

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."

Government Code Section 65302[b] also requires all jurisdictions to plan for an integrated multi-modal transportation network of complete streets in their General Plan. Complete streets are designed for the needs of all users regardless of age or ability or whether they are driving, walking, bicycling, or taking transit. Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.

The Circulation Element discusses multi-modal transportation issues for the Fort Bragg Planning Area; it briefly describes the existing multi-modal circulation system and travel characteristics and projects future traffic and multi-modal transportation challenges 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 multi-modal 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:

- Support the efficient and safe circulation of people, goods, energy, water, sewage, storm drainage and communications;
- Plan for the balanced multi-modal transportation network that meets the needs of all users of the circulation system, including: bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transit users, and seniors;
- Ensure that Fort Bragg's circulation network accommodates anticipated development;
- Minimize the intrusion of through-traffic onto local streets; and
- Provide improvements to the transportation system which complement and support the other goals of this 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 (Highway 1)	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.	

2. Roadway 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.

The Noyo River Bridge is a four lane bridge with a center lane for emergency vehicles and a sidewalk on both sides. The bridge provides 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, Laurel 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.

Table C-3: City, SOI, Coastal General Plan Area 2023 Build Out Potential						
Use	Existing - 2010		2023 New Construction, Entire City		2023 New Construction, Coastal General Plan Area	
	City Existing Development	SOI Existing Development	New Construction in City	New Construction in SOI	New Construction in Inland Area	New Construction in SOI
Residential (units)	3,313	200	250	15	188	15
Single Family & Second Units	2,078	200	150	14	113	14
Multifamily	1,235	0	100	0	75	0
Commercial/Office (Square Feet) *	1,556,000	0	143,000	0	100,100	0
Industrial (Square Feet)**	316,000	0	20,000	0	10,000	0
Lodging (Rooms)	959	15	100	0	0	0

Sources: Census, 2010, City of Fort Bragg, 2012. 2002 Fort Bragg General Plan, Land Use Element Tables LU-1 and LU-2, 2004

* 2010 estimate for commercial/office includes 2002 General Plan estimate plus new development over the past ten years

**2010 estimate excludes industrial buildings on the Mill Site, which is being decommissioned and redeveloped into non-industrial uses

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 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 Spruce) due to the loss of on-


F. Existing Conditions Sidewalks & Bicycle Facilities

Fort Bragg sidewalk widths vary, primarily on the basis of the street type and sometimes based on the width of the ROW. Some streets have discontinuous sidewalks, sidewalks on one side of the street or substandard sidewalks. The City has Class I, II, and III bicycle facilities. The City intends to further improve its bicycle, pedestrian, and transit facilities as follows:

- Facilitate better public transit, transit stops, and transit convenience;
- Increase number, extent and types of bicycle routes;
- Provide safe and complete sidewalks throughout the City; and
- Provide a mix of land use designations which reduce the need to drive from home to work, schools, and/or commercial outlets.

By improving and providing alternatives to the car, the City serves all residents by: 1) reducing automobile traffic; 2) providing equitable transportation facilities for those without an automobile; and 3) providing transportation alternatives that improve citizen health and enjoyment while conserving energy and reducing air and noise pollution.

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.

Goal C-1 Complete Street Planning.

Policy C-1.1: Balance the need of all users. The City shall balance the need to increase motor vehicle capacity with the need for complete streets that provide facilities for bicycle and pedestrian circulation and commercial viability.

Policy C-1.2: Walking and bicycling shall be considered an essential and integral part of the city's circulation network.

Policy C-1.3 Complete Streets: New development, that includes new streets or street segments, shall build multi-modal “complete streets” that are designed for the safety and comfort of cyclists and pedestrians, including children, the elderly, and people with disabilities, consistent with US Department of Transportation complete streets guidelines.

Program C.1.3.1: City street construction and re-construction projects shall provide facilities for all modes of transportation, where feasible.

Program C1.3.2: Through the Capital Improvement Plan and related impact fees, the City shall ensure that adequate funds are provided to maintain the existing circulation network, and where feasible upgrade it to “complete street” design.



Complete streets in Central Business District

1. Automobile and Delivery Vehicle Planning

Goal C-2 Coordinate land use and transportation planning.

Policy C-2.1 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 un-signalized 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-2.2 Coordinate Land Use and Transportation: Ensure that the amount and phasing of development can be adequately served by transportation facilities.

