



# TOWN OF FAIRFAX

## STAFF REPORT

### September 6, 2017

**TO:** Mayor and Town Council

**FROM:** Garrett Toy, Town Manager *GT*

**SUBJECT:** Discuss/consider the proposed "near term" design improvements of the Parkade in downtown

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Continued from August 2<sup>nd</sup> meeting.

*(Please note the two Parkade staff reports prepared for that meeting have been combined into one new staff report.)*

#### **RECOMMENDATION**

Conduct workshop to discuss/consider proposed near term improvements for the Parkade and provide staff direction, as appropriate.

#### **BACKGROUND**

In 2010, the Town Council requested the development of a Parkade Area Circulation Study (Study) as part of the Non-Motorized Transportation Pilot Program (NTPP). The Study was coordinated with the development of the Fairfax to San Rafael Cross Marin Bikeway Feasibility Study. In 2012, the Town applied for a One Bay Area Grant (OBAG) grant to fund the Parkade project and was awarded the OBAG grant in 2013. The grant is for \$300,000 with a \$100,000 match (25% match requirement of the total cost). The improvements include sidewalk improvements, bicycle circulation improvements, crosswalk improvements, ADA access improvements, stairwell improvements. Attached is copy of 2010 Parkade conceptual plan.

In June 2016, the Town conducted its 1<sup>st</sup> workshop on the development of a Town Center Plan which focused on background material and existing studies such as the Parkade Study. In October 2016, a 2<sup>nd</sup> workshop was conducted on the concepts for a Town Center Plan. The discussion also included the Parkade Study.

In December 2016, the Town Council discussed and considered the Summary Report prepared by Taecker Planning & Design on Town Center Workshop #2. At that meeting, the Council received a brief presentation by Matt Taecker regarding circulation and design concepts that built on Workshop #2's public comments. The staff report and Summary Report of Town Center Workshop #2 is available on-line at [www.townoffairfax.org](http://www.townoffairfax.org) under Town Council meeting archives (select Dec. 12, 2016 meeting packet).

*At this December meeting, the Council reiterated the Town was NOT considering the closure of Bolinas Rd. nor would we be continuing with the development of the Town Center Plan. However, the Council directed staff to explore conceptual designs for the Parkade and long term circulation options for downtown (e.g., Elsie/Bank/Sir Francis Drake). The Council also indicated that the concepts should be discussed at a Council meeting as opposed to scheduling a separate community workshop.*

AGENDA ITEM # 12

While the initial Parkade Circulation and Design Study including preliminary cost estimates prepared for the August 2<sup>nd</sup> Council meeting is available on-line, *we have only attached a "clarification/errata" memo* from Taecker Planning & Design which discusses key clarifications and corrections to the Study. Specifically, the memo provides a revised Appendix A table and revised plans for Appendix B. The revised plans show the near term (i.e., short term and temporary) options for Broadway on separate sheets and the temporary "diverter" on Claus has been eliminated in the near term options. Matt Taecker of Taecker Planning & Design will make a brief presentation of near term options for Council discussion and consideration.

## **DISCUSSION**

The primary focus of the workshop is to receive Council direction regarding "near term" improvements to pursue for the Parkade. Staff is not recommending that the Council discuss in detail the long term Parkade or downtown circulation improvements at this time. This would be a discussion for future Council meetings and we would anticipate an extensive community input process before any decisions are made.

*Staff is recommending that the Council provide direction on the "near term" improvements.* Specifically, given the preliminary cost estimates exceed the Town's \$400,000 budget, staff would suggest the Town focus on the ADA and stair improvements and the installation of the decomposed granite path in the northeast corner of the Parkade. These improvements would address the accessibility issues that are a requirement of the grant. The estimated cost is approximately \$370,000.

The preliminary cost estimates are meant to be conservative, rough estimates to provide an order of magnitude of potential costs. To illustrate this point, the estimate for the decomposed granite (DG) path is merely a cost allowance. The DG path could be replaced with concrete depending on the field inspection/survey to assess the feasibility of doing so within the existing cost allowance. The benefit of the DG path is that it can be easily replaced if the final configuration of the Parkade requires the sidewalk to be moved. A concrete sidewalk would be preferred, but it is more costly to remove if required in the future.

