

# FAIRFAX TOWN CENTER PLAN REPORT FOR WORKSHOP 2



October 27th, 2016  
Prepared for Town of Fairfax, California  
Prepared by Taecker Planning & Design



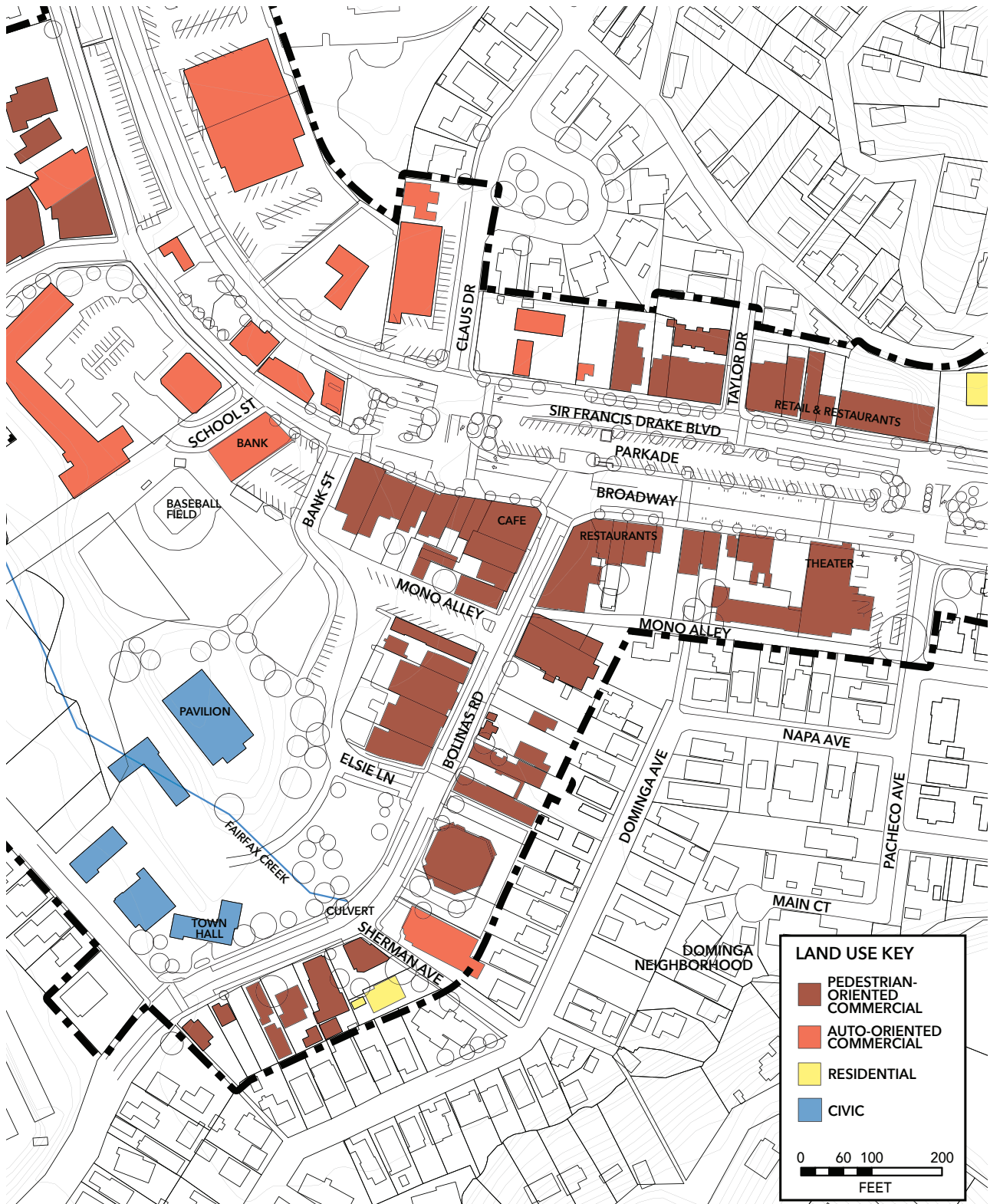
TAECKER  
PLANNING & DESIGN



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## Fairfax Town Center Planning Workshop 2



**Fairfax Town Center Base Map.** The base map will assist with the planning of public streets, parking, and open space. The darker red indicates more traditional pedestrian-oriented buildings, in contrast to auto-oriented fabric where entrances face parking lots.



## Purpose

Taecker Planning & Design has submitted this report to be a resource for Fairfax community members, its Town Council, Fairfax staff, and others, as they navigate the development of Fairfax' Town Center Plan. The Report summarizes issues, comments, and ideas raised at Community Workshop #2 on Saturday, October 1, 2016.

The goal of Workshop #2 was to better understand issues and community preferences for circulation options, street functions, and public design features in the Town Center.

## Process

The Workshop served about 115 community members who signed in, with about sixty participants still in attendance at the end. The Workshop provided three ways for direct community input:

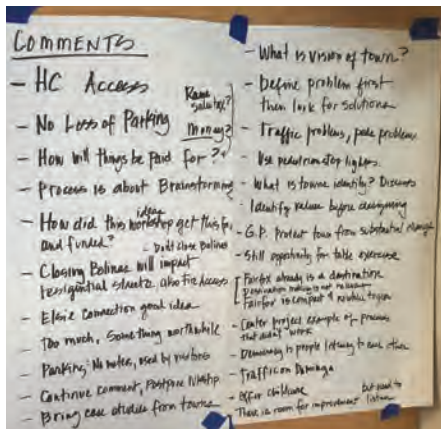
1. **open comments** – an “open mic” provided an opportunity for expression on any topic;
2. **individual preferences exercise** – participants applied color-coded “post-it” notes to menus of circulation options and design features; and
3. **group design exercise** – break-out groups had multiple participants to develop ideas using maps and materials.



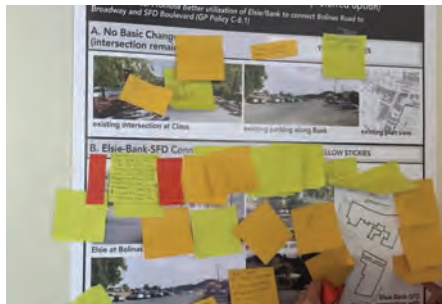
**Existing conditions and character.**  
*On Bolinas looking toward Broadway (top); Broadway at Bolinas west and east (middle and bottom).*



**Historic Fairfax.** *Before widespread car use, access occurred largely by rail or on foot. This historic moment in transportation technology accounts for the Town Center's compact form and pedestrian-oriented fabric.*



**Public comment.** Participants were provided with an “open mic” to air any issue. Some participants were concerned around the purpose of Workshop 2.



**Individuals’ preferences and objections.** Each participant could show support for an option by applying yellow/orange post-its. Objections were noted with red post-its.

While not in the manner we expected, we did receive hundreds of comments from attendees on a variety of topics, achieving our goal of community input and participation. The “open comments” became necessary at the beginning because some community members had a strong desire to express concerns, but it was not part of the original agenda which was more focused. Some participants objected to the Workshop and Town Center planning process generally. The ad hoc open comment session was facilitated by Mayor Renee Goddard and comments were recorded by consultant Matt Taecker.

The Workshop had been slated to begin with an overview by Matt Taecker, followed by the individual preferences (Post-Its) exercise, and then ending with group design exercise at tables. Some participants chose to start the individual preferences exercise - participants started the group design exercise - instead of participating in the open comments session. Because time was used for the open comment period, participants had less time to engage in Workshop exercises. To compensate, the Workshop, which was to run from 9am to 1 pm, was extended until 1:30.

## Introductory Presentation

After hearing public comments and adjusting the agenda, Matt Taecker was afforded an opportunity to describe the Workshop’s purpose, along with possible circulation options and public enhancements / design features. (See Appendix 1 for presentation slides.)

After reviewing existing conditions, Taecker presented **circulation options** that explored the possible character and function of:

- Bolinas Road;
- Elsie-Bank (extended to intersect Sir Francis Drake); and
- streets adjacent to the Parkade, namely Broadway and SFD

Participants also considered possible **design features** that might be public improvements / enhancements:

- pedestrian amenities,
- traffic calming,
- bicycle facilities,
- parking design, and
- image & identity elements.



Results regarding circulation options and design features are discussed below, as is a summary for group design schemes created in break-out tables.

## Key Conclusions

Workshop 2 offers insight into community attitudes and preferences. It succeeded in recording and synthesizing hundreds of comments on topics relevant to Town Center's circulation and character, so as to provide useful information and guidance.

Results point to three types of conclusions:

- **clear objections** – some things should be ruled out;
- **tacit support** – some things appear to be preferred; and
- **more guidance needed** – some things should be considered further.

Conclusions were gleaned from all three forms of Workshop input: open comments (recorded on a flip chart), individual preferences (using color-coded post-its), and the group design schemes (generated collaboratively around tables). To provide complete information, summary results for each form of input follow the “Key Conclusions” section.

### Clear Objections

At the Workshop, some circulation options were objected to by a large number of participants, and should be ruled out from further consideration, specifically:

- **Bolinas Road Closure** – do not close Bolinas to traffic; and
- **Bolinas Road One-Side** – do not eliminate one side of parking to widen the sidewalk & plant trees.

The following design features should be removed from consideration because of strong objections and/or lack of support. Based on this Workshop, Town Center plans should *not* pursue:

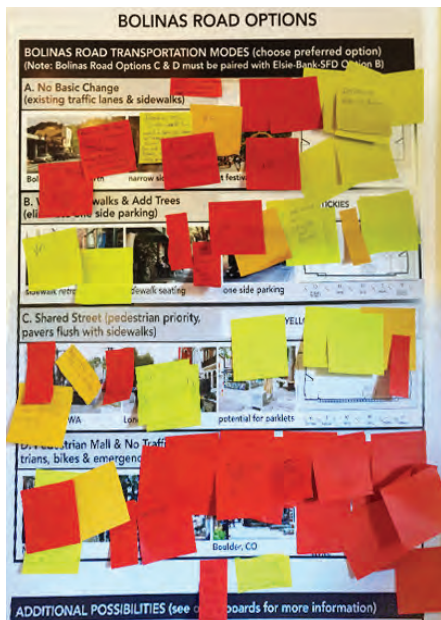
- **Street Trees in Parking Lanes;**
- **Gateway Monuments;**
- **Public Art;**
- **Parklets; and**
- **Creek Overlook.**



**Table exercise and group design schemes.** Community members had an opportunity to note circulation preferences and design ideas directly.



