



TOWN OF FAIRFAX

STAFF REPORT

February 17, 2021

TO: Mayor and Town Council

FROM: Garrett Toy, Town Manager

SUBJECT: Consider the questionnaire results for the Cascade Drive striping project and updated traffic speed survey and provide direction to staff regarding the disposition of the project

RECOMMENDATION

Consider the questionnaire results for the Cascade Drive striping project and updated traffic survey and provide direction to staff regarding the disposition of the project.

BACKGROUND

At its December 4, 2019 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 21, 2019, 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 18, 2019 meeting including the objective of the scheduled resident meeting on December 21, 2019. 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.

Councilmembers Hellman and Reed co-facilitated the meeting with residents on Saturday, December 21, 2019 at 10:00am in the Women's Club. Twenty-one (21) residents plus the two traffic engineers signed in. We referred to this group as the "Cascade Working Group." At this meeting, Councilmember Reed clarified that he misspoke at the December 18, 2019 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.

At the Working Group meeting, 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 4, 2019 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 painted some red curbs and were continuing to monitor the situation to determine if additional no parking markings are required in the area.

At its January 15, 2020 meeting, the Council received a report on the Cascade Working Group meeting. The Council also considered and approved the traffic engineer's recommendation 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) was phased in along the two curves (approx. 50 ft along each curve).

On Saturday, February 8, 2020, from 10:00am to 12 noon, another meeting of the Cascade Working Group was held. At that meeting, the Town committed to capture broader neighborhood and community input on the restriping project via an on-line survey. We also discussed a monitoring period.

Staff was planning to report back to the Council in April/May 2020 regarding the striping project. However, COVID-19 and shelter-in-place happened, which delayed the process. In September 2020, the Council discussed/considered the responses to a community questionnaire on the project, traffic speed survey, and options regarding the striping project. The Council authorized staff to add a dashed yellow center line in the curved sections of the road per the traffic engineer's recommendation, with authority to make minor revisions to the white fog line, if needed. The dashed yellow center line was added in early December 2020. The traffic engineer did not recommend any revisions to the white fog lines.

DISCUSSION

In 2021, as part of monitoring efforts, staff requested another speed survey and conducted an on-line questionnaire. This report provides a summary of the on-line questionnaire, the results of the new speed survey, and options for the Council to consider.

ONLINE SURVEY RESULTS

The current online questionnaire is scheduled to close at 11:00pm on Monday, 2/15. A supplemental staff report will be issued on 2/16 summarizing the questionnaire results. However, this staff report reflects the preliminary results as of 3:44pm on Friday, 2/12. The possibility exists that the final questionnaire results on Monday, 2/15, will not differ significantly from these preliminary results.

To simplify the analysis, we focused solely on the combined responses. In general, there is not a significant difference of opinions between the registered and unregistered respondents.

A total of 76 responses were received, of which 49 were registered responses. Of the 49 registered responses, only 3 were not Fairfax residents. There were 27 unregistered respondents. Registered responses allow us to determine if respondents live in Town and ensures registrants do not vote more than once. There is no way to ascertain to what extent unregistered respondents are Fairfax residents or not. In comparison, the online questionnaire that closed in August 2020 had a total of 177 submitted responses.

QUESTIONNAIRE

Below is a summary of the responses to date.

Questions 1, 2 & 3 focused on where respondents lived. Of the 76 responses, 49 (64.5%) said they lived in the Cascade neighborhood and, of those 36 lived on Cascade Drive, of which 9 lived in the curved restriped section, 5 lived to the east, and 23 lived west of the section.

Question 4 asked respondents if they felt safer or less safe driving on Cascade than before the added dashed yellow center line. Approximately 36.8% (28) of the respondents said they felt less safe. Approximately 35.5% (27) said they felt safer and 17.1% (13) said they felt about the same.

Question 5 asked respondents if they felt safer or less safe walking and/or bicycling on Cascade than before the added dashed yellow center line. Approximately 35.5% (27) of the responses said they felt less safe. Approximately 15% (15) said they felt safer and 30.3% (23) said it felt about the same.

Question 6 asked respondents why they felt less safe (respondents could select more than one reason). Approximately 63.5% (33) respondents selected "The lanes are too narrow for oversized vehicles which cross over the added dashed yellow center line and is more confusing for on-coming traffic." Approximately 67.3% (35) selected "Cars park or still park in the white line areas where they did not park before." Approximately 46.2% (24) selected "It is unclear whether I can move over into the white fog line area." Approximately 34.6% (18) selected "Vehicles aren't slowing down" or "other."

Question 7 asked respondents if they would support keeping the dashed yellow center line if the Town made additional modifications. Approximately 39.5% (30) selected "yes". Approximately 26.3% (20) said "no." Approximately 34.2% (26) selected "don't know/depends on the modifications."

