Appendix B

Mendocino County Pedestrian Needs Inventory and Engineered Feasibility Study

North Coast/Inland Area Existing Conditions Report

February 26, 2019

Prepared for:

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

Prepared by:

TrailPeople
Landscape Architects and Planners

GHD

Contents

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 (plus local matching funds) are being used to study 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.

Goal:

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, is conducting 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
- Maps of existing conditions;

This report will be the basis of the recommendations provided in the final Study.

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 public engagement and the Technical Advisory Group (TAG), which includes representatives from local and regional agencies. 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
- Local agency input – priorities as expressed by TAG representatives
- Relationship to transit routes and stops
- Consistency with transportation facility policies and standards
- Consistency with key grant criteria, especially Caltrans Active Transportation Program (ATP) Small Project category
- Complexity and cost – reflecting high-level assessment of construction required, permits and coordination, environmental issues, and right-of-way 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.

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, and Caltrans 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 collaborated to conduct customized local outreach and engagement to help the maximum number of residents know about and provide input for the Study. Information about the Study and how to participate was published on a project website (*www.mendopedestrian.org*) and shared through the local agencies and local organizations.

There were 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 and events, 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 in which community members may have participated.

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 and Regional Plans		
Bridge Rail Upgrade and Widening	Study in process	Highway 1 near Fort Bragg, Mendocino, and Little River Also referred to as the Three Bridges Project
Mendocino County Regional Transportation Plan	2017	County Wide Active Transportation Plan is adopted as an element of the Regional Transportation Plan; extensive plan includes detailed project lists and maps.
Mendocino County Safe Routes to School Plan	2014	County Wide; school sites Detailed recommendations for five school sites.
The North Coast Rail Closure and Transition to Trails Act (Senate Bill 1029)	2018	Calls for dissolving the North Coast Railroad Authority and developing a plan to create the Great Redwood Trail from Blue Lake northeast of Arcata south to Novato.
State Route 128 Corridor Valley Trail Feasibility Study	2014	Highway 128 Corridor from Sonoma County to Highway 1 junction. Plan evaluates the feasibility of a multi-use, non-motorized trail along Highway 128.
Pacific Coast Bike Route/California Coastal Trail Engineered Feasibility Study	2013	Evaluates feasibility of creating improvements along Highway 1 to accommodate the CA Coastal Trail and the Pacific Coast Bike Route. Plan identifies design standards and key projects for improvement.
Mendocino County Rail-with-Trail Corridor Plan	2012	Along Northwestern Pacific Railroad right-of-way. Identifies priority RWT projects for the Cities of Ukiah and Willits and the County of Mendocino., including the communities of Calpella, Hopland, and Redwood Valley.
Strategic Plan for the California Coastal Trail in Mendocino County	2010	Pacific coast of Mendocino County
Mendocino County General Plan	2009	County wide
Mendocino County Coastal Conservation Plan	2003	Pacific coast of Mendocino County Discusses coastal access in relation to the California Coastal Trail
Mendocino Coastal Element	1985, rev. 1992	Pacific coast of Mendocino County Includes Mendocino Town Plan
Incorporated Cities and Adjacent Urbanized Areas		
Fort Bragg Area Plans		
Bridge Rail Upgrade and Widening	Study in process	*See description under "County and Regional Plans"*
Mendocino County Regional Transportation Plan	2017	*See description under "County and Regional Plans"*

Document	Year	Notes
City of Trails Supplemental Trail Feasibility Studies	2017	Fort Bragg; Old Mill Road and North Harbor Drive Addresses engineering & geotechnical challenges with two trail segments.
City of Trails Feasibility Study	2016	Fort Bragg Focuses on improvements to Redwood Avenue trail, Old Mill Road trail, and South Noyo Harbor Trail.
Fort Bragg Inland General Plan	2013	Fort Bragg Inland Zone Includes land use and transportation network maps.
2011 Residential Streets Safety Plan (2011)	2011	Fort Bragg; Fir, Cedar, Chestnut, and Harold Streets Updates 2005 RSSP Recommends infrastructure improvements to enhance safety of pedestrian, bicyclists and motorists.
South Main Street Access and Beautification Plan	2011	South Main Street / Highway 1. Plan to improve pedestrian access on Main Street. Includes engineering plans.
Fort Bragg Coastal General Plan	2008	Fort Bragg Coastal Zone Includes land use and transportation network maps
Ukiah Area Plans		
Mendocino County Regional Transportation Plan	2017	*See description under "County and Regional Plans"*
Ukiah Bicycle and Pedestrian Master Plan	2015	Ukiah Includes needs assessment and information about priority projects.
Mendocino County Safe Routes to School Plan	2014	*See description under "County and Regional Plans"*
City of Ukiah Safe Routes to School	2014	Ukiah elementary, middle, and high schools Existing conditions and proposed improvement maps
Street Improvement Plans	2012–present	Betty Street Improvements Lorrain Street Improvements Clara Ave Phase 2 Improvements Corridor Improvement on Airport Park Blvd Talmage Interchange Downtown Streetscape Program
Mendocino County Rail-with-Trail Corridor Plan	2012	*See description under "County and Regional Plans"*
Ukiah Downtown Streetscape Improvement Plan Final Report	2009	Downtown Ukiah Urban design issues for downtown core
City of Ukiah ADA Right-of-Way Transition Plan	2006	Ukiah Focus on sidewalks and city-owned parking lots
Ukiah NWP Rail Trail Feasibility Study	2002	Ukiah NWP right-of-way from Brush Street to Talmage Street Rail-with-trail study
Willits Area Plans		
Willits Rails with Trails Project	2018	Willits rail corridor. Proposal for a multi-use trail parallel to existing train tracks. Includes analysis of bike and pedestrian use in the downtown area post-bypass construction.
Downtown Willits Street and Alleys Connectivity Study	2017	Provides design guidelines, detailed plans, public input and cost estimates for improvement to downtown Willits' alleys
Willits Safe Routes to School Action Plan (not adopted)	2017	Willits schools. Detailed existing conditions report

