

From: Jacob Patterson
To: [Lemos, June](#)
Subject: Master Traffic Resolution
Date: Wednesday, February 21, 2018 11:10:23 AM
Attachments: [Element 05- Circulation 201401231023581006.pdf](#)

June,

Please include the Inland Circulation Element in the agenda packet for the Master Traffic Resolution as a public comment (if it is not already included). I have attached the version I just downloaded from the City's website.

Thanks,

--Jacob

5. CIRCULATION ELEMENT

A. Purpose

Government Code Section 65302[b] requires that every General Plan include a Circulation Element which consists of "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the Land Use Element of the Plan."

The Circulation Element discusses transportation issues for the Fort Bragg Planning Area; it briefly describes the existing circulation system and travel characteristics and projects future traffic based on the land uses and growth projections described in the Land Use Element. Policies and programs contained in this element provide a guide for decisions regarding transportation system improvements to accommodate Fort Bragg's anticipated growth. Detailed description and analysis of Fort Bragg's transportation system are contained in the Draft EIR.

The main objectives of the Circulation Element are to:

- Ensure that Fort Bragg's circulation network is sufficient to accommodate anticipated development;
- Minimize the intrusion of through-traffic onto local streets;
- Encourage public transportation, bicycle, and pedestrian movement, and other alternatives to the single-occupant vehicle; and
- Provide improvements to the transportation system which complement and support the other goals of this Coastal General Plan.

B. Existing Conditions

1. Roadway Classifications

The street system in Fort Bragg is laid out in a grid pattern with Main Street (Highway One) functioning as the primary north-south roadway. Franklin Street is located one block east of Main Street and provides access along the main commercial corridor. A number of streets, including Cypress Street, Chestnut Street, Oak Street, Redwood Avenue, Pine Street, and Elm Street provide east-west connections. Streets in Fort Bragg are classified according to their function as defined and shown in Table C-1 and Map C-1: Existing Roadway System.

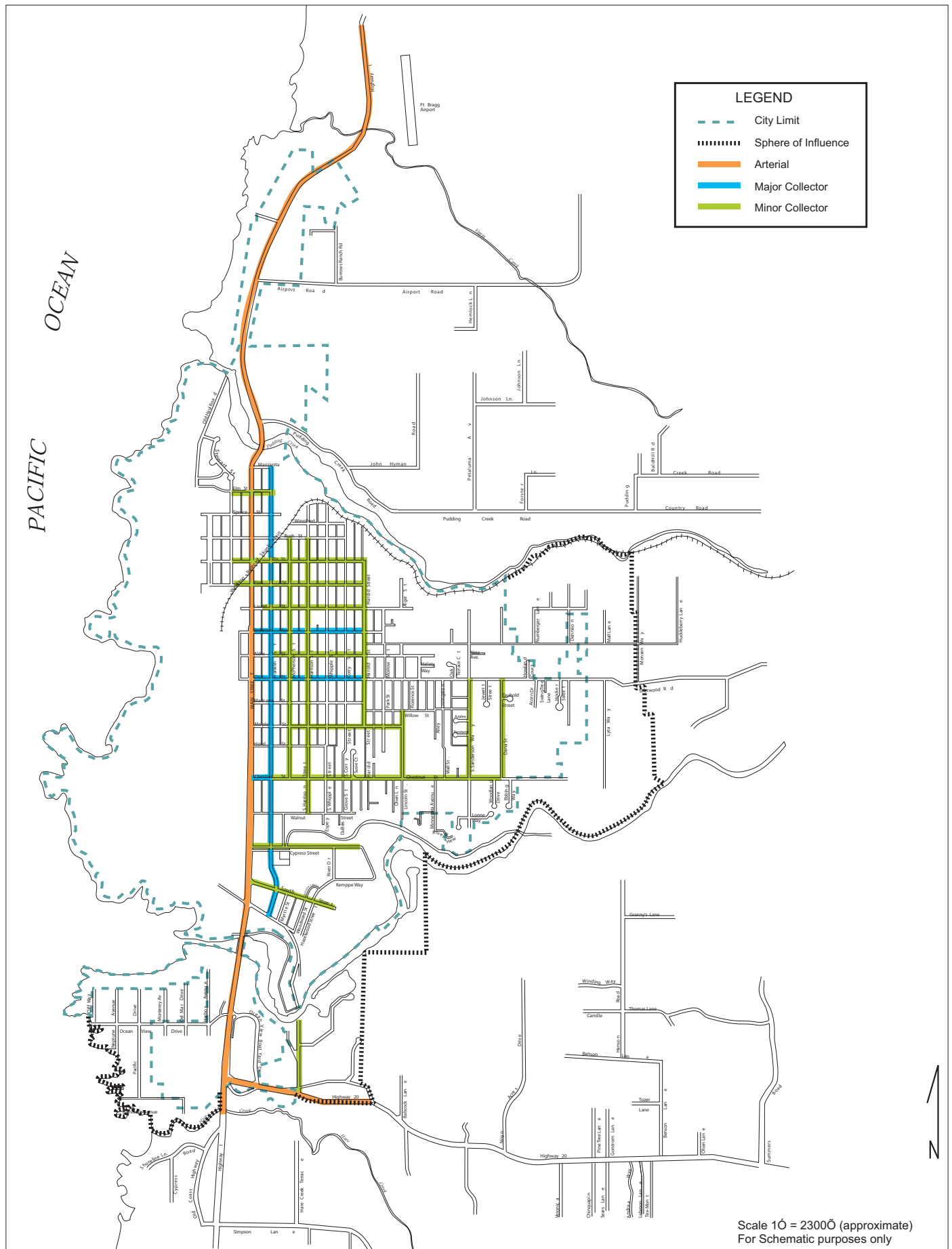
The Roadway Classification System

Highway:	A high-speed, limited access roadway serving primarily regional and county-wide travel. California State Department of Transportation (Caltrans) controls the design, operation, and maintenance of highways. Fort Bragg does not have any limited access roadways.
Arterial:	A medium-speed, medium capacity roadway that provides travel and access within the City and access to highways. Main Street (Highway One) and Highway 20 are considered arterial roadways.
Major Collector:	A relatively low-speed, street that provides access within and between neighborhoods. Major Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to Arterial streets.
Minor Collector:	A relatively low-speed street that provides a connection between Arterials and Major Collectors and direct access to parcels. They handle a lower volume of traffic than Major Collectors.
Local Street:	A low-speed, low-volume street that provides access to adjacent land. Local streets are designed for trips within neighborhoods and to Collector and Arterial streets, and not to serve through-traffic.

