



2018 Street Safety Plan

CITY OF FORT BRAGG

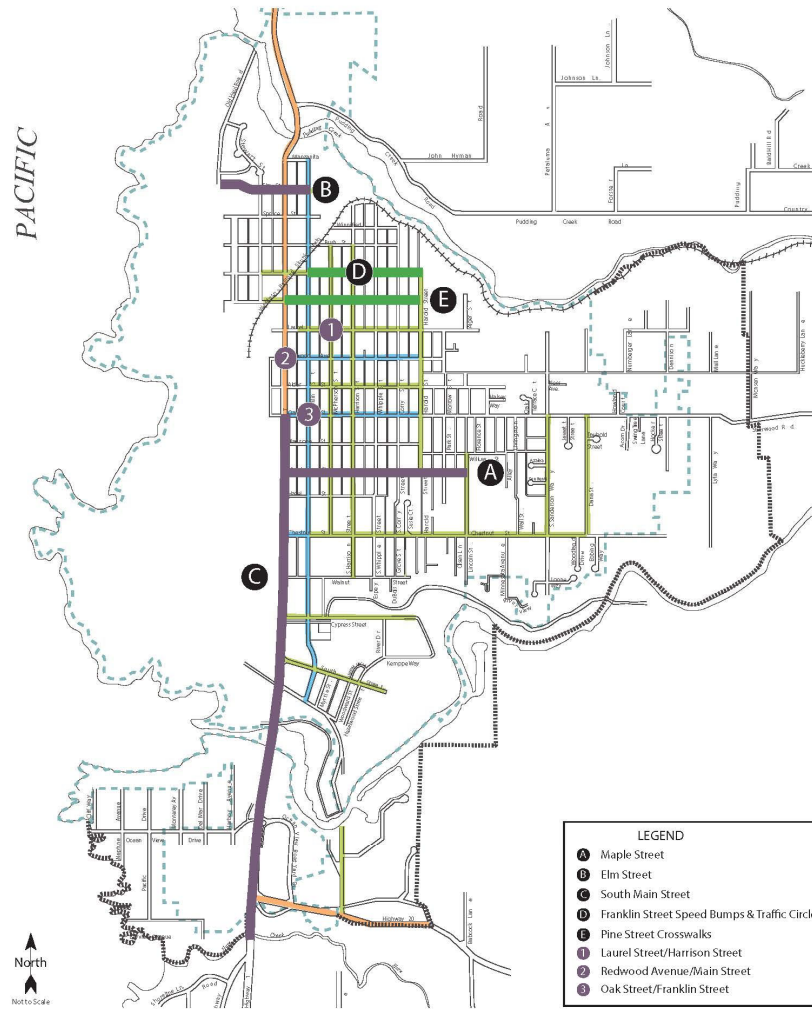
Goals of the Project

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

Study Area

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

Study Area



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

FBR045 proposal.ai

4/18

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



Data Collection

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

Summary of Existing Critical Issues

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

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

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

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

Summary of Existing Critical Issues

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

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

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

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

