



# TOWN OF FAIRFAX

## STAFF REPORT

### December 4, 2019

**TO:** Mayor and Town Council  
**FROM:** Garrett Toy, Town Manager *GT*  
**SUBJECT:** Discuss/consider revisions to the Cascade Striping Project

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#### **RECOMMENDATION**

Provide direct to staff

#### **DISCUSSION**

On November 12<sup>th</sup>, a contractor began the restriping of Cascade. The purpose of the project was to create a traffic calming effect on portions of Cascade. The most significant change was restriping the portion of Cascade with the two major curves to create a “two way” traffic effect, similar to narrow hillside roads where drivers slow and/or pull-over to allow an on-coming vehicle to pass. The new signage warns drivers travelling they are approaching a roadway section where two-way traffic is in operation, and that their ability to pass freely will be restricted by opposing traffic. The narrower lanes provide a minimum four foot shoulder area for people on foot. The project was initially scheduled for late October, but was postponed due to the PSPS event. Staff rescheduled the project for November 12<sup>th</sup> with the goal of having time to notify the neighborhood of the upcoming project. Staff obviously did not do this.

In response to neighborhood outcry and concern regarding the striping project, Vice-Mayor Goddard and Councilmember Reed conducted a neighborhood meeting on November 21<sup>st</sup> at 5:00pm in Doc Edgar Park. Over 60 residents attended the meeting. The traffic engineer, Parisi Transportation, was in attendance to provide an overview of the project as well as to answer questions. The Vice-Mayor facilitated the discussion and also indicated that the Town Council would be discussing the project at this evening’s meeting.

Approximately 30 residents spoke about the project. Some residents voiced their strong displeasure with the project and requested that the previous striping on Cascade be restored. Some indicated they liked the traffic calming effort, but more signage was needed to better advise motorists of how to approach/navigate the striping changes. Some attendees also voiced their displeasure and concern with the process to inform the Cascade residents of the project. All attendees, including staff, agreed the resident notification and input process was lacking and inadequate for a project of this nature. The Town Manager indicated he was to blame for the lack of notification and process and apologized for the error. Staff has since implemented a process to avoid such an oversight in the future. Specifically, any future traffic calming projects which includes a significant change in striping and/or other major change (e.g., parking) will require Council approval regardless of the cost. The approval process will also require neighborhood notification of the Council’s consideration of the project. However, the new process, obviously, doesn’t address the current situation.

At the December 4<sup>th</sup> Council meeting, the traffic engineer will present the rationale for the traffic calming improvements and options to consider regarding the project based on comments received at the neighborhood meeting. These options include, but are not limited to, the following:

- Advisory 15 or 20 mph speed limit signs on portions of Cascade such as the curves,
- More advisory signage such as narrow lane ahead, blind curve ahead, and/or share the road with peds and bicyclists,
- Adding a dashed yellow center line, and/or
- Moving the white solid line on the shoulder to one side of the road (Note: the traffic engineer indicates that this should not be dashed white line for safety reasons)

The Council can also direct staff to remove the striping and reinstall the center line. Staff also indicated at the neighborhood meeting that we were aware of vehicles parking in areas where it was not previously allowed. However, we stated that we deferred installing no parking signs and/or painting red curbs until we received direction from the Council on the striping project.

#### **FISCAL IMPACT**

The striping project cost approximately \$19,000. Additional costs would be wholly dependent on Council direction.

#### **ATTACHMENT**

Plans