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| AGENCY: | City Council |
| MEETING DATE: | June 25, 2012 |
| DEPARTMENT: | Community Dev |
| PREPARED BY: | T Spade |
| DEPT. DIR. APPROVAL: | <u> MJ </u> |
| CITY MGR. APPROVAL: | <u> LR </u> |
| PRESENTED BY: | T Spade |

AGENDA ITEM SUMMARY

TITLE:

RECEIVE REPORT AND PROVIDE DIRECTION TO STAFF AND CONSULTANT REGARDING CITY OF FORT BRAGG CHESTNUT STREET CORRIDOR CONCEPTUAL PLAN AND RIGHT OF WAY ACQUISITION FEASIBILITY STUDY

ISSUE:

Chestnut Street, a very busy major collector roadway leading to Fort Bragg High School, the C.V. Starr Community Center, two elementary schools and a large residential area, was studied by Fehr & Peers as one of the four focal roadways in the 2010 Residential Streets Safety Plan (2010 RSSP) and a conceptual plan for traffic calming and enhanced bike/pedestrian infrastructure was developed (see Figure 1).

Because of Chestnut Street's level of use and importance in accessing neighborhoods, recreational facilities and schools, City Council directed staff to further develop the Chestnut Street conceptual plan from the 2010 Residential Streets Safety Plan by obtaining additional community input and investigating the feasibility of conceptual plan implementation. The additional effort was requested in order to obtain community input regarding the level of support for: 1) the potential elimination of on-street parking in order to facilitate enhanced pedestrian/bike infrastructure; and 2) the feasibility of acquiring an additional 8 feet of right of way, to allow for the retention of parking while accomplishing pedestrian and bicycle safety goals.

A request for proposals was released in February of 2012 and KASL Engineering was selected as the consultant in April of 2012. Green Valley Engineering was subcontracted for the public outreach effort, and Cliff Zimmerman was subcontracted for right of way research and land survey services. The Scope of Work is included as Attachment 1.

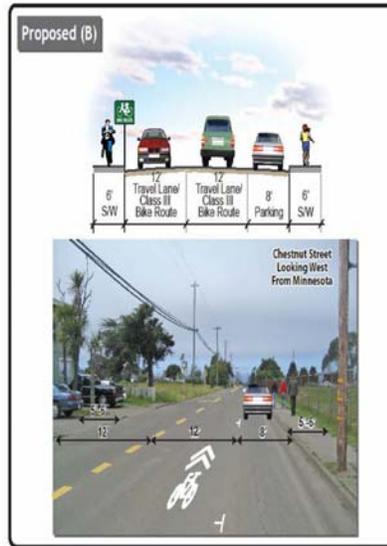
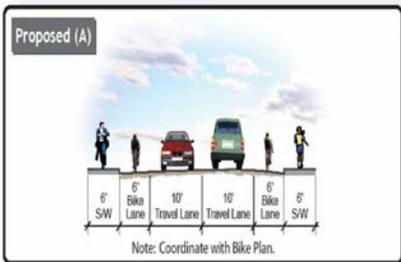
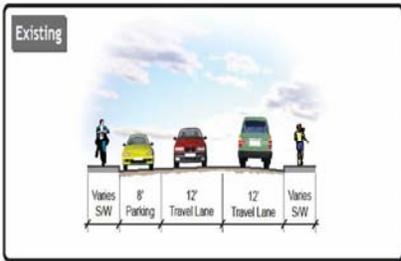
Engineering Work to Date

In May of 2012, the existing legal limits of the right of way were surveyed, and detailed maps were produced, showing the location of sidewalks, telephone poles, fences, driveways and structures etc. near the corridor (Attachment 2). Numerous corridor alternatives were produced (Figure 2), and vetted by Public Works and Community Development staff. Three options were selected to present at the public outreach meeting. The three options are superimposed on the existing corridor maps, and constraints associated with each option are called out (Attachment 3). At staff's request, KASL prepared one additional corridor option for the outreach event and it is included in Attachment 3 as option 2D.