**Elsie-Bank Connection.** A table design (table 4) featuring the connection between Elsie-Bank and Sir Francis Drake.



**Bolinas Road board.** Input documented from the posters illustrated strong support for keeping Bolinas as it is.

## Tacit Support

The Workshop also revealed options and features that were favored. Options and features that had strong support and should be pursued include the following:

- **Bolinas Road** – no change;
- **Elsie - Bank - Sir Francis Drake** – create a by-pass connection;
- **Sidewalk Repair** – make this a priority in the Town Center and along connecting streets;
- **Parking Efficiency** – look at ways to increase the supply of public parking;
- **Signature Transit Shelter** – work with Marin Transit for a distinct attractive structure.

## More Guidance Needed

Guidance is needed for features where tacit support exists but where design work is needed to test feasibility and spell out design fundamentals:

- **Bolinas Road** – consider aesthetic enhancements while leaving basic configuration intact;
- **Elsie – Bank - Sir Francis Drake** – consider alignment and general design character (and note that Parking Efficiency concepts are adjacent and should be considered in tandem);

Some circulation options and design features attracted a mixed response and should be explored further. The Town Center planning process should consider alternatives to test ideas and gauge community support for the following:

- **Parkade Alternatives** – four basic options emerged in post-it comments and group design schemes:
  - perimeter walkways (recommended by W-Trans report),
  - parking aisle as shared street (mixed-mode, special paving, traffic calming),
  - community park and/or plaza (with replacement parking below).



- **SFD Intersection Alternatives** – two intersection locations and design variants should be considered:
  - the existing SFD intersection at Clause; or
  - moving the intersection so Bolinas Road connects directly to SFD; and
  - design variants such as community member proposals for traffic circles.
- **Stormwater Management** – “low-impact” design features (such as permeable pavers) were among the most favored features.
- **Speed Tables** – interest was expressed along the Dominga-Pacheco cut-thru (and not generally).
- **Crosswalk Enhancements** – identify locations for features (like curb extensions and pedestrian activated flashing lights).
- **Bicycle Enhancements** – define ways to enhance bicycling but with no loss of parking (such as by painting bicycle lanes).
- **Plaza / Pocket Park** – no locations.

### Workshop 3 and Next Steps

We recommend that Workshop 3 examine features where more guidance is needed. At Workshop 3, community members should react to design alternatives to guide decisions regarding circulation and design character. Design alternatives should be prepared so community members can consider options and trade-offs and give input.

At Workshop 3, direct forms of input are recommended. Participants could work in small groups and spend about one hour considering each of three sets of alternatives (described above):

1. Parkade Alternatives;
2. Elsie-Bank-SFD Alternatives; and
3. SFD Intersection Alternatives.

A presentation would precede each group exercise, to explain each alternative and illustrate ideas using photographs of built precedents. Preferred design features, like Stormwater Management and Crosswalk Enhancements could be integrated into the three basic alternatives, to allow community members to react.



**Design features that may be pursued (top to bottom).** Shared space for cars and pedestrians with stormwater management (permeable paving); speed table; bicycle enhancements; existing parklet on Broadway with enhanced crosswalk; existing pocket park along Bolinas at Mono Alley.

## Summary Results for Circulation Options

### Bolinas Road

An overwhelming number of participants objected to the idea of closing Bolinas to traffic to create a pedestrian mall, and a clear preferred “No Change” which would maintain two traffic lanes and two parking lanes.

Bolinas Road Options scored as noted:

*No Change (11 favor – 2 object)*

*Shared Street / Plaza (7 favor – 3 object)*

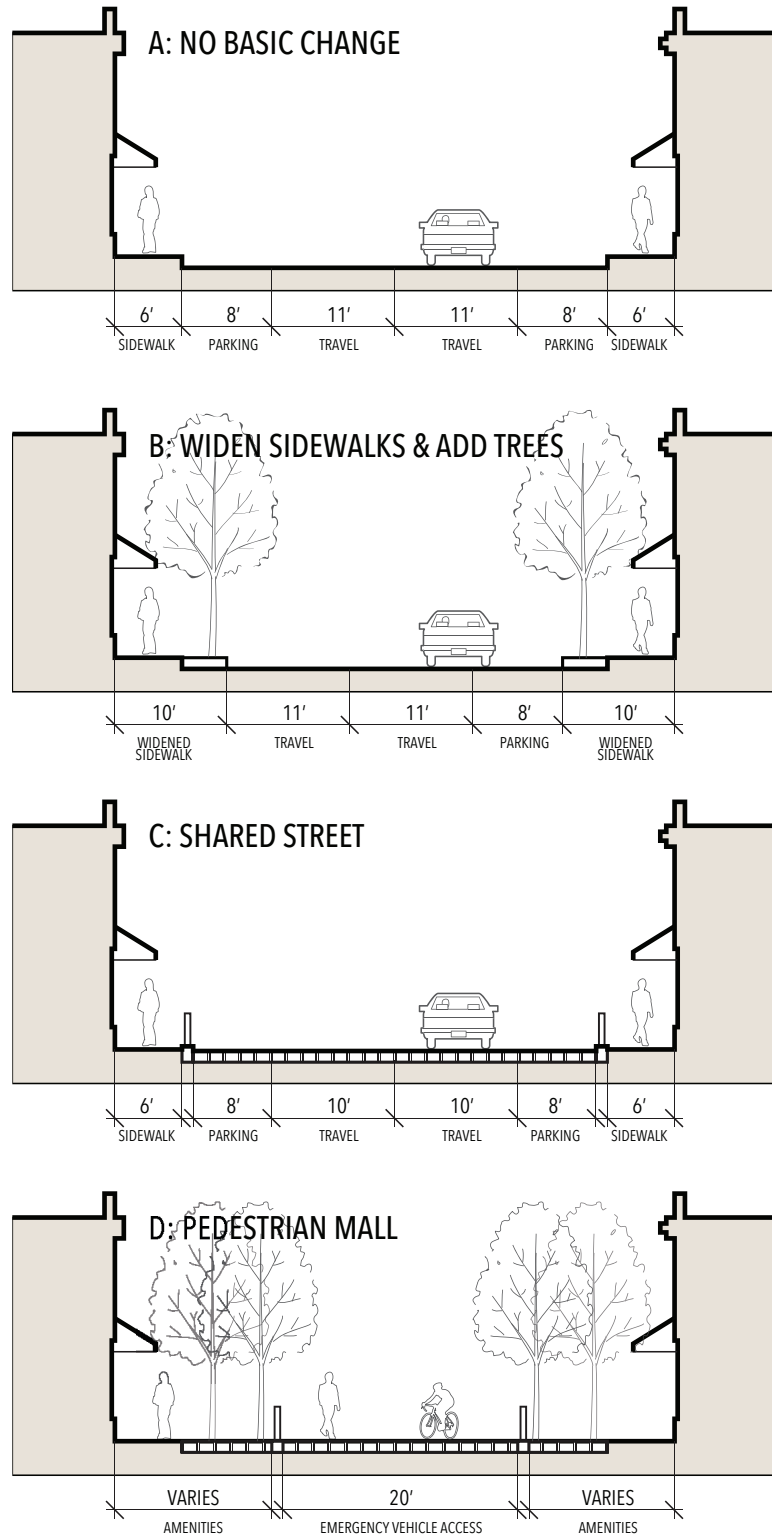
*Widen Sidewalk with One-Side Parking (9 favor - 5 object)*

*Pedestrian Mall with No Traffic (1 favors – 30 object)*

Multiple participants stressed that Bolinas Road should still be enhanced but without changing traffic or parking, such as by enhancing the surface of sidewalks, hanging planters from streetlights, and using decorative pavers to accentuate certain areas.

Some Workshop 2 participants also proposed a related Circulation Option to connect Bolinas Road directly with Sir Francis Drake Boulevard, as is indicated in 5 of 9 group design schemes. This new connection may merit a design study and feasibility analysis

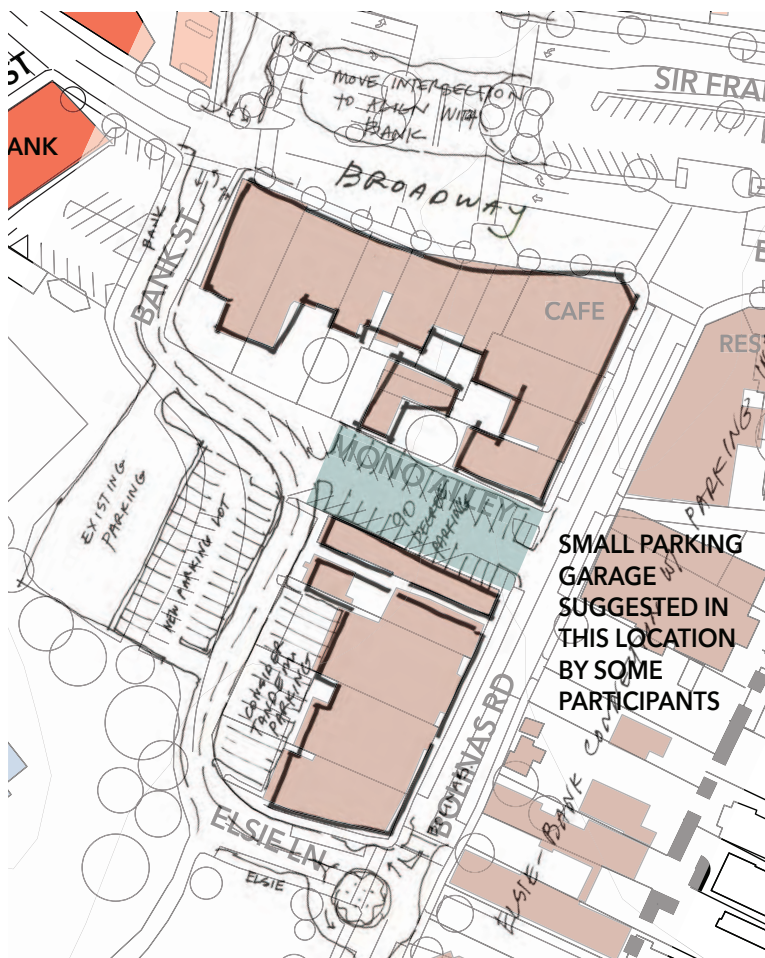
**Bolina Road Options.** Participants overwhelmingly objected to creating a pedestrian mall by closing Bolinas to traffic (at bottom).





