

Your Ideas for Downtown Fort Bragg

Sus ideas entro de Fort Bragg

Please select all the reasons you travel to Downtown Fort Bragg.

¿Para qué viaja al Centro de Fort Bragg? Seleccione todas las que apliquen:

I work Downtown Yo trabajo en el Centro 	I live Downtown Yo vivo in el Centro
For shopping and dining Para ir de compras y a restaurantes 	For professional services, such as doctor visits Para servicios profesionales, como visitas al médico
For parks and recreation Para parques y recreación 	For special events (including today) Para eventos especiales (incluida hoy)

What would you like Downtown Fort Bragg to have more of or better?

¿Qué le gustaría que el Centro de Fort Bragg añadiera o mejorara?

Car-free streets Calles sin coches 	StrEATery / Street Seats Asiento de la calle 	Walking / biking Infraestructura para caminar / Ir en bicicleta 	Navigation / Maps El sistema de orientación
Lot parking Estacionamiento 	Street parking Estacionamiento en la calle 	Electric vehicle charging Carga de vehículos eléctricos Ir en bicicleta 	Other? BARRILES PIEDRAL PANTONES, LUBRICACION, OTRAS...



Prepared for the City of Fort Bragg

Appendix A: Community Outreach Summary

Downtown Comprehensive Parking Strategy

April 2024



WALKER
CONSULTANTS



Appendix A

Community Outreach Summary

Community Outreach

Community outreach for this project consisted of (1) a community survey, (2) a town hall meeting, (3) an outreach booth at the Farmers' Market, (4) a Planning Commission Study Session that included public comments, and (5) **OTHER (to be completed once 2024 meetings are concluded)**. These efforts are described in more detail in the following subsections, and the section concludes with a summary of the key outreach themes.

Community Survey

Description

The online survey was available in both English and Spanish and was open for approximately two months. Paper copies were also available at City Hall and at the Farmers' Market outreach booth. The survey was promoted in person at the Town Hall and Farmers' Market outreach events, as well as through fliers and social media posts by City staff. A total of 140 people took the survey. Three participants took the Spanish version; their responses were later translated and input into the English version for inclusion in the analysis. Full survey results are included in Sub-Appendix B1.

The purpose of the survey was to better understand the experiences, values, and priorities of residents. Questions addressed the subjects in the bulleted list below.

- Residents' experiences traveling to downtown Fort Bragg, including:
 - Perceptions of how easy it is to access downtown by various modes.
 - Typical time spent looking for parking.
 - How many blocks people typically park from their destination.
 - How many blocks people are *willing* to park from their destination.
- Residents' perceived need for additional parking options, including:
 - Interest in public EV parking and charging stations.
 - Interest in shared use agreements to open private parking facilities for public use.
 - Interest in City acquisition of a new parking lot, and whether parking expenses should be paid for by parking users, downtown business and property owners, or all local taxpayers (i.e., "the City").
- Residents' priorities, including:
 - Which modes of transportation should be prioritized.
 - Whether parking should be prioritized over other potential uses of downtown curbspace.
 - What residents would like to see more of in the downtown.
- Residents' opinions on the helpfulness of potential parking and access strategies.
- The extent to which various interventions might encourage some residents to walk or bike downtown instead of driving.

Results

Parking and Access Experiences in Downtown Fort Bragg

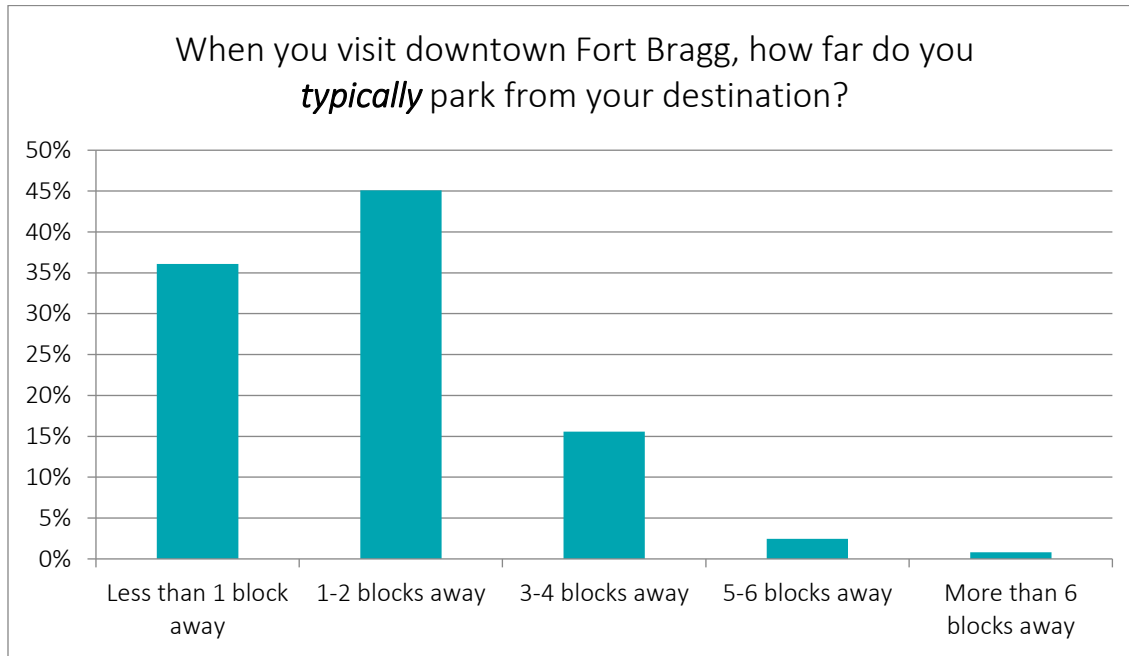
Most survey respondents are frequent visitors to downtown Fort Bragg; approximately 65 percent visit daily, and an additional 27 percent visit weekly. Most participants indicated that it was at least somewhat easy to find parking; similarly, a majority indicated it was at least somewhat easy to walk, bike, or take transit downtown. Some participants, however, did report experiencing difficulties accessing downtown:

- 12 percent find it “very difficult” to find parking; 31 percent find it “somewhat difficult.”
- 18 percent find it “very difficult” to walk, bike or take transit; 15 percent find it “somewhat difficult.”

When asked how long they typically spend looking for parking, almost half of the survey respondents reported that they spend at least two minutes, with 17 percent reporting spending five or more minutes. This result suggests that convenient parking is not always available; even some of the respondents who reported typically finding a parking space more quickly may simply be accustomed to parking further from their destination and walking.

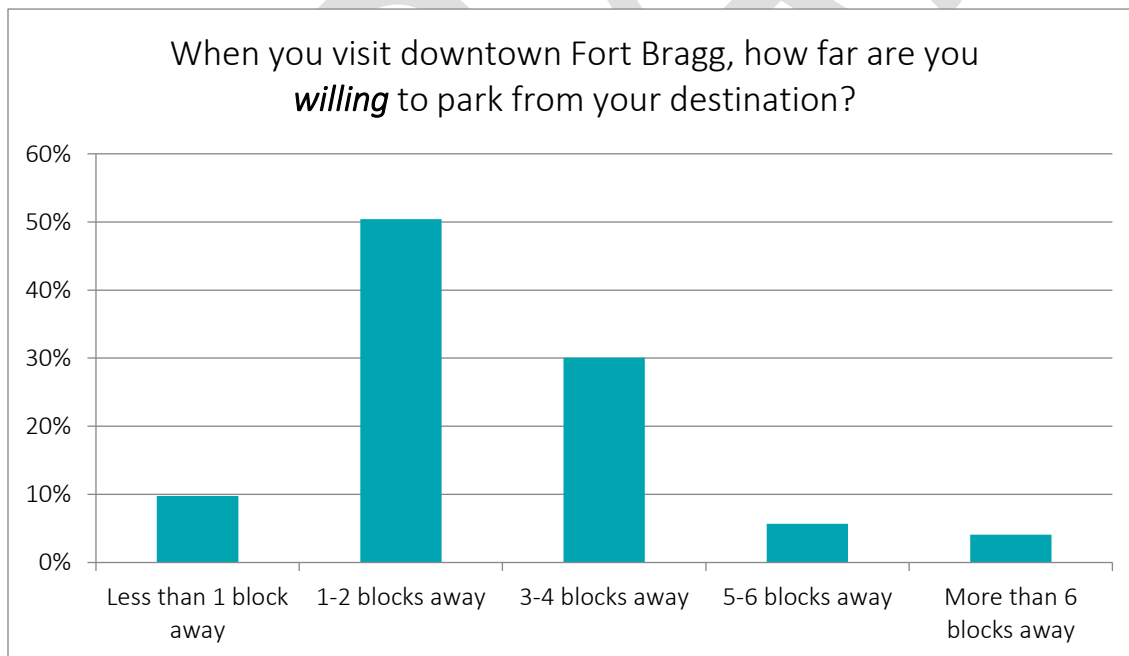
Though the most convenient parking spaces are not always available, survey results suggest that the majority of residents do not perceive this to be a significant problem. As shown in Figure 1 and Figure 2 below, the number of blocks that survey participants are *willing* to park from their destination always exceeds the number of blocks that survey participants *typically* park from their destination; that is, **most participants do not perceive a parking problem and indicated they would be willing to park and walk farther than they currently do**. While it is possible that some individual respondents reported typically parking further away than they are willing, on average, most participants do not currently see parking availability as a problem in downtown Fort Bragg.

Figure 1: Distance Respondents Typically Park from their Destinations



Source: Walker Consultants, 2023.

Figure 2: Distance Respondents are Willing to Park from their Destinations



Source: Walker Consultants, 2023.

Perceived Need for Additional Parking Options

Parking Lot

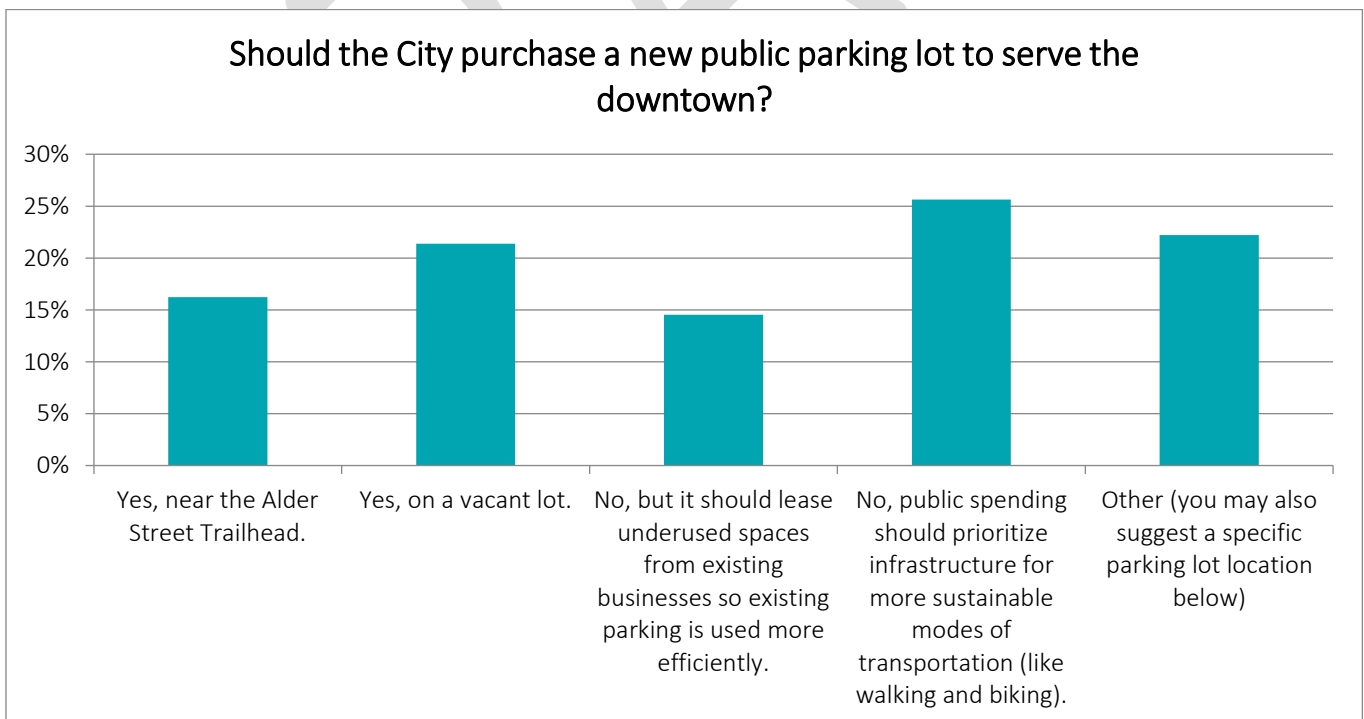
Perceived Need: Survey respondents were relatively evenly split as to whether the City should purchase a new parking lot to serve the downtown (see Figure 3). Of the 38 percent who answered “yes” there was a preference for the vacant lot option, rather than the Alder Street trailhead option. Of the 40 percent who answered “no”, the more popular alternative use of funds was to support bicycle and pedestrian infrastructure; others thought the City should use the funds to lease spaces from existing businesses.

Half of the 22 percent who answered “other” expressed strong opposition to a parking lot purchase, for various reasons listed below, including ideas that funds would be better spent on other downtown improvements:

- Use resources for walking and biking, or transit/shuttles (5)
- Parking is not an important issue (3)
- Use resources to fix the streets (3)
- Use resources for placemaking (2)

A few people who chose “other” suggested a specific location for the City to purchase a lot – including the burned down building on Main Street, near Redwood or Laurel, near Redwood or Franklin, and outside of town. Others used this as an opportunity to recommend parking strategies not yet mentioned, such as opening the City Hall lot to the public on weekends, installing meters, creating more diagonal parking spaces on-street, and creating pull-through parking for RVs.

Figure 3: Survey Respondents’ Interest in a New Public Parking Lot



Source: Walker Consultants, 2023.

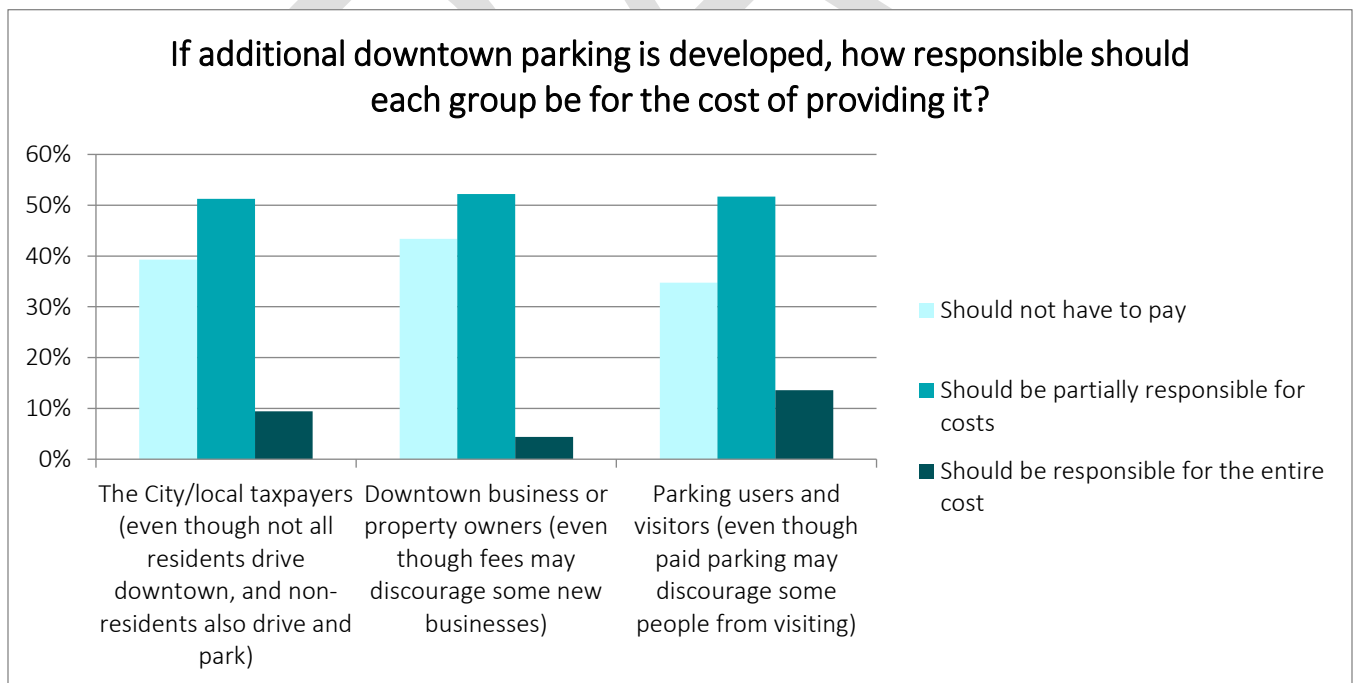
Responsibility for Payment: If the City were to consider acquiring a new public parking facility, it is worth considering the various approaches for who should pay for it.

- **Parking users:** It may be perceived as unfair to residents who do not own vehicles or who choose sustainable transportation modes to help subsidize through their taxes additional parking, including parking used by out-of-town visitors and drivers. Requiring parking users to pay for parking can also reduce the total parking demand and helps shift some users to more sustainable modes.
- **Local businesses:** Some people believe that downtown businesses should help pay for the cost of new parking in their area through an assessment or similar mechanism, as businesses may be some of the primary beneficiaries, especially if they do not provide their own private parking supply.
- **The City:** Another perspective is that the City should ensure there is ample free parking for all, as more convenient parking may increase the number of visitors, generating economic activity and contributing to the vibrancy of the downtown.