Figure 1. Corridor options from the 2010 Residential Street Safety Plan.



Cross Sections:



Note: New sidewalks shall be minimum 6' wide. City of Fort Bragg to negotiate available right-of-way where necessary.



- LEGEND:**
- = New High Visibility Crosswalk
 - = New Crosswalk
 - = No Parking
 - = Parking Permitted
 - = New Sidewalk (minimum 5')
 - = Bulbout

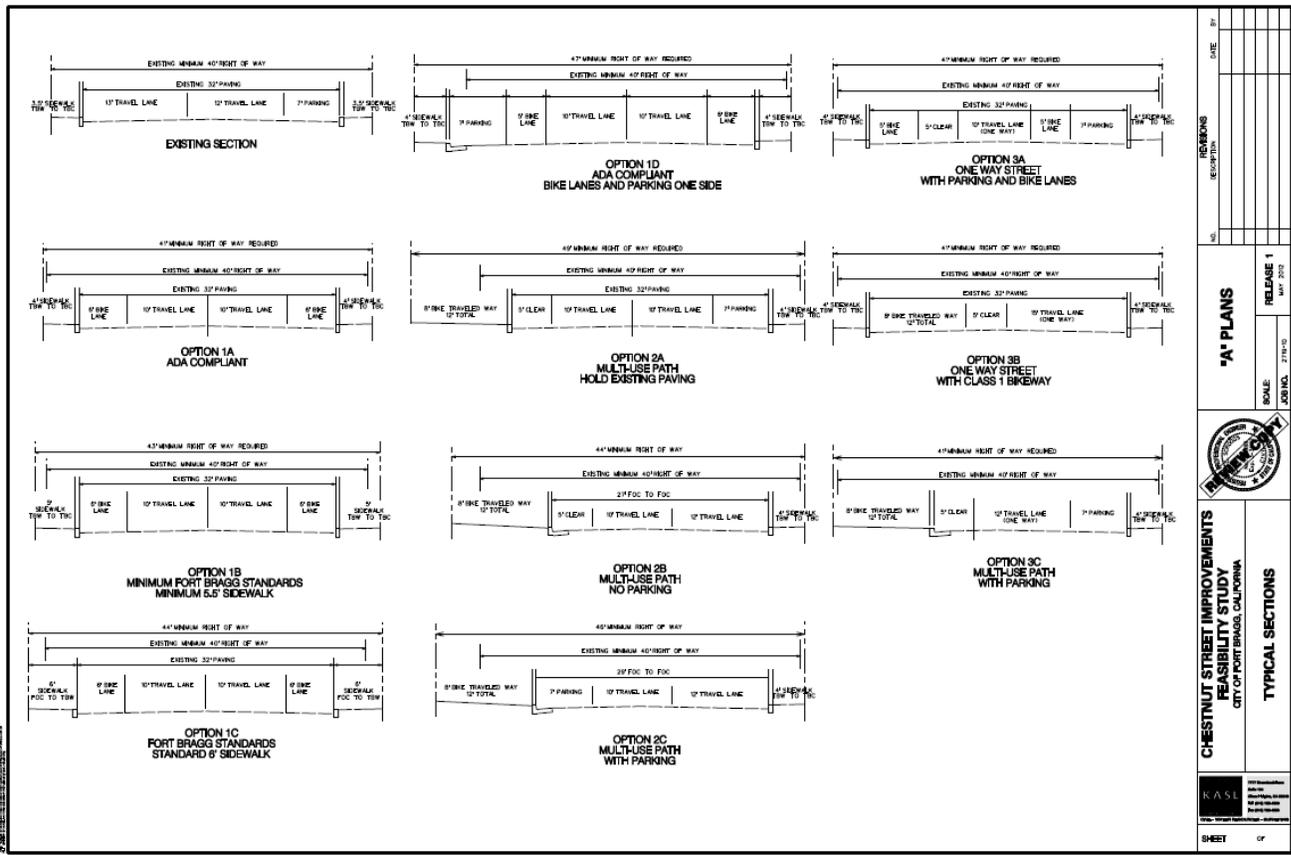


Figure 2. Preliminary corridor options.