Program C-2.2.1: 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-2.3: 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-2.4: 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-2.5: 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-3 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-3.1 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-3.2: 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-3.3: 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-3.1.1: 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;
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.
- d) Signalize the Main Street/Pine Street intersection; and
- e) Consider extending Harrison Street south from Walnut Street to Cypress Street.

Policy C-3.4 Roadway Standards: Continue to provide consistent standards for the City's street system.

Program C-3.4.1: 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-3.4.2 Intersection Design: Intersections shall be designed at the tightest turn radii to accommodate the design vehicle, to slow turning vehicles as they cross the pedestrian realm. The "control vehicle" – larger vehicles such as delivery trucks and fire engines that only occasionally use the street – may cross the center line to make turns.
C-3Program C-3.2.3: Continue to prohibit the establishment of private roads.

Program C-3.4.4: Adopt standards for alleyways which address parking restrictions, shared access, lighting, and maintenance.

Policy C-3.5 High Trip Generating Uses: Traffic studies shall be required for all major development proposals that require a conditional approval, 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.

Program C-3.3.1: Adopt standards to consolidate commercial driveway accesses onto arterials and Main Street.

Policy C-3.6: 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-3.7 Continuation and Connectivity of Streets: Require the continuation of streets, bicycle and pedestrian paths through new developments wherever possible, and require connectivity to the street grid at as many points as feasible.

Program C-3.4.1: Review site plans for new development to facilitate the continuation of streets to improve local circulation. Where streets are not feasible, priority shall be given to providing pedestrian and bicycle trails that establish bicycle and pedestrian connections to streets wherever possible.

~~Policy C-3.8 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-3.9 Right-of-Way Acquisition: Require right-of-way dedications for new development to meet the City's roadway width standards.

Policy C-3.10 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-3.10.1: 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.

Policy C-3.11 Integration of Low Impact Development (LID): LID features in development projects that include street improvements are encouraged in the public rights-of-way where feasible, per the direction of the Director of Public Works.



Policy C-3.12 Installation of Conduit in New Roads and Road Reconstruction Projects. Conduit shall be installed in all new roads and road reconstruction projects and dedicated to the City of Fort Bragg. Conduit shall be sized to accommodate fiber optic and other telecom technologies.

Goal C-4 Develop a Well Integrated Network of Complete Streets on the Mill Site

Policy C-4.1 Public Right of Way Dedication. New Mill Site streets shall be offered for dedication at the (Master) Tentative Subdivision Map stage. Streets and all associated utilities

(sewer, water, stormwater, etc.) shall be dedicated to the City of Fort Bragg upon completion of construction by the developer. Interior rights of way for each subsequent subdivision shall dedicate to the City of Fort Bragg at the time of development or subdivision, as required by the permitting authority.

Policy C-4.2 Dedication of Other Connections. Non-street public rights of way shall be offered for dedication as necessary to support the multi-modal transportation network and coastal access.

Policy C-4.3 Mill Site Street Typologies. The Mill Site street network shall conform with the City's street standards. All Street and infrastructure shall be constructed by the developers consistent with City Standards, the Coastal General Plan and any Master Subdivision Map and/or Development Agreement.

Policy C-4.4 Complete Streets. All streets shall be designed as complete streets to promote walking; support pedestrian comfort; and for the safety and comfort of cyclists and pedestrians, including children, the elderly, and people with disabilities, consistent with US Department of Transportation complete streets guidelines.

Policy C-4.5 Safe Streets. The design speed of streets in the Northern Districts should not exceed 25 miles per hour, with typical operating speeds below 20 miles per hour. In the Southern District, design speeds may be as higher. Streets should be designed to optimize pedestrian safety and comfort, with the minimum number of travel lanes necessary to accommodate their traffic function at Level of Service E or better, averaged over the midweek peak one hour. If unacceptable traffic congestion is identified, traffic may be redistributed onto additional streets, or accommodated with a right- or left-turn pocket, rather than by adding a travel lane.