**Table C-1
Fort Bragg Roadway Classification**

Roadway Classification	Location
Arterials	
Main Street	Full Length
Highway 20	Full Length
Major Collectors	
Chestnut Street	Main Street to Franklin Street
Franklin Street	Full Length
Redwood Avenue	Main Street to Harold Street
Oak Street	Alley West of Main Street to Harold Street
Minor Collectors	
Chestnut Street	Franklin Street to Dana Street
Maple Street	Main Street to Lincoln Street
Alder Street	Main Street to Harold Street
Laurel Street	Block West of Main Street to Harold Street
Pine Street	Stewart Street to Harold Street
Fir Street	Stewart Street to Harold Street
Elm Street	Glass Beach Drive to Franklin Street
McPherson Street	Chestnut Street to Bush Street
Harrison Street	Walnut Street to Bush Street
Harold Street	Maple Street to Fir Street
Lincoln Street	Chestnut Street to Willow Street
Sanderson Way	Chestnut Street to Oak Street
Dana Street	Chestnut Street to Oak Street
Cypress Street	Full Length
South Harbor Drive	Full Length
South Street	Main Street to River Drive
Local Streets	
All remaining streets will be considered local streets.	

Map C-1
EXISTING ROADWAY SYSTEM



2. Level of Service Standards

Level of Service (LOS) standards provide a qualitative indicator based on a quantitative analysis of the functional capacity of a roadway or intersection. LOS standards describe the relative ease or congestion of traffic movement on a roadway or at an intersection. LOS "A" represents free flow conditions and LOS "F" represents jammed conditions where traffic flow is at or over the capacity of the roadway and consequently moves very slowly. Table C-2 below explains in more detail the LOS concept. LOS is normally used to describe peak-hour conditions.

Table C-2
Level of Service Definitions

Level of Service	Description	V/C Ratio*
Free Flowing LOS A	Relatively free-flow. No restrictions to vehicle maneuverability or speed. Very slight delay.	0.00-0.60
Minimal Delays LOS B	Stable Flow. Some slight reduction in maneuverability and speed. Vehicle platoons form. This is a suitable level of operation for rural design. Slight delay	0.61-0.70
Acceptable Delays LOS C	Stable flow operation. Higher volumes. More restrictions on maneuverability and speed. Acceptable delay.	0.71-0.80
Tolerable Delays LOS D	Approaching unstable flow operation. Queues develop. Little freedom to maneuver. Tolerable delays for short periods.	0.81-0.90
Significant Delays LOS E	Unstable flow or operation. Low operating speed; momentary stoppages. This condition is not uncommon in peak hours. Congestion and intolerable delays.	0.91-1.00
Excessive Delays LOS F	Forced flow or operation. There are many stoppages. The highway acts as a vehicle storage area. Jammed. Gridlock.	1.00+

Source: Highway Capacity Manual, HRB Special Report 87.

C. Existing and Projected Traffic Patterns

Fort Bragg is built along Highway One which is also called Main Street within the City. Highway One is the only continuous north-south road serving the north coast of Mendocino County, providing a local transportation corridor for many communities and the primary access route for visitors. Traffic volumes on this roadway have increased steadily over the years.

Traffic into and out of Fort Bragg is constrained by the capacity of two bridges: Hare Creek and Pudding Creek, and by the two-lane (i.e., one through lane in each direction) roadway sections along Highway One. The Hare Creek and Pudding Creek bridges are limited to one lane of traffic in each direction.

The most congested street in the City is Main Street between the northbound merge area located just south of Laurel Street through Elm Street. The northbound section of this road currently operates at LOS D to LOS E during peak hours.

Caltrans recently replaced the Noyo River Bridge with a four lane bridge, a center lane for emergency vehicles, and a sidewalk on both sides. The new bridge provides improved access at the south end of the City and to Highway 20 and operates at LOS A.

Although the volume of traffic on Main Street has increased over the past few years, intersections with traffic signals – Highway 20, Ocean View Drive, Cypress Street, Chestnut Street, Oak Street, Elm Street, and Redwood Avenue - are operating at LOS B or better. The side street stop sign controlled intersections with Main Street are also operating at LOS B or better for traffic traveling on Main Street, although traffic turning onto Main Street from some side streets can experience LOS D, E, or F during peak hours.

D. Projected Traffic Volumes

Land use and transportation must be coordinated so that the capacity of the transportation system will accommodate the traffic generated by the development of the community. To understand the relationship between land use and transportation, the new traffic that would be generated by the 10-year buildout projections listed in Table LU-1 and Table LU-2 of the Land Use Element was added to existing traffic volumes on major streets. See the Draft EIR for the General Plan for a full description of the trip generation and trip assignment methods that were used.

The traffic projections take into account the type and intensity of existing and future development, areas of vacant developable land, and the policies established by the Coastal General Plan. The traffic projections estimate how much traffic will be generated by new development, what traffic problems will occur, and what roadway improvements would relieve traffic congestion. This projected traffic increase would be generated by development within the City and its Sphere of Influence, new development in the County, and tourist traffic which will continue to increase in Fort Bragg and the coastal areas of Mendocino County.

The traffic projections include the existing roadway network as shown in Map C-1.

Tables C-3 and C-4 summarize the Levels of Service for roadway segments and intersections for a summer Friday mid-day peak hour when traffic is generally the most congested. These tables show the projected LOS with and without the roadway improvements recommended in this element.

E. Roadway Deficiencies

Traffic projections in Tables C-3 and C-4 indicate that, without intersection signalization and roadway widening, Levels of Service will decline at several intersections and roadway segments below the standards established by the General Plan. The recommended transportation improvements recognize that it may not be feasible to accommodate all of the projected traffic at established LOS standards. This would require extensive street widening on Main Street between the northbound merge area (south of Laurel Street) and Elm Street where there is limited right-of-way. Roadway widening in this area could have adverse impacts on businesses fronting Main Street due to the loss of on-street parking.

