

Appendix A

Mendocino County Pedestrian Needs Inventory and
Engineered Feasibility Study

Greater Point Arena Area/South Coast Area Existing Conditions Report

February 26, 2019



Prepared for:

Mendocino Council of Governments
367 N. State Street, Suite 206, Ukiah CA 95482

Prepared by:



This page intentionally left blank.

Table of Contents

- 1. Introduction 1**
- 2. Objectives 2**
- 3. Study Guidance & Public Participation 3**
 - 3.1 Technical Advisory Group 3
 - 3.2 Public Engagement Process 3
 - Project Website, Survey, and Online Engagement 3
 - Workshop and In-Person Outreach Events 5
 - Methods of Outreach 6
 - Media Release* 6
 - Social Media* 6
 - Flyer* 6
 - Personal Invitations & Community Contacts 7
 - Site Visits and Personal Contacts 7
- 4. Background Documents 8**
- 5. Reference Design Standards and Guidelines 10**
 - 5.1 Federal Standards and Guidelines 11
 - American Association of State Highway and Transportation Officials (AASHTO) 11
 - The Architectural and Transportation Barriers Compliance Board (Access Board) 13
 - Federal Highway Administration (FHWA) 16
 - 5.2 State Standards and Guidelines 16
 - California Law 16
 - California Department of Transportation 17
 - 5.3 Local Standards and Guidelines 20
 - County of Mendocino 20
- 6. Alternative Improvement Types - Toolkit 21**
 - Pedestrian Spaces/Walkways 23
 - Roadway Crossings 25
 - Other Improvements 27
- 7. Inventory of Existing Conditions, Needs, & Gaps 29**
 - 7.1 Inventory Methodology 30

7.2	Inventory and Background	33
	<i>County or Regional Background Documents</i>	33
	South Coast Communities – Incorporated	36
	<i>City of Point Arena</i>	36
	South Coast Communities – Unincorporated	42
	<i>Gualala</i>	42
	<i>Anchor Bay</i>	48
	<i>Manchester</i>	50
	<i>Irish Beach</i>	54
	<i>Elk</i>	56
	South Coast Communities – Tribal Lands	58
	<i>Manchester Rancheria</i>	59
7.3	Summary of Existing Facilities and Identified Needs	63
	Existing Pedestrian Facilities	63
	Identified Pedestrian Needs/Projects	63

1. Introduction

The Mendocino Council of Governments (MCOG) is leading the County-wide *Pedestrian Needs Inventory & Engineered Feasibility Study* (Pedestrian Needs Study; the Study) using two separate State funding sources. Caltrans Rural Planning Assistance (RPA) funds are being used to study the south coast area of Mendocino County, including Point Arena and the surrounding area. Caltrans Sustainable Communities Transportation Planning Grant funds are being used to study most of the unincorporated communities in the north coast and inland portions of the county, as well as Ukiah, Willits, and Fort Bragg. The Study will identify and prioritize pedestrian improvement projects in the incorporated and unincorporated regions of Mendocino County.

The study is being done in two overlapping phases covering the two study areas illustrated in Figure 1, starting with the Greater Point Arena/South Coast Area, followed by the Inland/North Coast Area. The resulting plans will be incorporated into one combined document.

MCOG, supported by a team of transportation consultants, will conduct a thorough public outreach and participation process to ensure that the Study is complete and represents the interests of the communities it will serve.

This *Existing Conditions Report* is intended to provide the background information and set the baseline for the Pedestrian Needs Study, including:

- A summary of existing plans and documents (background);
- The Study objectives;
- A toolkit of conceptual solutions;
- A summary of previously identified needs and needs identified through the inventory and initial outreach;
- Maps and tables of existing pedestrian facilities and identified needs/projects.

This report will be the basis for the development of specific pedestrian improvement projects and priorities to be recommended in the final Study.

Goal:
Identify and prioritize pedestrian improvement projects in the incorporated and unincorporated regions of Mendocino County.



Figure 1: Study Areas Map

2. Objectives

The objective of the Study is to identify and prioritize pedestrian improvement projects based on a practical set of evaluation criteria and methodology for setting priorities. The criteria and priorities will be thoroughly vetted through the Technical Advisory Group (TAG) and public engagement. They reflect practical considerations and metrics that will support the projects as competitive grant applications, such as:

- Collisions – especially pedestrian
- Exposure to traffic levels and speeds
- Proximity to pedestrian use attractors and generators – school routes, community or employment centers, denser residential areas, transit stops, parks, low income areas
- Public input – priorities as expressed by the communities and their TAG representatives
- Relationship to transit routes and stops
- Consistency with transportation facility policies and standards
- Consistency with key grant criteria, especially ATP Small Project category
- Complexity and cost – reflecting high-level assessment of construction required, permits and coordination, environmental issues, and ROW needs
- Regional distribution of projects throughout the County

The long-range goal of the Study is improvement in walkability in Mendocino County, starting with the most practical cost-effective “low hanging fruit”, while also capturing the “big idea” projects that are beneficial but complex.



Source: Janet Orth

3. Study Guidance & Public Participation

This Study is intended to be a community-based plan, addressing the specific, basic improvements needed to support walking to local destinations. This started by working closely with agency staff responsible for transportation improvements, followed by diligent efforts to hear from as broad and complete a cross-section of the community as possible about what is needed where.

3.1 TECHNICAL ADVISORY GROUP

At the outset of the Study MCOG formed and convened a Technical Advisory Group (TAG) consisting of representatives from MCOG, County of Mendocino, City of Point Arena, City of Ukiah, City of Willits, City of Fort Bragg, Caltrans, and Tribal transportation representatives to provide input and guidance for the consultants. The TAG met/will meet at key intervals in the Study process to review progress and guide the next stages.

3.2 PUBLIC ENGAGEMENT PROCESS

The TAG and the consultants are collaborating to conduct customized local outreach and engagement to help the maximum number of residents know about and provide input for the Study. The first phase of public outreach focused on Mendocino's South Coast and the Greater Point Arena area. Outreach was conducted online through the *www.MendoPedestrian.org* website and in-person at a community workshop held in Point Arena. Due to the long project name, the project was dubbed the "Mendo Pedestrian Project" for purposes of public outreach. Information about the Study and how to participate was also shared through local agencies and local organizations.

There are two primary ways to participate;

1. **Online survey with interactive map** showing inventoried pedestrian facilities/conditions in each community. By answering the questions and dropping "pins" and comments on map locations, people can show specific needs and ideas for pedestrian improvements, and overall opinions about priorities.
2. **Workshops and input stations at events** such as farmer's markets, where people can learn about the project and provide comments. Online input is very efficient to collect and organize, so there will be help stations where people can do this at workshops, events, and local offices, including Spanish language assistance.

The objective of the outreach and engagement was to get community input to create and prioritize the project list, reflecting the past studies and plans community members may have participated in.

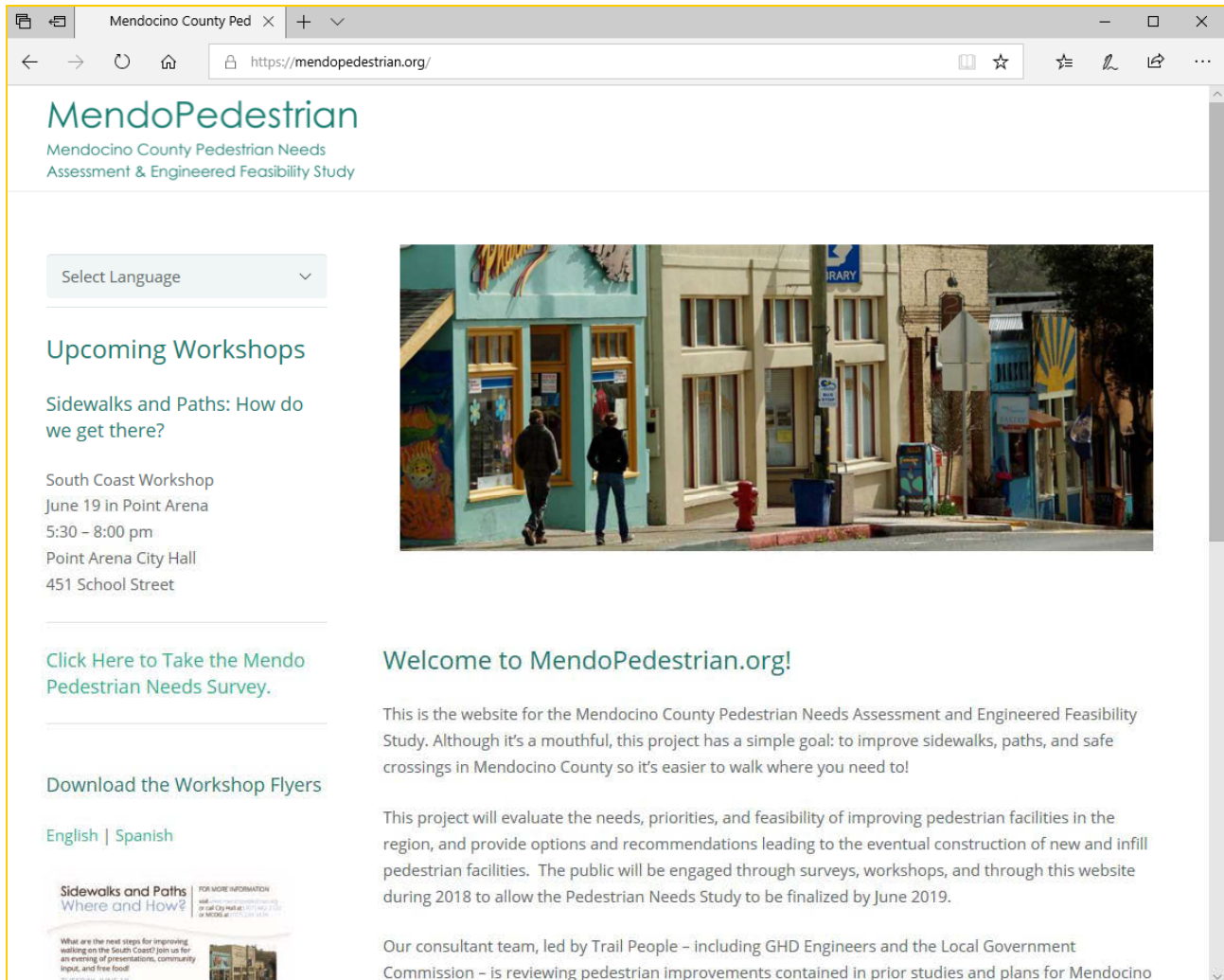
Project Website, Survey, and Online Engagement

The MendoPedestrian.org website was created to provide opportunities for online participation, project updates, and distribution of project materials. The website is a bilingual (English/Spanish)

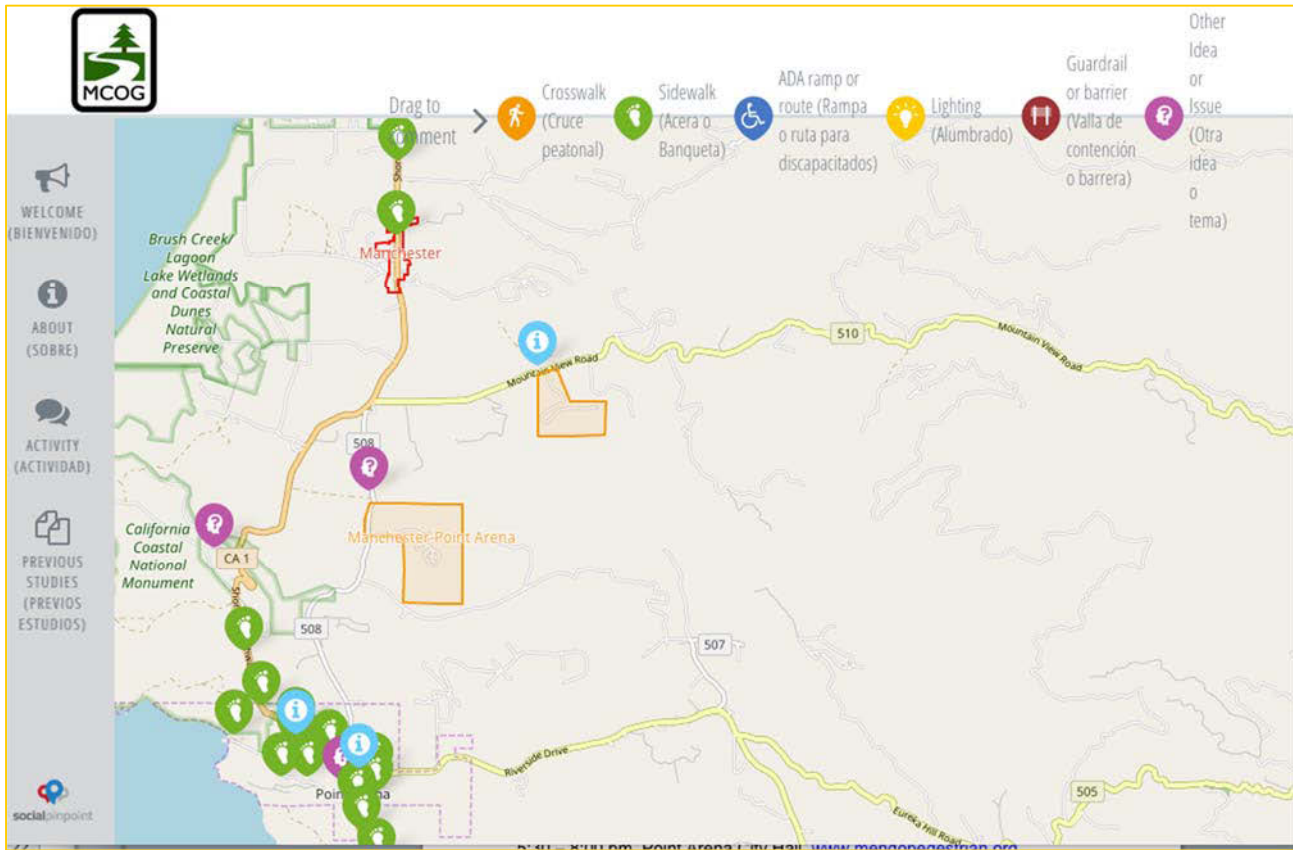
website, with plug-in translation, and outreach materials available in both English and Spanish. During the first phase of outreach, the website hosted the following materials: the flyer for the June 19 South Coast workshop, the Draft Existing Conditions Report, and links to two bilingual surveys.

The website was promoted through social media, a media release, radio ads, and emails to community contacts. The website was further promoted during the June 19 South Coast workshop, and subsequently at the June 30 Fourth of July celebration in Point Arena.

Online public input was gathered through two surveys: the South Coast Mendocino Pedestrian Needs Survey and the Interactive Map Survey. The South Coast surveys closed on August 14, 2018. The results of the workshop input online engagement will be summarized in the next phase study document and considered in refining the project lists.



Screenshot of project website



The interactive map allowed online participants to "drop pins" on the map indicating areas in need of crosswalks, sidewalks, ADA ramps, lighting, guardrails, or other improvements.

Workshop and In-Person Outreach Events

On June 19, MCOG, City of Point Arena and the consultant team hosted the South Coast workshop at Point Arena City Hall. To demonstrate continuity with past planning efforts, MCOG provided an overview of the Point Arena and Gualala Community Action Plans, with a focus on pedestrian improvements called out in those plans. TrailPeople presented a summary of existing pedestrian conditions and examples of tools for improving pedestrian facilities. Participants provided feedback at four stations: the online survey station, existing conditions station, pedestrian toolkit station, and evaluation criteria station. Fifteen members of the public attended the workshop and provided valuable feedback. Light refreshments were provided by Trinks Catering in Gualala.



Workshop participants reviewing the project toolkit

Following the workshop, Point Arena City Manager Richard Shoemaker held a mini pop-up event at the June 30 Point Arena Fourth of July Celebration to distribute Mendocino Pedestrian “calling cards”. The cards (English and Spanish) promoted the project website and online surveys.

Methods of Outreach

Outreach was focused on steering people toward the project website to submit feedback, and encouraging attendance at the June 19 workshop. A mix of media and community outlets was utilized to publicize this first phase of outreach.

Media Release

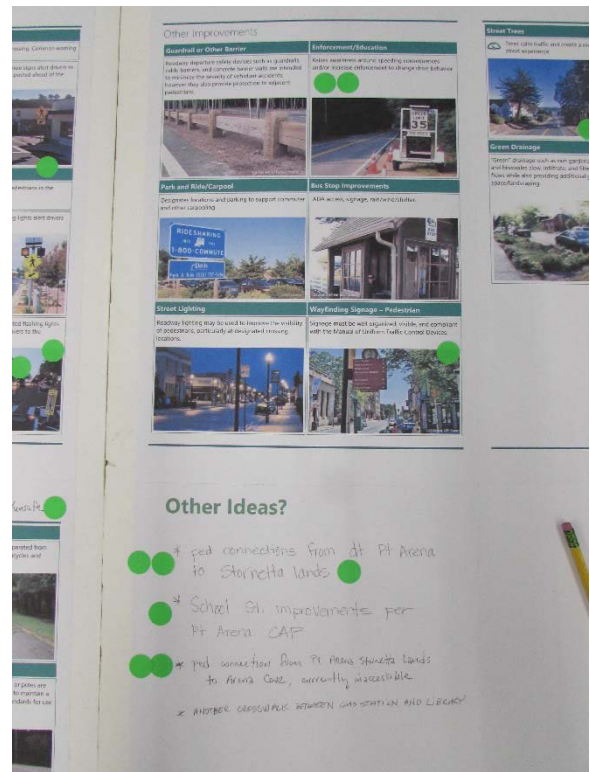
A media release was distributed to media outlets serving Mendocino County’s South Coast. This included the Independent Coast Observer, KZYX&Z, KOZT, KMFB, KGUA, and KTDE. A Spanish language media release was provided to Mendovoice.com, a bilingual local online news source. KZYX ran an evening news story on the Mendocino Pedestrian project, and the other local radio stations promoted the project and workshop during their regular programming.

Social Media

Sample social media posts were provided to project partners including City of Point Arena, MCOG, Caltrans, and Walk Bike Mendocino to support the outreach effort.

Flyer

A flyer promoted the South Coast workshop and directed traffic to the project website. The flyer was distributed electronically to all media contacts, through the project website, and the City of Point Arena assisted with posting printed copies at key bulletin boards throughout the South Coast.



