



TOWN OF FAIRFAX

STAFF REPORT

February 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

This item was continued from the January 15, 2014 Town Council special meeting.

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 David Parisi, 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 Sir Francis Drake Boulevard (SFD). As an alternative, the Council could install start/end bike route signs indicating the Bike Spine terminates prior to the school.

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 prefers 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). Staff recommends installing the additional markings and monitoring the situation to determine if additional measures are warranted in the future (e.g., removal of on-street parking to improve sight lines, additional stop sign control).

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 address the situation (e.g., signage).

FISCAL IMPACT

Depends on Council direction

ATTACHMENTS

Email from Meadowland Home Owners Association President

From: Claudia Belshaw
Sent: Monday, January 20, 2014 8:56 PM
To: Garrett Toy
Cc:
Subject: Shemran Court

Hello Garrett,

Good to see you last Thursday night at the council meeting. Thank you and the Council for moving the Shemran Court bike route signage issue to the February calendar. With all the Chevron folks my item would have been pushed well into the evening. I am looking forward to addressing the Shemran Ct. concerns to next month.

I reviewed your staff report of January 15, 2014 which proposes two possible solutions: 1) To post temporary signs indicating Shemran is the temporary school bike route. This bike route would remain until a permanent solution is constructed on SFD (most likely years from now). 2) To place a sign on SFD near Shemran Court corner indicating the school bike route ends here.

The Shemran Court residents maintain that Shemran Court is not a safe bike alternative and should not be designated as one even on a "temporary" basis. We feel strongly that alternative 2, to post the end of the bike route near the intersection of Shemran Court and SFD until a permanent bike route on SFD is established, is the only safe option. The Shemran Court, a narrow court without sidewalks and with parking on both sides of the street is already a de facto conduit to Whitehill school and Lefty Gomez field. Any additional diverting of traffic, pedestrian, or bike would further risk the safety of those who use this route.

Thank you for your consideration.

Regards,

Claudia Belshaw
Meadowland Home Owners- President