Document	Year	Notes
Willits Main Street Corridor Enhancement Plan	2016	U.S. 101 within Willits. Plan to develop pedestrian focused Main Street. Includes detailed inventory of Main Street.
Caltrans Projects	2012–present	Bypass Project Relinquishment Plans
Mendocino County Rail-with-Trail Corridor Plan	2012	*See description under "County and Regional Plans"*
Willits Bicycle and Pedestrian Specific Plan	2009	Willits, Main Street and school sites
Safe Routes to School Plan for the City of Willits	2009	Willits schools: Brookside Elementary, Blosser Lane Elementary, Baechtel Grove Middle, Willits Charter, Community Day, Sanhedrin High, and Willits High Schools. Analyzes existing conditions and recommendations for each school site.
Willits ADA Transition Plan - Sidewalks and Parking Lots	2006	Willits Survey of parking lots, sidewalks, and curb ramps.
Baechtel Road-Railroad Avenue Corridor Community Design Study	2003	Willits, Baechtel Road Bike and pedestrian trails, safety, and access
Willits Circulation and Parking Improvement Study	2002	Downtown Willits Pedestrian safety issues on Main Street
Willits Downtown Specific Plan	2000	Downtown Willits Main Street improvements
Willits General Plan Circulation Element	1992	Willits Policies and implementation methods for city-wide circulation
Unincorporated Communities with "Cores"		
Albion Area Plans		
Albion River Bridge Replacement	Study in process	Highway 1 at Albion River in Albion Caltrans bridge replacement project
Salmon Creek Bridge Replacement	Study in process	Highway 1 at Salmon Creek, south of Albion Caltrans bridge replacement project
Boonville Area Plans		
Mendocino County Regional Transportation Plan	2017	*See description under "County and Regional Plans"*
State Route 128 Corridor Valley Trail Feasibility Study	2014	*See description under "County and Regional Plans"*
Mendocino County Safe Routes to School Plan	2014	*See description under "County and Regional Plans"*
Calpella Area Plans		
Mendocino County Safe Routes to School Plan	2014	*See description under "County and Regional Plans"*
Mendocino County Rail-with-Trail Corridor Plan	2012	*See description under "County and Regional Plans"*
Calpella Community Design Project	2011	Calpella community surrounding North State Street/Moore Street intersection.
Covelo Area Plans		
Mendocino County Regional Transportation Plan	2017	*See description under "County and Regional Plans"*

Document	Year	Notes
Covelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study	2014	Covelo; Highway 162 and local streets in Covelo area. Recommends improvements for non-motorized facilities. Includes inventory.
Mendocino County Safe Routes to School Plan	2014	*See description under "County and Regional Plans"*
Making Safe & Healthy Community Connections in Round Valley Walk/Bike Path and Community Revitalization Strategy	2010	Covelo/Round Valley Summary of charrette process
Hopland Area Plans		
Mendocino County Regional Transportation Plan	2017	*See description under "County and Regional Plans"*
Hopland Main Street Corridor Engineered Feasibility Study	2015	US 101 through downtown Hopland; Highway 175/Main Street in Old Hopland area. Existing & planned curbs, sidewalks, crosswalks and other street facilities are mapped.
Mendocino County Rail-with-Trail Corridor Plan	2012	*See description under "County and Regional Plans"*
Laytonville Area Plans		
Mendocino County Regional Transportation Plan	2017	*See description under "County and Regional Plans"*
Laytonville Traffic Calming and Revitalization Plan	2008	Laytonville; downtown. This project focuses on community input collected during a week-long charrette.
Mendocino Area Plans		
Bridge Rail Upgrade and Widening	Study in process	*See description under "County and Regional Plans"*
Navarro Area Plans		
State Route 128 Corridor Valley Trail Feasibility Study	2014	*See description under "County and Regional Plans"*
Philo Area Plans		
State Route 128 Corridor Valley Trail Feasibility Study	2014	*See description under "County and Regional Plans"*
Westport Area Plans		
Westport Area Integrated Multi-Use Coastal Trail Plan	2011	21 miles along Highway 1 near Westport. Studies opportunities and constraints for Coastal Trail.
Rural Developments & Tribal Lands		
Brooktrails Township Area Plans		
Mendocino County Regional Transportation Plan	2017	*See description under "County and Regional Plans"*
Little River Area Plans		
Bridge Rail Upgrade and Widening	Study in process	*See description under "County and Regional Plans"*
Redwood Valley Area Plans		
Mendocino County Rail-with-Trail Corridor Plan	2012	*See description under "County and Regional Plans"*
Yorkville Area Plans		

Document	Year	Notes
State Route 128 Corridor Valley Trail Feasibility Study	2014	*See description under "County and Regional Plans"*

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, 4th Edition)	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)	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)	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)	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)	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)	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)	Right-of-Way Rules of the Road Pedestrians' Rights and Duties Speed limits
California Department of Transportation (Caltrans)	
Highway Design Manual (HDM) (6th Edition)	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)	Barrier design
California Manual of Uniform Traffic Control Devices (CA MUTCD) (2014)	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	Pedestrian facilities, Bike facilities, Multi-use trails, Signage, Trail amenities
Standard Road Plans (Tab A)	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: two feet or greater shoulder on both sides.
- Overhead clearance: eight 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.

Sidepath Near Laytonville

- 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 Note: Sidewalks abutting a roadway may be as steep as the roadway.	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.

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 distance[1] as follows:

- Walls: Minimum 10 feet

[1] 309.1 (3) Minimum Clearances

- 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 guardrailing) should be provided. [2]

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 can be easier to maintain.

Type 60 Textured concrete barrier along Highway 1, San Luis Obispo, CA.
(Source: 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-

[2] 1003.1(5) Separation Between Bike Paths and Highways

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. Most major roads in Mendocino County, such as Highway 1, U.S. 101, and Highway 20, are under state jurisdiction. Speed zones on those highways are set by Caltrans. For all city and county, roads 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.

The full Mendocino General Plan is available online at:
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 incudes 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 a wide range of potential pedestrian access improvements that may be appropriate for the North Coast/Inland 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

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.)

Shared Shoulder

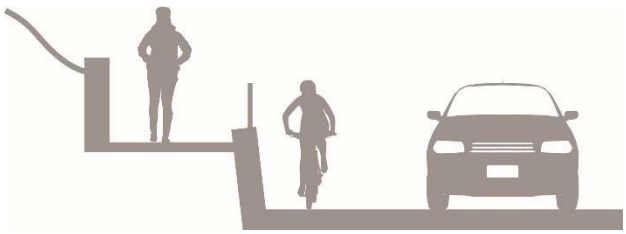
Striped, paved shoulders with markings indicating use for both pedestrians and bicyclists. Most useful in areas where steep slopes, drainage ditches, or narrow right-of-way makes other options unlikely. Least useful where cross slope exceeds 2%.

