MEETING CALLED TO ORDER

ROLL CALL

1. APPROVAL OF MINUTES

   1A 20-630 Approve Minutes of November 20, 2019 Public Safety Committee Meeting

   Attachments: PSCM2019-11-20

2. PUBLIC COMMENTS ON NON-AGENDA ITEMS

3. CONDUCT OF BUSINESS

   3A 20-629 Review and Discuss Request for a Stop Sign at Chestnut Street and Dana Street

   Attachments: Staff Report, Chestnut-Dana Stop Sign
                Public Comments - Paul Clark

4. MATTERS FROM COMMITTEE / STAFF

   4A 20-631 Receive Oral Update from Staff on Departmental Activities

ADJOURNMENT

STATE OF CALIFORNIA

COUNTY OF MENDOCINO

I declare, under penalty of perjury, that I am employed by the City of Fort Bragg and that I caused this agenda to be posted in the City Hall notice case on Friday February 14th, 2020.

Lesley Bryant, Police Services Technician

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Agenda Date: 2/19/2020  Version: 1  Status: Minutes to be Approved

In Control: Public Safety Committee  File Type: Minutes

Agenda Number: 1A

Approve Minutes of November 20, 2019 Public Safety Committee Meeting
MEETING CALLED TO ORDER

Meeting Chair Peters opened the Meeting at 10:00 a.m.

ROLL CALL

Present: 8 - Bernie Norvell, Lindy Peters, Tabatha Miller, Fabian Lizarraga, Steve Orsi, Tom Varga, Scott Perkins and Lesley Bryant

1. APPROVAL OF MINUTES

1A. 19-440 Approve Minutes of August 21, 2019 Public Safety Committee Meeting

A motion was made by Committee Member Norvell, seconded by Chair Peters that the Minutes of the August 21, 2019 Meeting be approved. The motion was carried by unanimous vote.

2. PUBLIC COMMENTS ON NON-AGENDA ITEMS

None

3. CONDUCT OF BUSINESS

3A. 19-496 Update on School Resource Officer (SRO) Grant

Wendy Boice representing the Fort Unified School District, detailed the plan for the 5 year grant for approximately $360,000, the school district will be receiving. The Department of Justice are working through the backlog of grants, and although the grant has been secured, the funds are not available yet.

Chief Lizarraga stated the Police Department and School District have similar ideas of how the School Resource Officer will be used.

3B. 19-497 Receive Report from Staff on Hospitality House Inspection

Scott Perkins presented the report of the un-announced visit at the Hospitality House (HH). On that specific day the HH appeared to be in compliance with the permit, and the on-site manager seemed to be knowledgeable of the special conditions.

Committee Members commented on the report. Carla Harris, Executive Director, was thanked by Committee Member Norvell for stepping into a volatile situation, but being willing to meet with the Committee Members. Harris explained the long term goals for both staff and
Board Members to become a high performing sustainable entity. The relationship between neighbors, businesses and stakeholders needs to be addressed and improved.

Questions were raised regarding the requirements for staff training and licensing, compliance every day, and maybe another inspection should be made during the evening hours.

Public comments were heard from Malcom Macdonald

3C. 19-502 Receive Report on October 26 and 29, 2019 PG&E Public Safety Power Shutdown (PSPS) and City Response and Recommended Improvements to Preparedness

City Manager Tabatha Miller presented her report regarding the PG&E Public Safety Power Shutdown (PSPS). The City is reliant on information from the County, but it would be nice to get information as soon as possible to ensure all four sites within the City continue to provide services.

The City does not have it's own fuel supply for an extended outage. Tom Varga explained the legal and logistical requirements regarding having own supply. City vehicles were allowed to cut the lines at the gas stations to top off. Fuel trucks would need to bring fuel to the coastal areas.

The community did not seem to be prepared for the outage. Maybe a one item town hall style meeting should be held to allow for discussion.

3D. 19-506 Receive Oral Update from Staff on Safeway and ABC Cooperation

City Manager stated she had hope to hear from ABC or Safeway regarding the issues.

Chief Lizarraga stated there is a non-uniformed security guard at Safeway, but it is not a 24/7 position. There seems to be a reduction in calls. Committee Member Norvell asked if the security video is ready for viewing when the officer arrives. Chief Lizarraga stated there have been no instances of staff not allowing the video to be viewed.

Public Comments were heard from Malcolm Macdonald.

3E. 19-495 Receive Oral Update from Staff on Departmental Activities

Chief Orsi stated the department is continuing training and getting ready for the Holidays. A new truck should be arriving in April or May.

Chief Lizarraga stated the department is in training mode. The fourth Community Service
Officer is now on board.

City Manager Miller stated the City is working with the Chamber of Commerce on providing a "Citizens Arrest Training", using the Harvest Market model.