F. Alternatives to the Automobile

Effective alternatives to automobile use are needed. These include:

- Better public transit;
- Expansion of bicycle routes;
- Provision of safe sidewalks throughout the City; and
- Land use designations which reduce the need to drive from home to work, schools, and/or commercial outlets.

By improving alternative modes of transit, the City best serves those individuals who lack access to a vehicle and those who would prefer to use alternate modes of transport to conserve energy, reduce air and noise pollution, and/or reduce the costs of constructing and maintaining roads and parking facilities.

Table C-3

**INTERSECTION LEVEL OF SERVICE
(FRIDAY PM PEAK HOUR IN AUGUST)**

Intersection	Existing (August 2001)	Year 2006	Year 2011
Highway One/Hwy. 20 (Signal)	B-17.3 ⁽¹⁾	B-18.9	C-21.0
Highway One/Ocean View Dr. (Signal)	B-16.0 ⁽¹⁾	C-20.6	C-24.3
Highway One/Cypress St. (Signal)	B-16.7 ⁽¹⁾	B-18.7	C-21.0
Highway One/Chestnut St. (Signal)	A-8.7 ⁽¹⁾	A-9.3	B-10.1
Highway One/Oak St. (Signal)	B-10.2 ⁽¹⁾	B-11.3	B-12.5
Highway One/Redwood Ave. (Signal)	B-16.6 ⁽¹⁾	B-17.0	B-17.5
Highway One/Laurel St. (Side Street Stop)	E-35.4/B-10.3 ⁽²⁾	A-8.3 ⁽¹⁾	A-9.2
Highway One/Pine St. (Side Street Stop)	D-26.6/F-55.8/ A-9.0/A-9.4 ⁽³⁾	E-40.6/F-99.8/ A-9.3/A-9.7	F-65.9/F-193/ A-9.7/B-10.1
Highway One/Elm St. (Signal)	A-7.9 ⁽¹⁾	A-8.3	A-8.9
Highway One/Pudding Creek Rd. (Side Street Stop)	E-38.7/A-9.1 ⁽⁴⁾	F-60.7/A-9.4	F-103/A-9.6
Franklin St./South St. (Side Street Stop)	A-6.6/A-6.6 ⁽⁵⁾	A-8.0/A-6.8	A-8.3/A-7.0
Franklin St./Cypress St. (All Way Stop)	B-11.6 ⁽⁶⁾	B-13.5	C-16.0
Franklin St./Chestnut St. (All Way Stop)	B-12.4 ⁽⁶⁾	B-14.0	C-16.1
Franklin St./Oak St. (All Way Stop)	C-16.8 ⁽⁶⁾	C-20.7	D-27.0
Franklin St./Redwood Ave. (All Way Stop)	B-10.9 ⁽⁶⁾	B-11.7	B-12.7
Franklin St./Laurel St. (Side Street Stop)	B-13.7/A-8.0 ⁽⁷⁾	B-14.5/A-8.0	C-15.4/A-8.1

(1) Signalized level of service—control delay in seconds.

(2) Unsignalized level of service—average control delay in seconds. Laurel St. eastbound stop sign controlled approach to Highway One/Highway One southbound left turn to Laurel St.

(3) Unsignalized LOS—average control delay in seconds. Pine St. eastbound stop sign controlled approach to Highway One/Pine St. westbound stop sign controlled approach to Highway One/southbound Highway One left turn/northbound Highway One left turn.

(4) Unsignalized LOS—average control delay in seconds. Pudding Creek Rd. westbound stop sign controlled approach to Highway One/Highway One southbound left turn to Pudding Creek Rd.

(5) Unsignalized LOS—average control delay in seconds. Franklin St. northbound stop sign controlled approach/Franklin St. southbound stop sign controlled approach.

(6) All way stop level of service—average control delay in seconds.


(7) Unsignalized LOS—average control delay in seconds. Laurel St. eastbound stop sign controlled approach/Franklin St. southbound left turn.

Year 2000 Highway Capacity Manual Analysis Methodology

Source: Crane Transportation Group, February, 2002

Table C-4

G. Goals, Policies and Programs

The following policies demarcated with the Fort Bragg City seal:  are not part of the certified LCP and do not govern the review and approval of coastal development permits: Policy C-2.11, Policy C-9.4, Policy C-9.7, Policy C-12.1, Policy C-12.1, Policy C-12.3, Policy C-13.1, and Policy C-15.1.

1. Transportation Planning

Goal C-1 Coordinate land use and transportation planning.

Policy C-1.1 Level of Service Standards: Establish the following Level of Service (LOS) standards:

Signalized and All-Way-Stop Intersections Along Highway One	LOS D
Side Street Stop Sign Controlled Intersections Along Highway One (Side Street Approach)	LOS D, or LOS F if there are less than 15 vehicles/hour left turns plus through movements from the side street and the volumes do not exceed Caltrans rural peak hour signal warrant criteria levels.
Signalized and All-Way Stop Intersections Not Along Highway One	LOS C
Side Street Stop Sign Controlled Intersections Not Along Highway One (Side Street Approach)	LOS C, or LOS E if there are less than 15 vehicles/hour left turns plus through movements from the side street and the volumes do not exceed Caltrans rural peak hour signal warrant criteria levels.

- If volumes at an unsignalized intersection are increased to meet or exceed Caltrans rural peak hour signal Warrant #11 criteria levels and the intersection is operating at an unacceptable level of service, then signalization of the intersection is warranted.
- LOS E for Main Street (Highway One) between the northbound lane merge area and Manzanita Street.
- LOS D for Main Street south of the northbound merge lane and north of Manzanita Street and other City-designated arterials and collectors.
- LOS C on all City-designated local streets.
- The maximum allowable LOS standards for Main Street apply to the p.m. peak hour weekdays during the summer and to the p.m. peak hour on weekdays and weekends during the remainder of the year. They do not apply to p.m. peak hours on weekends and holidays during the summer. During the p.m. peak hours on summer weekends and holidays, Main Street can operate at LOS F.

Policy C-1.2 Coordinate Land Use and Transportation: Ensure that the amount and phasing of development can be adequately served by transportation facilities.

Program C-1.2.1: Review development proposals for their direct and cumulative effects on roadway Level of Service standards. During the development review process, City staff will determine whether traffic studies need to be carried out and the scope of such studies.

