

COMMENTS

QUESTION 8- Proposed modifications if applicable:

Answered

53

Skipped

124

[Hide Word Cloud](#)

Remove **Fog lines** restore center yellow people traffic been from Make speed limit 15 MPH keep signs They good how fast going dashed line 15mph Please helpful very Add walk near park bike lane pedestrian sidewalk All do also false sense even safe was use public one who area done way More unsafe zone back striping current signage drive Laurel Cascade dangerous cars especially town so Put where live know road down lanes side least Canyon toward head give only warning sign could Bikes narrow corners pedestrians t s than like street just had roadway What Return 25 project vehicles Some switching 20 Eliminate Meadow limits along blinking reduced

Remove Fog lines and restore center yellow because people are not giving enough leeway for oncoming traffic. I have almost been hit twice from oncoming traffic. Make the speed limit 15 MPH and keep the radar speed signs. They are good for helping people be aware of how fast they are going.

Speed cameras!

dashed center line and remove fog lines keep 15mph

Please keep as it is currently.

Remove the fog lines.

In any case please leave the 15 mph signs up - they are universally helpful. The "no parking" labels outside the fog lines are very important as well.

Add a cross walk near the park

Dedicated painted bike lane and pedestrian sidewalk.

I think the best solution would be to remove the fog lines and add a dashed yellow center line. All the fog line do is create confusion and uncertainty. They also provide a very false sense of security and safety and even a sense of ownership and entitlement.

The new situation has created a very safe environment and we have been nearly hit several times by uncoming vehicle traffic.

This was a high-handed, sneaky, unlawful use of public funds by one councilmember who lives in the affected area, and should therefore not have been involved from the outset. It has created public consternation. It is poor in public policy and execution. It was done without public input. It is a disgraceful variance from the Fairfax way. We do not treat people this way.

More: Pedestrian/Bike, and Two-Way Traffic Signs. Have police target unsafe driving. Not 17 in a 15 MPH zone but the 30 in the 15 MPH ones.

Remove fog lines, bring back the center striping and keep current signage/speed limit. I drive and walk Laurel/Cascade every day and the fog lines and lack of center line have, in my observation, made it more dangerous.

Keep the 15mph signage. Also, there is a sidewalk that cars park on. Having use of the sidewalk would be helpful especially when heading back from town. It is so dangerous that

Put the lines back where they were. Try to add more shoulder space where you can. Keep signs clear of obstructive bushes and tree branches. Signage is good and live speed limit flashing lights are helpful so people know how fast they're going; do not allow parked cars near Laurel to stick out into the road!

Fog line down both sides

More green Bike / Pedestrian markings on the road to indicate bike lanes. This brings awareness to drivers. Long term Cascade Drive should have a side walk (extending to at least Canyon Dr) on at least one side with a curb and drainage.

There should be at least a dashed center line. Forcing the traffic toward the center with the fog lines risks head-on collisions. The pedestrian/bike lanes give a false sense of security, and should not cross in the middle of the hill. They should either be eliminated or consigned to one side only. The speed limit warning signal does not give adequate warning, and only displays the speed when the vehicle has almost passed the sign. It should be redirected more down the hill or the foliage trimmed to that it operates properly.

Give priority to cars, visitors will not understand lanes and could cause an accident. Walkers must understand they are on a road too small for both cars and cars. Bikes can share road, especially downhill. If space add walk/bike lanes. Check property lines for road infringements. Keep parked cars off narrow areas, walking lanes. If not wide enough for two cars mark road and signs One Lane. Cut trees for line of sight around corners where possible.

Please replace the center line!! Head-on collisions have been narrowly avoided, but I'm sure that luck won't last forever!! Keep the new 15mph, add More signage about pedestrians & bikes, but REPLACE the center line!!

Complete restoration back to how it was.

Restore back to the way it was.

restore back to how it was, don't know why the town is doing this process backwards. A good quote at a council meeting was, "It's easier to ask for forgiveness than ask for permission." I DO NOT FORGIVE THE TOWN COUNCIL AND TOWN MANAGER FOR THIS CORUPT ACTION AND MOST WILL REMEMBER. Restore back the center line and grind off the fog lines. I find it interesting that the people who like this, live on the street, how selfish of you, this is a public road maintained by the Town of Fairfax, it's very dangerous and confusing. Anyone can drive on this street and not just you!