Colored/Textured Shoulder

Colored and textured shoulders designate bike and pedestrian space while maintaining more rural feel (no curb).

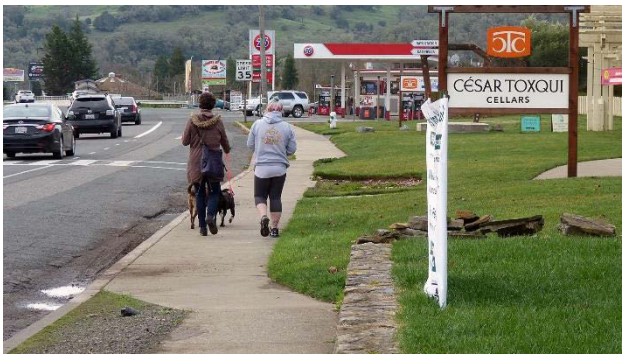
Grade-Separated Path with Retaining Wall

Pedestrian path built above retaining wall with bike space along roadway; provides safe pedestrian travel but may be costly.



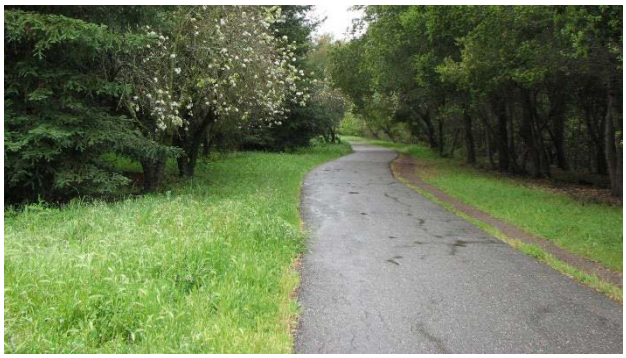
Sidewalk

Standard 5′ sidewalks with curbs. May be reduced to 4′ where there are utility pole conflicts.



Asphalt Path

6′-wide paved asphalt path fully separated from roadway, designated for use by both bicycles and pedestrians. 10′-wide minumum (12′ preferred) where significant shared use is expected.



Informal or Unpaved Path

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. Unpaved paths may not be ADA compliant.

Timber or Log Barrier

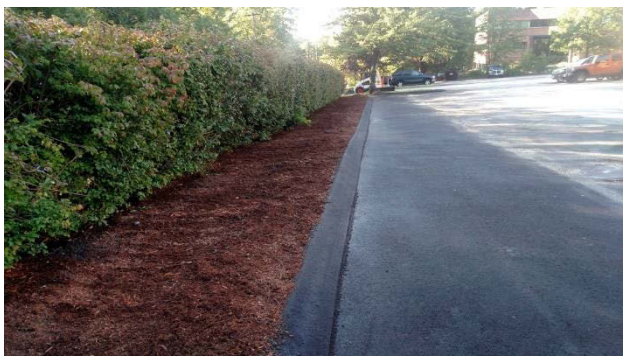
In a rural or rustic setting timbers or poles are sometimes used in lieu of a curb, in part to maintain a rural appearance. This may not meet standards for use in the state highway right-of-way.

Low Barrier or Bumps

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".

Asphalt Curb or Berm

An extruded asphalt curb is a lower cost and less visually intrusive alternative to a concrete curb.



Roadway Crossings

Crosswalk – Standard

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.

Crosswalk – Raised or Table Style

Raised crosswalks increase visibility – and act as speed hump for vehicles. Crosswalks may be either standard or enhanced style with appropriate signage.

Crosswalk – Decorative Treatment

Decorative paved crosswalks enhance traffic calming and well as aesthetics.

Median and Crossing Island

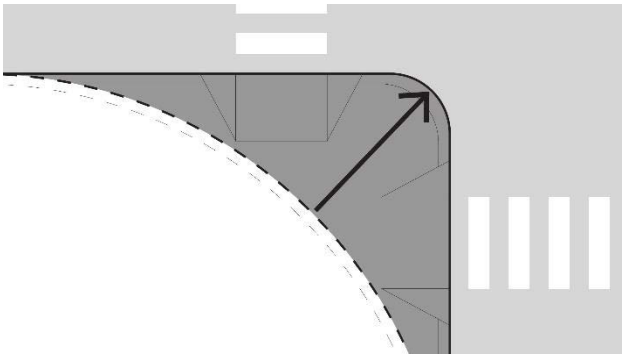
These islands provide a break for pedestrians and allow them to cross half the road at a time.

Curb Extension

Curb extensions, or "bulb outs", reduce the crossing distance for pedestrians; reduced curve radius can be a potential challenge for trucks.

Reduced Radius Street Curb

Nearly square corners at intersections shorten the crossing distance for pedestrians and force motorists to slow down when making the turn.



Pedestrian Crossing - Warning Signs

Signs that alert drivers to a crosswalk and/or bring attention to a pedestrian crossing. Sign location is important to reduce visual clutter, which may reduce effectiveness of all signs.

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. As with warning signs, these are most useful when used with appropriate care and attention to good design practices.

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

Guardrail or Other Barrier

Roadway departure safety devices such as guardrails, cable barriers, and concrete barrier walls are intended to minimize the severity of vehicluar accidents. However, they also provide protection to adjacent pedestrians.

Enforcement/Education

Raises awareness around speeding consequences and/or increase enforcement to change drive behavior.

Park and Ride/Carpool

Designates locations and parking to support commuter and other carpooling**.**

Bus Stop Improvements

ADA access, signage, rain/wind/shelter.

Street Lighting

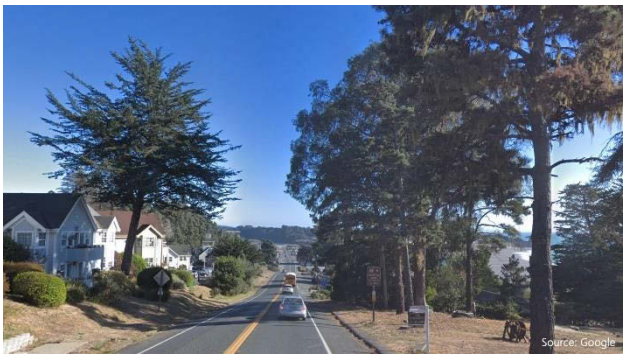
Roadway lighting may be used to improve the visibility of pedestrians, particularly at designated crossing locations. Energy efficient and Dark Sky compliant lighting is recommended.