Policy C-1.3: Do not permit new development that would result in the exceedance of roadway and intersection Levels of Service standards unless one of the following conditions is met:

- a) Revisions are incorporated in the proposed development project which prevent the Level of Service from deteriorating below the adopted Level of Service standards; or
- b) Funding of prorata share of the cost of circulation improvements and/or the construction of roadway improvements needed to maintain the established Level of Service is included as a condition or development standard of project approval.

Policy C-1.4: Include specific time frames for the funding and completion of roadway improvements for projects which cause adopted roadway and intersection Level of Service standards to be exceeded. Require security, bonding or other means acceptable to the City to ensure the timely implementation of roadway mitigations.

Policy C-1.5: Traffic Impact Fees. When traffic impact fees are collected, establish a schedule from the date of collection of said fee for the expenditure of funds to construct roadway improvements that meets project needs. Where a project would cause a roadway or intersection to operate below the adopted traffic Level of Service standards, the roadway or intersection improvements should be completed in a timely manner but no later than five years after project completion.

2. Recommended Roadway Improvements

Goal C-2 Develop and manage a roadway system that accommodates future growth and maintains acceptable Levels of Service while considering the other policies and programs of the Coastal General Plan.

Policy C-2.1 Roadway Improvements: In coordination with Caltrans and Mendocino County, plan for and seek funding for on-going improvements to the local and regional road system to ensure that the roadway system operates safely and efficiently and to ensure that Highway 1 in rural areas outside the Mendocino County urban/rural boundary will remain a scenic two-lane road consistent with Section 30254 of the Coastal Act. Project applicants are fiscally responsible for their fair share of roadway improvements necessary to serve their projects.

Policy C-2.2: Improvements to major road intersections for public safety or increased vehicle capacity shall be permitted, as necessary, in existing developed areas and where such improvements are sited and designed to be consistent with all policies of the LCP.

Policy C-2.3: Design Roadways to Protect Scenic Views. In scenic areas, roadway improvements, including culverts, bridges or overpasses, shall be designed and constructed to

protect public views and avoid or minimize visual impacts and to blend in with the natural setting to the maximum extent feasible.

Program C-2.3.1: When a traffic analysis of levels of service and/or safety hazards indicates the need, construct the following roadway improvements where such roadway improvements are found to be consistent with all applicable policies of the LCP including, but not limited to, the wetland, environmentally sensitive habitat area, public access, and visual protection policies:

- a) Signalize the Main Street/Pudding Creek Road intersection;
- b) Signalize the Franklin Street/Oak Street intersection;
- c) Widen the section of Main Street from the Pudding Creek Bridge to the northern City Limits to three lanes, adding a center turn lane;
- d) Reconstruct the Main Street/Ocean View Drive intersection at time of development of the property between the College of the Redwoods and Main Street. Require a traffic engineering analysis of the intersection to determine appropriate geometrics and signal timing. Construct turning lane mitigations as needed.
- e) Signalize the Main Street/Laurel Street intersection or provide some other improvement to provide for pedestrian safety;
- f) Signalize the Main Street/Pine Street intersection;
- g) Construct bicycle lane and pedestrian improvements on Chestnut Street and Oak Street;
- h) Consider extending Harrison Street south from Walnut Street to Cypress Street.
- i) Continue the two northbound through lanes on Main Street from Oak Street to just north of Laurel Street. Stripe the curb lane as a right turn only lane between Redwood Avenue and Laurel Street. This improvement shall only be implemented if there are no other feasible circulation improvements that would result in the street operating at a LOS E or better.
- j) Construct a second southbound through travel lane on Main Street from Elm Street to Laurel Street. This improvement shall only be implemented if there are no other feasible circulation improvements that would result in the street operating at a LOS E or better.

Policy C-2.4 Roadway Standards: Continue to provide consistent standards for the City's street system.

Program C-2.4.1: Establish standards for public streets, which allow for the following:

- a) traffic "calming" measures;
- b) sidewalks with curbs, gutters, and a planting strip between the sidewalk and the roadway;
- c) rounded street corners with "bulb-outs" at key intersections;
- d) continuation of the grid street system; and
- e) standards for radius returns for local, collector, and arterial streets.

Program C-2.4.1.2: Adopt standards for alleyways which address parking restrictions, shared access, lighting, and maintenance.

Policy C-2.5: Continue to prohibit the establishment of private roads.

Policy C-2.6: Traffic Studies for High Trip Generating Uses: Traffic studies shall be required for all major development proposals, including but not limited to, drive-through facilities, fast food outlets, convenience markets, major tourist accommodations, shopping centers, commercial development, residential subdivisions, and other generators of high traffic volumes that would affect a Level of Service. Traffic studies shall identify, at a minimum:

- (a) the amount of traffic to be added to the street system by the proposed development;
- (b) other known and foreseeable projects and their effects on the street system;
- (c) the direct, indirect, and cumulative adverse impacts of project traffic on street system operations, safety, and public access to the coast;
- (d) mitigation measures necessary to provide for project traffic while maintaining City Level of Service standards;
- (e) the responsibility of the developer to provide improvements; and
- (f) the timing of all improvements.

Policy C-2.7: Consider Impacts to Roads for LCP Amendments. Direct, indirect, and cumulative adverse impacts to Highway 1 capacity in the rural areas surrounding Fort Bragg shall be considered during the review of proposed LCP amendments that would increase density or change land use classifications to ensure that Highway 1 in rural areas outside the Mendocino County urban/rural boundary remains a scenic two-lane road consistent with Section 30254 of the Coastal Act.

Policy C-2.8 Continuation of Streets: Require the continuation of streets and bicycle and pedestrian paths through new developments wherever possible.

Policy C-2.9: Facilitate Street Connections. Review site plans for new development to facilitate the continuation of streets to improve local circulation. Priority shall be given to providing pedestrian and bicycle trails that establish connections to streets wherever possible.

Policy C-2.10 Continue Grid System onto Mill Site: Ensure that the grid street system and a north/south arterial on the Mill Site be designed to ensure the maximum benefit to local traffic, pedestrian, and bicycle circulation and to provide maximum public access to the coast.



Policy C-2.11 Right-of-Way Acquisition: Require right-of-way acquisition for new development to meet the City's roadway width standards.

Policy C-2.12 Roadway Safety: Improve the safety of the roadway system. All safety improvements shall be consistent with the applicable policies of the LCP including, but not limited to, the wetlands, environmentally sensitive habitat area, public access, and visual protection policies.