Unfortunately people drive just as fast and seem more aggressive towards pedestrians. I live right where the road narrows and turns. I've had several instances where cars honk at me when I walk inside the white fog lines. If I park inside the fog line cars come so close I feel threatened trying to get in my car. The overall impatience of drivers has increased. I'm baffled by the behavior

Add bike stencils in the roadway in the curved areas to make it obvious that bikes have right (and should) use the traffic lane

What is done in other parts of Marin where the roads are narrow? This situation is not unique to this one roadway.

Stick to you plan.

Return the speed limit to 25. Make a plan to widen the street. This has been done in many many places. It is far from impossible.

Keep the 15 mph and enforce it. Best thing about the project. .Most vehicles are NOT going 15. Some not even going 25...

also change the 'bike lane' to be only on one side of the road for the entire project. it's unsafe to have people switching back and forth

Complete restoration back to how it was.

also change the 'bike lane' to be only on one side of the road for the entire project. it's unsafe to have people switching back and forth

20 mph on hills toward laurel, 15 on corners just after laurel with same on laurel at bottom

Eliminate stripping and add dashed center line.

Please check the site lines for exiting Meadow Way. Some signs block the view of cars coming from Canyon. Please extend the centerline 50 feet towards Bolinas from Meadow to keep cars toward the uphill side away from the Meadow exit.

It would seem there should be a middle ground...perhaps increase the MPH to 20 as 15 is SO SLOW and my experience is that NO ONE is following the rules anyway. I

have had people on my tail when I go 15 and have had people clearly going 25 or more while passing me. The whole project seems like a waste time, money and energy. The street was fine before this...yes people drive too fast, but this isn't stopping those who already push the limits.

Please dash the solid white line along the sides of the road so folks know that it is not a dedicated bike or pedestrian area.

eliminate 15mph zone

Whoever approved this should pay back the town out of their own pocket. What a waste of money.

Return all of cascade to what it was.

Put back to original striping, add recessed center lane reflectors, add a pedestrian blinking sign (like the downtown crosswalks) that a pedestrian activates by pushing a button and include a road sign that reads "CAUTION, PEDESTRIANS AHEAD", or have a permanent blinking yellow light on those turns with a sign warning of possible pedestrian/bike riders, posted speed limit sign of 20 mph

I would like to eliminate all the striping and return the way Cascade Drive was before the signage while keep the current signage and reduced speeds.

A blinking 15mph yellow light where the uphill starts at 161 Cascade. Maybe another at Laurel. They often come down from the stop sign going 40mph as they approach the flats.

I believe that the improved signage, incl. reduced speed limit, has probably had a positive effect in slowing traffic. What has also helped is the brouhaha following the striping imposed without prior community discussion. I still think that the fog lines are more negative than positive in their impact...they give cyclists and especially pedestrians a false sense of assurance if traveling within the fog-line zone..THEY should be removed. I also recommend that, when it is time this fall for the 5-year speed surveys (Safe Routes to School), one be done specifically for that half-mile area where the road narrows and curves; if the speed has indeed been reduced, statutory speed limits (rather than advisory ones) for that section of roadway can be lowered to, say, 15 mph..

Would residents along the narrow section be willing to surrender 1-2ft of their property to widen the road?

Return to previous striping.

I have hiked the canyon for over 40 years- sometimes daily- this is ridiculous- put it back!

Put back original striping (not dashed line) and KEEP 15MPH and signage, remove fog line. Please do NOT keep the revised/current striping, IT IS NOT SAFE. Many near accidents have happened and driving to/from my home I feel so much less safe

and at any moment someone could have a head on collision. This is especially true for delivery trucks who don't abide the speed limits or pay attention on curves.

What I notice is that many folks do not drive the slower speed limit. Upper Cascade could use the same

Every effort should be made to reduce the speed of vehicles traveling along Cascade Drive. Electronic signage to display the speed of vehicles has been repeatedly removed—presumably unofficially. It's strange to me that there's seemingly some amount of disdain for reasonable efforts to curtail speed. In the interest of safety, I'd love to see speed bumps installed throughout the neighborhood.

Put the center stripe back. Add notification system for when pedestrians are present. Buttons around the bad corners just like the crossing in front of good earth.

Move the striping between Laural Dr and the big curve to the other side. Therefore bike/ped lane all on one side, no switching over.

I suggest that reduced speed limit signs (15mph) be placed even lower on Cascade Drive.