Workshop participants voted with dots to prioritize pedestrian improvements. Participants were largely in favor of implementing solutions identified in the Point Arena Community Action Plan and providing pedestrian connectivity to the Point Arena-Stornetta Unit of the California Coastal National Monument.



Walk and Bike Mendocino helped promote the South Coast workshop on their Facebook page.

Personal Invitations & Community Contacts

Personal email invitations to attend the June 19 workshop were extended to a large list of South Coast contacts. In addition, the consultant team provided the workshop flyer and extended personal invitations to the Family Resource Center and Manchester-Point Arena Rancheria to attend the workshop and participate in the survey. The Family Resource Center provided a Spanish language interpreter for the June 19 workshop.

Site Visits and Personal Contacts

The consultant team visited and inventoried each community on the South Coast and talked to several local resident pedestrians they encountered about access issues and needs.



Elk community member discussing pedestrian issues.

Sidewalks and Paths Where and How?

FOR MORE INFORMATION
 Visit www.mendopedestrian.org
 or call City Hall at (707) 882-2122
 or MCOG at (707) 234-3434

What are the next steps for improving walking on the South Coast? Join us for an evening of presentations, community input, and free food!

TUESDAY, JUNE 19
5:30 – 8:00 PM


Point Arena City Hall
451 School Street

This is the first of three County wide workshops to evaluate the needs, priorities, and feasibility of improving pedestrian facilities in the region, and provide options and recommendations leading to the eventual construction of new and improved pedestrian facilities.

Refreshments will be served.

Take the online survey of pedestrian needs at
www.mendopedestrian.org

The Mendocino Pedestrian project is funded by Caltrans through the Rural Planning Assistance and Sustainable Communities Transportation Planning Grant funds. Mendocino County of Governments (MCOG) is administering the project and providing matching funds.




Aceras y Veredas ¿Dónde y cómo?

PARA MAS INFORMACION
 Visite www.mendopedestrian.org
 o llame al municipio al
 (707) 882-2122 o a MCOG al
 (707) 234-3434

¿Cuáles son los próximos pasos para mejorar las condiciones para caminar en la Costa Sur del condado? ¡Participe en una reunión con presentaciones, ideas de la comunidad y comida gratis!

MARTES, 19 DE JUNIO
5:30 A 8:00 PM

Municipio de la Ciudad Point Arena
Calle School 451

Este es el primero de tres talleres para todo el condado de Mendocino para evaluar las necesidades, prioridades y viabilidad de mejorar las instalaciones para peatones en la región. Estas discusiones ayudarán a identificar opciones y recomendaciones para construir nuevas instalaciones peatonales.

Habrà refrigerio

Tome la encuesta en línea sobre necesidades peatonales en: www.mendopedestrian.org

El proyecto Mendocino Pedestrian (Peatón Mendocino) está siendo financiado por Caltrans a través de una subvención para Asesoría Rural para Planificación y para la Planificación de Comunidades Sostenibles. El Consejo de Gobiernos de Mendocino (MCOG) está administrando el proyecto y proporcionando fondos complementarios.




Multilingual flyers

4. Background Documents

The Pedestrian Needs Study includes review of pertinent prior studies and plans for each area, to reflect planned pedestrian improvements and re-examine prior proposals against current needs, ideas and criteria. **Table 1** presents a list of the South Coast Area documents reviewed. Further description of these documents is included with each community in the Inventory Background section, below.

Table 1: Summary of Background Documents for Pedestrian Needs and Plans

Document	Year	Notes
County-Wide Plans		
Mendocino County Active Transportation Plan (part of the Regional Transportation Plan)	2017	<ul style="list-style-type: none"> County Wide Incorporated into the Regional Transportation Plan; extensive plan includes detailed project lists and maps.
Mendocino County Safe Routes to School Plan	2014	<ul style="list-style-type: none"> County Wide; school sites Detailed recommendations for five school sites.
Mendocino County Commute Transportation Study	2010	<ul style="list-style-type: none"> County Wide Focuses on bus, carpool, and vanpool
Mendocino Coastal Element	1985, rev. 1992	<ul style="list-style-type: none"> Pacific coast of Mendocino County Includes Mendocino Town Plan
Mendocino County General Plan	2009	<ul style="list-style-type: none"> County wide
Mendocino County Coastal Conservation Plan	2003	<ul style="list-style-type: none"> Pacific coast of Mendocino County Discusses coastal access in relation to the California Coastal Trail
Corridor Plans		
Pacific Coast Bike Route/California Coastal Trail Engineered Feasibility Study	2013	<ul style="list-style-type: none"> Highway 1 corridor. The plan studies the feasibility of constructing a coastal bike route along Highway 1 in Mendocino County. Analysis, including major constraints and cost estimates, were on quarter-mile bases.
State Route 128 Corridor Valley Trail Feasibility Study	2014	<ul style="list-style-type: none"> Highway 128 Corridor from Sonoma County to Highway 1 junction. Plan evaluates the feasibility of a multi-use, non-motorized trail along Highway 128.
Strategic Plan for the California Coastal Trail in Mendocino County	2010	<ul style="list-style-type: none"> Pacific coast of Mendocino County Detailed segment-by-segment evaluation of existing and proposed coastal access.
South Coast Communities		
Redwood Coast Strategic Issues Planning Process	2004	<ul style="list-style-type: none"> Coastal communities from northern Sonoma County to Elk
Moving Toward Action – Redwood Coast Strategic Plan	2004	<ul style="list-style-type: none"> Coastal communities from northern Sonoma County to Elk
Gualala Area Plans		
Gualala Community Action Plan	2007	<ul style="list-style-type: none"> Gualala Provides general recommendations for street improvements.
Gualala Downtown Design Plan (Phase II)	2007	<ul style="list-style-type: none"> Gualala downtown area; Highway 1. Includes conceptual plans for improvements on Highway 1.

Document	Year	Notes
Downtown Gualala Refined Streetscape Design Plan	2012	<ul style="list-style-type: none"> • Gualala downtown area; Highway 1. • Includes detailed plans for improvements on Highway 1.
Gualala Town Plan	2002	<ul style="list-style-type: none"> • Gualala • The Town Plan is a portion of the Coastal Element of the Mendocino County General Plan
Point Arena Area Plans		
Point Arena Community Action Plan	2010	<ul style="list-style-type: none"> • Point Arena • Includes information about planned pedestrian improvements.
Point Arena General Plan / Local Coastal Plan	1995, rev. 2001, 2006	<ul style="list-style-type: none"> • Includes policies related to non-motorized transportation and trails.
Garcia River Climate Adaption Feasibility Study (DRAFT)	2017	<ul style="list-style-type: none"> • Highway 1 from Point Arena to the north • Includes four alternatives for the Garcia River crossing of Highway 1.
Manchester Rancheria Area Plans		
Windy Hollow Road Over the Garcia River Final Bridge Feasibility Report	2007	<ul style="list-style-type: none"> • Feasibility study for bridge to provide uninterrupted access between the Point Arena and Manchester communities • Plans did not include non-motorized access; Residents requested.

5. Reference Design Standards and Guidelines

This chapter summarizes standards and guidelines that are used when designing various pedestrian and bicycle facility improvements. There are federal, state, county and local policies, guidelines and regulations that apply to walking facilities and other forms of transportation improvements. **Table 2** (below) summarizes the design guidelines identified in this chapter and the primary topics addressed associated with each.

Table 2: Summary of Design Guidelines and Regulations

Design Guideline or Regulation	Topics Addressed
Federal	
American Association of State Highway and Transportation Officials (AASHTO)	
Guide for the Development of Bicycle Facilities (2012, 4 th Edition)	<ul style="list-style-type: none"> • Shared roadways (lane width, on-street parking, signing) • Bike lanes (widths, intersections, symbol guidelines) • Shared use paths (separation from roadways, width, clearance, design speed, grade, sight distance, intersections, signing, marking, drainage) • Other design considerations (bicycle facilities through interchange areas, traffic signals, bicycle parking, accessibility requirements)
US Department of Transportation Federal Highway Administration (FHWA)	
Small Town and Rural Multimodal Networks (2016)	<ul style="list-style-type: none"> • Specific guidance for non-urban settings • Mixed traffic settings: yield roadways and advisory shoulders • Separated facilities: paved shoulders, paths, and sidewalks • Opportunities: speed management, school connections, and bridges
Manual of Uniform Traffic Control Devices (MUTCD) (2014)	<ul style="list-style-type: none"> • Defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic • Caltrans adopted the updated California MUTCD (CA MUTCD) in January 2012
Designing Sidewalks and Trails for Access, Part II of II: Best Practices Design Guide (2001)	<ul style="list-style-type: none"> • Shared-use paths (access to path, path surfaces, changes in level, grades, rest areas, width, passing spaces, railings, signs)
The Architectural and Transportation Barriers Compliance Board (Access Board)	
Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (2011 – with 2013 supplement to include shared use paths)	<ul style="list-style-type: none"> • Minimum standards for sidewalks, street crossings, and other elements of the public rights-of-way (including walkways and sidewalks, street or highway shoulders where pedestrians are not prohibited, crosswalks, islands and medians, overpasses and underpasses, on-street parking spaces and loading zones, and equipment, signals, signs, street furniture, and other appurtenances provided for pedestrians)
U. S. Department of Justice (DOJ) Amendment to the ADA Regulations Regarding the Use of Wheelchairs and Other Power Driven Mobility Devices 28 CFR part 35 (2011)	<ul style="list-style-type: none"> • Requires managers of public facilities to accommodate people with disabilities who wish to use various types of non-wheelchair powered vehicles for access • See California Department of Parks and Recreation Departmental Notice No. 2011-02: Permissible Uses of Other Power Driven Mobility Devices (OPDMD)

Design Guideline or Regulation	Topics Addressed
State	
California Law	
Vehicle Code (Division 11)	<ul style="list-style-type: none"> • Right-of-Way • Rules of the Road • Pedestrians' Rights and Duties • Speed limits
California Department of Transportation (Caltrans)	
Highway Design Manual (HDM) (6 th Edition)	<ul style="list-style-type: none"> • Class I bikeway/shared use path (width, clearances, grade, separation from highways, design speed, sight distance, horizontal and vertical curves) • Class II bike lane (width, placement, at-grade interchange design) • Class III bike route (bike route criteria, at-grade interchange design) • Cycle track or separated bikeway design • Multipurpose trails • Clear recovery zones
California Highway Barrier Aesthetics (2002)	<ul style="list-style-type: none"> • Barrier design
California Manual of Uniform Traffic Control Devices (CA MUTCD) (2014)	<ul style="list-style-type: none"> • Signs (application, placement) • Pavement markings (word messages, symbols, arrows, reflectorization, patterns and colors on shared-use paths, demarcating obstacles, dimensions) • Traffic signals and crossing beacons (application, placement) • Speed limits
Local	
County of Mendocino	
General Plan, Development Element	<ul style="list-style-type: none"> • Pedestrian facilities, Bike facilities, Multi-use trails, Signage, Trail amenities
Standard Road Plans (Tab A)	<ul style="list-style-type: none"> • Roadway sections, shoulder widths, sidewalk standards (minimum widths, etc.)

5.1 FEDERAL STANDARDS AND GUIDELINES

American Association of State Highway and Transportation Officials (AASHTO)

The AASHTO Guidelines for the Development of Bicycle Facilities is the leading national document with guidelines for designing on-street bicycle and facilities and shared use paths. The most recent version of this nationally recognized document is the 4rd Edition, dated 2012.

Rural Roads

The latest edition makes several recommendations to accommodate bicyclists and pedestrians on rural roadways. Adding or improving paved shoulders on rural roadways with higher speeds or traffic volumes has many safety benefits for motorists, bicyclists and pedestrians. Expanded shoulders provide space for maintenance operations, to escape potential crashes, or for temporary storage of disabled vehicles. They extend the service life of the road by reducing edge deterioration and further improve sight distances in areas with curves and cut sections. Paved shoulders can

benefit pedestrians as well by providing a place for them to walk in locations where there is no sidewalk and the current roadside condition is unsuitable for walking.

AASHTO Design Guidelines

Paved shoulders should be at least four feet wide.

Where physical space is limited, additional width for shoulders may be gained by restriping roadways to decrease the width of vehicle travel lanes.

Shared Use Paths

A shared use path allows for two-way, off-street bicycle and pedestrian use. These facilities are frequently found in parks, along rivers, beaches, and in greenbelts or utility corridors where right-of-way exists and there are few conflicts with motorized vehicles.

AASHTO Design Guidelines

Width:

- Minimum for a two-way shared-use path (only recommended for low traffic situations): 10 feet
- Recommended for high-use areas with multiple users such as joggers, bicyclists, rollerbladers and pedestrians: 12 feet or greater
- 8-foot-width may be used for a short distance due to physical constraints

Lateral clearance: 2 feet or greater shoulder on both sides.

Overhead clearance: 8 feet minimum, 10 feet recommended.

Maximum design speed for shared-use paths: 20 mph. Speed bumps or other surface irregularities should not be used to slow bicycles.

Grade: Recommended maximum: 5%

Railings

- Protective railings, fences, or barriers should be a minimum of 42 inches
- 48-inch railing height is recommended where there are hard corners or sharp curves on a given path, particularly on bridge approaches. Vertical balusters are not recommended for railings designed to provide protection for bicycles to prevent snagging bicycle pedals or handlebars.

Sidepaths

A sidepath is a shared use path located immediately adjacent and parallel to a roadway. AASHTO provides guidelines for the appropriate use of sidepaths but states that a “pathway adjacent to the road is generally not a substitute for the provision on on-road accommodation such as paved shoulders or bike lanes.” Sidepaths can be considered under the following conditions:

- The path will generally be separated from all motor vehicle traffic.
- Bicycle and pedestrian use is anticipated to be high.
- To provide continuity with an existing path through a roadway corridor.
- The path can be terminated at each end onto streets with good bicycle and pedestrian facilities, or onto another well-designed path.
- There is adequate access to local cross-streets and other facilities along the route.

AASHTO Design Guidelines

A sidepath should satisfy the same design criteria as shared use paths in independent corridors. A minimum 5-foot separation between the sidepath and a high-speed roadway is recommended. Where the separation is less than 5 feet, a physical barrier or railing should be provided.

The Architectural and Transportation Barriers Compliance Board (Access Board)

The Americans with Disabilities Act (ADA) of 1990 had major significance for those who plan and design any type of publicly-used facility, including trails. The Access Board is responsible for developing accessibility guidelines for new construction and alterations of facilities subject to the Americans with Disabilities Act, which applies to state and local government facilities, places of public accommodation, and commercial facilities – virtually every type of facility that is open to the public, including bicycle and pedestrian facilities, paths, and trails.

The Access Board has developed draft accessibility guidelines for public rights-of-way, including walkways and sidewalks, shared use paths, parking areas, and associated features, as well as Outdoor Recreation Areas, including Outdoor Recreation Access Routes between developed facilities, and trails.

Sidewalks and Pedestrian Routes

The federal guidelines for the accessibility of sidewalks, street crossings, and other elements of the public rights-of-way are contained in the Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way, dated July 26, 2011 and available at <https://www.access-board.gov/guidelines-and-standards/streets-sidewalks>.

These guidelines cover facilities for pedestrian circulation and use in the right-of-way, including walkways and sidewalks, street or highway shoulders where pedestrians are not prohibited, crosswalks, islands and medians, overpasses and underpasses, on-street parking spaces and loading zones, and equipment, signals, signs, street furniture, and other appurtenances provided for pedestrians. They contain detailed guidance and links to other technical standards and guidelines, such as:

- Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD);
- Guide for the Planning, Design, and Operation of Pedestrian Facilities, American Association of State Highway and Transportation Officials, July 2004; and
- Designing Sidewalks and Trails for Access, FHWA/US DOT September 2001.

Once these guidelines are adopted by the Department of Justice, they will become enforceable standards under title II of the ADA.

The Guidelines define two types of pedestrian facilities:

1. **Pedestrian Access Route** — A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility.
2. **Pedestrian Circulation Path** — A prepared exterior or interior way of passage provided for pedestrian travel.

In California, the Division of the State Architect (DSA) is the agency that develops, adopts and publishes regulations to address the state’s own standards for access to people with disabilities to comply with ADA and in some cases exceed the federal standards. See: California Access Compliance Advisory Reference Manual, Division of the State Architect, 2016 (current edition).

Recreational Trails

Recreational trails can and by law must be designed for access by people with disabilities, where feasible. There are separate, more flexible standards for recreational trails from urban bicycle and pedestrian transportation facilities and routes that connect developed facilities. The standards include exceptions and exemptions for trails where meeting standards would detract from the resources that the trail is accessing, or where this is physically infeasible.

The federal guidelines are contained in the Final Guidelines for Outdoor Developed Areas, dated November 25, 2013, available at <https://www.access-board.gov/guidelines-and-standards/recreation-facilities>.

These guidelines cover trails, outdoor recreation access routes, beach access routes, and picnic and camping facilities. The Guidelines are a proposed rule that is expected to be adopted as law in the near future. No changes are expected.

The Guidelines define two types of trail facilities:

1. **Outdoor Recreation Access Route** — A continuous unobstructed path designated for pedestrian use that connects accessible elements within a picnic area, camping area, or designated trailhead.
2. **Trail** — A route that is designed, constructed, or designated for recreational pedestrian use or provided as a pedestrian alternative to vehicular routes within a transportation system.

Rules for Shared Use Paths

Shared use paths (also called multi-use paths) often serve recreational purposes while providing off-road transportation routes for pedestrians, cyclists, roller skaters, and others. The federal guidelines for the accessibility of shared use paths are contained in the Accessibility Guidelines for Pedestrian Facilities in the public Public Right-of-Way; Shared Use Path, Supplemental Notice dated February 13, 2013 and available at <https://www.access-board.gov/guidelines-and-standards/streets-sidewalks>.

Comparison of Federal Standards

Table 3 summarizes the key federal standard dimensions for the various types of trail, bicycle, and pedestrian facilities.

