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# **2018 Street Safety Plan**

**CITY OF FORT BRAGG**

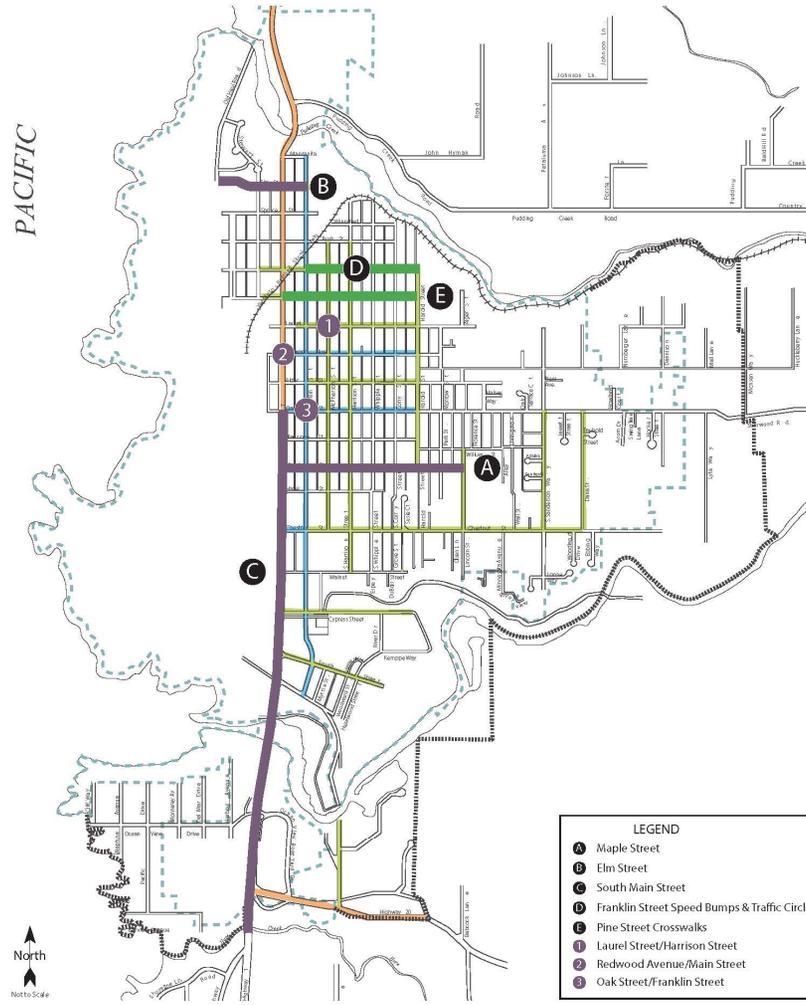
## Goals of the Project

- Create safer neighborhood and commercial streets that **encourage walking and bicycling** as an alternative to the private automobile;
- Improve pedestrian and bicycle facilities and therefore, **safety**; and
- **Slow automobile traffic** as it moves through residential neighborhoods and commercial districts, while still maintaining an efficient flow of vehicles.

## Study Area

- **Maple Street**
- **Elm Street**
- **Pine Street**
- Main Street (State Route (SR) 1)
- Laurel Street/Harrison Street
- Redwood Avenue/Main Street
- Oak Street/Franklin Street
- Fir Street
- Harold Street

# Study Area



Base Map Source: Fort Bragg Inland General Plan 11/12

FBR045 proposal 4/18

City of Fort Bragg Street Safety Plan  
Figure 1 – Study Area



## Data Collection

- Field Reviews and Observations
- Speed Surveys
- Sight Distance Measurements
- Traffic Counts
- Stop Control Warrants
- Parking Occupancy counts on Elm Street

## Summary of Existing Critical Issues

**Bicycle Facilities** – Much of the bike lane striping is faded due to age and weathering.

**Recommendation:** Existing bike lane striping on study corridors should be remarked.

**Pedestrian Crossing Facilities** – The “uncontrolled” crosswalks (i.e., crosswalks where conflicting vehicles are not required to stop) generally do not include pedestrian crossing signage or other enhanced measures.