Policy C-4.6 Mill Site Street Connectivity. The (Master) Tentative Subdivision Map stage for each district shall establish street connectivity that encourages pedestrian and bicycle travel and provides convenient connections to destinations in the Mill Site and Fort Bragg as generally illustrated in Map C-3. The roadway network shall include facilities for all modes of transportation generally consistent with Map C-2. Connection points should occur at Elm Street, Spruce Street, Bush Street, Fir Street, Pine Street, Redwood Avenue, Alder Street, Oak Street and Cypress Street, as feasible. Connections at Maple and Walnut Streets are discouraged but may be completed, as feasible. Connections at South Street, Noyo Point Road, Chestnut Street, Madrone Street and Laurel Street may not be feasible due to ecological, physical and or safety constraints. On the Northern side of the Mill Site, block size and roadway pattern shall be similar to the existing city grid, and the existing alley along the eastern edge of the district should be retained, as feasible. The east-west streets shall extend into the Mill Site in alignment with the existing city grid where feasible. On the South Side of the Mill Site, reuse of existing streets is encouraged and larger block sizes may be appropriate for proposed land uses.

Policy C-4.7 Redwood Avenue Gateway. The extension of Redwood Avenue from the existing Central Business District (CBD) into the Central District of the Mill Site shall serve as a direct physical connection between existing and future commercial development. The following design criteria for Redwood Avenue is preferred: (1) a two-way street; (2) low motor vehicle speeds; (3) use traffic calming measures; (4) a pedestrian promenade from the CBD to the coast along the northern sidewalk of Redwood Ave to facilitate pedestrian and solar access;

and (5) sidewalks that feature special corner treatments, pedestrian refuge crosswalks, landscaping, and valley gutters similar to the existing downtown.

Policy C-4.8 Connections at Spruce, Bush, Fir, and Pine Streets. The street connections should be designed to ensure that vehicle speeds and volumes are kept low and that the connection itself is compatible with the existing neighborhood and the proposed development. **Where feasible**, existing street geometries of east-west streets shall be extended onto the Mill Site

Policy C-4.9 Gated Communities. Gated communities are prohibited on the Mill Site.

Policy C-4.10 Alleys and Garages in the Northern District. The alley grid **should** be similar to the original alley grid of Fort Bragg west of Harold Street. Except where infeasible, garages located behind residential buildings and accessible via alleys connecting to the main residential street **are encouraged**.

Policy C-4.11 Cypress Street Gateway. Cypress Street shall serve as the major entry point for the southern part of the Mill Site and as the primary access point to a research and education center, and future employment uses.

~~Policy C-4.12 Cypress Street Bridge. A vehicular bridge shall be installed as part of a Maple Creek daylighting project, as required.~~

Policy C-4.13 South District Streets. Streets in the Southern District which serve commercial or industrial uses should be designed to accommodate larger truck movements, **as required**.

Goal C-5 Mill Site Streetscape Design

Policy C-5.1 Streetscape Design. Streetscapes in the Mill Site **are encouraged** to contribute to overall place identity and district character.

Policy C-5.2 No Potable Water Use for Street Landscaping. Landscaping within the streetscape that uses potable water **is discouraged**. Once established, streetscape plantings should not require irrigation. The following qualities of street trees, bushes and landscaping **are encouraged**:

- a) Appropriate for Fort Bragg's coastal climate;
- b) Carefully selected to emphasize native plants that provide habitat, use minimal water, and reflect the natural community of the area;
- c) Accommodated in species-appropriate soil volumes in individual tree wells, or with other landscaping in continuous landscape strips, stormwater planters, or swales. Trees and landscaping bushes may also be accommodated in curb extensions or landscape planters in the parking lane; and
- d) Planted in groupings along a block.

Policy C-5.3 Streets Design & LID. Subdivision and development projects that include street improvements **may** incorporate LID features into the public rights-of-way, **where feasible**.

- Permeable paving materials, such as permeable asphalts and concretes, decomposed granite surfaces, and unit paver systems, **are encouraged where technically feasible**.
- Runoff into the public rights-of-way shall be minimized **to the degree feasible** and treated via bio-retention to remove pollutants to the maximum extent practicable.
- Plant material used in LID features, such as stormwater planters or rain gardens, shall be consistent with recommendations for plant material included in the most current best management practices (BMPs) available for such facilities and appropriate for the Mill

Site climate. Native plant material shall be used in the landscaped strip of streets to the extent practicable.

- Rain gardens are encouraged in curb extension, street-adjacent open spaces, and other places where adequate space exist. Rain garden are encouraged to maximize stormwater infiltration as permitted by local soil conditions.
- Tree wells and streetscape planters may include roadway curb cuts and planter curb cuts to allow roadway or sidewalk runoff to collect in them and infiltrate.
- The soil and subsurface composition of streetscape landscaping may allow landscape features to serve as temporary reservoirs, where water is treated and detained for later slow release or infiltration.
- Engineered soil matrix of sand, compost and mulch shall be required for bio-retention facilities as determined by the City Engineer.