Table 3: Key Standards for Trail, Bicycle and Pedestrian Facilities

	Width	Gradient (Running Slope)	Cross-slope	Surface	Handrails
Shared Use Path	10' w/ 2' shoulders ideally 8' min in low use areas	< 5% (< 1:20) any length 5-6% (1:20-16.7) up to 800' 7% (1:14.3) up to 400' 8% (1:12.5) up to 300' 9% (1:11.1) up to 200' 10% (1:10) up to 100' 11+% (1:9.1) up to 50'	2% max	Smooth, paved	--

Pedestrian Access Route	48" min with 60" min. passing space every 200' or less	1:20 (5%) max – any steeper treated as a ramp <i>Note: Sidewalks abutting a roadway may be as steep as the roadway.</i>	2% max	Smooth, paved	--
Ramp	60" min	8.33% (1:12) max Max 30" rise/ 30' length between landings Landings at top, bottom: 60" x 60", max 2% gradient; Landings at change in direction: 72" long x 60"	2% max	Smooth, paved	Required on both sides of any ramp w/ rise greater than 6"
Outdoor Recreation Access Route *	36" min. with 60" min. passing space every 1,000' or less	1:20 (5%) any length 1:12 (8.33%) up to 50' 1:10 (10%) up to 30' with resting intervals 60" long, as wide as trail and max 1:33 (3.33%) gradient	1:33 max (3.33%) or up to 1:20 (5%) where required for drainage	Firm and stable; there are specific standards	--
Trail **	36" min. with 60" min. passing space every 1,000' or less	1:20 (5%) any length 1:12 (8.33%) for up to 200' 1:10 (10%) for up to 30' 1:8 (12.5%) for up to 10' w/ resting intervals 60" x trail width, max 1:20 (5%) <30% of the total trail length may exceed 1:12	5% max	Firm and stable; there are specific standards	--

* All Outdoor Developed Area facilities may be exempted from the Guidelines under the following conditions (1019):

1. Compliance is not feasible due to terrain.
2. Compliance cannot be accomplished with the prevailing construction practices.
3. Compliance would fundamentally alter the function or purpose of the facility or the setting.
4. Compliance is precluded by the: Endangered Species Act; National Environmental Policy Act; National Historic Preservation Act; Wilderness Act; or other Federal, State, or local law the purpose of which is to preserve threatened or endangered species; the environment; or archaeological, cultural, historical, or other significant natural features

** Additional exceptions to 1019 apply to an entire trail as identified in 1017.1

U.S. Department of Justice (DOJ) Amendment to the ADA Regulations Regarding the Use of Wheelchairs and Other Power Driven Mobility Devices 28 CFR part 35

As of March 15, 2011, a federal ADA ruling went into effect that requires managers of public facilities, including trails, to accommodate people with disabilities who wish to use various types of non-wheelchair powered vehicles for access. This issue seems to be more a concern than a common problem at this stage. By law, an assessment and policy prepared by the managing agency is the only limiting factor on the types of vehicles or devices that visitors may use. By law, the agency does not have to modify its facilities to accommodate the allowed devices, so the access requirement is different than for other ADA access.

California State Parks has adopted a policy for access by Other Power Driven Mobility Devices (OPDMDs), which are motorized accessibility devices that do not meet the definition of a wheelchair.

Federal Highway Administration (FHWA)

The United States Department of Transportation (USDOT) FHWA has adopted a policy statement that bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist. FHWA references the use of the best currently available standards and guidelines such as AASHTO and the MUTCD. Furthermore, all federally funded transportation enhancement (TE) projects must be in full compliance with ADAAG.

Manual of Uniform Traffic Control Devices (MUTCD)

The MUTCD defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic. The MUTCD is published by the FHWA under 23 Code of Federal Regulations (CFR), Part 655, Subpart F. The MUTCD is a compilation of national standards for all traffic control devices, including road markings, highway signs, and traffic signals. It is updated periodically to accommodate the nation's changing transportation needs and address new safety technologies, traffic control tools and traffic management techniques.

The MUTCD is the national standard, but state transportation agencies differ in how they comply with MUTCD standards. Some states adopt the MUTCD as their standard. Other states adopt the national MUTCD along with a state supplement that might prescribe which of several allowable options are selected for the state's specific purposes. Still other states, California included, use the national MUTCD as the basis for developing their own State Traffic Control Device manuals, which must be in substantial conformance to the national MUTCD. Caltrans adopted the California MUTCD (CA MUTCD) in January 2012 (see **Section 5.2** of this chapter).

Designing Sidewalks and Trails for Access, Part II of II: Best Practices Design Guide

The FHWA's Designing Sidewalks and Trails for Access, Part II of II: Best Practices Design Guide (2001) is another key resource for ADA-compliant sidewalk and trail design. The Design Guide provides planning, assessment, and design guidance for trails. For the purposes of the guidebook, a trail is defined as a path of travel for recreation and/or transportation within a park, natural environment, or designated corridor that is not classified as a highway, road, street, or sidewalk. In Chapter 12 (planning) and Chapter 13 (assessment), recreation trails and shared-use paths are discussed as one unified topic. In the design chapters (Chapters 14 and 15), shared-use paths and recreation trails are discussed separately. The Design Guide is available at https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/sidewalk2/index.cfm.

5.2 STATE STANDARDS AND GUIDELINES

California Law

Vehicle Code

The State of California's Vehicle Code addresses legal obligations of right of way and duties for vehicles, pedestrians and bicyclists. The Rules of the Road can be found in Division 11 with

Chapters 4 and 5 describing the laws associated with Right-of-Way and Pedestrians' Rights and Duties, respectively.

Information regarding California's Vehicle Codes can be found online at:

<http://leginfo.legislature.ca.gov/faces/codesTOCSelected.xhtml?tocCode=VEH&tocTitle=+Vehicle+Code+-+VEH>

California Department of Transportation

Highway Design Manual (HDM)

The State of California, Department of Transportation (Caltrans) Highway Design Manual is used by Caltrans staff and non-Caltrans project managers and planners proposing designs for projects within the Caltrans right-of-way. The design standards cover a wide array of design focus areas including drainage, pavement, and basic design policies. Chapter 1000 specifically focuses on bikeway planning and design. Any trail designated to encroach into or travel within Caltrans right-of-way shall be designed per Chapter 1000 of the Caltrans Highway Design Manual.

To review information from all chapters of the design manual please see the entire document online at: <http://www.dot.ca.gov/design/manuals/hdm.html>.

Clear Recovery Zone

The Clear Recovery Zone (CRZ) is addressed under topic 309-Clearances in the California HDM. CRZ widths are identified for the specific type of roadway facility. Many of the roadways throughout Mendocino County are classified as conventional highways and the CRZ distances is 20 feet. Note that on Conventional Highways with Posted Speeds less than or Equal to 35 miles per hour and curbs, clear recovery zone widths do not apply. See minimum horizontal clearance Index 309.1(3)(c).

When the standard CRZ widths are "impractical," the HDM provides guidance for minimum clearances for all objects that are closer to the edge of traveled way than the clear recovery zone distance¹ as follows:

- Walls: Minimum 10 feet
- Conventional highways without curbs: standard shoulder width or minimum four feet when shoulder is less than four feet wide

When a Class I Bike Path is closer than five feet from the edge of the shoulder and is within the CRZ, a physical barrier is required. Suitable barriers include a chain link fence or dense shrubs. Low barriers (e.g., dikes, raised traffic bars) next to a highway are not recommended because bicyclists could fall over them and into oncoming automobile traffic. In instances where there is danger of motorists encroaching into the bike path, a positive barrier (e.g., concrete barrier, steel guardrail) should be provided.²

¹ 309.1 (3) Minimum Clearances

² 1003.1(5) Separation Between Bike Paths and Highways

California Highway Barrier Aesthetics

Caltrans published guidance on Traffic Safety Systems in July 2017, which provides guidance for the use of barriers. This guidance is available online at <http://www.dot.ca.gov/trafficops/safety-devices/docs/Traffic-Safety-Systems-Guidance.pdf>.

Caltrans published a report on barrier aesthetics in 2002. This report is available online at http://www.dot.ca.gov/hq/LandArch/16_la_design/aesthetics/barriers/pdf/barrier-aesth1final.pdf.

These documents provide an overview of barrier design options which may be beneficial within the scenic easement of Mendocino County. The photos below provide two examples.



A cable barrier is less costly than metal beam guardrail and is can be easier to maintain.



*Type 60 Textured concrete barrier along Highway 1, San Luis Obispo, CA.
(Photo credit: District 5 Landscape Architecture Office)*

California MUTCD (2014)

The California MUTCD (CA MUTCD) is published by Caltrans and is issued to adopt uniform standards and specifications for official traffic control devices in California. Traffic control devices are defined as all signs, signals, markings, and other devices used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, pedestrian facility, or bikeway by authority of a public agency or official having jurisdiction, or, in the case of a private road, by authority of the private owner or private official having jurisdiction. The CA MUTCD is not applicable to privately-owned and maintained roads or commercial establishments in California, unless the particular city or county enacts an ordinance or resolution to this effect.

The CA MUTCD incorporates the FHWA's MUTCD (2014 Edition) and all policies on traffic control devices issued by Caltrans that have been issued as well as and other editorial, errata, and format changes that were necessary to update the previous documents.

On state highways, the CA MUTCD shall not supersede Caltrans' Standard Plans, Standard Specifications or the Special Provisions publications but all Standard statements of the CA MUTCD shall be met. On state highways, whenever there is a discrepancy between the specifications and requirements contained in the CA MUTCD, and those contained in Caltrans' Standard Plans, Standard Specifications or the Special Provisions publications, Caltrans' Standard Plans, Standard Specifications or the Special Provisions publications shall govern.

Speed Zones

Speed zones are set by the agency with jurisdiction over the roadway in compliance with the California Vehicle Code (CVC) and following guidance from the CA MUTCD. Except for Highway 1, speed zones are set by the City or County. On Highway 1, speed zones are set by Caltrans. In all cases, speed zones must comply with the state requirements set in the CVC and CA MUTCD.

While lower speeds do reduce frequency and severity of collisions, lower speed *limits* are not necessarily correlated with lower *speeds*. An inappropriately low speed limit might be considered a speed trap, could lead to further disregard of posted speed limits, and could lead to a dangerous dynamic where vehicle speeds varies greatly as some drivers follow the posted speed limit and others disregard that limit.

How Speed Zones Are Set

In almost all cases, prior to any change in a speed limit, the CVC requires an Engineering and Traffic Survey (E&TS) be conducted. The E&TS considers three main factors:

- Prevailing speeds – existing traffic speeds are measured and the “critical speed” (the speed that 85 percent of traffic is travelling at or below) is recorded.
- Collision history – typically records of the past two years of crashes in the study location are analyzed.
- Conditions not readily apparent to drivers – traffic and roadside conditions, such as road surface condition, adjacent residential density, road grade, or a high level of bicycle, pedestrian, or equestrian traffic are included.

Once complete, the E&TS provides the basis for any changes in a speed limit. In most cases, an E&TS is valid for five to ten years.

Speed zones are typically no less than half a mile in length and are set in five-mile-per-hour (mph) increments.

Best Practices for Reducing Speeds

Many of the items on the Toolkit, presented in **Section 6**, are useful for reducing speeds. Typically, these are elements that are readily visible to drivers and signal a change in roadway conditions.

This might include:

- Change in roadway surface or materials – such as textured or painted crosswalks.
- Raised roadway elements – such as raised crosswalks.
- Change in shoulder surface or materials – such as textured or painted materials.
- Reduced roadway width – this can be accomplished with entire corridor narrowing, such as with bike lanes, or partial reductions using curb extensions (bulb-outs) or medians.
- Reducing perceived roadway width – this can be accomplished with large vertical elements such as street trees, but even additional roadside landscaping reduces the perceived road width.
- Tighter curves – such as reduced radii on corners.

Most of these elements have additional benefits to pedestrians, by reducing the crossing width of the roadway or improving the walking environment.

5.3 LOCAL STANDARDS AND GUIDELINES

County of Mendocino

General Plan, Development Element

The General Plan developed by Mendocino County is used to guide the growth and land development of the community. The General Plan establishes policies and procedures intended to achieve the overall goals of the community. Chapter 3.0, the Development Element, describes the objectives and policies for the development of bikeways, sidewalks, pedestrian paths, parks and other recreational facilities.

To access the full Mendocino General Plan, please visit:

<https://www.mendocinocounty.org/government/planning-building-services/plans/mendocino-county-general-plan>

Standard Road Plans (Tab A)

Similar to the General Plan, Mendocino County developed Road and Development Standards that must be followed for road improvement, project-related improvement in subdivisions, and any other land development projects that required county authorization. The manual is made up of various sections outlining different standards based on the type of work. Tab A includes the Standard Road Plans

To review all Road Design Standards, please see the entire document online at:

<https://www.mendocinocounty.org/home/showdocument?id=6354>.

6. Alternative Improvement Types - Toolkit

There is wide range of potential pedestrian access improvements that may be appropriate for the South Coast area or any particular setting. This “toolkit” shows some options that have been used in similar settings. The objective is to see what types local residents prefer, and to see if there are other ideas that aren’t included.

An important consideration in selecting improvements is whether they meet roadway design standards. If improvements are located in the state highway right-of-way they will need to meet Caltrans standards. Improvements on other roads will need to meet county or city standards. **Section 5** of this report discusses these relevant standards for pedestrian facilities that are part of the roadway system.

The tools are organized by the main type of improvement. However, many improvements fall into several categories. The symbols indicate which other categories each improvement may fall into. **Table 4** summarizes the benefits of each type of improvement. Details about the improvements are included after the table.

Table 4 Toolkit Improvement Summary

	Provides Pedestrian Space	Improves Pedestrian Safety	Protects from Parking	Improves Roadway Crossing	Provides Traffic Calming	Otherwise Encourages Walking
Pedestrian Spaces & Walkways						
Shared Roadway						
Shared Shoulder						
Colored/Textured Shoulder						
Grade-Separated Path w/ Retaining Wall						
Sidewalk						
Asphalt Path						
Informal or Unpaved Path						
Timber or Log Barrier						
Low Barrier or Bumps						
Asphalt Curb or Berm						
Roadway Crossings						
Crosswalk – Standard						
Crosswalk – Raised or Table Style						
Crosswalk – Decorative Treatment						
Median and Crossing Island						
Pedestrian Crossing - Warning Signs						
Pedestrian Crossing - Warning and/or Control Lights						
Curb Extension						
Reduced Radius Street Curb						
Other Improvements						
Guardrail or Other Barrier						
Enforcement/Education						
Park and Ride/Carpool						
Bus Stop Improvements						
Street Lighting						
Wayfinding Signage – Pedestrian						
Street Trees						
Native/Drought Tolerant Shrubs & Grasses						
Green Drainage						

Pedestrian Spaces/Walkways

The most basic pedestrian improvement is a safe, comfortable space to walk out of traffic. Formal facilities should comply with ADA standards for grades, stable surfaces, ramps and transitions, signs, warnings, and guidance.


Shared Roadway	Shared Shoulder
<p data-bbox="181 436 787 598">🚶 Signage to notify drivers that pedestrians may share the road. Most useful where there is limited traffic, slow speeds, and where pedestrian traffic is expected (residential areas, near schools, rural shopping areas, etc.)</p> 	<p data-bbox="820 436 1437 567">🚶 Striped, paved shoulders with markings indicating use for both pedestrians and bicyclists. Most useful in areas where steep slopes, drainage ditches, or narrow right-of-way makes other options unlikely.</p> 
Colored/Textured Shoulder	Grade-Separated Path with Retaining Wall
<p data-bbox="181 1024 787 1123">🚶 Colored and textured shoulders designate bike and pedestrian space while maintaining more rural feel (no curb).</p>  <p data-bbox="617 1449 787 1472">Source: asphaltcolor.com</p>	<p data-bbox="820 1024 1437 1123">🚶 Pedestrian path built above retaining wall with bike space along roadway; provides safe pedestrian travel, but may be costly.</p> 

<h3>Sidewalk</h3>	<h3>Asphalt Path</h3>
<p> Standard 5' sidewalks with curbs. May be reduced to 3' where there are utility pole conflicts.</p> 	<p> 6'-wide paved asphalt path fully separated from roadway, designated for use by both bicycles and pedestrians.</p> 
<h3>Informal or Unpaved Path</h3>	<h3>Timber or Log Barrier</h3>
<p> Decomposed granite, quarry fines, or wood chip surface for walking, as an interim improvement or in informal setting. May be most applicable where communities want to maintain a rural feel while providing a safer alternative to walking on the road.</p>  <p><small>Source: ineugene.wordpress.com</small></p>	<p> In a rural or rustic setting timbers or poles are sometimes used in lieu of a curb, in part to maintain a rural appearance. This may not meet standards for use in the state highway right-of-way.</p> 
<h3>Low Barrier or Bumps</h3>	<h3>Asphalt Curb or Berm</h3>
<p> A low barrier such as these rubber wheel stops can be separate walking space from vehicle space. Other options include raised reflectors and "rumble strips".</p> 	<p> An extruded asphalt curb is a lower cost and less visually intrusive alternative to a concrete curb.</p> 

Roadway Crossings

<p>Crosswalk – Standard</p> <p> Marked crossing locations to indicate a preferred crossing location for pedestrians as well as alerting drivers to an often-used crossing. Crosswalks may be either standard or enhanced style with appropriate signage.</p> 	<p>Crosswalk – Raised or Table Style</p> <p> Raised crosswalks increase visibility – and act as speed hump for vehicles. Crosswalks may be either standard or enhanced style with appropriate signage.</p> 
<p>Crosswalk – Decorative Treatment</p> <p> Decorative paved crosswalks enhance traffic calming and well as aesthetics.</p> 	<p>Median and Crossing Island</p> <p> These islands provide a break for pedestrians and allow them to cross half the road at a time.</p>  <p><small>Source: Andrew Bossi</small></p>
<p>Curb Extension</p> <p> Curb extensions, or “bulb outs”, reduce the crossing distance for pedestrians; reduced curve radius can be a potential challenge for trucks.</p>  <p><small>Source: Google StreetView</small></p>	<p>Reduced Radius Street Curb</p> <p> Nearly square corners at intersections shorten the crossing distance for pedestrians and force motorists to slow down when making the turn.</p> 

Pedestrian Crossing - Warning Signs

 Signs that alert drivers to a crosswalk and/or bring attention to a pedestrian crossing. Common warning signs include:


In-Crossing Signs – These signs remind drivers to yield to pedestrians.



Pedestrian Symbol Sign – These signs alert drivers to a pedestrian crossing. May be posted ahead of the crosswalk or at the crosswalk.



Pedestrian Crossing - Warning and/or Control Lights

 Lights that alert drivers to the presence of a crosswalk, increase the visibility of pedestrians in the crosswalk, and/or stop traffic to allow pedestrians to cross a roadway. Common warning or control lights include:

RRFB – Rectangular Rapid Flashing Beacon; user-activated flashing lights.



Fixed Beacon – always-on flashing lights alert drivers to the presence of a crosswalk.