The near term improvements also include restriping westbound Broadway to one lane to allow for a "painted sidewalk" and bike lane as well as painted bulb outs on Bolinas/Broadway to enhance bicyclist and pedestrian safety in downtown. However, the restriping and bulb-outs are only meant to be a temporary/pilot improvements and can be installed and removed at any time. If installed and later deemed to cause unintended consequences, the Town can easily restripe back to two lanes and/or remove the bulb-outs.

There has been some concern raised that such temporary improvements would encourage drivers to divert into the adjacent residential neighborhoods, especially since the near term improvement plans initially showed a "diverter" on Claus/Broadway to redirect traffic to Bank to Bolinas Rd. This diverter has since been removed from the conceptual plans to mitigate this concern. Overall, the intent of the near term improvements is to enhance pedestrian and bicyclist safety. That being said, before the "restriping" is undertaken we would further analyze the situation and work with the affected neighborhoods. It should be noted that we have proposed such traffic calming measures as alternating the parking on the streets to one neighborhood.

We believe the total project cost will be less than the estimate as we further refine the project. Once the project is completed, any unused funds could be applied to the parking lot repair. We

would recommend that Council consider the parking lot repair as part of the FY18-19 Capital Improvement Program budget. The next step would be to issue a request for proposals for firms to design the near term improvements. Once a firm is selected by the Council, the design process would include periodic check-ins with the Council to review the design and refined cost estimates.

With regard to the Parkade Circulation and Design Study, staff would work with Matt Taecker to revise the study to reflect the Council's direction. The long term options of the final study would be brought back to the Council for discussion sometime next year when the Council may want to consider other improvements to the Parkade such as the parking lot. To reiterate, the long term options are only for conceptual discussion purposes sometime next year by the Council and are not being considered or approved with the near term options.