Program C-2.12.1: Periodically analyze the locations of traffic accidents to identify problems and use this information to set priorities for improvements as a part of the City's Capital Improvement Program.

3. Residential Areas

The City's residential neighborhoods need to be protected from excessive through-traffic. When Main Street and other arterial streets become congested, drivers may seek alternate routes to their destination, often taking local streets through residential areas.

Excessive traffic on local streets has an impact on the quality of life. Through-traffic can generate excessive noise and present potential safety hazards to children. The goals, policies, and programs below are intended to address this issue.

Goal C-3 Preserve the peace and quiet of residential areas.

Policy C-3.1 Reduce Through-Traffic on Local Streets: Reduce through-traffic on local streets to preserve the peace and quiet of residential areas.

Program C-3.1.1: Develop measures to limit through-traffic on residential streets when traffic studies indicate that traffic volumes on such streets exceed the adopted Levels of Service and/or safety concerns warrant such measures.

Program C-3.1.2: Consider the following measures, as appropriate, to reduce through-traffic from using local streets in residential areas:

- a) narrow and landscape the street entrances to residential areas that experience heavy traffic;
- b) restrict turning movements into residential areas; and
- c) use traffic calming measures such as permitting wider sidewalks, additional on-street parking, and landscape strips between the sidewalk and the road.

Policy C-3.2 Additional Connector Streets: Establish additional connectors between residential streets to improve emergency access, particularly on dead-end streets south of Chestnut Street.

4. Main Street Corridor

Transportation improvements to Main Street and principal streets in the Central Business District will enhance the character, sense of place and economic well-being of this area. However, the need to accommodate traffic flow through the City should be considered in the context of the community's desire to preserve and enhance the historic character of Fort Bragg's Central Business District.

Goal C-4 Regard the quality of life in Fort Bragg and maintaining community identity as more important than accommodating through-traffic.

Policy C-4.1 Community Priorities for Transportation Improvements: Place a higher priority on maintaining a sense of place and enhancing the attractiveness of the Central Business District than on efficient traffic flow and movement. (The adopted Level of Service Standards make an exception for Main Street between the northbound lane merge area, currently located just south of Laurel Street, to Manzanita Streets, to prevent street widening and/or elimination of on-street parking which would require acquisition of the right-of-way, and consequently change the character of the City's historic downtown. Widening this segment of Main Street would require acquisition of right-of-way and reduction in on-street parking, thereby changing the intimate, pedestrian-oriented downtown the City wishes to preserve and enhance.)

Program C-4.1.1: Consider traffic safety, the ease and safety of pedestrian movement across Main Street, and adequacy of on-street parking as key factors in evaluation of proposed roadway improvements along Main Street.

Program C-4.1.2: Ensure that property and business owners in the Central Business District are informed and actively involved in planning future improvements to Main Street and other nearby streets.

Program C-4.1.4: Consider signaling the intersection of Pine Street and Main Street to provide adequate pedestrian safety.

Program C-4.1.5: Consider options for increasing the capacity of Main Street north of the northbound lane merge area south of Laurel Street that do not require elimination of parking.

5. Parking

Adequate off-street parking is essential for Central Business District businesses¹. Fort Bragg has implemented an in-lieu fee to build additional off-street parking facilities. Providing additional off-street parking facilities in the Central Business District will have a community-wide benefit.

Goal C-5 Provide additional parking spaces in the Central Business District.

Policy C-5.1 Additional Off-Street Parking: Continue to construct additional off-street parking spaces in the Central Business District.

Program C-5.1.1: Continue, and update, as needed, the City's parking in-lieu fee program for the Central Business District.

Program C-5.1.2: Define priorities for the acquisition of property and the construction of additional parking facilities.

Program C-5.1.3: Encourage the use of reciprocal access agreements and interconnecting off-street parking and circulation between adjacent commercial uses.

Program C-5.1.4: Revise the Coastal LUDC to allow shared parking and driveways for commercial uses having day/night activity patterns.

Program C-5.1.5: Develop a comprehensive signage program within the Central Business District to direct vehicles to off-street parking areas.

Program C-5.1.6: Develop incentives for employers and employees to park off-street in the Central Business District.

Program C-5.1.7: Continue enforcing parking restrictions in alleyways to ensure access for emergency and delivery vehicles.

Program C-5.1.8: Review building setback standards from alleyways to ensure adequate emergency vehicle access.

¹ Refer to the Downtown Parking Study, City of Fort Bragg, 1999.

6. Additional Access to Noyo Harbor

Currently, access to the north side of Noyo Harbor is limited to North Harbor Drive. Another access is required to improve traffic circulation and to ensure that emergency vehicles can reach Noyo Harbor in the event North Harbor Drive is obstructed. Improved access to the Noyo Harbor would be considered if and when the City annexes the harbor.

Goal C-6 Improve access to the North Part of the Noyo Harbor.

Policy C-6.1 Provide Additional Access Routes to Noyo Harbor: Consider constructing a new access route from the west side of Main Street to the north side of the Noyo Harbor. Any new access route to the north side of the Noyo Harbor shall be consistent with all applicable policies of the LCP including, but not limited to, the wetland, environmentally sensitive habitat area, public access, and visual protection policies.

Program C-6.1.1: Evaluate the economic and environmental feasibility of acquiring an access route to Noyo Harbor using existing road alignments extended onto the Georgia-Pacific site.

Policy C-6.2 Improve Existing North Harbor Drive: Consider improvements to North Harbor Drive to increase capacity and safety for vehicles and pedestrians. Any improvements to North Harbor Drive shall be consistent with all applicable policies of the LCP including, but not limited to, the wetland, environmentally sensitive habitat area, public access, and visual protection policies.

Program C-6.2.1: Develop a plan to improve North Harbor Drive by enlarging lane widths and constructing a sidewalk along one side of the street.

7. Additional Eastern Emergency Route

The City needs to establish an emergency route to the east for emergency vehicles and for evacuation in the event bridges are blocked or destroyed.

Goal C-7 Improve emergency access to the City.

Policy C-7.1 Emergency Access: Establish an access route out of Fort Bragg that could be used in the event of damage to the Noyo River and Pudding Creek Bridges.

