



Local Road Safety Plan

Fort Bragg City Council Meeting

April 25, 2022



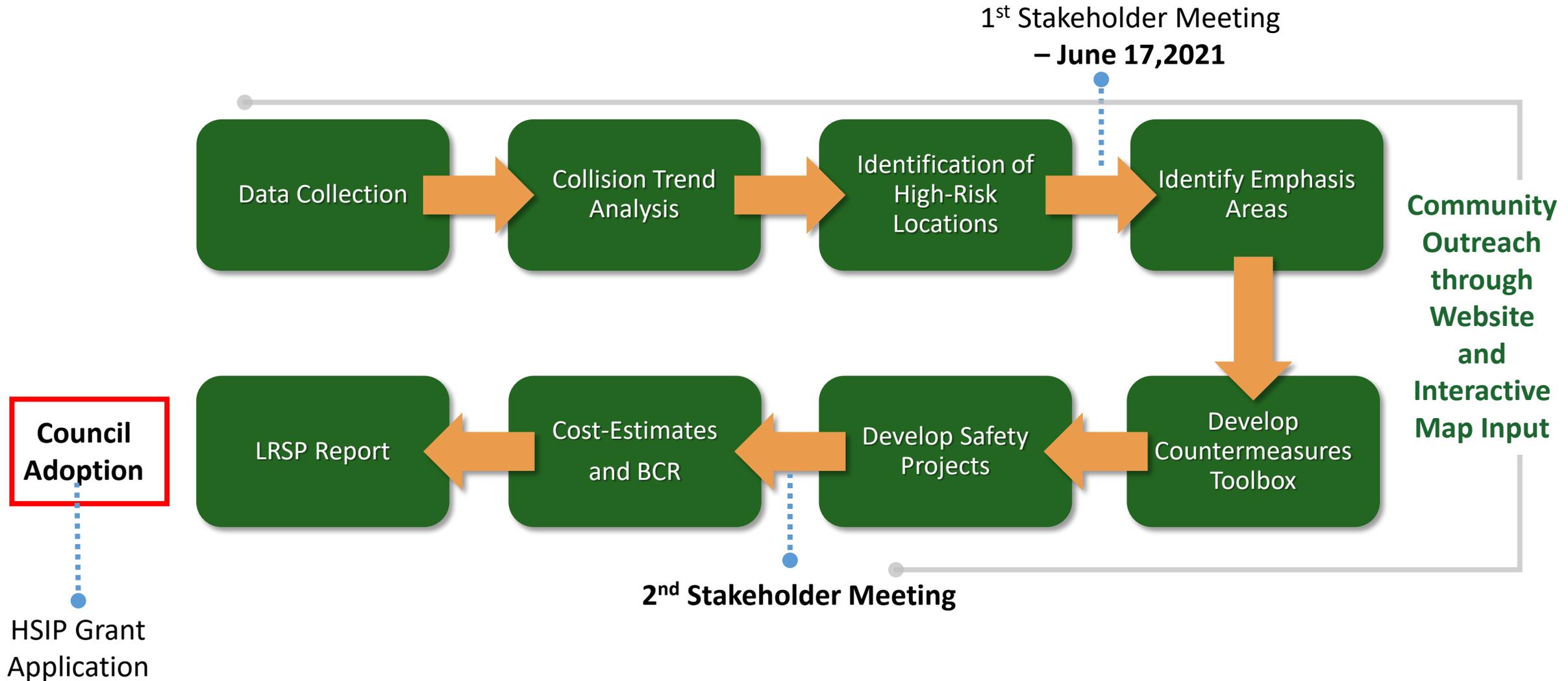
Purpose of this meeting

- Present Local Roadway Safety Plan
- Seek Council comments and feedback
- Seek Council approval

