



AGENCY: City Council
MEETING DATE: April 13, 2015
DEPARTMENT: Public Works
PRESENTED BY: Tom Varga

AGENDA ITEM SUMMARY

TITLE:

RECEIVE REPORT, APPROVE SCOPE OF WORK, AND PROVIDE DIRECTION TO STAFF REGARDING THE CHESTNUT STREET CORRIDOR PROJECT

ISSUE:

Chestnut Street was identified as a street in need of improvements in the 2010 City of Fort Bragg Residential Streets Safety Plan (RSSP). Chestnut Street is a busy collector roadway that also provides pedestrian and bicycle access to the Fort Bragg High School, Redwood Elementary School, Dana Gray Elementary School, and residential neighborhoods. In 2011, the City Council directed staff to develop feasible alternatives addressing the right-of-way (ROW) and existing conditions of the corridor as well as obtain input and participation from the community. KASL engineering was hired to look at these issues and developed the Chestnut Street Corridor Conceptual Plan and Right of Way Feasibility Study, which was completed in November 2012.

The KASL consultants examined existing conditions, pedestrian access and safety, bicycle and vehicle safety, traffic calming, on-street parking and circulation, school bus routes, costs and funding opportunities, and conducted public outreach. Four preliminary alternatives were developed and at the August 27, 2012 City Council meeting, the council selected Option A with some minor revisions (see project description below and Chestnut Street Improvements Recommended Project Preliminary Plans attached).

Since the August 2012 Council meeting, City staff has been working in conjunction with Caltrans to prepare numerous studies for the project including: Archaeological Survey Report, Historic Property Survey Report, Phase 1 Environmental Site Assessment, and others required for NEPA clearance. The City received NEPA clearance from Caltrans on February 23, 2015 and is looking to transition into the final design and construction phase. Before proceeding with the final design phase of the project, staff is seeking input from the City Council in order to ensure that the project still meets community goals.

RECOMMENDED ACTION:

Staff recommends that the City Council receive the report, accept public comment, and provide direction regarding the proposed project design and scope of work for design services.

ALTERNATIVE ACTION(S):

Provide alternative direction to staff.

ANALYSIS:

The following summarizes and provides an overview of the Chestnut Street Corridor project.

Project Description – The proposed project would be funded by Federal and State grants that will improve pedestrian and bicycle access and safety, vehicle safety, and add traffic calming facilities along Chestnut Street from Franklin Street to Ebbing Way and include the following components:

- Construct new curbs and gutters, and a new 8-foot wide multi-use path replacing the existing narrow walkways along the north side of Chestnut Street.
- Shift permitted on-street parking from the south side of Chestnut Street to the north side which will act as a buffer between the multi-use path and Chestnut Street.
- Install Americans with Disabilities Act (ADA) compliant ramps and intersections.
- Relocate joint service utility poles, street signs, and drainage inlets.
- Install traffic calming bulb-outs and bump outs, electronic speed advisor sign, and high visibility and raised crosswalks.

Proposed Limits of the Project – The project initiates at the east side of the Chestnut and Franklin Streets intersection and continues east on Chestnut Street for approximately 4,800 feet to Ebbing Way. The project terminates approximately 150 feet east of the intersection of Chestnut Street and Ebbing Way. All work will occur within the City right-of-way (ROW) which varies in width from 40 feet to 60 feet. **No ROW acquisition is proposed as part of the project.**

Undergrounding of Utilities – Based on the timing proposed for construction and funding deadlines, it is not anticipated that undergrounding of utilities would occur as part of the improvements due to the lengthy process coordinating with the utility companies and the cost of undergrounding utilities.

Traffic Issues – Traffic calming will be examined and used where it is effective. Changes to neighborhood traffic circulation patterns will be minimized. Crosswalks across Chestnut Street will be added where appropriate. Sight distances at driveways and side streets will be carefully considered.