To better understand how Fort Bragg community members believed should be responsible for the costs of providing any potential new parking, the survey presented these three options and allowed respondents to select whether they thought each group should not have to pay, should be partially responsible for the costs, or should be responsible for the entire cost. As shown in Figure 4, responses were fairly evenly distributed, and overall, the results suggest that respondents think each group should be partially responsible for any new parking costs.

Parking users were most frequently selected as the group that should be responsible for the entire cost, and downtown business or property owners were most frequently selected as a group that should not have to pay.

Figure 4: Respondents’ Ideas about the Financial Responsibilities for Increasing the Public Parking Supply



Source: Walker Consultants, 2023.

Shared Parking Agreements

As detailed in the section above, when asked whether the City should purchase a new parking lot, a significant share of respondents indicated that the City should instead lease existing parking from downtown businesses with excess spaces so that it is better utilized. In a later question, 81 percent of respondents indicated that they thought agreements to make private parking shared and open to the public would be a somewhat or very helpful strategy to improve access to downtown Fort Bragg.

Many respondents indicated they had noticed private spaces empty during times when public parking was difficult to find. Specific locations mentioned included:

- Skunk Train (10)
- Purity Supermarket (8)
- Coast Hardware Store (7)
- Well House West (5)
- Old Bank of America (5)
- Credit Union (5)
- Company Store (5)
- Behind City Hall (5)
- PG&E (4)
- Old gas station (2)
- North Coast Brewery (2)
- Taka's Grill (1)
- First Baptist Church (1)
- Saint Michael Episcopal Church (1)

Note: Several respondents also referenced several parking facilities that are already open to the public (i.e., FootLighters and near the Masonic Lodge). That these were mentioned in a question asking about private facilities suggests the potential benefit of improving signage, a strategy discussed later in this report.

EV Parking and Charging

Of those who took the survey:

- Eight percent reported owning an electric vehicle.
- Another 13 percent reported that they might be more likely to get an EV if there were better public charging infrastructure.

Two-thirds of respondents who have looked for EV charging in Fort Bragg reported that they at least sometimes have difficulty finding public charging locations. While 77 percent of respondents with an EV reported that they usually charge it at home, 23 percent usually rely on public charging in Fort Bragg. There were no other charging locations reported; the survey participants who selected "other" typed "N/A" in the comments.

The next question invited participants to suggest locations where they would like to see electric vehicle chargers installed in Fort Bragg. There were 30 responses to this question. Locations or themes that were included multiple responses are:

- Skunk Train (8)
- Coastal Lots (4)
- Anywhere (3)
- Nowhere (3)
- CV Starr Community Center (2)
- Safeway (2)
- Company Store (2)

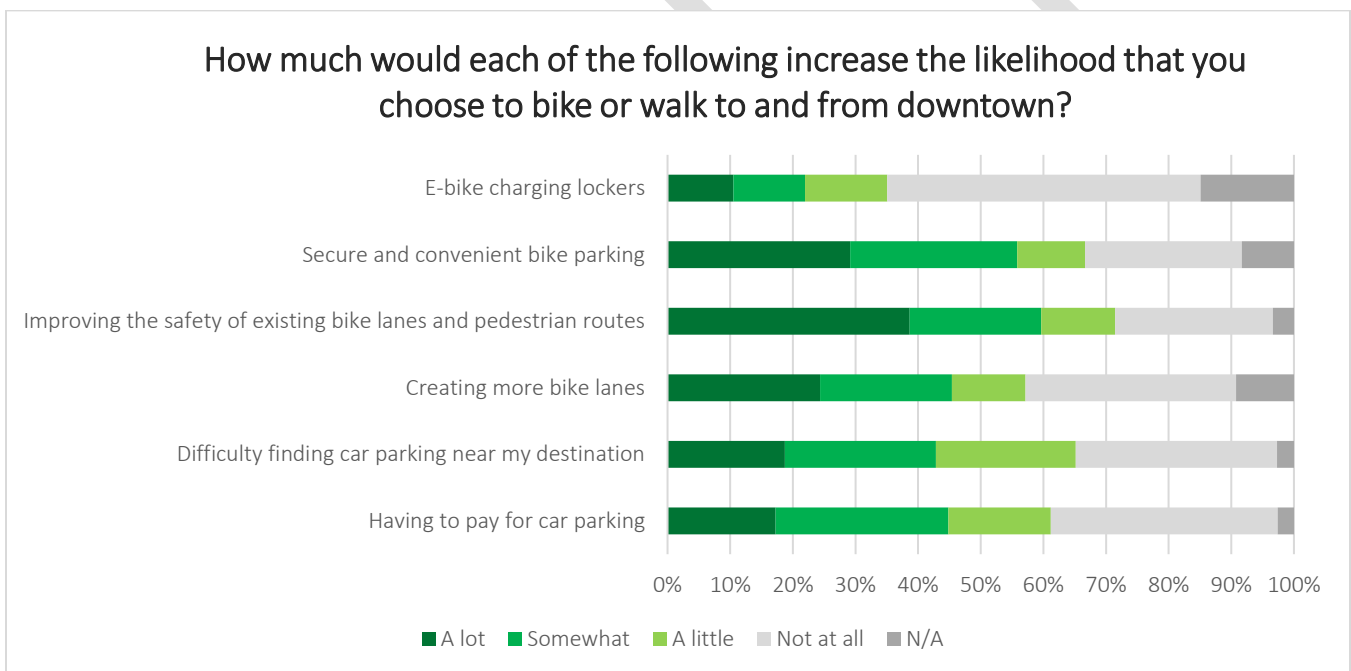
Other specific locations mentioned are included in the full survey results in Sub-Appendix B1. In addition, one respondent mentioned the potential for EV charging stations to attract activity that supports local businesses.

Potential Mode Shift Impacts

Increasing the number of parking spaces available to the public is just one way of improving access to downtown Fort Bragg, and it should be considered in context. For example, investments in active transportation infrastructure may encourage some people to sometimes walk or bike instead of driving, even while parking is free, available, and convenient. For each person who chooses to walk or bike downtown for one of their trips instead of driving alone, a new parking space becomes available. Phasing out “subsidies” for driving (i.e., by removing minimum parking requirements, by allowing some parking spaces to be repurposed, by charging fees in locations with high parking demand) would further increase the share of trips taken by a more sustainable mode of transportation.

Survey participants were asked how much various investments or circumstances would increase their likelihood of biking or walking downtown. The full results are shown in Figure 5 below. The results suggest that while improvements and changes would not mean everyone shifts their mode for every trip, the cumulative impact of some people biking or walking for some trips has the potential to be quite substantial.

Figure 5: Potential Mode Shift to Walking and Biking



Source: Walker Consultants, 2023.

Better understanding potential mode shift impacts can help the City evaluate plans and policies and develop priorities for improving access to downtown. The survey results revealed the following:

- 60% would be somewhat/a lot more likely to bike or walk if *the safety of existing routes improved*.
- 56% would be somewhat/a lot more likely to bike if there were *secure and convenient bike parking*.
- 45% would be somewhat/a lot more likely to bike if there were *more bike lanes*.
- 45% would be somewhat/a lot more likely to bike or walk if there were *a charge for car parking*.
- 43% would be somewhat/a lot more likely to bike or walk if it were more *difficult to find car parking*.
- 22% would be somewhat/a lot more likely to bike if there were *e-bike charging lockers*.

General Priorities for Downtown Fort Bragg

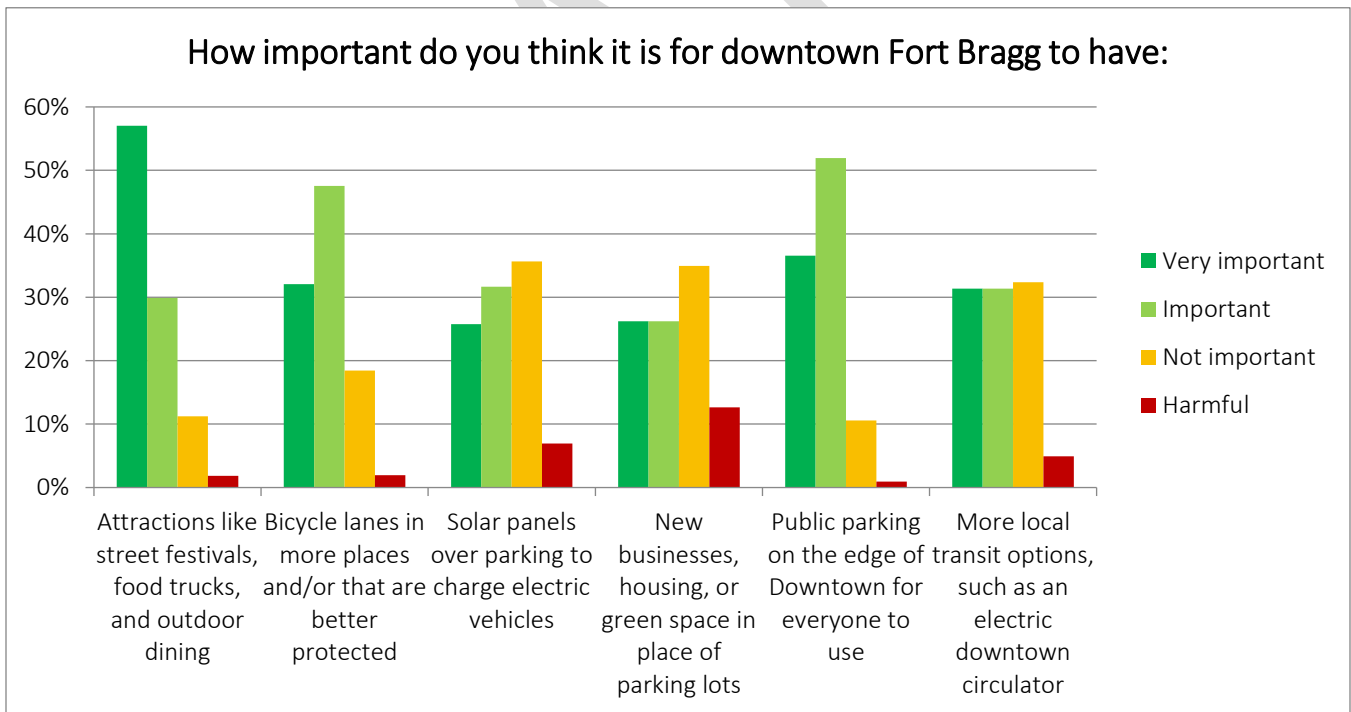
Some of the questions provided participants with the opportunity to share their priorities for Downtown Fort Bragg, including what kinds of things they would like to see, which transportation modes they believed should be prioritized, and how they think curb space should be used.

Improvements Desired

Knowing what community members think is important can help inform policy and funding decisions. As shown in Figure 6, survey respondents had the option to rate various strategies as very important, important, not important, or harmful. Survey takers were generally supportive of all improvement options, but some ideas were more popular than others.

- Attractions were most likely (57 percent) to be considered “very important.”
- Public parking on outskirts most likely (88 percent) to be seen as *either* important or very important.
- Having local transit options was also highly considered (63 percent) important or very important.
- The majority (52 percent) support repurposing parking lots to become businesses, housing, or green space, although 13 percent of survey takers also believed this would be harmful.

Figure 6: Importance of Various Downtown Improvements to Survey Participants



Source: Walker Consultants, 2023.

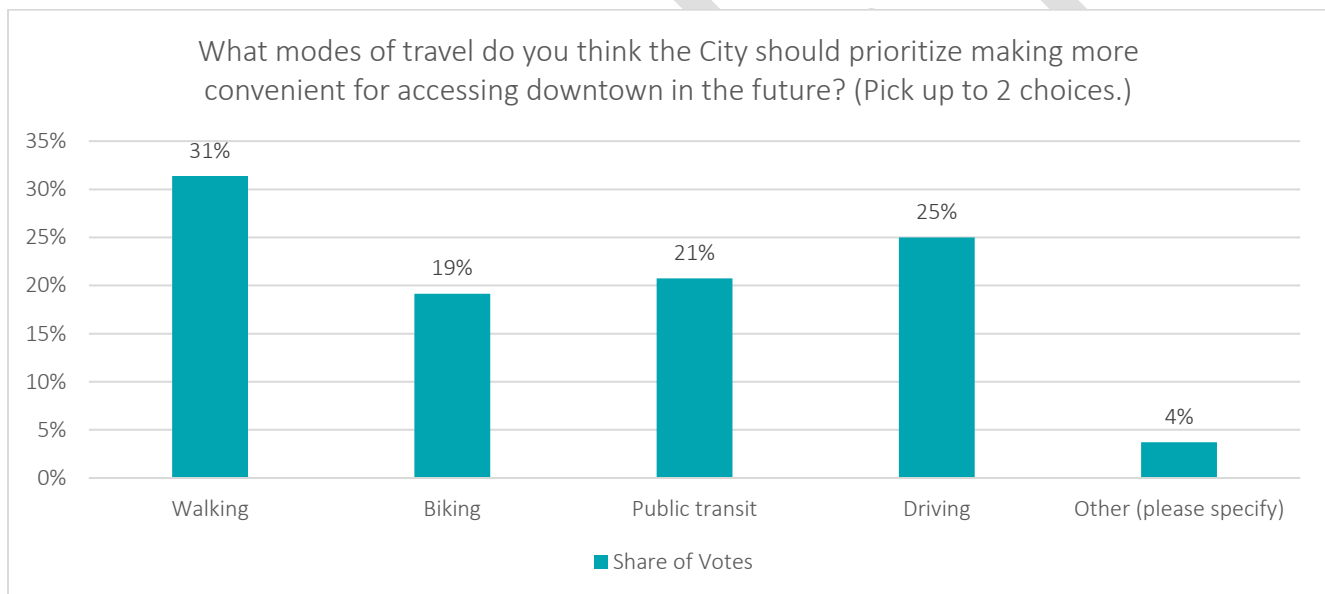
Transportation Modes

Driving and parking is the most common way of accessing downtown Fort Bragg. Some people may believe that the prevalence of driving reveals it to be most people’s preferred mode of travel, and as such should continue to be prioritized for policy decisions and resource allocation. Others may believe that more sustainable modes of transportation should be prioritized so that they have a chance to become more attractive alternatives.

As shown in Figure 7, survey respondents were asked to select two modes of travel that they thought should be prioritized to be made more convenient for accessing downtown Fort Bragg in the future. The results were relatively evenly split. Walking was the most popular answer choice. Driving was the second-most popular, but interestingly, the majority of respondents (56 percent) selected two modes other than driving.

Ideas shared by those who selected “other” included local shuttles, parking, and benches for pedestrians. Other comments were that the current mix of options seemed fine, that there were far more important issues, and that improving access would not matter until vacant shops were reopened.

Figure 7: Transportation Mode Priorities



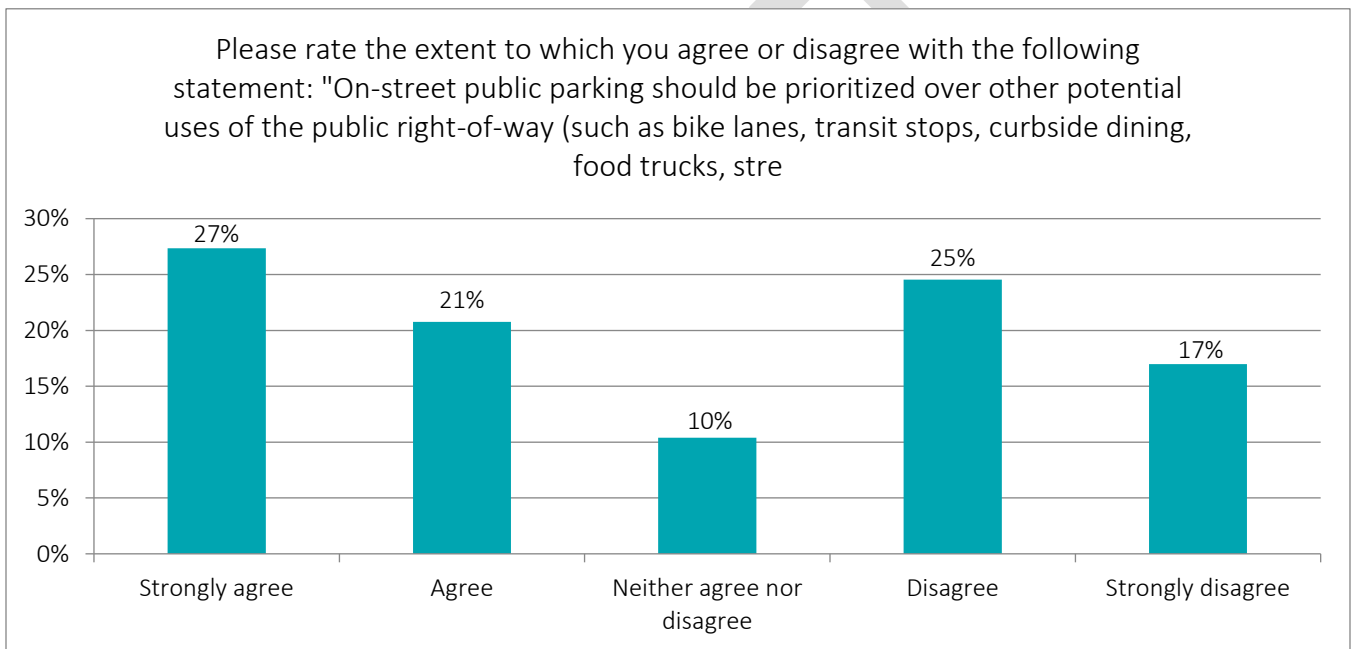
Source: Walker Consultants, 2023.

Use of Curb Space

The curb is a valuable public asset, and while many communities default to using the vast majority of this public space to provide access to free parking, some are exploring alternative uses of the curb—including bike lanes, transit stops, curbside dining, food trucks, street fairs, commercial delivery, etc.—even in the busiest areas and/or at the busiest times.