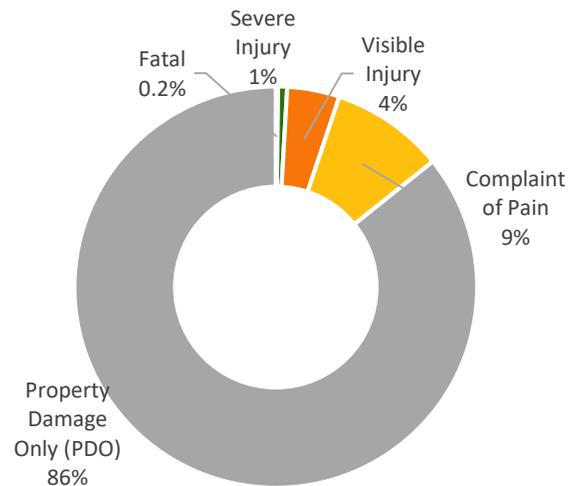
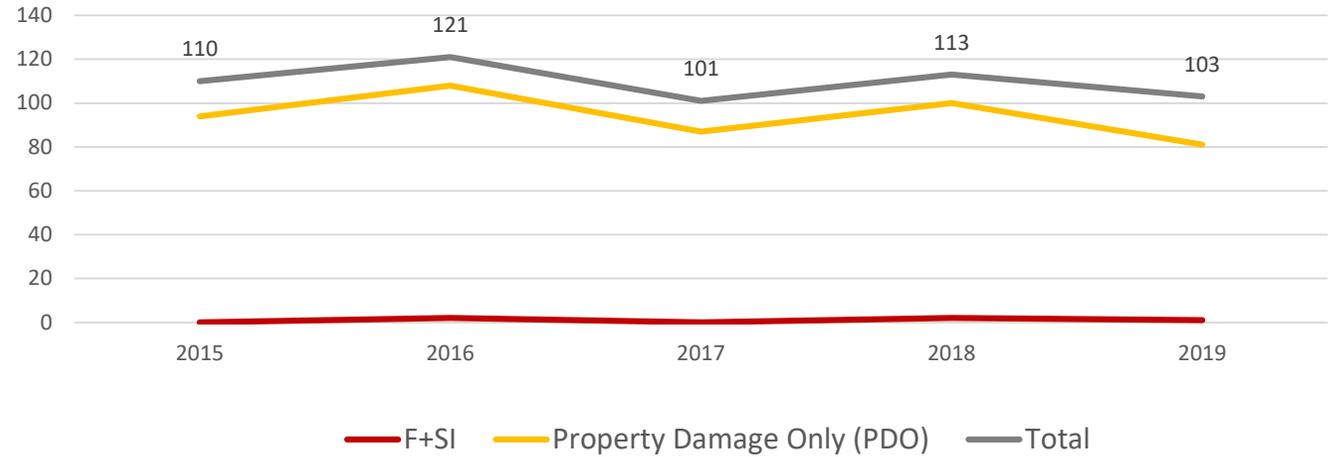
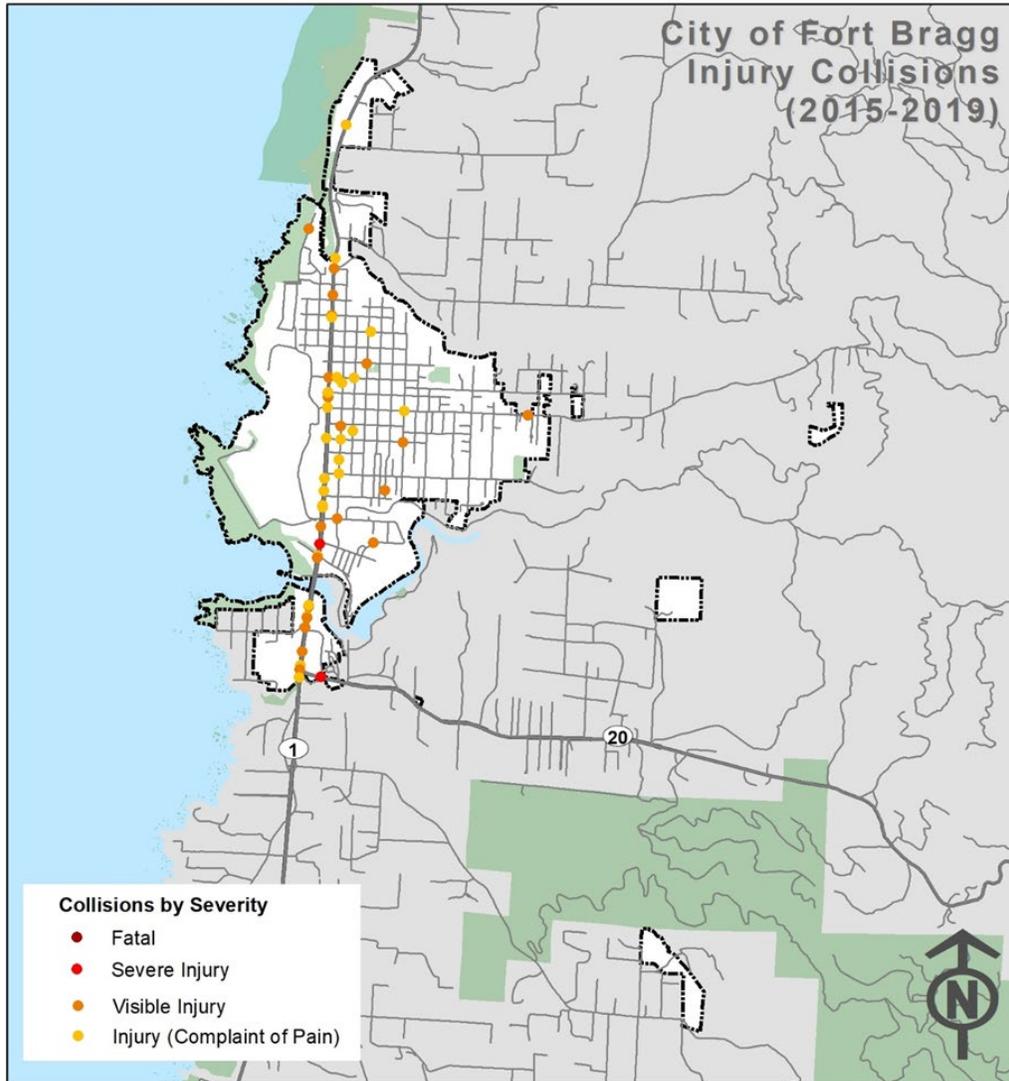
What is Local Roadway Safety Plan ?