Policy C-5.4 Streets Design & Parking Lanes. Parking lanes may be used for parking and to accommodate low impact development (LID) and other landscape features in parking lanes as needed.

- The use of flexible parking lanes is encouraged on Redwood Avenue. Colored or textured paving is encouraged to identify the flexible parking lane on Redwood Avenue from the adjacent roadway.
- Permeable paving features may be tied into other low impact development (LID) features of the stormwater management system, as feasible.
- Rain gardens, stormwater planters, or a series of tree planters are encouraged in the parking lane in order to provide additional capacity for stormwater management and to visually narrow the roadway for speed management.
- Rain gardens and stormwater planters incorporated into the parking lane shall not extend into travel lanes.

Policy C-5.5 Streets Design & Curb Extensions. Corner curb extensions are encouraged at all street intersections. Curb extension treatments shall comply with the following, unless otherwise directed by the Director of Public Works:

- The length of curb extensions shall be determined by balancing the need for parking with the need for added space dedicated to pedestrian activities, bicycle parking, and stormwater management (e.g., rain gardens).
- Curb extensions shall generally extend the full width of the parking lane.
- Curb extensions shall not extend into travel lanes.

Policy C-5.6 Streets Design & Street Furniture. Development within the Mill Site shall comply with the following street furniture requirements, unless otherwise directed by the Community Development Director:

- Amenities along Redwood Avenue shall be coordinated in style and color with amenities in the Downtown.
- All street furniture and other amenities shall be made of durable, high-quality non-metal materials. Materials and finishes shall be specifically selected to withstand exposure to Fort Bragg's coastal climate.
- Public seating shall be incorporated into the Redwood Avenue extension and considered on other streets in the Central District. Seat walls and seating may be incorporated into buildings and landscape features as an alternative to freestanding benches.
- Public Art is encouraged and may be incorporated into street furniture and sidewalks.
- Street furniture within the public right-of-way shall be offered in dedication to the City of Fort Bragg as part of right of way dedications.
- Street furniture placement shall be closely coordinated with the design of LID features and the striping of parking stalls.

- No sidewalk amenity shall reduce the clear width of a sidewalk or walkway path to less than 4 feet. All street furniture and other amenities shall comply with Americans with Disabilities Act (ADA) requirements.

Policy C-5.7 Streets Design & Lighting. Roadway and pedestrian-scale lighting should be provided, as appropriate, on all new streets and pathways in accordance with applicable City standards and the following guidelines, **unless otherwise directed by the Community Development Director:**

1. Sky glow shall be mitigated by selecting “dark sky”-friendly light fixtures that direct most of the emitted light downward and mitigate glare
2. The characteristics of pedestrian activity, such as slow travel speeds, frequent stopping and standing, and the need for human scale, shall be taken into account in the light fixture selection process as well as in the fixtures’ day and nighttime design characteristics.
3. All street lighting shall be energy-efficient. All lighting in the public realm shall be fitted with energy-efficient lamps, and optical systems. Light operation shall be managed to reduce energy use by reducing or turning off lighting when activity levels decrease at night. The Lighting system shall include the ability to individually switch on and off lamps.
4. **No night lighting shall be permitted directly over marine waters.**
5. Light fixtures shall efficiently direct light to the desired area of the roadway, sidewalk, and/or pathway, avoiding excessive glare, the shedding of light onto adjacent private properties, and sky glow. **All outdoor lighting shall be shorter wavelength “bird friendly” lighting that avoids attracting birds at night.**
6. The preferred height of pedestrian-scale light fixtures is between 12 and 15 feet (to light source). The use of light fixtures with light sources at heights of 20 feet or more shall be limited to locations where the required lighting levels cannot be met by solely using pedestrian-scale fixtures. The use of “cobra head” fixtures is not acceptable.
7. Fixtures may be staggered or placed symmetrically on both sides of the street depending on lighting and uniformity requirements. Light fixtures shall be spaced with as consistent a rhythm as feasible. Light fixture and tree spacing shall be closely coordinated to prevent tree canopies from blocking the light emitted by the fixture.
8. Street lighting may be located on adjacent buildings, where desirable.
9. The City of Fort Bragg’s standard, decorative downtown pedestrian-scale light fixture shall be used throughout the Central District. On Redwood Avenue, banner arms and banners **may** be attached to light poles **or building facades** to further identify this street as a commercial street integral to Fort Bragg’s downtown.
10. The location and spacing of light fixtures should be coordinated with those of low impact development (LID) features, street trees, and street furniture along Redwood Avenue to properly accommodate the higher pedestrian volumes and circulation needs expected on this street.