Program C-7.1.1: Work with the Georgia-Pacific Corporation to obtain temporary use, in the event of an emergency, of the logging road that begins on Cypress Street and provides access to Highway 20, east of Fort Bragg.

Program C-7.1.2: Prepare an emergency evacuation route plan for the City.

8. Public Transit

Fort Bragg is served by the Mendocino Transit Authority (MTA). MTA provides daily bus service (the "65 CC Rider") between Fort Bragg, Willits, Ukiah, and Santa Rosa. A separate bus route (the "60 The Coaster") provides weekday service between Fort Bragg, Mendocino, and the Navarro River.

MTA has a fixed-route weekday bus service (the "5 BraggAbout") in Fort Bragg with seven fixed stops that connect the College of the Redwoods, shopping centers, the Central Business District, and the hospital. Local trips within the Fort Bragg area are also provided by MTA's dial-a-ride service where riders can call to be picked up and delivered to their destination Monday through Saturday. In addition, the Redwood Senior Center provides transportation services for seniors in the community.

Goal C-8 Provide better public transportation.

Policy C-8.1: Encourage Transit Use.

Program C-8.1.1: Continue to support the expansion of transit services provided by MTA and other public transit providers.

Policy C-8.2: Bus Shelters: Encourage attractive, well-lighted, and comfortable bus shelters placed in convenient locations.

Program C-8.2.1: Continue to require the provision of bus stops, bus shelters, benches, turnouts, and related facilities in all major new commercial, industrial, residential, and institutional developments, and identify, in collaboration with MTA, additional locations for bus stops and shelters.

Policy C-8.3: Transit Facilities in New Development. Continue to require the provision of bus stops, bus shelters, benches, turnouts, and related facilities in all major new commercial, industrial, residential, and institutional developments.

9. Pedestrian Facilities

Most areas of Fort Bragg have sidewalks for pedestrians. There are, however, a number of residential streets which lack sidewalks, and substandard sidewalk facilities exist throughout the City. Better pedestrian access across Fort Bragg's bridges and along Main Street from the Noyo Bridge to the southern City limits and from Elm Street north is needed. New development must be served by adequate pedestrian facilities. In addition to the policies and programs listed below, see the Conservation, Open Space, and Parks Element regarding policies and programs recommended for increasing and improving the trail system within the Planning Area.

Goal C-9 Make it easier and safer for people to walk in Fort Bragg.

Policy C-9.1: Provide Continuous Sidewalks: Provide a continuous system of sidewalks throughout the City.

Policy C-9.2: Require Sidewalks. Require a sidewalk on both sides of all collector and arterial streets and on at least one side of local streets as a condition of approval for new development.

Program C-9.2.1: Consider implementing the following funding sources for the purpose of installing sidewalks in existing developed areas of the City:

- a) special benefit assessment districts; and/or
- b) a low-interest revolving loan fund.

Program C-9.2.2: Work with the Mendocino Council of Governments and Caltrans to construct pedestrian walkways over the Hare Creek and Pudding Creek Bridges. These facilities may qualify for Transportation Enhancement Activities (TEA) funding available through Mendocino Council of Governments (MCOG).

Policy C-9.3: Where feasible, incorporate pedestrian facilities into the design and construction of all road improvements.

Program C-9.3.1: Incorporate additional sidewalks from the Noyo Bridge to Ocean View Drive in the Capital Improvement Program.



Policy C-9.4: Sidewalk Maintenance: Ensure that property owners maintain sidewalks in a safe manner.

Program C-9.4.1: Continue to implement City regulations that require sidewalks to be maintained by property owners. Carry out regular inspections, notification, and enforcement of this requirement.

Program C-9.4.2: Financial Concerns: Consider the financial ability of property owners when establishing proposed sidewalk assessment districts.

Program C-9.4.3: Seek available funding from grants and other funding sources for the construction of sidewalks in existing developed areas.

Program C-9.4.4: Consider deferring payment for sidewalk installations for property owners with low incomes and/or on fixed incomes.

Policy C-9.5: Pedestrian Paths: Develop a series of continuous pedestrian walkways throughout the commercial districts and residential neighborhoods.

Program C-9.5.1: Allow asphalt or other approved surface pedestrian paths in very low density single-family residential areas where sidewalks are not required.

Program C-9.5.2: Revise the Subdivision and Coastal Program to allow approved surface pedestrian paths within developments to create pedestrian connections to nearby streets, community facilities, and adjacent developments as a part of on- and off-site improvements.

Policy C-9.6: Ensure that pedestrian paths are sited to avoid wetlands and other environmentally sensitive areas.



Policy C-9.7: Improve Pedestrian Safety.

Program C-9.7.1: Continue to provide traffic controls and well-lit intersections in areas with a high volume of pedestrian movement.

Program C-9.7.2: Consider expanded use of illuminated crosswalks.

10. Bikeways

With better facilities and trails, bicycling can become a more significant part of the transportation system and an alternative to automobile use. Fort Bragg has few constraints to bicycling: most of the City is flat, the weather is mild, and the City is compact with relatively short distances between residential areas, schools, parks, and commercial centers.

The California Street and Highway Code has established three categories of bicycle trails based on the physical conditions of the right-of-way.

Class 1 Bikeway - Bike Path or Bike Trail: These facilities are constructed on a separate right-of-way, are completely separated from street traffic, and have minimal cross flows of automobile traffic. The State standard for minimum paved width of a two-way bike trail is eight feet.

Class 2 Bikeway - Bike Lane: A restricted right-of-way for the exclusive use of bicycles with vehicle parking and cross flow by pedestrians and motorists permitted. Bike lanes are normally striped within paved areas of highways and are one-directional with a minimum standard width of five feet.

Class 3 Bikeway - Bike Route: A route for bicyclists designated by signs or other markings and shared with pedestrians and motorists. Bike routes are typically designated to provide linkages to the bikeway system where Class 1 or 2 Bikeways cannot be provided.

The following local bikeway projects are identified as high priority by Mendocino County's *2000 Regional Bikeway Plan*. A full description of recommended improvements is included in that Plan.