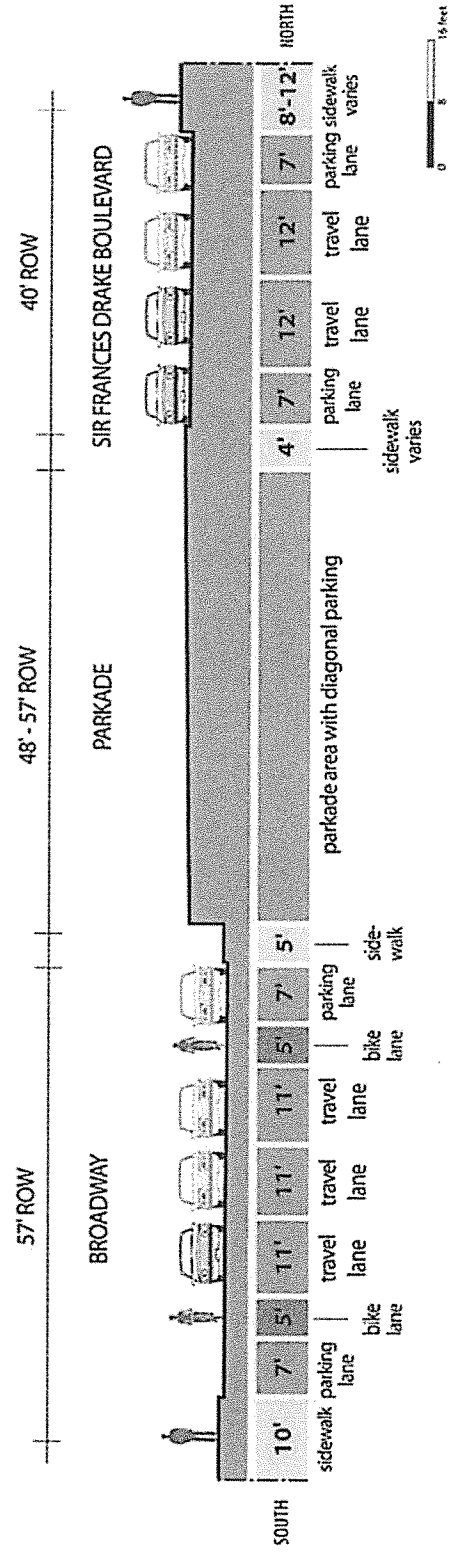
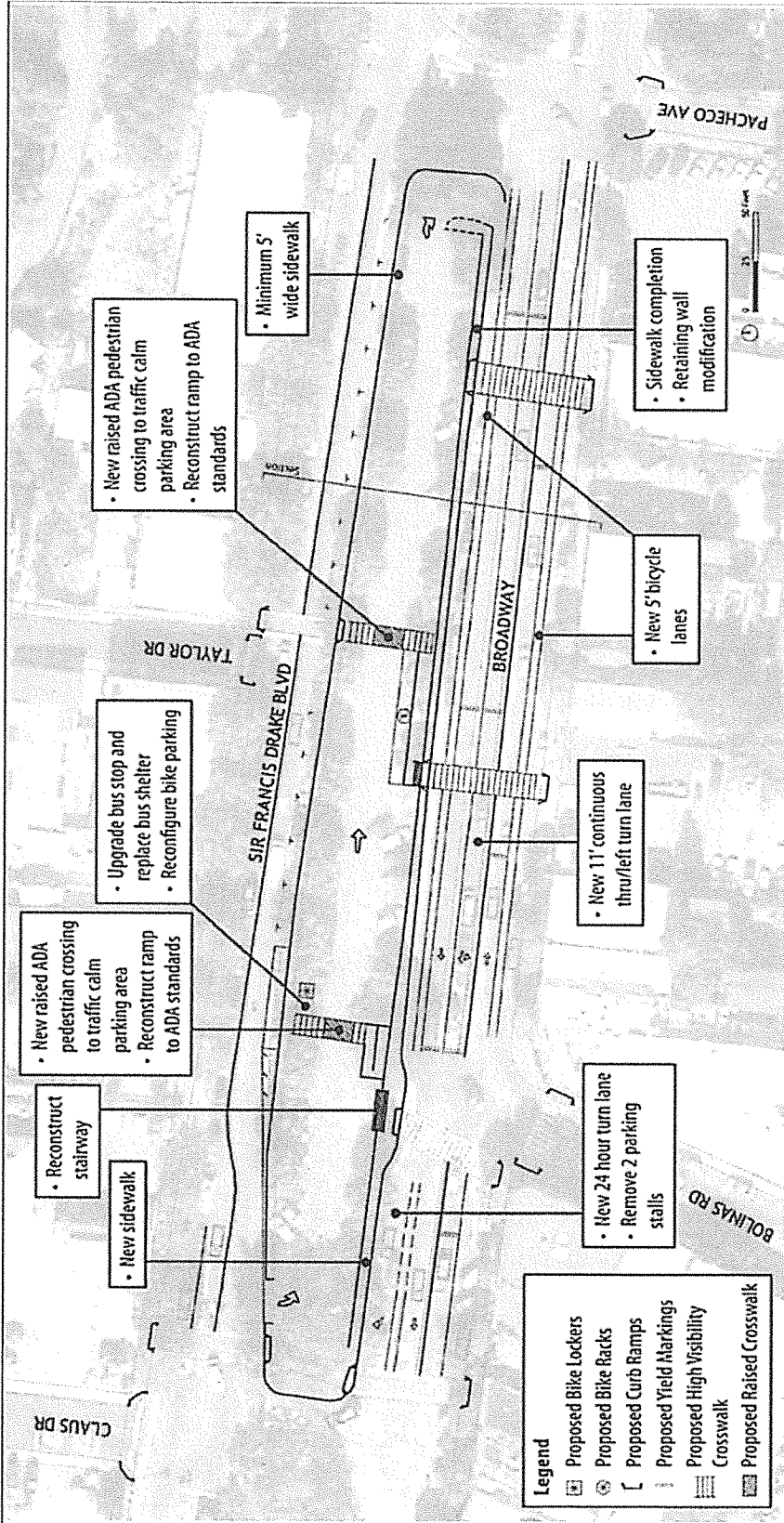
**FISCAL IMPACT**