HAWK – (High-intensity Activated crossWalk) beacon; user-activated lights that turn red and require vehicles to stop at the crosswalk.



In-Pavement Flashers – user-activated flashing lights set in the road pavement to alert drivers to the presence of pedestrians.



Other Improvements

<p>Guardrail or Other Barrier</p> <p>Roadway departure safety devices such as guardrails, cable barriers, and concrete barrier walls are intended to minimize the severity of vehicular accidents. However, they also provide protection to adjacent pedestrians.</p>  <p>Source: MCM Forest Products</p>	<p>Enforcement/Education</p> <p>Raises awareness around speeding consequences and/or increase enforcement to change drive behavior.</p> 
<p>Park and Ride/Carpool</p> <p>Designates locations and parking to support commuter and other carpooling.</p>  <p>Source: Caltrans</p>	<p>Bus Stop Improvements</p> <p>ADA access, signage, rain/wind/shelter.</p>  <p>Source: visitmendocino.com</p>
<p>Street Lighting</p> <p>Roadway lighting may be used to improve the visibility of pedestrians, particularly at designated crossing locations.</p> 	<p>Wayfinding Signage – Pedestrian</p> <p>Signage must be well organized, visible, and compliant with the CA MUTCD.</p>  <p>Source: L&H Signs</p>

Street Trees



Trees calm traffic and create a more pleasant street experience .



Native/Drought Tolerant Shrubs & Grasses.

Native plants make spaces attractive while minimizing watering and maintenance.



Green Drainage

“Green” drainage such as rain gardens, planter boxes and bioswales slow, infiltrate, and filter stormwater flows while also providing additional green space/landscaping.



7. Inventory of Existing Conditions, Needs, & Gaps

For the purposes of this Study the Greater Point Arena/South Coast Area (South Coast) is defined as illustrated in **Figure 2**. In addition to the City of Point Arena, it encompasses the communities of Anchor Bay, Elk, Gualala, Irish Beach, Manchester, and Manchester Rancheria. The majority of the businesses and residences are in the western part of the South Coast, in a series of small communities along Highway 1. The coastline through this area is characterized by high bluffs, providing dramatic views of the Pacific Ocean. In 2014, the California Coastal National Monument (CCNM) was expanded to include 1,665 acres of land in the Point Arena-Stornetta Unit, the first on-shore portion of the CCNM. This recent designation has increased the popularity of the area and provided additional opportunities for visitors to experience the dramatic shoreline.

Inland, the land rises to low mountains with oak and redwood forests.

Most of the area has limited access along narrow county-maintained roadways. Highway 1, along the coast, and Highway 128, at the northern end of the South Coast Area, are the only major roads through this portion of the county.



Figure 2: South Coast/Greater Point Arena Area Map

7.1 INVENTORY METHODOLOGY

Pedestrian access depends on detailed site-specific conditions. Some barriers to access are very complex and expensive to address, and some are relatively simple. Some improvements can be addressed in conjunction with other road or highway work. Some can only be accomplished through a special project, such as through an Active Transportation Program (ATP) grant.

The inventory started with information from County and other Geographic Information System (GIS) data (computer-based maps), supplemented by study in Google Maps and Streetview. The maps were then updated based on on-site review and input from the communities and the TAG.

The existing conditions inventory focused on the conditions along Highway 1, except in specific locations as noted on the inventory maps.

Table 5 describes all the elements that were mapped, and the sources of information. The elements mapped represent the existing conditions, except where the current study or prior plans have identified a need for improved pedestrian facilities.

Types of Prior Plans

Pedestrian improvements that are described in a previous plan are mapped and are marked as such on the maps and listed in the inventory tables. These previously-planned improvements may fall into one of the following categories:

Identified Need/Studied – the shown improvement has been recognized by responsible transportation agency(ies) and may have been studied, but is not part of an adopted, prioritized project list.

Planned Short-Term or Long-Term – the shown improvement is on an adopted transportation agency priority list as a short-term project (typically 3—5 years) or a long-term project (typically 6—15 years).

Funded/Programmed – the shown improvement is on the current list to receive funding for construction (typically 1—2 years out).

Table 5: Features on Inventory Maps

Symbol	Description
Existing General Features	
	City Limits – based on GIS data provided by Mendocino County GIS.
	Study Boundary – based on higher density residential and commercial zoning designations where pedestrian activity is expected to be concentrated, and/or boundaries of prior pedestrian need studies, city limits or Tribal boundaries.
	TIMS Pedestrian Collisions – based on the 2008-2017 Transportation Injury Mapping System’s (TIMS) database and include only pedestrian related incidents.
	MTA Bus Stops – from the MTA transit data feed table (MTA GTFS) that includes the stop name, address, latitude, and longitude information.








Symbol Description

- **Buildings** – Public facilities, city hall, courthouse, library, community center, museum, etc. Data derived from the Facilities feature class provided by Mendocino County GIS, a Landmarks feature class from ESRI Street Map, and augmented from Google Maps.
- ✉ **Post Office** – based on GIS data from the Landmarks feature class from ESRI Street Map. Additional post office locations were added using Google Maps.
- H **Clinics/Hospitals** – based on GIS data provided by Mendocino County.
- 🚩 **Schools** – (public schools, elementary grades and higher) based on GIS data provided by Mendocino County GIS.
- 📍 **Safe Routes to School ¼ Mile Study Area** – based on a ¼ mile radius around the schools identified on the maps. Overlapping areas were merged.

Existing Roadway Features

- ▬ **Speed Hump** – a built-up asphalt hump across the road to slow vehicles. These are not permitted on the state highway, but occur on some local roads such as Lake Street in Point Arena. Based on study in Google Earth and site visits.
- XXXX **No Shoulders** – little (i.e. 3 feet or less) or no shoulder and no space to walk due to slopes, vegetation or other barriers. Based on study in Google Earth and site visits.
- ▬ **Shoulder – Paved** – approximately 4 feet or more of relatively level paved space beyond the lane/white edge stripe. Based on study in Google Earth and site visits.
- ▬ **Shoulder – Unpaved** – approximately 4 feet or more of relatively level unpaved space beyond the lane/white edge stripe. May be gravel, dirt, or low vegetation, often with track from walking use. Based on study in Google Earth and site visits.
- ▬ **Shoulder Pull Out** – informal parking areas, typically on the highway beyond community centers, and part paved and part gravel. Typically there is room to walk past the parked cars. Based on study in Google Earth and site visits.
- ▬ **Parking Shoulder** – roadside areas in community centers without sidewalks where parked cars tend to block the shoulder space that would otherwise be available for walking. Based on study in Google Earth and site visits.
- ▬ **Bridge with Sidewalk** – At least four-foot wide, based on GIS data provided by Caltrans GIS data portal, study in Google Earth, and site visits.



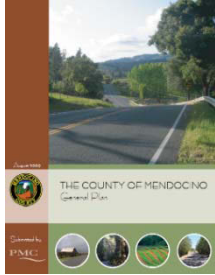
Symbol	Description
	Bridge – No Sidewalk - The bridges shown in these maps are based on GIS data provided Caltrans GIS data portal, study in Google Earth, and site visits.
Existing Pedestrian Facilities	
	Crosswalks – based on GIS data provided by Mendocino County. Additional crosswalks in rural communities were added using Google Earth and based on site visits.
	Sidewalks – based on GIS data provided by Mendocino County. Additional sidewalks in rural communities were added using Google Earth and based on site visits.
	Paths - The existing trails shown in these maps are based on data provided by MCOG, municipalities, other community input, and site visits.
Pedestrian Facility Needs Identified from Prior Plans	
	Planned Crosswalks – based on review of Point Arena Community Action Plan and Gualala Community Action Plan, Downtown Design Plan, and Streetscape Plan.
	Planned Sidewalks – based on review of Point Arena Community Action Plan and Gualala Community Action Plan, Downtown Design Plan, and Streetscape Plan.
	Planned Paths – based on review of Point Arena Community Action Plan and Gualala Community Action Plan, Downtown Design Plan, and Streetscape Plan.



Highway 1 near Elk

7.2 INVENTORY AND BACKGROUND

County or Regional Background Documents



Mendocino County General Plan (2009)

Generally, the plan acknowledges the need for improved pedestrian access throughout the community. Various goals and policies direct new and altered facilities to include pedestrian access “where feasible”; promote traffic calming features; and develop regional trail connections. The plan includes pedestrian related policies specific to the Anderson Valley, Fort Bragg, Laytonville, Willits, and Redwood Valley communities.

Mendocino Coastal Element (1985; revised 1988, 1989, 1990, 1991, and 1992)

The Coastal Plan is adopted as part of the County General Plan, in accordance with state law. It was first adopted in 1985 and updated several times through 1992. Specific plans and policies are included for the development of the California Coastal Trail and detailed recommendations on locations for coastal beach and bluff access. The Coastal Plan also includes the Mendocino Town Plan.

Mendocino County Coastal Conservation Plan (2003)

Prepared by the Mendocino Land Trust, this document lays the groundwork for the Land Trust’s conservation efforts along the Pacific coast. Specific guidance is given for the continued development of the California Coastal Trail.

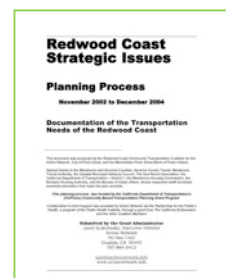
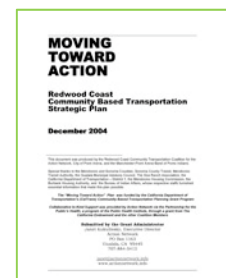
Strategic Plan for the California Coastal Trail in Mendocino County (2010)

Prepared by the Mendocino Land Trust. The report includes detailed segment-by-segment existing conditions and proposed changes, including where the trail will be on or off the Highway 1 right-of-way.

Redwood Coast Strategic Issues Planning Process (2004) and Moving Toward Action – Redwood Coast Strategic Plan (2004)

These two documents, prepared by the local non-profit Action Network, cover planning issues for the coastal communities from northern Sonoma County to Elk. Transportation issues are one of the major concerns addressed in the plans, including:

- Connecting Windy Hollow Road over the Garcia River with both vehicular and pedestrian access;
- Developing safer pedestrian access over the Gualala River Bridge; and
- Ensuring that future improvements on Highway 1 include room for pedestrians.



Garcia River Climate Adaption Feasibility Study DRAFT (2017)

Seasonal flooding of the Highway 1 Garcia River crossing forces the closure of Highway 1 an average of once per year. The Garcia River floodplain is approximately three miles north of Point Arena and approximately two miles south of Manchester. Because there are no other river crossings in this area, closure of the highway at the Garcia River floodplain severs the connection between communities on the north and south sides of the river, requiring a 219 mile detour to access the other side of the river. This closure severs connections between the two portions of the Manchester Rancheria, and otherwise impacts regional mobility, emergency services, and the local economy.

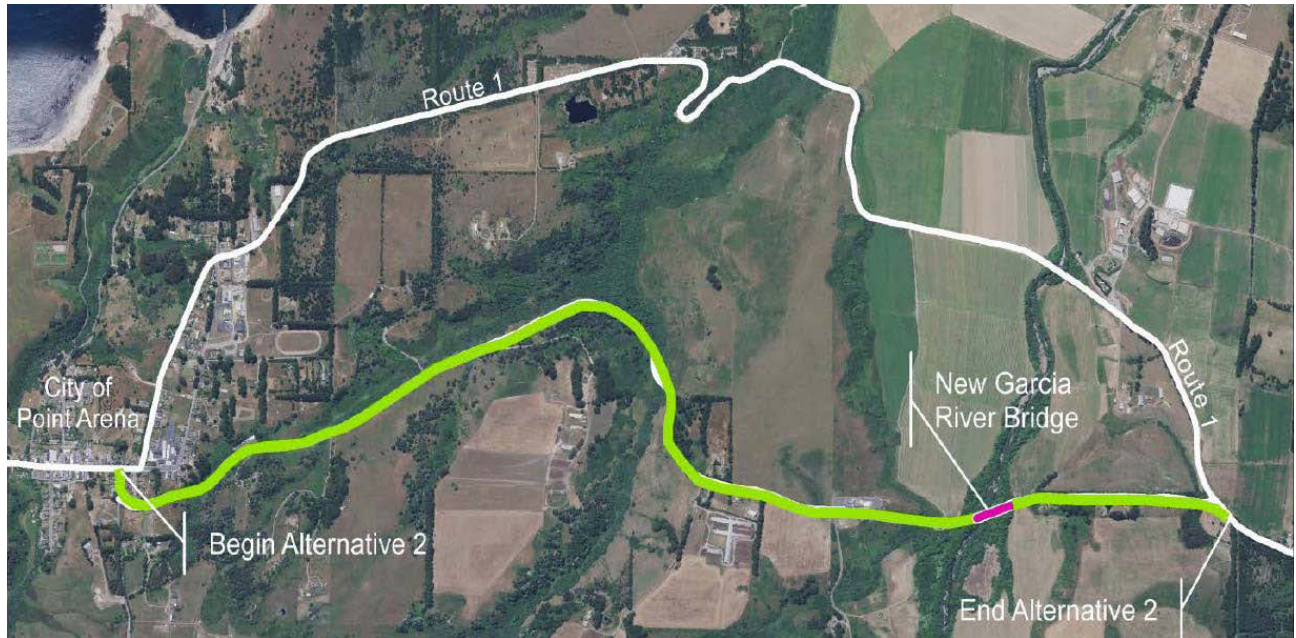


Figure 4 Alternative 2 Alignment for the Highway 1 Garcia River Crossing

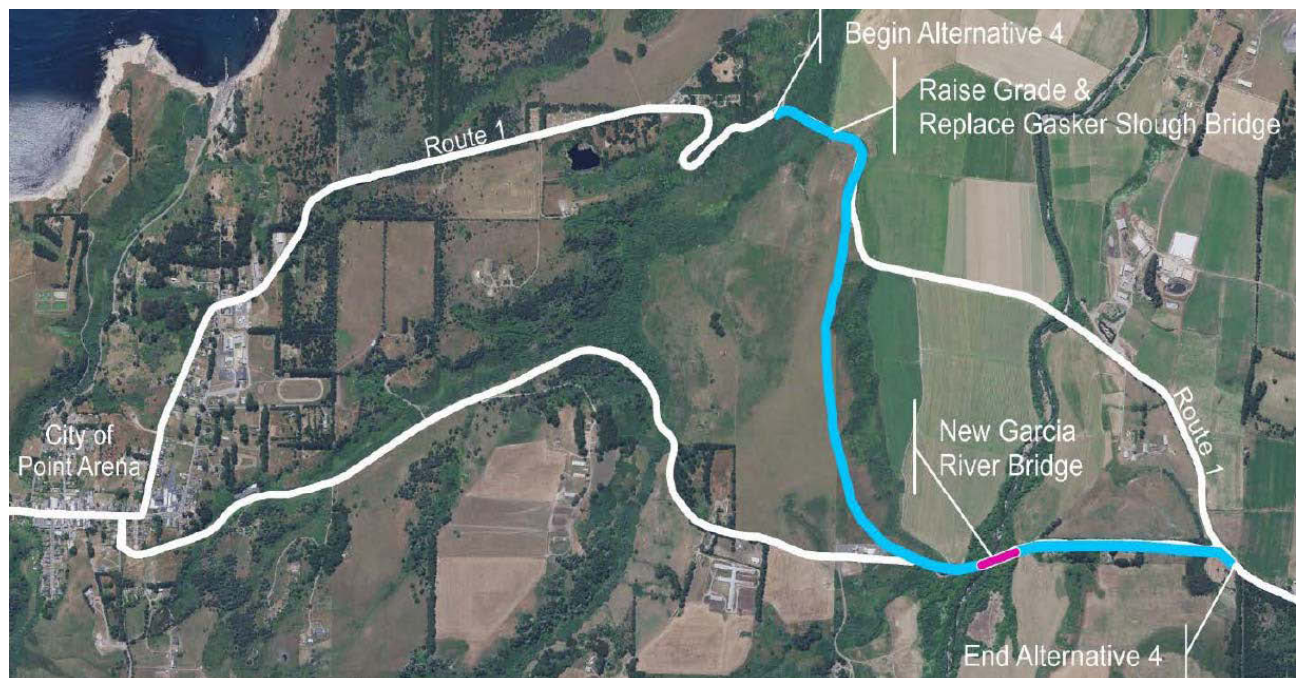


Figure 4 Alternative 4 Alignment for the Highway 1 Garcia River Crossing

The report studies four options for reducing the road closures:

- Alternative 1 – Grade Raise on Existing Alignment. This alternative would maintain the existing Highway 1 alignment, but raise the grade on part of the roadway and build a viaduct over the majority of the floodplain.
- Alternative 2 – Windy Hollow Road Alignment. This alternative would re-route Highway 1 to Windy Hollow Road via Riverside Drive in Point Arena and would construct a new bridge over Garcia River at the location of the former Windy Hollow Road bridge.
- Alternative 3 – Windy Hollow Road with Realignment. This alternative is similar to Alternative 2, except that Windy Hollow Road would be realigned to bypass a steep portion of Windy Hollow Road.
- Alternative 4 – Bluff Top Alignment to Windy Hollow Road North. This alternative reroutes only the portion of Highway 1 that crosses the Garcia River floodplain. It would require construction of a new bridge over Garcia River at Windy Hollow Road, similar to Alternatives 2 and 3, but would not reroute Highway 1 via Riverside Drive.

In comments on the draft document, the City of Point Arena indicated support of Alternatives 1 and 4, noting that Alternative 4 would further benefit the Manchester Rancheria by providing a more direct connection between the two portions of the Rancheria.

South Coast Communities – Incorporated

City of Point Arena

Point Arena
Population..... 449
Elevation..... 118 feet
Land Area..... 1.4 sq. mi.

Point Arena is the smallest incorporated city in Mendocino, and one of the smallest in the entire state. Highway 1 becomes Main Street on the south end of town and School Street to the north. The city's economy is largely geared toward summer tourism.

The city is near the headquarters of the tribal lands of Manchester Band of Pomo Indians of the Manchester Rancheria and adjacent to the recently formed Point Arena-Stornetta Unit of the CCNM. Hiking trails with coastal prairie and ocean views can be accessed from near the Point Arena City Hall. At Arena Cove and pier, huge ocean front bluffs show the power of the interface of tectonic plates.

The maps and tables below show the existing conditions that were inventoried for this Study.