## Elsie - Bank - Sir Francis Drake Connection

The post-it exercise and group design schemes indicate that a sizable number of participants favor improvements along Elsie-Bank-SFD (and making a new intersection at Bank and SFD) to encourage motorists to bypass the Bolinas/Broadway/Claus bottleneck. Post-its showed that 39 participants favor the Elsie-Bank-SFD connection. Five post-its objected to the connection, with two objecting specifically to a suggested traffic circle at Elsie and Bolinas Road. The new connection appears on 6 of 9 group design schemes.



**Elsie-Bank-SFD Connection with parking in plan.** A large number of participants favored a direct connection to SFD from Elsie-Bank. The sketch shows how Elsie-Bank can be realigned to add public parking. A traffic circle at Bolinas would encourage use of Elsie-Bank as a by pass



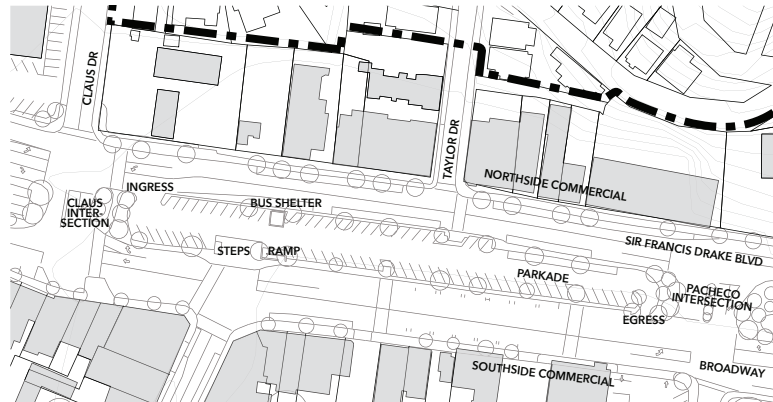
**Table designs with the Elsie-Bank connection.** The Elsie-Bank-SFD connection featured in most group design schemes.

## Parkade with Broadway & Sir Francis Drake (SFD)

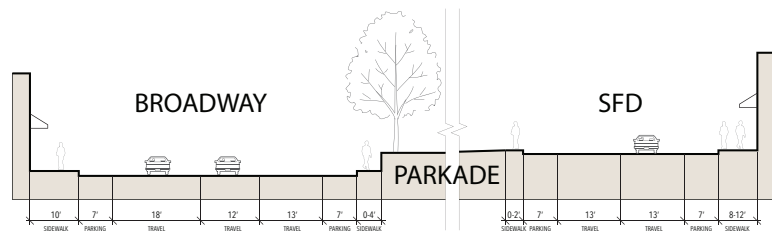
While there was broad acceptance for improved pedestrian north-south access across Parkade near end of Bolinas, there were diverse opinions on whether any other improvements should be made to the Parkade and adjacent streets. 11 called for “No Change” and 12 favored east-west sidewalk and bike lane improvements along Broadway and/or SFD.

Several comments said that the Parkade configuration should remain unchanged but enhancements like permeable pavers, pockets of landscaping, and transit shelter improvements are desirable. Multiple comments suggested that the drive aisle of the Parkade provide a more attractive pedestrian route and alternative to new sidewalks along Broadway and SFD. Routing bikes through the Parkade was also suggested. It was also suggested that a compact 2-way bike/pedestrian path along the north side of Broadway would have less impact than the improvements recommended by W-Trans.

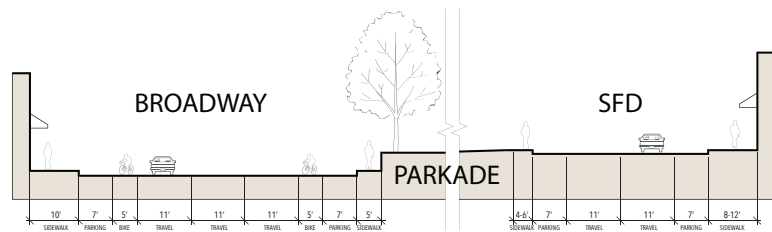
3 of 9 group design schemes showed significant improvements to the Parkade: one indicated extensive permeable paving; another shows enhancements in combination with surface parking; and the most ambitious proposes that below-grade parking be used so that the top of the Parkade can become a park. Several comments objected to potential loss of parking spaces if changes were made.



**Existing conditions.** The Parkade is mostly used as a parking lot, with relatively small areas used for bus shelters and historic-looking steps.



**Existing conditions in section.**



**Parkade with widened sidewalk and bike lanes.**

**Paths for pedestrian and bicyclists.** Along Broadway and SFD, pedestrian sidewalks could be added at the edge of the Parkade parking area for safety. Bicycle lanes might be added along Broadway. Traffic consultant W-Trans' analysis shows that these additions could be made without losing any traffic or parking lanes.





**Group Design Schemes with Parkade ideas.** Group design schemes suggested use of Parkade as a park or plaza. The middle scheme suggests a Parkade with pavers to be shared by cars and pedestrians. For more on ideas generated, see Summary of Group Design Schemes.

## Summary for Design Features

### Pedestrian Amenities

#### Plaza/Pocket Parks

(7 favor -1 object)

Group design schemes placed Plaza/Pocket Park gamepieces in the Parkade (4 of 9 tables), near Fairfax Creek (1 table), and as part of a block-long Broadway street closure (1 table).

#### Parklets

(11 favor – 7 object)

Favorable post-its exceed the number of objections, with most objections having to do with possible loss of on-street parking spaces. There may be red curbs or other locations where a parklet would result in no loss of parking, and parklets may merit consideration in such locations.

#### Street Trees in Parking Lanes










(8 favor – 13 object)










This design feature appears to be a “non-starter.” In fact, multiple comments called for removal of recently installed trees in parking lanes on Center Boulevard.

#### Sidewalk Repair

(idea generated at Workshop)

Several comments asked that sidewalks be repaired in the Town Center and where streets connect to the Town Center.

PEDESTRIAN AMENITIES		
1. Plaza or Pocket Park (where public land is available)		ORANGE STICKIES
		
local example	cafe-style seating	stone bench
2. Parklets (in parking lane)		ORANGE STICKIES
		
local parklet	parklets in Berkeley, CA	
3. Street Trees (in parking lane)		ORANGE STICKIES
		
trees & landscaping	trees & dining	architectural “trees”

TRAFFIC CALMING FEATURES		
1. Crosswalk Curb Extensions & Islands		ORANGE STICKIES
		
curb extension	curb extension	pedestrian refuge island
2. Speed Bumps & Speed Tables		ORANGE STICKIES
		
speed table and crosswalk diagram	speed table on residential street	
3. Chicanes & Neck Downs		ORANGE STICKIES
		
neck down	chicane	
4. Traffic Circle		ORANGE STICKIES
		
simple traffic circle	traffic circle with monument	

## Traffic Calming

### Crosswalks and Islands

(7 favor – 4 object)

Several group design schemes put crosswalks across Broadway & SFD, mainly near Bolinas Road).

Comments also suggested pedestrian activated flashing lights at key crosswalks. Objections to crosswalks were not specified.

### Speed Tables

(9 favor – 7 object)

Favorable comments emphasized traffic calming along Dominga-Pacheco connection, as did several group design schemes. Objections to speed tables were not stated.

### Neck-Downs and Chicanes

(1 favor – 2 object)

While little interest is shown, it might be part of a menu of traffic calming features along the Dominga-Pacheco cut through – if determined to be a desired improvement.

### Traffic Circles

(5 favor – 4 object)

There is little support for traffic circles, based on post-it, but The following circles appear on 3 group design schemes (not all being the same table): Broadway/Bolinas, Broadway/Bank, and Elsie/Bolinas. Circles also appear at Broadway/Pacheco, and SFD/Bolinas). Technical analysis may show that traffic circles encourage use of the Elsie-Bank-SFD Connection as a by-pass.



## Bicycle Facilities

The “Bicycle Facilities” poster had 5 “no change” post its that were not applied to a particular feature.

### Bike Enhancements

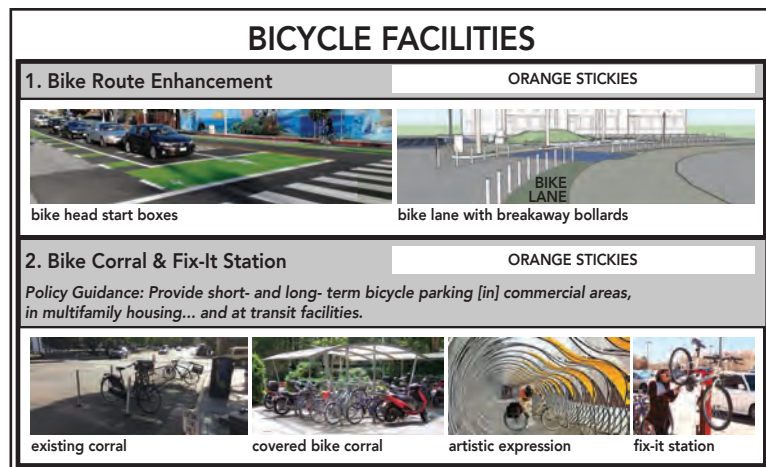
(5 favor – 1 object)

This feature has modest support. The one objection was explicitly for where parking would be lost.