Question 10- Additional comments:

Answered

89

Skipped

88

[Hide Word Cloud](#)

Keep section **Cascade Drive** Thanks trying problem put **like** center **lin**
e made driving much **more** dangerous especially had near 3 head collisions on
e pedestrian Please **road** s original What **been** done makes **so** very unsafe proje
ct safety back **fog lines** Blind curves signage **was** never even until after **spe**
ed limit slow signs **drivers** go which **way** too fast Parking along **now** people t
hey park them middle **Pedestrians cars** pass **white** however 2 just time out ever
y day **Thank feel** m going oncoming **traffic** see bikers **down all** work don t believe reduc
ed **bike** really lane does **who think** know **over** bikes make **safer** walk seem **live** communi
ty get used **need** attention space around curve where anyone right stripe **street** some other p
art idea were side 15mph I'm **town** council without input then residents up same any **15 mp**

h Seems slower needs feels change do into **striping** Dr before Meadow years still than also stripping did how corner **area** new good changes most someone coming yellow Laurel since hit walking sidewalk survey feedback **from** only areas Cyclists may toward driver fire safe money Fairfax daily close less ve us

Keep 5mph in the worst section of Cascade Drive and ENFORCE it.

Thanks for trying to fix this problem!

I already put my answer in the proposed modification box, but I would like to stress that the absence of a center line has made driving much more dangerous and especially at night.

I have had four near misses - 3 barely missed head-on collisions and one barely missed pedestrian. Please restore the road to it's original configuration. What has been done makes it so very unsafe.

There are so many issues with this project. For safety reasons, I sincerely hope a center line will be put back and the fog lines removed. Blind curves are not the proper place for this type of calming project. The added signage is great. It was never even attempted (until after the project) to post a lower speed limit or slow signs. When no speed limit is posted, drivers go 25 which is way too fast on these curves. Parking along these curves is now an issue with people thinking they can park outside of the fog lines which puts them in the middle of the road and causes more safety concerns for drivers. Pedestrians have a false sense of security if they are outside the fog lines because two cars cannot pass if you are driving within these lines. Solid white lines are not meant to be crossed by drivers, however 2 cars cannot pass if they are driving within the fog lines. Therefore a head-on collision is just a matter of time. It scares me and stresses me out driving here every single day. Please return the center line and remove the fog lines. Thank you.

Makes me feel like I'm going to collide with oncoming traffic, but I definitely see the value for peds and bikers. I voted for the dashed line down the middle.

Thank you so much for all your work on this!

the fog lines are dangerous--parking is a problem -

I don't believe that using the last 6-months as a "testing period" for this modification gives an accurate representation of its effectiveness. With the pandemic there is no school rush hour and traffic is significantly reduced.

As a home owner on Cascade Drive and a frequent bike rider, I really like the fog line providing a basic bike lane.

But the lack of center line does confuse drivers who are not familiar with the road. I think many drivers don't know they can cross over the fog line when passing oncoming traffic if there are no pedestrians or bikes.

There is no easily solution when you have too narrow of a road and a lot of traffic. I commend everybody involved in try to improve the safety of this road.

I like that there are attempts being made to make it safer to walk and bike. However, this does not seem to be working. I'm glad the people who live in the community have a chance to voice their opinions.

people will get used to it. they just need to put down their phones and pay attention and everyone will be fine.

i have driven out there twice in the last four months and ridden my bike out there several times. I ride my bike out there to visit friends and the open space several times a year. I noticed that cars go much more slowly now around the curve where there is no middle line. I'm not yet sure what I think of it--does it slow cars down or is anyone likely to assume that they have the right of way in what is apparently one lane? Overall I think it makes people slow down. I have always been scared when riding my bike out there due to the cars roaring past at high speed. What makes me laugh is the upset over the removal of the middle stripe. We don't have a stripe the busy street where I live and there are some sharp blind curves and people just negotiate around each other. They just need to slow that street down a bit. the addition of the "no parking" signs in that one part with the white lines helped clarify the intent. Thanks.

I like the idea of traffic calming.

I like that the trees & bushes were trimmed along the side of road to create more space for cars.

I like the 15mph signs but I'm not sure they will be obeyed.

I feel like the town council made a unilateral decision without community input to put in the fog lines, then are making the residents argue to reinstate the original road format and are now waiting for the residents to give up and acquiesce. I'm tired of giving the same input over and over again! Very frustrating.

Repeat comment: In any case please leave the 15 mph signs up - they are universally helpful. The "no parking" labels outside the fog lines are very important as well.

Seems somewhat slower on lower Cascade too.

In the dark there needs to be a center line. I feel very unsafe without it. The white lines are an optical distraction...Night time driving feels very dangerous this was. I like the speed limit sight and the red painted curbs, though!