Question 8 asked respondents their preferences "if the recent (January 2021) traffic survey indicated traffic speeds remained the same with the added dashed yellow line as with the initial "two-way" traffic calming section." Approximately, 57.9% (44) said "Restore the original

striping with double yellow center line.” The other preferences of keeping the current striping with the added dashed yellow center line or with modifications or restoring the previous two-way traffic section received a combined total of 36.8% (28).

Question 9 asked respondents for their overall impression of the added dashed yellow center line. Approximately 47.4% (36) strongly disliked or disliked. Approximately 34.2% (26) selected strongly liked or liked. Approximately 18.4% (14) were neutral.

Question 10 asked “Do you believe traffic calming measures are needed or still warranted in the curved section of Cascade? Approximately 38.2% (29) said “yes.” Approximately 46.1% (35) said “no.” Twelve (15.8%) respondents selected “don’t know/unsure.”

Question 11 asked for respondents who selected “no” to question #10 to select a reason why. Approximately, 26.1% (12) indicated that “Vehicles will drive the same speed regardless of any traffic calming measures.” Approximately 28.3% (13) selected “Pedestrians and cyclist were safer or as safe before any restriping project.” “Other” received 19 responses.

Question 12 asked for preferences regarding the project. Approximately 53.9% (41) selected the option to “eliminate the striping and restore to the previous condition”. Approximately, 40.8% (31) combined said to “keep the current striping with the added dashed yellow center line, keep current striping with modifications, or restore the “two-way” traffic section.

Please remember that the on-line questionnaires are not intended to be scientific surveys, but rather a tool for the Council to gather public input on issues and to consider such input in their decision-making process.

UPDATED SPEED SURVEY

We requested the traffic engineer to conduct another speed survey because we thought that may be helpful to the Council in its deliberations. The Summary Table below compares the January data to previous surveys. The average speeds sampled are approximately .5 MPH lower than in 2020. The 85th percentile speeds remained the same at 21 mph.

Date	Eastbound Cascade		Westbound Cascade	
	Average	85th %ile	Average	85th %ile
12/12/2019	19.06	21	19.30	21
8/20/2020	18.94	21	18.62	21
1/11/2021	18.37	21	18.22	21

The traffic engineer observed 100 vehicles: 50 per direction. During the survey, the traffic engineers reported that 3 of the 100 vehicles crossed a part of the centerline: a bus (short Wheelstop type of bus), a moving truck, and an AT&T maintenance truck. In each case, the

traffic engineer indicates it appeared that the driver partially crossed the centerline due to the width of the vehicle with its extended side mirrors. The traffic engineer will be available at the Council meeting to answer any questions.

COUNCIL OPTIONS

The Council has the following options to consider:

- 1) Remove the striping and restore to the previous condition (i.e., double yellow center line). However, there may be some signage and areas where the white fog line is that the Council may want to retain.
- 2) Make the current striping project permanent.
- 3) Make additional modifications to the project.
- 4) Restore the “two-way” traffic section striping.
- 5) Continue to monitor the project.

Staff recommends the current striping project be retained based on the traffic survey results that average speeds have declined by approximately .5 MPH. In addition, we believe the project may have reached a point where the residents are familiar with restriping and have adjusted accordingly. The questionnaire would seem to indicate the respondents are somewhat evenly split in their opinions. Although, it appears that those who want to restore the striping to the original double yellow center line were fairly consistent in their responses. In comparison, those who support the restriping project would prefer to keep the dashed yellow center line with or without modifications. Another consideration is that the total number of respondents was less than 50% of the total respondents from the previous survey.

Staff would also recommend minor modifications such as additional “no parking on the pavement” signs/markings in the dashed yellow center line section to address some concerns. This modification is in response to Questions #6 and #7. In question #6, 35 respondents selected “Cars park or still park in the white line areas where they did not park before” as a reason why they feel less safe in the area. In question #7, 30 respondents selected “yes” they would support the current striping with additional modifications. Another 26 respondents selected “don’t know/depends on the modifications.” Presumably, efforts to prevent vehicles from parking in the pavement in the dashed yellow center line section of the road would increase the perception of safety. We also recommend periodic traffic surveys be conducted to monitor the effectiveness of the project.

FISCAL IMPACT

The cost for adding the dashed yellow center line was \$2,960.

ATTACHMENTS

Summary of questionnaire



Cascade Drive Striping Project

February 12, 2021, 3:44 PM

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Cascade Drive Striping Project

What do you think about the dashed yellow center line ("restriping") added on Cascade Drive in December 2020?