### Bike Corral & Fix It

(4 favor – 3 object; 3 misc)

Objections appear to be linked to feelings that “the town already overtaken by out-of-town bikers.”



## Parking

The “Parking” poster had 10 “no change” or “no parking loss” post its that were not applied to a particular feature.

### Landscaping

(5 favor – 3 object)

There appears to be modest support for landscaping but not at the expense of parking.

### Parking Efficiency

(8 favor - 0 object)

The appears to be strong support for more efficient parking. A few comments and a table design scheme proposes that the hillside parking lot along Mono Alley be converted to be 2 levels.

### Stormwater Management

(14 favor – 1 object)

This received the most favorable post-its of any design feature. Group design schemes propose that retention be incorporated into the Parkade (3 tables), along streets, and in the Parkade.

















### Permit Parking

(idea generated at Workshop)

One comment was to consider free permit parking for residents, while charging out-of-towners.





IMAGE & IDENTITY	
1. Signature Transit Shelter	ORANGE STICKIES
Policy Guidance: Ensure amenities to support public transit (GP C-1.8 & C-6.4)	
	
existing bus shelter	bus stop in Mountainview
2. Signature Landscaping	ORANGE STICKIES
	
local example with planters	roadside xeriscape
3. Gateway Monument	ORANGE STICKIES
	
local example	lighted monuments
	
arch over street	
4. Creek Overlook	ORANGE STICKIES
Policy Guidance: Daylighting and creation of a buffer around the Town's creeks shall be considered (GP TC-3.2.11).	
	
existing	creek ecology explained
	
5. Public Art	ORANGE STICKIES
Policy Guidance: Provide locations for public art (GP TC-3.2.9).	
	
example on Bolinas road	climbable art
	
6. Information Kiosk	ORANGE STICKIES
	
coffee & information	"green" kiosk
7. Street Trees (in parking lane)	
SEE PEDESTRIAN AMENITIES #3	

## Image & Identity

The "Image & Identity" posters contained 20 "no change" posters that were not applied to a particular feature.

### Signature Transit Shelter

(6 favor - 1 object)

There appears to be support for upgrading transit shelters. A few group design schemes indicate signature transit shelters.

### Gateway Monument

(2 favor - 7 object)

There appears to be little support for special gateway features. One comment called for the removal of the existing kiosk just west of the Parkade steps.

### Public Art

(4 favor - 8 object)

There appears to be little support for encouraging public art along Town Center streets and in its public spaces.

### Signature Landscaping

2 favor - 4 object)

Please see comment regarding landscaping above. Both objections included comments for "no parking loss."

### Creek Overlook

(4 favor - 7 object)

There appears to be little support for creating an overlook or special access to Fairfax Creek.

### Information Kiosk

(3 favor - 5 object)

There appears to be little support for an information kiosk. One comment noted that Fairfax "... is not a tourist town."

### Street Trees

(0 favor - 4 object)

Objections to street trees cited "no parking loss."

## Summary Results of Group Design Schemes

Participants in groups discussed ideas and came up with their own designs.

Features and comments include:

- connecting Bolinas to SFD;
- traffic circle at end of Bolinas;
- landscaping along SFD and Parkade;
- hang plants from poles (no trees in parking lane); and
- add beautification elements.







Features and comments include:

- Bolinas connection to SFD with traffic circle at Claus / SFD intersection;
- no change to Bolinas Road;
- direct north-south pedestrian path/crosswalks Broadway/Parkade/SFD;
- integrate water retention as part of Parkade and/or ballfield;
- better bike access along north side of SFD;
- crosswalk bulbouts and pedestrian safety;
- speed tables & reduce cut-thru traffic on Dominga/Napa;
- historic light standards;
- parking under baseball field; and
- emphasize people and pedestrian friendly.

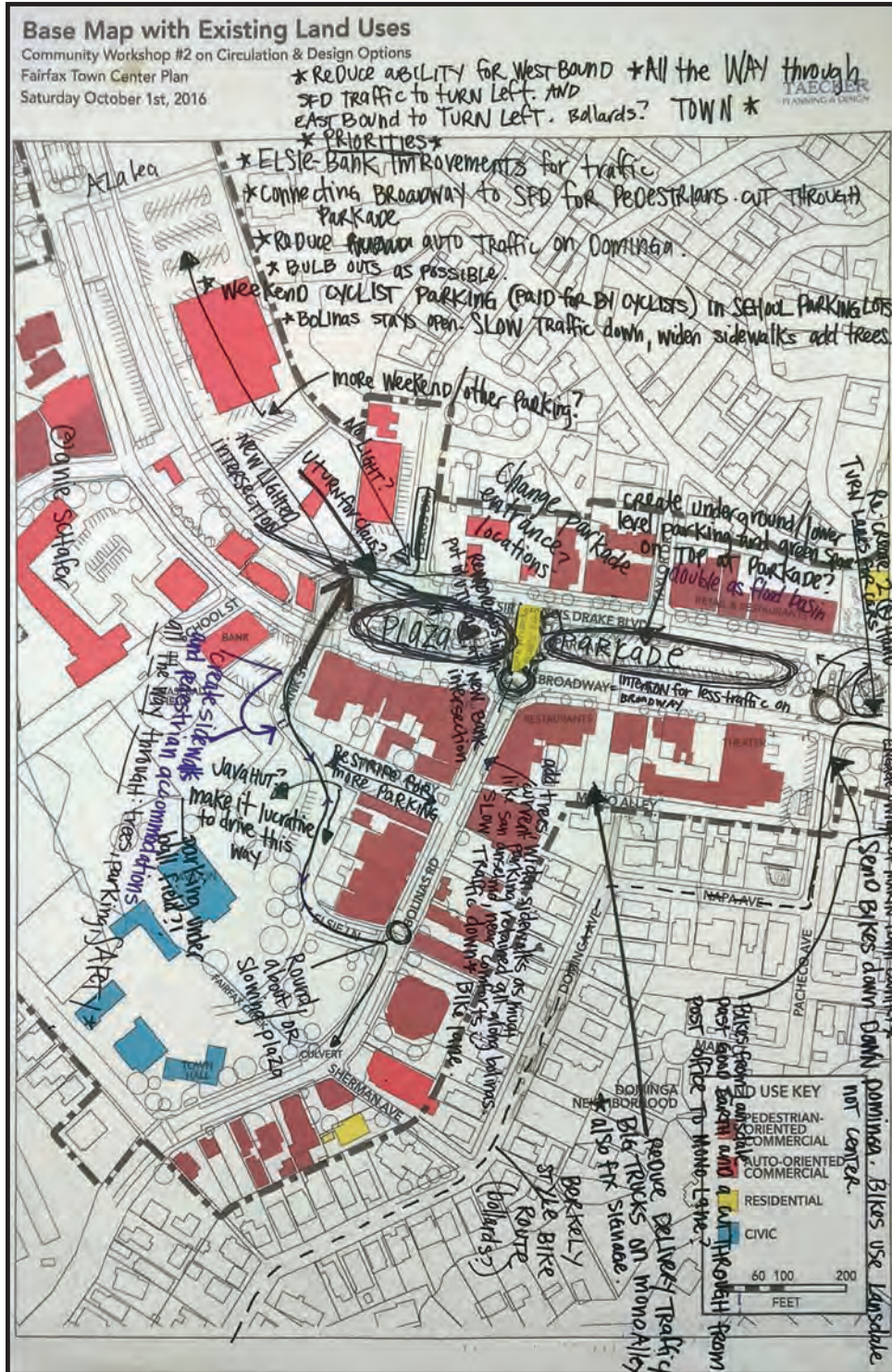


Features and comments include:

- route bikes along Parkade parking aisle;
- traffic circles with brick paving at key intersections;
- consider Elsie-Bank-SFD connection; and
- free resident permit parking and charge non-residents; and
- no change to Boli-nas Road.



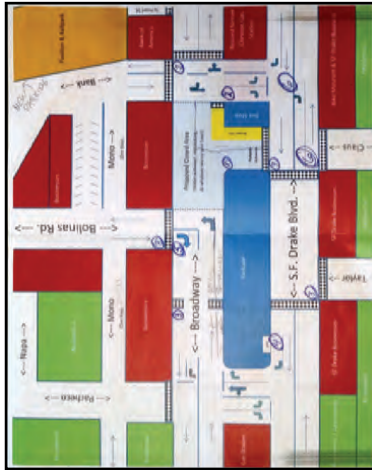




Features and comments include:

- Elsie-Bank-SFD connection (safe, with trees, and circle at Bolinas);
- super pedestrian access across Parkade at end of Bolinas;
- put Parkade parking underground to create plaza and green space;
- integrate storm-water retention into Parkade improvements;
- keep traffic on Bolinas but widen sidewalk and add trees;
- reduce and calm traffic on Dominga, such as with bulb outs;
- weekend bicycle parking in school parking lot; and
- encourage bicyclists to take alternative routes, such as Mono Alley.





Goals include:

- create community spaces and sense of place;
- slow traffic and encourage tranquility;
- promote beauty and greenery; and
- use green infrastructure, such as permeable paving.