Parking – As proposed, on-street parking will be re-located from the south side of Chestnut Street to the north side. All parking along the south side of Chestnut Street would be eliminated. Curbs on the south side would be painted red to indicate No Parking except where current driveways are located. Parking spaces eliminated on south side would be re-distributed to the north side. It is estimated that there are approximately 80 on-street parking spaces currently on the south side. The relocation of the parking to the north side of Chestnut Street will net approximately 75 spaces. This is a deficiency of 5 parking spaces. As noted in the KASL study, “less than 10% of parking spaces are typically used at any given time”. Please note that the total number of on-street parking spaces may be modified up or down based on the final design and striping lay-out for the project. For residences with no off-street parking on the south side of Chestnut Street, project funding **may** allow for the development of a driveway apron consistent with City regulations. To the extent practical, the distribution of on-street parking will be maintained.

Fences, Garages, and Driveways – The project is not expected to result in direct impacts to garages or fences. Any fences (may include: four foot metal rail in front of Savings Bank, six foot chain link fence in front of Fort Bragg Electric, three foot wooden fence in front of 496 S Harrison Street, three foot wooden fence in front of 641 Chestnut St, and six foot chain link fence in front of Fort Bragg High School) currently located in the City ROW will be re-located as necessary to the back of the new sidewalk. Driveways will be constructed to conform to new sidewalk/street grades.

As discussed on page IV-1 of the Chestnut Street Corridor Conceptual Plan and Right-of-Way Feasibility Study, there are two garages that are built to the back of the sidewalk, and the plan is to adjust the new sidewalk, curb, and gutter as necessary, up to and including elimination of on-street parking at these locations:

Between Susie Court and Harold Street (APN 018-100-04) there is an existing structure (garage) constructed at the back of sidewalk. The existing sidewalk width at this location is three to 3½ feet. To widen the walkway to an eight foot wide multiuse path and preserve the existing garage, the new curb and gutter must be adjusted further into the street. A narrower

street section with no on-street parking is proposed at this location. A similar physical obstruction (garage) exists at Parcel 018-100-68 located between Harold Street and Lincoln Street. The existing structure is built at the back of a two to three foot walkway. To retain the existing garage, the widening necessary to construct an eight foot multi-use path will be accomplished by narrowing the street section and eliminating parking adjacent to the garage (Chestnut Street Feasibility Study, 2012).

Depths of Excavation – Proposed project improvements include: removing existing sidewalks, removing and replacing existing curbs and gutters to accommodate new street sections, relocating utility poles to back of sidewalk or top of back curb, construction of traffic calming features, new drop inlets, and other improvements. Existing sidewalks, curbs, and gutters required to be removed as part of the project will be removed to the existing grade which is approximately 6 to 8 inches in depth. Installation of the new path may require excavation beyond the existing grade of approximately 6 inches to allow for the placement of new base material as needed to comply with City standards. The installation of re-located utility poles will require excavation to approximately 4 to 5 feet in depth. Drop inlets will be installed adjacent to the curb requiring excavation of 2 to 6 feet.

Community Outreach – A public outreach meeting was held on June 8, 2012 at the John Diederich Center where approximately 50 people attended. Participants at the meeting agreed that Chestnut Street needs improved pedestrian access and traffic calming measures.

In addition to the public outreach meeting, a survey was mailed out to Chestnut Street residents and posted on the City website. Door-to-door surveys were also conducted. A total of 37 surveys were returned. Results from the survey indicated a strong desire for wider sidewalks and safer bicycle access as well as traffic calming measures. Similar to the feedback received at the public outreach meeting, survey results were mixed with respect to modifying on-street parking.

On June 25, 2012, a one-hour City Council workshop was held presenting the results and four project alternatives. Based on the outreach meeting, survey results, and comments from the June 25th workshop, three Chestnut Street options were developed and presented to the City Council on August 27, 2012 where the Council selected Option A.