- **Overarching Goals:**
 - To reduce fatalities and severe injuries (F+SI) on the City's roadways and intersections
 - To identify, analyze and prioritize safety improvements on local roads
 - A required document to be eligible for the Highway Safety Improvement Program (HSIP) grant funding
- **Considers Engineering and Non-engineering Strategies**
 - 4 E's of Traffic Safety: Education, Enforcement, Engineering and Emergency Medical Services

Project Status and Milestones



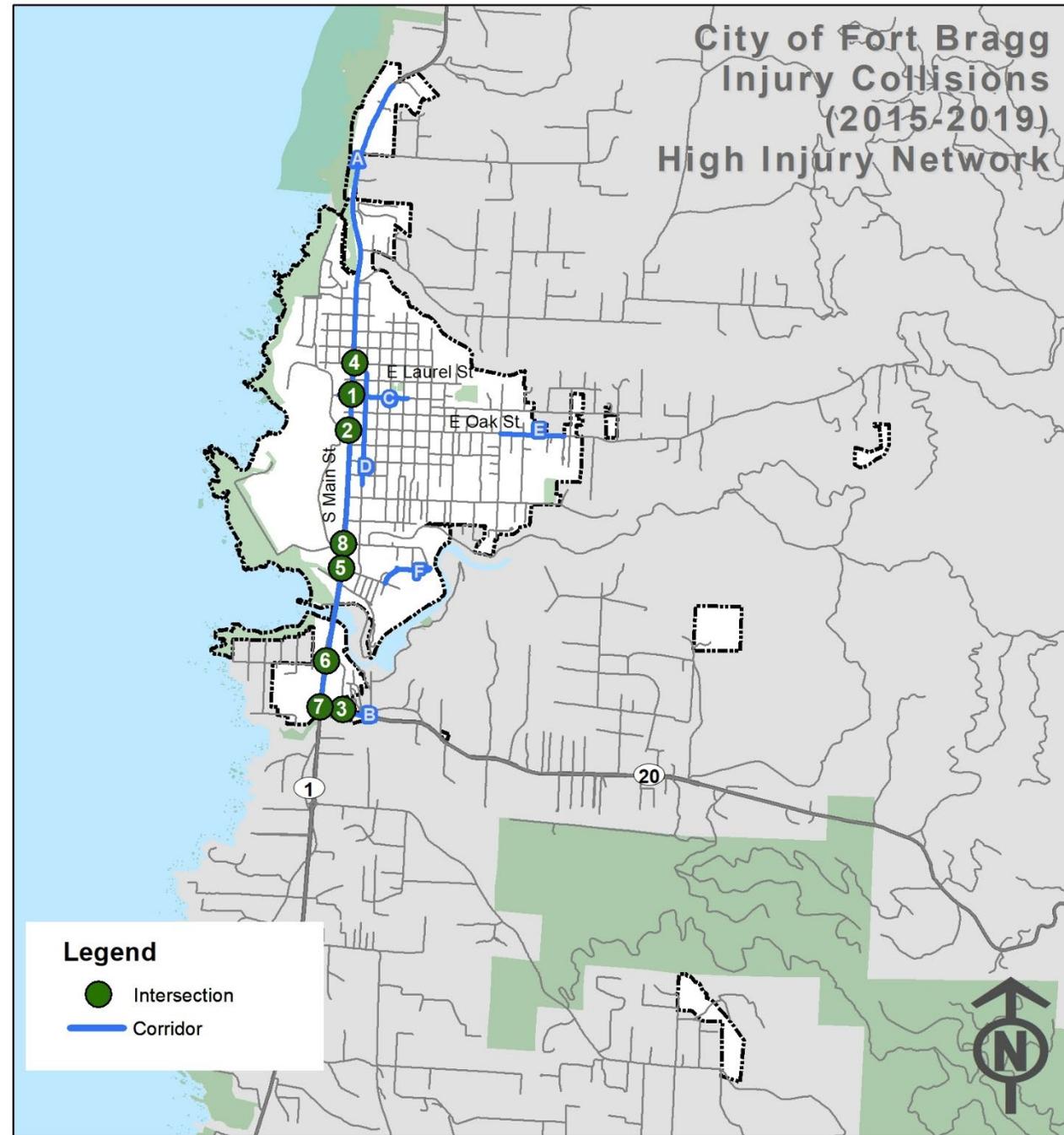
Analysis Findings



- 548 collisions between 2015-2019
- 5 fatal and severe injury (F+SI collisions)
- 1 killed and 78 injured