Toolbox Measures

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

Toolbox Measures – Pedestrian Facilities

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



Toolbox Measures – Bike Facilities

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



Toolbox Measures – Traffic Signal Timing

- Advance Pedestrian Crossing
- Pedestrian Exclusive Crossing



Toolbox Measures – Lane Striping

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



Toolbox Measures - Traffic Calming Devices

- Speed Humps
- Residential Traffic Circles

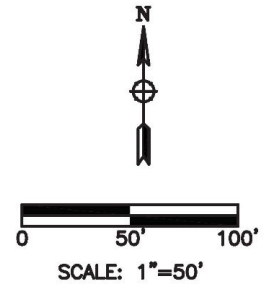
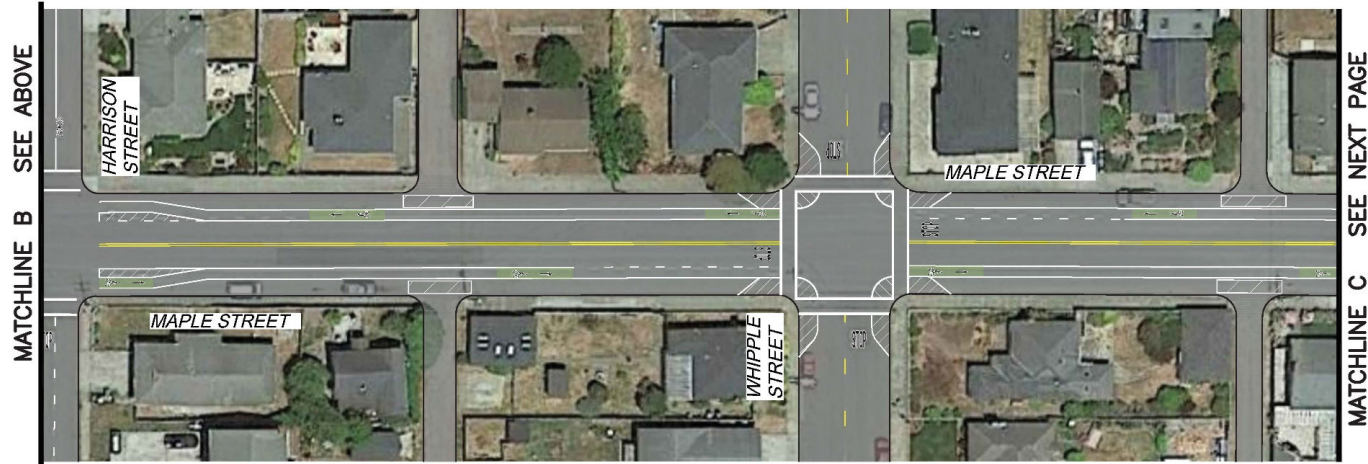
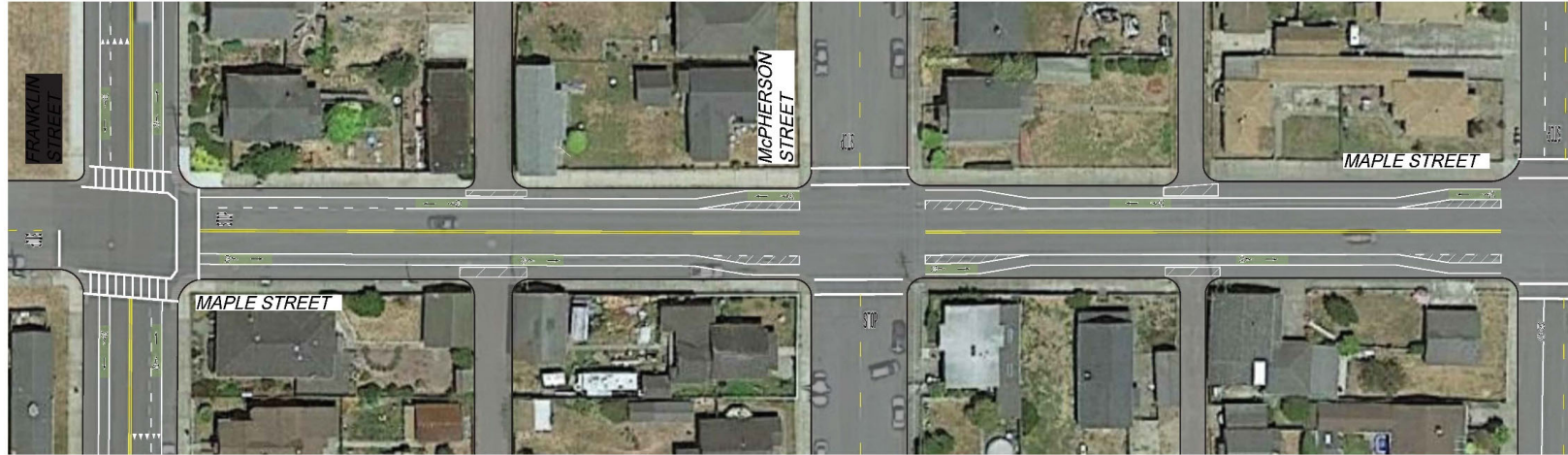


Community Input

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

Recommendations

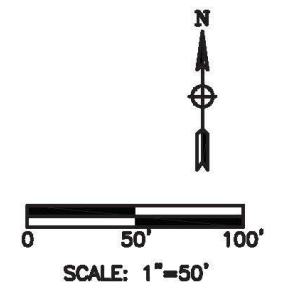
- Maple Street
- Elm Street
- Pine Street





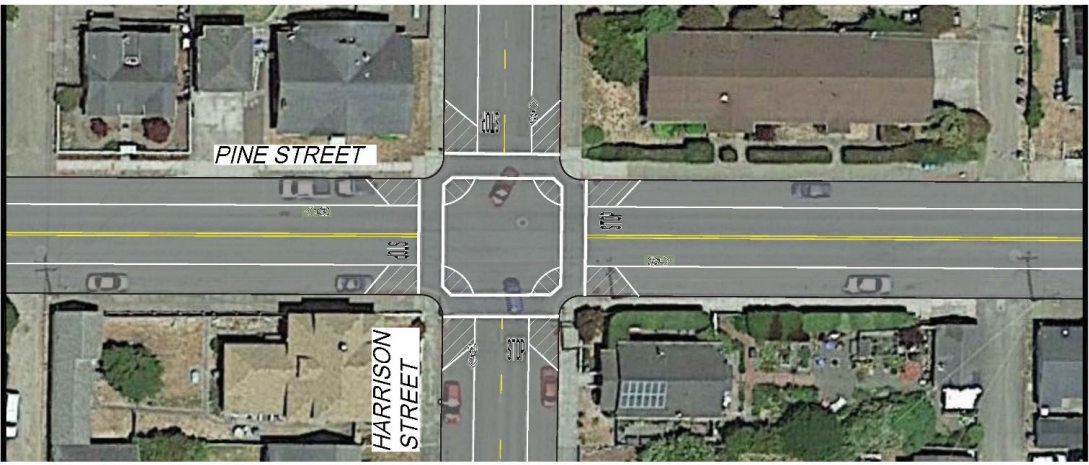
FORT BRAGG
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MAPLE STREET
DECEMBER 2018