4. 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-6 Preserve the peace and quiet of residential areas.

Policy C-6.1 Reduce Through-Traffic on Local Streets: Reduce through-traffic on local streets to preserve the peace and quiet of residential areas.

Program C-6.1.1: 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-6.1.2: 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-6.2 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.



South Main Street



Central Business District

Goal C-7 **Regard the quality of life in Fort Bragg and maintaining community identity as more important than accommodating through-traffic.**

Policy C-7.1 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-7.1.1: 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-7.1.2: 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-7.1.3: Consider signaling the intersection of Pine Street and Main Street to provide adequate pedestrian safety.

Program C-7.1.4: 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.

Policy C-7.2 Main Street: Ensure that Main Street in the Central Business District is maintained as a pedestrian-oriented corridor with safe vehicular and pedestrian traffic patterns.

Program C-7.2.1: Continue to monitor traffic volumes and accidents on Main Street and make necessary safety improvements as warranted.

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-8 Provide additional parking in the Central Business District.

Policy C-8.1 Additional Off-Street Parking: Continue to construct additional off-street parking spaces in the Central Business District.

Program C-8.1.1: Continue, and update, as needed, the City's parking in-lieu fee program for the Central Business District.

Program C-8.1.2: Define priorities for the acquisition of property and the construction of additional parking facilities.

Program C-8.1.3: Encourage the use of reciprocal access agreements and interconnecting off-street parking and circulation between adjacent commercial uses.

Program C-8.1.4: Develop a comprehensive signage program within the Central Business District to direct vehicles to off-street parking areas.

Program C-8.1.5: Develop incentives for employers and employees to park off-street in the Central Business District.

Program C-8.1.6: Continue enforcing parking restrictions in alleyways to ensure access for emergency and delivery vehicles.

Goal C-9 Improve Parking Design in Accordance with Smart Growth Principles.

Policy C-9.1: Improve and update parking regulations in accordance with best practices and smart growth principles.

Program C-9.1.1: Revise the Coastal Land Use and Development Code to establish maximum and minimum parking requirements for each use type. Reduce parking requirements for: 1) affordable and senior housing developments; 2) commercial and mixed-use projects which have complementary peak parking use times; 3) small infill projects in areas with an abundance on on-street parking; and other similar uses which require less parking.

Program C-9.1.2: Continue to encourage the placement of parking facilities behind buildings and landscaped areas, as part of design review, to reduce the visual impacts to the street and improve pedestrian access.

Goal C-10 Regulate Parking on the Mill Site in Accordance with Smart Growth Principles.

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

Policy C-10.1: “Park Once” District. The Central District shall be designed and managed as a “park once” district, where visitors, residents, and employees are encouraged to park once and walk to various destinations without moving their cars.

Policy C-10.2: Focus on Availability. Public and on-street parking throughout the Mill Site **should** be managed to spread parking demand and achieve a target of **10-20** percent of spaces being available at all times along all block faces and in all parking lots, **as feasible**. This target may be achieved through installation of parking meters, parking time limits, or other mechanisms (**see program C-10.4.1 regarding parking fees**).

Policy C-10.3: Shared Parking. Shared parking, particularly in the Central District, shall maximize the use of all parking spaces. In all districts, adjacent parking lots shall be designed for joint use **where practical**. In the Central District, individual commercial tenants or property owners shall be restricted from reserving for their own use more than two spaces or 10 percent of project spaces, whichever is greater. New commercial and residential development in the Mill Site shall be required to share parking to take advantage of differential peak parking periods for residential, industrial, retail, restaurant, and office uses that maximize parking use throughout the day.

Policy C-10.4: Coastal Parking Requirements. On-and off-street parking shall be provided to achieve the access requirements of the Coastal Act.

Program C-10.4.1 Parking at Public beaches and Parks should maintain lower cost parking fees and maximize hours of use to the extent feasible. Limitation on time of use or an increase in the fee for parking fees, which affect the intensity of use will require a Coastal Development Permit. Parking fees shall be commensurate with the expenses of providing parking. Parking at or near the coast shall be free for the first hour.