Background Document: The Point Arena Community Action Plan (2010)

This plan provides a Downtown Streetscape Plan and guidance for circulation and parking. Sidewalks generally exist along both sides of Highway 1/Main Street from Iverson Avenue to the Highway 1/School Street intersection. A sidewalk exists on the north side of Highway 1/School Street from the Highway 1/Main Street intersection and to Lake Street. Within Point Arena, Highway 1 is designated as a Class III bike route.

The Plan recommends bulb-outs, bus bulbs, marked crosswalks, and refuge islands to slow vehicle traffic and improve pedestrian safety. The proposed roadway section includes an 8-foot parking lane and 11-foot travel lanes, which will require a Caltrans exemption. This configuration will provide for sidewalk expansion by 2 or 3 feet on the west side of the street between the WestAmerica Bank Building and the new Centennial Park Plaza, and 2 to 3 feet on the east side of the street, between Mill Street and Fogeaters Market. The proposed cross-section also includes a 5-foot northbound Class II bike lane for the uphill direction between Riverside/Eureka Hill Road and Iverson Avenue, and a Class III shared southbound lane for bicyclists, with a Class III facility before

and after the climbing section. **Figure 5** shows the Plan’s recommendation for trail and access route improvements. Some of this plan’s recommendations have been implemented in full or in part.

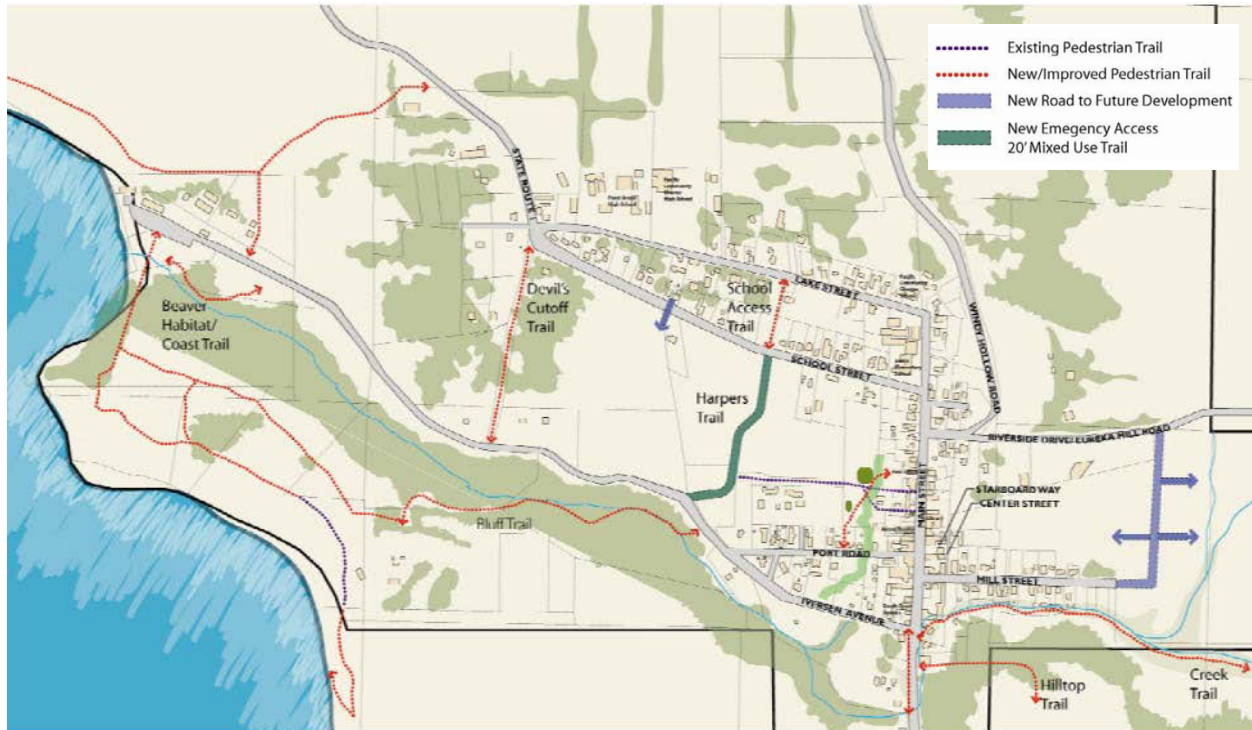


Figure 5: Point Arena Proposed Trail and Access Route Improvements, The Point Arena Community Action Plan (2010)

Background Document: Point Arena General Plan/Local Coastal Plan (1995, revised 2001 and 2006)

The Point Arena General Plan/Local Coastal Plan is a comprehensive plan covering city-wide environmental preservation, economic development, land use, public safety, housing, and development goals, policies, and programs.

The Traffic and Circulation Element of the plan includes policies and plans specific to non-motorized transportation. Specifically, this element calls for a pedestrian walkway within the right-of-way along Port Road and Iverson Avenue. More generally, this element calls for the City to develop all existing trails/pedestrian easements as permanent trails and paths and all undeveloped road easements as interim trails or paths.

The Open Space and Conservation Element includes specific recommendations for a “system of interconnecting trails and pathways” both within the City and to nearby attractions such as the Point Arena Lighthouse. Both the Open Space and Conservation Element and the Traffic and Circulation Element call for certain new developments to dedicate a 25-foot wide easement along designated trails for shoreline and bluff top access.

The Coastal Element of the plan further describes trail and pathway routes, including trails, to the north and south of the city. Requirements for easement dedication, and coordination with the County, are also further described in this element.

Point Arena Existing Pedestrian Facilities & Identified Needs

Table 6: Point Arena Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity
Connecting Roads in Study Area	4.2 Miles
Highway 1 in Study Area	6,413 Feet
Existing Sidewalks	14,650 Feet
Existing Paths	3,666 Feet
Existing Crosswalks	10
Existing Shoulders	10,097 Feet
No Shoulder Roads/Gaps	7,002 Feet

Table 7: Point Arena Area Identified Pedestrian Improvement Projects

Map ID	Project	Location	Sidewalks (Feet)	Crosswalks (Count)	Class I Path (Feet)	Walking Path (Feet)	Other (describe below)	Source
Point Arena Subtotal			9678	6	0	450		
PA1	Highway 1 Pedestrian Crossing Improvements	Highway 1 & Riverside Drive Intersection		3			Drainage improvements to address tripping hazard	Current Study
PA2	School Access Path	Extension of existing path from Highway 1 to Lake St.				450		Point Arena Community Action Plan (2010)
PA3	Main St. Path	Pedestrian Path along Highway 1 from Iverson Ave to Proposed Point Arena Gateway Signage	600					Point Arena Community Action Plan (2010)
PA4	School St. Sidewalk Improvements	South side of School St. from School Access Trail to highway 1	700					Point Arena Community Action Plan (2010)
PA6	Sidewalks to City Hall	School St near Lake St to City Hall	1040					Point Arena Community Action Plan (2010)
PA7	Extension of Riverside Road Sidewalks	Extending Riverside Street sidewalk to homes on the east side of Point Arena	950					Point Arena Community Action Plan (2010)
PA5	Lake St. Sidewalk Improvements - South Side	South side of Lake St. sidewalk gap closure	630					Point Arena Community Action Plan (2010)

Map ID	Project	Location	Sidewalks (Feet)	Crosswalks (Count)	Class I Path (Feet)	Walking Path (Feet)	Other (describe below)	Source
PA8	School St. Sidewalk Gap Closure	From School Acces Path to Lake St & School St intersection	1588					Point Arena Community Action Plan (2010)
PA9	Lake St. Sidewalk Improvements - North Side	South side of Lake St. Sidewalk Gap Closure	630					Point Arena Community Action Plan (2010)
PA10	Port Rd Sidewalk Gap Closure	South side of Port Rd.	565					Point Arena Community Action Plan (2010)
PA11	Iverson Ave Sidewalks Improvements	Both side of Iverson Ave	2183					Point Arena Community Action Plan (2010)
PA12	Mill St. Sidewalk Improvements	North side of Mill St.	792					Point Arena Community Action Plan (2010)



Intersection of Iverson and Main

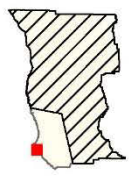
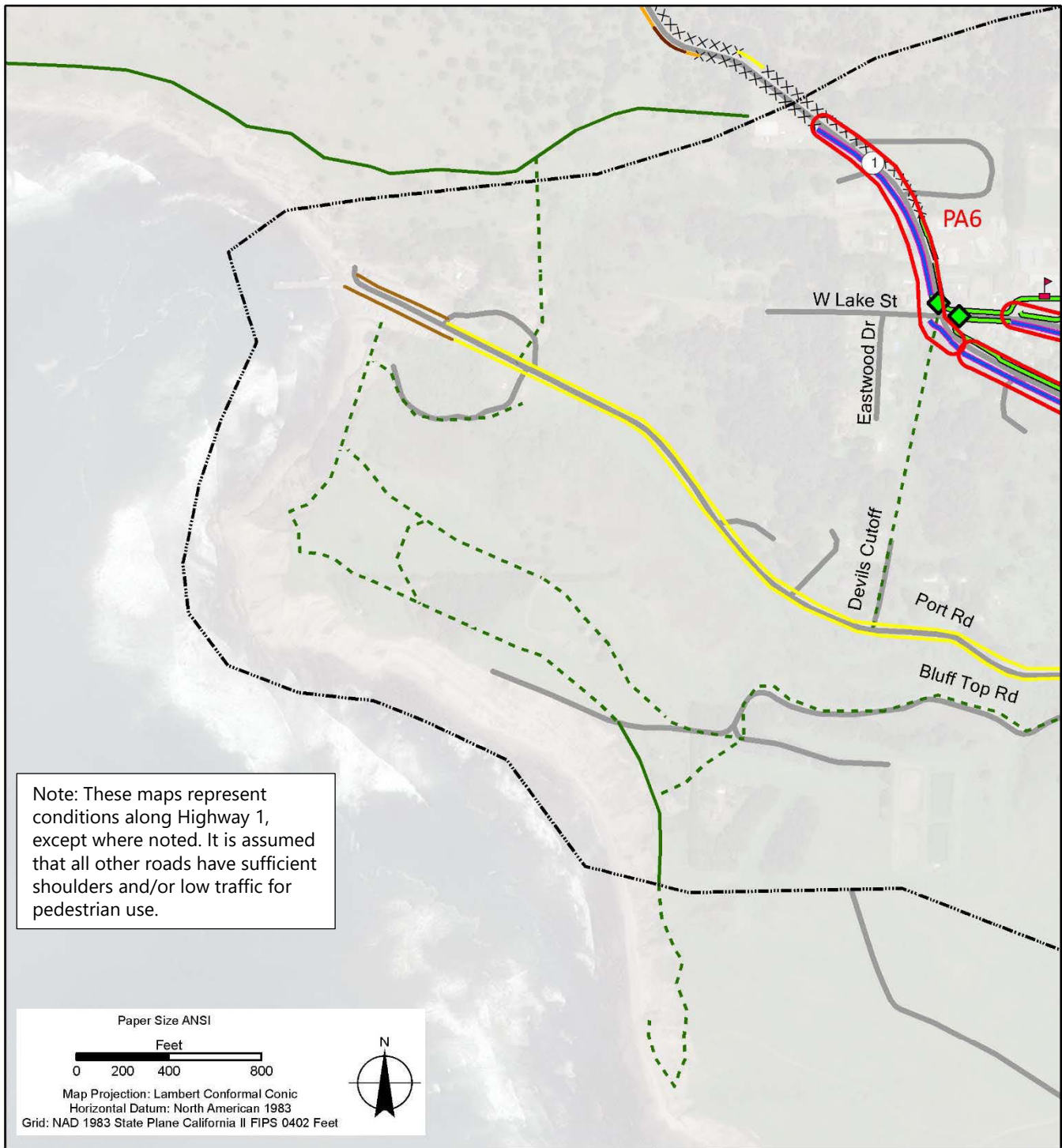


Figure 6 Point Arena Inventory Map, Part 1

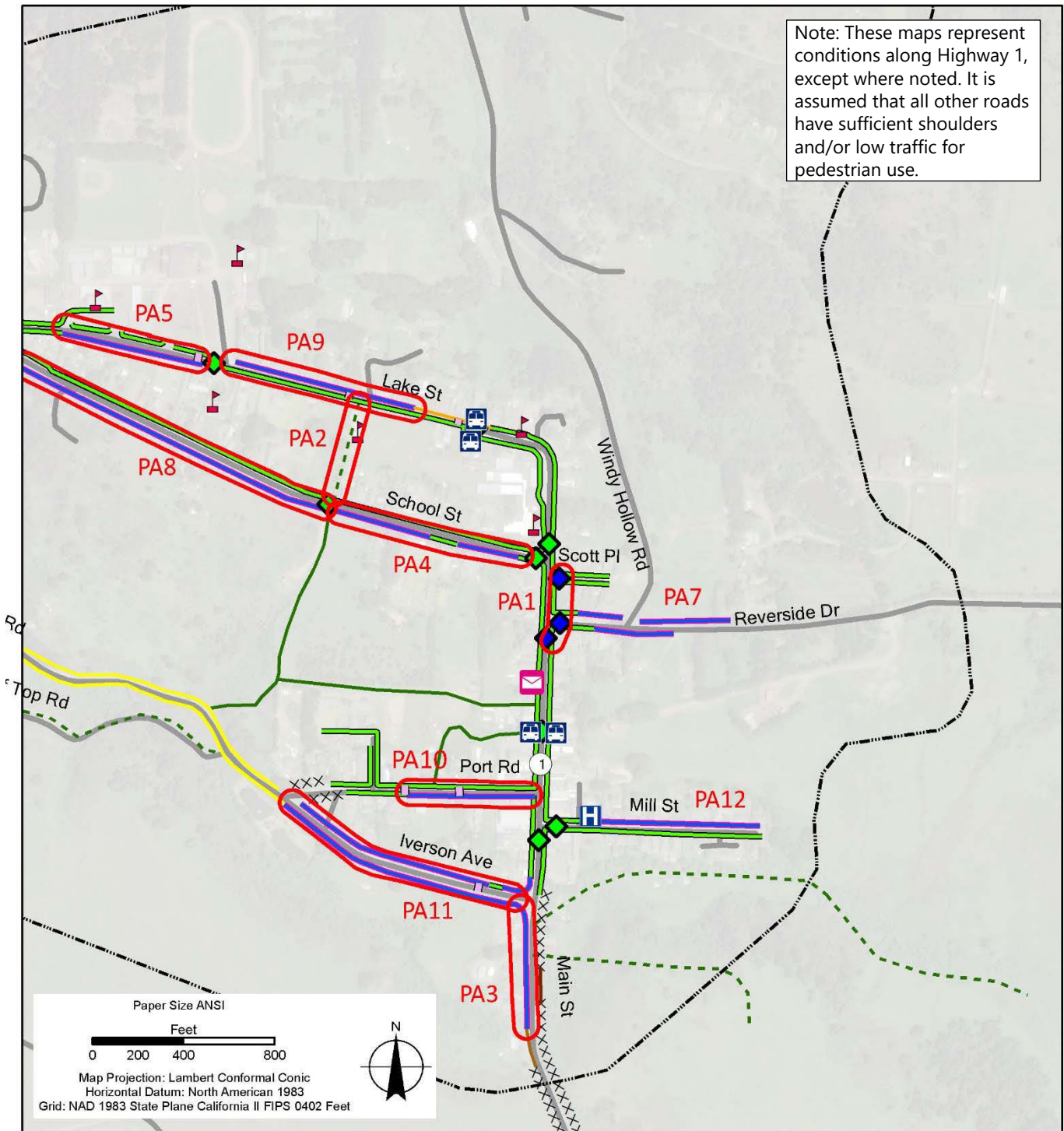


Figure 7: Point Arena Inventory Map, Part 2

South Coast Communities – Unincorporated

Gualala

Gualala
Population.....2,093
Elevation.....49 feet

The unincorporated community of Gualala is located on the Pacific coast at the mouth of the Gualala River. To the south, Gualala borders Sonoma County. Highway 1 runs through the community serving as the main road through town.

Gualala is the commercial center for the surrounding area. Once a logging town, tourism is now Gualala’s central economic activity. The vacation community of Sea Ranch is a few miles to the south in Sonoma County.

Improvement concepts and plans for Gualala are contained in three documents, summarized below.

The maps and tables below show the existing conditions that were inventoried for this Study.



View north on Highway 1 in Gualala; Source: Google

Background Document: Downtown Gualala Refined Streetscape Design Plan (2012)

The Downtown Gualala Refined Streetscape Design Plan analyzes Highway 1 through Gualala from Old State Highway to Pacific Woods Road. It presents detailed recommendations for improvements from Center Street to Ocean Drive. The improvements consist of widening the roadway to provide a center turn lane, installation of 8-foot wide pedestrian walkways, and installation of 5-foot wide bicycle lanes on both sides of the street (see **Figure 7**). An option preferred by the community would provide a shared lane (sharrow) on the west side and a 5-foot wide bicycle lane on the east (uphill) side. A Caltrans project to implement these recommendations is being evaluated.

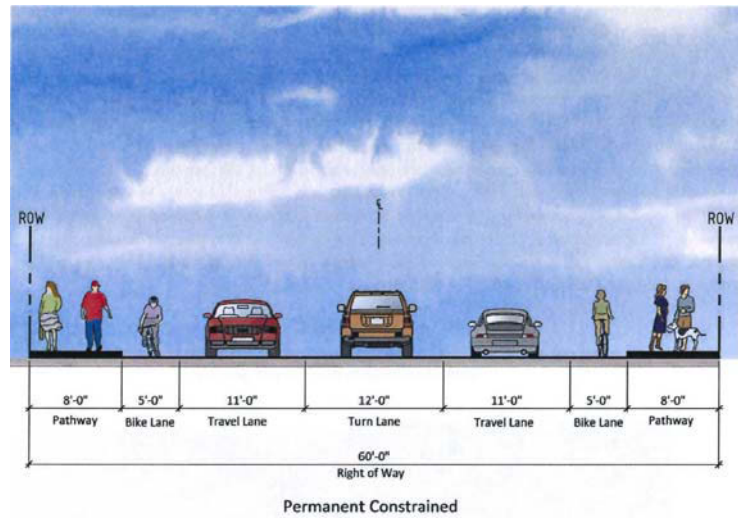


Figure 8: Recommended Refined Street Section, Downtown Gualala
Source: Downtown Gualala Refined Streetscape Design Plan (2012)

Background Document: Gualala Downtown Design Plan (Phase II) (2009)

The Gualala Downtown Design Plan (Phase II) (2009) states that on Highway 1 north of Ocean Drive (known as Uptown Gualala), the pedestrian walkway will only be provided on the west side of Highway 1. The preferred path surfacing is a compacted stabilized soil mixture such as “Granitecrete,” in keeping with the casual coastal character. **Figure 9** shows a typical section from this plan.

