

AGENCY:	Planning Commission
MEETING DATE:	May 12, 2021
PREPARED BY:	K Locke & C O'Neal
PRESENTED BY:	K Locke & C O'Neal

AGENDA ITEM SUMMARY REPORT

APPLICATION NO.: N/A

OWNER: California Department of Transportation

APPLICANT: City of Fort Bragg

AGENT: N/A

PROJECT: Public Scoping Session for State Transportation Improvement Project (STIP) to upgrade a section of State Route (SR) 1

LOCATION: Section of State Route (SR) 1 Post Mile (PM) 60.46 to PM 60.68

APN: N/A

LOT SIZE: N/A

ZONING: Various

ENVIRONMENTAL DETERMINATION: N/A

SURROUNDING LAND USES: EAST: Highway Visitor Commercial/General Commercial
WEST: Highway Visitor Commercial/Timber Resources Industrial

PROJECT HISTORY

Lack of pedestrian facilities on the west side of the City's South Main Street; State Route 1 (SR1) is not a new topic. City Staff prepared the South Main Street Access and Beautification Plan in 2011. This plan included a range of recommended options for improvements to SR1 from Oak Street south to the intersection of State Route 20 (SR20). The Beautification Plan featured several options for pedestrian and bicycle facilities ranging from a "baseline" build to a full "multi-use trail" separated from the five lane highway with planter strips. In 2013, previous Public Works Department staff began the search for funding options to implement these needed facilities with costs at the time requesting over \$5 million dollars. The project did not compete successfully in its entirety, so over several iterations of the project application, staff finally secured \$1.5 million in State Transportation Improvement Program (STIP) funds to complete the section of the project deemed as the highest need. The section, which scored as highest need for pedestrian access, is the facilities that connect pedestrians from the east side of the highway to the City's South Coastal Trail entrance at Cypress Street.

PROJECT DESCRIPTION

The upgrades associated with the STIP project include improvements to a section of State Route 1 (SR1) to bring it into conformance with current Americans with Disabilities Act (ADA) standards with much needed pedestrian facilities. The improvements in their current form are shown on the Project Plans (**Attachment 1**). The scope of work would be as follows:

1. Installation of approximately 1100 linear feet of new sidewalk. The proposed sidewalk improvements (construction) would be in the following location:
 - West side of SR 1 extending north from the intersection of SR 1 and Noyo Point Road to the intersection of SR 1 and Cypress Street on the west side of highway (southbound).
 - The sidewalk will create a connection from the east side of the highway down to the southernmost pedestrian entrance to the Coastal Trail.
2. Construction of a total of six curb ramps at streets and driveways.
3. Removing and replacing a 5' wooden fence on the west side of SR-1.
4. Relocation of underground utilities (including drainage features) and adjustment of utilities to grade; and pavement markings at specified locations.

The subject section of the SR 1 traverses through General Commercial (CG), Highway Visitor Commercial (CH) and Timber Resources Industrial (IT) zoning designations in the Coastal Zone. While the City's Zoning Map identifies SR 1 with these zoning designations, the SR 1 is a circulation corridor and the site development standards applicable to the aforementioned zoning designations would not apply within the SR 1 right of way. This STIP project will require a Coastal Development Permit.

BUDGET

The amount of funding allocated for this project is shown below. Caltrans and the California Transportation Commission (CTC) have a strict regime for programming, allocating, and expending funds so keeping this project on schedule is integral to a successful project.

Phase	Total	Timing
Environmental Studies and Permits	\$45,000	FY 20/21
Plans, Specifications and Estimate	\$100,000	FY 20/22
Right of Way	\$10,000	FY 20/22
Construction	\$1,430,000	FY 22/23
Total	\$1,585,000	

DISCUSSION & ALTERNATIVES

The goal of this study session is for the Commission to provide early input to staff on the proposed development. Since this is a preliminary review of the proposal, the Commission should focus on the design aspects of the project and provide their own recommendations. Staff have also prepared multiple alternatives to help guide discussion.

When the application comes back to Planning Commission for formal review and consideration, it will include all requirements as it relates to a Coastal Development Permit and General Plan analysis.

The following potential alternatives for the South Main Street Corridor are listed below.

High Visibility Crosswalks This corridor of SR1 has a higher speed limit than other places in the City with an average daily trip count of over 10,000 vehicles. The southern corridor also provides multiple entrances to Noyo Headlands Park. As a highly traveled road, pedestrian safety has been identified as a concern by staff.

Crosswalk markings provide guidance for pedestrians crossing roadways by defining the appropriate path for them. Basic crosswalk markings consist of two parallel lines but high-visibility crosswalks typically make use of “ladder” style pavement markings, which are highly visible to approaching traffic. Figure 1 provides an example of a high visibility crosswalk. Things to consider when installing high visibility crosswalks:

- Additional features in conjunction with the crosswalks such as crosswalk signage or additional lighting.
- May give pedestrians a false sense of security.
- Avoid using contrasting materials to asphalt such as brick. These materials cost much more to maintain, and lose contrast over time and in nighttime/rainy conditions.



1. Aesthetic Improvements

Based on prior decisions from Planning Commission on projects of similar scope, the aesthetics of these improvements are a high priority. Staff have identified two potential options for aesthetic improvement.

- **Mosaic or Stamped Concrete Landing:** located at the southwest corner of the intersection of Highway 1 and Cypress Street. The existing area is a heavily disturbed gravel path and has been paved over multiple times in the past. Staff have identified this area as a potential location to improve aesthetics. This improvement could come in the form of a mosaic path which would connect to the coastal trail.



- **Mural Fencing:** As part of this improvement plan, the fence along the west side of Highway 1 will need to be replaced. As part of this replacement, Staff believes commissioning a mural along the fence is a simple way to aesthetically improve the area. See figure 2 as an example.



2. Bicycle Lane Improvements

The current bike lane along Highway 1 is a Class II facility, or an on-road bicycle lane. As stated previously, this section of Highway 1 has a high speed and is highly traveled road. Maintaining bicyclist safety could be achieved with simple tactics.

- **Protected Bike Lanes:** Separated lanes can take various forms but they all consist of some form of physical separation. Plastic bollards are inexpensive and can be easily removed. This will also give bicyclists more protection while clearly signaling to drivers the potential presence of bike traffic.
- **Green Spot Treatment:** Similar to the plastic bollards, paint can be used to create separation and increase the overall visibility of the bike lanes. Many cities use green paint in specific locations to either separate or demarcate bike lanes.
- **Street Signage:** Due to the speed limit along highway 1, it is important that bikers ride with the flow of traffic rather than against. Bicyclists put themselves and others in danger when riding against traffic. Similar to a “wrong way” sign for motorists, bike related direction signage could be installed.

When considering bike line improvements, it is also important to remember the limited scope of the overall project. Most improvements are done in conjunction with larger projects due to the distance bicyclists cover. So it’s important to scale any selected

improvements to this site specifically as improvements will not extend beyond the project limits.

RECOMMENDATIONS

Staff recommends that the Planning Commission review and provide comment or suggestion on the proposed ADA improvements along State Route 1 between Noyo Point Road & Cypress Street.

ATTACHMENTS

1. Project Plans
2. Presentation