Policy C-10.5: Coastal Views. To protect view sheds from public rights of way to the ocean, coastal access, development and/or parking shall not ~~be located within the~~ **interfere with the** view corridor at the termination of an east-west street on the Mill Site.

Policy C-10.6: Parking Management Plan. A parking management plan shall be prepared for the Central District by the applicant for the first development proposal in the district. Each subsequent development shall be required either to prepare a summary of how the development will comply with the Central District Parking Management Plan or to update the plan. The Central District Parking Management Plan should include the following **general** elements, **unless modified by the Director of Community Development**:

- Current/proposed parking supply by block;
- Current parking utilization by block, including, at a minimum, counts at weekday midday, weekday evening, and Saturday midday;
- Estimated observed and proposed parking demand by land use;
- Recommended sites for shared parking facilities;
- Recommended parking restrictions, **if any**;
- A financing plan for the development, management and financing of shared parking facilities; and
- A management plan for meeting parking availability targets, including parking time limits.

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-11 Improve access to the North Part of the Noyo Harbor.

Policy C-11.1 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-11.1.1: 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-11.2 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-11.2.1: Develop a plan to improve North Harbor Drive by enlarging lane widths and constructing a sidewalk along one side of the street.

7. Emergency Routes

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-12 Improve emergency access to the City.

Policy C-12.1 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-12.1.1: Work with the property owners 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 (aka the A&W Haul Road), east of Fort Bragg.

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

9. Public Transit

Fort Bragg is served by the Mendocino Transit Authority (MTA). MTA provides bus service between Fort Bragg, Willits, Ukiah, and Santa Rosa. A separate bus route provides service between Fort Bragg, Mendocino, and the Navarro River.

MTA has a fixed-route bus service in Fort Bragg with 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-14 Provide better public transportation.

Policy C-14.1 Encourage Transit Use:

Program C-14.1.1: Continue to support the expansion of transit services provided by MTA and other public transit providers.

Policy C-14.2 Bus Shelters: Encourage attractive, well-lighted, and comfortable bus shelters placed in convenient locations.

Program C-14.2.1: 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-14.3: 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.

Policy C-14.3: Transit Facilities On the Mill Site The Redwood Avenue extension onto the Mill Site shall accommodate Mendocino Transit Authority (MTA) transit buses and stops. Other Mill Site streets shall accommodate transit stops, as feasible and necessary, for the proposed development and effective coastal access.

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-15 Make it easier and safer for people to walk in Fort Bragg.

Policy C-15.1 Continuous Sidewalks: Require an uninterrupted pedestrian network of sidewalks, with continuous sidewalks along both sides of streets. New development shall provide sidewalks along project frontages to close gaps in the City's sidewalk network.

Program C-15.1.1: 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-15.1.2: 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-15.2: Where feasible, incorporate pedestrian and bicycle facilities into the design and construction of all road improvements.



Policy C-15.3 Sidewalk Maintenance: Ensure that property owners maintain safe sidewalks.

Program C-15.3.1: Continue to implement City regulations that require sidewalks to be maintained by property owners. Carry out regular inspections, notification, and enforcement of this requirement.

Policy C-15.4 Sidewalk Design: Sidewalks should be designed, constructed and re-constructed to enhance the safety, comfort, aesthetic appeal, and interest of the pedestrian environment. Sidewalks should conform with the following principles:

- Sidewalks shall have the appropriate width for their use, consistent with City standards.
- Where it is not possible to provide wide sidewalks continuously along a street, sidewalks shall be widened at their most congested locations such as crosswalks, building entrances and resting areas. Widening shall be achieved by using curb extensions or requiring development to set back building frontages.
- Ample crossing opportunities shall be provided. In addition to marked crosswalks at all intersections, mid-block crossings provide crossing opportunities where intersections are too widely spaced for reasonable pedestrian access. Mid-block crossings are particularly useful to connect pedestrian desire lines between generators separated by streets.
- Where roadways are reconstructed, efforts should be made to provide for wider sidewalks that conform with City standards, possibly by reducing the road width.

Program C-15.4.2: Seek available funding from grants and other funding sources for the construction of sidewalks in existing developed areas.

Program C 15.4.3: Continue to provide traffic controls and well-lit intersections in areas with a high volume of pedestrian movement.

Policy C-15.5 Pedestrian Paths: Develop a series of continuous pedestrian and multi-use walkways throughout the commercial districts and residential neighborhoods.