Wayfinding Signage – Pedestrian

Signage must be well organized, visible, and compliant with the CA MUTCD.

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 North Coast/Inland Area (North Coast) is defined as illustrated in **Figure 2**. It covers the entire county, except those areas already covered in the Greater Point Arena/South Coast Area Existing Conditions Report.

The North Coast/Inland Area includes the incorporated cities of Fort Bragg, Ukiah, and Willits, as well as numerous unincorporated communities and tribal lands. U.S. 101 is a major highway running north-south through the entire county. Highway 20 connects the Ukiah area with Lake County to the east. Further north, Highway 20 connects Willits with Fort Bragg. Highway 128 runs from U.S. 101 just south of the county line, through Anderson Valley, and connects with Highway 1 on the coast. Highway 1 follows the coast line through most of the county and serves as the Pacific Coast Bike Route and USBR 95, an international destination for long-distance touring bicyclists. About 15 miles south of Humboldt County, Highway 1 turns inland and connects with U.S. 101.

The North Coast/Inland Area is comprised of primarily rural communities, except for the three incorporated cities and their associated suburbs. The coast is characterized by high bluffs, providing dramatic views of the Pacific Ocean. Inland, the geography is dominated by the mountains and valleys of the North Coast Ranges. The Russian River and the Eel River drain the major valley in the middle of the county, while many shorter rivers drain the eastern and western slopes of the range.

Relationship to the California Coastal Trail

The California Coastal Trail, or CCT, is a project of the California Coastal Conservancy, a state agency with objectives to enhance coastal resources and promote access to the shore. The CCT is intended to connect the entire coast of California by different and approximately parallel routes that accommodate hikers, bicyclists (road bikes and potentially also mountain bikes), and in some cases equestrians. In some locations the identified CCT route is in the right-of-way of Highway 1, although ideally it occupies public land as close as practical to the sea.

The 2013 *Mendocino County Pacific Coast Bike Route and California Coastal Trail Engineered Feasibility Study* examined current conditions versus needed pedestrian and bicycle improvements for the Pacific Coast Bike Route (PCBR) in the right-of-way and along parallel routes to Route 1 in Mendocino County, as well as accommodation of the California Coastal Trail (CCT) where it is planned to share the Route 1 right-of-way, per prior studies and plans.

Although the CCT is focused on recreation and tourism, it also could serve local transportation functions where it connects key destinations. The overlap of the CCT route with a pedestrian project may add additional priority and potential funding opportunity.

Figure 2: North Coast/Inland Study 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.

Sources and Types of Data Inventoried

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. City-supplied data for existing and planned pedestrian facilities was added where available. The maps will be updated based on on-site review and input from the communities and the TAG.

The existing conditions inventory in rural communities focused on the conditions along highways and major connecting roads, except in specific locations as noted on the inventory maps. The inventories in the urbanized areas were more comprehensive

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.

Study Area Boundaries

The study is intended to address pedestrian needs County-wide. Boundaries for the pedestrian need study areas were determined based on incorporated city boundaries and county zoning or boundary data for unincorporated communities and tribal areas. Then the boundaries were checked against aerial photos and Google map data to look for adjacent residential areas and nearby destinations such as public services, shopping and schools that might be in reasonable walking distance. A boundary was drawn around each community or developed area based on these denser land uses and reasonable walking distances (1/4 mile being a typical standard for walkability). Based on agency or public input these boundaries may be adjusted.

Levels of Pedestrian Facilities and Inventory

The level of existing and planned pedestrian facilities and the study inventory typically varied depending on the types of communities:

Incorporated Cities and Adjacent Urbanized Areas

The incorporated cities and the adjacent denser urbanized areas have complete sidewalk, crosswalk, path and trail inventories, in some cases starting with inventories supplied by the city. These inventories sometimes included features, such as stop signs and traffic signals that were too detailed to include on the inventory maps for this county-wide study.

Unincorporated Rural Communities with "Cores"

Unincorporated rural communities that have denser residential development around a community core that includes shopping and potentially schools and public services were inventoried for sidewalks, shoulders and crosswalks on the main connecting roads, as well as connecting paths and trails. This includes Tribal lands that are adjacent to or include such community pedestrian cores.

Rural Developments

There are a number of medium-density rural residential developments, such as Brooktrails, that have no community/commercial core and little, if any, formal pedestrian infrastructure such as sidewalks or crosswalks. There are also industrial development areas and facilities such as Mendocino Community College that fall into this category. Some of these rural developments have sidewalks, but they are complete within the development. Tribal lands that do not have community pedestrian cores are also included in this category. Typically, these developments have no prior plans for pedestrian improvements. These areas were mapped but not inventoried except for pedestrian collisions, destinations such as schools and public buildings, and the extent of public roads in the study area.

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- or Medium-Term Priority – the shown improvement is on an adopted transportation or other public agency priority list as a short-term project (typically 3–5 years) or medium-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).

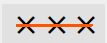
For urbanized areas that include extensive planned pedestrian improvements, such as Ukiah, only the higher priority improvement projects are mapped and listed in the tables.

Added Detail for Proposed Projects

For the County-wide inventory it was not feasible to map detailed features such as type of crosswalk (regular, school, high-visibility, etc.), stop signs, signals, curb extensions, speed bumps and other pedestrian improvements beyond the basic types identified below. Most of the previous improvement plans are quite detailed, and some of the improvements identified in the current study require more detail to be clear. Additional detail of existing and proposed features was added to the maps and tables on a case-by-case basis for these projects.

Table 5: Features on Inventory Maps

Symbol	Description
Existing General Features	
	Incorporated Cities and Adjacent Urbanized Areas Boundaries – based on GIS data provided by Mendocino County GIS and observation.
	Unincorporated Rural Communities with "Cores" Boundaries - based on residential and commercial zoning designations where pededstrian activity is expected to be concentrated, and visual observation of existing moderately dense residential development with a community core.
	Rural Development/Rural Residential Development Boundaries – based on rural residential zoning designations and visual observation of existing low density rural residential/mix-use development, or Tribal area boundaries.
	TIMS Pedestrian Collisions – based on the 2008-2017 Transportation Injury Mapping System's (TIMS) database, and including only pedestrian related incidents.
Key Destinations	
	MTA Bus Stops – from the MTA transit data feed table (MTA GTFS) that includes the stop name, address, latitude, and longitude information.
	Public Buildings – Public facilities, city hall, couthouse, 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.
	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.
Existing Roadway Features	
	No Shoulder – 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 (see example photos below). 
	Shoulder – Paved – approximately 4 feet or more of relatively level paved space beyond the lane/white edge stripe. Based on study in Google Earth. 
	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 (see example photos below). 
	Bridge with Sidewalk – At least 4' wide, based on GIS data provided by Caltrans GIS data portal and study in Google Earth.