Public Works Committee Meeting – On February 19, 2015, the Public Works Committee convened a community workshop at the John Diederich Center to discuss the proposed improvements for the Chestnut Street corridor. The meeting was well attended with the majority of commenters in support of the project. Following public comment, the Public Works Committee made the following recommendations:

- Project should consider incorporating a STOP sign at Corry Street.
- City Staff should look into the possibility of providing driveway aprons for properties without driveways.
- City Staff shall work with the Fort Bragg Unified School District to ensure minimal impacts to bus routes or school facilities.
- After meeting with the school district, bring project to the City Council for review.

School Board Meeting – At the March 12, 2015 Fort Bragg Unified School District Board (FBUSD) meeting, City staff presented the proposed Chestnut Street improvements. Bus drivers for the school district had expressed a concern that traffic calming features may create difficult turns for school busses. All of the bus routes were reviewed by the drivers and FBUSD staff and the proposed improvements were found to not create any obstructions. Nevertheless the design will keep bus turning movements in mind during preparation of the plans. On street parking in vicinity of Dana Gray elementary school was a concern. Parking design will be coordinated with the school district to ensure adequate parking and student safety during drop off/pick up times. Intersection

crosswalks will be carefully considered at all intersections to address questions regarding safe crossings for pedestrians, especially students, from the south side of the street to the new multi-use path. There was substantial support from meeting speakers for the project and its safety enhancement features.

FISCAL IMPACT:

At the July 8, 2013 City Council meeting, the City Council adopted a resolution de-obligating Federal funds originally allocated for the Coastal Trail and re-obligating these funds for the Chestnut Street Corridor project. These funds amount to \$743,000. On September 27, 2014, the City was awarded \$259,000 from Cycle 1 of the Active Transportation Program (ATP). Collectively, these funds total \$1,002,000 which should cover the costs for design, engineering, and construction of the project.

CONSISTENCY:

The proposed project is consistent with the 2010 City of Fort Bragg Residential Streets Safety Plan (RSSP) as well as numerous goals, policies, and programs of the City's General Plan including:

- Policy OS-11.1 Multiple Use Trail System: Develop a multiple use trail system.
- Program C-9.2.2: Consider improving pedestrian and bicycle facilities on Chestnut Street.
- Program C-11.6.2: Upgrade and widen sidewalks on Chestnut Street.

In addition, the project is consistent with many overarching goals of the City which include providing safe and efficient means for people to walk and bike in Fort Bragg, providing improved access for mobility impaired persons, and using traffic calming measures to increase roadway safety.

IMPLEMENTATION/TIMEFRAMES:

If directed by the City Council to move forward with the project, the next steps would include:

- Releasing a Request for Proposals for Final Design Services and Construction Drawings (See Attachment #4). Consultant services are needed to provide final design services and prepare construction documents and specifications for the Chestnut Street Corridor Improvement Project. The Request for Proposals (RFP) is for the procurement process for the selection of a consultant to provide these professional services
- Hiring a consultant to prepare final designs and construction drawings.
- Approval of Grading Permit and CEQA document by Planning Commission.
- Contractor bidding process.
- Selection and award of construction contract.
- Construction of improvements during the summer 2016.
- Implementation of education program for student use of new facilities.

ATTACHMENTS:

1. Chestnut Street Corridor Conceptual Plan and Right-of-Way Feasibility Study
2. Chestnut Street Improvements Recommended Project Preliminary Plan Overlay
3. Public Works Committee February 19, 2015 Minutes
4. Request for Proposals for Chestnut Street Corridor Project

NOTIFICATION:

1. Chestnut Street notification list

City Clerk's Office Use Only

Agency Action	<input type="checkbox"/> Approved	<input type="checkbox"/> Denied	<input type="checkbox"/> Approved as Amended
Resolution No.:	_____	Ordinance No.:	_____
Moved by:	_____	Seconded by:	_____
Vote:	_____		
<input type="checkbox"/> Deferred/Continued to meeting of:	_____		
<input type="checkbox"/> Referred to:	_____		