When asked whether they agreed that parking should be prioritized over these other potential uses, respondents were fairly evenly split, as shown in Figure 8. Forty-eight percent agreed or strongly agreed, 42 percent disagreed or strongly disagreed, and the rest were neutral.

Figure 8: Curb Space Priorities



Source: Walker Consultants, 2023.

Opinions on Potential Access Improvement Strategies

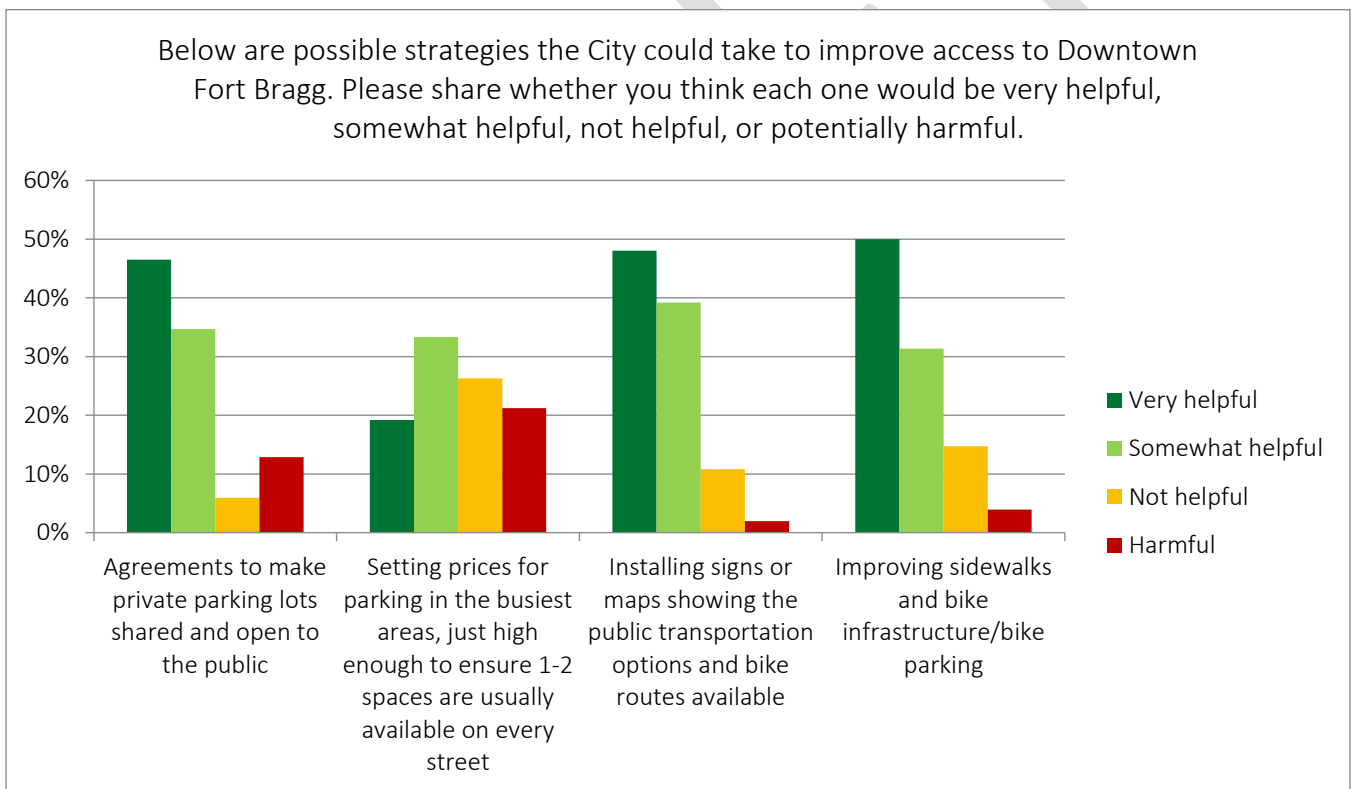
In addition to sharing their general experiences and priorities, participants were invited to weigh in on several strategies that could potentially improve access to downtown Fort Bragg. Survey respondents had the option to rate each strategy as very helpful, somewhat helpful, not helpful, or harmful. On average, each strategy was considered at least somewhat helpful.

The share of respondents selecting either “very helpful” or “somewhat helpful” for each are as follows:

- Increasing parking supply through shared parking agreements – 81%
- Increasing availability of convenient parking through demand-based pricing – 53%
- Installing signs and maps showing available transit options and bike routes – 87%
- Improving sidewalks, bike infrastructure, and bike parking – 81%

The full results are displayed in Figure 9 below.

Figure 9: Opinions on Potential Access Improvement Strategies



Source: Walker Consultants, 2023.

Community Town Hall

Event Description

The Walker team and the City of Fort Bragg hosted a “Community Town Hall” meeting on Thursday, August 17th from 9:00 a.m. to approximately 10:30 a.m. The purpose of this event was to introduce the project and study goals to interested stakeholders from the community, share initial impressions, understand people’s experiences accessing Downtown Fort Bragg, and gather feedback and ideas to inform potential strategy recommendations.

Photo of Community Town Hall Event



Source: Walker Consultants, 2023.

Attendees had opportunities to share their experiences, priorities, and ideas both verbally and with their cell phones via the interactive presentation software Mentimeter, which presented question responses and feedback to the audience in real-time. The full presentation and results are included in Sub-Appendix B2. Approximately 20 community members attended the meeting, most of whom engaged with the Mentimeter platform. Mentimeter results showed most participants reported coming to Downtown Fort Bragg daily, and the remainder reported coming weekly. At least one attendee lived downtown, 11 lived elsewhere in Fort Bragg, four lived outside of the City boundaries, and eight people worked in or owned a business in the downtown area. Findings related to the attendees’ travel habits, priorities, and ideas for improving access to Downtown Fort Bragg are summarized below.

Findings

The Mentimeter platform included multiple question formats, including multiple-choice questions, sliding scale questions that allowed participants to indicate their level of support for potential strategies and options, and opportunities for open-ended feedback. Participants also offered verbal comments throughout and after the presentation, which were documented (see Sub-Appendix B3) and later grouped by topic. This report organizes all feedback by topic, grouping verbal comments and open-ended Mentimeter responses together. Verbal comments

are paraphrased, while the Mentimeter responses are included verbatim, as indicated with quotation marks. Key topics from the Community Town Hall included on- and off-street parking, multimodal transportation access, EV ownership and charging, and tourism and economic development.

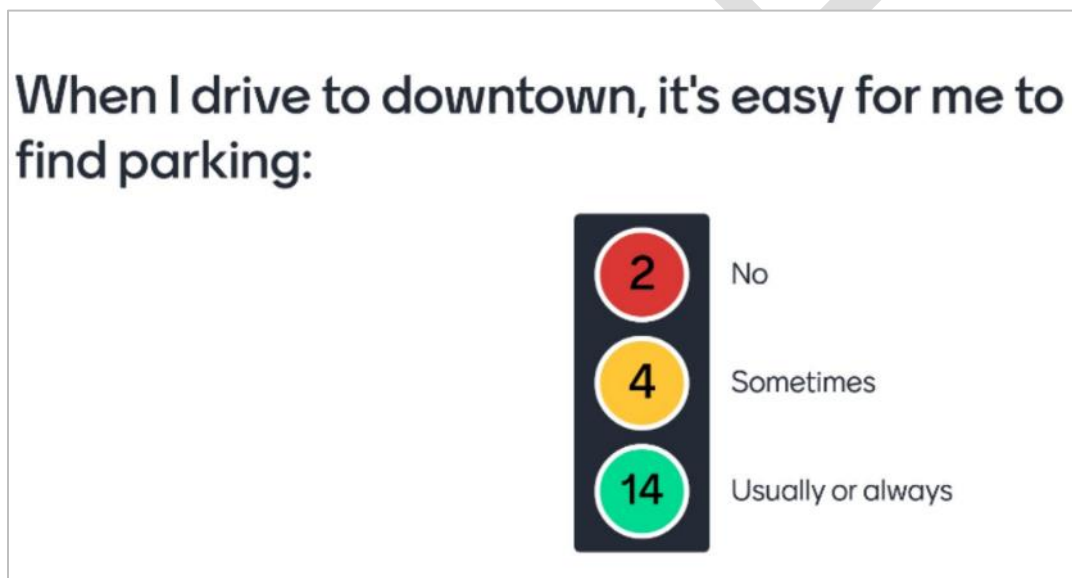
Downtown Parking

Perceptions of Parking Difficulties

While attendees shared many insights and ideas for improving parking in Fort Bragg, overall, most attendees did not seem to think Downtown Fort Bragg had any serious issues related to parking management or believe that improving parking availability should be a top priority for the City. The Mentimeter results showed that most attendees usually or always find it easy to find parking in Downtown Fort Bragg (see Figure 10). Results were:

- Usually or always – 70%
- Sometimes – 20%
- No – 10%

Figure 10: Ease of Finding Downtown Parking Reported by Community Town Hall Attendees



Source: Walker Consultants/Mentimeter Platform, 2023.

Increasing the Public Parking Supply

Although most attendees reported that it was usually or always easy to find parking downtown, a few verbal or open-ended Mentimeter comments suggested that the City should lease, purchase, or develop additional parking facilities to increase the supply of public parking downtown. These comments included:

- Acquiring a new parking lot would help the downtown.
- Public parking lots could be an asset during festivals and events.
- “We need what we already have. We need to develop more parking. City buys lots? Laurel could be people only? Shuttles. Teach visitors where to park.”

- “More parking lots close to downtown. Do not take away any parking that already exists.”
- “Parking on mill site.”
- “City buy land for parking.”
- The City should consider parking easements at underutilized lots to increase public parking supply.

Overall, interest in the idea of purchasing or developing new parking was relatively low, but a more broadly supported strategy to increase the supply of public parking was the idea of *developing agreements to make private parking shared and open to the public*. In fact, out of five potential strategies for improving access to the Downtown, this was the most-supported option chosen by Mentimeter participants (see Figure 11).

Figure 11: Community Town Hall Attendee Support for Downtown Access Strategies



Source: Walker Consultants/Mentimeter Platform, 2023.

District Parking

The project team explained the idea of “district parking” to meeting attendees. As shown in Figure 12, district parking contrasts with on-site parking in that vehicle parking facilities may be more concentrated, open to anyone visiting the area, and a short walk away from multiple destinations. The system becomes more efficient when parking is shared, and fewer spaces can accommodate the same demand. Because of this efficiency, district parking allows some spaces to be dedicated to other uses, such as outdoor dining or bicycle parking, enhancing the pedestrian environment and potentially improving both aesthetics and safety.

Figure 12: District Parking Image from Community Town Hall Presentation



Source: Walker Consultants, 2023.

Via Mentimeter, attendees shared who they thought would be the most appropriate target users for district parking facilities. On average, district parking was supported for all user types, but it was deemed especially appropriate for **downtown employees**. Encouraging downtown employees and residents who are familiar with the area to park in concentrated parking areas and walk to their destinations can help improve the availability of curbside parking for visitors who may be less familiar with the area and for short-term parkers stopping for a quick purchase or errand.

A subsequent but related Mentimeter question asked participants the extent to which they supported the idea that *some* street parking downtown could be used for other purposes. *On average, attendees supported the idea of allowing some curbside space to be used for bicycle lanes, bike parking, outdoor dining, and food trucks.*

Several verbal comments and open-ended Mentimeter comments supported a District Parking strategy, including:

- The City should limit downtown parking to promote walking and support businesses.
- Many people who park stay a long time; they could park at the edges of the downtown.
- “City needs to somehow ask downtown merchants/employees to not park right downtown, where customers need to park.”
- Having plug-in charging in peripheral lots could encourage employees to park a few blocks from work.
- “Signage to where parking is.”
- “Parking lots on the North (industrial area) and South (Hwy 20) of town.”
- “Complete Streets. Parking on outskirts of district, better street lighting to parking areas, incentivizing employees to park on district boundaries, multi-modal transportation facilities.”

District parking works best when most parking is concentrated in off-street locations, while a few convenient on-street spaces also remain available for those who need them.

It was noted that some off-street parking spaces were already sitting empty much of the time, and meeting attendees generally understood that new parking facilities on the outskirts of downtown would not help improve availability in the core area. Instead, people highlighted opportunities for the City to improve parking availability by

using the existing parking supply more efficiently. This includes support for developing agreements to make private parking lots publicly accessible, but also for increasing awareness and use of the off-street facilities.

A common desire was for the City to incentivize long-term parkers to park on the outskirts of downtown, to improve the availability of the convenient on-street parking spaces for tourists and customers making a quick trip. Attendees had a variety of ideas for how to manage demand for prime parking spaces and nudge long-term parkers into public off-street facilities, including:

- Installing parking meters for the most convenient on-street parking spaces.
- Enforcing parking time limits and regulations more strictly.
- Improving signage showing the locations of off-street parking facilities.
- Installing EV chargers in peripheral parking lots.
- Focusing on communications that encourage downtown employees to park in peripheral locations.
- Providing a shuttle connecting peripheral parking facilities with the core downtown area.

Fully Utilized On-Street Parking Downtown



Source: Walker Consultants, 2023.

Many of these ideas are analyzed in further detail in the “Strategies and Actions” section of the report. The attendees did provide more detailed comments related to parking enforcement, including the following:

- The City should discourage long-term RV parking downtown.
- Current two-hour parking regulations are not enforced strictly.
- Different time limits, such as 30-minute or 3-hour spaces, could be helpful for different areas.
- First offenders for parking violations could be given a warning.
- There may be practical constraints to hiring parking enforcement personnel.

Multimodal Transportation

While much of the conversation focused on access via driving and parking, and solo driving was reported as the most common way attendees currently accessed downtown, many people shared a vision in which tourists and local residents alike could also conveniently and safely get to and around Downtown Fort Bragg by other modes of transportation, including walking, biking, public transit, or shuttles. Their open-ended feedback and verbal comments included the following:

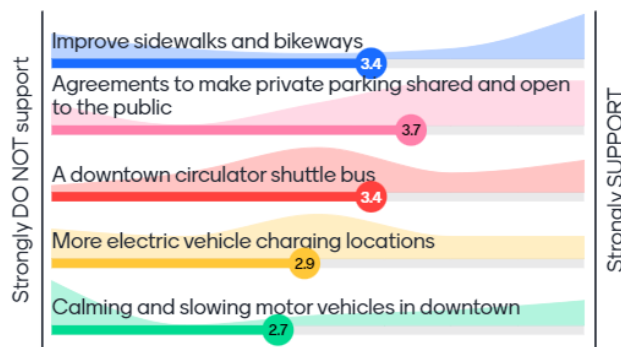
- “Improve pedestrian experience and streetscape”
- “Complete Streets [...] multi-modal transportation facilities.”
- People would appreciate dedicated bike lanes, or bike share so people could borrow bikes.
- The City should address the safety concerns people have about walking late at night.
- “Pedestrian-only downtown. Lots of restaurants and stores and vegetation. Shuttlebus from external parking.”
- “If you want a walking downtown, let pedestrians know where they should go. It isn’t clear where visitors should go (beyond a couple blocks).”

- “Park outside of town. Use transit!”
- “Trams & use of flat space”
- “Weekend/event bus transport from external parking”
- “Laurel could be people only? Shuttles. Teach visitors where to park.”
- “Our transit can facilitate carpooling to town.”
- “Grant funded transit.”
- “Multi-modal transportation facilities.”
- The City should consider an attractive and fun electric shuttle bus for tourists and employees.

When asked which strategies they would support for improving access to downtown, on average, the attendees expressed support for multi-modal transportation improvements, including “improve sidewalks and bikeways” and “a downtown circulator bus” (see Figure 13).

Figure 13: Access Strategies Supported by Community Town Hall Attendees

What strategies would you support to improve access to Downtown?



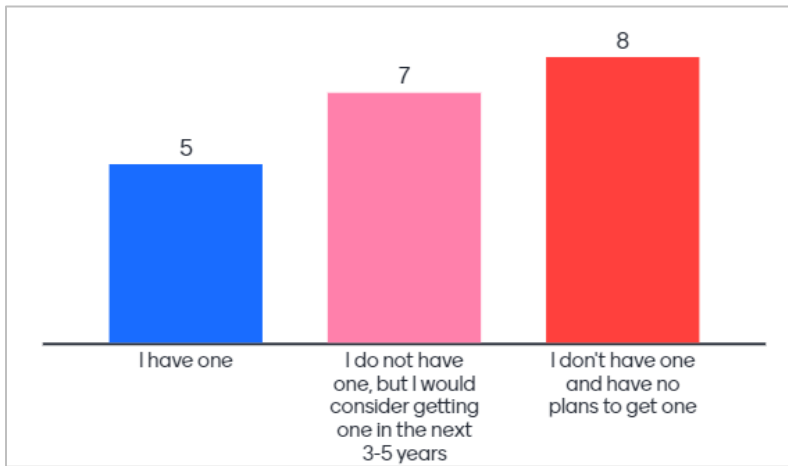
Source: Walker Consultants/Mentimeter Platform, 2023.

Additionally, when given the chance to share via Mentimeter the extent to which they would or would not support various alternative uses of curb space, “bicycle lanes and bike parking” was the most-supported option. On average, the community members present at the meeting supported repurposing some downtown street parking for this use. The attendees’ focus on prioritizing access for non-driving transportation modes aligns with the priorities expressed by attendees at the Farmers’ Market booth and survey participants.

EV Ownership and Charging

As electric vehicles (EVs) become more common, the City’s plan for the future of downtown may include consideration for EV parking and charging. Attendees were asked whether they currently own or would consider purchasing one. As shown in Figure 14, five people reported owning an EV, seven answered that they would consider purchasing one in the future, and eight reported that they did not own or have plans to purchase an EV.

