

Fort Bragg, California
June 25, 2012 (Special Meeting)
Town Hall

The City Council of the City of Fort Bragg met in special session on the above date at the hour of 5:00 p.m. in Town Hall, 363 N. Main Street, Fort Bragg, CA.

Present: Councilmembers Meg Courtney, Scott Deitz, Dan Gjerde, Doug Hammerstrom, and Mayor Dave Turner.

1. **CONDUCT OF BUSINESS**

A. **Conduct Council Workshop and Provide Direction to Staff and Consultant Regarding Chestnut Street Corridor Conceptual Plan and Right of Way Acquisition Feasibility Study**

Assistant Planner Spade reviewed the Agenda Item Summary prepared for this item with the City Council. Spade introduced Jack Scroggs, KASL Consulting Engineers, as the engineer hired by the City to develop the conceptual plan

Discussion: The following was noted during discussion of this item:

- Chestnut Street is a busy street and was identified in the 2010 Residential Streets Safety Plan (RSSP) as being the heaviest traveled by bicyclists and pedestrians.
- Chestnut is constrained by shared (phone, cable, power) utility poles and mailboxes, and traffic calming is needed. Sidewalks vary from being non-existent to 4' or 6' wide. There are no bike lanes. Below the surface there are water, sewer, and stormdrain issues.
- Participants at the June 8th community workshop agreed that safety improvements were needed on Chestnut Street. Residents favored a one-way street over loss of on-street parking; an emphasis on a bike lane on the north side of the street; and would be receptive to a 2-3' acquisition for a wider sidewalk if it did not bring the street closer to their homes.
- For the purpose of this study Chestnut has been separated into three sections: Franklin to Whipple is the commercial stretch and typically has a 50' – 60' right of way (ROW); Whipple to Lincoln has a 40' ROW; and Lincoln to where the street ends at Ebbing Way varies from 40' – 65' ROW.
- The RSSP recommended that Chestnut have a 44' ROW, but a large portion of the street has 40' ROW. There are 71 parcels that front or abut Chestnut, and 50 of those parcels would have to provide ROW access to provide 44'.
- A Class 1 bike lane adjacent to a vehicle lane should have a 5' separation for safety. This could be a walkway, landscaping, fence, or an infiltration trench.
- Alternative 1A would be expensive because ROW would be needed from eight parcels, and three garages are built to the back of the sidewalk. It would yield a minimum sidewalk width.
- Alternative 2/3 features a Class 1 bike path on the north side of the street. Chestnut would be eastbound one-way starting at Whipple which has an unusual configuration a block north of Chestnut. Public Works Superintendent Mike Cimolino suggested that the one-way start at Harrison which is better designed and already is a four-way stop at Chestnut. School bus routes currently travel eastbound on Chestnut. Schools are on the north side of Chestnut. Spring Street, Olsen Lane, and Susie Court access would be less problematic if Chestnut were eastbound, but it puts more traffic in front of Redwood Elementary on Lincoln Street. Traffic would also be increased on Maple. The third section from Lincoln to the end could be two-way but eight parcels on the north side of Chestnut between Redwood School and Dana Gray would need to provide 2½' of ROW to make Alternative 2/3 work. One parcel (APN 008-331-22) has a 20' setback so reducing it to 17½' would be a problem.
- Alternative 4 offers a multi-use path on the north. Without a sidewalk it needs a physical separation similar to the separation needed for the Class I bike lane. The sewer line is 15' – 16' off the ROW, and that would need to be resolved. Seventy parking spaces would be lost between Whipple and the eastern end of Chestnut (for clarity, more than half these parking spaces would be lost with option 2/3). Folks with residences from Minnesota to east of the church have no alley to park in, and side streets have no outlet.
- There are ways to phase the project by breaking it down in sections described. Whichever alternative is selected it should start with Lincoln to the end on the north side of the street as it is

most important for school kids, then from Whipple to Lincoln. The south side could be done later and phased in as well.

- The alternatives cost \$1 million to \$1.8 million for each side of the road. Breaking the project into phases could be \$300,000 to \$500,000 which could be available through grant funds. Funding could be available from federal or state Safe Routes to School. There is also possible funding for highway safety improvement plans and bikeway plans.
- Consider one-way from Whipple/Harrison to Ebbing, and retain parking. It would be a natural turn to the schools.
- Circulation is the issue. Stadium egress near Ebbing would be a concern, and it was felt that Sanderson to the end should be two-way. At Lincoln the first two-way street (Maple) is one block, but at Sanderson or Dana you would have to go up to Oak.
- A 40' ROW is what should be considered. Anything beyond that is prohibitive in terms of acquisition.
- The general rule of thumb for relocating a utility pole is that it costs \$40,000. A new utility easement would be needed to relocate poles at the back of the sidewalk. PG&E is working on the boundary of an underground district which they calculate would cost \$1.5 – \$1.8 million per mile. The project is less than a mile, and the City has \$1 million now in a fund for undergrounding. There is still a bit of a shortfall. On the south side easements would be needed for relocated streetlights and fire hydrants. Safe Routes to School goals would be achieved principally on the north side and eventually achieve accessibility compliance on the south side.
- There needs to be separation to keep bikes from travel lanes.
- There might be Low Impact Development funds for an infiltration trench.
- One-way traffic may have support from Chestnut residents but would likely meet opposition wherever the traffic ends up. Further studies are needed.
- There is a great opportunity for bikes to use Maple instead of Chestnut because Maple is wider, but if vehicular traffic is diverted to Maple then they cannot go there either.
- Redwood School is already fairly busy in the morning with drop-offs. Making Chestnut one-way would make Lincoln a much busier street.
- It is not that far for people dropping off kids to go to Oak Street to travel west.
- There are bike lanes on Maple. The problem is Maple has a hill, and it is doubtful that kids south of Chestnut will want to peddle the extra block. Kids cut across lawns to save 3'.
- Make the bike path as wide as possible and give kids a bigger sidewalk, especially on the north side.
- Sidewalks are preferable to a swale.

Councilmembers agreed to direct further questions or considerations to staff and a follow-up discussion will be agendized for a future City Council meeting. #260-12/B

Mayor Turner adjourned the meeting at 6:10 p.m.

DAVE TURNER, Mayor

ATTEST:

**Cynthia M. VanWormer, CMC
City Clerk**

INDEXED: _____(____)

IMAGED: _____(____)