RECOMMENDED ACTION:

Provide direction to staff and consultant regarding City Of Fort Bragg Chestnut Street Corridor Conceptual Plan and Right Of Way Acquisition Feasibility Study.

ALTERNATIVE ACTION(S):

None

ANALYSIS:

Outreach Summary

The public outreach was subcontracted by KASL to Green Valley Engineers. The outreach event on June 8, 2012, 5:30pm, at the John Diederich Center, was advertised in the newspaper, a press release went out two weeks in advance, flyers were sent home with Redwood and Dana Gray students, an email was sent to Fort Bragg High School parents, a Facebook page was created, and Green Valley staff sent postcard mailers to residents of the Chestnut Street neighborhood, and went door to door at and around Chestnut Street handing out flyers and asking residents to fill out a survey.

Public Meeting

Approximately 50 people attended the public meeting, 27 of whom signed in. Liz Ellis and an associate from Green Valley Consulting, Police Sergeant Brandon Lee, Assistant Planner Teresa Spade and Jack Scroggs from KASL sat on the panel. Liz introduced the event, providing background information, and encouraged the attendants to provide feedback and suggestions. Most participants were project area residents (as noted in the sign-in sheet). A few of the attendees were parents of school age children who regularly use Chestnut Street as part of their home to school commute.

Participants indicated that Chestnut Street needs improved pedestrian walkways and traffic calming measures. Participants were in favor of:

- Wider sidewalks (or other suitable, wider, pedestrian paths);
- Adding stop signs, enhanced crosswalks and speed “tables” (raised crosswalks) on Chestnut Street to reduce speed;
- Adding ADA compliant features such as ramps; and
- Sgt. Lee recommended additional electronic speed advisory signs. Currently, eastbound Chestnut Street vehicles are advised of speeds in the vicinity of the Redwood and Dana Gray Schools.

Some attendants indicated there were no sidewalks in their area of Chestnut Street. There was general agreement that sidewalks must be accessible to everyone.

Participants recommended that future Chestnut Street sidewalk improvements be focused on the north side of the street. Along the south side participants encouraged the City to work with PG&E to remove / relocate power poles and guide poles which now block / hinder the pedestrian path of trail. Minimum ADA requirements were reviewed for the existing walkways along the south side of the street.

There were several people that requested wider sidewalks. There was support for a multi-use trail on the north side. One person commented that when they bike to school with their kids, they avoid all the streets with bike lanes – if the streets have bike lanes they are too wide and cars go too fast.

Participants agreed that:

- A “safe route to school” currently does not exist on Chestnut Street
- The do-nothing alternative is not acceptable

Participants expressed mixed levels of support for removal of on-street parking, right of way acquisition, and conversion of Chestnut Street to a one-way street.

A comment was made early on that if Chestnut Street parking is decreased, safety will increase. Comments later indicated that the 25 foot red zones at intersections need to be extended to increase sight distance. About 50% of the attendants were okay with seeing on-street parking eliminated. Some may have problems related to the removal of parking. For example, one participant indicated that they would have a tough time losing on-street parking as they do not have enough space on their parcel to park two cars. A disabled resident of Chestnut will have accessibility issues because she does not have a driveway, alley or garage, and parks on the street to get to her house. A third resident has no parking on her property for her guests when they visit.

Conversion of a portion of Chestnut Street to one-way (Whipple to Lincoln) was also received

with “mixed” reviews. Many of the Chestnut Street residents were in favor of the one-way street conversion as this measure could reduce Chestnut Street traffic volumes. Staff was asked to evaluate one-way westbound as well as a one-way east bound conversion. Making Chestnut Street one-way eastbound received about 30% support, and one or two thought it would make more sense for a one-way westbound corridor.