- The Pudding Creek Trestle to Otis Johnson Park Bikeway would provide a link between a park in northeast Fort Bragg and the beach at the mouth of Pudding Creek. It would also connect with the Old Haul Road, which travels north through MacKerricher State Park. As indicated on Map C-2, this path would serve Fort Bragg Middle School and neighborhoods in the northwest area of the City through a combination of Class 2 and 3 Bikeways. New Class 3 segments would be required from the Pudding Creek Trestle to Elm Street. Class 3 improvements would be constructed on Elm Street, Franklin Street, and Laurel Street.
- The Otis Johnson Park/Dana Street Bikeway would provide a north-south link within central Fort Bragg. This bicycle route would connect Fort Bragg Middle School and Fort Bragg High School. The proposed bike route would use existing bikeways and a section of the proposed bikeway improvement listed above for Laurel Street. It would consist of Class 3 Bikeway improvements on Oak Street and Class 1 Bikeway improvements on Dana Street.
- The Dana Gray School to Maple Street Bikeway would provide east-west access between Dana Gray School and an existing bikeway on Maple Street. Class 3 Bikeways would be constructed on S. Sanderson Way, Willow Street, and Lincoln Street.

Goal C-10 Make it easier and safer for people to travel by bicycle.

Policy C-10.1 Comprehensive Bikeway System: Establish a comprehensive and safe system of bikeways connecting all parts of Fort Bragg.

Program C-10.1.1: Complete the bikeway system as indicated in Map C-2: Bicycle Paths. Make the completion of the Pudding Creek Trestle/Glass Beach to Otis Johnson Park a high priority.

Program C-10.1.2: Incorporate bicycle and pedestrian facilities into the design and construction of all road improvements as feasible.

Program C-10.1.3: Continue to participate in MCOG's *Regional Bikeway Plan* to qualify for State Bicycle Lane Account funds.

Program C-10.1.4: Utilize parking-in-lieu funds, dedications, grant funding, traffic impact fees, and other means, as appropriate, to acquire rights-of-way needed for a comprehensive bikeway system as indicated in Map C-2.

Program C-10.1.5: Maintain bikeways to ensure that they are free of debris and other obstacles. Consider increasing the number of trash receptacles, solar-powered emergency telephones, and increased lighting along bicycle trails.

Policy C-10.2: Require Bikeways. Require new development to provide on-site connections to existing and proposed bikeways, as appropriate.

Policy C-10.3: Require that streets linking residential areas with school facilities be designed to include bikeways.

Policy C-10.4: Consider bicycle operating characteristics in the design of intersections and traffic control systems.

Policy C-10.5 Bicycle Parking: Provide adequate and secure bicycle parking at public transit facilities, park and ride lots, schools, the library, parks, City offices, and commercial areas.

Program C-10.5.1: Revise the Coastal LUDC parking standards to require larger commercial and multi-family residential projects, public buildings, and transit facilities to provide secure bicycle parking.

Program C-10.5.2: Continue the bicycle safety program conducted by the Police Department.

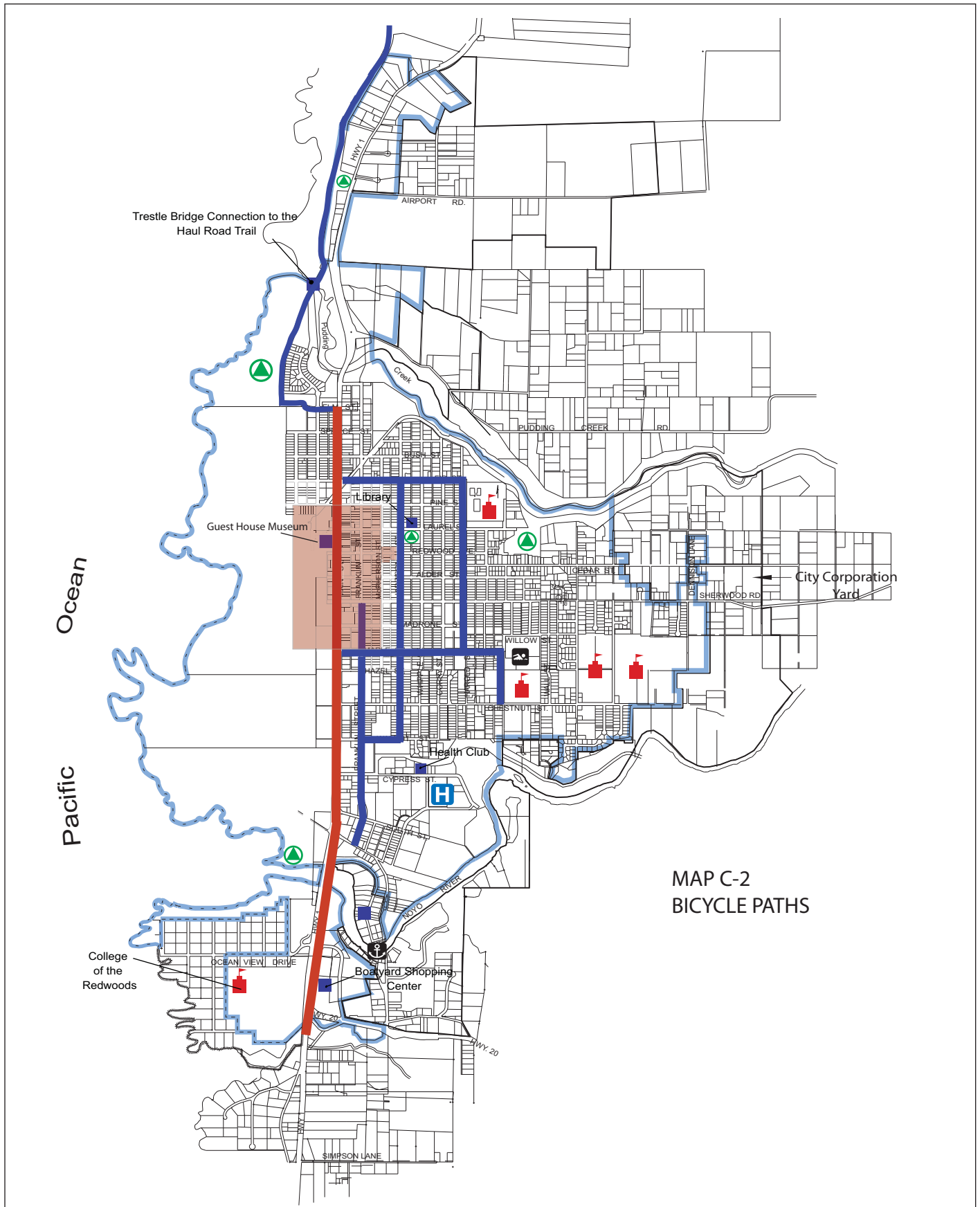
11. Access for the Mobility Impaired

Providing transportation facilities accessible to persons who are mobility-impaired is essential. Approximately three percent of the population in Fort Bragg cannot use conventional public transit due to a disability. The Federal Americans with Disabilities Act of 1990 contains many requirements regarding removal of barriers for persons with disabilities.