None at this time

**ATTACHMENTS**

2010 Parkade Conceptual Plan  
Memo with revised plans

# Parkade Conceptual Plan 2010



**MEMORANDUM**

To: Garrett Toy, Town Manager, Town of Fairfax, California  
From: Matt Taecker, Taecker Planning & Design  
Andrew Lee, Parisi Transportation Consulting  
Date: September 6, 2017  
Re: **Clarifications/Errata for Parkade Circulation & Design Study (August 2017)**

Please note these key clarifications and corrections. The Study will be revised to reflect these changes.

**Pages 12-15**

**Option A / Short Term does not include traffic diversion from southbound Claus to westbound Broadway.** On page 12, Study incorrectly states that Option A / Near Term includes "a southbound traffic lane on Claus diverted to westbound Broadway." In Near Term, no change in traffic operations are proposed. The traffic diversion idea might be tested as a pilot project in the Long Term, after further public consideration of this option. Note also that traffic low-cost diversion elements (signal timing, signage, and lane striping) could be easily reversed.

The table shown on page 1,3 and at a larger scale in Appendix A, also incorrectly states that the Claus/Broadway traffic diverter is part of Option A / Near Term. A revised version of Appendix A has been provided for Council's meeting September 6. Revisions to the Study document will also be made for the public record.

Page 14 and 15. and Appendix B, also incorrectly show the Claus/Broadway diverter in Option A / Near Term. A revised version of Appendix B has been provided for Council's meeting September 6.

**Pages 15-17**

**Design suboptions for the northside of Broadway ("Enhanced Sidewalk" versus "Diagonal Parking) are depicted more clearly by displaying on multiple pages.** A revised version of Appendix B has been provided, and separately shows the suboptions for Broadway, rather than showing both suboptions on the same page. These suboptions are shown for Option A / Near Term and for Option B / Long Term. Option C has been dropped, since moving the Broadway and Drake intersections from Claus to Bank has been determined to be infeasible.

**ATTACHMENT B**

**Page 19**

**Different bus stop options are shown with each Broadway suboption (“Enhanced Sidewalk” versus “Diagonal Parking”). Either bus stop options can be applied to either scheme. The Study incorrectly indicates that the different bus stop options are depicted differently in Option B versus Option C.**

**Page 21**

**Images associated with “Community Space” will better illustrate that the Parkade Plaza includes a “Shared Space” that is designed for pedestrian comfort *and* vehicle movement across the Parkade. Specifically, the image labeled “Plaza Activation” will be replaced by this image, labeled as “Shared Space for Vehicles & Pedestrians” (from Bremerton WA).**



**General Note on the Long Term.** Long Term Options (Options B & C) test the potential for civic improvements in the future. Considerable additional public discourse would be needed to develop Long Term Options, such as to develop the design character and circulation pattern of a “Shared Space” with both pedestrians and cars. The Town would also need to consider financial tools for funding Long Term features, which exceed funding levels now available.