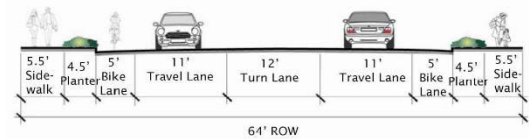


Figure 9: Typical Road Section
Source: Gualala Community Action Plan Phase II
Downtown Design Plan (2009)

Background Document: Gualala Community Action Plan (2007)

The Gualala Community Action Plan (2007) recommends a gateway sign located within a median located just south of Old Stage Road/Old State Highway. The Community Action Plan sets the framework for the development of the Downtown Design Plan (Phase II) and the Refined Streetscape Design Plan, as described above. It builds upon the recommendations of the Gualala Town Plan (see below), with the major exception being the recommendation of a narrower 64-foot ROW on Highway 1, rather than the 80-foot ROW recommended in the Town Plan.



Figure 10: Gateway Signage in Planted Median
Source: Gualala Community action Plan (2007)

Gualala Town Plan (2002)

The Gualala Town Plan is part of the Coastal Element of the Mendocino County General Plan. Because Gualala is an unincorporated community, land use decisions may be governed by Mendocino County plans, including the Mendocino County General Plan. Recommendations included: widening the Highway 1 ROW to 80' to allow for bike lanes and walkways; removing on-street parking along Highway 1; consolidating driveways along Highway 1; and developing a trail system for public access to the bluffs, beaches, and Gualala River. **Figure 11** shows a typical Highway 1 streetscape cross-section from this plan.

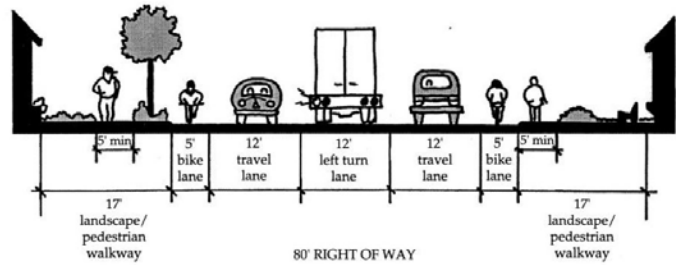


Figure 11: Highway 1 Streetscape Cross-Section
 Source: Gualala Town Plan (2002)

Gualala Existing Pedestrian Facilities & Identified Needs

Table 8: Gualala Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity
Connecting Roads in Study Area	5.5 Miles
Highway 1 in Study Area	10,638 Feet
Existing Sidewalks	- Feet
Existing Paths	2,300 Feet
Existing Crosswalks	1
Existing Shoulders	2,448 Feet
No Shoulder Roads/Gaps	11,602 Feet

Table 9: Gualala Area Identified Pedestrian Improvement Projects

Map ID	Project	Location	Sidewalks (Feet)	Crosswalks (Count)	Class I Path (Feet)	Walking Path (Feet)	Other (describe below)	Source
Gualala Subtotal			3750	6	0	1560		
G1	Downtown Sidewalk Program	Sidewalk From North of Ocean Drive to Center Street.	3000	3				Gualala Downtown Enhancement Project
G2	Downtown Sidewalk Extension	Sidewalk From Ocean Drive to Mobile Court	750	2				Gualala Downtown Design Plan
G3	North Side of Gualala Sidewalk Improvements	Sidewalk From Mobile Court to Pacific Woods Rd.		1		1560		Current Study



Part of informal path system on north side of Gualala

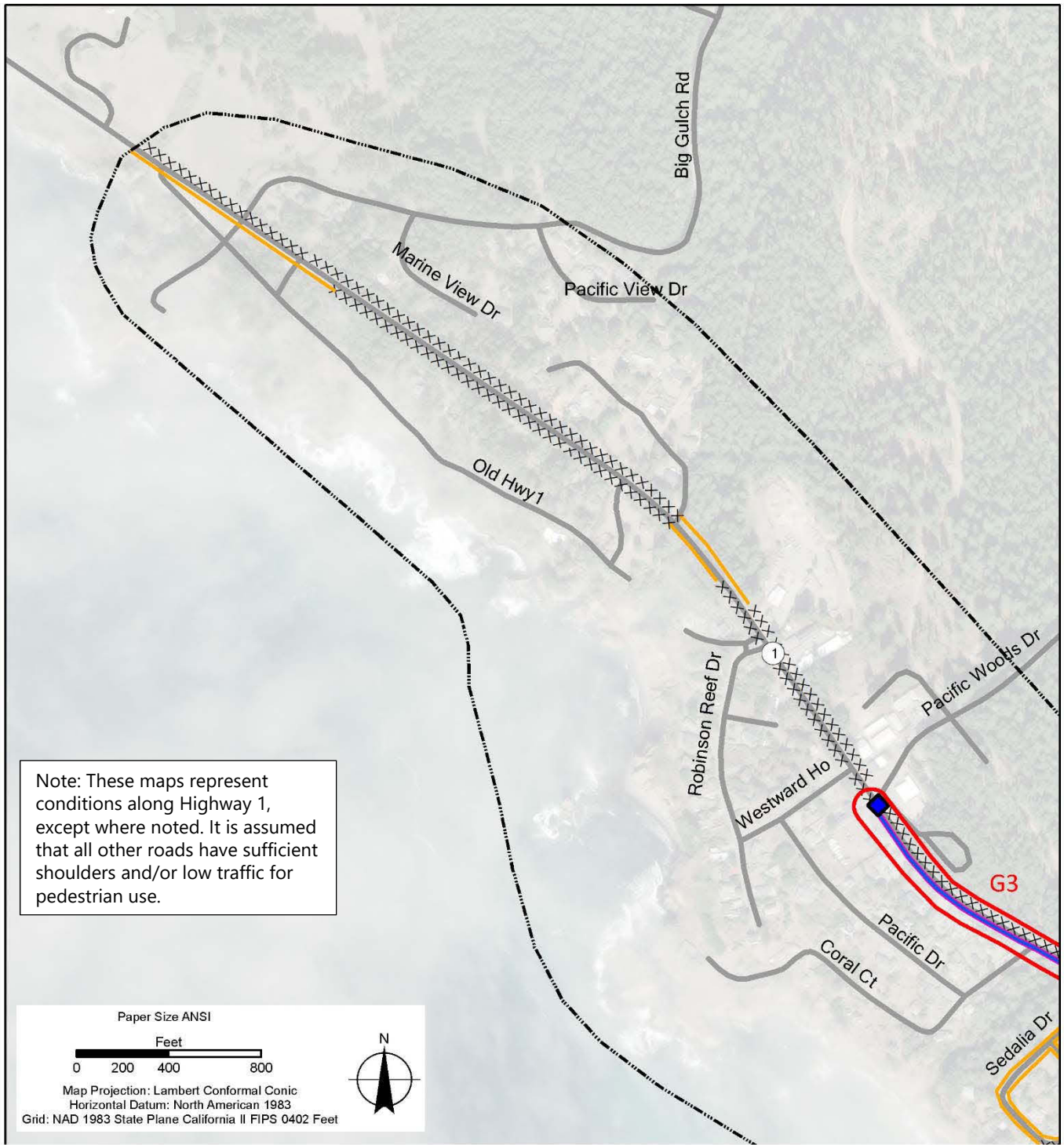
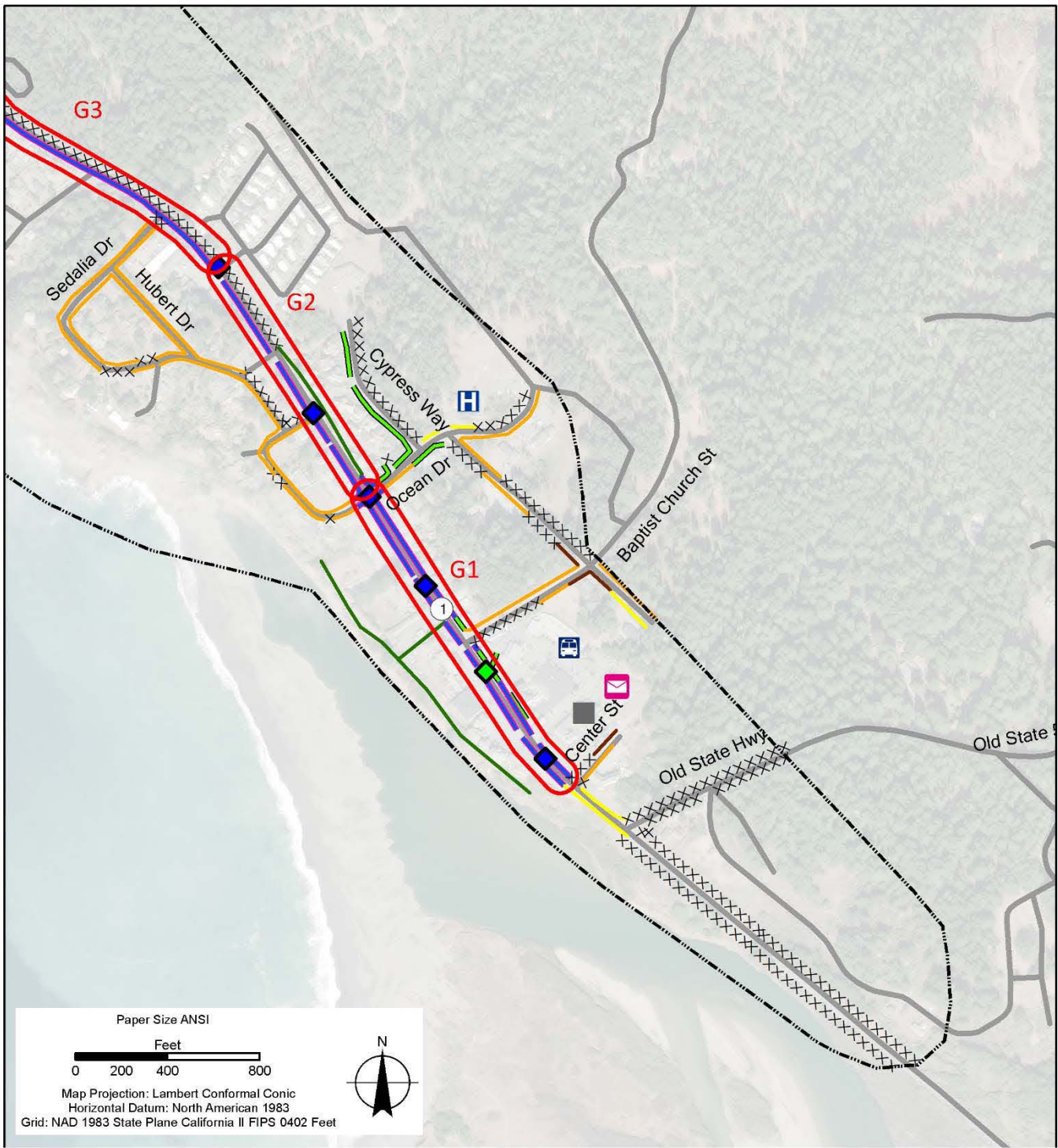


Figure 12: Gualala Inventory Map, Part 1



Paper Size ANSI

Feet
 0 200 400 800

Map Projection: Lambert Conformal Conic
 Horizontal Datum: North American 1983
 Grid: NAD 1983 State Plane California II FIPS 0402 Feet

- TIMS Pedestrian Collisions (2008--2017)
- Schools
- Public Building
- Hospital
- MTA Bus Stop
- Post Office
- Study Area
- Project Area
- Crossing - Identified Need
- Existing Crosswalk
- Speed Bump
- No Shoulders
- Shoulder - Paved
- Shoulder - Unpaved
- Shoulder - Pull Outs
- Parking Shoulders
- Existing Sidewalks
- Sidewalks - Identified Need
- Existing Path
- Path - Identified Need

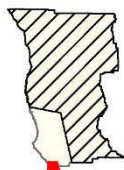


Figure 13: Gualala Inventory Map, Part 2

Anchor Bay

The community of Anchor Bay is a census-designated place located on the Pacific coast, almost four miles north of Gualala. Highway 1 runs through the community and serves as the main corridor. The community includes several inns, a campground, and a few stores and restaurants.

Anchor Bay	
Population ...	340
Elevation.....	105 feet
Land Area	3.5 sq. mi.

The map and tables below show the existing conditions that were inventoried for this Study. There are no existing sidewalks, and the majority of the shoulders in the area are not walkable. There is a path up the hill from the large campground that connects to the commercial area, but some people still walk in the highway.

Anchor Bay Existing Pedestrian Facilities & Identified Needs

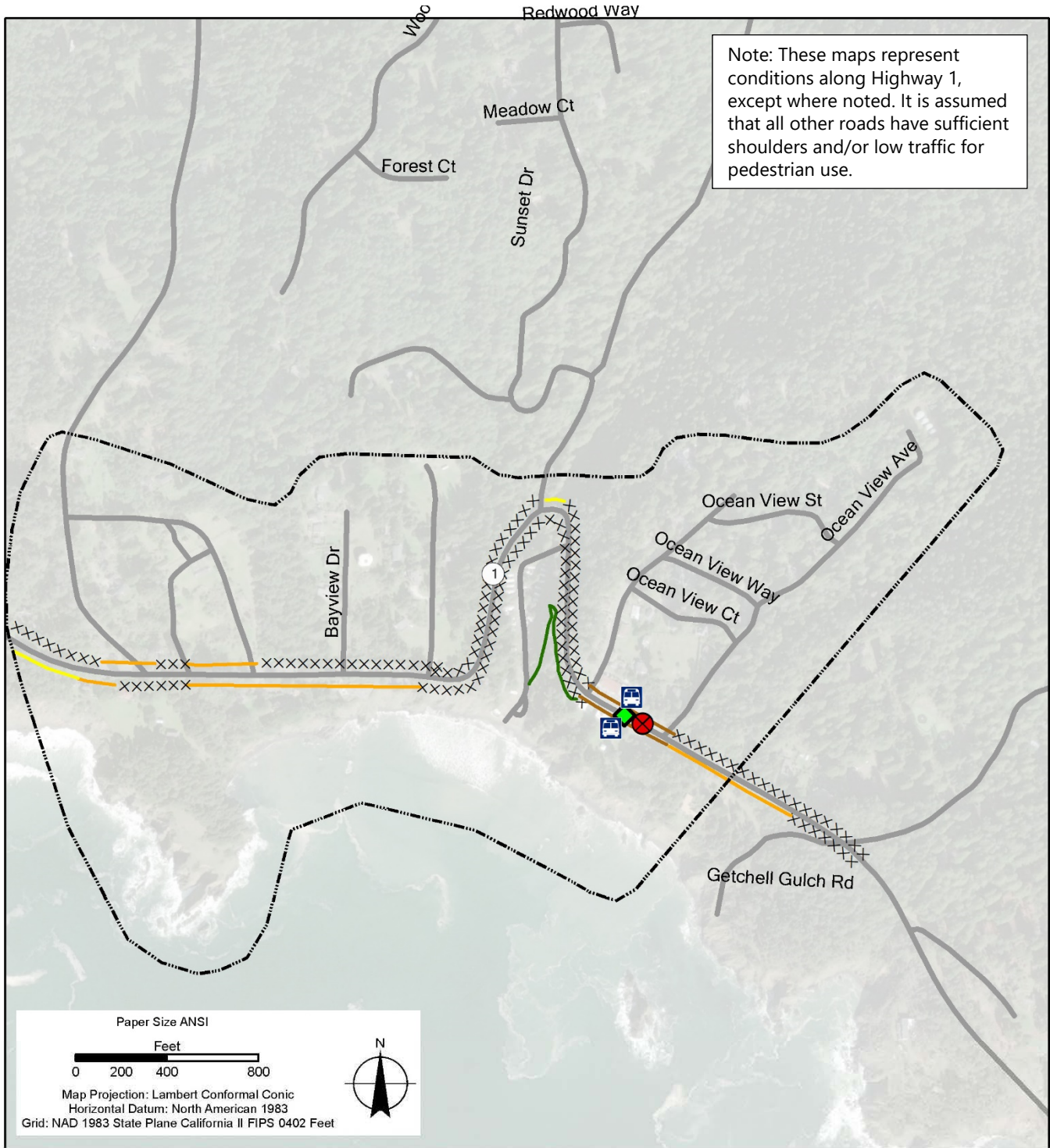
Table 10: Anchor Bay Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity
Connecting Roads in Study Area	2.1 Miles
Highway 1 in Study Area	4,505 Feet
Existing Sidewalks	- Feet
Existing Paths	829 Feet
Existing Crosswalks	1
Existing Shoulders	3,315 Feet
No Shoulder Roads/Gaps	5,749 Feet

(No Identified Pedestrian Improvement Projects)



View looking north on Highway 1 in Anchor Bay; Source: Google



- TIMS Pedestrian Collisions (2008--2017)
- Schools
- Public Building
- Hospital
- MTA Bus Stop
- Post Office
- Study Area
- Project Area
- Crossing - Identified Need
- Existing Crosswalk
- Speed Bump
- No Shoulders
- Shoulder - Paved
- Shoulder - Unpaved
- Shoulder - Pull Outs
- Parking Shoulders
- Existing Sidewalks
- Sidewalks - Identified Need
- Existing Path
- Path - Identified Need

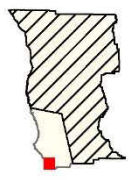


Figure 14: Anchor Bay Inventory Map

Manchester

The community of Manchester is a census-designated place located on the Pacific coast, four miles north of Point Arena. Highway 1 runs through the community and serves as the main corridor. The community includes basic services, an elementary school, post office, and is the entry point for Manchester Beach State Park. The maps and tables below show the existing conditions that were inventoried for this Study in the Manchester area. There is a mix of sidewalks, obstructed walkways, and walkable shoulders.

Manchester
Population ... 195
Elevation..... 85 feet
Land Area 2.6 sq. mi.

