



CITY OF FORT BRAGG

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COUNCIL COMMITTEE ITEM SUMMARY REPORT

MEETING DATE: FEBRUARY 13, 2019
TO: PUBLIC WORKS AND FACILITIES COMMITTEE
FROM: CHANTELL O'NEAL; ENGINEERING TECHNICIAN
AGENDA ITEM TITLE: RECEIVE REPORT OF PENDING MASTER TRAFFIC COMMITTEE ITEMS AND MAKE RECOMMENDATION TO COUNCIL IDENTIFYING TRAFFIC ITEMS AS PRIORITY PROJECTS TO BE FUNDED WITH 2020 LOCAL STREETS AND ROADS FUNDS

ISSUE:

The Traffic Committee processes approximately 25 requests for modifications to City's Traffic Resolution each year. Traffic Committee receives requests from the public, which are then analyzed by the Committee for approval/denial in accordance with established City and state policies and engineering discretion. Traffic Committee is tasked with developing ways and means to improve traffic conditions, and to carry out the ordinances codified in Traffic Chapters [10.02](#) through [10.32](#) of the City's Municipal Code. Changes to the Master Traffic Resolution are brought before City Council once or twice each year as a resolution; some modifications granted by Committee do not alter the Resolution while others require adoption prior to implementation.

The established membership of the Traffic Committee is the Chief of Police and Director of Public Works and they are generally tasked with making, implementing, and enforcing the decisions. Most decisions made by the Committee and approved by Council do not have significant public impact. There are times when the committee reviews items with trends or in locations of particular interest to the public. During the past year, Committee received requests for the installation of 8 new 4-way stopped intersections and three requests for modifications which if approved would impact parking in the Central Business District. Several of those requests have been denied in accordance with the standard traffic policy warrants, there are several however, that nearly met the standard warrants and are being considered herein for your approval.

SUMMARY:

Traffic Committee has determined that approval/denial of the following items may have a significant impact to the public and/or Traffic Committee polices. Traffic Committee is seeking guidance from the Public Works and Facilities Committee for recommendations to the full Council regarding the items listed in table 1. Traffic Committee Requests.

Ref #	Location/Description	Traffic Committee Recommendation
6a.-2018	All-Way Stop on Maple St. at S. Harold St.	Deny
11-2018	All-Way Stop on South St. at S. Franklin St.	Approve
13-2018	Passenger Loading Zone on 300 Block of N. Franklin St.	Deny
14-2018	Mid-block ADA Parking on S. Harrison St.	Deny
16-2018	Orient alley parking spaces diagonally and add an ADA Space	Approve
17-2018	ADA Parking space – 100 Block of E. Laurel St.	Approve
10-2018	All-Way Stop on Pine St. at Harrison St.	Approve
9-2018	Remove traffic circle from the intersection of Fir St. at Harrison St.	Approve

Table 1: Pending Traffic Committee Items-2018

The California Manual on Uniform Traffic Control Devices (MUTCD), provides the appropriate applications for stop signs and explains the standard criteria to be used for engineering judgment for evaluating intersection controls. The standard reasons a local agency might use to justify the implementation of an All-Way Stop include; Vehicular, bicycle, and pedestrian traffic volumes on all approaches; Number and angle of approaches; Approach speeds; Sight distance available on each approach; and Reported crashes susceptible to correction by the multi-way stop installation (i.e. right-turn and left-turn collisions). In more rural/residential areas, an All-Way Stop may be installed in an intersection of two residential neighborhood collector (through) streets of similar design where the multi-way stop control would improve traffic operational characteristics of the intersection. All-Way Stops should not be used to control Speed.

According to the Federal Highway Administration (FHWA):

Many studies have shown that stop signs are not an effective measure for controlling or reducing midblock speeds. In fact, the overuse of stop signs may cause drivers to carelessly stop at the stop signs that are installed. In stop sign observance studies approximately half of all motorists came to a rolling stop and 25 percent did not stop at all. Stop signs can give pedestrians a false sense of

safety if it is assumed that all vehicles will come to a complete stop at the proper location. Another study showed that placing stop signs along a street may actually increase the peak speed of vehicles, because motorists tend to increase their speed between stop signs to regain the time spent at the stop signs.

All-Way STOP controls are restrictive to both streams of traffic and will not be recommended unless there no correctable physical conditions that might improve the traffic circulation and safety of the intersections. The attached slide show provides a detailed analysis of each intersection, and ADA improvement being considered through Traffic Committee requests.

RECOMMENDATION:

After the committee reviews and makes recommendations for the approval or denial of each traffic modification request independently. City staff will compose the approval list of traffic modifications for implementation. The City's Maintenance Crews ordinarily implement traffic modifications and this work is funded through the General Fund. There is Local Streets and Roads (LSR) state funding allocated for maintenance and rehabilitation work like striping, signage, safety, pavement patching, and drainage that the City is apportioned each year as part of the 2017 Road Maintenance and Repair Act (RMRA) which upon direction from Council can be used to fund the implementation of these projects.

The LSR program requires that local agencies adopt by resolution and submit to the California Transportation Commission (CTC) the approved list of projects to be funded each year by May 1st. The total anticipated apportionment from LSR for the 19-20 fiscal year is \$124,336.00. The estimated cost associated with each project is shown on the subject slides (when known) so scaling the project can be done according to recommendations for items moving forward for implementation. Any remaining funds will be used to continue to fund on-going maintenance for potholing and minor stormdrain repairs. The estimated cost associated with each project is shown on the subject slides so scaling the project can be done according to recommendations.

Staff is seeking direction from Committee to prepare a resolution for the full council establishing these Master Traffic items as priority projects to be funded with Local Streets and Roads (LSR) dollars in 2020.

ATTACHMENTS:

Traffic Committee Analysis Presentation