4. MATTERS FROM COMMITTEE / STAFF

ADJOURNMENT

Chair Peters closed the meeting at 11:32a.m.
Review and Discuss Request for a Stop Sign at Chestnut Street and Dana Street
COUNCIL COMMITTEE ITEM SUMMARY REPORT

MEETING DATE: February 18, 2020
TO: Public Safety Committee
FROM: Tom Z. Varga, Public Works Director
AGENDA ITEM TITLE: Review and Discuss Request for a Stop Sign at Chestnut Street and Dana Street

ISSUE
Superintendent Becky Walker of the Fort Unified School District (FBUSD) has requested that a Stop sign be placed on the eastern leg of the intersection of Chestnut Street and Dana Street.
**BACKGROUND AND OVERVIEW:**

The intersection at Chestnut Street and Dana Street has an unusual layout and an atypical traffic pattern. The basic intersection is a "T". The top of the "T" is Chestnut Street running in an east-west direction. The leg is Dana Street running in a north-south direction.

Less than 100 feet to the west along Chestnut Street is a driveway serving Dana Gray School. Furthermore, the primary route of traffic is along Chestnut Street and Dana Street making a 90-degree turn at the intersection. A leg of Chestnut Street continues to the east of the intersection serving the Fort Bragg High School parking lot as well as several residences. Ms. Walker reported a concern that drivers, primarily students, are leaving the high school parking lot to drive into town and entering the intersection unsafely, but especially too fast.

A request has been made to stop traffic on the east leg of the intersection serving the High School parking lot. Adding a Stop sign at this spot is contrary to good traffic engineering practice because it would make the intersection more risky:

- With the requested stop sign, eastbound traffic would stop, but westbound traffic would not, including left turns from westbound Chestnut Street to northbound Dana Street. The newly stopped traffic on eastbound Chestnut Street would normally expect the traffic approaching them across the intersection, (including left turns), to stop, but they will not. This increases accident risk.

- Stop signs are not speed control devices. Sections 2B.05 through 2B.07 of the California Manual of Uniform Traffic Control Devices (Cal-MUTCD) notes that Stop signs are not a cure-all for traffic control needs. Their primary use is to separate traffic conflicts or circumstances where vehicles are likely to collide into each other or where visibility at an intersection is limited. A review of recent accidents in or near the subject intersection involve vehicles running into parked cars or other fixed objects at the edge of the street. A Stop sign would not improve this problem.

- Limited visibility for vehicles stopped at Dana Street leg does not appear to be a significant risk. There is sufficient sight distance (about 140 feet) around the solar panels to allow for a safe stopping distance of 85 feet on Chestnut Street at the 25 MPH speed limit. There is an adequate safe stopping distance (136 feet) for speeds up to 35 MPH. Safe stopping distance calculation based on the Caltrans Highway Design Manual.

- Problem drivers currently entering the intersection exercise poor judgement and/or show a disregard for the law. Adding a Stop sign will not aid in better judgement or better compliance with the law. Rather, it will likely be just another thing to be ignored. This attitude increases the risks for pedestrians or cyclists using the intersection. These people will expect vehicles to stop at a new Stop sign. Increasing the ways a vehicle can enter the intersection unsafely will make the intersection more unsafe for pedestrians and cyclists.
The usual fix for this problem is to make the intersection an all-way stop with Stop signs on all the legs. This makes it more consistent with driver expectations. However, because Stop signs are not speed control devices, the increased risk to pedestrians and cyclists remains unchanged. Also, the location of the driveway to Dana Gray School is very close to the intersection. With a Stop sign on the west side of the intersection (as part of an all-way stop intersection), traffic backing up at a new Stop sign during the morning drop-off and afternoon pick-up will regularly block the Dana Gray driveway. A line as short of three cars would be long enough. Therefore, the addition of either one or two Stop signs to the intersection leads to greater risk and unwanted congestion.

The problem of unsafe driving through this intersection is nevertheless real and a problem that needs to be addressed. With the proximity of Dana Gray to this intersection, the use of crossing guards could help manage traffic during problematic times of day. Other communications channels within the High School can help reinforce a traffic safety message. The City may be able to provide assistance through its School Resource Officer (SRO) or short-term special enforcement efforts. These and other possible ideas should be further explored.

**RECOMMENDATION:**

Based on engineering judgement, the addition of a stop sign at the intersection of Chestnut Street and Dana Street would degrade the usability and safety of the intersection. A Stop sign is not an appropriate tool for improving the traffic control problem at this location.

As an alternative, the School District and City can consider other actions:

- Reinforce safe driving practices with High School students
- Use the new School Resource Officer to work with students
- Provide random, periodic special enforcement efforts, potentially with the addition of crossing guards.
Members
For the record I totally support the School Board Superintendents request for a stop sign on the East side of Chestnut for West bound traffic.
I drive this route several time each week, school days mostly. This would solve the uncertainty to a degree, while allowing West bound Chestnut traffic, and South bound traffic on Dana street to focus on pedestrian and other traffic.
Simple cheap, and if it doesn't work take it out. Much like the two way stop farther North on Dana, it did slow traffic.

Thank you. For all the taxpayer money spent on the Chestnut a few more dollars to make it better is a good call. I will reserve comments on Chestnut for another time.

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Receive Oral Update from Staff on Departmental Activities