Symbol	Description
	Bridge – No Sidewalk - The bridges shown in these maps are based on GIS data provided Caltrans GIS data portal and study in Google Earth.
Existing Pedestrian Facilities	
	Crosswalk – based on GIS data provided by cities. Additional crosswalks were added using Google Earth.
	Sidewalk – based on data provided by cities or inventoried using Google Earth.
	**No Sidewalk –** based on data provided by cities or inventoried using Google Earth.
	Class I Path – a paved facility for bicycles and pedestrians at least 8' wide and usually wider. Based on data provided by cities or inventoried using Google Earth.
	Path – a pedestrian path, typically 3 to 6 feet wide, that may be paved or surfaced with gravel or bark. Based on data provided by MCOG, municipalities, online research and community input.
Pedestrian Facility Plans and Needs	
	Improved Crosswalk – Identified Need – based on review of prior adopted plans or gap identified in current study.
	New Crosswalk – Identified Need – based on review of prior adopted plans or gap identified in current study.
	Sidewalk – Identified Need – based on review of prior adopted plans or gap identified in current study.
	Class I Path – Identified Need – a paved facility for bicycles and pedestrians at least 8' wide and usually wider, based on review of prior adopted plans or gap identified in current study .
	Path – Identified Need – a pedestrian path, typically 3 to 6 feet wide that may be paved or surfaced with gravel or bark. Based on review of prior adopted plans or gap identified in current study.

7.2 PROJECT BACKGROUND AND INVENTORY

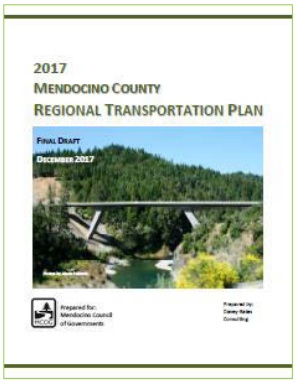
County and Regional Background Documents

Bridge Rail Upgrade and Widening (study in process)

The Bridge Rail Upgrade and Widening project is also referred to as the Mendocino 1 Three Bridges Project. The project is studying options for widening shoulders and upgrading bridge rails at three bridges on Highway 1: The Pudding Creek Bridge north of Fort Bragg, the Jack Peters Creek Bridge in Mendocino, and the Little River Bridge in Little River.

The existing bridges at these locations do not meet current design standards with regard to bridge shoulder widths and bridge rails. The study will look at widening the shoulders and replacing the bridge rails to meet current design standards. The study will also consider pedestrian facilities on the Jack Peters Creek Bridge and the Little River Bridge.

More information about the bridge improvement projects is included in the respective community descriptions that follow.

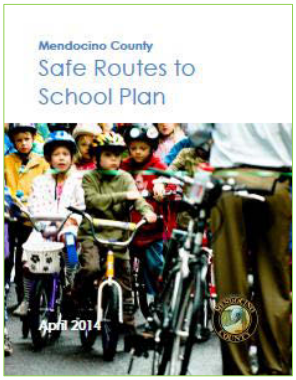


Mendocino County Regional Transportation Plan (2017)

The Regional Transportation Plan includes an Active Transportation System chapter, which serves as the Active Transportation Plan (ATP) for the county. A list of specific projects, with cost estimates, is included in each of the relevant the community description sections.

The plan includes other chapters that may be related to pedestrian needs in Mendocino County, including the Public Transit Service System Element, the Rail Transportation Element, and the Tribal Transportation System Element. The plan also includes a specific "complete streets" goal and associated objectives and policies as well as a two specific "active transportation" goals, and several associated objectives and policies.

Mendocino County Safe Routes to School Plan (2014)



This document addressed safe access to schools, county-wide, with a focus on five school sites. These five school sites were selected to be "pilot" (or Tier I) sites for improvements, with the remaining school sites categorized into Tier II and Tier III groups for future planning projects. Relevant proposed improvements for the five school sites are included in each of the relevant the community description sections. The sites are:

- Anderson Valley Elementary School in Boonville,
- Calpella Elementary School in Calpella,
- Grace Hudson Elementary School in Ukiah,
- Laytonville Elementary/Middle School in Laytonville, and
- Round Valley Elementary School in Covelo.

Great Redwood Trail (envisioned in legislation 2018)

The Great Redwood Trail is a proposed trail that would run the length of Northern California from Marin to Humboldt counties through the coastal redwoods, the Eel River Canyon, and other stunning landscapes. The North Coast Rail Closure and Transition to Trails Act (Senate Bill 1029) was passed by state legislature and signed by Governor Brown in 2018 after much negotiation. The bill calls for dissolving the North Coast Railroad Authority and developing a plan to create the Great Redwood Trail. Currently, the State Transportation Agency and the California Natural Resources Agency have until mid-2020 to develop the plan for dissolving the NCRA and adopting a plan to transfer the NCRA assets, including the 300-mile long right-of-way.

The vision for the right-of-way is that it would be divided into northern and southern Segments. The Northern Segment, from Willits to Arcata, would be transferred to a newly created Great Redwood Trail Agency, which would begin railbanking the right-of-way and work with local jurisdictions to plan the trail, including a significant community input process. The Southern Segment, from Willits to Marin, would be transferred to the Sonoma Marin Area Rail Transit, which is expected to be tasked with creating the southern portion of the trail.

Figure 3: Great Redwood Trail Map (Great Redwood Trail.Org)

State Route 128 Corridor Valley Trail Feasibility Study (2014)

The purpose of this study was to evaluate the feasibility of a multi-use, non-motorized trail along Highway 128 in Mendocino County (Study Corridor) from the Sonoma/Mendocino County line to the Highway 128/Highway 1 junction in Mendocino County and develop a plan that provides implementable options leading to the eventual funding, planning, design, and construction of a shared-use trail in prioritized segments. The Study includes assessment of some parallel, off-highway alignments on State Parks land and Mendocino County roads; however, the study emphasis was on potential facility improvements within California Department of Transportation (Caltrans) right-of-way (ROW).