Figure 14: Electric Vehicle (EV) Ownership Reported by Community Town Hall Attendees

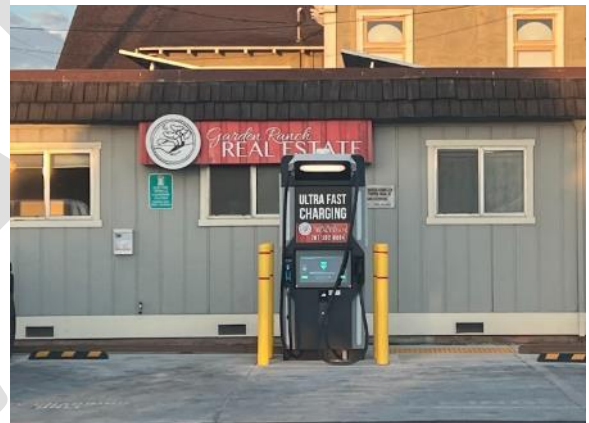


Source: Walker Consultants/Mentimeter Platform, 2023.

Despite their relatively high rate of EV ownership or potential ownership, when asked what strategies they would support for improving access to downtown, on average, the attendees did *not* support “more electric vehicle charging locations.” Verbal comments related to EVs included the following:

- Downtown EV charging spaces may be occupied too long or left empty. Other charging locations might make more sense.
- It is important that the City consider whether public EV charging spaces generate revenue to offset the costs.

EV Charging Station in Private Downtown Lot



Source: Walker Consultants, 2023.

When asked to share any locations where they thought EV charging would be useful for the community, attendees offered the following feedback:

- “Outskirts. At least two blocks or more from the CBD.”
- “Outside of downtown”
- “Downtown not recommended”
- “Motels, grocery stores, a couple at each parking lot at edge of town.”
- “Put charging on the outskirts and in longer term lots”
- “All public buildings such as grocery, hospitals, schools. The Mill Site coast trail is perfect for hikers.”
- “Boatyard shopping center, Safeway, City Hall”
- “The Police Department lot and any new centralized parking lots”
- “Curbside charging on the edges of CDB.”
- “Lots. Not curbs. Existing vacant lots that could be turned into lots plus EV stations. Old gas station lot could be parking.”

- “A few in parking lots.”
- “Everywhere and induction pads”
- “Coastal Trail, Highway 1, Skunk Train parking lot”
- “Different strategy for EV charging for locals vs. tourists.”

These responses show that although attendees did not all support the idea of providing EV charging spaces *in* the downtown, they did think EV charging stations would be helpful for the community on the outskirts of downtown or in other locations.

Tourism and Economic Development Considerations

Downtown Fort Bragg is an important commercial center of the City, and any plans for transportation access should also consider the effect on local businesses.

Some attendees were concerned with attracting tourists and suggested strategies related to creating a more attractive pedestrian environment. Others were concerned with ensuring convenient parking would be available for those wanting to make a quick purchase, so potential customers did not take their business elsewhere.

Comments related to local businesses included the following:

- Focus on making Highway 1 enticing so visitors stop in Fort Bragg.
- Shutting down blocks for outdoor dining, even if temporary, can attract visitors.
 - Outdoor dining could be non-permanent. Structures could have removable covers.
 - Some owners may have concerns non-customers would use curbside outdoor dining spaces.
 - “European public square paradigm. Mexican side street paradigm.”
 - “Pedestrian-only downtown. Lots of restaurants and stores and vegetation. Shuttlebus from external parking.”
- Potential visitors who can’t find parking downtown may go elsewhere.
 - Residents in the outskirts of Fort Bragg may order online or take their business elsewhere if parking is not convenient.
 - “Grab-and-go” businesses like coffee shops require convenient parking; their customers are unlikely to take the bus.
- The City should limit downtown parking to promote walking and support businesses.

Street Closure for Farmers’ Market



Source: Walker Consultants, 2023.

On average, Community Town Hall attendees also supported allowing some street parking downtown to be used for outdoor dining or food trucks. Repurposing street parking for loading and deliveries, however, was, on average, not supported, and it was noted that alleys adequately served most needs for loading and delivery space.

Farmers' Market Outreach Booth

During the site visit, the Walker team held a booth at the Farmers' Market on Wednesday, August 16, from approximately 3:00 pm to 5:00 pm. The purpose of this event was to introduce the project to the wider community, promote the survey, and talk to members of the public about their transportation experiences in and priorities for Downtown Fort Bragg.

Community members were invited to share their reasons for traveling to Downtown Fort Bragg and what they would like to see more of via dot voting on a poster board (see Figure 15 and Table 1 below). The most desired area of improvement was better infrastructure for walking and biking. Community members were also provided with a large study area map and invited to share their usual parking locations, favorite destinations, and walking or biking route (see Figure 27 below).

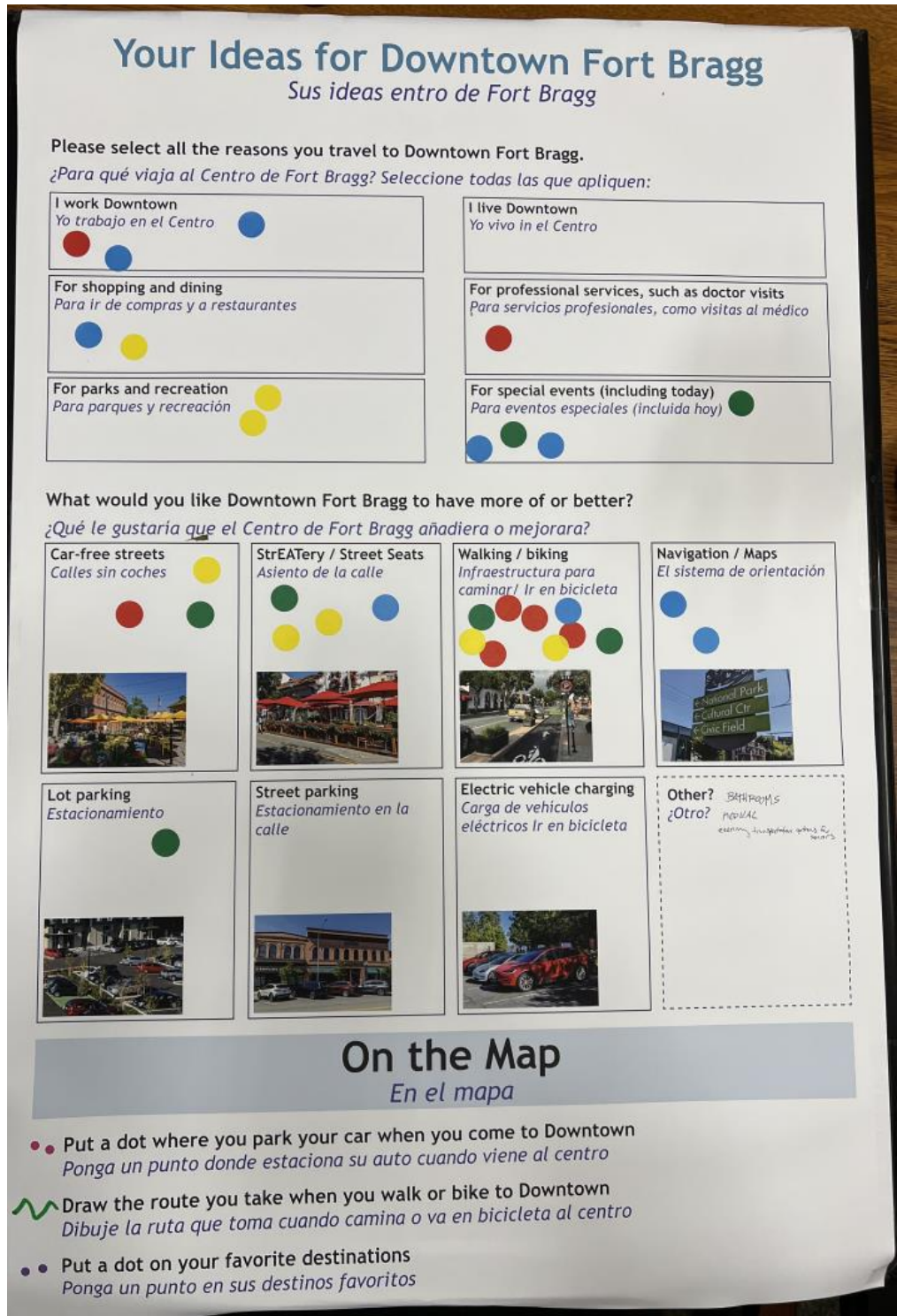
Farmers' Market Outreach Booth



Source: Walker Consultants, 2023.

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Figure 15: Farmers' Market Outreach Dot Voting Results



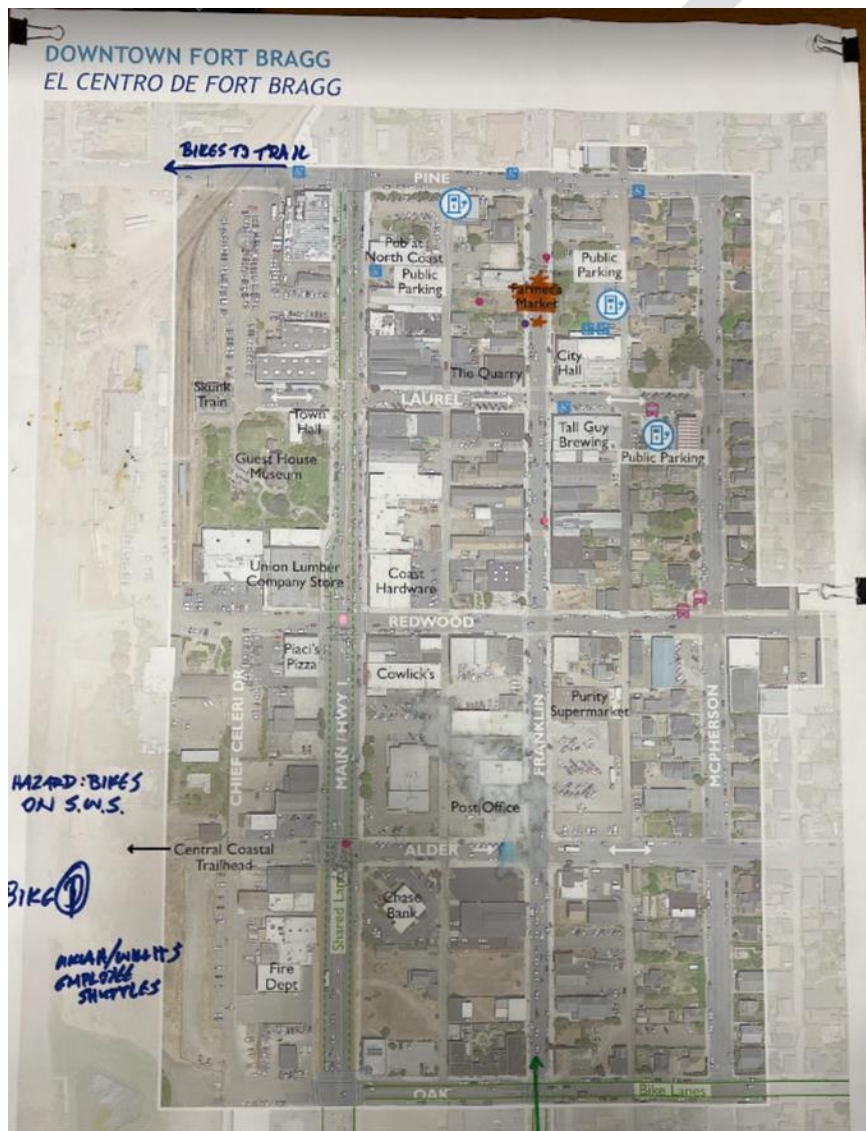
Source: Walker Consultants, 2023.

Table 1: Tally of Areas of Improvement Identified via Dot Voting

Desired Area of Improvement	Number of Votes
Walking/biking	9
StrEATery/Street Seats	4
Car-free Streets	3
Navigation/Maps	2
Lot Parking	1
Street Parking	0
Electric Vehicle Charging	0

Source: Walker Consultants, 2023.

Figure 16: Study Area Map Used in Farmers' Market Outreach



Source: Walker Consultants, 2023.

Finally, the Walker team documented verbal feedback from community members who visited the outreach booth, which included the following comments, grouped by theme:

- **Bike Racks (6)**

- More bike racks are needed, especially by City Hall.
- People worry their bikes will be stolen.
- Fort Bragg should remove parking requirements and focus more on bicycle and pedestrian access.
- More bike racks are needed downtown.
- The City should install more bike racks and benches.
- Very dangerous to cross Hare Creek Bridge by bicycle, but important. They would bike far more often if it were safe.

Bicycle Parked at a Street Sign Downtown



Source: Walker Consultants, 2023.

- **Pedestrian Environment (9)**

- Fort Bragg should bring back benches.
- Fort Bragg should remove parking requirements and focus more on bicycle and pedestrian access.
- Cypress Ridge sidewalk connectivity is lacking; it's dangerous on Cypress near the hospital.
- Laurel Street Crossings take up some street parking spaces, maybe not worth it.
- Fort Bragg should close two streets, like Santa Monica.
- The City should install more bike racks and benches.
- New developments/use changes could be required to pay a fee to support sustainable transportation access.
- Downtown needs public restrooms.
- Support for outdoor dining.

Downtown Sidewalk Seating



Source: Walker Consultants, 2023.

- **Shared Mobility (7)**

- There could be a design competition to improve bus stops.
- There should be a bus/trolley to RV parks. Sonoma County has a nice trolley.
- Transit routes (eg., to Ukiah) should provide return trips later in the day.
- The City should not focus on EVs; they are not the right solution (mineral mining, energy, land use).
- The City needs a free shuttle from Downtown to the Noyo Harbor District (which would make it safer for people to drink alcohol).

- There should be more frequent MTA service to the Harbor, especially for the elderly and in the evenings, as many seniors are unable to drive at night. A shuttle would increase their access to movies, restaurants, and evening events.
- Bus service from Ukiah takes 1.5 hours to arrive, allows only a three hour visit, and then is a 1.5 hour return trip. The return trip should be later, so people can stay longer.

- **Parking (6)**

- Don't want huge parking lots.
- Would prefer to see more shops rather than more parking.
- Employees are often running late for work, and it may be hard to get them to park in peripheral lots.
- EV stations in peripheral lots would be a good way to encourage people to park there.
- Purity Supermarket might be willing to sell their parking lot to the City with a lease-back agreement.
- Better signage is necessary; tourists don't know where to go.

Private Downtown Lot with Restricted Access



Source: Walker Consultants, 2023.

Overall, the majority of the input from those who stopped by the project outreach booth at the Farmers' Market centered around prioritizing access, safety, and convenience for modes of transportation other than driving.

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Summary of Key Community Outreach Themes

The survey, town hall meeting, and farmers' market outreach addressed several key themes and revealed the following:

- **Walkability:** Community members have a strong desire for an attractive and vibrant pedestrian realm. When asked which modes of travel should be prioritized, walking was the most popular response.
- **Parking:** Most community members do not currently believe parking access is a problem in Fort Bragg. There is some interest in repurposing some on-street or off-street parking for other uses; others would prefer the existing parking supply be preserved or expanded in the future.
 - **Shared parking:** A large majority expressed support for shared parking agreements that could open private spaces for public use.
 - **Paid parking:** A small majority believe demand-based prices for parking would help improve access, although opinions were relatively divided.
 - **New parking lot:** Only the minority of participants think the City should acquire a new parking lot in the future, although opinions were relatively evenly divided.
 - **EV parking:** There is some interest in new public EV parking and charging stations, especially in off-street lots, to encourage long-term parkers who needed to charge their cars to leave convenient parking empty for those making shorter trips.
- **Multi-modal transportation:** Community members expressed a strong interest in improving multi-modal access, and many people indicated they would be more likely to use other modes of transportation if certain improvements were made, such as more convenient and secure bike parking, improved safety of walking and biking routes, or better local transit options.
- **Signage and wayfinding:** Community members believed that improving signage and wayfinding for all modes—showing parking locations, transit options, and walking and biking routes—would be a good way to improve access to the downtown.
- **Economic development:** Community members recognized the importance of developing strategies that would support economic development and attract more visitors to downtown Fort Bragg.

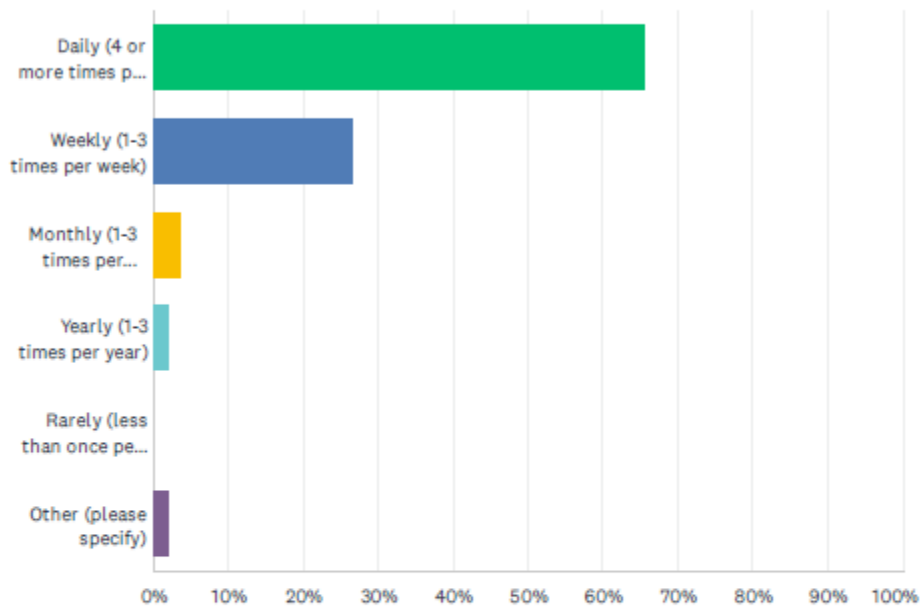
Sub-Appendices

Sub-Appendix A1: Community Survey Results

The complete survey results below have been exported from the SurveyMonkey platform.

