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Date: September 20, 2012

To: Bridgeport Valley Regional Planning Advisory Committee (RPAC)

From: Wendy Sugimura, Analyst

RE: Agenda Item 4a – Support three lanes in town with back-in angle parking from School Street to the Jolly Kone crosswalk

This staff report does not summarize the Main Street Revitalization Design Fair held August 23-28, 2012, but rather picks up where the Design Fair concluded. For further information, please contact Wendy Sugimura at 760.924.1814 or wsugimura@mono.ca.gov.

The Design Fair identified overwhelming support to reduce the number of traffic lanes from five to three as US 395 passes through Bridgeport. In conjunction, the Caltrans grind and overlay project in Bridgeport, which has been delayed over a year due to asphalt mix failures, provides a rare opportunity to implement lane reductions immediately through new paint striping. As a result, community members, Caltrans, the Design Team, and County staff have been diligently working on the details of a new, three-lane striping concept for incorporation into the overlay project.

Since the Design Fair, Bob Peters and Steve Noble have been discussing a new striping concept with main street business owners. The general consensus is reflected in the following key features of the attached striping conceptual plan, which has been vetted with Caltrans:

1. Two lanes of traffic and a center turn lane,
2. Back-in angle parking on both sides from School Street to the Jolly Kone crosswalk, and east of the Jolly Kone crosswalk to the bank's driveway on the north side of US 395,
3. Parallel parking on both sides from School Street to the west and from approximately the Jolly Kone crosswalk to the east, and
4. Elimination of a curb cut in front of Albert's Meat Market and narrowing of the Jolly Kone driveway to accommodate more on-street parking.

The final striping will vary somewhat from the conceptual design based on actual field conditions, and will likely result in slightly fewer back-in angle parking spaces due to poles and other sidewalk obstructions. The Design Team did not have the benefit of a survey to fully engineer the striping plan, and so Caltrans will need to field verify the measurements and striping placements, and make adjustments when necessary. In addition, accessible parking spaces will need to be identified and marked.

The status of the overlay project is that the mix has passed testing, and the contractor is prepared to begin construction next week (Sept. 24). Assuming the plant produces enough material and the

temperatures remain warm enough, we are on schedule for both new asphalt and a new striping plan on Bridgeport's Main Street this fall.

Other concepts discussed during the Design Fair, such as a colored center turn lane, curb extensions, façade improvements, etc. are longer-term projects. All of these concepts have additional details that need to be worked out and were outside the scope of the grind and overlay project.

The next steps are for the Design Team to produce the final report from the Design Fair, with a phasing plan, funding opportunities, and recommendations for implementation. The RPAC and community will have an opportunity to review the report, which is intended to serve as the foundation and guide for further Main Street improvements. If the RPAC desires, the highest priority projects may be selected for development over the winter with the potential for some to be implemented as early as next summer.

Attachment: Bridgeport US 395 Striping Conceptual Plan.2012-09-19.pdf