Summary Of Responses

As of February 12, 2021, 3:44 PM, this forum had: **Topic Start**

Attendees:	115	February 1, 2021, 3:47 PM
Responses:	76	
Hours of Public Comment:	3.8	


QUESTION 1

Do you live on Cascade Drive?

		%	Count
Yes		47.4%	36
No		51.3%	39
Decline to answer		1.3%	1

QUESTION 2

If Yes, where on Cascade Drive do you live in relation to the curved restriped section with the dashed yellow center line?

		%	Count
East of the section		9.6%	5
West of the section		44.2%	23
In the curved restriped section		17.3%	9
Decline to answer		28.8%	15

QUESTION 3

Cascade Drive Striping Project




What do you think about the dashed yellow center line ("restriping") added on Cascade Drive in December 2020?

Do you live in the Cascade Drive neighborhood (e.g., Laurel, Meadow Way, Canyon Road)?

		%	Count
Yes		64.5%	49
No		32.9%	25
Decline to answer		2.6%	2





QUESTION 4

When you drive on Cascade in the restriped section with the added dashed yellow center line, do you feel (select one):

		%	Count
Less safe than before the restriping with the added dashed yellow center line		36.8%	28
Safer than before the restriping with the added dashed yellow center line		35.5%	27
About the same		17.1%	13
Don't know / Unsure / NA		10.5%	8

QUESTION 5

When you walk and/or ride a bicycle on Cascade Drive in the section with the added dashed yellow center line, do you feel (select one):







		%	Count
Less safe than before the added dashed yellow center line		35.5%	27
Safer than before the added dashed yellow center line		19.7%	15
About the same		30.3%	23
Don't know / Unsure / NA		14.5%	11

Cascade Drive Striping Project

What do you think about the dashed yellow center line ("restriping") added on Cascade Drive in December 2020?

QUESTION 6

If you answered less safe, please select reasons why:

		%	Count
The lanes are too narrow for oversized vehicles which cross over the added dashed yellow center line and is more confusing for on-coming traffic		63.5%	33
Cars park or still park in the white line areas where they did not park before		67.3%	35
It is unclear whether I can move over into the white fog line area		46.2%	24
Vehicles are not slowing down		34.6%	18
Don't know / Unsure		9.6%	5
Other		34.6%	18

QUESTION 7

If the Town made more modifications to the area, such as more signage for no parking in the pavement areas, narrow lanes ahead signs, and/or other improvements, would you support keeping the added dashed yellow center line in place?

		%	Count
Yes		39.5%	30
No		26.3%	20
Don't know / Depends on the modifications		34.2%	26

QUESTION 8

The recent (January 2021) traffic survey indicated traffic speeds remained the same with the added dashed yellow line as with the initial "two-way" traffic calming section. Knowing this, my preference is (select one):

		%	Count
Keep the current striping with the added dashed yellow center line		10.5%	8

Cascade Drive Striping Project

What do you think about the dashed yellow center line ("restriping") added on Cascade Drive in December 2020?

		%	Count
Keep the current striping with the added dashed yellow center line with minor modifications to be determined		14.5%	11
Restore the previous two-way traffic calming section without a dashed yellow center line		11.8%	9
Restore the original striping pattern with no white fog lines and the original double yellow center line		57.9%	44
Don't know / Neutral		5.3%	4

QUESTION 9

What is your overall impression of the added dashed yellow center line (select one)?

		%	Count
Strongly dislike		32.9%	25
Dislike		14.5%	11
Neutral		18.4%	14
Like		22.4%	17
Strongly like		11.8%	9

QUESTION 10

Are traffic calming measures needed or still warranted in the curved section of Cascade?





		%	Count
Yes		38.2%	29
No		46.1%	35
Don't know / Unsure		15.8%	12

Cascade Drive Striping Project

What do you think about the dashed yellow center line ("restriping") added on Cascade Drive in December 2020?






QUESTION 11

If you answered No to the previous question, why not (please select one)?

		%	Count
Vehicles will drive the same speed regardless of any traffic calming measures.		26.1%	12
Some traffic calming measures needed but not what the Town implemented.		4.3%	2
Pedestrians and cyclist were safer or as safe before any restriping project.		28.3%	13
Other		41.3%	19

QUESTION 12

My preference is that the Town (select one):

		%	Count
Eliminate the restriping and restore the original striping configuration with a double yellow center line and no fog lines.		53.9%	41
Keep the current striping plan with the dashed yellow center line with modifications to be determined.		19.7%	15
Keep the current striping configuration with the dashed yellow center line.		7.9%	6
Restore the "two-way" traffic section with no added dashed yellow center line.		13.2%	10
Don't Know / Neutral		5.3%	4

QUESTION 13

Additional comments:

Answered	49
Skipped	27