Q1 How often do you travel to and from Downtown Fort Bragg?

Answered: 139 Skipped: 1

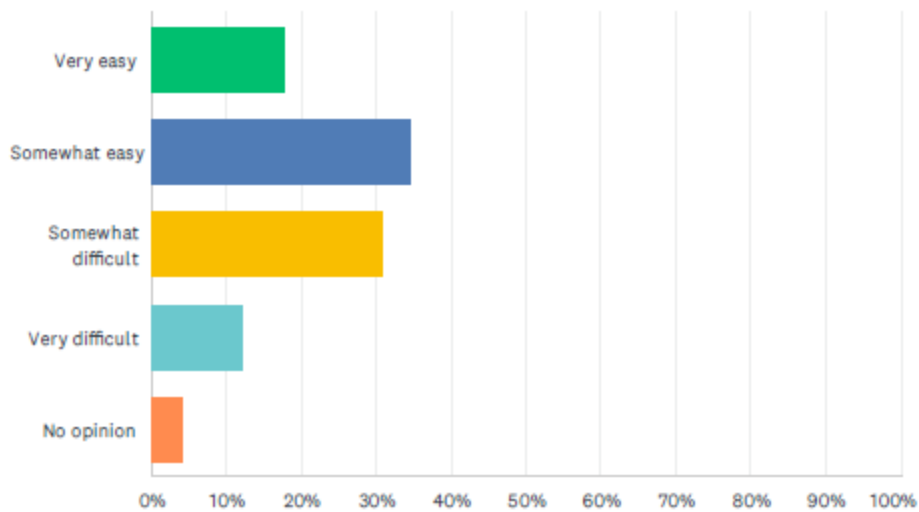


ANSWER CHOICES	RESPONSES	
Daily (4 or more times per week)	65.47%	91
Weekly (1-3 times per week)	26.62%	37
Monthly (1-3 times per month)	3.60%	5
Yearly (1-3 times per year)	2.16%	3
Rarely (less than once per year)	0.00%	0
Other (please specify)	2.16%	3
TOTAL		139

Daily (month of August)
Everyday
Twice a day or more

Q2 On a typical visit, how easy or difficult is it for you to find parking in Downtown Fort Bragg?

Answered: 139 Skipped: 1

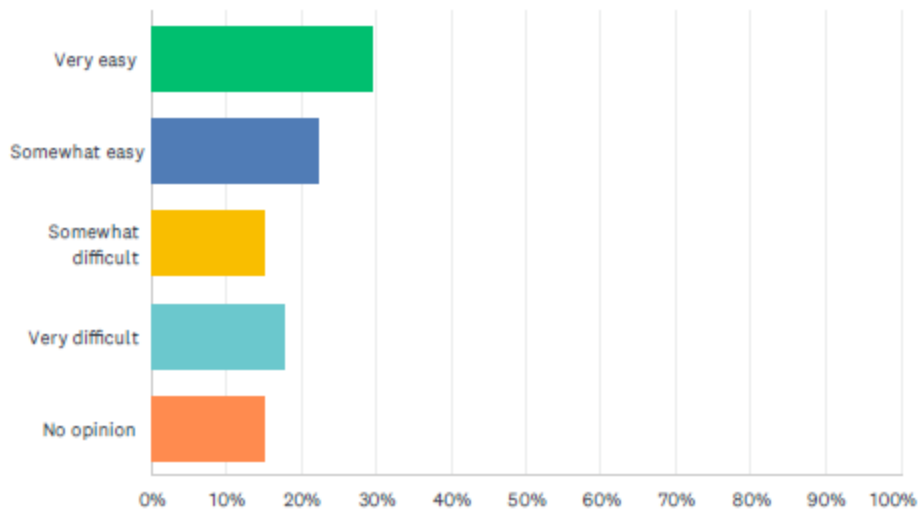


ANSWER CHOICES	RESPONSES
Very easy	17.99% 25
Somewhat easy	34.53% 48
Somewhat difficult	30.94% 43
Very difficult	12.23% 17
No opinion	4.32% 6
TOTAL	139



Q3 How easy or difficult is it for you to walk, bike, or take public transportation to Downtown Fort Bragg?

Answered: 139 Skipped: 1

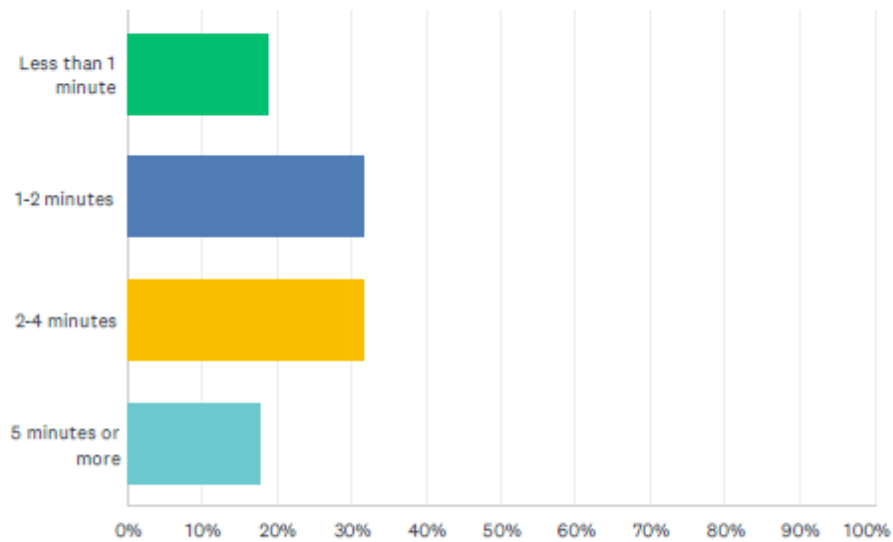


ANSWER CHOICES	RESPONSES	
Very easy	29.50%	41
Somewhat easy	22.30%	31
Somewhat difficult	15.11%	21
Very difficult	17.99%	25
No opinion	15.11%	21
TOTAL		139



Q4 When you visit downtown Fort Bragg, how long do you typically spend looking for parking?

Answered: 123 Skipped: 17

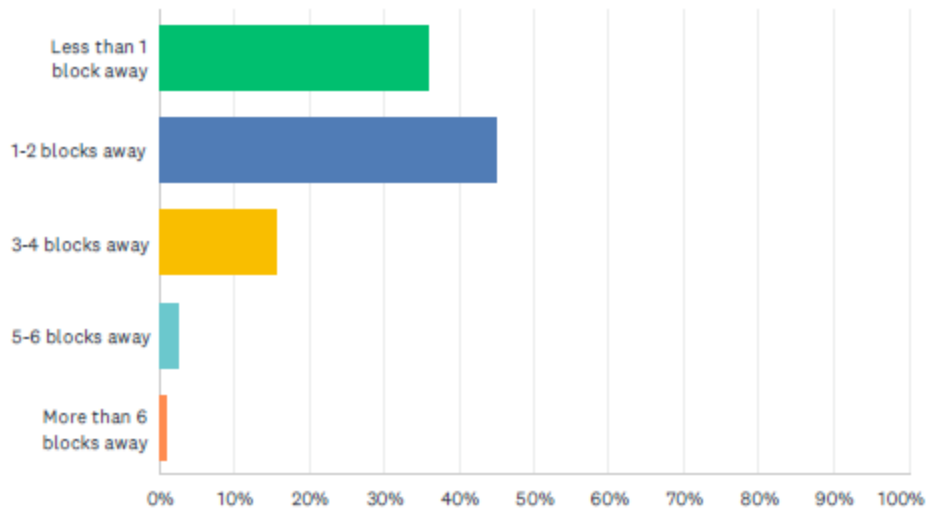


ANSWER CHOICES	RESPONSES	
Less than 1 minute	18.70%	23
1-2 minutes	31.71%	39
2-4 minutes	31.71%	39
5 minutes or more	17.89%	22
TOTAL		123



Q5 When you visit downtown Fort Bragg, how far do you typically park from your destination?

Answered: 122 Skipped: 18

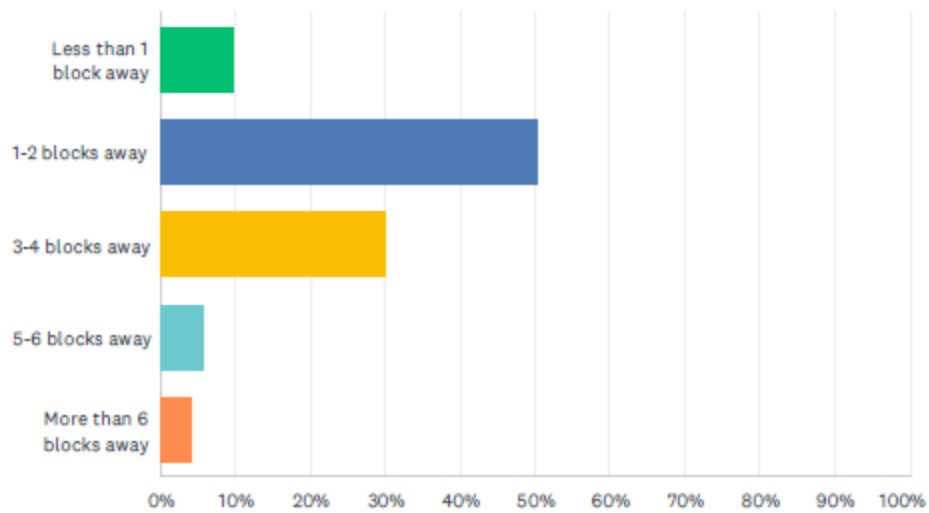


ANSWER CHOICES	RESPONSES
Less than 1 block away	36.07% 44
1-2 blocks away	45.08% 55
3-4 blocks away	15.57% 19
5-6 blocks away	2.46% 3
More than 6 blocks away	0.82% 1
TOTAL	122



Q6 When you visit downtown Fort Bragg, how far are you willing to park from your destination?

Answered: 123 Skipped: 17

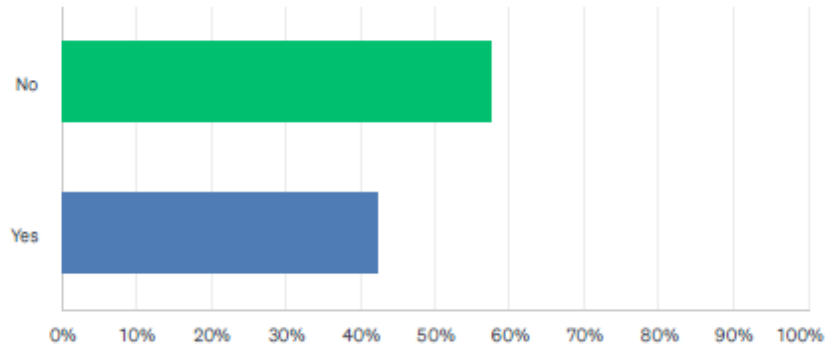


ANSWER CHOICES	RESPONSES	
Less than 1 block away	9.76%	12
1-2 blocks away	50.41%	62
3-4 blocks away	30.08%	37
5-6 blocks away	5.69%	7
More than 6 blocks away	4.07%	5
TOTAL		123



Q7 Have you noticed any private parking lots in or near downtown Fort Bragg that often have empty spaces during times when on-street parking is difficult to find?

Answered: 113 Skipped: 27



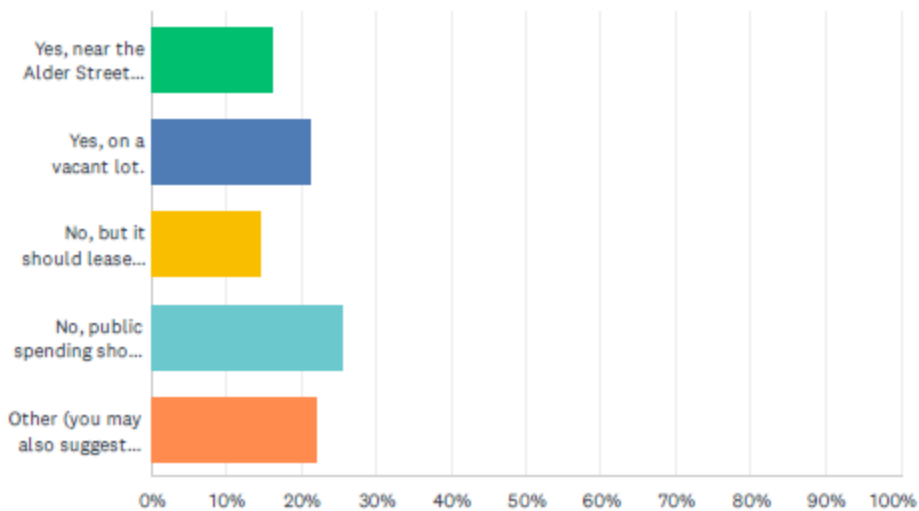
ANSWER CHOICES	RESPONSES	
No	57.52%	65
Yes	42.48%	48
TOTAL		113

Company Store
Across the street from Toscano auto repair, by the Presbyterian church 🏠
Behind city hall, skunk train parking lot, next to masonic hall.
Purity, credit union, skunk train, bank of America, un-signed parking off of Chief celeri
Purity, CFCU (and the one across Franklin, which I've noticed being roped off lately), La Bamba/ Sherer Mann, the one where the farmer's market takes place. Also on your average day lots of street parking on Franklin just north of Laurel.
On Main Street by Taka's
Never see private lots!
Parking lot behind Brewery, off of Main
City hall
Coast Hardware, Purity Supermarket
Lot by city hall, skunk train lot, south purity lot
Behind Scherer Mann, next to the yellow house remodeled by Matson, PG&E
Coast hardware
Small ones with alley access, such as at the brewery, and Purity market.
Credit Union parking lot, Amerigas, PG&E

Well House
Banks
Wellhouse West
Company Store parking lot, Skunk Train Parking Lot, Businesses parking lot when they're closed but their signs said for business parking only or towed away.
City hall parking lot; Skunk parking lot (either full or empty, mostly empty excluding summer peak hours).
The main parking lots downtown are often full, particularly around the train
Coast to Coast, Well House West, old Bof A Building 200 block N Main St, PG &E parking lot, purity market, city hall back lot
First Baptist Church @ Pine St. at Franklin-- used by a few folks going to Farmers Market on Wednesday afternoon.
True value
Pg&e
Footlighters, sears, well house west, Coast hardware, old bank of america
Behind company store, skunk train lot
The lot behind the old shell gass station, next to the Piaci lot.
Skunk parking area
Well house west, coast hardware,
Skunk Train Parking Lot
northwest corner of Franklin and Redwood
Coast Hardware
Purity, union lumber store, skunk train
Not aware of private lots
If they're private, why worry about them. They might be for residents of nearby buildings.
its private for a reason, not to be filled up with other employees
I know where to park so mostly I can find parking but not lately downtown during the day.
Skunk Train lot/between the brewery building and the Skunk Train
1st Community Credit Union
Purity Market, Community Bank, Old B of A building

Q8 Should the City purchase a new public parking lot to serve the downtown?

Answered: 117 Skipped: 23



ANSWER CHOICES	RESPONSES
Yes, near the Alder Street Trailhead.	16.24% 19
Yes, on a vacant lot.	21.37% 25
No, but it should lease underused spaces from existing businesses so existing parking is used more efficiently.	14.53% 17
No, public spending should prioritize infrastructure for more sustainable modes of transportation (like walking and biking).	25.64% 30
Other (you may also suggest a specific parking lot location below)	22.22% 26
TOTAL	117

I think it's a little more difficult to find parking in the summer, with all the tourists in town. I think it would be an unnecessary expense to create more parking spaces; it would be better to use the resources to improve Franklin Street.

Having grown up in a major metropolis, I am used to having to park a ways from my destination and walk.

Yes, on Vacant lot or turn burned down building on main st. into parking lot/parking garage. Parking should be near redwood or laurel.

Farmer's market should not be on Franklin Street, it takes the needed parking downtown needed during the week.

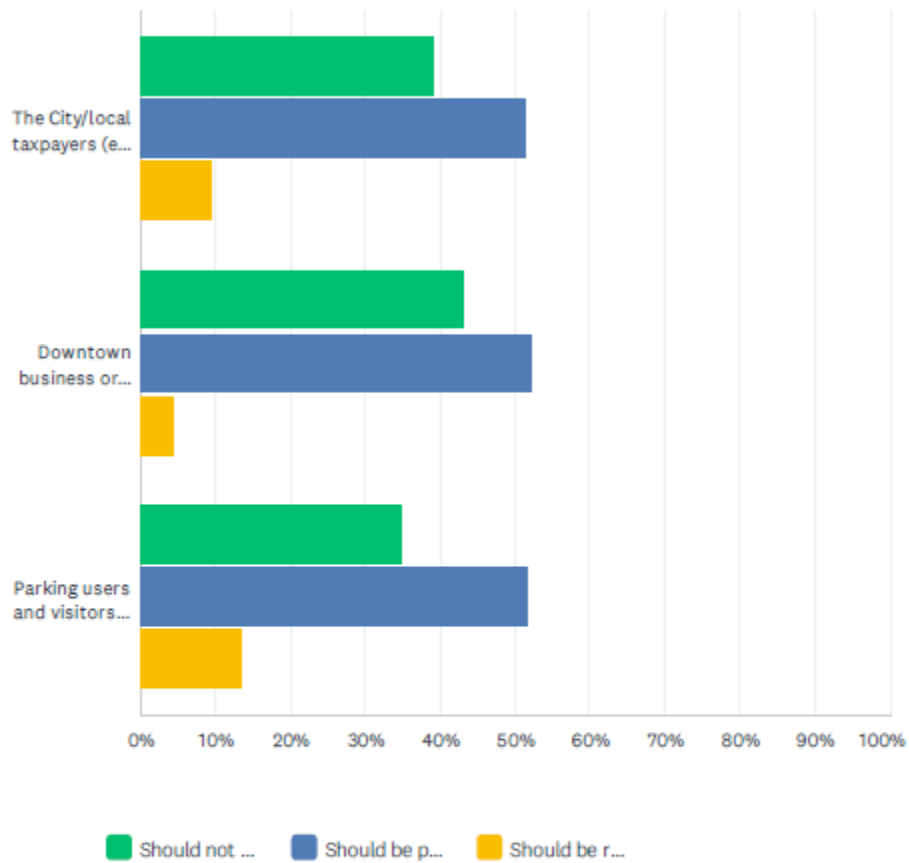
My house is close entirely to walk to most of downtown for things like eating out for shopping I tend to go places with their own lots.