Features and comments include:

- Elsie-Bank-SFD connection;
- connect Bolinas directly to SFD;
- artistic permeable cobblestone treatment on Bolinas;
- close Broadway to and create park between Bolinas and Bank;
- add parking along Elsie-Bank;



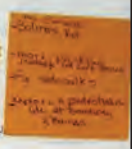




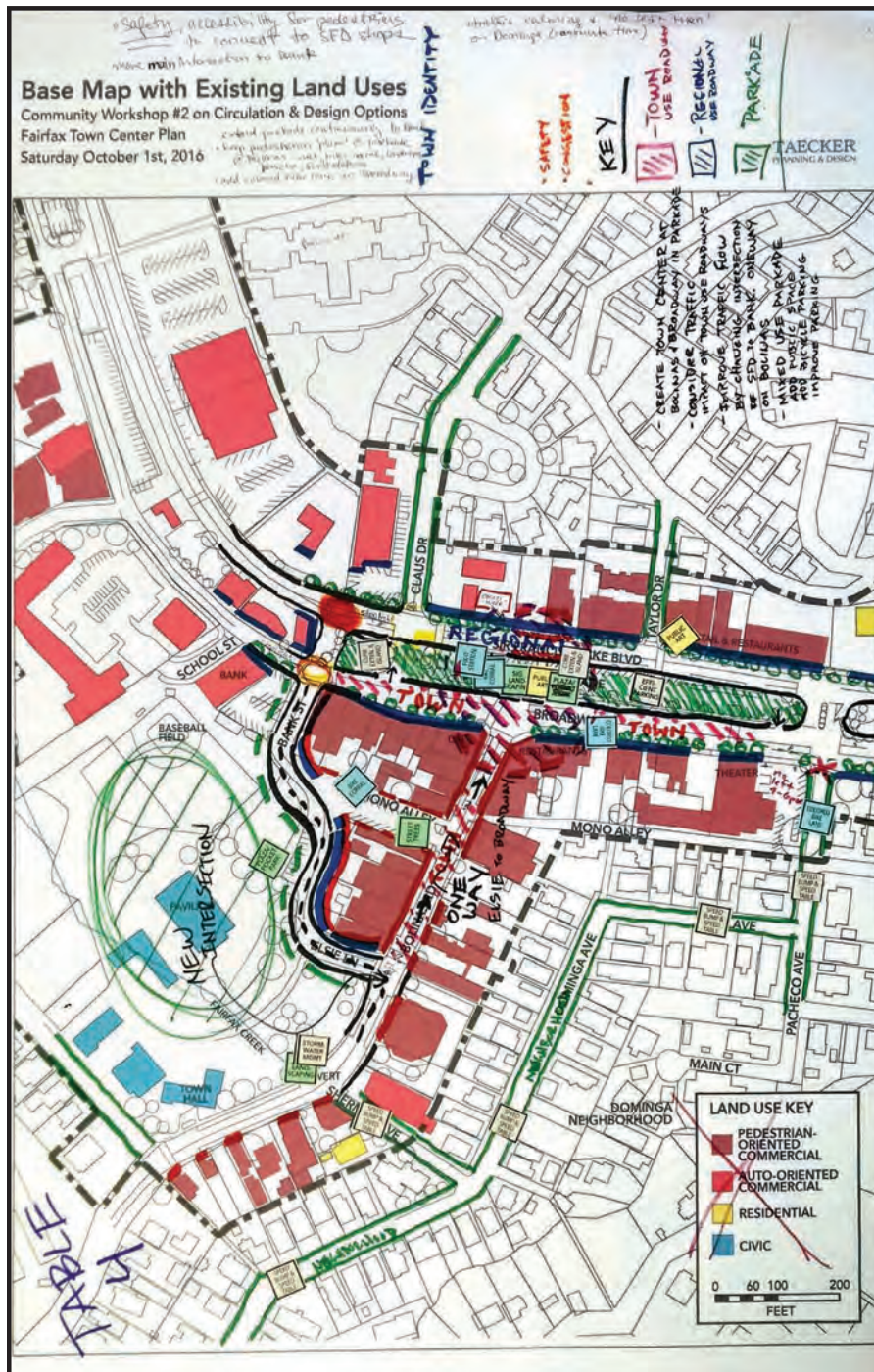
Features and comments include:

- route bicycle and pedestrians along Parkade parking aisle;
- no new pedestrian connection north-south across Parkade;
- move north-south ADA access to Claus;
- no change to Bolinas Road;
- keep stairs as is along Parkade;
- increase parking by taking trees out in parking lanes and removing bicycle lanes;
- no parking meters;
- test traffic implications of closing Clause between Broadway and SFD; and
- remove temporary wood kiosk in Parkade near Bolinas intersection.









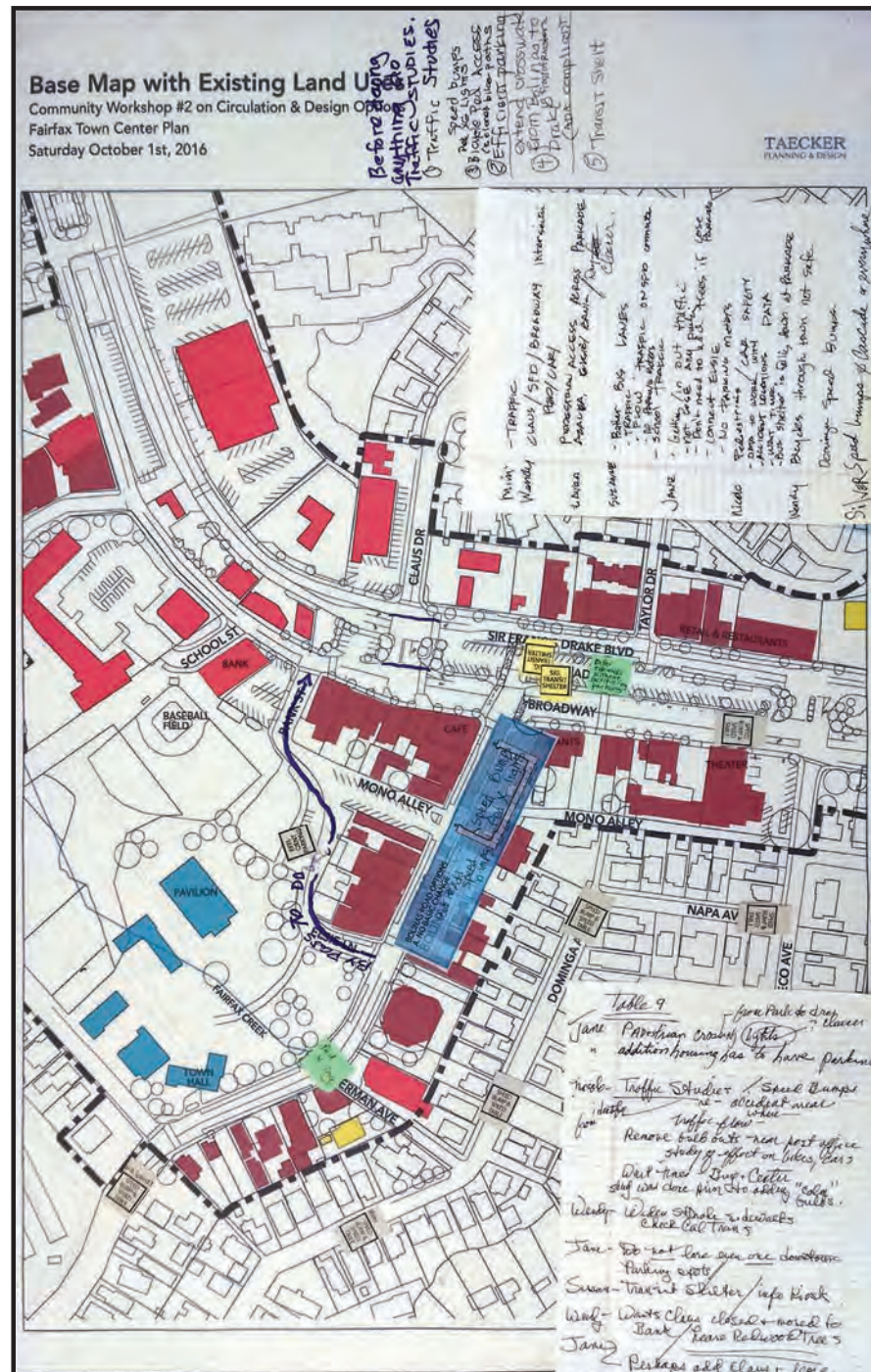
Features and comments include:

- Elsie-Bank-SFD connection;
- make Parkade central green space (from Bank to Pacheco);
- Parkade features should include plaza, landscaping, bicycle corral, and art,
- Parkade parking should be improved (presumably below grade);
- one-way northbound on Bolinas;
- close Claus at Broadway;
- consider traffic impacts; and
- paint bike lanes on Broadway.



Features and comments include:

- bypass traffic on Elsie-Bank;
- add sidewalks around Parkade without sacrificing parking;
- extend pedestrian route across Parkade from Bolinas to SFD;
- add signature transit shelters;
- calm traffic on Dominga and Napa with speed bumps;
- no change to Bolinas Road but add speed bumps;
- enhance pedestrian crossings such as with bulb outs in select locations .
- divert bicycles in town for safety; and
- study traffic effects of changes.





# Acknowledgements

## Town of Fairfax Council

Renee Goddard, Mayor

Barbara Coler

John Reed

David Weinsoff

Peter Lacques

## Town of Fairfax Staff

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James Moore,

*Director of Planning & Building Services*

Michele Gardner

*Town Clerk*

## Consultants

Taecker Planning & Design

*(planning, design, community engagement)*

Craig Communications

*(workshop assistance)*





## Appendix I: Workshop #2 Presentation

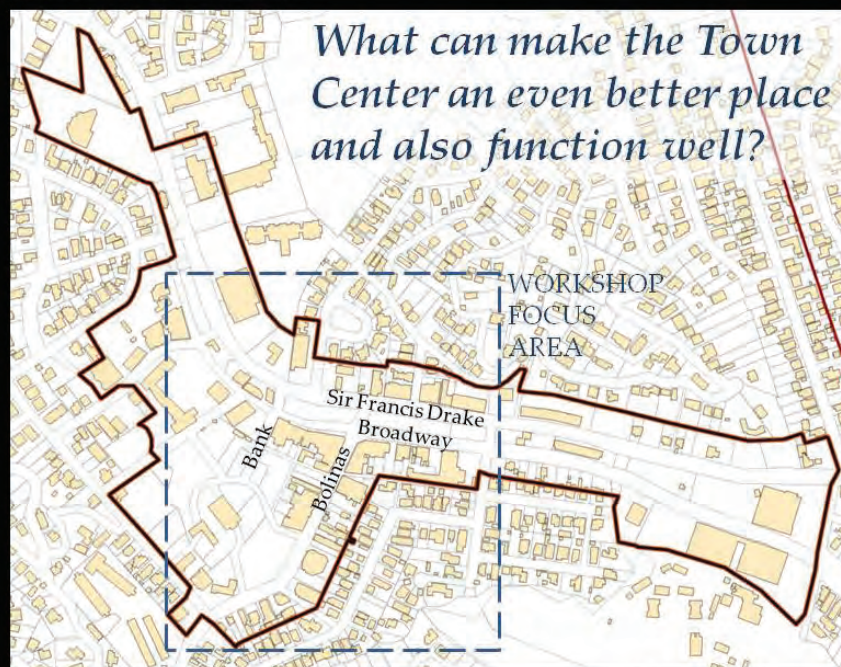
### WORKSHOP ON CIRCULATION AND PUBLIC SPACE