# Appendix A: Table Comparing Options

## Parkade Circulation & Design Study, September 2017

TABLE COMPARING OPTIONS

	A. NEAR TERM Claus at Broadway kept	B. LONG TERM Claus at Broadway kept	C. LONG TERM Bank extension to Drake	FEATURES
<b>LEVEL OF IMPROVEMENT</b>				
Temporary improvements (accessibility, transit shelters, low-cost calming & placemaking,	•			low cost features, operational enhancements, immediate requirements
Permanent Improvements (major concrete, hardscape, landscape)		•	•	major concrete, hardscape, landscape, intersections, westbound bus stop
<b>VEHICULAR CIRCULATION</b>				
Claus/Broadway kept	•			
Bank extended to Drake (to divert Bolinas thru traffic)		•	•	Option B (long term) includes southbound diverter pilot project
Westbound Broadway with one thru lane (a lane reduction east of Bolinas)		•	•	eastbound Drake may require ROW acquisition, Claus merge challenging
Traffic calming at crosswalks (where possible)		All Options	•	necessary for enhanced sidewalk or diagonal parking on Broadway
Bus stop shelters and curb improvements		-	-	curb extensions: plastic bollards (near term) or concrete sidewalk (long term)
Parkade parking re-striped		-	-	see Enhanced Sidewalk versus Diagonal Parking Suboptions for variants
Parkade parking entrance on Drake (existing condition)	•	•		18' minimum parking aisle, 8'x18' parking spaces shown (and can be adjusted)
Parkade parking entrance on Broadway (paired with Bank extension)			•	sometimes impedes traffic on eastbound Drake and northbound Clause
New diagonal parking on Broadway (1)		Diagonal Parking Suboption (1)		oriented to Broadway, may impede traffic on westbound Broadway
<b>PEDESTRIAN CIRCULATION</b>				
Temporary enhancements from Bolinas to bus stop on Drake	•			near-term option lacks protected pedestrian path adjacent to diagonal parking
New path from Bolinas to northside of Drake (across new plaza and crosswalk)		•	•	low-cost placemaking and wayfinding
Plaza improvements along new path		•	•	direct connection unifying northside and southside business areas
Bolinas Gateway improvements		All Options	•	combining transit, kiss & ride, event space, seating, wayfinding, etc.
New Broadway/Parkade ramp and steps		-	-	curb extensions or raised intersection (long term only), maintain steps
Resurface Parkade asphalt (3)		-	-	accessibility requirement (2)
Level paths adjacent to parking (except along Broadway embankment)	•			"
Concrete sidewalks adjacent to parking (all locations)			•	"
Asphalt walk next to parallel parking on Broadway		Enhanced Sidewalk Suboption (1)		low-cost protected pedestrian path
Enhanced sidewalk with programmable space		-	-	sidewalk with room for landscaping, public art, vendors, etc.
<b>BICYCLE CIRCULATION</b>				
Broadway: continuous bike lanes with "Enhanced Sidewalk suboption		Enhanced Sidewalk Suboption		
Broadway: bike lanes generally and westbound sharrow lane		Diagonal Parking Suboption		
Sharrow for left from Claus to westbound Drake	•			
Protected bike path leading to westbound Drake			•	
Protected bike path leading from eastbound Drake to Broadway		All Options		
Bicycle station along bike path		•	•	wayfinding & self-serve bicycle maintenance (pump, tools, etc.)
Improved bike parking corral southwest corner Bolinas/Broadway		•	•	bike corral incorporated into sidewalk curb extension
Sharrow at Pacheco for eastbound Broadway merge with vehicular traffic		•	•	
<b>AMENITIES AND IDENTITY</b>				
Central Plaza connecting Southside Commercial with Northside Commercial and Transit		•	•	high-quality pavers, bus shelter, kiss & ride, bollards, seating, etc.
Enhanced sidewalk with room for programmable space		Enhanced Sidewalk Suboption		community decision regarding landscaping, art, vendors, etc.
Park north of Claus		•	•	community decision regarding programming and design
Park adjacent to Parkade			•	"
Vertical landmark		•	•	prominent visual element, such as art, architecture, columnar landscaping, etc.