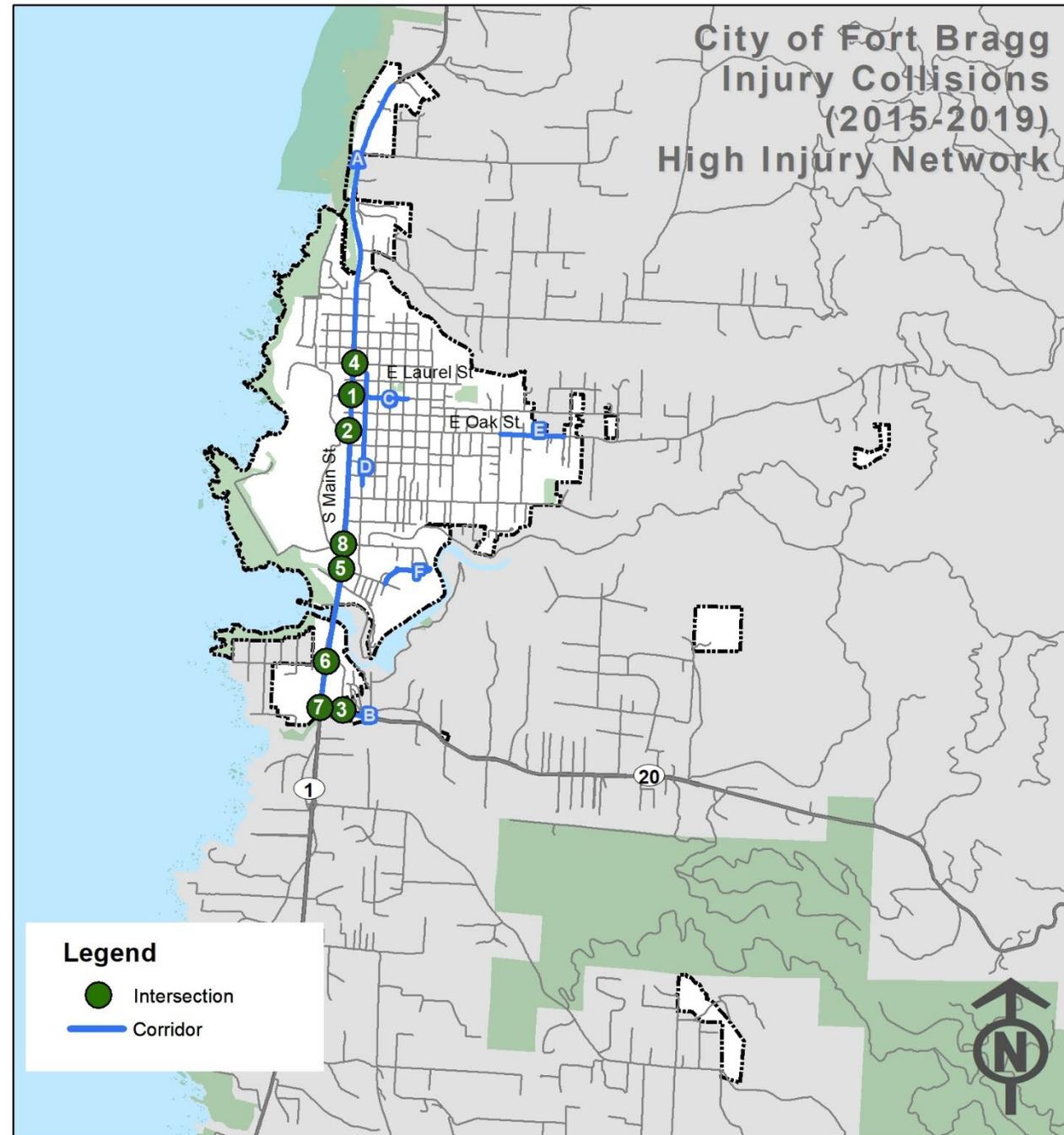
High-Injury Intersections

ID	Intersection	Total	F+SI	EPDO Score
		Collisions		
1	Redwood Ave and Route 1/S Main St	5	1	171
2	Oak St and Route 1/S Main St	2	1	165
3	Boat Yard Dr and Route 20	1	1	165
4	Pine St and Route 1/ S Main St	1	1	165
5	South St and Route 1/S Main St	1	1	165
6	Boat Yard Drive and Route 1/ S Main St	3	0	28
7	Route 1 and Route 20	3	0	23
8	Cypress St and Route 1/ S Main St	3	0	18



