

I am sorry that I am unable to attend tonight's meeting but I wanted to go on record in support of the Chestnut Street Improvement Plan. Back in February, we had a well attended Public Works Committee meeting in which several members of the public and residents of Chestnut Street were given an opportunity to go over the initial design. Public Works Director Tom Varga gave a thorough staff report and outlined the intentions of this plan. It is twofold. First and foremost, it provides a safer corridor for Fort Bragg students to walk or bike to 3 different schools. Secondly, it will calm traffic and slow down vehicles traveling east and west on Chestnut Street. There is only grant money at this time to cover one side of Chestnut Street, and since less utility poles are located on the north side, it is less expensive to use this side of the street. Eventually we hope to improve the south side as well. The sidewalks will be widened to 8 feet across and be ADA compliant from Franklin Street up to the High School. This will accommodate wheelchairs, kid's bicycles and strollers as well as pedestrians. There will be a stop sign at Corry Street to calm traffic and also a permanent flashing sign to warn drivers who are speeding. There will be no roundabouts, speed bumps or land acquisition. Though the on-street parking will now be moved across the street to the north side of Chestnut, residents who will no longer be able to park in front of their homes may be assisted by the City to build driveways. The schools have weighed-in on the plan and support it with some slight mitigations to make it easier for the school bus drivers. Both Mayor Turner and I worked well together at the committee meeting and appreciated the public input in the process. The Public Works Committee supports the Chestnut Street Improvement Plan. Though some may say that there is no need for a safer route to our schools because there have not been any recent accidents, I say it is better to act now rather than wait for the possibility of a tragedy involving one of our schoolchildren.

Lindy Peters

3-13-15  
Item #5A

**From:** Hill, Darron L@DOT [<mailto:darron.hill@dot.ca.gov>]

**Sent:** Monday, April 13, 2015 8:57 AM

**To:** Varga, Tom

**Subject:** Chestnut St Project

Good morning,

I'm not going to be able to make it to the public meeting tonight on the project so I thought I would forward you a few comments concerning the project this morning.

1) As the Caltrans ADA reviewer for Lake and Mendocino County I'll note that the city is required to provide an ADA accessible route, but not on both sides of a roadway. At any time, the city has the right to remove non-compliant sidewalk such as the south side of Chestnut in favor of improvements on the north side of the roadway. The city is not required to maintain or improve non-compliant sidewalk in front of homes if it is creating an accessible route on the opposite side of the street.

2) I am not in favor of Speed Bumps which punish all drivers, increase ambient noise in the area, and increase environmental pollution by the requirement that all drivers slow excessively to reduce damage to shocks and struts. I would encourage the use of Speed Humps as defined by:

Countermeasure	Area	Road Environment	Reference # (Year)	Sample Size (# of Sites)	After Measurement	Average Daily Volumes		85 <sup>th</sup> Percentile Speeds			
						Before (veh)	After (veh)	Before (mph)	After (mph)	Change (mph)	% Change
<b>GEOMETRIC FEATURES</b>											
Speed Hump-rounded raised area across the road, typically 12 to 14 feet in length and 3 to 4 inches high	Urban	Local Street	1 (1999)	178		48 to 11544	46 to 11043	35 (4)	27 (4)	-8 (3)	-22% (9%)
		Local Street	2 (2005)	7		400 to 4362	401 to 3384	32 (3)	26 (2)	-6 (2)	-20% (6%)
		Local Street	4 (2000)	4		475 to 1506	433 to 1343	36 (2)	31 (2)	-5 (1)	-15% (3%)

3) Most of the project is moving parking from the south side of the street to the north side of the street but I believe that between Sanderson St and Dana Way the following approach should be considered.