I really like the change. I do believe it has cause me and others to slow down (which was the objective).

I do with the vegetation and curbs on the 2 curves were trimmed back improved especially as you head uphill (into Cascades). On both sharp turns you get pushed left slightly due to the curb / vegetation (in my opinion).

I like the striping at the lower part of Cascade Dr. I don't like the striping as you go up Cascade towards the stop sign before Meadow Dr.

the whole thing seemed unnecessary and complicates travel. Many think the stripe is for bikers not a fog line.

I worked in construction for years and don't think I have ever seen anything as poorly thought out, planned, and executed as this project. The fact that the city is still throwing out solutions and modifications is more than ample proof of that. I also do not believe the results of the speed study done after the stripping project by the engineer who did the work and could with ease come with a number that justified his work. I would be very interested to know just how that speed study was executed.

We live on a blind Cascade drive corner with 3 small kids and are SO relieved the town has thought to improve safety in this area. We have noticed a drastic reduction in the car speeds around our corner and the shoulder created by the new white line allow a much safer space especially for all the kids on bikes we see going to school in the morning. Thank you and PLEASE keep up the good work!

I like the changes for the most part and see the need for something to be done. I will say that when someone is coming the other way (when driving) fast and/or on "your side of the road" it's more unsettling without the yellow line.

Restore original striping

For the past 20 years I have been living on the bend of Cascade just past Laurel Dr. Cars are most definitely driving slower which is a very good thing. Before the stripping change, cars were driving too fast around this curve to stay in heir lane and paid no attention to the center solid yellow line. With this new stripping arrangement, cars are still taking the same line through the curve but are doing so slower. I believe that this striping has caused a much needed reduction in speed and has made the area safer. It believe however, an increase enforcement would make the speed reduction more effective and the stop sign at Laurel and Cascade safer. Thank you for this endeavor.

I walk and drive Laurel and Cascade every day. My observations of the traffic (foot, vehicle, bike) since the changes were made, specifically the fog lines and removal of the center line, lead me to believe the roadway is dangerous.

It is just a matter of time before a head on or pedestrian gets hit. People with baby strollers are walking against traffic in the fog line. The fog line (that most cars cross) is an illusion to pedetrians and does not protect them. This area is not a place for a stroll (until there is a sidewalk and the use of the sidewalk where cars are allowed to park). Slowing the traffic has not made it any safer -- it has just provided more spaces for parking and a false sense of security to pedestrians and bikers. We have been told over and over, no problem to cross the fog line.

I live closer to Cascade and Canyon and cars are making up for lost time up here and speeding more than ever. After Meadow, it's a racetrack. Thanks for all the effort here...but pushing cars into head-ons around blind turns while having pedestrians think they have a walk way does not work.

Please consider using this helpful survey response form idea for pretty much everything you're doing ahead of time. Imagine if this had been done before the 5G fiasco ? Generally people feel better when they know their governments listen to them. 99% of the people in this town have zero interest in being bathed in microwave radiation. So keep channels of 2-way communication open. Have informal gatherings at local establishments to encourage feedback and an exchange of ideas. And have a town Facebook page that allows people the same freedom. Have a simple, old fashion suggestion box in front of Town Hall. Hopefully lessons learned from the striping project and 5G will help make all of our dealings easier Thank you!

Thanks for doing this. It's long overdue.

Cascade drive is a popular street with locals and visitors heading to the open space at the west end of Cascade Dr. 15mph is a reasonable speed limit. Cycling and pedestrian traffic will only become more popular on this street as time moves on. We need as much awareness (signs, street markings, forums like this) as reasonably possible. This is a great start.

Not sure if my response in the previous box is included. Hope so.

Even after several months of getting used to it, I still find the striping adds a level of ambiguity to the driving scenario that did not exist before.

1. The areas striped with fog lines tend to move drivers more into the middle of the road, implying that this is where one should drive, but that is really putting drivers into part of the oncoming traffic lane. It seems mandatory (because we obey lines on the road) even if there is oncoming traffic and no one in the striped off area, making the passing experience of two cars closer than it used to be or needs to be.

2. Also, where there are fog lines it makes you feel as if the edge of the road is definitely for pedestrians and bicyclists, but conversely when the line does not exist, it subconsciously suggests that is then where they won't be, on the side of the road, because there are no lines/lanes for them. But of course that is false. Cyclists, people and pets may still be on the side of the road, with or without striping lines.