The project team, consisting of MCOG, Mendocino County Department of Transportation (County DOT), Caltrans, and consultants, worked closely with a technical advisory group (TAG). The TAG consists of representatives from these agencies, local stakeholder organizations, and interest groups. The Study process centered on an extensive public outreach process, including two community workshops designed to gain community and stakeholder input on the Valley Trail concept. A series of focused public meetings were conducted to supplement the public workshops, including meetings in the various communities, with Boonville business owners, students, and a pre-workshop walking tour and bus tour.

The approximately 51-mile length of the Study Corridor was divided into five sections based on community boundaries, changes in the landscape setting, and highway facility characteristics (see **Figure 4**, reproduced from the study). The project team performed a high-level analysis on each of the segments to understand the existing conditions, the feasibility of associated trail improvements, and cost/benefit considerations. The consultant team developed conceptual

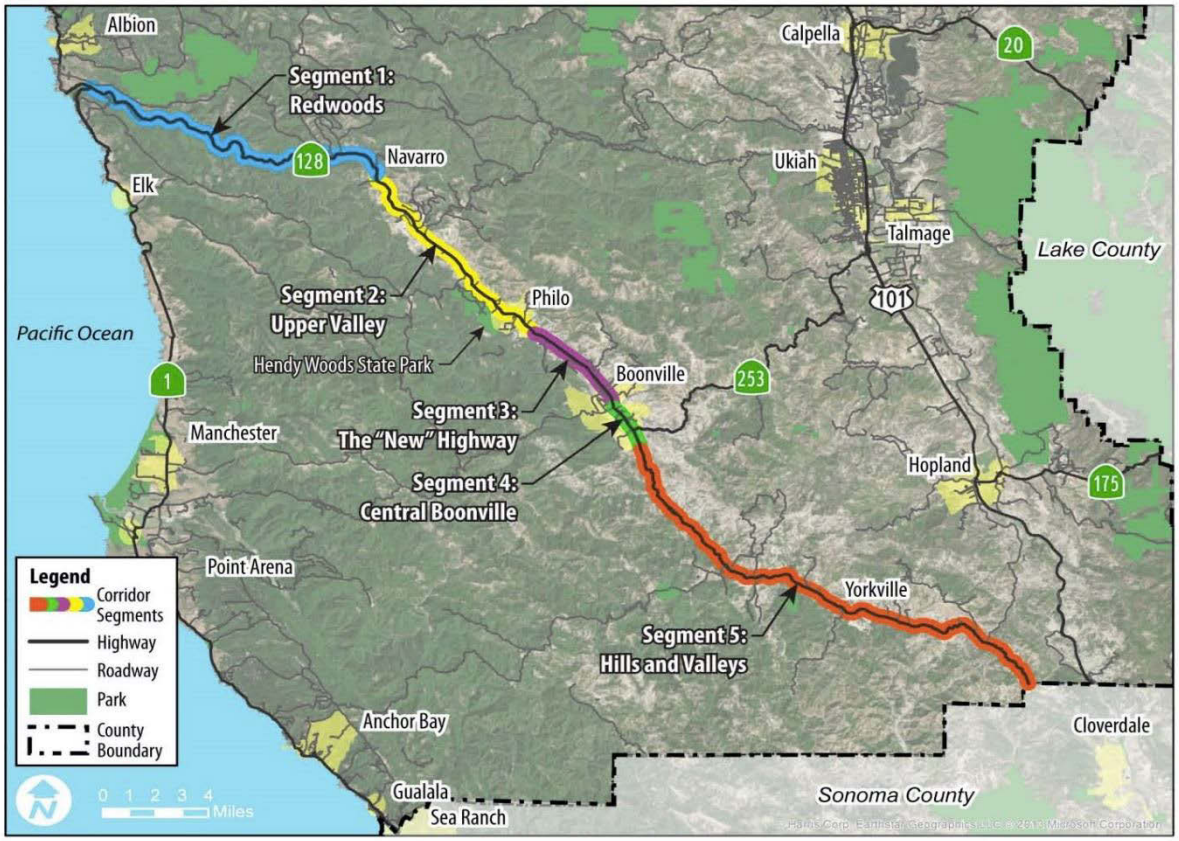


Figure 4: Valley Trail Study Segments (Source: Highway 128 Corridor Valley Trail Study)