**Lateral Shift-curb extension that shifts travel lanes to one side of road for extended distance and then back to the other side**

<b>Urban</b>	Local Street	5 (2004)	1	36 (-)	33 (-)	-3 (-)	-8% (-)
<b>Rural</b>	At City Limits	19 (1999)	5	44 (4)	33 (4)	-11 (7)	-25% (9%)

There is limited parking in front of Dana Gray School and numerous parents and volunteers use the on-street parking to access the school. This is aggravated at the beginning and ending of each school day, during school assemblies, activities, sporting events, graduation, etc. Removal of parking in this area is not appropriate. I believe that if parking is removed, the community will alter their behavior by increasing their use of the Calvary Baptist and Presbyterian Church parking lots. As such, I believe the city is required to mitigate for the damage to private property and the subsequent increase in the amount of jaywalking.

Simply painting more crosswalks, setting police to remind parents of crosswalk usage, and providing crossing-guard to remind children of their requirement to use crosswalks are all band-aid fixes trying to overcome proper consideration of all roadway users. While trying to encourage pedestrian and bicycle usage, the predominant vehicle usage and parking patterns should not be simply set aside. If an increase in parking on private property is the least expensive mitigation, owners should be compensated and pedestrian traffic flows from those facilities should be addressed. Alternatively, ending the Chestnut St project at the west sidewalk connection in front of Dana Gray (one house from the Sanderson Way corner), provides a minimum 8' wide contiguous sidewalk, eliminates the need to address parking near the school, and does not negatively impact the surrounding private property owners. The shifting of parking back to the south side in this area could also reduce speeds as noted by previous the Lateral Shift studies listed above.

Thank you for your consideration,  
Darron Hill - PE

## Varga, Tom

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**From:** Heidi <bd.hz@hotmail.com>  
**Sent:** Monday, April 13, 2015 4:45 PM  
**To:** Varga, Tom  
**Subject:** Chestnut Street

Dear Mr. Varga,

Thank you for the opportunity to submit comments about the upcoming Chestnut improvement project. As a parent of a Dana Gray student and a member of Calvary Baptist Church(located at 1144 Chestnut Street) I am excited about the planned improvements. However, I do have a couple of thoughts/concerns. As far as I could tell from the plans, there will be less street parking available on Chestnut Street between Sanderson and Dana. Currently many parents of Dana Gray students park across the street and in the Calvary Baptist parking lot. Eliminating street parking will increase the problems. 1) It is a safety issue with parents and children crossing from the church parking lot to the school. 2) This practice causes wear and tear on the church parking lot with no agreement between the church and school and no compensation for the usage.

My other opinion would be that you use no rubber/plastic speed bumps like the ones at the bottom of Fir and in front of the Middle School. The asphalt speed bumps and elevated sidewalks are just fine.

Thank you for your time.

Heidi Hill  
645 North Harold Street  
Fort Bragg, CA

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**Subject:**

FW: Chestnut Street Corridor

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**From:** Nancy Harris [mailto:nancyh@mcn.org]

**Sent:** Monday, April 13, 2015 1:42 PM

**To:** Varga, Tom

**Subject:** Chestnut Street Corridor

Hi Tom,

I was at the last meeting and have a few questions that I'd like you to address at tonight's meeting:

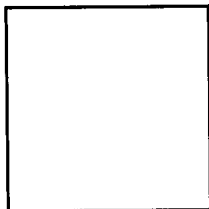
- Did you meet with the Fort Bragg School Board about the school buses navigating the smaller lanes and tighter turns on Chestnut Street?
- Will there be any replacement of the trees and shrubs on the north side of Chestnut that will be removed to make the path? For example, Savings Bank has some landscaping around the parking lot and the apartment complex to the east of the bank has four leafy trees. Will all of that disappear or be replaced?
- Will there be any additional vegetation to beautify the path and street?
- Will there be more crosswalks for people to get from the south side to the north side of the street?
- What kinds of traffic calming features will be used?
- Have you contemplated diverting some of the bus traffic to Maple?
- Have you considered that a four-way stop at Maple and Franklin could make using Maple a viable alternative to using Chestnut, thus reducing Chestnut Street traffic? (As you know, Maple is a full sized through street that can handle traffic better than Chestnut.)

Thank you for addressing these questions,

Nancy Harris

137 Olsen Lane

95437



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