Manchester Existing Pedestrian Facilities & Identified Needs

Table 11: Manchester Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity
Connecting Roads in Study Area	3.8 Miles
Highway 1 in Study Area	6,403 Feet
Existing Sidewalks	196 Feet
Existing Paths	- Feet
Existing Crosswalks	-
Existing Shoulders	5,458 Feet
No Shoulder Roads/Gaps	6,548 Feet



View looking south on Highway 1 in Manchester; Source: Google

Table 12: Manchester Area Identified Pedestrian Improvement Projects

Map ID	Project	Location	Sidewalks (Feet)	Crosswalks (Count)	Class I Path (Feet)	Walking Path (Feet)	Other (describe below)	Source
Man1	Pedestrian Path Gap Closure	Sidewalk gap on west side of Highway 1 near the center of Manchester				74		Current Study



Walking gap between commercial area and school in Manchester

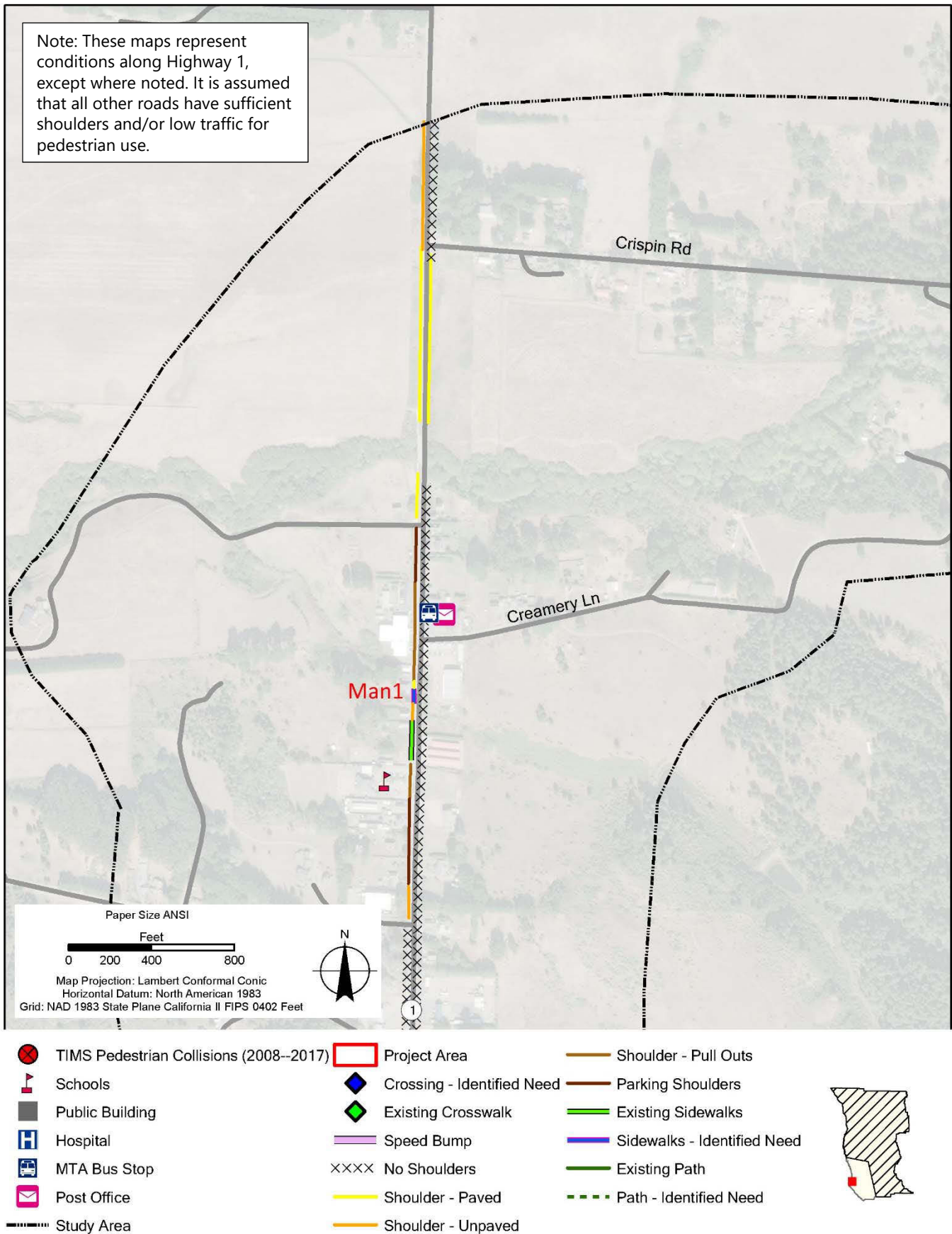
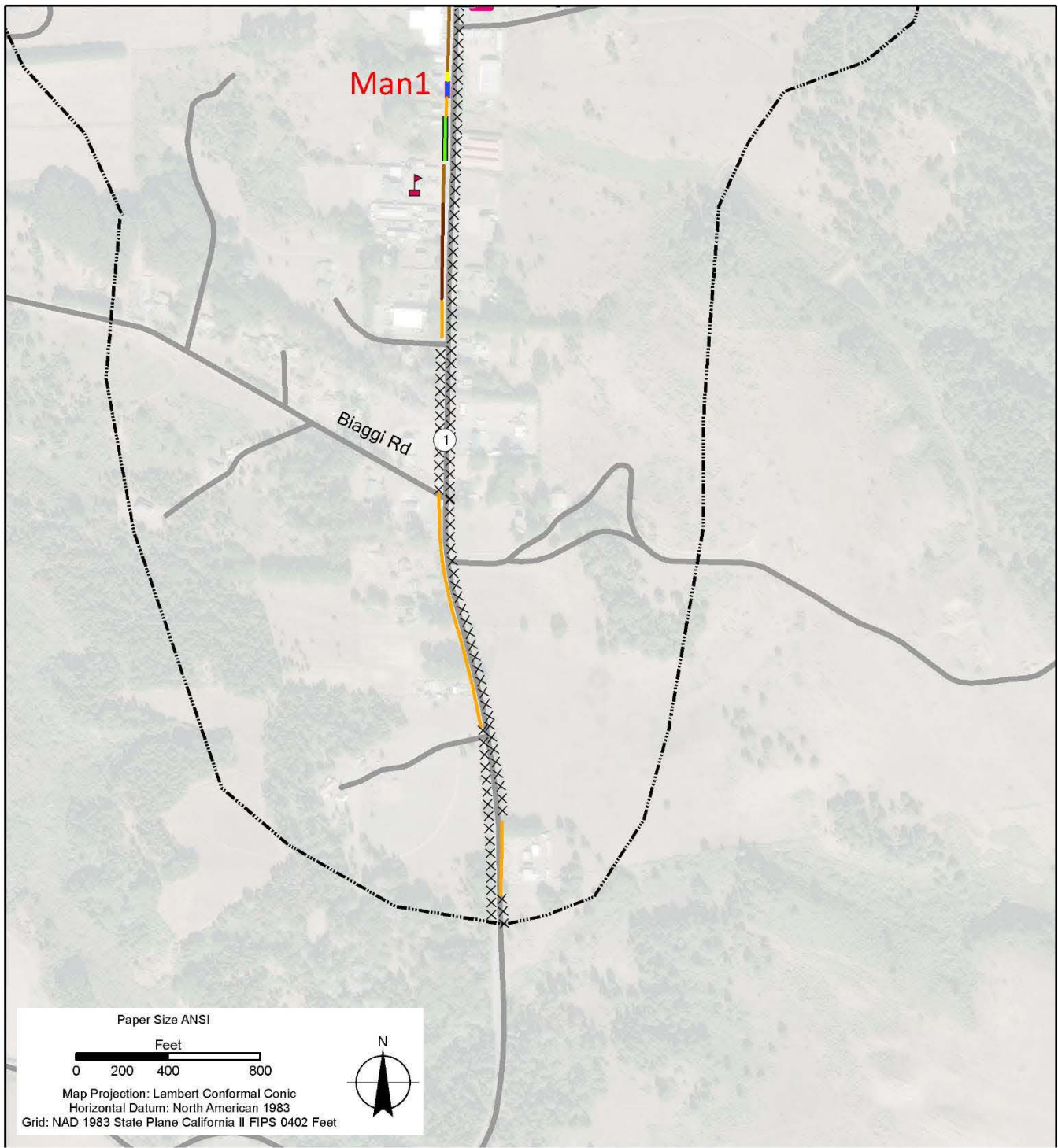


Figure 15: Manchester Inventory Map, Part 1



Paper Size ANSI
 Feet
 0 200 400 800
 Map Projection: Lambert Conformal Conic
 Horizontal Datum: North American 1983
 Grid: NAD 1983 State Plane California II FIPS 0402 Feet

- TIMS Pedestrian Collisions (2008--2017)
- Schools
- Public Building
- Hospital
- MTA Bus Stop
- Post Office
- Study Area
- Project Area
- Crossing - Identified Need
- Existing Crosswalk
- Speed Bump
- No Shoulders
- Shoulder - Paved
- Shoulder - Unpaved
- Shoulder - Pull Outs
- Parking Shoulders
- Existing Sidewalks
- Sidewalks - Identified Need
- Existing Path
- Path - Identified Need

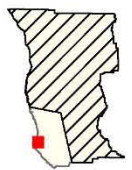


Figure 16: Manchester Inventory Map, Part 2

Irish Beach

Irish Beach is a residential community located on a bluff overlooking the Pacific Ocean about eight miles north of Point Arena on Highway 1. The small subdivision was developed in the 1960s from a family dairy farm. It is primarily a vacation home community, with some permanent residents. The map and tables below show the existing conditions that were inventoried for this Study in the Irish Beach area. There are no sidewalks, and a mix of paved and unpaved shoulders.

Irish Beach
 Population.... 100*
 * approximate number from
www.irishbeachinformation.com

Irish Beach Existing Pedestrian Facilities & Identified Needs

Table 13: Irish Beach Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity
Connecting Roads in Study Area	5.5 Miles
Highway 1 in Study Area	6,275 Feet
Existing Sidewalks	1,334 Feet
Existing Paths	- Feet
Existing Crosswalks	-
Existing Shoulders	5,557 Feet
No Shoulder Roads/Gaps	6,339 Feet

(No Identified Pedestrian Improvement Projects)



View along Irish Beach Drive

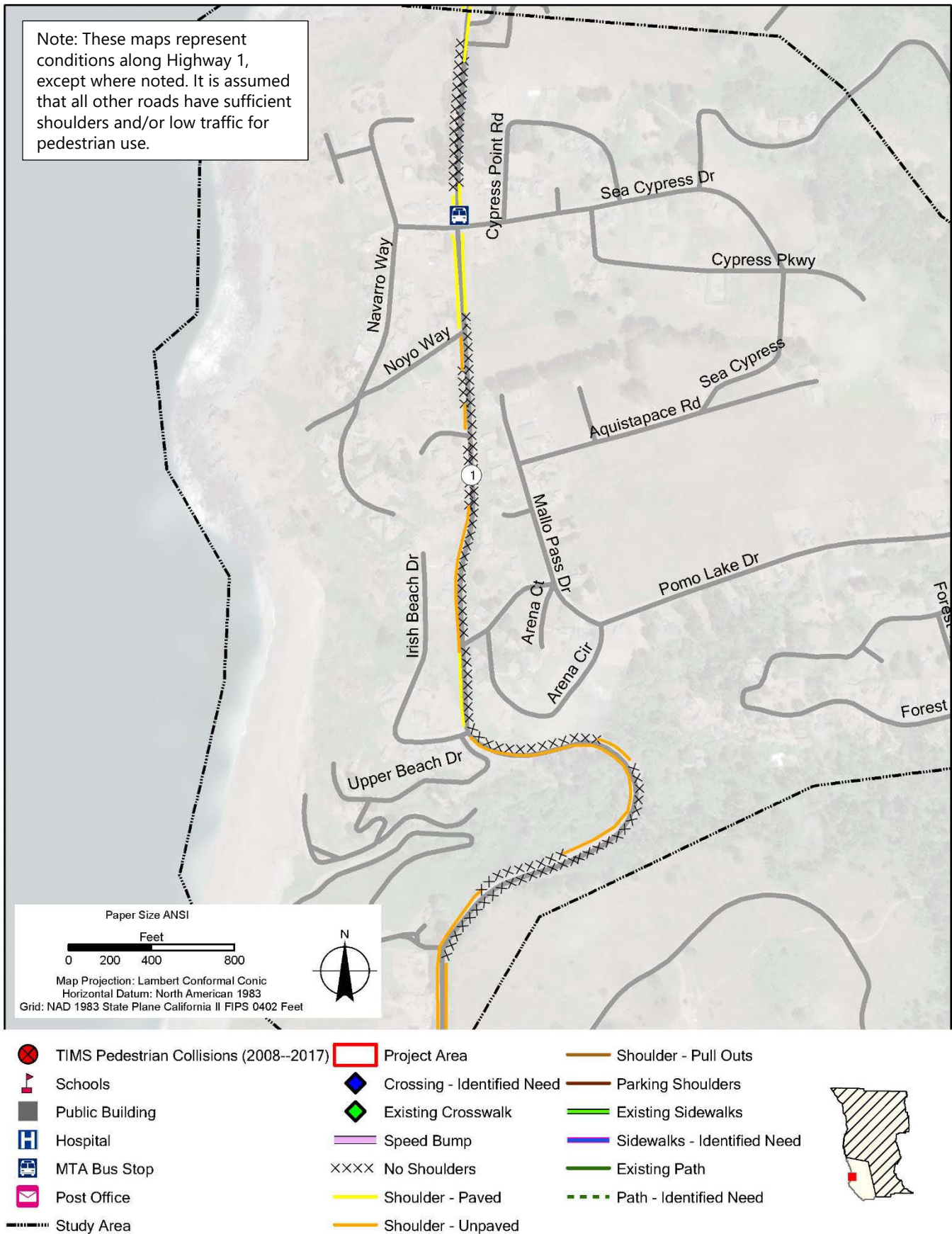


Figure 17: Irish Beach Inventory Map

Elk

The unincorporated community of Elk, formerly known as Greenwood, is located on the Pacific coast on Highway 1 approximately midway between Point Arena and Fort Bragg. A former logging town, Elk now supports an active local community and many tourist services. The map and tables below show the existing conditions that were inventoried for this Study in the Elk area. The majority of the shoulders are paved, but used for parking.

Elk
Population ... 208
Elevation..... 135 feet

Elk Existing Pedestrian Facilities & Identified Needs

Table 14: Elk Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity
Connecting Roads in Study Area	0.8 Miles
Highway 1 in Study Area	5,154 Feet
Existing Sidewalks	- Feet
Existing Paths	3,409 Feet
Existing Crosswalks	1
Existing Shoulders	6,573 Feet
No Shoulder Roads/Gaps	4,416 Feet



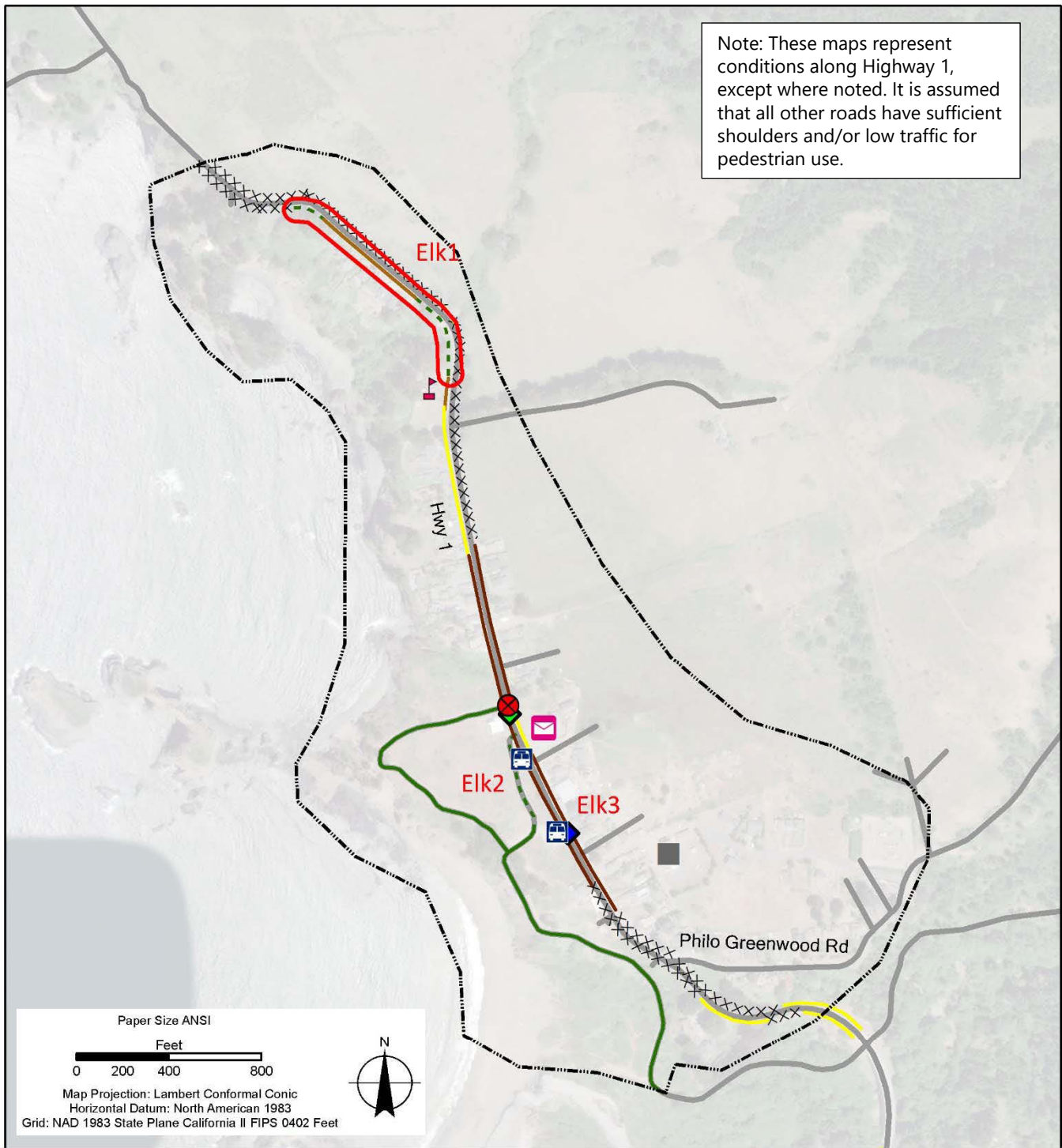
Parked cars and bicyclists on Highway 1 in Elk

Table 15: Elk Area Identified Pedestrian Improvement Projects

Map ID	Project	Location	Sidewalks (Feet)	Crosswalks (Count)	Class I Path (Feet)	Walking Path (Feet)	Other (describe below)	Source
Elk Subtotal			0	1	442	544		
Elk1	North Elk informal path Improvements	Sidewalk From Greenwood Preschool to the last house in North Elk				544		Current Study
Elk2	Formalize existing path from visitor center to Greenwood Beach parking area	Path From Greenwood State Beach Parking Area to Visitor Center			442			Current Study
Elk3	Greenwood Beach parking pedestrian crossing improvements	Next to Elk Store and Greenwood State Beach Parking spaces/MTA stop		1				Current Study



Pedestrian crossing Highway 1 in Elk near the Greenwood State Beach Parking Area



- TIMS Pedestrian Collisions (2008--2017)
- Schools
- Public Building
- Hospital
- MTA Bus Stop
- Post Office
- Study Area
- Project Area
- Crossing - Identified Need
- Existing Crosswalk
- Speed Bump
- No Shoulders
- Shoulder - Paved
- Shoulder - Unpaved
- Shoulder - Pull Outs
- Parking Shoulders
- Existing Sidewalks
- Sidewalks - Identified Need
- Existing Path
- Path - Identified Need

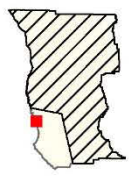


Figure 18: Elk Inventory Map

South Coast Communities – Tribal Lands

Manchester Rancheria

The Manchester Rancheria is located approximately two miles north of Point Arena near the Garcia River. The Manchester Band of Pomo Indians of the Manchester Rancheria is a federally recognized tribe of Pomo Indians. The aboriginal Bokeya society transformed into the contemporary Manchester Band of Pomo with the approval of their Constitution and By-Laws in 1936. The maps and tables below show the existing conditions that were inventoried for this Study in the Manchester Rancheria area. No existing pedestrian facilities were mapped.