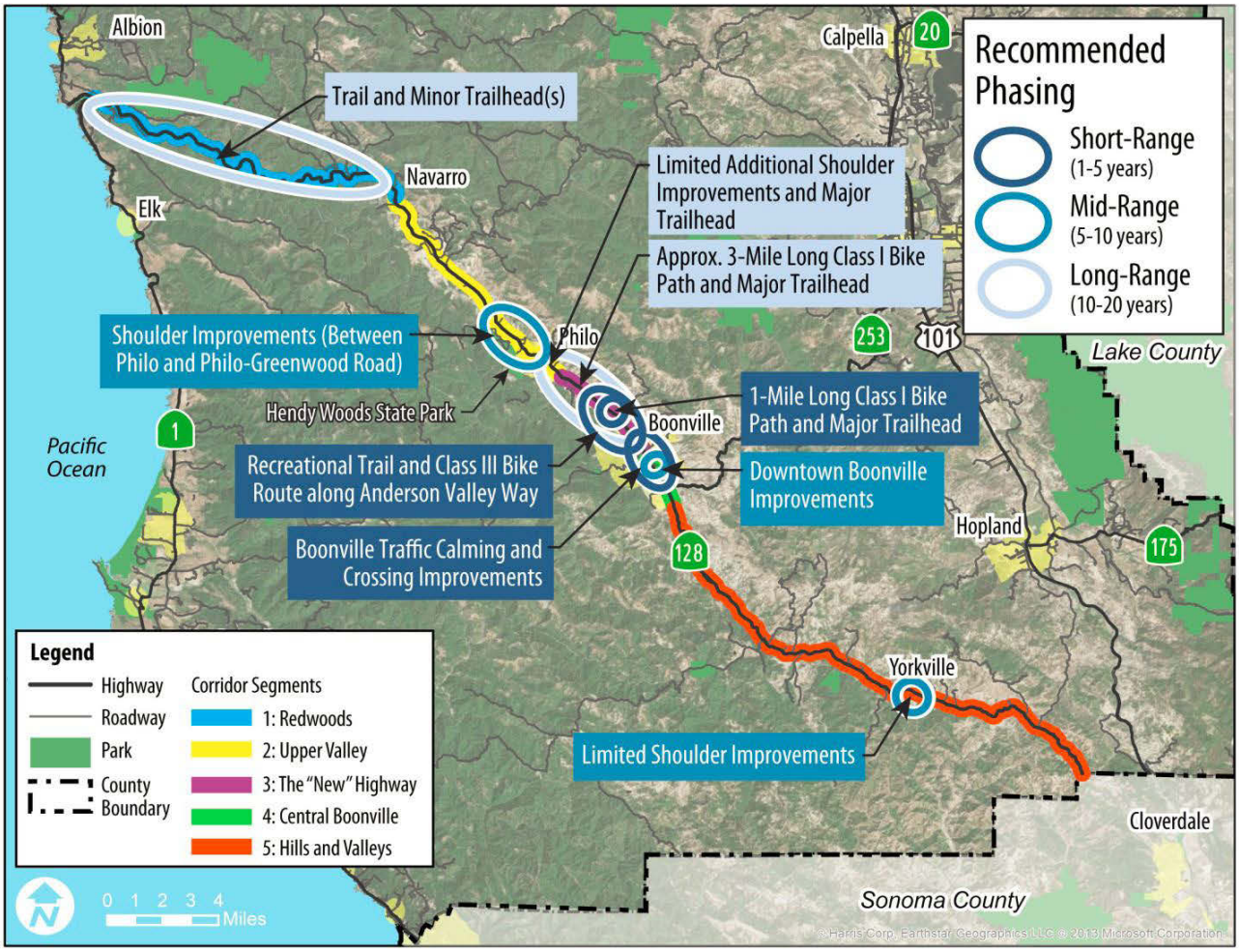


Figure 5: Valley Trail Priority Improvements/Recommended Phasing (Source: Highway 128 Corridor Valley Trail Study)

improvements based on the segment analysis results and community and stakeholder input. The level of detail included for the improvement types ranges from prototypical improvement sections that are associated with typical existing conditions along the Study Corridor to conceptual-level plans and sections that respond to specific areas in and around schools, parks, and downtown destinations.

Many of the recommended improvements are for bikes or for recreational trails and are not pertinent to the current Pedestrian Needs Study, which is focused on facilitating walking in/to community cores. The recommended improvements that are pertinent are summarized in the respective community descriptions that follow the Background documents section.

Short-Range (1 to 5 Years) Project List

Segment 3 Class I Bike Path and Major Trailhead - Demonstration Project.
See more under Boonville community description.

Segment 3 Recreational Trail and Class III Bike Route along Anderson Valley Way.
See more under Boonville community description.

Segment 4 Boonville Traffic Calming and Crossing Improvements.
See more under Boonville community description.

Mid-Range (5 to 10 Years) Project List

Segment 2 Shoulder Improvements between Philo and Philo-Greenwood Road.
See more under Philo community description.

Segment 4 Downtown Boonville Improvements (sidewalks with street trees, parking delineation, bike lanes, curb extensions at crossings).
See more under Boonville community description.

Segment 5 Shoulder Widening.
See more under Yorkville community description.

Long-Range (10 to 20 Years) Project List

Segment 1 Trail Improvements and Minor Trailhead(s) – the Navarro River Trail.
See more under Navarro community description.

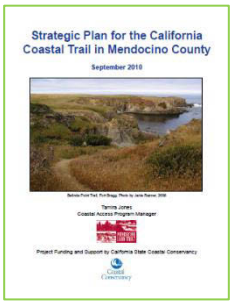
Segment 2 Additional Shoulder Improvements and Major Trailhead.
See more under Philo community description.

Segment 3 Class I Bike Path and Major Trailhead – Trail Completion.
See more under Philo community description.

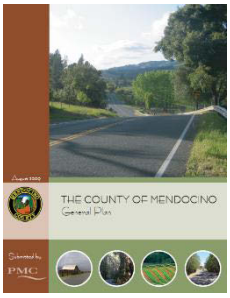
Mendocino County Rail-with-Trail Plan (2012)

The Mendocino County Rail-with-Trail Corridor Plan (Plan) provides an analysis of general conditions along the length of the 103-mile corridor and identifies priority rail-with-trail (RWT) projects for the Cities of Ukiah and Willits and the County of Mendocino. The Plan provides jurisdictions along the rail corridor (City of Ukiah, City of Willits, County of Mendocino, and Caltrans) with information to assist with implementation of the RWT. The recommended Phase I and Phase II projects are summarized in the respective community descriptions.

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



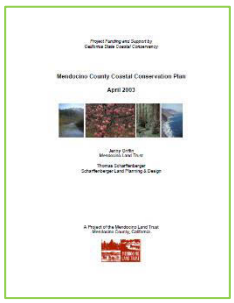
Prepared by the Mendocino Land Trust, this report includes detailed segment-by-segment existing conditions and proposed changes, including where the trail will be on or off the Highway 1 right-of-way.



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 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.

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.

Pacific Coast Bike Route/California Coastal Trail Engineering Feasibility Study (2013)

Adopted in 2013, this plan examines needed pedestrian and bicycle improvement for the State Route 1 portion of the Pacific Coast Bicycle Route from Westport to the Sonoma County line. The plan identifies locations for potential improvement with a focus on active transportation projects. Detailed recommendations for bridges, bicycle lanes, pedestrian improvements and coastal trail alignment where it coincides with State Route 1 are included in this document.

Incorporated Cities and Adjacent Urbanized Areas

City of Fort Bragg and Vicinity

Fort Bragg	
Population	7,287
Elevation	85 feet
Land Area	2.7 sq. mi.

The city of Fort Bragg is located on the coast along Highway 1, 24 miles west of Willits. While it was once an established logging center, in recent years it has become a tourist destination because of its picturesque ocean views. Fort Bragg was founded prior to the Civil War as a military garrison and is now a California Historical Landmark. It's also one end of the "Skunk train", a major attraction that runs 40 miles from Willits and back.

The map and tables below show the existing conditions that were inventoried for this Study in the Fort Bragg area.

Fort Bragg Area Background Documents

Bridge Rail Upgrade and Widening (study in process)

See full description of the Transportation Plan under "County and Regional Background Documents".

