



TOWN OF FAIRFAX

STAFF REPORT

March 4, 2020

TO: Mayor and Town Council

FROM: Garrett Toy, Town Manager

SUBJECT: Receive report on planned pedestrian safety improvements at the Sir Francis Drake/Pastori Avenue/Willow Avenue intersection

RECOMMENDATION

Receive report.

DISCUSSION

Mayor Goddard indicated she met some residents regarding pedestrian safety at the Sir Francis Drake/Pastori Avenue/Willow Avenue intersection. The residents indicated they are planning to submit a resident petition to have this item placed on the Council agenda for discussion. A few years ago, staff made some signage improvements to the intersection based on recommendations from the Town's traffic engineer. We recently requested the traffic engineer, Parisi Transportation, to further evaluate the intersection and prepare a list of possible improvements to consider. On the next page is a table of possible improvements.

The Council may recall in December 2019 it approved an agreement with the County of Marin to allow the County to make signal improvements on behalf of the Town. The County applied for and received a Highway Safety Improvement Program (HSIP) grant on behalf of eleven local jurisdictions within the County to fund traffic signal improvements at 51 locations along Sir Francis Drake Blvd. that were identified in a Marin County Systemic Safety Analysis Report.

In Fairfax, two traffic signals will be upgraded at the following locations:

- Sir Francis Drake Blvd. and Claus
- Sir Francis Drake Blvd. (SFD) and Willow Ave.

The improvements will include adding pedestrian countdown heads, Accessible Pedestrian Signal (APS) push buttons that communicate when to cross the street in a non-visual manner such as audible tones, and lead pedestrian interval phasing (LPI) microchips which allow us to program traffic signals to minimize conflicts between pedestrians crossing a roadway and left or right turning vehicles. LPI's give the pedestrian the WALK signal 3-7 seconds before the motorists are allowed to proceed through the intersection. These improvements are identified as item #1 on the table.

Item #2 is the installation of a No Right Turn on Red (RTOR) "digital" signs which would be programmed with the lead pedestrian interval phasing (LPI) to minimize conflict between pedestrians crossing the roadway and vehicles turning right. In essence, during the lead time that pedestrians can begin crossing the intersection, a digital No Right Turn on Red sign will light up.

Staff will work with the traffic engineer and the County of Marin to coordinate the improvements along with the RTOR signs. We'll also work with the County on scheduling. After these improvements have been installed, we'll monitor the effectiveness of the improvements and make modifications as needed. If significant improvements are requested such as crosswalk modifications (see item #3 on the table), we'll discuss it as part of the CIP budget approval process for FY20-21. There is no action the Council needs to take at this time.

POSSIBLE INTERSECTION IMPROVEMENTS: Sir Francis Drake/Willow/Pastori

#	Proposed improvement	Planning-level cost per item	Comments
1	Install pedestrian countdown heads, Accessible Pedestrian Signals (APS), and Leading Pedestrian Interval (LPI) microchips	N/A	County of Marin is installing these improvements per a federal Highway Safety Improvement Program grant
2	Install Blankout No Right Turn on Red (RTOR) Signs (operates in coordination with LPI)	\$4,000	\$2,000 for each Blankout No RTOR sign; may have additional programming costs
3	Relocate crosswalk to span NW corner to SE corner <ul style="list-style-type: none"> - Reconstruct curb ramp at NW corner – relocate hydrant, modify storm drain inlet - Reconstruct curb ramp at SE corner (repair & upgrade to ADA standards) - Repaint crosswalk - Modify push buttons and ped signal heads 	\$30,000-60,000 \$7,000-10,000 \$5,000 \$5,000-10,000 Subtotal: \$47-85K	Project would be similar to reconfiguration of SFDB at San Francisco/Tamal in San Anselmo.

FISCAL IMPACT

The No RTOR signs cost approximately \$4,000 for two and there may be some programming costs. The costs will be charged to the CIP Street Resurfacing & Repair budget (51-810).