the flashing beacons would be a benefit but it would still be an unsafe intersection. Mr. Wei stated pedestrians might not push the button and relying on the equipment and not removing the safety hazards (trees) puts the Town at a significant liability.

Chair Ravasio supported the installation of the rapid flashing beacons and turning the median into grass or some very low, flowering shrubs. There are a lot of school kids that cross at that intersection- it is a liability.

Committee member Longinotti stated she thought trees were traffic calming devices and drivers might go faster in a wide-open situation. Mr. Abehana stated the median would slow traffic down. Mr. Wei stated there was evidence that trees do calm traffic down but this condition is on a curve the sight lines were obstructed.

Committee member Christiansen stated he was not sure he supported the removal of the north crosswalk.

Mr. Wei stated they could do a phased approach for the rapid flashing beacons after installing some warning signs.

Committee member Bartlett suggested relocating the north crosswalk so it would be in line with the refuge. Mr. Abehana stated that would require redesigning the corner curb ramp and providing a ramp or cut through in the median.

Committee member Longinotti stated step one was to minimize the vegetation, add signage and warning signs. This is alternative #1.

Senior Engineer Patel stated she would like to put more thought into the location of rapid flashing beacons along that corridor.

Ms. Cindy Winter stated the north crosswalk could be slanted a bit- this would give pedestrians a better view of oncoming traffic.

M/s, Madden/Ravasio, move to keep both crosswalks, remove as much vegetation as feasible from the median, and put in yellow warning signs.

Ayes: All

Absent: Macpherson, Nofziger

Ms. Patti Stoliar, Casa Buena Drive, asked how this could be fast-tracked.

D. Signage Requiring 3 feet Distance When Passing Bicyclists

Senior Engineer Patel presented the staff report. Staff is recommending installation of signs at the following locations: 1) On Paradise east of Harbor in both directions; 2) At the bottom of Corte Madera Avenue going southbound; 3) Other routes as shown (safe routes). She stated she would not recommend putting signs in the neighborhoods. Redwood Highway, San Clemente, Corte Madera Avenue, and Paradise Drive are preferred locations. She discussed the amount of the fine and the one exception to the law- if there is not enough room for a driver to give three feet of space then they must slow down before safely passing. She noted it might not make sense to put up signs on wide streets.

Committee member Madden stated he would like to educate drivers especially on the most commonly used streets.

Committee member Bartlett asked about the wording on the signs. Senior Engineer Patel stated she did not bring an example tonight. She asked the Committee to email her with any other ideas or suggestions.

E. Bicycle Rack Installation

Senior Engineer Patel presented the staff report. The following locations were suggested by committee members: 1) Commuter bus stops; 2) In front of the Community Center; 3) By the playground in Town Park.

Senior Engineer Patel stated this project is in the current fiscal year's Capital Budget.

4. Committee Member Reports

Committee member Longinotti reported the committee talked about sidewalks and violation letters at the last meeting. She spoke to staff and was told that 19 violation letters were sent out over the last three months- there were responses to all but three of those letters. Senior Engineer Patel stated she thought there were a lot more letters sent, in particular to residents on Echo and Harbor Drive. Committee member Longinotti reported there were 23 Encroachment Permits issued from October, 2015 to October, 2016. They need to look at this in terms of the magnitude of the whole problem and they should take a look at the Barrier Removal Implementation Plan (BRIP) that was recently adopted. She was concerned that the repair of sidewalks is not being addressed.

Senior Engineer Patel stated they could discuss this in depth at the next meeting. She would provide information about what the City of San Rafael is doing.

5. Senior Engineer Report

A. Capital Projects Update

1. Central Marin Regional Pathway Gap Closure Project- ATP funding

Senior Engineer Patel presented the staff report and noted some of the improvements included opening up Nellen, installing a cycle track on Nellen, and installing a multi-use path on Wornum. This project was not selected for the State ATP grants but could be eligible for regional funding. There are three other agencies that have the same score as this project. She should hear shortly about the Metropolitan Transportation Commission (MTC) selections.

2. Redwood Highway Multi-use Pathway Repaving Project

Senior Engineer Patel presented the staff report and noted there has not been a lot of movement on this project. She sent out a Request of Proposal (RFP) and Parisi Transportation Consultants will be preparing preliminary design and measurements. Staff is waiting for the signed funding agreement with MTC before starting the project. Committee member Longinotti had requested waiting until the summer to start construction since a lot of school kids use the path. She will bring the conceptual design back to the committee.

3. Tamalpais Drive Complete Streets Project

Senior Engineer Patel presented the staff report. The project was approved by the Council and will go out to bid in February. The project would need to go back to the Council for approval of the red curbs and any crosswalk removals. The project includes a slurry seal component which could not start until April when the weather warms up (needs to be at least 65 degrees). The Council wants the project finished before the 4th of July Parade. The project will take about three months to complete.

Committee member Longinotti asked if the contract could include a penalty if the project is not finished before a certain time or a bonus if they finish ahead of time. Senior Engineer Patel stated she was not sure they want to do that- there would already be liquidated damages in place. In addition, there is always a deadline.

4. High Canal Pathway Project

Senior Engineer Patel presented the staff report. She noted the Town does not have a right to develop in the existing easement. The BTA grant funds could not be repurposed- they can only be used for projects chosen for the funding. The Town is required to relinquish the grant funds since they could not be used for the designated project.

5. Alto Tunnel Structural and Geotechnical Investigation Study

Senior Engineer Patel presented the staff report. The project is being managed by the County of Marin and the study, including the field investigation, is scheduled to start on January 30th. Corte Madera Avenue at

Chapman Avenue will be impacted by the traffic control. A community meeting is scheduled for January 18th, from 6:30 p.m. to 8:00 p.m. at the Corte Madera Community Center

Senior Engineer Patel reported the BPAC is extended until December 31st. Town Manager Cusimano plans to go to the Council to renew the term of the BPAC on January 17, 2017. At prior meetings they had discussed the possibility of reformatting the committee but she noted they do talk a lot about pedestrian and cyclists issues and she did not think they need to make any changes. Committee member Christiansen suggested the committee be extended for more than one year. Senior Engineer Patel stated she would pass on that suggestion.

Senior Engineer Patel reported the Council approved the application for PCA funds from MTC for the Paradise Drive Multi-Use Pathway at its December 6th meeting. Matching funds would be required.

Senior Engineer Patel reported she attended the recent MPWA meeting in San Rafael and there was a discussion about sidewalk repair. The City of San Rafael is thinking about assessing property owners half of the cost. Chair Ravasio stated he is always interested in seeing what other cities do. He would like to discuss this at the next meeting.

6. Approve Minutes of July 20, 2016 and September 28, 2016 BPAC Meetings

M/s, Longinotti/Christiansen move to approve the July 20, 2016 minutes and the September 28, 2016 minutes as submitted.

Ayes: All

Absent: MacPherson, Nofziger

7. Set Next Meeting Date and Adjourn

Chair Ravasio stated the next meeting would be held on Thursday, February 16, 2017. The meeting would start at 6:00 p.m.

The meeting was adjourned at 8:36 p.m.