High-Injury Corridors

ID	Corridors	Total	F+SI	Length (miles)	EPDO Score
		Collisions			
A	Main St/Route 1: Jane Ln to Highway 20/ Fort Bragg Willits Rd	29	1	3.6	383
B	Highway 20/ Fort Bragg Willits Rd: Route 1 to South Harbor Dr	1	1	0.1	165
C	Redwood Ave: West Terminus to North Whipple St	5	0	0.3	35
D	Franklin St: Laurel St to E Chestnut St	3	0	0.6	23
E	Fort Bragg Sherrwood Rd: California Way to Dana St	1	0	0.2	11
F	River Dr/ Kempe Way: South St to Cypress St	1	0	0.3	11

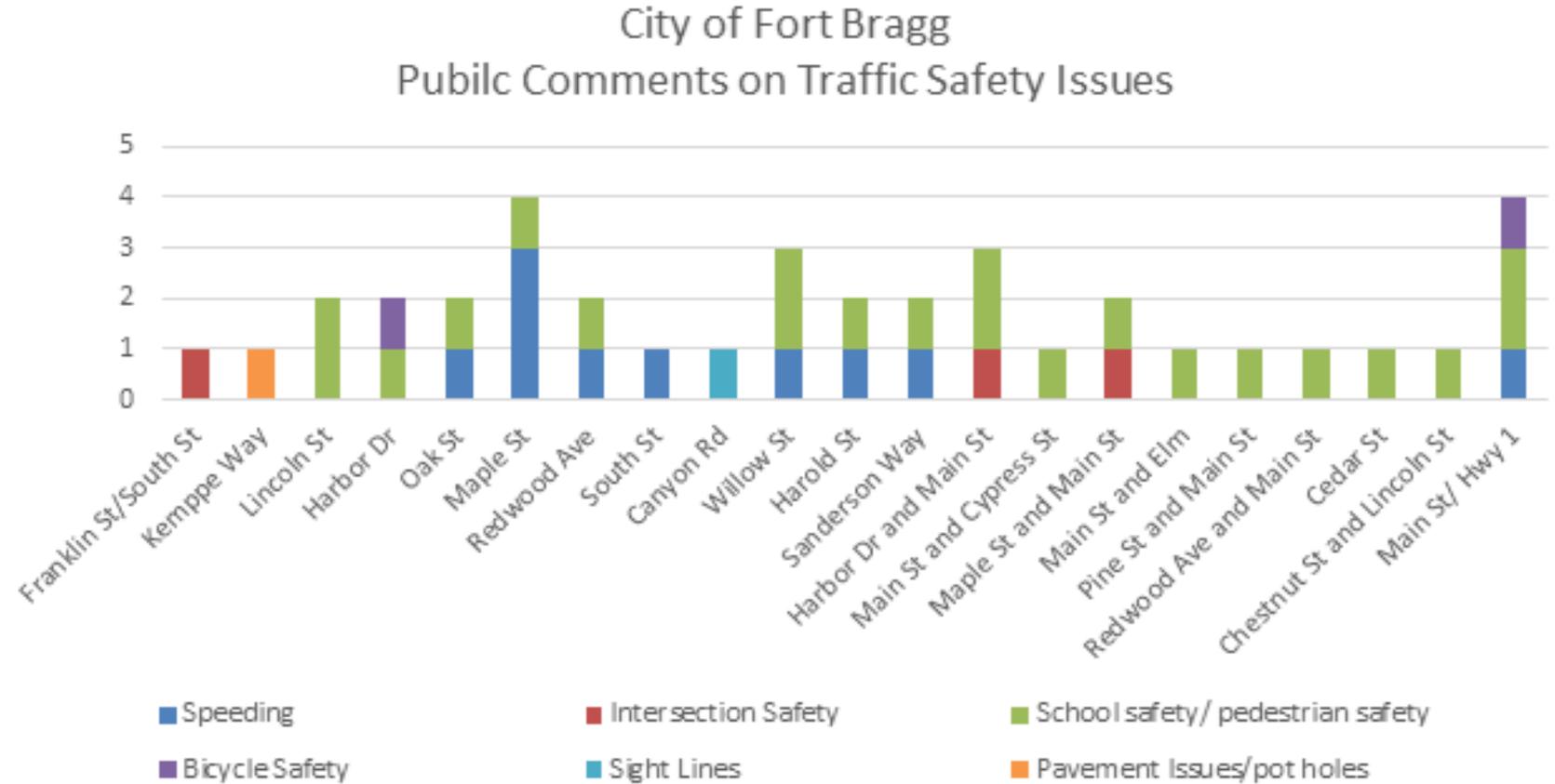


Outreach Effort

- Map Input Responses

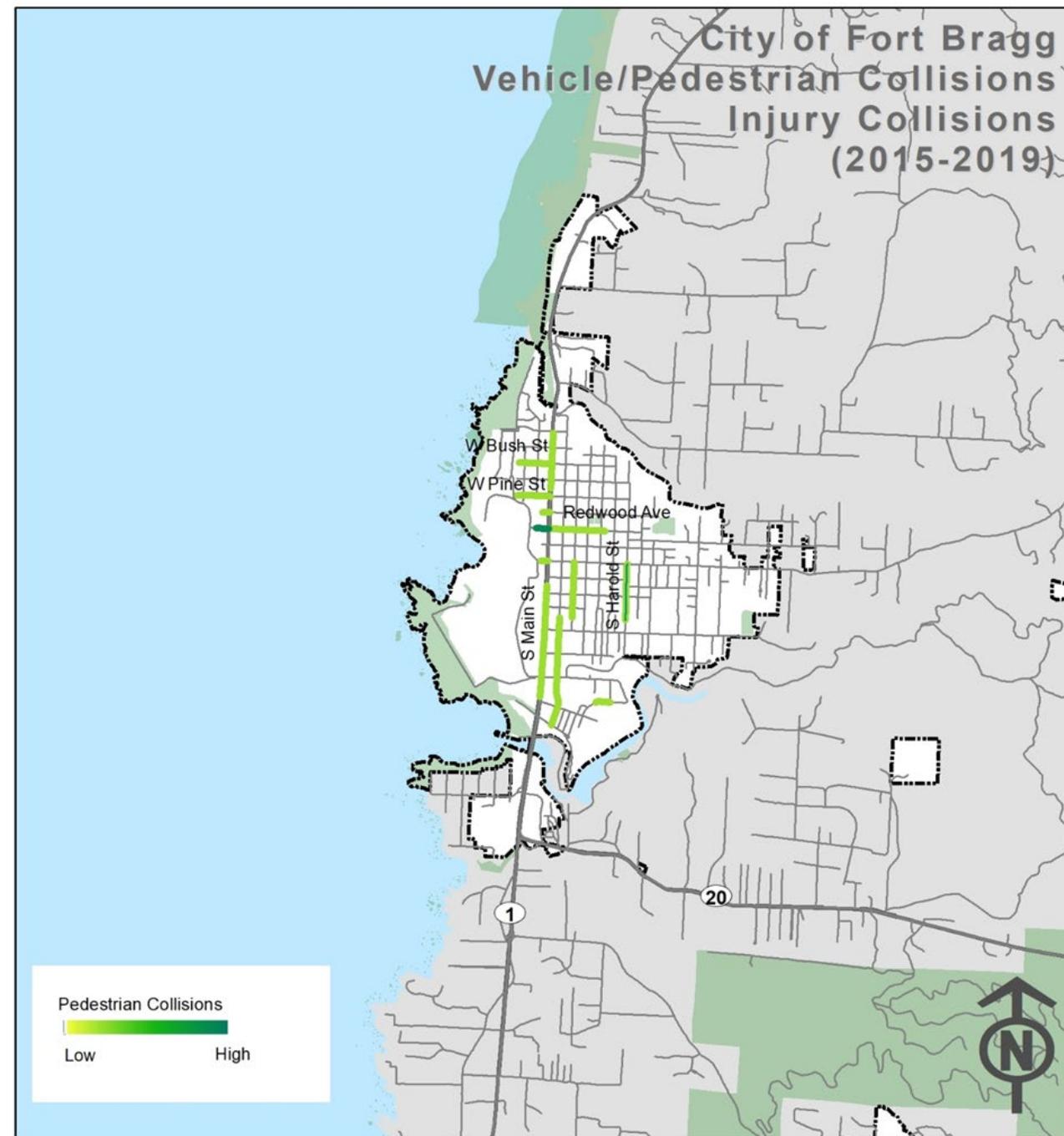
21 comments

- Survey Period – March 2021 – September 31, 2021

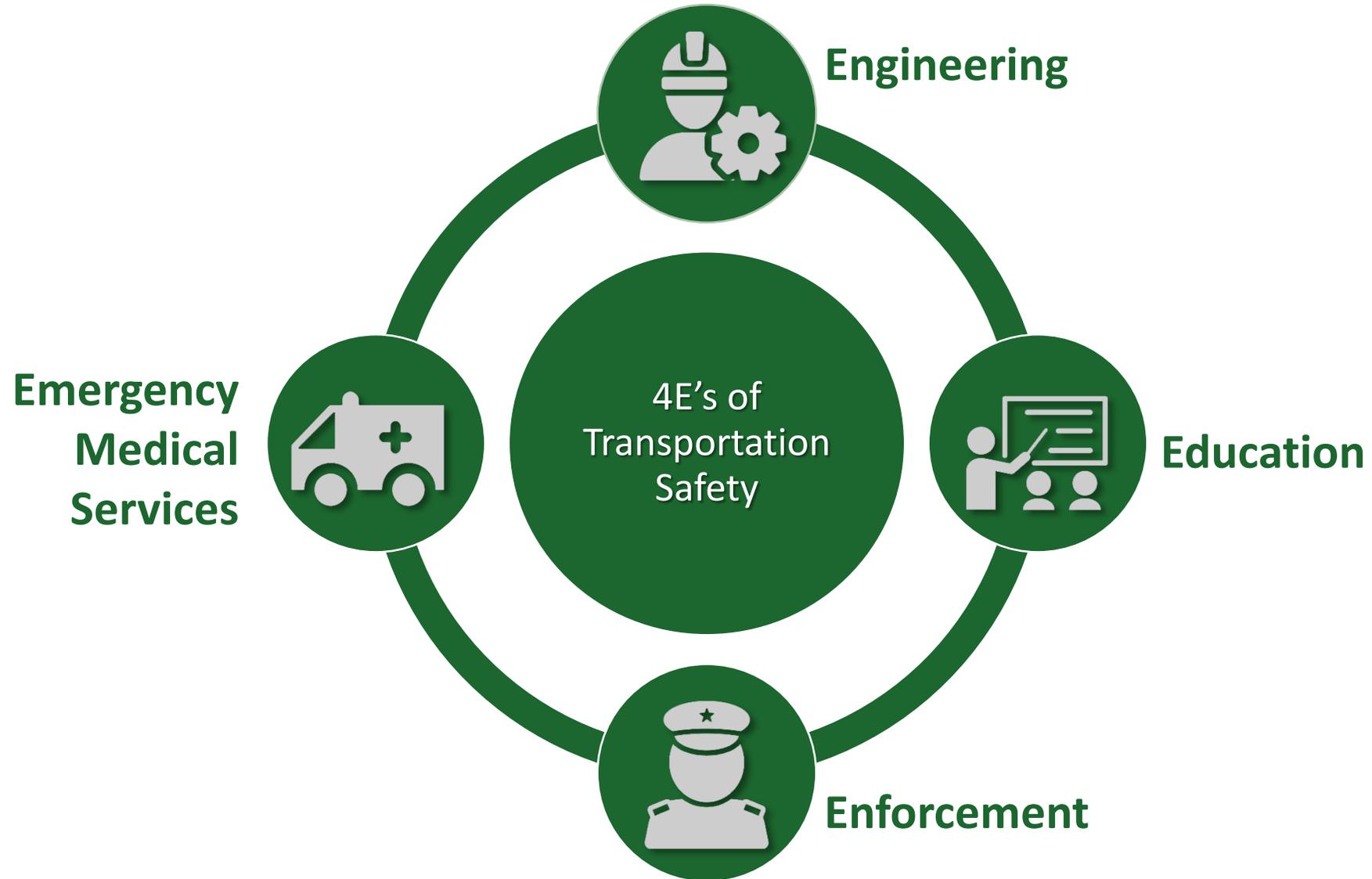


Top Emphasis Areas

- Intersection Safety
 - Collisions within 250 feet of intersections
- Pedestrian Safety
 - Vehicle-Pedestrian collisions
 - Pedestrian right-of-way violations