No to purchase or leases. Instead more focus should be on maintenance of buildings and creating events/places to visit for locals and visitors

Bus system should run from Ukiah to Fort Bragg later and vice versa to allow for workers to utilize public transit and visitors to stay long especially during summer and holidays.
No. Fix the streets
People should not be using private parking lots unless there going to that business, that owner is paying taxes and insurance on it. Unless the city wants to pay those bills for them.
Enhanced MTA electric shuttle throughout town would be a better use of funds.
we need pull through rv parking to get them off our streets blocking views of businesses. perhaps by alder
Open the lot by city hall on the weekends
I believe Main St Highway 1 should only be 2 lane . I lane each direction. The traffic moves too fast to be safe especially when drivers don't merger properly. Maybe there could be diagonal parking and provide a few more spaces. People in Fort Bragg won't park and walk a block. If they can't find a space they just won't shop.
Near Alder would be good but so would the lot at Redwood and Franklin. Not many spaces but if workers parked there then street spaces would be open to the public.
No. Fix the streets so it doesn't damage my car!
You guys need to get out more! Parking and transportation "issues" here are a non-issue. Focus on more important things like crime, drugs and gangs!!!!
There's an empty lot across and north of City Hall and others scattered nearby.
Take a larger view!! Keep cars parking for several hours OUT OF TOWN. Get 2 lots: one barely north of Airport Rd. & Hotels (ie industrial area), One South, very near Hwy 20 & Hwy 1 (ie behind Boatyard Ctr/trailer park/McDonalds).
Bus Dist staff (& others)park & ride electric busses. Then busses have various short routes to & from hotels, to: Downtown, and farther; beaches, Mendocino etc. Install "pay w plastic" parking meters in town! Locals could purchase bus & parking "Gift Cards" at greatly discounted rates, so tourism would fund a greater portion of the ride, and staff would pay a reduced rate to park near their workplace on those occasions when they have to deliver etc.
NO
Private cars and truck transportation is a big contributor to the Climate Crisis. I usually ride a bike to and from downtown Ft. Bragg from up by Pudding Creek Beach. The vast majority of the survey questions are for people driving cars and trucks. Prioritize more walking, biking, and bus riding.
Preserve what we have. Make no "improvements" that remove public parking in the downtown.
mark the spaces on the streets so cars wont be so spread out. could do diagonal but franklin is to narrow. Works great on Laurel
Enforce the street parking limits
Alder st is kindof far away for people with mobility issues.
I like the 4th option "public spending should prioritize infrastructure for walking" and want to use this space to advocate that you permanently close to cars the main block of Laurel, Franklin and Redwood so that only pedestrians can use those roads. If you needed to keep Redwood open I would understand that, but at least close a block of Laurel and Franklin, it will lose parking but the gain to the social atmosphere will be wonderful. You can see the positive energy during events when it is closed, and it could grow into so much more happening on those roads than parking. It could be gardens, outdoor seating, so much.
Yes Vacant lot set aside & yes Purity Market lease.

Q9 If additional downtown parking is developed, how responsible should each group be for the cost of providing it?

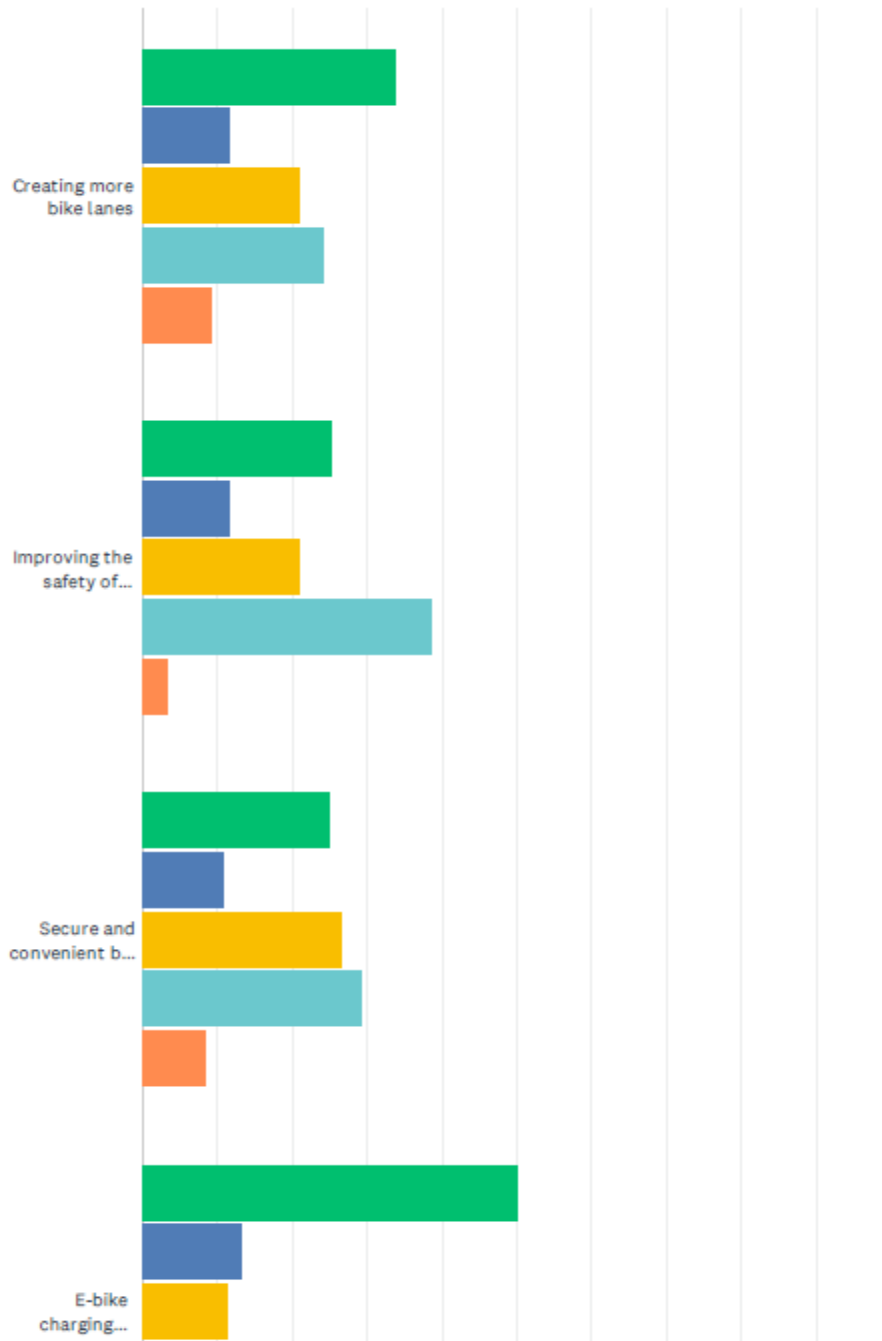
Answered: 119 Skipped: 21

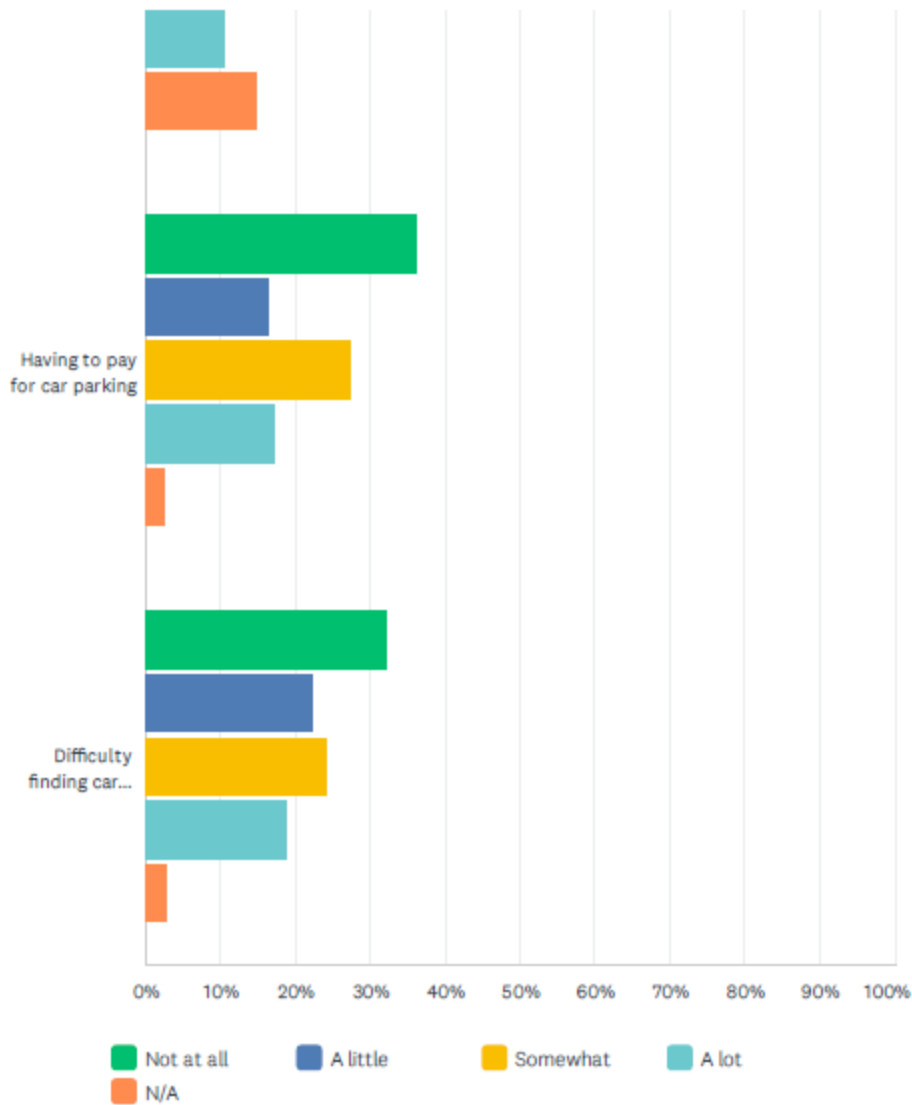


	SHOULD NOT HAVE TO PAY	SHOULD BE PARTIALLY RESPONSIBLE FOR COSTS	SHOULD BE RESPONSIBLE FOR THE ENTIRE COST	TOTAL
The City/local taxpayers (even though not all residents drive downtown, and non-residents also drive and park)	39.32% 46	51.28% 60	9.40% 11	117
Downtown business or property owners (even though fees may discourage some new businesses)	43.36% 49	52.21% 59	4.42% 5	113
Parking users and visitors (even though paid parking may discourage some people from visiting)	34.75% 41	51.69% 61	13.56% 16	118

Q10 How much would each of the following increase the likelihood that you choose to bike or walk to and from downtown?

Answered: 120 Skipped: 20





	NOT AT ALL	A LITTLE	SOMEWHAT	A LOT	N/A	TOTAL	WEIGHTED AVERAGE
Creating more bike lanes	33.61% 40	11.76% 14	21.01% 25	24.37% 29	9.24% 11	119	1.40
Improving the safety of existing bike lanes and pedestrian routes	25.21% 30	11.76% 14	21.01% 25	38.66% 46	3.36% 4	119	1.76
Secure and convenient bike parking	25.00% 30	10.83% 13	26.67% 32	29.17% 35	8.33% 10	120	1.65
E-bike charging lockers	50.00% 57	13.16% 15	11.40% 13	10.53% 12	14.91% 17	114	0.79
Having to pay for car parking	36.21% 42	16.38% 19	27.59% 32	17.24% 20	2.59% 3	116	1.27
Difficulty finding car parking near my destination	32.14% 36	22.32% 25	24.11% 27	18.75% 21	2.68% 3	112	1.30

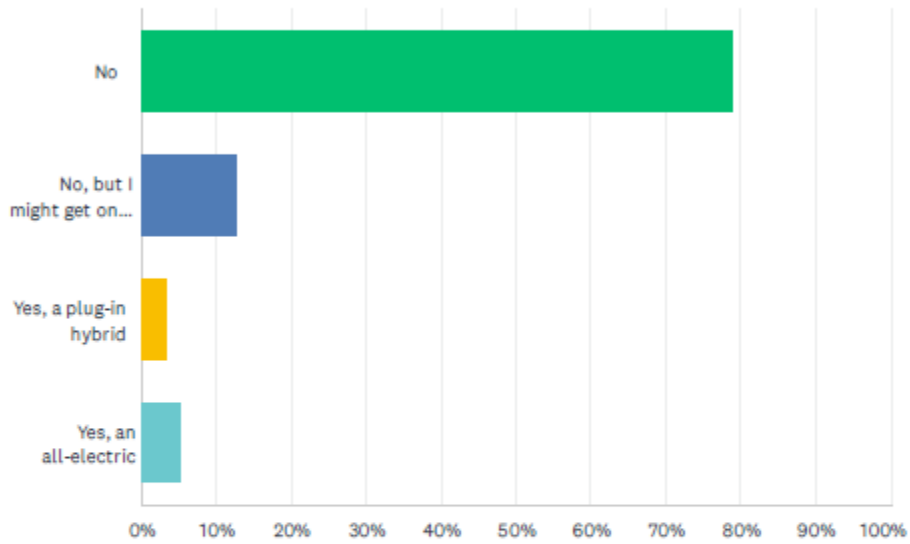
I live far enough from town that biking or walking is not an easy or safe option. I wouldn't mind parking and walking a few blocks on some occasions, but frequent wet weather is a deterrent.
not living so far from downtown
Parking just does not seem like a real problem. If overnight parking is a problem, ban it exc for those with permits bc they live downtown. Or allow 4 hour parking (but unlimited for downtown residents). Spending city money on parking seems silly to me, and any fuss about parking a solution looking for a problem.
It is particularly difficult to ride bikes on Franklin Street since it was narrowed to expand with width of the sidewalks .
I would just as soon walk. I hate driving down town. The only time I drive near down town is to go to Purity or the post office.
Choosing to walk or bike aren't options for the elderly or those with physical disabilities that aren't great enough to warrant a blue placard. Making them pay for parking when they have no other option is unfair.
There is barely enough room for cars! Where are you putting a bike lane??
We need more handicapped spaces
Downtown businesses are local taxpayers so having both local taxpayers/City and downtown businesses partially pay for parking lots would duplicate the burden on local businesses.
I live north of town. Hwy 1 is not safe for walking or biking to town. If there were a North of Town parking lot I would use it, then take a shuttle into town and enjoy walking, taking in all the benefits of our Coastal beauty & clean air! I'd probably notice & go into shops I've never been in before because they were not my intended destination.
I am in a wheelchair so i have to park. biking & public transportation is not an option for me.
Bike parking is minimum and sparse. But I still manage.
I imagine that when young people of 2040 look back at the adults of the earlier part of this century, including the 2020s, they will think we were extremely selfish to drive private vehicles so much.
It can be difficult, loud, and unpleasant walking to downtown from the south on Hwy 1. No protection north of the bridge on ocean side.
You can't easily get both more parking & more bike lanes. Instead, don't put bike lanes everywhere. Have a few primary bike routes with well protected lanes. Riders then get close to their final destination via the primary bike routes they can the finish on regular streets.
Food trucks offer a nice option for businesses who can't pull off a kitchen. It is good to encourage them, but they can make it difficult on streets & bike paths.
Consider whether you're making bike paths for local kids, all locals, or Hwy 1 riders since the routing, size, and such will vary a lot. Perhaps Caltrans will help.
Can you use parking more what was done for Carnival and Jamboree?
Access to the coastal trail for pedestrians is really flawed at Cypress. Glass Beach car parking is too crowded. Alder Street access is not well known, plus people wipe out on the awful street & parking lot leading to it.

All answers change if asked during "tourist weekends". No parking issue's normally only when town is full of tourists.
Improving existing parking lots, such as the Alder Street Trailhead lot would make access more pleasant by any means of transportation.
Most people are coming in from rural areas, so forcing people to bike or walk downtown by reducing parking would not be helpful in this area.
I absolutely think bike/walking infrastructure should be prioritized over more parking! The vast majority of the city is designed for cars, not people, and that should change!
If I can't find a parking spot a block or two from the place I want to go, I just go home and order on Amazon instead.
its easy to see where this is going.
More disabled parking closer to downtown. I don't come downtown much because there are very few disabled parking spots close or in downtown. Walking 6 blocks to and from a parking spot isn't possible.
I drive from Caspar and cannot bike
Green space for bike/walk along Franklin and circulator running from harbor to glass each especially in peak tourist season would be awesome. Connect South FB to the downtown area and improve the eyesore that is Franklin Street.
I like the idea of paid parking with an option for a local permit?

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Q11 Do you have an electric vehicle (EV)?