9:00-9:10	Welcome
9:10-9:20	Purpose and Overview
9:20-10:50	Circulation Options & Design Features <i>(presentation, exercise &amp; discussion)</i>
10:50-11:00	Break
11:00-12:50	Table / Group Design Exercise <i>(introduction, exercise &amp; discussion)</i>
12:40-1:00	Next Steps

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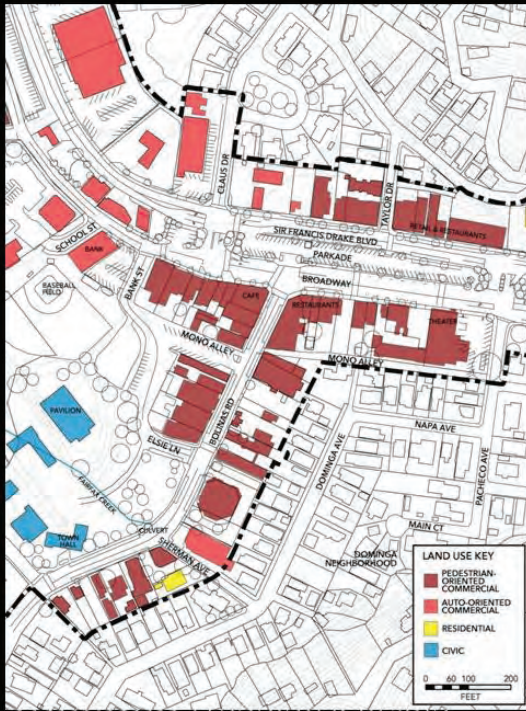
### Town Center Area



TAECKER PLANNING & DESIGN

CRAIG Communications

## Consider Conditions: Past, Present, and Future



## Today's Focus: Circulation and Public Space

### Circulation Options

- *Parkade (Broadway & Sir Francis Drake)*
- *Bolinas Road*
- *Elsie – Bank Connection*

CIRCULATION  
OPTION  
PREFERENCE  
comments  
optional

### Design Features

- *Pedestrian Amenities*
- *Traffic Calming*
- *Bicycle Facilities*
- *Parking Areas*
- *Image & Identity*

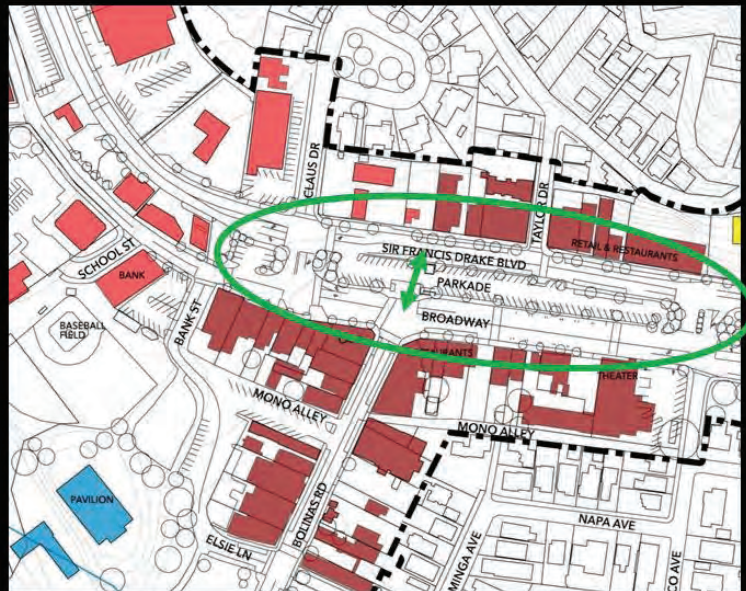
DESIGN  
FEATURE  
PREFERENCE  
comments  
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## Circulation Options: Parkade with Broadway & Sir Francis Drake



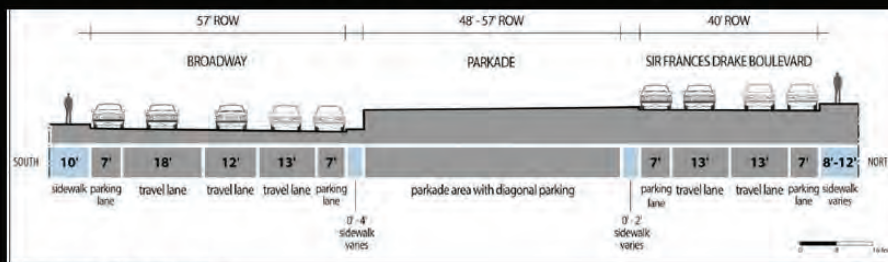
TAECKER PLANNING & DESIGN

CRAIG Communications

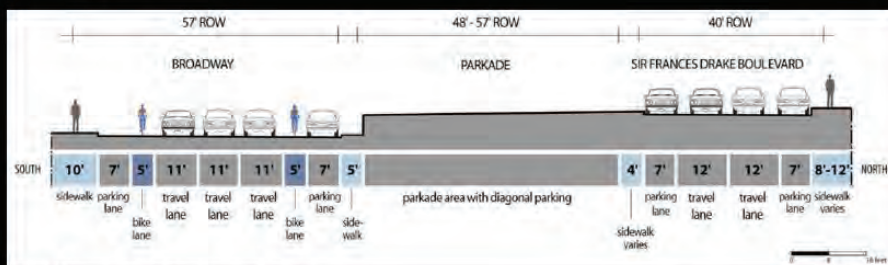
## Circulation Options: Parkade with Broadway & Sir Francis Drake



## Circulation Options: Parkade with Broadway & Sir Francis Drake



Existing Condition



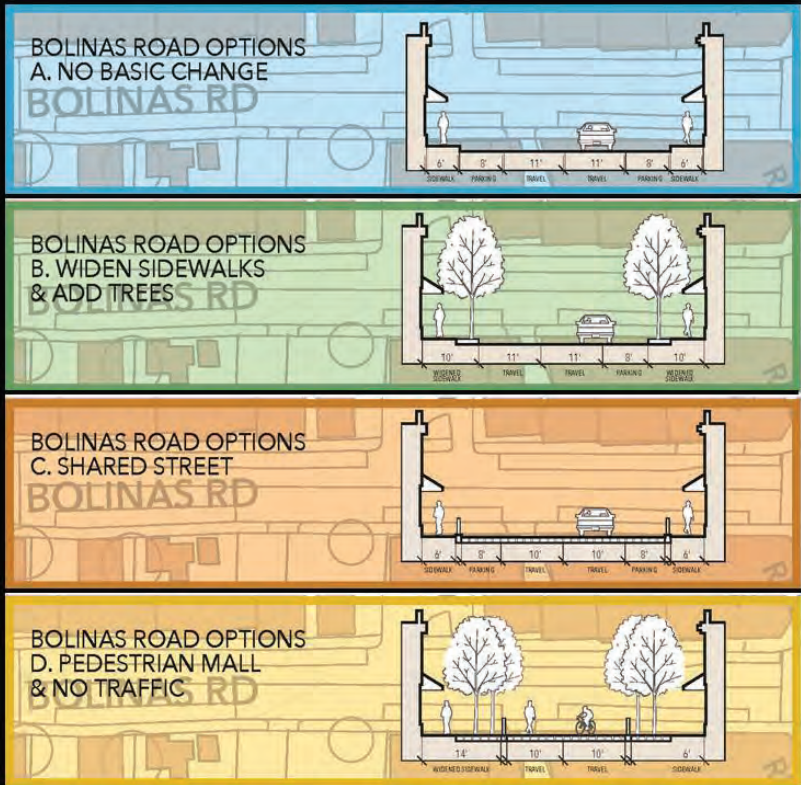
W-Trans Recommendation

## Circulation Options: Bolinas Road





## Circulation Options: Bolas Road



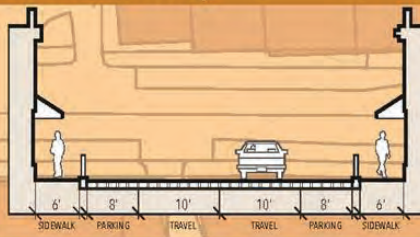
## Widen Sidewalk, Trees, One-Side Parking





## Shared Street (Plaza with Slow Traffic)

BOLINAS ROAD OPTIONS  
C. SHARED STREET  
BOLINAS RD

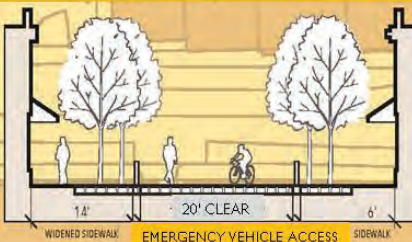


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## Pedestrian Mall (No Traffic, Emergency Vehicles OK)

BOLINAS ROAD OPTIONS  
D. PEDESTRIAN MALL  
& NO TRAFFIC  
BOLINAS RD



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## Circulation Options

### B. Elsie-Bank-SFD Connection

YELLOW STICKIES



Elsie at Bolinas



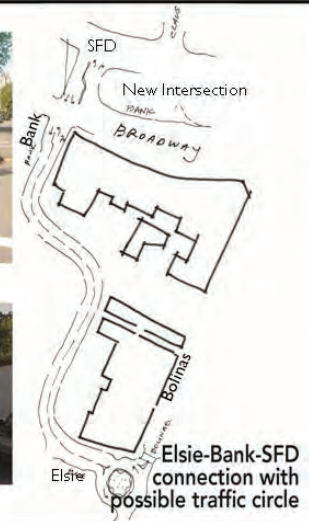
potential traffic circle



parking along Bank



Bank at Broadway



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## Example of Existing Congestion (existing network)