 - Pedestrian violations
- Improper Turning Collisions
- Route 1 Collisions
- Alley Way Collisions



E-Strategies



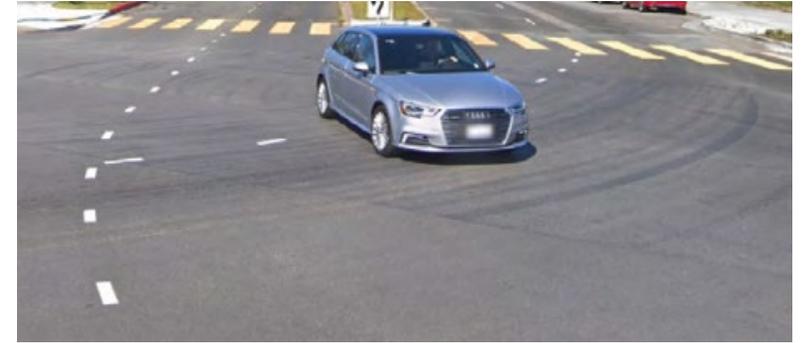
Signalized Intersection Improvements



Improve Signal Hardware



Convert Signal to Mast Arm



Install raised pavement markers



Install raised median on approaches



Install Pedestrian Countdown



Modify signal phasing to implement a Leading Pedestrian Interval (LPI)