Program C-15.5.1: Allow asphalt or other approved surface pedestrian/multi-use paths in single-family residential areas and commercial districts. . Factors to consider in applying this measure include compatibility with the neighborhood, connection with the existing sidewalk system, safety and aesthetics..

Policy C-15.6: Ensure that pedestrian paths are sited to avoid wetlands and other environmentally sensitive areas.

Goal C-16 Utilize Best Practice Pedestrian Improvements on the Mill Site

Policy C-16.1 Traffic Calming. The following specific traffic calming elements, or their equivalents, may be included, as required by the Community Development Director, in all Streets: sidewalks in compliance with City standards on both sides of the street; corner “bulb-outs” to ensure low-speed turning movements and improving pedestrian safety; native landscaping along the roadway edge; small block length; and dedicated Bicycle lanes on the Primary streets.

Policy C-16.2 Pedestrian-Oriented Buildings. All new development on the Mill Site shall be oriented toward sidewalks rather than parking lots. Parking placed between a building front façade and the street it faces, is discouraged.

Policy C-16.3 Pedestrian Connectivity. To the extent feasible, where streets are discontinuous for cars, pedestrian and bicycle connections should be made, as feasible, through the construction of multi-use trails and sidewalks with clear sightline visibility from adjoining rights of way.

Policy C-16.4 Safety and Security. Streets shall be designed to be safe at all times of day and night for pedestrians. The minimum sidewalk width for all streets shall be 6 feet.

Policy C-16.5 Crosswalk Design. Base geometric design of crosswalks on residential streets are encouraged to follow the guidance of the Institute for Transportation Engineers' Traditional Neighborhood Development Street Design Guidelines: An ITE Recommended Practice or Residential Streets, Third Edition or a more current similar standard. Geometric design of crosswalks for Redwood Avenue, other street segments with mixed-use development, and street segments with light industrial development are encouraged to follow the guidance of the Institute for Transportation Engineers' Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice or a more current similar standard.

Policy C-16.6 Raised Crosswalks. Raised crosswalks and/or high visibility intersections are encouraged along Redwood Avenue and in the Central Business District extension to slow vehicles and reduce conflicts with crossing pedestrians.

Policy C-16.7 Accent Paving. Accent paving in crosswalks on Redwood Avenue is encouraged for crosswalk visibility and aesthetics.

Policy C-16.8 Bulb-Outs. Corner bulb-outs may be incorporated to narrow crossing distances, increase pedestrian visibility, and slow motorists on Redwood Avenue.

Policy C-16.9 Additional Traffic Calming Measures. The City engineer may require additional traffic calming features where necessary to ensure pedestrian safety.

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 City's Bicycle Master Plan identifies high priority improvement projects within the City.

Goal C-17 Make it easier and safer for people to travel by bicycle.

Policy C-17.1 Comprehensive Bikeway System: Establish a comprehensive and safe system of bikeways connecting all parts of Fort Bragg.

Policy C-17.2: Improve and expand bicycle facilities and infrastructure according to the City's Bicycle Master Plan and the Street Safety Plan recommendations.

Program C-17.2.1: Implement the improvement projects enumerated in the City's Bicycle Master Plan.

Program C-17.2.2: Implement the recommendations of the City's streets safety Plans.

Program C-17.2.2: Complete the bikeway system as indicated in Map C-2: Bicycle Paths with parking-in-lieu funds, dedications, grant funding, traffic impact fees, and other means, as appropriate

Program C-17.2.1: Maintain and improve bicycle facilities.

Program C-17.2.2: Improve the safety of bicyclists and promote bicycling skills through education, enforcement, encouragement, and community outreach.

Program C-17.2.7: Utilize dedications, grant funding, traffic impact fees, and other means, as appropriate, to acquire rights-of-way needed for a comprehensive bikeway system as described in the Bicycle Master Plan.



Bicycle use at school

Policy C-17.3: Require new development to provide on-site connections to existing and proposed bikeways, as appropriate.

Policy C-17.4: Require new development, redevelopment, and significant renovation projects to provide superior bicycle/bicyclist support infrastructure.

Program 17.4.1: Consider revising the Coastal Land Use and Development Code to reduce parking requirements for projects that facilitate employee/customer bicycle use beyond current code requirements by providing: indoor or covered bike storage, lockers for personal belongings, changing rooms and showers, and/or bicycles for employee use.