3. The changes to when the fog line is there on "your" side of the road, and when it is not there, is far too rapid; it's there, it's not there, in rapid succession. You swerve more toward the middle when you see them, you swerve more toward the edge when you don't. It just kind of feels insane and useless. And I don't think that is how anyone wants to make drivers feel. Not only, as a driver, are you trying to pay attention to keeping to the right, looking out for oncoming traffic that may not be far enough to their right, cyclists and pedestrians often walking pets

on the side of the road, but now in addition you are paying attention to lines that are telling you move more to the center, and then in a few seconds, you should move back more to the right. It's an added distraction that feels very arbitrary and really quite useless. I know it was all done with the best of intentions, but these lines are really worse than ineffective. Significantly.

Which is not to say that some sort of striping plan might not be very useful. But just not this one.

Go over changes before implementing. Safety first. Road laws first. Always get input from police department and possibly fire department.

As someone who doesn't drive on Cascade very often, I initially found the restriping to be confusing. It didn't seem like there was enough space for two cars to pass with the "fog" on the side. So it may have a calming effect but bear in mind that some out of towners unfamiliar with the road also go out that way and may be confused.

I have lived on cascade drive for 42 years. As a walker, I have never felt safe either alone or with child/grandchild in stroller. I consider walking my pollution free transportation. Please continue the striping zone for pedestrians.

I need to drive in and out on Cascade every day. This striping and yellow center line project has made the necessary drive more hazardous.

Does the road width now uniformly conform to state standards? What is the actual cost to the town at this point? Is Parisi refunding money since it is their job to meet state guidelines and, why is it that one or more of their engineers, after driving, realize it needed more planning? Again, monies should be refunded for passing themselves off as a professional firm, when their actions need to be amended. Aren't they supposed to have degrees and be trained?

Glad to tell you ai think this is one of the wisest projects I've ever seen a town take to improve safety and livability. It is smart, effective and low cost. It encourages drivers, pedestrians and cyclists to share a limited resource rather than prioritizing car drivers over others.

I used to live on Porteous and now live on Canyon. If those streets can be 25 mph, surely this section can be OK at 15 mph (coincidentally the " assumed 'safe speed' on Canyon" I was advised when I moved in 5 years ago).

Thank You Fairfax for spending public works \$ wisely!

This project was done without any notification to the public. How our elected representatives from this neighborhood, Mayor Renee Goddard and Council Member John Reed did not have outreach to the neighborhood PRIOR to the modifications and shows a lack of leadership.

Our Town continues to make the road more dangerous. We need the double yellow center stripe back. Remove the white fog lines on the curves.

have the Fairfax PD sit at Laurel and Cascade intersection or the down by park to monitor traffic periodically, for speeding, etc

I'm discouraged by the selfish response from drivers due to stripping. The street should be safe to ride bikes and walk. Period. Drivers are threatening to people .

I was appalled at the rollout. I'm over that now, but still very unhappy with Town Council. I drive all over the county, daily, frequently on narrow roads, so this change has never really bothered me personally. It has totally freaked out my wife, so that's what makes me unhappy. And it's really divided the community, and that makes me unhappy. Clearly it has slowed down traffic on that area. So that's why I vote to continue monitoring the current status. The town really blew it on this one, and that's something people will remember for a long time. Town council meetings allow people to literally weep over tree work, or what color someone can paint their house...it defies logic to think that something this overwhelmingly disruptive was not communicated to the community for feedback. And it conveniently was rolled out the week after the election. Typical. And shameful.

Cascade Drive between Meadow Way and the flats about 155 Cascade Dr had had a double yellow line in the center as long as I can remember (bought house in 1962).

Cascade Dr is our ONLY EVACUATION ROUTE out of the Cascades. Cascade Canyon is one of the most dangerous fire threatened area in Marin County. Fairfax refuses to admit we can all die here if a wildland fire brakes out. Fairfax reduced our only evacuation route from 2 to 1 lane creating the same situation the Paradise City Council did in Paradise, reducing driving lanes for traffic calming. Since Fairfax supports parking on sidewalk areas, planting shrubs & trees and allowing logs to block sidewalk areas putting pedestrians in the street in an on-street protected walkway, Fairfax will be held liable if anyone is hit in that area of Cascade Dr.

As noted in many forums the process of installing this project was flawed BUT traffic (on average) has slowed down, which is really good. Education is still needed and ongoing monitoring is good but there should be a clear deadline for when a final decision will be made and the project concluded.