Source: Google Maps

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## Today's Focus: Circulation and Public Space

### Circulation Options

- *Parkade (Broadway & Sir Francis Drake)*
- *Bolinas Road*
- *Elsie – Bank Connection*

### Design Features

- *Pedestrian Amenities*
- *Traffic Calming*
- *Bicycle Facilities*
- *Parking Areas*
- *Image & Identity*

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## Pedestrian Amenities

### 1. Plaza or Pocket Park (where public land is available)

ORANGE STICKIES



local example



cafe-style seating



stone bench

### 2. Parklets (in parking lane)

ORANGE STICKIES



local parklet



parklets in Berkeley, CA



### 3. Street Trees (in parking lane)

ORANGE STICKIES



trees & landscaping






trees & dining



architectural "trees"



## Traffic Calming

1. Crosswalk Curb Extensions & Islands		ORANGE STICKIES
		
curb extension	curb extension	pedestrian refuge island
2. Speed Bumps & Speed Tables		ORANGE STICKIES
		
speed table and crosswalk diagram	speed table on residential street	
3. Chicanes & Neck Downs		ORANGE STICKIES
		
neck down	chicane	
4. Traffic Circle		ORANGE STICKIES
		
simple traffic circle	traffic circle with monument	

## Bicycle Facilities

### 1. Bike Route Enhancement

ORANGE STICKIES



bike head start boxes



bike lane with breakaway bollards

### 2. Bike Corral & Fix-It Station

ORANGE STICKIES

*Policy Guidance: Provide short- and long- term bicycle parking [in] commercial areas, in multifamily housing... and at transit facilities.*



existing corral



covered bike corral



artistic expression



fix-it station

## Parking Areas

### 1. Landscape & Other Enhancements (permeable pavers and landscaping)

ORANGE STICKIES



decorative pavers



narrow shrubs take less space



tree canopy over parking

### 2. Parking Efficiency (through design)

ORANGE STICKIES



compact parking spaces



retaining walls to add parking



tandem parking for employees

### 3. Stormwater Management

ORANGE STICKIES



pavers permeable at joints



permeable blocks with groundcover



permeable asphalt

## Image & Identity

### 1. Signature Transit Shelter

ORANGE STICKIES

*Policy Guidance: Ensure amenities to support public transit (GP C-1.8 & C-6.4)*



existing bus shelter



artistic expression



bus stop in Mountainview

### 2. Signature Landscaping

ORANGE STICKIES



local example with planters



drought-tolerant (Ventura, CA)



roadside xeriscape



## Image & Identity

### 3. Gateway Monument

ORANGE STICKIES



local example



traditional monument



lighted monuments



arch over street

### 4. Creek Overlook

ORANGE STICKIES

*Policy Guidance: Daylighting and creation of a buffer around the Town's creeks shall be considered (GP TC-3.2.11).*



existing



creek overlook



creek ecology explained

### 5. Public Art

ORANGE STICKIES

*Policy Guidance: Provide locations for public art (GP TC-3.2.9).*



example on Bolinas road



public seating



climbable art

### 6. Information Kiosk

ORANGE STICKIES



coffee & information



"green" kiosk

## Today's Focus: Circulation and Public Space

### Circulation Options

- *Parkade (Broadway & Sir Francis Drake)*
- *Bolinas Road*
- *Elsie – Bank Connection*

CIRCULATION  
OPTION  
PREFERENCE  
comments  
optional

### Design Features

- *Pedestrian Amenities*
- *Traffic Calming*
- *Bicycle Facilities*
- *Parking Areas*
- *Image & Identity*

DESIGN  
FEATURE  
PREFERENCE  
comments  
optional

REALLY  
DISLIKE  
comments  
optional

REALLY  
DISLIKE  
comments  
optional

## Workshop I Topics to Think About

- *public safety*
- *traffic impacts on adjacent neighborhoods*
- *Elsie / Bank connection*
- *Parkade entrance modifications*
- *on-street parking*
- *bike parking*
- *midblock pedestrian crossings*
- *traffic circle at Sir Francis Drake*
- *flooding impacts*
- *creek access*
- *transit center*



## Appendix 2: Public Comments

Ideas and concepts that were recorded during the “open mic” session at the beginning of the workshop.

- HC Access
- No loss of parking
- How will things be paid for? Raise sales tax? Money?
- Process is about Brainstorming
- How did these ideas get this far and funded?
- Don't close Bolinas
- Closing Bolinas will impact residential streets, also fire access.
- Elsie Connection good idea
- Too much, something worthwhile
- Parking: No meters, used by visitors
- Continue comment, postpone workshop
- Bring case studies from towns
- What is vision of town?
- Define problem first, then look for solutions
- Traffic problems, peds problem
- Use pedestrian stop lights
- What is town's identity? Discuss
- Identify values before designing
- G.P. Protect town from substantial change
- Still opportunity for table exercise
- Fairfax already is a destination. Destination-making is not relevant; Fairfax is compact and nowhere to grow
- Center project example of process that didn't work
- Democracy is people listening to each other
- Traffic on Dominga
- Offer childcare
- There is room for improvement but need to listen
- Connect Bank to Clause
- Connect where it used to connect
- Add stacking distance near theatre
- Comment to help not to hinder
- Last-minute information frustrating; use social media
- Get people downtown. No sidewalks on roads. Fix Sidewalks. Reduce car use.
- Get work out, Word of mouth. Encourage participation.
- Many concerns and small budget.
- Retail aspects need to be addressed. Closing streets hurts business. Need convenient parking.
- Meeting started w/ anger. Need to show respect.
- Town Center planning going on 12 years and ideas presented built on this. Some individuals looking at design as we talk.
- Need to address cars, circulation and parking.

- Today is car-reliant
- Roundabouts can be small and make things safer.
- Need to get word out: mailings
- Multiple comments: How do we get more people involved?
- Recognize ability for townspeople to get things done for free
- Need to set priorities for revenue, standard of living, for residents or tourists
- Right lane/ free right at gas station.
- Other towns are not like Fairfax; art town. People can afford to live here
- Televised meetings
- Thank you to town council people
- Hate idea of meters. Stay small scale.
- Don't take away parking.
- Post it votes not valid. Not everyone got them.
- mgardner@townoffairfax.org: email list
- Want to see more beauty, less concrete, more permeability, cleaner air
- Appreciate to preparation for meeting and that many ideas could work and beautify.



## Appendix 3: Preferences & Objections

Comments written on post-its and placed on the boards by participants.

### Circulation Options

#### Bolinas Road Options

##### A. No Basic Change

21 prefer, 2 object

"Leave Bolinas alone!!! Use Elsie Lane for parklets, bump outs, whatever but no change to Bolinas"

"Leave Bolinas alone!"

"No CH6 on this poster"

"I like the town basically as it is - let's make small improvements"

"No change, except fix sidewalks"

"Changing traffic on Bolinas would be disastrous! No change!"

"Entry to 86 Mono w/c is a preschool closed? How to access Mono Avenue b/w Bolinas one way to Pacheco?"

"No change to Bolinas Rd"

"Keep the driving just make the surface prettier with pavers or stone"

"Redo all sidewalks- add a bench here and there where room (Ricco dance?). Do not widen or add trees. DO NOT lose any parking."

"Bolinas no change"

"No change on Bolinas"

"Improve existing"

"No"

"Yes"

##### B. Widen Sidewalks

9 prefer, 6 object

"Keep sidewalks safe but don't take away precious parking."

"Circulation: Bolinas Road- better pedestrian experience; one-way north; parking both sides; trees, benches; bicycle amenities; art"

"yes"

"Fix the sidewalks but leave all else as it is. Do not widen!"

"we need new sidewalks and drainage"

"Bolinas Road more per friendly- one side parking. Artistic. slow traffic"

"do nothing"

"leave it alone"

"no!!"

##### Bolinas Road Options: C. Shared Street

7 prefer, 3 object

"Speed table- seems to help w/ safety"

"We're not London!"

"I"

"No- why?! Dangerous!"

**D. Closed Street**

*2 prefer, 35 object*

"How will this affect traffic on Dominga?"

"No pedestrian mall on Bolinas"

"Leave it as is please"

"No change"

"Don't close Bolinas Rd"

"Leave it as is"

"No! Please don't close Bolinas"

"Shared street? Pedestrian mall if traffic okay. Would it be possible to have Bolinas open one way during rush hour/ school traffic periods?"

"Instead of Bolinas consider closing Broadway to traffic between Claus and Bank and putting anchored tables and benches, etc, there, as well as landscaping in bit pots... ie, an area to hang out and socialize. Create a different access to the small parking area, or include that in the 'pedestrian zone'."

"Don't close Bolinas"

"Constructing Bolinas will negatively affect Dominga \$ values"

"I really would not like to see Bolinas be a plaza- the impact on traffic is already horrible and it would just make it worse. Please no pedestrian mall."

"Where is closure of Bolinas Road mentioned? Definitely not this!"

"Valerie Hood's comments are very real. Traffic is already at capacity most days. This closure is going to severely affect us especially if there is a fire."

"Support for traffic flow and sidewalk maintenance only. No closure of Bolinas at all"

"do nothing"

"NO!!"

"No closure no test"



## Elsie-Bank-SFD

### No Basic Change

*6 prefer, 0 object*

"Bank Elsie is like a parking lot with Laguna Seca S turn running down the middle, except with children crossing and skateboarding everywhere"

"Elsie-Bank-SFD great idea!"