**Recommendation:** Supplement with Pedestrian Crossing signs (W-11). Additionally, the existing faded crosswalk markings should be restriped.

## Summary of Existing Critical Issues

**Travel Speeds** – On Maple Street and Pine Street, the 85<sup>th</sup> percentile speed was 5 miles per higher than the posted speed limit.

**Recommendation:** Provide traffic calming measures on Maple Street and Pine Street to reduce travel speeds.

**All-Way Stop-Control Warrants** – Maple Street/Lincoln Street and Laurel Street/Harrison Street are candidates for all-way stop-control

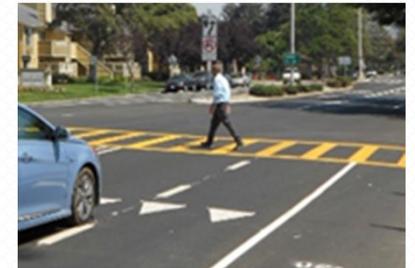
**Recommendation:** Convert Maple Street/Lincoln Street and the Laurel Street/Harrison Street intersections to all-way stop control.

## Toolbox Measures

- Input from the public during this process
- Fiscal ability of the City to implement the recommendations
- Maintenance needs and cost of the measures

## Toolbox Measures – Pedestrian Facilities

- Marked Crosswalks
- Advance Yield Markings
- Pedestrian Crossing Signage
- Raised Medians
- Bulb-outs/Curb Extensions



## Toolbox Measures – Bike Facilities

- Class II Bike Lanes
- Buffered Bike Lanes
- Bike Cross Markings
- Green Bike Lane Legends



## Toolbox Measures – Traffic Signal Timing

- Advance Pedestrian Crossing
- Pedestrian Exclusive Crossing



## Toolbox Measures - Lane Striping

- Double Yellow Centerlines
- Speed Reduction In-Lane Striping
- Narrow Through Lanes
- Parking Restrictions



## Toolbox Measures - Traffic Calming Devices

- Speed Humps
- Residential Traffic Circles

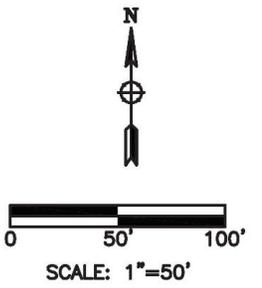
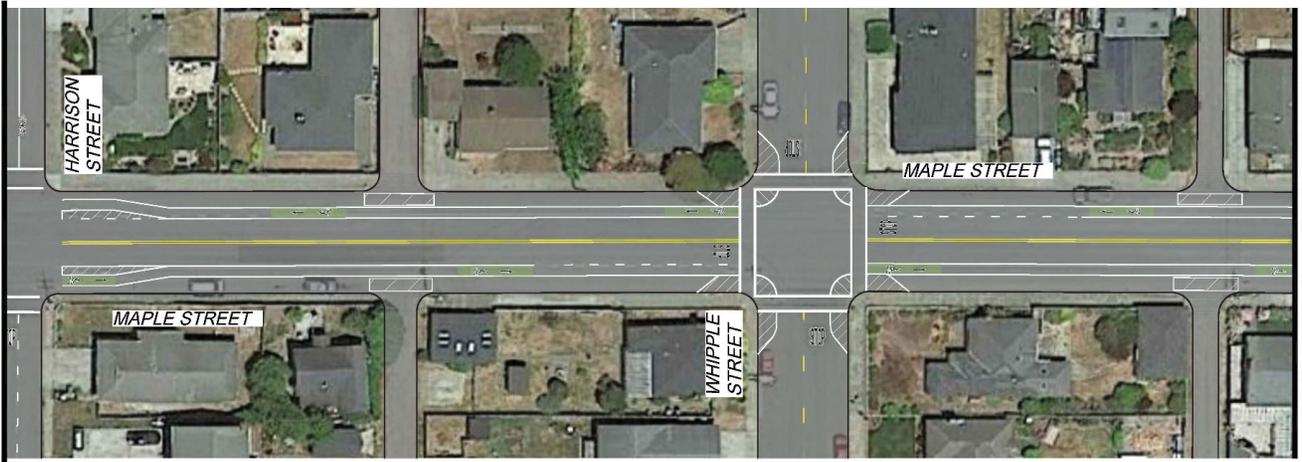