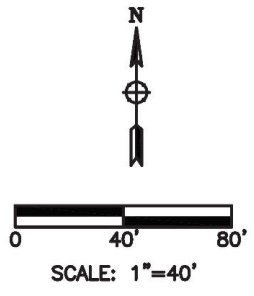


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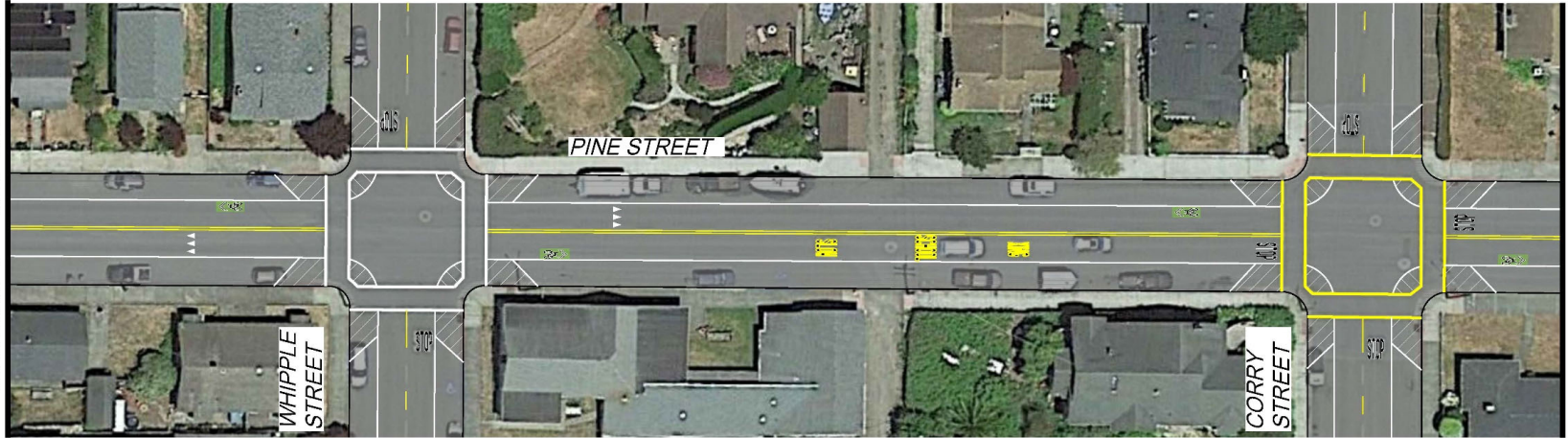


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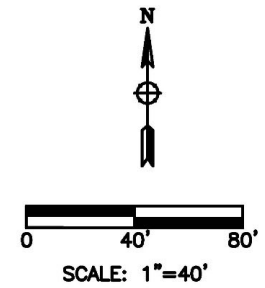
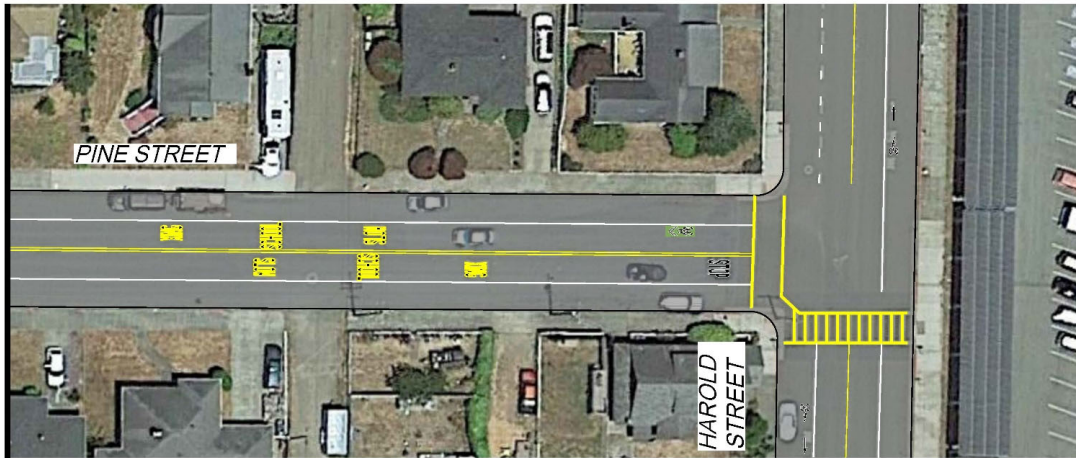


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Recommendations

Main Street (Caltrans State Route 1)

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

Recommendations

Laurel Street/Harrison Street

- Convert to an All-Way Stop

Oak Street/Franklin Street

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

Next Steps

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



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