Program 17.4.2: Update the bicycle parking guidelines in the Citywide Design Guidelines. Consider requiring larger “vehicle prints” for bike parking and bikeways that accommodate bike trailers for carrying children, dogs, parcels, groceries, freight, etc.

Policy C-17.5: Bicycle Parking: Provide adequate and secure bicycle parking at bus stops, schools, the library, parks, City offices, coastal facilities, trails and beaches and commercial areas.

Policy C-17.6: Require that streets linking residential areas with school facilities be designed to include bikeways.

Policy C-17.7: Consider bicycle operating characteristics in the design of intersections and traffic control systems. Incorporate bicycle and pedestrian facilities into the design and construction of all road improvements as feasible.

Policy C-17.8: Improve continuity and connections between the City’s bike facilities and those of the County and State.

Program C-17.8.1: Produce and distribute a map illustrating all local and regional bicycle routes, facilities, and important destinations.

Program C-17.8.2: Continue working with County, regional, and State transportation agencies on development and implementation of regional bicycle plans and facilities.

Goal C-17. Make it easier and safer for people to travel by bicycle on the Mill Site

Policy C-17.9: Bike-Friendly Streets. Streets shall accommodate cyclists, either through dedicated bicycle facilities or through traffic calming sufficient to ensure that motor vehicles travel at bike-compatible speeds.

Policy C-17.10: Path Connections. Multi-use paths that connect with the Coastal Trail are encouraged within the Mill Site and may be required for compliance with the California Coastal Act.

Policy C-17.11: Multi-Use Trail Along Highway 1 As feasible, a 12 foot wide multi-use trail with a 5 foot wide vegetated buffer shall be developed along the western edge of the Mill Site from Noyo Point Road to Madrone Street and be offered in dedication to the City of Fort Bragg at the time that the associated parcels are developed.

Policy C-17.12: The Mill Site Bicycle Network the Mill Site Bicycle network shall include the following improvements:

- Coastal Trail connections at Pine Street, Fir Street, Redwood Ave, and Alder Street
- Bicycle lanes on Redwood Street; and
- Shared space (bicycles and vehicles) on residential and mixed use streets.

12. 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 contains many requirements regarding removal of barriers for persons with disabilities.

Goal C-18 Provide mobility-impaired persons with access to transportation.



Policy C-18.1 Regulations for Disabled Persons: Enforce Federal and State regulations regarding access for persons with disabilities.

Policy C-18.2 Conformance with State and Federal ADA regulations: Continue to review all projects for handicapped access and require the installation of curb cuts, ramps, and other improvements facilitating handicapped access.

Policy C-18.3 Support Improved Access: Support improved access to public transportation and pedestrian facilities for people with disabilities.

Program C-18.3.1: Continue to apply for grants for ADA-related projects from MCOG and other sources.

12. Train Service

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.

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.

13. Increase use of the Skunk Line for transportation of people and freight.



Policy C-19.1 Skunk Train: Encourage increased use of the Skunk Train.

Program C-19.1.1: Continue to work with the Skunk Train Company to improve and expand facilities at the Skunk Depot.

Program C-19.1.2: 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.

14. 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. Fort Bragg's Main Street is also Highway One, 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.
- Caltrans: Maintains, plans and completes improvements on Hwy. 1 and Hwy 20.

Goal C-20 Coordinate regional traffic planning.



Policy C-20.1 Regional Transportation Efforts: Participate in regional transportation planning efforts.

Program C-20.1.1: Continue to provide City Council and staff representation on regional transportation planning agencies.

Program C-20.1.2: Work with the MCOG and Caltrans to coordinate transportation planning and to identify funding for necessary transportation improvements.

Program C-20.1.3: 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-21 Promote balanced funding for transportation.



Policy C-21.1 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-21.1.1: Develop a City-wide Traffic Mitigation Fee Program.

Program C-21.1.2: 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.

A substantial amount of the traffic passing through Fort Bragg originates in the County. New development in the County will increase traffic volumes and congestion of Highway One. Establishing County-wide traffic impact fees would provide a way to finance needed roadway improvements. Two areas where fair-share improvements or in-lieu impact fees are needed is from development that impacts Highway 20 as well as Highway One north and south of the City.

Program C-21.1.3: 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-21.1.4: 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-21.1.5: 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-21.1.6: Carry out an ongoing inventory of transportation system needs to be included in the City's Capital Improvement Plan.



Noyo River Bridge