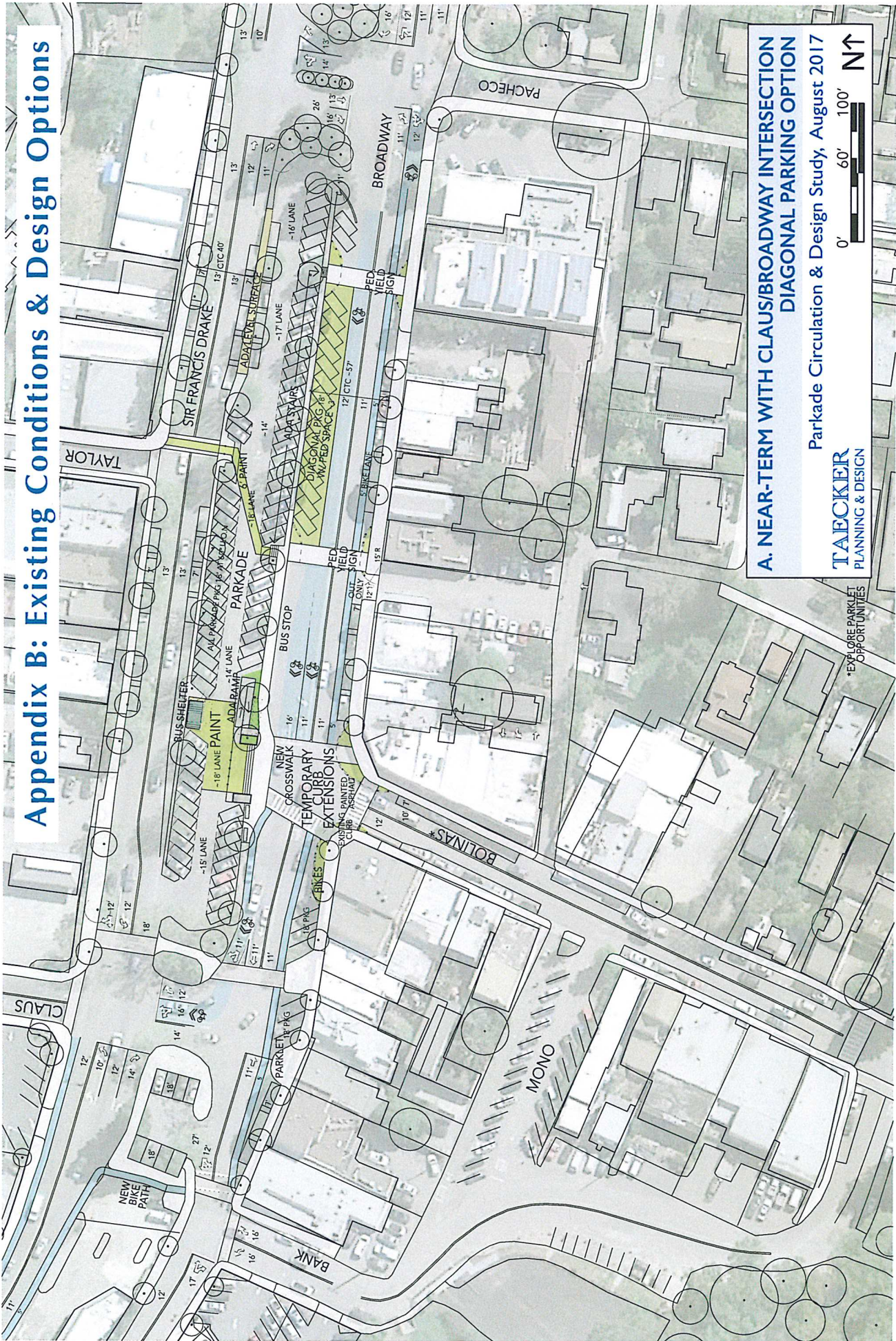
**NOTES**

- (1) Enhanced Sidewalk and Diagonal Parking Suboptions made possible by reducing traffic lane widths and eliminating unnecessary westbound lane on Broadway. Refine during design development after performing survey.
- (2) Fully consider ADA compliance during design development, possibly with assistance of professional with related expertise.
- (3) At minimum, replacement along ADA routes and where surfaces pose tripping hazards.