Personally I am stoked that there is finally a slow down. I think the communication may have been better in the beginning but we are already starting to see a slow down of cars pass our house in the narrows. Thanks to the whole city counsel for moving forward and for all the patience that was showed dealing with constituents who were unhappy.

I bike and walk and drive on this section of Cascade Drive and the changes have improved my experience of traveling along it all 3 ways. I drive it more slowly than I used to, which feels appropriate.

The signs which indicate speed are helpful (though the one heading into Town seems not to be working at the moment).

Thank you

Lot of wasted money here..my stretch of Laurel, above Oak, is badly in need of repair. I sent a picture of it to Mr Toy and public works months ago. No response.

Fix the actual problem, a narrow street. Speed never was a problem in the affected area. The bigger problem is an autocratic self-serving mayor and town manager that ignored the people they are meant to serve.

The 15 mph is good, but folks don't drive that speed. There used to be a flashing sign. Perhaps our friendly Fairfax police will need to issue warning reminders.

Heavy handed politics.

The 15 mph signs are good. The re-striping (narrowing) creates danger and confusion. It increases the likelihood of head on collisions. I have absolutely had more close calls as a (cautious) driver. I also note this: I was walking on Cascade toward town just before the blind curve between Meadow and Laurel. A Fairfax Police cruiser passed me also heading toward town. I watched as he approached the blind curve - where the white stripe has been moved in to create a narrower roadway - and watched as the police officer went around that blind curve entirely in the opposite lane into whatever oncoming traffic might have been coming around the corner. I just do not understand this striping arrangement.

Additionally, at this point there is way more signage than would have been necessary had the project been pursued professionally and methodically. Signs, flashing signs, "no parking" painted repeatedly on the road - it looks like graffiti. Reasonable and safer results could have been achieved without this volume of clutter and (though less important than safety) visual mess. Fairfax - like many towns in Marin - has many, many roads that are windy, require caution etc. And yet this one small stretch between Meadow and Laurel is overwhelmed with signage etc - not in any way resulting, in my opinion, in increased safety. There was a lot of "after-the-fact" work done at even more expense and visual mess and confusion to try to make up for a poorly planned and executed endeavor.

I've lived on Cascade for close to 30 years. I've not been one to gripe about our Town Council and Administration. But, I'm shocked by this poor process from beginning until now. And completely disappointed by the huge amount of money spent on this. I'm glad that this survey will allow the Town some feedback so they can re-evaluate and review their entire process, as this was poor governing. There should be an explanation of what the process was and in what way it failed, some accountability.

I am in favor of 15 MPH signs. I'm not in favor of the re-striping.

15 MPH is too slow. Put in sidewalks if you want to help pedestrians.

I have lived on Meadow Way for nearly 40 years. Raised 3 children. Commuted to work near McGinnis Park by auto or when younger, by bicycle(at least one way in the dark). Retired now and walk my dog on Cascade daily. Up until now, I have never encountered any traffic problems. When getting my civil engineering degree at Cal, I studied highway/roadway design and traffic control. I am familiar with the theory of the Cascade striping but find it not applicable to this situation, at all. I would prefer that the original road striping be restored, keeping the new speed limit markings and signage(good idea). It has not gone unnoticed that this has been in planning for quite some but was sprung on us without notice after the Town Council election. Robert Linscott, 21 Meadow Way

I like the 15 mph and flashing signal- it should be on both sides (i think it is only on one)- it reminds people to slow down. I find if peopel are not familiar with the road they still drive in the middle of it and quickly...

The changes have noticeably slowed average driving speeds in the effected section of Cascade Dr. My objections have simply been about the way the project was rolled out. I especially appreciate the reduced speed limit to 15, with electronic speed display!

Many close calls when driving as drivers are trying to obey the white lines. Lines do not allow for 2 cars to pass if there is a pedestrian or bike rider - with or without the lines. The lines have forced cars past the center but still do not provide a "safety" area for pedestrians. Drivers before and now must slow or stop and wait for cars traveling in the opposite direction to pass.

Please make the exit from Meadow safer. Site lines are compromised and parked cars block the view. Please extend the centerline toward Bolinas road.

I appreciate the science, knowledge and experience of the traffic engineers who advised the Town on this project and I believe their recommendations were sound and have made Cascade Drive much safer. Community feedback has helped enrich their suggestions further and I am pleased with what is presently in place. It can be a challenge to stay at 15 mph but in my opinion, it's pretty hard to feel there is a danger in driving through the curves when you are traveling at that speed. I want to thank the staff and Council for your attention to our neighborhood safety.