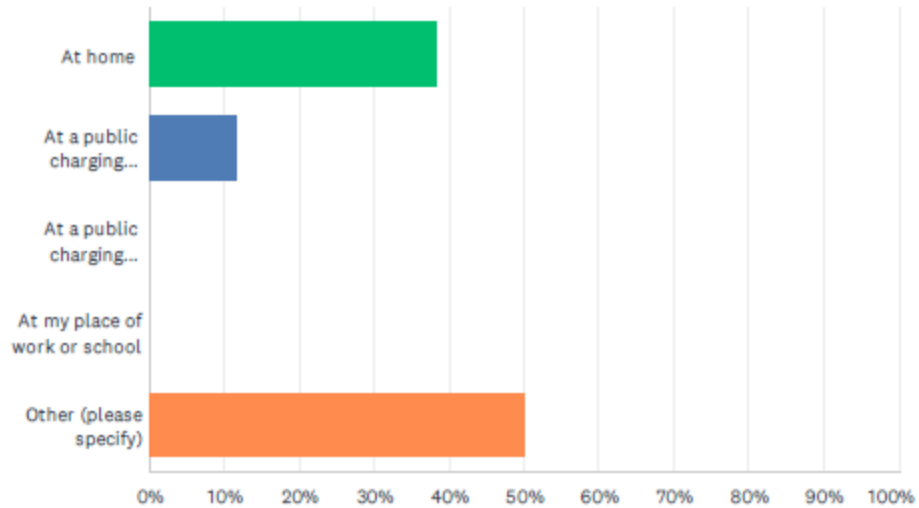
Answered: 118 Skipped: 22



ANSWER CHOICES	RESPONSES	
No	78.81%	93
No, but I might get one if there were better charging infrastructure	12.71%	15
Yes, a plug-in hybrid	3.39%	4
Yes, an all-electric	5.08%	6
TOTAL		118

Q12 Where do you most commonly charge your electric vehicle?

Answered: 26 Skipped: 114



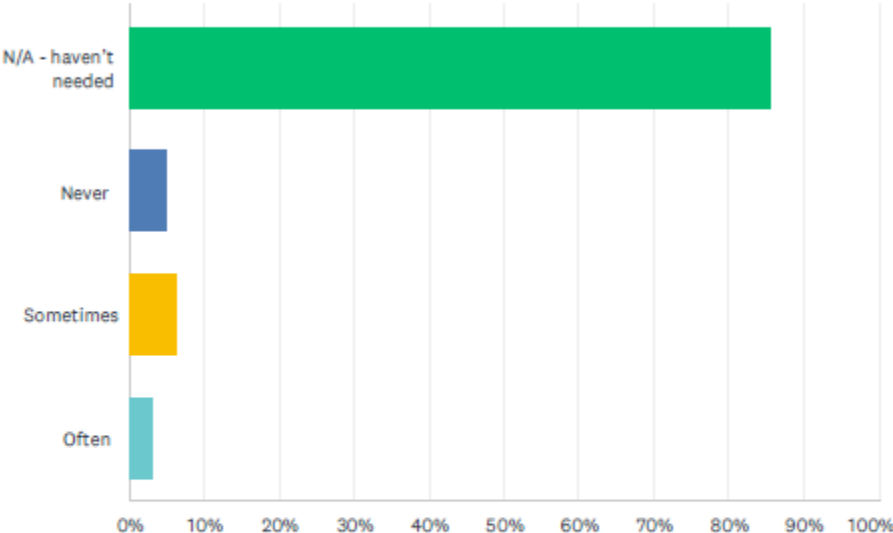
ANSWER CHOICES	RESPONSES	
At home	38.46%	10
At a public charging station in Fort Bragg	11.54%	3
At a public charging station OUTSIDE of Fort Bragg	0.00%	0
At my place of work or school	0.00%	0
Other (please specify)	50.00%	13
TOTAL		26

N/A
N/A
not applicable
n/a
Nowhere
not planning to use electric vehicles
I have a non-plug-in Prius
Downtown is very difficult to find a spot, but since we live here we charge at home. Would hate to be a visitor trying to find a spot, especially if they weren't staying at a hotel with charging station. Before we lived here we would leave our car overnight at the place by city hall. Wasn't easy.
N/A
N/A
Do not have an electric vehicle
N/A

N/A

Q13 Do you have difficulty finding public electric vehicle charging in Fort Bragg?

Answered: 62 Skipped: 78



ANSWER CHOICES	RESPONSES
N/A - haven't needed	85.48% 53
Never	4.84% 3
Sometimes	6.45% 4
Often	3.23% 2
TOTAL	62

Q14 Please list one or more locations where you would like to see electric vehicle chargers installed in Fort Bragg. You can list destinations or specific addresses.

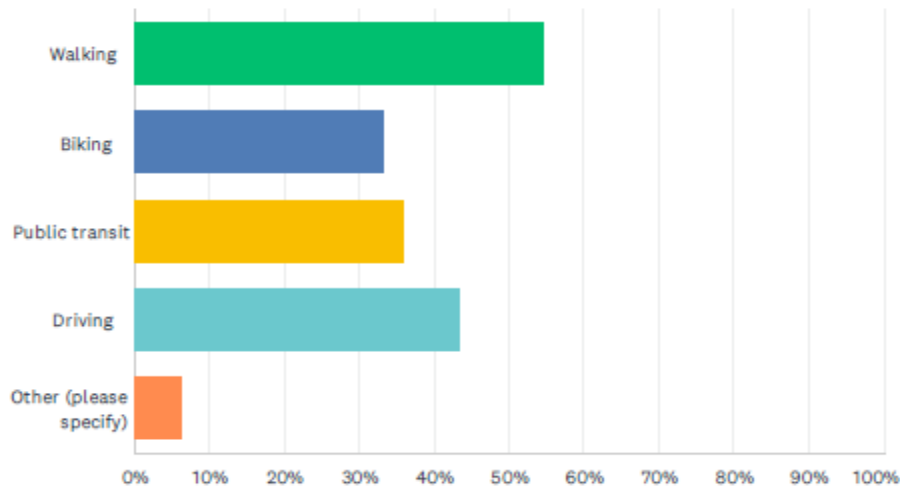
Answered: 30 Skipped: 110

More chargers near the train
Skunk train

Any new installation point would be fine. The current downtown location has limited access and are frequently misused and unavailable due to other persons using the space for their gas vehicle due to lack of parking.
I'm sure it would be nice for people who are here from out of town to have access to DC fast chargers that are not exclusive to Teslas in the Safeway and harvest market parking lots.
I don't care where you put it, I will never own an EV!
Every public parking lot and lots on like minded businesses
Don't have ev
Skunk train/brewery parking lot, burned down auto repair on Main St, rite aid parking lot
north side of city
City Hall
Not needed for now.
Next to NC Brewery—where you already have had one in the past. In the area of Down Home and the Coast Cinema.
hopsital, police station, coastal trail
Library, Bainbridge Park, City parking lot and Starr Crnter.
The old gas station on main street
As many as possible in any new parking lots.
no place
Hotels, Grocery Outlet. Most EV owners charge at home. Locals wouldn't need to charge in the daytime in town. Although Hotels might choose to install some for their customers, currently we have enough "Tesla only" charging stations! "Charge Point" charging stations can accommodate many EVs.
CV Starr community center
Skunk Train parking lot(s)
The parking lot for theSkunk Train. the parking lot by Coast Tires and Rite Aid. Dana Gray and FB high parking lots.
Company store, Skunk Train
coastal parking lots would be nice though that wouldn't help local businesses. Harbor. Encourage people to stop to charge and spend locally.
Safeway and Harvest Mkt; Skunk parking area
Skunk Train & Alder Street Trail Head
Glass Beach Parking Lot
none this is a huge hoax
Safeway, Depot Mall parking
We don't have one yet
A corner of the old Bank of America building parking lot.

Q15 What modes of travel do you think the City should prioritize making more convenient for accessing downtown in the future? (Pick up to 2 choices.)

Answered: 108 Skipped: 32

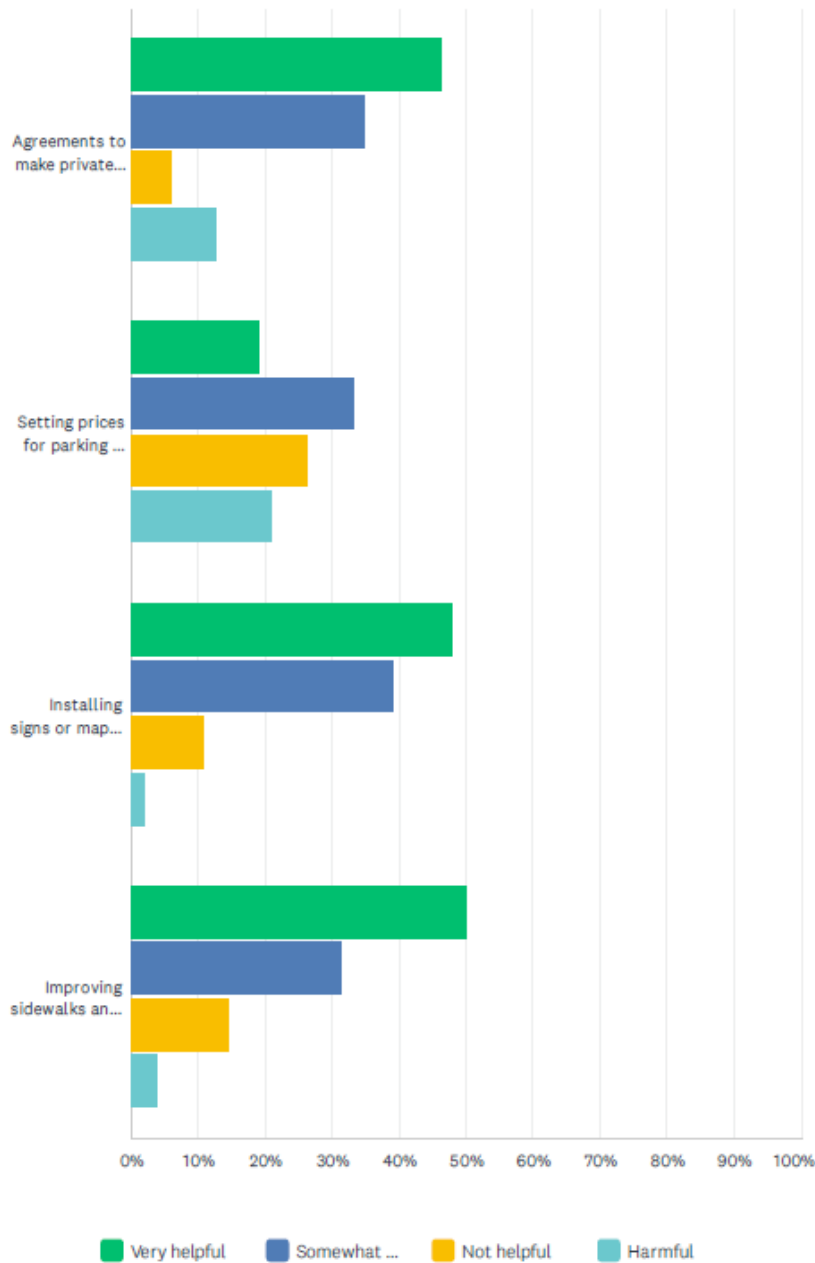


ANSWER CHOICES	RESPONSES
Walking	54.63% 59
Biking	33.33% 36
Public transit	36.11% 39
Driving	43.52% 47
Other (please specify)	6.48% 7
Total Respondents: 108	

I think the current mix is fine. I think bikers probably have to walk their bikes downtown, but i don't see why that's a problem.
Free shuttles
There are FAR more important issues!!!
It is easy to say walking is best but if you can't walk very far at one time and need to sit frequently I would encourage more benches be placed around the downtown again.
Free Shuttle bus that makes a loop around the greater downtown
Until vacant shops are reopened there will be no need to improve accessibility.
parking

Q16 Below are possible strategies the City could take to improve access to Downtown Fort Bragg. Please share whether you think each one would be very helpful, somewhat helpful, not helpful, or potentially harmful.

Answered: 104 Skipped: 36



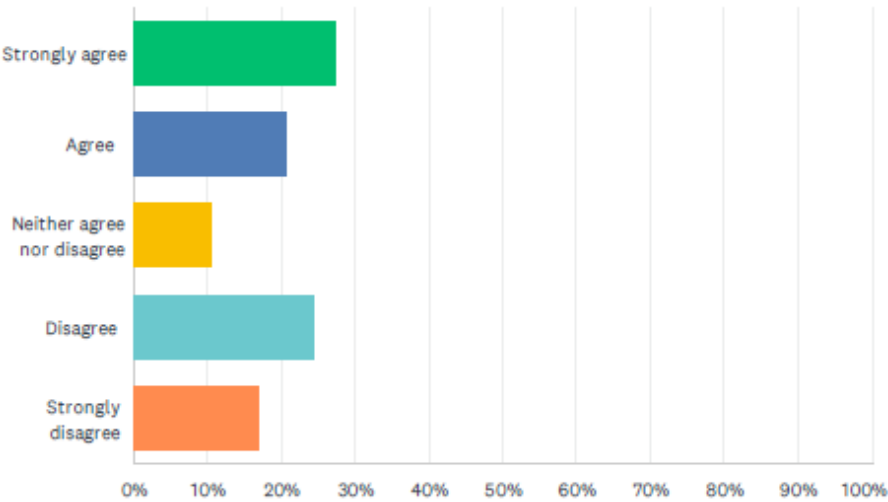
	VERY HELPFUL	SOMEWHAT HELPFUL	NOT HELPFUL	HARMFUL	TOTAL
Agreements to make private parking lots shared and open to the public	46.53% 47	34.65% 35	5.94% 6	12.87% 13	101
Setting prices for parking in the busiest areas, just high enough to ensure 1-2 spaces are usually available on every street	19.19% 19	33.33% 33	26.26% 26	21.21% 21	99
Installing signs or maps showing the public transportation options and bike routes available	48.04% 49	39.22% 40	10.78% 11	1.96% 2	102
Improving sidewalks and bike infrastructure/bike parking	50.00% 51	31.37% 32	14.71% 15	3.92% 4	102

Better utilizing the public parking lots we have in the downtown area and reinforcing the use of those while creating pedestrian-only areas of town.
Enforcing parking times - utilizing parking tickets or meters
People who want to ride a bike will do so. I don't recall seeing the downtown bike racks full. But there is definitely a lack of available parking spaces for autos since we have become so dependent on tourism. Why isn't improved/expanded public transportation included as a strategy?
There is parking because there are alot of empty buildings
Purchase parking lots 2 to 3 blocks from CBD.
no 15 minute cities
Just start charging for parking in all areas of downtown, other cities do it... people are accustomed to it.
Build more bike lanes, make walking better by expanding sidewalks and protecting them from cars. Making more streets that are just for pedestrians and bikes.
I don't think it is obvious where visitors on foot should go. What is the downtown. Where does downtown end as you go southward. Is the theater in it? What about small shopping center w/ DMV on Franklin, starbucks, etc? How do they relate?
Going other way, what about Denny's and Overtime Brewery area?
In middle, Skunk Train complex is oddly not mentioned.
My point is that people like to wander around downtown. If they knew there were destinations on foot, they would be more confident to go visit them on foot.
If you do these further locations, be sure to allow longer parking.
We know people park overnight as they travel up & down the coast or live out of their cars. As a result, these car dwellers make messes, pee and more all over the place. Would it make sense to give them a couple designated places where they could, and have porta potties. Not sure if good idea, but a suggestions.
Finally, get rid of the cars that get dumped long-term at lots.
Increasing public transportation options-- if a bus only runs a few times per day, or only travels half the necessary distance, people will opt for convenience and drive instead.
When the city decided to make Franklin street so narrow it erased the opportunity for safe bike lanes.

Bikes are pushed to a too narrow Franklin Street now
enforce time limited parking spaces in busiest areas at busiest times
I think we do have plenty of access to Fort Bragg, I really do feel the main blocks of Laurel and Franklin should be closed to cars.
Improving the deplorable state of the sidewalks on Main and Frankin from the Skunk Train and to Franklin and Main to Walnut.

Q17 Please rate the extent to which you agree or disagree with the following statement: "On-street public parking should be prioritized over other potential uses of the public right-of-way (such as bike lanes, transit stops, curbside dining, food trucks, street fairs, commercial delivery, etc.) in the busiest areas of Downtown and/or at the busiest times."