## Community Input

- Travel characteristics
- Reaction to toolbox measures
- Comments on Study Roadways
- Comments on Fir Street and Harold Street Improvements
- Issues on Other City Streets

## Recommendations

- Maple Street
- Elm Street
- Pine Street



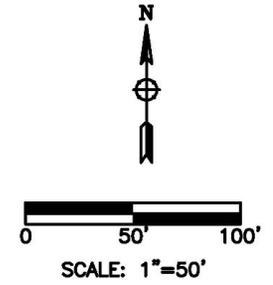


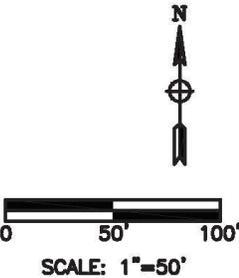
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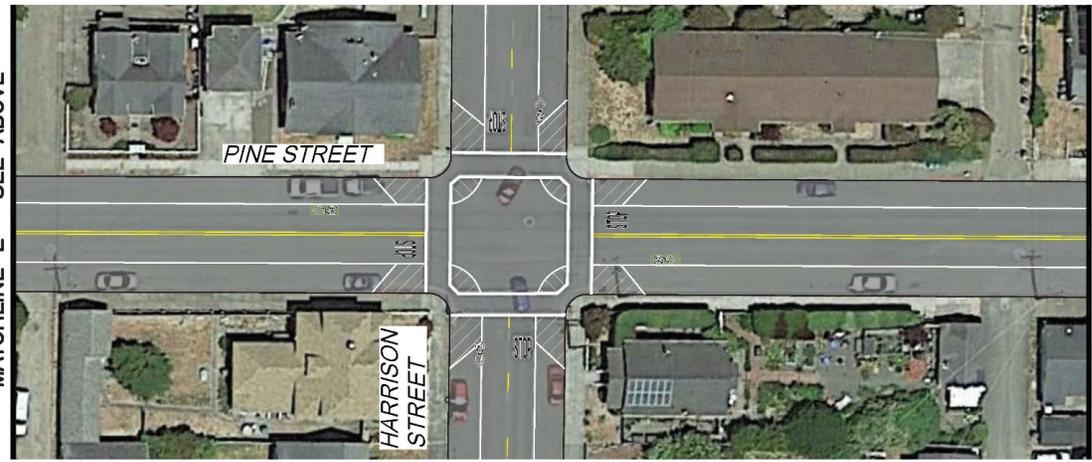
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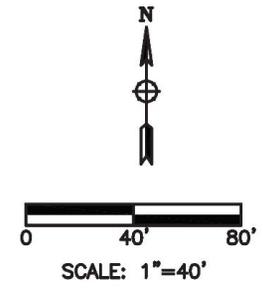


