



TOWN OF FAIRFAX

STAFF REPORT

January 20, 2020

TO: Mayor and Town Council
FROM: Garrett Toy, Town Manager *GT*
SUBJECT: Discuss/consider report from the Cascade working group regarding the Cascade Drive striping project

RECOMMENDATION

Discuss/consider report.

BACKGROUND

At its December 4th meeting, the Council received a report from staff and Parisi Transportation, the traffic engineer, regarding the traffic calming purpose of the Cascade Drive striping project, the comments received from the neighborhood meeting on November 21st, and options to consider. After much deliberation, the traffic engineer was requested to prepare revised plans based on the Council's direction.

The Council further discussed the project at a special December 18th meeting including the objective of the scheduled resident meeting on December 21st. Staff also summarized the direction received from Council and improvements made to date such as painting red curbs in the area. At the meeting, Mayor Goddard recused herself from the discussion citing a potential conflict because she lives along Cascade in the restriped area. The Council appointed Councilmember Hellman to replace Mayor Goddard on the ad-hoc Council subcommittee assigned to work with the neighborhood.

DISCUSSION

Councilmembers Hellman and Reed co-facilitated the meeting with residents on Saturday, December 21st at 10:00am in the Women's Club. Twenty-one (21) residents plus the two traffic engineers signed in. Of the 23 sign-ins, 21 provided us with an email address. For now, we will refer to this group as the "Cascade Working Group."

The Councilmembers welcomed the group and shared their thoughts regarding the objectives of the meeting. Councilmember Reed clarified that he misspoke at the December 18th Council meeting when he stated that a fatality had occurred in the area he referred to as "dead man's" curve. Police Chief Morin indicated that according to PD records, which go back 20 years, no fatality has ever occurred in that area. Anecdotally, no one in PD recalls any fatalities in the area.

After the Councilmembers' introductory remarks, David Parisi and Andrew Lee, the traffic engineers from Parisi Transportation, summarized the changes to the project based on the direction received from the Town Council at its December 4th meeting. These changes included:

- Install curve warning signs at appropriate locations with advisory speeds (15 mph).
- Remove the "25" pavement marking and replace with "15" mph markings.
- Remove signs that may be unnecessary (e.g., SLOW CHILDREN PLAYING sign).
- Add new pedestrian and bicyclist signs.
- Reduce the regulatory speed limit to 15 mph prior to the traffic calming section of Cascade (i.e., two-way section).

NOTE: The traffic engineer conducted a speed survey to support the reduction in speed. The Town Council had previously indicated they would support a reduction in speed if verified by the traffic data.

Town staff also reported at the meeting that we have painted some red curbs and are continuing monitor the situation to determine if additional no parking markings are required in the area.

It should be noted that the improvements do not include a dashed yellow centerline striping though the curves or moving the white solid line on the shoulder to one side of the road.

At the conclusion of the traffic engineer's presentation, residents asked questions and offered their comments which are summarized below.

- Some residents shared their discontent and wanted the striping removed and the original striping restored.
- Others shared safety and liability concerns with the project.
- Many liked the traffic calming effect and indicated it felt "safer," but wanted the Town to monitor its effectiveness before taking any further action.
- Many offered suggestions for improvements to the existing striping plan and asked for educational materials regarding how to navigate the area.

- Some residents asked for more enforcement of stop signs, speeding and parking.

Attachment A contains a more detailed list of the comments received by residents.

During the meeting, the traffic engineers also recommended that the fog line (i.e., white line) in the inside of the curved sections of Cascade be reduced from 4 ft to 3ft. This line movement (reduction) will be phased in along the two curves (approx. 50 ft along each curve). Near the conclusion of the Saturday meeting, the traffic engineer rolled out the plans and explained the concept to interested residents. The traffic engineer believes this line reduction will enhance safety in the area

As the traffic engineer is strongly recommending this minor revision to the striping project, staff will request the contractor who will be grinding out the 25 mph signs on the road to also perform this work which would be much more cost effective. We do not have a scheduled work date yet, but when we have an approximate date, we will let the working group know via email and post signage in the neighborhood.

At this time, we are tentatively proposing Saturday, February 1st, 10:00am to 12 noon, for another meeting of the Cascade Working Group. Staff is also working with the traffic engineer on an educational flyer to be distributed to the neighborhood regarding how to navigate the restriped area.

Councilmembers Hellman and Reed will provide the Council with a verbal report at the meeting.

FISCAL IMPACT

At the December 4th Council meeting, the traffic engineer stated design costs are covered through the Safe Routes to School program and will continue to be covered under that program. However, approximately \$2,025 in Parisi Transportation design costs were not covered by the program for various reasons. This covers the period from 2016 thru year to date.

ATTACHMENT

Resident comments received at December 21st meeting

Summary of Resident's Comment Regarding Cascade Striping Project
Saturday, December 21, 2019
Women's Club 10AM to 12:00pm

Below is a summary of comments received at the meeting and is not in any order of priority. Please note that a speaker may have had more than one comment and the list does not reflect the number of residents that may support a particular comment.

1. Children now have a false sense of security in area (i.e., curves).
2. Feel safer in the area.
3. Wants traffic enforcement because no one stops at the stop signs.
4. Wants education materials regarding how to safely navigate the area.
5. Creates a false sense of security for pedestrians.
6. Vehicles are parking in areas where they were not previously allowed.
7. Would prefer speed humps, restore the yellow center line, and install "green" lane for sharing road with pedestrians and bicyclists.
8. Doesn't like it and it should be removed and replaced with previous striping.
9. Wants striping removed and previous striping restored based on non-compliance with ADA requirements.
10. Scared to drive in the area; Town is lucky no one has been hit.
11. Support reduced speed signage.
12. Review public ROW and see what areas can be improved.
13. Review Joe Breeze plan.
14. The area is much better than it was.
15. Monitor the effectiveness of improvements before taking action
16. Remove 25 MPH marking and install lower speed signs
17. Add share the road signs/markings.
18. Signage and lines have limited effect.
19. Collect data on vehicle speeds and traffic incidents.
20. Need education materials and should mail to the residents
21. Striping is confusing for vehicles and bicyclists
22. Didn't like the lack of community input process
23. Follow the best practices for similar roads
24. Create pedestrian refugees in the ROW (off the pavement) such as trimming hedges and preventing vehicles from parking in specific areas off the pavement.
25. Opinions are probably based on where you live in the Cascade neighborhood.
26. Likes the new striping and the town should monitor the project.