Residents are reluctant to give up personal property for new right of way but are willing to consider limited (1 to 2 foot) right of way acquisition by the City. Residents wanted to be assured that giving up their personal property would not result in costs to them nor would it place the travel way closer to their homes. Additional right of way to provide for wider walkways may be acceptable, while additional right of way for wider vehicle lanes or for vehicles traveling closer to their homes was not acceptable.

There was consensus that people drive too fast, and that it is not safe to walk or bike on this street. The school busses “fly by small children” walking on the street, people speed through at all hours of the night, and after football games.

Suggestions to improve conditions included re-routing school busses, ticketing drivers using cell phones, a stop sign at Corry, teaching kids where to walk, teaching kids to use a different route, and generally adding more stop signs. Fifty percent of attendants would like to see high visibility crosswalks, and 50% would like to see speed tables. Only 3% want to see bulb outs, and no one wants “beeping” crosswalks. Another consideration was to add another lane at the end of Maple, to make that a useable alternative route – traffic gets backed up there. Fifty percent agreed that increasing the use of Maple would be good. Another comment was that a 4-way stop is needed at Franklin and Maple. There was some discussion regarding the number of parents bringing kids to school when there are school busses, and if that number could be reduced by providing more bus service or improving safety for kids.

After the public forum portion of the meeting, approximately half of the participants remained to discuss preliminary Chestnut Street alternatives one-on-one with City staff and consultants and to evaluate how implementation of

Figure 3. Online survey.



City of Fort Bragg Chestnut Street Feasibility and Planning Study Project

Name: _____ Business Name if applicable _____

Address: _____

The goal of the project is to improve pedestrian safety as well as seek input to help define the future of the Chestnut Street corridor. We welcome your input and feedback.

Please complete this brief survey!

Please rank the following in order of importance (1-7) with 1 being the most important and 7 being the least important

Bicycle Lanes Traffic calming (speed bumps/bulb outs, etc)
 Sidewalks Bicycle Lanes Traffic Lights
 On-Street Parking Improve Pavement Quality Other (please specify)

For this project to be successful it should be _____ (Please fill in the blank below)

Other comments or feedback? _____

• • •

For more information on the project or to stay updated please visit our Facebook page at: www.facebook.com/ChestnutStreetProject

PROJECT CONTACTS:

| | | |
|---|--|--|
| Teresa Spade City of Fort Bragg Responsibility: City Project Manager Tel: 707.961.2827 ext 107 Email: tspade@fortbragg.com | Liz Ellis, P.E. Green Valley Consulting Engineers Responsibility: Public Outreach Tel: 707.579.0388 Email: lizellis@gvalley.com | Jack Scroggs, P.E. KASL Consulting Engineers Responsibility: Design Engineer Tel: 916.722.1800 Email: JScroggs@Kasl.com |
|---|--|--|

Please return this survey to:
 Green Valley Consulting Engineers • 335 Tesconi Circle • Santa Rosa, CA 95401

each alternative would impact their property.

Survey Responses

The City conducted a survey to gain input from people who might not be able to come to the public meeting. A summary of survey results, follows:

Staff received 37 surveys in which respondents had an opportunity to rank the following items in terms of importance: bicycle lanes, sidewalks, on-street parking, traffic calming, improve pavement quality, traffic lights, and other (please specify). The survey also asks for additional “fill in the blank” type information. A copy of the survey is shown as Figure 3. Not everyone ranked the items.

The ranking effort indicates that improvement of sidewalks and traffic calming are the most important priorities of the survey participants. Bicycle accommodation also ranked as an important priority. Although a couple participants viewed retention of on-street parking as the most important, significantly more respondents listed retention of on-street parking as less important to the least important. Installation of more traffic lights and pavement improvements were neither very important nor the least important items.