Center line as it was originally is the safest. I have come close to head on collisions with vehicles coming the other way refusing to yield or cross the white line.

The speed sensing signs and 15mph limit are the only good thing. Everything else seems like a massive waste of money, and so much less safe.

More information should have been sent to the residents who live here. A diagram and visualization showing the before and after (perhaps in a simple online survey just like this one) BEFORE money was spent would have been reasonable.

The striping has allowed for pedestrian areas where there were none previously. This feels much safer to us.

More needs to be done about speeding on Cascade Drive!!!

My family bikes, walks, and/or drives Cascade Drive daily and we have friends who live in the striping section that we visit regularly. Sure, it would be ideal to have a wider road and real sidewalks, but the road is what it is and before the striping we managed just fine. The road has blind curves, no sidewalks (just some quasi mini paths off-road here and there), and poor lighting so common sense dictated alertness on the part of drivers, pedestrians, and cyclists. Most of the time you'd see no one, but you'd always look out carefully and adjust location and speed when you did for safety and common courtesy. We never had any issues (as pedestrians, cyclists, drivers) or close calls and the lack of traffic incidents implies our experience was typical. Since the striping and then the significantly reduced speed limit, safety has decreased as you see more confused drivers/bikers and less alert pedestrians and bikers. Throw in the bad lighting and it's really unpleasant to navigate now. And on top of it all is the expense that was thrown into this project without advance community input. Glad to see this survey now and hope the town uses this technology more to get input on issues that impact our daily lives.

As someone who walks on Cascade Dr. at least 5 days/week, I feel more safe with the white line. I also am delighted to see cars not driving so fast on Cascade.

We've had near collisions since the striping changes were made. When we turn from Laurel Drive onto Cascade in the morning, there are often vehicles coming at us riding the center of the road to avoid crossing the fog areas. Then, as a pedestrian, I've had to dash across from one fog area to the other, which is scary and unsafe. We'd like to see it return to it's former non-striped condition. Maintaining the 15 mph speed limit seems like a positive change.

I run on Cascade regularly and bike with my kids. The new striping makes it way safer for us . Thank you.

The situation at Laurel and Cascade is especially dangerous. I have been nearly hit several times from cars trying to following the white lines along the sides of the road. These white lines unnecessarily push cars more toward the center of the road causing near collisions - or at least an enormous increase in fear of being hit.

I would like the town council to eliminate the striping, return Cascade Drive to its previous condition while keeping the new signage and the reduced speed.

I have lived on Cascade since 1991 with no traffic issues. Since the new traffic "design" I have had 3 near head-on collisions with cars coming around a blind curve, thinking it was suddenly a one-way street!! This is an accident and lawsuit

waiting to happen!! This survey should have happened BEFORE endangering Cascade residents. The car speeds haven't slowed. Rather cars are driving in the middle of the street. This project needs to be undone before someone gets seriously hurt!!!

,

The stripping does make for a more conscious and slower drive, which I think is good.

However I've noticed some drivers are speeding up a bit as we get used to the stripping.

These "speeders" may not be local residents who seem to be more careful now, so maybe it is

workers or non residents coming to the area.

I'm at the bottom, where you leave the flats & go uphill. While there's still ppl that punch the gas, most of the cars are slowing down. The bike riders seem much safer & way fewer ppl have to jump out of the path of a speeder. The overall effect is it's a lot mellower. I.e., safer. Isn't that the point?! My daughter was hit right in front of my house. One of our dogs was killed as well as 2 cats. I'm still not ok with my younger grandson walking up on the road. He & his friend meet in the back along the creek & get to the sidewalk a bit safer.

Maybe a temporary camera that shot pics of those going over 15mph would help. 2 warnings, then a ticket to attend a class on local safety rules. (Keeping it local). The 4th time would be a fine.

What a waste of \$\$\$\$!

I appluad this decision.

This project was implemented without resident approval and now has been going on for way too long!!! I hate the striping. I feel unsafe every day. I have lost trust in the mayor and Fairfax government. I am so disappointed.

All my comments already made in last section above. If anyone wishes to contact me to discuss these ideas further, they can do so by writing to abinik@comcast.net.

Thanks, Alexander Binik

Return to previous striping. Keep 15mph signs and speed limit on bends.