Unsignalized Intersection Improvements



Install Signals



Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs



Install right turn lane



Upgrade intersection pavement markings



Install/upgrade pedestrian crossing at uncontrolled locations



Install Rectangular Rapid Flashing Beacon (RRFB)

Roadway Segment Improvements



Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)



Install dynamic/variable speed warning signs



Install sidewalk/pathway



Install/upgrade pedestrian crossing (with enhanced safety features)



Install raised pedestrian crossing

Non Engineering Strategies

- Education

- Conduct public information and education campaign for intersection safety laws, unsafe speeds, distracted driving, improper turning and driving under the influence.
- Conduct bicycle and pedestrian safety campaigns and outreach to raise their awareness of bicycle and pedestrian safety needs through media outlets, social media and Bike and Walk Mendocino. Update pamphlet for crosswalk safety and bicycle safety for Fort Bragg every 3-5 years

- Enforcement

- Targeted enforcement at high-risk locations.
- Increase the number of personnel who have completed Advanced Roadside impaired Driving Enforcement (ARIDE) training

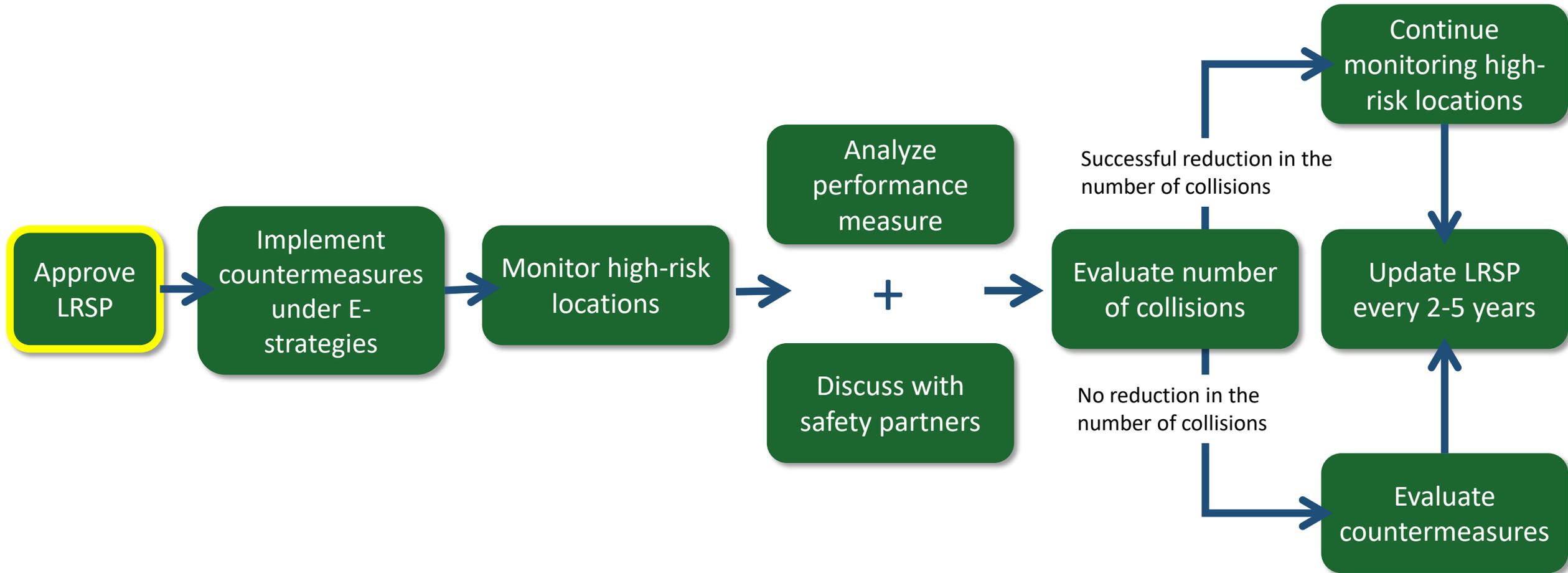
- EMS

- Install emergency vehicle pre-emption systems
- Increase the number of EMS/fire control personnel taking Traffic Incident Management Training

Viable Safety Projects

- **Project #1:** Systemic Improvements at Signalized Intersections including improve signal timing, raised pavement markers and striping and addition of Leading Pedestrian Interval (LPI)
- **Project #2:** Pedestrian Improvements at Unsignalized Intersections, including addition of warning and regulatory signs, enhanced safety features, and RRFB's
- **Project #3:** Roadway Segment Improvements including upgrading signs with new fluorescent sheeting, dynamic/variable speed warning signs and enhanced pedestrian safety features.
- **Project #4:** Segment lighting and installation of sidewalks
- **Project #5:** Pedestrian set-aside to upgrade pedestrian crossing with enhanced safety features

Implementation





THANK YOU