Written comments were reviewed and compiled and also indicate a strong desire for wider sidewalks and safe bicycle access, as well as traffic calming. Many comments reflected a desire to widen sidewalks and remove poles and other structures that block access along the sidewalks. A strong interest was also expressed in providing for safe bicycle access, and support was given to the multi-use trail option to achieve this goal. Traffic calming was a common topic, although written comments varied on how to achieve calming. Ideas included more stop signs, traffic lights, bulb outs, no bulb outs, and chicanes rather than bulb outs.

Comments indicated a desire to remove parking in order to facilitate safety improvements and improve sight distance, however there was a question about how this would impact disabled persons, and some are against removal of parking.

Some interest was expressed in a one way option, with eastward being the popular direction, although some think westward may work better. Some like the one-way option because it would alleviate congestion on Chestnut Street, and others like the option because it would allow for retention of parking.

Staff would like to obtain additional input from the Spanish speaking community and is circulating a Spanish version of the online survey. The survey should run through the end of June. Additional outreach efforts include summarization of follow-up comments received via Facebook and any additional online surveys received.

Right of Way Acquisition

Obtaining additional right of way would be an extensive undertaking because many participants are opposed to the idea, or supportive only if it involves a small one to two foot acquisition. Expanding the roadway beyond the existing 40 foot right of way which constrains more than half the corridor would impact 41 properties, and at least two residential garages would have to be moved. For this reason, Staff and the consultants focused the design efforts on options that require little to no new right of way acquisition.

Preferred Design Options

The preferred current designs (Option 3 and Option 4, included as Attachment 4) feature a multi-use path on the north side of the corridor. Option 3 features a one-way street and parking in the constrained portion of the corridor, where the City is limited to 40 feet of right of way (Whipple to Sanderson). Option 4 allows for 2-way vehicular traffic, and eliminates on-street parking for the constrained portion of the corridor. The multi-use path is present in both options, and allows for safer bicycle use by getting cyclists, especially young children, off the street, and doubles as a wide walkway on the side of the street adjacent to schools. The proposed design also includes a narrower roadway and improvements to the sidewalk on the south side to meet ADA standards.

Parking would be eliminated within the constrained middle section of the corridor (from Whipple to Sanderson) for the two-way option, but parking could be retained if the one-way option is selected. Consideration of the one-way option would require further engineering studies not covered by the scope of this project. Of concern would be additional traffic which would pass in front of Redwood School, and would be conveyed to other un-studied areas.

The preferred design options are responsive to public input, prioritizing sidewalks, safe bicycle facilities, and preserving parking where feasible without additional right of way acquisition. Traffic calming is achieved by narrower roadway widths. The community supported raised speed tables and high visibility crosswalks as the best traffic calming options for the corridor. These options could be incorporated into the roadway design at key locations to further promote traffic calming.

Staff is seeking specific direction from City Council on the following items:

1. Please provide direction on preferred design options (see Attachment 4);
2. Please provide feedback on revised direction of design (to a smaller corridor width than considered in the 2010 RSSP); and
3. Please provide direction on any additional items that should be considered by staff and/or the consultant.

FISCAL IMPACT:

This project is funded with a Mendocino Council of Governments (MCOG) grant and the funding covers both consultant costs and staff time. Project implementation may be covered with a combination of grants, general fund revenues and the street sales tax.

IMPLEMENTATION/TIMEFRAMES:

A final recommendation and report will be brought forward to City Council within the next two months and will incorporate input from tonight's Council meeting. Funding will need to be acquired for the design, engineering and construction of the project once a conceptual design is approved by City Council.

ATTACHMENTS:

1. [Scope](#) of Work
2. Detailed [Corridor Map](#)
3. [Options](#) Presented at Outreach Meeting
4. [Revised Options](#) for a Constrained Corridor

NOTIFICATION:

1. KASL, Jack Scroggs
2. Green Valley Engineers, Liz Ellis
3. Workshop attendees (via email)

City Clerk's Office Use Only

Agency Action Approved Denied Approved as Amended

Resolution No.: _____ Ordinance No.: _____

Moved by: _____ Seconded by: _____

Vote: _____

Deferred/Continued to meeting of: _____

Referred to: _____