Goal C-11 Provide mobility-impaired persons with access to transportation.



Policy C-11.1: Regulations for Disabled Persons: Enforce Federal and State regulations regarding access for persons with disabilities.



Policy C-11.2: Handicapped Access. In conformance with State and Federal regulations, continue to review all projects for handicapped access and require the installation of curb cuts, ramps, and other improvements facilitating handicapped access.

Program C-11.2.1: Assist organizations, such as the Senior Center, which provide transit service to the elderly and the mobility-impaired, in identifying and obtaining funding.



Policy C-11.3 Support Improved Access: Support improved access to public transportation and pedestrian facilities for people with disabilities.

Program C-11.3.1: Continue to apply for grants for ADA-related projects from MCOG and other sources.

Program C-11.3.2: Consider funding to implement the City's ADA Access and Transportation Plan through the City's Capital Improvement Plan (CIP), grants, and State and Federal transportation funds.

12. Train Service

The Sierra Railroad, known as the Skunk Line, operates a rail system between Willits and Fort Bragg. It is the only railroad in the region that has maintained passenger service on a regular basis since its founding. Train service is offered daily (approximately eleven months per year), and handles approximately 80,000 passengers annually. Freight service is provided on request.

The Skunk Depot, located at Laurel Street in the Central Business District, has been recently renovated, including additional parking facilities. It provides access to MTA's local and regional buses. The railroad not only benefits from the extensive tourist traffic on the Mendocino Coast, it is also a major generator of visitors to the Willits and Fort Bragg areas.

Although the use of the Skunk Line for freight transportation has decreased in recent years, it continues to provide freight service. If the rail lines were upgraded to carry heavier loads, it could serve as an incentive to increase freight loads.

Goal C-12 Increase use of the Skunk Line for transportation of people and freight.



Policy C-12.1 Skunk Train: Encourage increased use of the Skunk Train.

Program C-12.1.1: Continue to work with the Skunk Train Company to improve and expand facilities at the Skunk Depot.

Program C-12.1.2: Work with the Mendocino Council of Governments to facilitate increased use of the Skunk Line as an alternative to automobile transportation between Fort Bragg and Willits.

13. Coordinate Regional Transportation Planning

Traffic congestion along Fort Bragg's Main Street is connected to development in unincorporated areas to the north and south of the City. Main Street is Highway One which is the primary north-south route for all communities on the coast. Land use decisions made by the County of Mendocino have a significant impact on transportation in the Fort Bragg area. The City works closely with the regional agencies described below:

- County of Mendocino: maintains and plans the county road system.
- Mendocino Council of Governments (MCOG): prepares and carries out a Regional Transportation Plan, establishes priorities for Federal and State funding, and funds studies of transportation corridors.
- Mendocino Transit Authority, (MTA): operates several transit routes serving the City and the region. It is a county-wide authority created through a joint powers agreement among cities and the County.

Goal C-13 Coordinate regional traffic planning.



Policy C-13.1 Regional Transportation Efforts: Participate in regional transportation planning efforts.

Program C-13.1.1: Continue to provide City Council and staff representation on regional transportation planning agencies.

Program C-13.1.2: Work with the MCOG and Caltrans to coordinate transportation planning and to identify funding for necessary transportation improvements.

Program C-13.1.3: Continue to ensure that MCOG's Regional Transportation Plan (RTP), the State Transportation Improvement Program (STIP) and the State Highway Systems Operation and Protection Plan (SHOPP) include needed improvements to Highway One and Highway 20 in the Fort Bragg Planning area. Such improvements shall be designed to ensure that Highway One in rural areas outside the Mendocino County urban/rural boundary remains a scenic two-lane road consistent with Section 30254 of the Coastal Act.

14. Funding Transportation Improvements

Funding transportation improvements is predominantly a Federal, State, and regional responsibility. For many years the road system has received the largest proportion of public expenditures for transportation. Although increased funding for alternative modes of transportation has significant environmental and social benefits, roadway funding will continue to receive the highest priority. Fort Bragg remains a relatively isolated coastal community and depends on the road system for the majority of its transportation needs.

A significant amount of the traffic in Fort Bragg is through-traffic (trips that originate or have destinations outside of the City). The logging industry, tourist travel, and people coming to Fort Bragg from around the region for shopping, educational, medical, and other services generate much of the traffic.

It is necessary that funding mechanisms be expanded to ensure effective coordination among different government jurisdictions. The goals, policies, and programs below complement those

in the Land Use and Public Facilities Elements requiring new development to pay for its fair share of maintaining the City's infrastructure and service levels.

Goal C-14 Promote balanced funding for transportation.



Policy C-14.1 Development to Pay Its Fair Share: Require new development to pay its fair share of transportation improvements to maintain levels of service and traffic safety in the City.

Program C-14.1.1: Develop a City-wide Traffic Mitigation Fee Program.

Program C-14.1.2: Work with the County of Mendocino and MCOG to develop traffic mitigation fees for the Fort Bragg Sphere of Influence. Consider adopting a memorandum of understanding between the City of Fort Bragg and the County regarding traffic mitigation fees.

Program C-14.1.3: Work with MCOG to ensure that the standards and requirements contained in the joint City and County Traffic Mitigation Program between Fort Bragg and the County are incorporated into the Regional Transportation Plan.

Program C-14.1.4: Include in the Traffic Mitigation Fee Program mitigation fees for new development with primary access to Highway One and Highway 20. Utilize the funds collected as a local match to encourage Caltrans to raise the priority of Highway One and Highway 20 improvements.

Program C-14.1.5: Ensure that the City's Pavement Management System obtains funding from the Traffic Mitigation Fee Program, as deemed appropriate by the traffic impact fee nexus study and applicable State law.

Program C-14.1.6: Carry out an ongoing inventory of transportation system needs to be included in the City's Capital Improvement Plan.