"small changes if Bolinas isn't closed"

"keep same"

"yes"

### B. Elsie-Bank-SFD Connection

*39 prefer, 5 object*

"Design: Elsie-Bank and SFD should be main through-ways; Bolinas and Broadway should be local through-ways; Dominga and Creek to be local only"

"Simplify Mono-Bank-odd parking strip"

"more parking"

"Bank at Broadway"

"Underground pedestrian crossings"

"More parking good; improve look"

"Also look at SFD/Azalea and SFD/Library intersections to improve traffic flow"

"Have concerns about two traffic lights so close together; e.g. SFD and Claus then SFD and Bank"

Three "yes"

"Elsie-Bank opened up - eliminates weird Bolinas- Broadway mess; no need to change Bolinas road- that is independent"

"Good; but if you change Bolinas how will that affect Dominga traffic?"

"Close off the claus/SFD mess and move to Bank/SFD or run Bolinas straight to SFD with roundabout at Bolinas/Broadway"

"Close Claus/SFD connection. Move to Bank/Elsie/SFD. NO NOT change Bolinas AT ALL except redo sidewalks. Put mini roundabouts at Broadway/Bolinas, Bank/Broadway, Claus/SFD and Center/Pacheco and Center/Good Earth. Do not put stop lights at Bank/Broadway, or SFD/Claus - just one at Bank/SFD and mini circles at the rest"

"Circulation: Elsie-Bank: New two-way artery; pushed through to SFD; pocket park at west end of Parkade; stop sign at Elsie/Bolinas; Trees!!"

"No Elsie thru to SFD"

"Traffic circle at Elsie sounds dangerous and unnecessary"

## Parkade Options

### A. Pedestrian Paths and Ramps

*6 prefer, 0 object*

"Make APA accessible bus shelter for West bound and bench"

"pedestrian paths/ sidewalks around parkade"

"Figure out how to make needed improvements without losing parking"

"pedestrian walkway"

"Bring SFD shops more accessible for pedestrians, increase safe routes"

### A. No Basic Change

*11 prefer, 3 object*

"Red tag do not close or touch Broadway"

"Easier Ped access; upgrade parking"

"Please do nothing"

"No change to parkade!"

"don't break this town! close Claus to Broadway"

two "Do nothing to Broadway don't screw that up too!" (same handwriting, same person?)

"Do nothing"

"No 5 ft sidewalks; no more bike lanes"

"Do nothing to Broadway; don't screw that up too"

"Traffic light at B'way and Bolinas"

"add pedwalks and pedx"

### B. General Box

*5 prefer, 3 object*

"yes"

"If open Bank St, then close Claus, then parkade can be much longer, so more parking"

"hard to see options once post-its are up"

"Add angled parking all along parkade with combined walk/bike corridor between parking and parkade wall; redo parkade itself- increase parking, make it look nice and less junky. do not do anything that takes more parking away- we need more, not less."

"Parkade no change"

"No nothing to Broadway! Don't screw up that too!!!"

"Leave Broadway alone- do not close Broadway- this is a red post it"

"Look at connecting broadway thru parkade to improve traffic/ pedestrians"

### B. SFD Only

*3 prefer, 0 object*

### B. Broadway & SFD

*4 prefer, 0 object*



## Design Features

### Pedestrian Amenities

#### 1. Plaza or Pocket Park

*7 prefer, 1 object*

"Circulation: Parkade- add sidewalks; pedestrian crosswalks; art; special pavers; tree 'plan'; 'connections' to all sides:"

"Design: central hub public place at Broadway and Bolinas; Bolinas and Broadway character treatments: art; 'tree plan'; pavers; public place"

"some okay if no parking is removed"

"let's get more artistic expression in public spaces"

3 "no"s

#### 2. Parklets (in parking lanes)

*11 prefer, 7 object*

"yes"

"parklets, w/ ensuring parking is replaced elsewhere"

"more human-friendly spaces are more important than a few parking spaces"

"yes! more fun now!"

"parklets"

"no- they are a mess in San Anselmo- lost parking and you can't see them to know where you are parallel parking"

"no"

"no do nothing"

"no parking meters!"

"no! lose parking and biking lanes"

#### 3. Street Trees (in parking lane)

*8 prefer, 13 object*

"yes- more trees"

"more landscaping is a great idea!!"

"design: upgrade north side of SFD; parkade should be minimized with north SFD and south Broadway as edges to central spine"

four "no"

two "no! uses parking" (same handwriting; same person?)

"do nothing leave our town alone"

"do not remove parking for trees on Blinas"

"no more trees- we cannot lose any more parking. no more Center Blvd 'beautification' extrusion. take care of the landscaping areas you already have - some dead. lots of weeks"

## Traffic Calming Features

### 1. Crosswalk Curb Extensions & Islands

*7 prefer, 4 object*

"Have lighting strips in peds. crossings so people can push a button and cross safely but do not add more clutter with flashing light archways and signs above- too much"

"Fix sidewalks and tow cars parked on sidewalks"

"Curb extensions good with ample parking replacements"

"Connections: make ped. access to businesses on Drake easy, safe and inviting"

"Include in the design pleasant, safe access from downtown to Fairfax market and library"

"Don't want more of these in town"

"No- no room"

### 2. Speed Bumps and Speed Tables

*9 prefer, 7 object*

"Yes on Dominga and side streets"

"Calm/ reduce traffic on Dominga"

"Yes yes yes more traffic off dooming and redirect traffic on Bolinas"

"yes"

"Restore lanes on Center Blvd"

"This is a red sticker; what is going to happen to the traffic flow on Broadway!?"

"No on all of this"

"No bumps"

"Do nothing"

"Please do nothing"

"No change just improvements"

"Nothing to Broadway don't screw that up too"

### 3. Chicanes and Neck Downs

*1 prefer, 2 object*

"No- rerouting is going to mess up traffic on surround neighborhoods"

"Chicanes seem like waste of space, hard for drivers to see, look dumpy and bulbous with only one tree also a waste"

### 4. Traffic Circles

*5 prefer, 4 object*

"Yes traffic circle"

"Yes on SFD near Bank"

"Roundabouts (traffic circles) are a win-win solution"

"Yes- mini roundabouts without middles with a lot going on, just cobblestone that can be driven over by emerg. vehicles and big trucks. Put them in at Claus/SFD (after light moved to Banks/SFD), Broadeway/Bolinas, Banks/Broadway, Center/Pacheco and Center/Good Earth. Win/win for traffic flow, less emissions, less drive time, safer for cars, pets and bikes"

"Yes"

"Where would this be useful?! I have reservations about this"

"No there's not enough room going to seriously impact traffic"

"no"



## Bicycle Facilities

### 1. Bike Route Enhancement

5 prefer, 1 object

"Bikes are great- but please don't take away any street/ car parking"

"Concern w/ bicycle congestion; keep separate bicycle and auto roadways"

"Yes"

### 2. Bike Corral and Fix-It Station

4 prefer, 3 object, 3 misc

"Fix It Stations at gas stations or bike shops/museums?"

"Yes- I live here and I bike"

"no cover needed [re: bike parking?]"

"All of this is going to take space from things we need your catering to bikes and spending too much money on beauty items"

two "No"s

3 misc:

"Enforce laws on bikes"

"Enforce laws for bicycle traffic"

"Town already overtaken by outside bikers"

## Parking Areas

### 1. Landscape & Other Enhancements

5 prefer, 3 object

"Consider a parking structure somewhere- two story, green around it - look around for a space. Take it off the 'no' list in re-zoning plan. Signs to direct cyclists and tourists there."

"No"

"Waste of money! (pavers) (How is this a good idea?)"

"No no no"

### 2. Parking Efficiency (through design)

8 prefer, 0 object

"Increase parking wherever possible but do not spend \$ on decorating, trees, etc. Add angled parking along parkade."

"More consolidated parking"

"If needed"

"More parking is great"

"Tandem parking for employees- sure!"

"I would like to see parking on Bolinas Rd changed to 1 degree- to match the rest of town- it is 2 degrees now and people end up parking 3-4 degrees - we only have so many police available to do checking - Rose Taber, merchant"

### Parking Areas: 3. Stormwater Management

14 prefer, 0 object

"Yes- permeable blocks"

"Like stormwater mgmt and it doesn't remove parking"

"Yes permeable yes!"

"Yes! (If money allows...)"

"Yes; stormwater mgmt; permeable surfaces; opening culvert"

[nine blank yellow stickies]

General "No Change" Comments:

"Do not lose even one parking space"

"Do not lose any more parking- look for ways to increase it"

"Our voices were silenced"

"No change just improvements"

"Please do nothing"

"No do nothing"

3 "Do nothing"

2 "No nothing"

## Image and Identity

### 1. Signature Transit Shelter

6 prefer, 1 objects

"Natural tree-formed transit stop?"

"Could be fixed but don't get too crazy - or lose parkers"

"Make bigger and more comfortable"

"No change just improvements"

### 2. Signature Landscaping

2 prefer, 4 object

"Use hanging pots so we don't lose side-walk space"

"Don't take away our already extremely limited parking!"

"No"

### 3. Gateway Monument

2 prefer, 7 object

"Yes"

"Yes please remove this- an eyesore. Cheap-looking"

"We already have a cute Fairfax sign- nicer plants around existing sign?"

"No"

"Please remove this; don't need gateway"

"no monuments or arches or b.s."

### 4. Creek Overlook

4 prefer, 7 object

"Sure!"

"No overlook"

"no"

"do nothing"

2 "Not needed"

### 5. Public Art

4 prefer, 8 object

"Would love more public art"

"I support art- but don't take away parking!"

"Yes! More seating"

"No on all of this"

"Don't take parking"

"No- art in parkade is not attractive. No one has liked it."

"No"

"Like that stupid thing that is there now?"

"No nothing to Broadway don't screw that up too!"

"No change just improvements"

"Please do nothing"

### 6. Information Kiosk

(3-5)

"Maybe- but where?"

"This is more for a tourist town."

"Do nothing"

3 "No!"

### 7. Street Trees

0-4

"Don't take away already limited parking!"

"Do nothing"

"No"

### General Comments

"This entire project makes the downtown look like Red Hill Shopping Center and we don't want that at all."

"Dislike: Traffic Circles; water features; tourist kiosks; tourism focus; parking reductions; size/bulk increase"

"no"

"Please do nothing"

"Do nothing this is a waste of money"

2 "I love our town! No change"

3 "no on everything on this board"

6 "Do nothing"