# Appendix B: Existing Conditions & Design Options



## A. NEAR-TERM WITH CLAUS/BROADWAY INTERSECTION DIAGONAL PARKING OPTION

Parkade Circulation & Design Study, August 2017

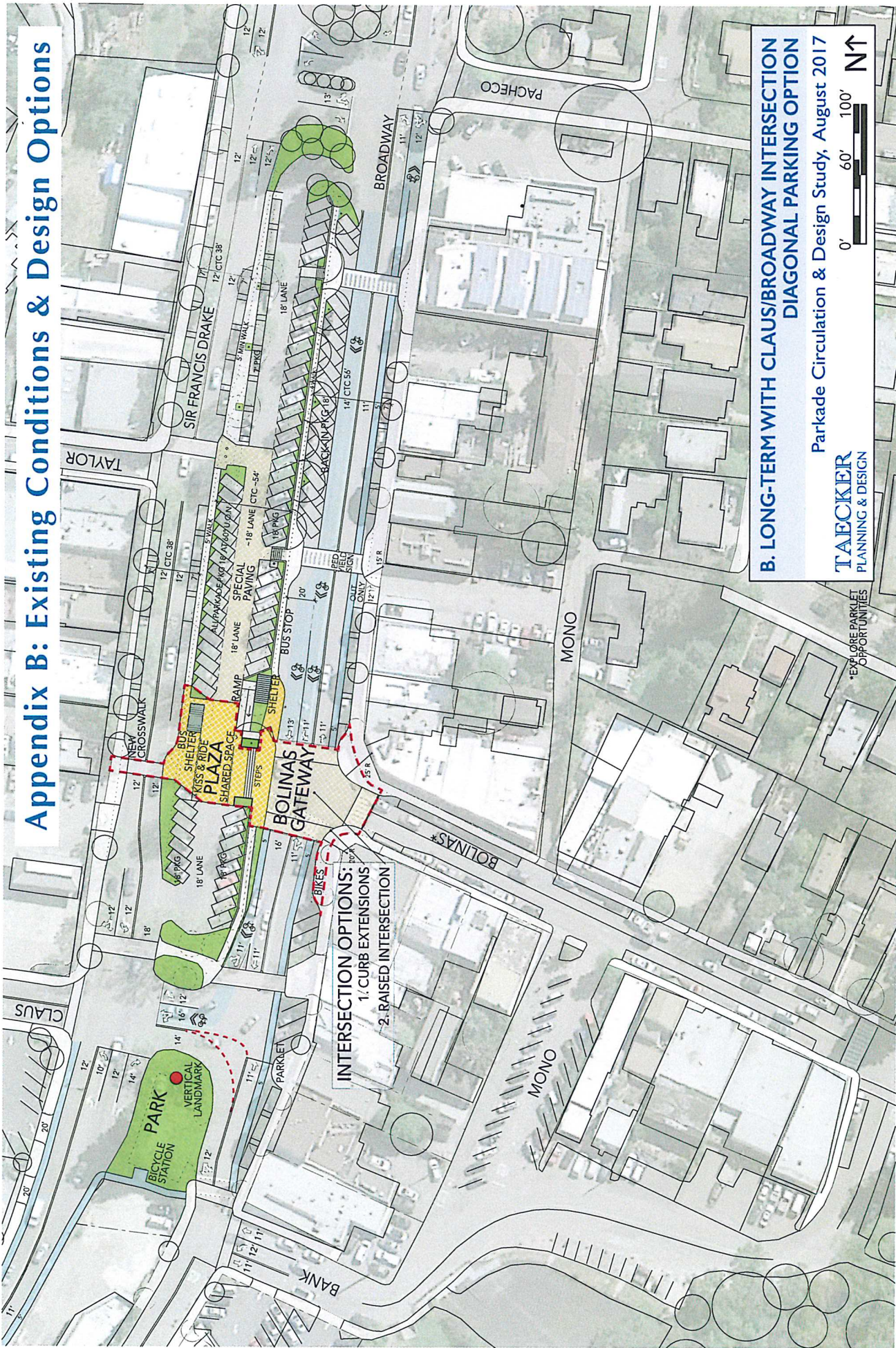
**TAECKER**  
PLANNING & DESIGN



\*EXPLORE PARKLET OPPORTUNITIES



# Appendix B: Existing Conditions & Design Options



## B. LONG-TERM WITH CLAUS/BROADWAY INTERSECTION DIAGONAL PARKING OPTION

Parkade Circulation & Design Study, August 2017

**TAECKER**  
PLANNING & DESIGN

\*EXPLORE PARKLET OPPORTUNITIES