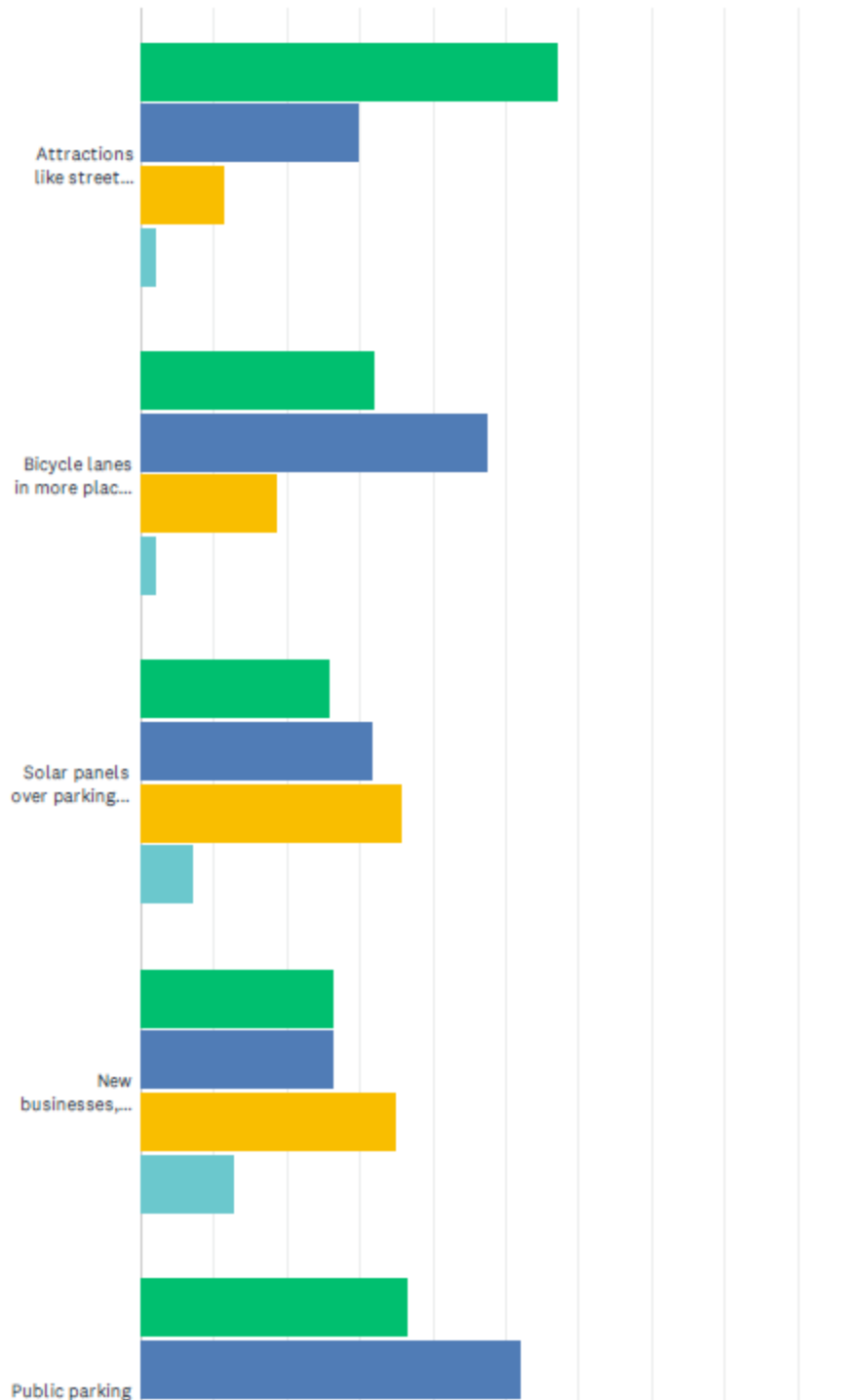
Answered: 106 Skipped: 34

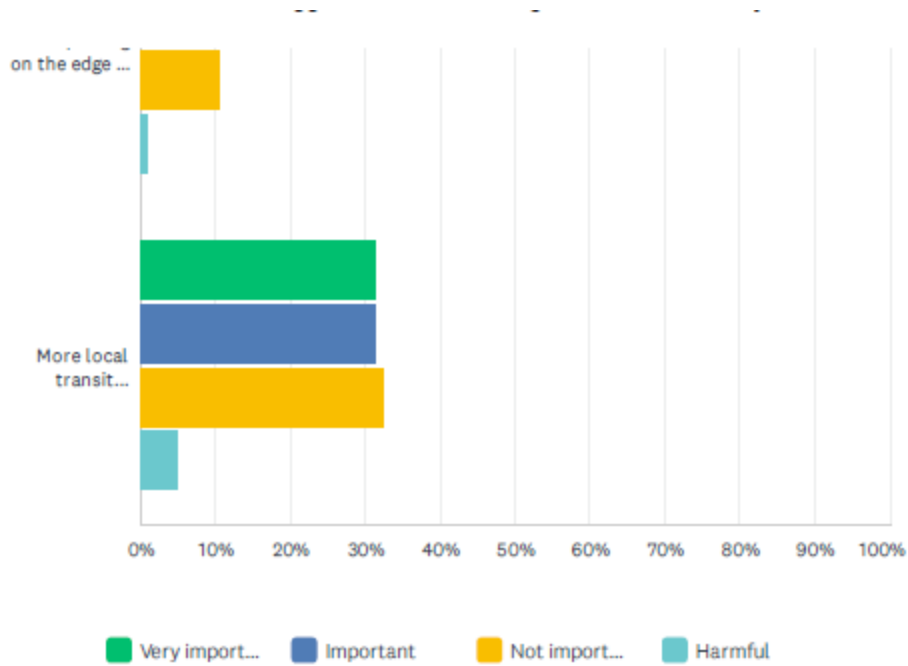


ANSWER CHOICES	RESPONSES	
Strongly agree	27.36%	29
Agree	20.75%	22
Neither agree nor disagree	10.38%	11
Disagree	24.53%	26
Strongly disagree	16.98%	18
TOTAL		106

Q18 How important do you think it is important for downtown Fort Bragg to have:

Answered: 107 Skipped: 33





	VERY IMPORTANT	IMPORTANT	NOT IMPORTANT	HARMFUL	TOTAL
Attractions like street festivals, food trucks, and outdoor dining	57.01% 61	29.91% 32	11.21% 12	1.87% 2	107
Bicycle lanes in more places and/or that are better protected	32.04% 33	47.57% 49	18.45% 19	1.94% 2	103
Solar panels over parking to charge electric vehicles	25.74% 26	31.68% 32	35.64% 36	6.93% 7	101
New businesses, housing, or green space in place of parking lots	26.21% 27	26.21% 27	34.95% 36	12.62% 13	103
Public parking on the edge of Downtown for everyone to use	36.54% 38	51.92% 54	10.58% 11	0.96% 1	104
More local transit options, such as an electric downtown circulator	31.37% 32	31.37% 32	32.35% 33	4.90% 5	102



Q19 Please share any additional ideas, opinions, observations, or insights for the City to consider when evaluating parking and access strategies for Downtown Fort Bragg.

Answered: 34 Skipped: 106

Improving Franklin Street would be fabulous for the residents of Fort Bragg
I believe it's most important to prioritize gathering spaces and event opportunities otherwise there's not much reason to be in the downtown. A balance between parking and bicycle lanes would be great, keeping in mind safe options for handicapped folks.
It cannot be overstated how beneficial it would be for our town to de-emphasize parking and automobile travel and to prioritize walking and biking. The health and safety of our population both mental and physical, the revenue of local businesses, the beauty of our city, and our impact on the environment could all be greatly improved by thoughtful leadership in this area.
There are so many empty stores in the downtown area, so why the urgency for more parking?
I sometimes use the lot by the skunk train. Mor signs for visitors to find way around walking & parking
Street fairs/festivals are very different from food trucks and outdoor eating. I think street festivals should be rare. I think food trucks as a regular thing would be fine. I think the taco truck has been a good addition and see no downside.
More bike racks of parking
Sonoma County is offering FREE shuttles for in town and to and from beaches. Let's get the Parks involved to get people off the roads and let people ride public transportation. This includes workers who live in other areas and have to drive vehicles.
Bump out sidewalks are a waste of space and not in the historical ambiance of F.B
We have a trolley but I never see anyone on it. it doesn't appear to have a posted schedule and appears only randomly.
Let me emphasize the above. Enhanced electric shuttle and more charging stations.
Thank you for doing this!
We will never fill our empty shops downtown if rents don't come down, landlords need to help renters. We need some box stores to help with jobs. Maybe on the out skirts of town. Things must change. We can't have name brand shops but we can have flea bag motels.
Improve the survey questions. Question #18 is worded weirdly and if you ask random people on the street about an electric downtown "circulator" you'll likely get a puzzled look. Most people don't use or know that term.
Public transportation is sorely lacking in this country, county and here in Fort Bragg. A circulator is our best option for improving access to areas of downtown without creating additional problems.
Our CBD is very compact so major parking efforts are not critical. Pubic transportation routes from campground to the CBD and other local attractions could be helpful especially in summer. If new parking lots are constructed install permeable road surface.
Eliminating the delivery zone on E Redwood on the south side of the street.
No agenda 2030!

It is very important to end the use of parking lots as a place to eat
I think our downtown is small enough to walk/ride around. I usually do not have to park further than two blocks from destination. I can get around pretty easy by bike.
MORE BIKE RACKS
Sorry. I can't make it to the meeting on Thursday.
Famers market is good for town once a week. Street events are good no more than once a month. We must maintain the ability to drive thru town by car or truck if we want to keep alive as a tourist destination. Trucks must be able to deliver (to side streets and alleys) and vacationers must be able to drive thru. It is absolutely essential that Main Street remain accessible to cars and trucks and does not get overtaken by pedestrians and bikes.
I have lived in and around Fort Bragg my entire life and I have never had trouble finding parking. I have however noticed that the streets are wide and the sidewalks narrow. I would spend more time and money downtown if it was able more freely walk and bike around.
I marked bicycle lanes as not important. I want them but don't put them everywhere. That would be a big mistake.
Figure out something on mill site. It would help things a bunch.
What is Downtown Fort Bragg, and what is the rest of the commercial area that is left out? Give the other parts an identity too since there is too much emphasis on just downtown businesses.
When you're on foot, you want to know that there is something ahead of you. There are too many blocks near downtown that lead to businesses, but they discourage people from walking further since they have ugly empty lots with weeds.
Highway 1 is not pleasant to walk along. Are there towns that do it better somehow?
Considering possible development of former GP land, consideration must expand to encompass that area and traffic flow.
Bring back meter parking and someone to over see the 2 hour parking limit
The biking infrastructure side should certainly be improved. I appreciate how the sidewalks in a lot of places include bulbouts now, and bike lanes would be excellent particularly with painted colored lanes.
What demonstrated quantified problem are you trying to solve? Downtown revitalization should focus on shuttered buildings and rent gouging first. Then you might need more parking.
If I can't find a parking spot a block or two from the place I want to go, I just go home and order on Amazon instead.
Fort Bragg has more important issues to deal with. Get out of the way of business.
Enforce parking laws would help. Mark parking spots on pavement and ticket people who take up 2 spots
Utilize under-developed areas in South Fort Bragg for public parking, and create attractive green walking/bike lanes along Franklin to unify with South FB with the downtown area. Add circulator shuttle.
I don't know what an electric circulator is but I live and work in town and parking is challenging especially when the tourists are around. Hopefully we will have more tourists, not less so this issue is timely. Especially on farmers market day (which I love) and also with the new brewery.

I feel if there were more transportation options in Fort Bragg, more people would attend events, especially at night time.

I am frustrated that your survey doesn't include anything about this idea that roads could be closed to cars. This idea is not new, it has been circulating for a decade to my knowledge, and this survey would be a perfect place to include it. You are not including it as an option and now you won't know how many people want it.

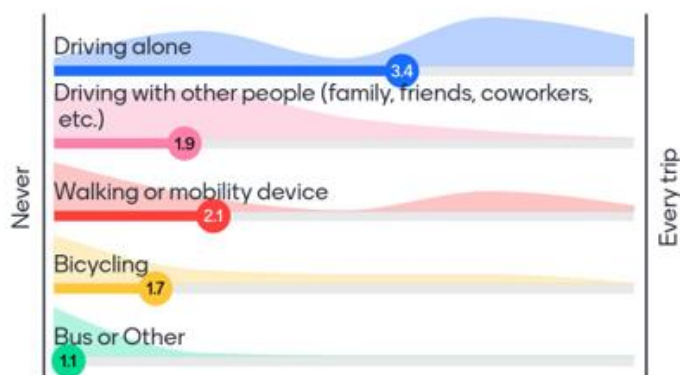
Repair/resurface S Franklin to Franklin at City Hall.

DRAFT

Sub-Appendix A2: Community Town Hall Mentimeter Presentation Results



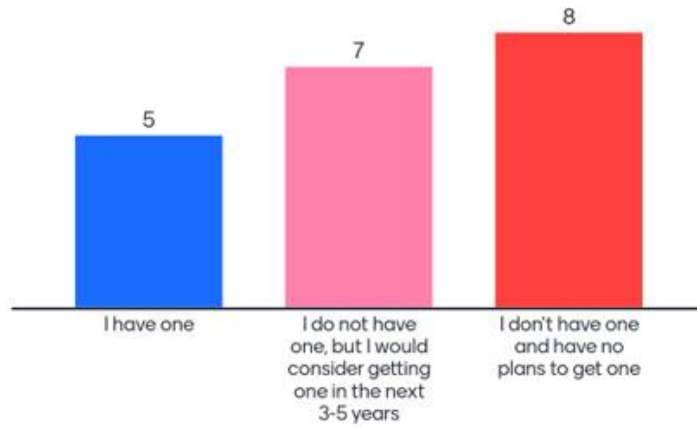
Please rate how often you use each method to get to and from downtown:



When I drive to downtown, it's easy for me to find parking:



Electric vehicles



What opportunities do you see for improving people's access to Downtown Fort Bragg?

18 Responses

- Limit parking times
- Park outside of town. Use transit!
- Create more 24/7 parking
- Create a 3-4 hour parking limit, curbside... And enforce
- More parking lots close to downtown. Do not take away any parking that already exists.
- Require City staff to not use up nearly all of the public parking spaces
- Better utilization of existing parking lots. Shares business parking. Education for employees in the CBD
- Improve pedestrian experience and streetscape
- Weekend/event bus transport from external parking



What opportunities do you see for improving people's access to Downtown Fort Bragg?

18 Responses

- More bathrooms with better baby changing
- Trams & use of flat space
- City should buy land for parking.
- Bike lanes and better bike parking infrastructure
- Alternate route other than US 1 for northbound/southbound traffic. A parkway of sorts with limiting the traffic that just wants to pass through
- Parking on mill site.
- Having available space to open a business.
- If you want a walking downtown, let pedestrians know where they should go. It isn't clear where visitors should go (beyond a couple blocks).
- City buy land for parking.



If you had more formal district parking, who would be the best people to use it?



What strategies would you support to improve access to Downtown?



Please list any locations you think EV charging would be useful for the community:

15 Responses

- Curbside charging on the edges of CDB.
- Coastal Trail, highway 1, skunk train parking lot
- Outskirts. At least two blocks or more from the CBD.
- Everywhere & induction pads
- A few in parking lots
- Outside of down town
- All public buildings such as grocery, hospital, schools. Then millsite coast trail is perfect for hikers.
- Lots. Not curbs. Existing van lots that could be tuened into lots plus EV stations. Old gas storon lot could be parking
- Motels, grocery stores, a couple at each parking lot at edge of town



Please list any locations you think EV charging would be useful for the community:

15 Responses

- Boatyard shopping center, safeway, city hall
- The Police Department lot and any new centralized parking lots
- Different strategy for ev charging for locals vs tourists.
- Downtown not recommended.
- Hotels
- Put charging on the outskirts and in longer term lots

15

Uses of the curb: *Some* street parking in downtown could become:



18

Please share additional thoughts on downtown access and parking:

10 Responses

Pedestrian-only downtown. Lots of restaurants and stores and vegetation. Shuttlebus from external parking.

We need what we already have. We need to develop more parking. City buys lots? Laurel could be people only? Shuttles. Teach visitors where to park.

Complete Streets. Parking on outskirts of district, better street lighting to parking areas, incentivizing employees to park on district boundaries, multi-modal transportation facilities.

City needs to somehow ask downtown merchants/employees to not park right downtown, where customers need to park.

Optimization across current & reasonably foreseeable future. Leeway for hand over fist approach?

Complete street elements

Signage to where parking is

European public square paradigm. Mexican side street paradigm.

Parking lots on the North (Industrial area) and South (Hwy 20) of town. Grant funded transit. Perhaps Redwood Ave. could become oneway westbound = parallel parking. Its in between two eastbound oneway streets.



Please share additional thoughts on downtown access and parking:

10 Responses

Bus fare & plastic pay parking meters can shift some of the expense burden to tourists Locals can buy passes for both at greatly discounted rates. Our transit can facilitate carpooling to town



Sub-Appendix A3: Community Town Hall – Verbal Comments Recorded

- Downtown EV charging spaces may be occupied too long or left empty. Other charging locations might make more sense.
- The study should consider whether EV charging generates revenue to offset its costs.
- Alleys are an asset for loading/deliveries.
- Outdoor dining could be non-permanent. Structures could have removable covers. Some owners may have concerns non-customers would use the space.
- People might appreciate dedicated bike lanes, or bike share so people could borrow bikes.
- Planning will require compromise.
- Would be helpful to have data:
 - # of people living downtown
 - # of employees parking downtown (and where)
 - current use of transportation opportunities
- Focus on making Highway 1 enticing so visitors stop.
- Shutting down blocks for outdoor dining can attract visitors.
 - could be temporary
- People who can't find parking downtown may go elsewhere.

- Unity would help the City solve issues.
- Discourage long-term RV parking downtown.
- Consider parking easements at underutilized lots to increase public parking supply.
- Limit downtown parking to promote walking and support businesses.
 - (For tourists)
- Consider an electric shuttle bus. (For employees too)
 - ↳ also attractive + fun, can increase tourism
- Many who park stay a long time; they could park outside the downtown. Meters and providing ^(free) buses could incentivize.
- Families with young children may not feel safe parking and getting out at the curb.
- People in the outskirts may take their business elsewhere or order online if coming downtown is inconvenient.
- "Grab-and-go" businesses like coffee shops require parking; people are less likely to take the bus.
- Half-hour or three-hour spots could help.
 - ↳ different limits for different areas
- First offenders could be given a warning. But, there may be practical constraints to hiring enforcement.
- Parking lots would be an asset during festivals.

- Parking is harder to find during tourist season.
- Elderly customers would appreciate better downtown parking availability.
- Employees sometimes park all day in prime spaces.
- Having plug-in charging in peripheral locations could encourage employees to park a few blocks from work.
- Two-hour parking is not enforced.
- Parking meters could help. Residents could have a local rate.
(Surrounding communities should also be considered "local.")
- There are safety concerns walking late at night.
- Acquiring a new parking lot would help.
- Plans should consider future growth.
- Private lots sometimes fill up with non-customers, and those businesses need parking options for over 2 hours.