Fairfax should continue to balance the needs of drivers, walkers, and cyclists in all roadway decisions. I appreciate cars traveling slower on the curves and the added security for walkers and cyclists provided by the white strip fog line.

running on this section of cascade feels less safe than it did before. lowering the speed limit will help pedestrians enjoy the street more

I feel this "restripping" was done on the sly, without the input of the entire community. I understand it specifically affects the ones living in the Cascade,

however it is confusing when driving on this road. Sometimes cars are parked inside the "safe" zone (they have no where else to park), leaving pedestrians and bicyclists not other option but to ride on the street. Cars are not paying as much attention to oncoming "traffic" and have to dodge pedestrians and bicyclists. The stripping was much more safe when the street was stripped 2 ways.

This council seems to think it can change anything in our town- based on special interests. It's hard to say from the outside if it is due to an incompetent town manager or incompetent council. This is just one of many things that has come to the attention of our family. We will not be voting for any incumbent in any future election. We clearly need a change in the leadership and direction of our little town. I guess we ignored just how bad it was getting. We have many friends who feel the same way, thank goodness!

I strongly feel the original striping should be restored. However, I do think the signage and 15MPH should stay as safety and slow down measures. The fog line should be made smaller so we can have 2 lanes, or removed where necessary.

The original striping was much safer than it is now. People stayed in their lanes and it was a wide enough road. Now, people have to work around the fog line, and it is much less safe. I live off Cascade, and while I love the idea of a walkable space, if it compromises the safety of drivers every single day, that is not ok. Basically, if there is one bad driver who is not slowing down or looking, there can be harm, and that is too much risk and unsafe for everyday drivers and residents on this road.

If there is a way to have both, then excellent. If not, the driving must be prioritized because that is how many people get to and from their homes, driving will happen there regardless, and we need a SAFE FIRE EXIT as well as space for fire trucks.

The biggest every day concern I already noted- head on collisions seem imminent almost every day when trying to follow the new striping- large cars and trucks on a small road trying to swerve around each other is not safe. Many of us are following the speed limit and looking carefully, but there are many who do not.

I think the enforcing of speed limit has been a good thing when added, but narrowing the road is a terrible idea. It seems to only serve a few and not the majority of people who live in this neighborhood. I also did not understand why it was not communicated to the public BEFORE this happened with zero notice. I know the town apologized, but there was never an explanation- why was it not something residents were notified about? What happened? This made it even more dangerous when no one knew how to drive it or what was going on. I mention this because if we were given notification and the surveys BEFORE the project, it may not have happened, so true attention now needs to be given to returning this to the safer striping if the majority gives that feedback.

I don't see how this new striping can be safer at all, unless everyone is driving extremely slowly, carefully, and with extreme stress worrying about head on collisions (as we are now) and we shouldn't have to be so afraid or worried about the one bad driver that could harm so many. I hope you will take all the feedback into consideration. Thank you.

Upper Cascade also has no line down the middle. There are many narrow and blind spots, and many pedestrians and bikes, wildlife. Cars parking on the street on the 400 block complicate matters. Needs some attention, perhaps like lower Cascade and a reduced speed limit posting, as well as a blind curve signage.

I was almost hit by a car who was driving on my side of the road way to fast and I'm 17 so fix this

Thank you for this improvement!

People just need to slow down! There are so many people walking and bikes it's not safe how fast some people drive down cascade.

People generally drive over 15 mph and many incidents of vehicles ignoring politeness and driving down Center of road. Frankly on small windy roads speed should be no greater than 10-15 mph

We live on Meadow Way and drive, bike, hike on the road daily. This has been a great change and one of those projects you couldn't really appreciate until it was in place. I like to think I was thoughtful before but I have noticed I drive slower now as do other vehicles.

I live on Pine drive. The striping project only affects me around the corner at the bottom of Laurel. 9 times out of 10, pedestrians walk on the side of the road opposite of the designated shoulder area that they presumably should be using.

If two cars are driving in opposite directions, not once have I seen anyone stop to give way for another driver. We all proceed exactly the same way we would if the center stripes were still there. Nobody is any safer with the new configuration. Not the pedestrians. Not the drivers. This has been an absolute waste of funds.

Put in a notification system. Flashing lights are proven to save lives, hence the mass adoption in crosswalks. A blind corner doesn't have to be treated any differently.

When you refer to the recently eliminated double yellow lines as the "original striping," I think that is a misnomer. When I purchased my home, over 25 years ago, Cascade Drive did NOT have a double yellow line, traffic was calmer, and the road was safer for pedestrians and bicyclists.

Please keep the speed limit at 15 mph, and enforce it. A crippling injury or death to a pedestrian is not worth the cutting of 15 seconds from a driver's commute time.