Manchester Rancheria	
Elevation.....	160 feet
Land Area....	0.6 sq. mi.

Background Document: Garcia River Climate Adaption Feasibility Study (DRAFT) (2017)

See summary under County and Regional Background Documents.

Background Document: Windy Hollow Road Over the Garcia River Final Bridge Feasibility Report (2007)

This study assessed the feasibility of constructing a bridge over Garcia River at Windy Hollow Road. As noted in the discussion about the Garcia River Climate Adaption Feasibility Study, Highway 1 currently provides the only nearby access over the Garcia River. Therefore, the two portions of the Manchester Rancheria, though physically close, are entirely separated when Highway 1 is closed due to floods. This occurs an average of once per year.

At some point prior to 1980, a seasonal single span railroad car-frame bridge was installed on Windy Hollow Road over Garcia River. This bridge would have been removed during seasonal high river flows. The last record of this bridge was in a 1980 report that indicated it may have been permanently removed that year.

This report studied the feasibility of a permanent, year-round bridge at the location of the former bridge to connect both sides of Windy Hollow Road. The study determined that a 500 to 690 foot long bridge would be required, at a cost of approximately \$10.8 million, in 2007 dollars.

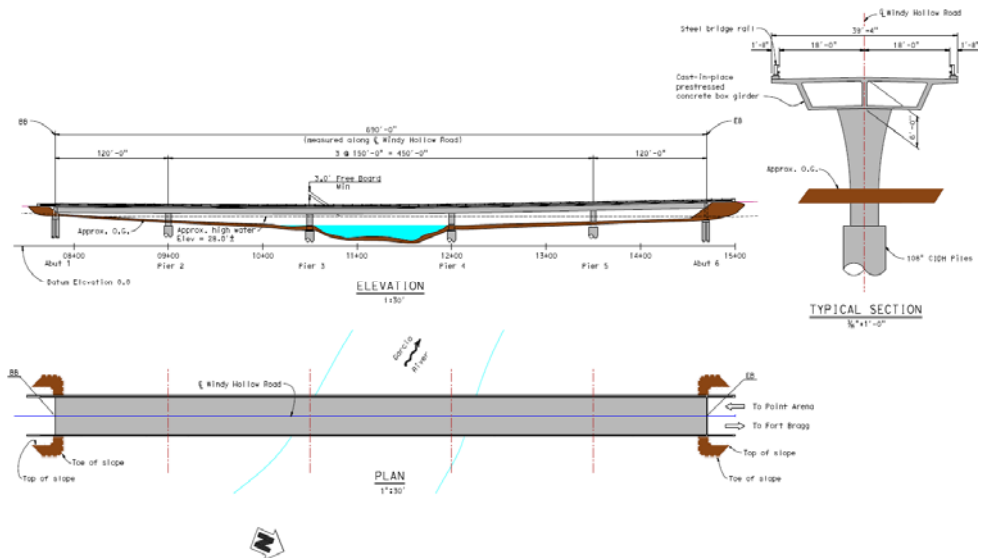


Figure 19 Windy Hollow Bridge Planning Study Diagram

Background Documents: Redwood Coast Strategic Issues Planning Process (2004) and Moving Toward Action – Redwood Coast Strategic Plan (2004)

See summary at under County and Regional Documents.

Manchester Rancheria Existing Pedestrian Facilities & Identified Needs

Table 16: Manchester Rancheria Area Existing Pedestrian Facilities

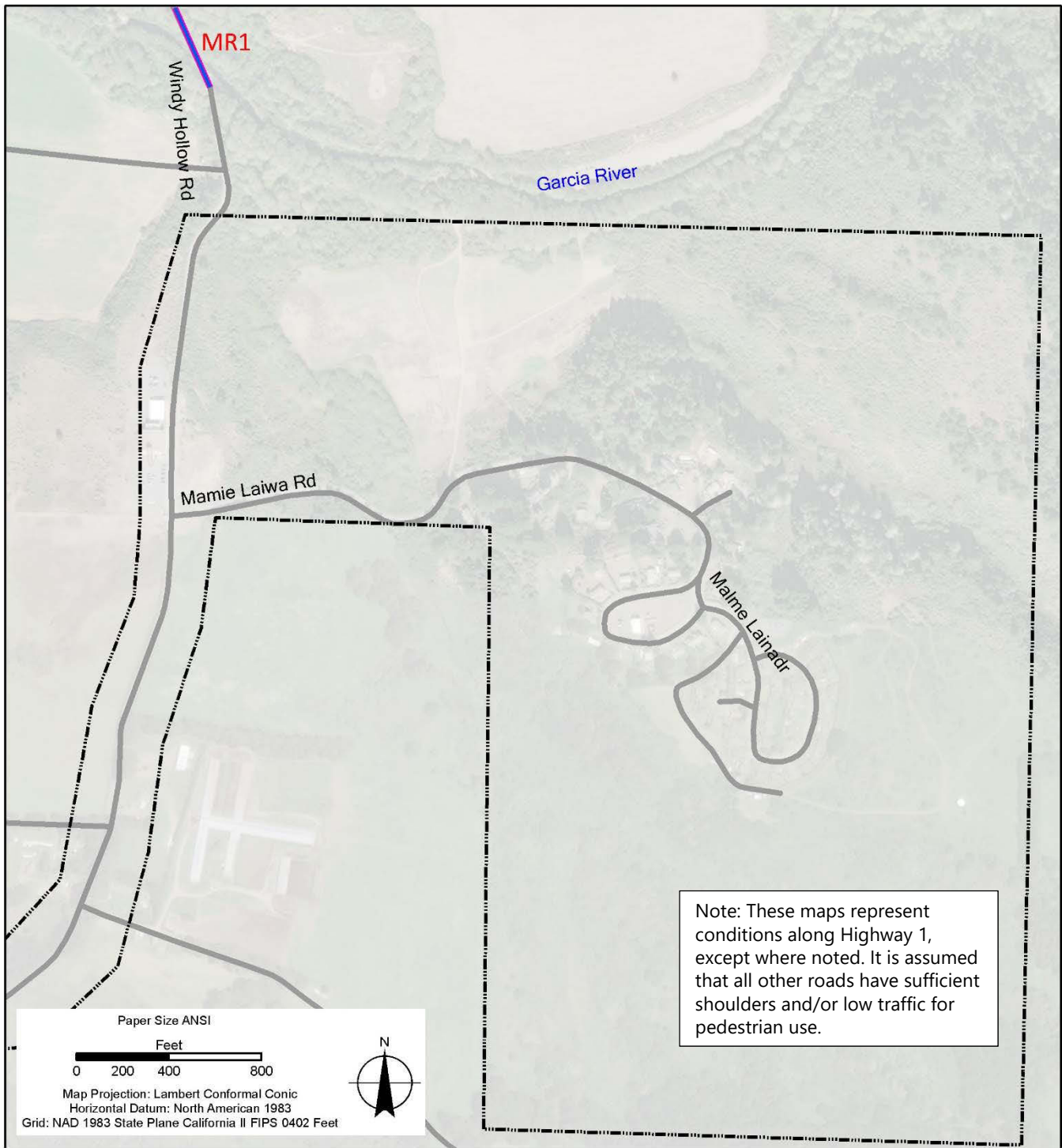
Existing Pedestrian Facilities	Quantity
Connecting Roads in Study Area	4.4 Miles
Highway 1 in Study Area	- Feet
Existing Sidewalks	- Feet
Existing Paths	- Feet
Existing Crosswalks	-
Existing Shoulders	- Feet
No Shoulder Roads/Gaps	-

Table 17: Manchester Rancheria Area Identified Pedestrian Improvement Projects

Map ID	Project	Location	Sidewalks (Feet)	Crosswalks (Count)	Class I Path (Feet)	Walking Path (Feet)	Other (describe below)	Source
MR1	Windy Hollow Bridge	Bridge over the Garcia River	0	0	0	0	Bridge over river, with pedestrian facilities	Windy Hollow Road ...Garcia River Report (2007)



Closed portion of Windy Hollow Road



Note: These maps represent conditions along Highway 1, except where noted. It is assumed that all other roads have sufficient shoulders and/or low traffic for pedestrian use.

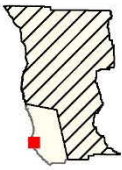


Figure 20: Manchester Rancheria Inventory Map, Part 1

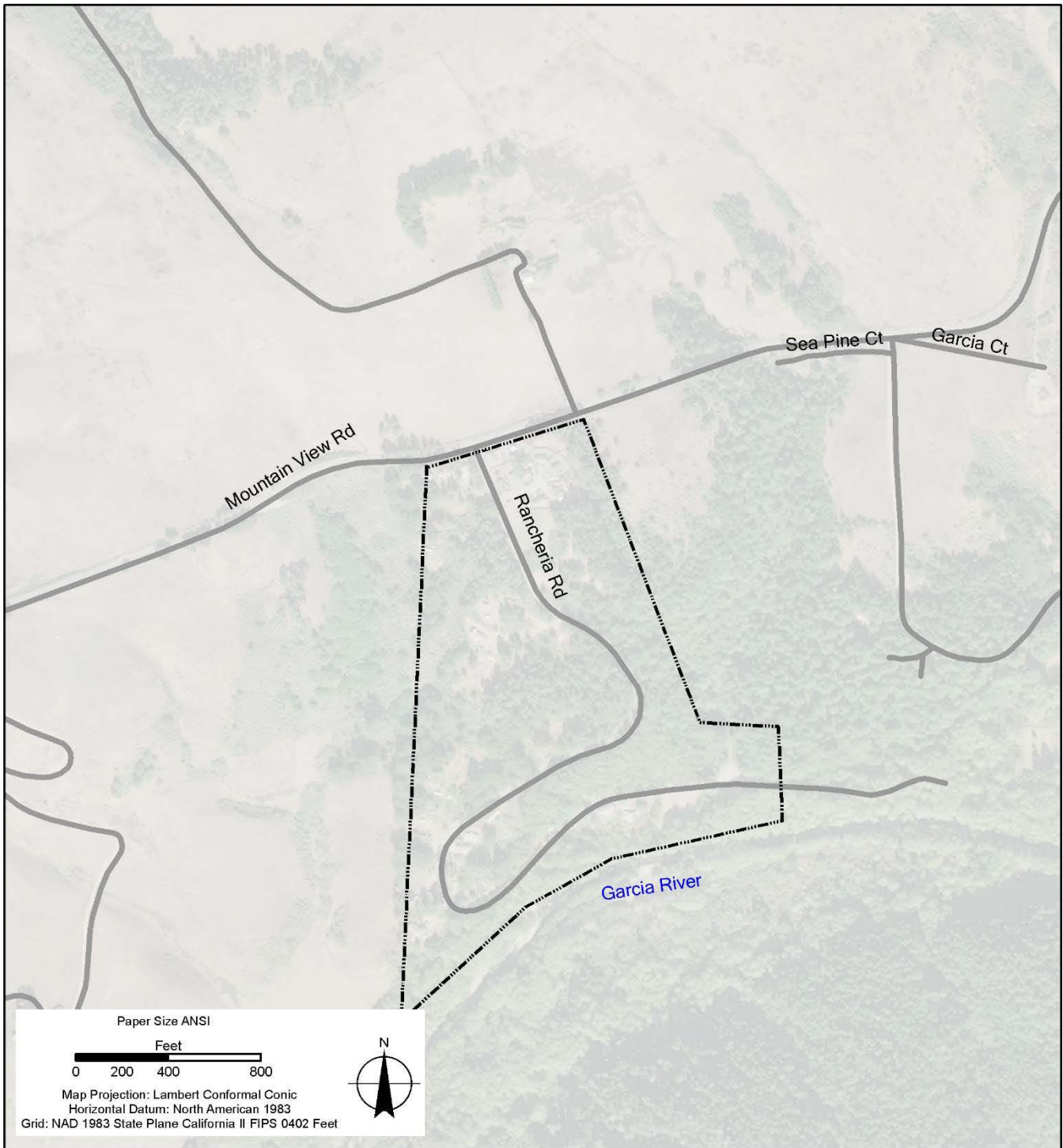


Figure 21: Manchester Rancheria Inventory Map, Part 2

7.3 SUMMARY OF EXISTING FACILITIES AND IDENTIFIED NEEDS

The following tables summarize the overall South Coast inventory results, including existing pedestrian facilities; previously studied, planned or programmed pedestrian improvements; and pedestrian improvements identified in the current study.

Existing Pedestrian Facilities

Community Name	Connect-ing Roads in Study Area (Miles)	Highway 1 in Study Area (Feet)	Existing Sidewalks (Feet)	Existing Paths (Feet)	Existing Crosswalks	Existing Shoulders (Feet)	No Shoulder/Gaps
Point Arena	4.2	6413	14650	3666	10	10097	7002
Gualala	5.5	10638	0	2300	1	2448	11602
Anchor Bay	2.1	4505	0	829	1	3315	5749
Manchester	3.8	6403	196	0	0	5458	6548
Manchester Rancheria	4.4	0	0	0	0	0	0
Irish Beach	5.5	6275	1334	0	0	5557	6339
Elk	0.8	5154	0	3409	1	6573	4416

Identified Pedestrian Needs/Projects

Map ID	Project	Location	Sidewalks (Feet)	Crosswalks (Count)	Class I Path (Feet)	Walking Path (Feet)	Other (describe below)	Source
Point Arena Subtotal			9678	6	0	450		
PA1	Highway 1 Pedestrian Crossing Improvements	Highway 1 & Riverside Drive Intersection		3			Drainage improvements to address tripping hazard	Current Study
PA2	School Access Path	Extension of existing path from Highway 1 to Lake St.				450		Point Arena Community Action Plan (2010)

Map ID	Project	Location	Sidewalks (Feet)	Crosswalks (Count)	Class I Path (Feet)	Walking Path (Feet)	Other (describe below)	Source
PA3	Main St. Path	Pedestrian Path along Highway 1 from Iverson Ave to Proposed Point Arena Gateway Signage	600					Point Arena Community Action Plan (2010)
PA4	School St. Sidewalk Improvements	South side of School St. from School Access Trail to highway 1	700					Point Arena Community Action Plan (2010)
PA6	Sidewalks to City Hall	School St near Lake St to City Hall	1040					Point Arena Community Action Plan (2010)
PA7	Extension of Riverside Road Sidewalks	Extending Riverside Street sidewalk to homes on the east side of Point Arena	950					Point Arena Community Action Plan (2010)
PA5	Lake St. Sidewalk Improvements - South Side	South side of Lake St. sidewalk gap closure	630					Point Arena Community Action Plan (2010)
PA8	School St. Sidewalk Gap Closure	From School Acces Path to Lake St & School St intersection	1588					Point Arena Community Action Plan (2010)
PA9	Lake St. Sidewalk Improvements - North Side	South side of Lake St. Sidewalk Gap Closure	630					Point Arena Community Action Plan (2010)
PA10	Port Rd Sidewalk Gap Closure	South side of Port Rd.	565					Point Arena Community Action Plan (2010)
PA11	Iverson Ave Sidewalks Improvements	Both side of Iverson Ave	2183					Point Arena Community Action Plan (2010)
PA12	Mill St. Sidewalk Improvements	North side of Mill St.	792					Point Arena Community Action Plan (2010)
Gualala Subtotal			3750	6	0	1560		
G1	Downtown Sidewalk Program	Sidewalk From North of Ocean Drive to Center Street.	3000	3				Gualala Downtown Enhancement Project
G2	Downtown Sidewalk Extension	Sidewalk From Ocean Drive to Mobile Court	750	2				Gualala Downtown Design Plan
G3	North Side of Gualala Sidewalk Improvements	Sidewalk From Mobile Court to Pacific Woods Rd.		1		1560		Current Study

Map ID	Project	Location	Sidewalks (Feet)	Crosswalks (Count)	Class I Path (Feet)	Walking Path (Feet)	Other (describe below)	Source
Anchor Bay Subtotal			-	-	-	-		
Manchester Subtotal			0	0	0	74		
Man1	Pedestrian Path Gap Closure	Sidewalk gap on west side of Highway 1 near the center of Manchester				74		Current Study
Manchester Rancheria Subtotal			0	0	0	0		
MR1	Windy Hollow Bridge	Bridge over the Garcia River	0	0	0	0	Bridge over river, with pedestrian facilities	Windy Hollow Road ...Garcia River Report (2007)
Irish Beach Subtotal			-	-	-	-		-
Elk Subtotal			0	1	442	544		
Elk1	North Elk informal path Improvements	Sidewalk From Greenwood Preschool to the last house in North Elk				544		Current Study
Elk2	Formalize existing path from visitor center to Greenwood Beach parking area	Path From Greenwood State Beach Parking Area to Visitor Center			442			Current Study
Elk3	Greenwood Beach parking pedestrian crossing improvements	Next to Elk Store and Greenwood State Beach Parking spaces/MTA stop		1				Current Study