



CITY OF FORT BRAGG

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COUNCIL COMMITTEE ITEM SUMMARY REPORT

MEETING DATE: APRIL 20, 2016
TO: PUBLIC WORKS & FACILITIES COMMITTEE
FROM: TOM Z. VARGA, PUBLIC WORKS DIRECTOR
AGENDA ITEM TITLE: Discussion of Cedar Street Traffic Calming Features

ISSUE:

Review and discuss the effectiveness of traffic calming features placed on Cedar Street east of North Harold Street. The neighborhood using Cedar Street has been invited to participate in this discussion.

SUMMARY:

Basic Street Features,

In 2013, the "Safe Routes to School – Cycle III", project installed various traffic calming features throughout town. This included traffic calming improvements on Cedar Street lying between Morrow Street and North Sanderson Way. The following traffic calming improvements were built:

<u>Item</u>	<u>Location</u>	<u>Vicinity of</u>
Speed Table	230 ft. east of Lincoln St.	839 & 930 Cedar St.
Removable Speed Cushion	130 ft. west of Nancy Way	1080 Cedar St.
Centerline stripe	Cedar St, Morrow St. to N Sanderson Way	

Other project improvements included: sidewalk infill/upgrades, crosswalks, and associated signage/pavement markings.

The removable speed cushion was added to the project after construction began.

The paved street is approximately 25 feet to 28 feet wide. Parking is permitted on only the south side of the street. Travel lanes for vehicle traffic are generally, about 10 feet wide. Travel lanes 10 feet wide are also considered to be a traffic calming feature, especially with on-street parking.

Traffic Calming Issues.

The 2013 traffic calming improvements were placed in response to neighborhood concerns regarding speeding and safety along the Cedar Street corridor. These concerns were originally incorporated into the 2011 Residential Streets Safety Plan which in turn was used as the basis for the design and ultimately construction of the traffic calming improvements along Cedar Street.

The removable speed cushion was taken out in mid-March as an experiment to see if traffic behavior had stabilized. Removable speed cushions are valuable for the ability to re-deploy them in different locations after traffic calming goals have been achieved.

Initial neighborhood reaction has been mixed. Some have reported that speeding seems to have increased since removal of the speed cushion. The Police Department has responded by increasing patrols along Cedar Street which in turn appears to have helped. Other regular drivers of the street reported that the original traffic calming features were considered excessive making driving on Cedar Street unnecessarily uncomfortable. In early April, a traffic accident occurred in the 900 block of Cedar Street. A vehicle traveling eastbound (uphill) rear-ended parked vehicles parked on the south side of the street with substantial damage to a total of three vehicles. The accident occurred early in the morning and glare from the rising sun was considered a contributing factor to the accident.

RECOMMENDATION:

Review and consider, (including neighborhood input), the effectiveness of the traffic calming features along Cedar Street. Provide guidance to staff as to any further follow up action(s).

ATTACHMENTS:

Map of Cedar Street and vicinity

Email, Bill & Grace Van Doren