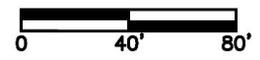
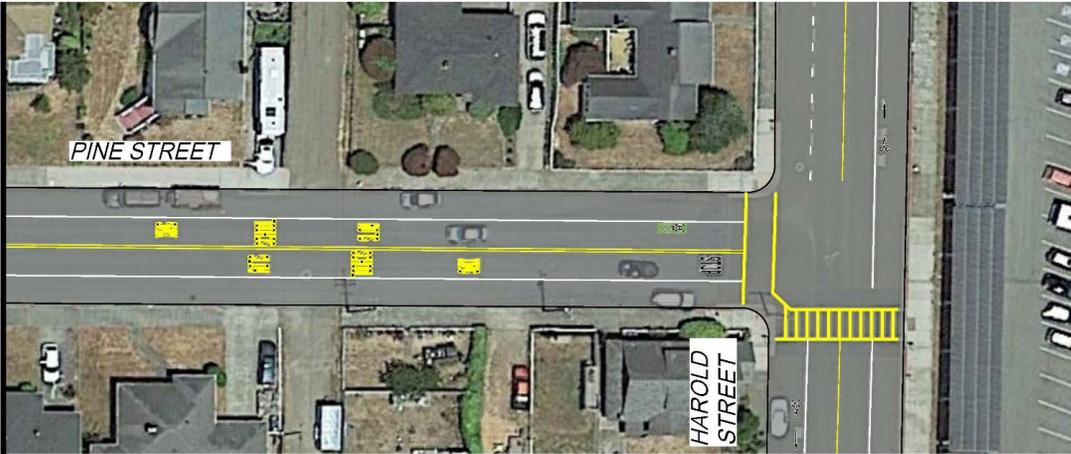
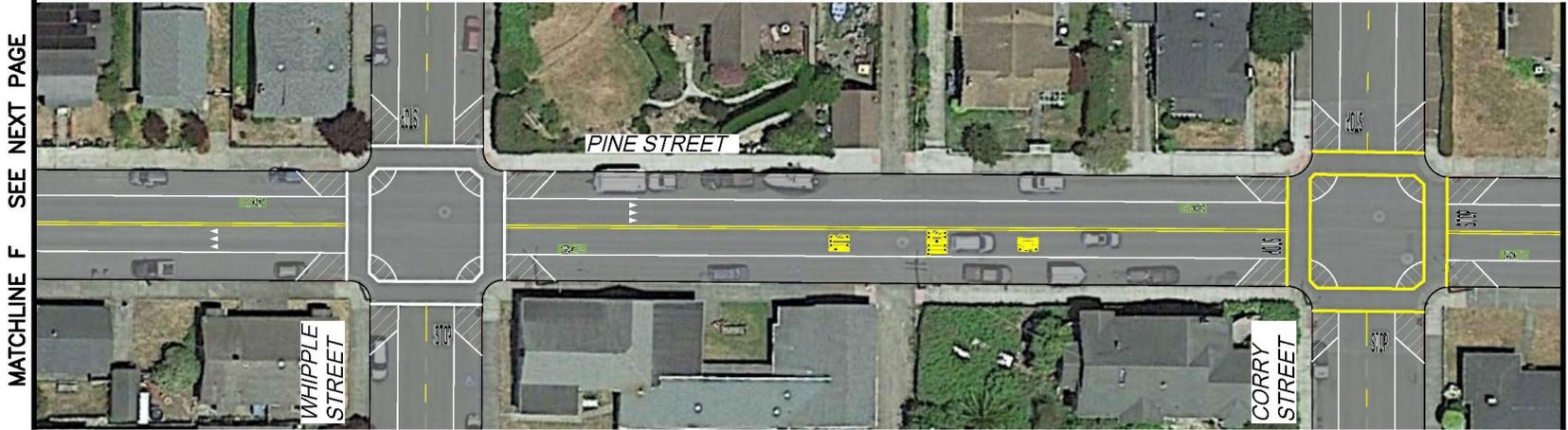
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SCALE: 1"=40'

## Recommendations

### Main Street (Caltrans State Route 1)

- ADA improvements
- Signal modifications
- Uncontrolled Crossings
- Bike Lanes

## Recommendations

### Laurel Street/Harrison Street

- Convert to an All-Way Stop

### Oak Street/Franklin Street

- White Edgeline Markings
- Advance Stop Bars
- Crosswalk Outlined with White Crosswalk Markings

## Next Steps

- Seek funding for the engineering, design, construction, and installation of improvement recommendations for Maple, Elm, and Pine Street;
- Schedule a meeting between City staff and Caltrans to discuss potential design improvements along Main Street (SR 1) corridor;
- Continue rezoning efforts on the Mill Site regarding connectivity of the Coastal Trail through the Central Business District via Redwood Avenue; and
- Continue to seek grant funds to develop pedestrian and vehicular access to the center section of the Coastal Trail.
- Identification of Future Study Areas of Consideration

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