Caltrans is studying options for widening the Pudding Creek Bridge to provide eight-foot shoulders and six-foot separated pedestrian walkways on both sides of the structure and replacing the bridge rails to meet current design standards. The projects also proposes to construct sidewalks on both sides of State Route 1 from Pudding Creek Bridge south to Elm Street and north to Pudding Creek Drive

Mendocino County Regional Transportation Plan (2017)

See full description of the Transportation Plan under "County and Regional Background Documents".

Fort Bragg Area Short Range Priority Improvements

- South Main Street Bike & Ped Improvements (deleted STIP) ($1,585,000) – Based on funding availability, this project was downsized to only incorporate intersection improvements and sidewalks on the west side of Route 1 from Cypress to North Harbor Drive. The original project included: On Route 1 from 550 feet south of Ocean View Drive to Cypress St; new curb, gutter & sidewalk, enhanced crossings, curb extensions, compliant ramps, striping and signage at Ocean View Dr, North Noyo Point Rd & Cypress St; Improvements and pedestrian island at North Harbor Dr; Improvements to two driveways between Ocean View Dr and the Noyo Bridge.
- Coastal Trail, Phase II (middle segment) w/ connection to downtown at Alder ($1,514,000) – Parallel to and west of Route 1, with a connection to downtown at Alder St; trail connecting existing north and south segments
- Redwood Ave Coastal Trail Linkage ($368,759) – Multi-use trail from Alter Street trailhead/parking along Chief Celeri Drive to Redwood Ave, with sidewalks & wayfinding on Redwood
- Noyo Harbor Access – Old Mill Road ($660,00) – Improve Old Mill Road to multiuse trail, stabilize landslide area. Link to Coastal trail, include ADA parking.

- Noyo Harbor Access – North Harbor Drive ($2,890,000) – Separated trail between Casa Del Noyo and the Noyo Fishing Center, connecting with lower portion of Harbor Drive.
- Fort Bragg Sidewalk Infill (no estimate) – Sidewalk and bicycle improvements on southbound Route 1 from Oak Street to Noyo River Bridge.
- MacKerricher State Park Haul Road Repair and Enhancement ($2,040,000) – Repave existing Haul Road between Pudding Creek Trestle in Fort Bragg and Ward Ave in Cleone for bike/ped use.

City of Trails Supplemental Trail Feasibility Studies for Old Mill Road and North Harbor Drive (2017)

This supplemental study evaluated engineering and geotechnical challenges associated with implementation of two segments of a coastal trail to connect the existing Coastal Trail-South Segment with Noyo Harbor. These trails are recreational and not pertinent to the urban pedestrian system.

This document builds on the City of Trails Feasibility Study, in which the Old Mill Road Multi-use Trail to North Noyo Harbor is described as a priority trail in Section V. In addition, this Study also addresses the feasibility of placing either a Class I or II bicycle trail parallel to North Harbor Drive. This Study evaluates engineering and technical issues in two areas:

- **Old Mill Road** An existing route along the face of the coastal bluff south of the Coastal Trail would be converted to a multi-use trail. The trail would be located on the levee top of the existing Noyo Harbor dredge pond berm west of the cliff face roadway.
- **North Harbor Drive** A trail separate from the roadway would be implemented on North Harbor Drive between Casa Del Noyo and the Noyo Fishing Center to connect with the lower portion of Harbor Drive. This Study addresses the feasibility of placing a Class 1 or Class II multi-use trail parallel to the North Harbor Drive. Due to right-of-way and topographic constraints along the roadway, a trail structure cantilevered over the narrow road shoulder and adjacent retaining wall was evaluated.

City of Trails Feasibility Study (2016)

This document studies additions to the City's coastal trail system, which is an important recreational amenity, but not a direct part of the pedestrian transportation system. But many of the trails identified in the study connect to or are within the urbanized areas of the City and correspond to improvements in other plans.

From the Executive summary:

This Study evaluates three potential new priority trails which could be developed to expand the existing trail network in Fort Bragg. The purpose of the City of Trails Feasibility Study is to;

1. Identify trail opportunities that are beneficial and of interest to the community; and
2. Provide detailed feasibility and development cost information for the selected priority trails; and
3. Identify permitting requirements.

A dozen trails were considered and prioritized in a public workshop on October 29, 2015; and out of that workshop, and a follow up workshop with City Council, three trails were selected for further evaluation through the feasibility study. All three trails connect with the existing trail system and

focus on making connections to downtown and/or Noyo Harbor from the Fort Bragg Coastal Trail. The three trails include:

1. Redwood Avenue Connection to Downtown Fort Bragg – Pedestrian improvements are proposed for Chief Celery Drive. Redwood Avenue improvements would include new wayfinding signs leading to/from Franklin Street and information about trails for visitors. A new parking area located on the GP Mill Site due west of Alder Streets would serve the middle section of the Coastal Trail (currently in design).
2. Old Mill Road Redevelopment to North Noyo Harbor – Old Mill Road is an abandoned road that drops from the southern section of the Coastal Trail (near the cemetery) down to Noyo Harbor and Noyo Beach. This report evaluates requirements for redeveloping this old road cut into a multi-use trail that would extend the Coastal Trail to the beach at Noyo Bay, and potentially beyond to North Noyo Harbor.
3. South Noyo Harbor Trail – An existing social trail on private property leads from Highway 1 down to South Noyo Harbor. Landowners on the alignment would like to reduce illegal activities there and employers at the Harbor have expressed interest in the trail. This report recommends installation of timber (or concrete timber) steps and surfacing with quarry fines on the inclined sections. Definition of a pedestrian easement through the private properties will also be required.

A fourth trail, the A&W Haul Road, was also prioritized for further evaluation because the haul road offers considerable opportunity for public access. However, a recent change of ownership has made it difficult to analyze this route. In the future, a trail could be considered here if more direct route for logging trucks from the forest to Highway 20 is identified and opened.

Additionally, the much discussed and controversial Skunk Train Railroad trail alignment was not selected for evaluation primarily due to: 1) security concerns among east Fort Bragg residents; 2) the cost of constructing a cantilevered trail over a wetland; and 3) the required safety separation distance of eight feet between trains tracks and a pedestrian trail cannot be accommodated within the alignment width.

Trails that Address Pedestrian Needs

Trails that are *highlighted* in the table below, excerpted from Figure 1 in the study, facilitate pedestrian access through urbanized areas of the City. Some of these overlap pedestrian improvements identified in other plans. Some of the trails are now existing. The other highlighted trails were selected for further evaluation in the study.

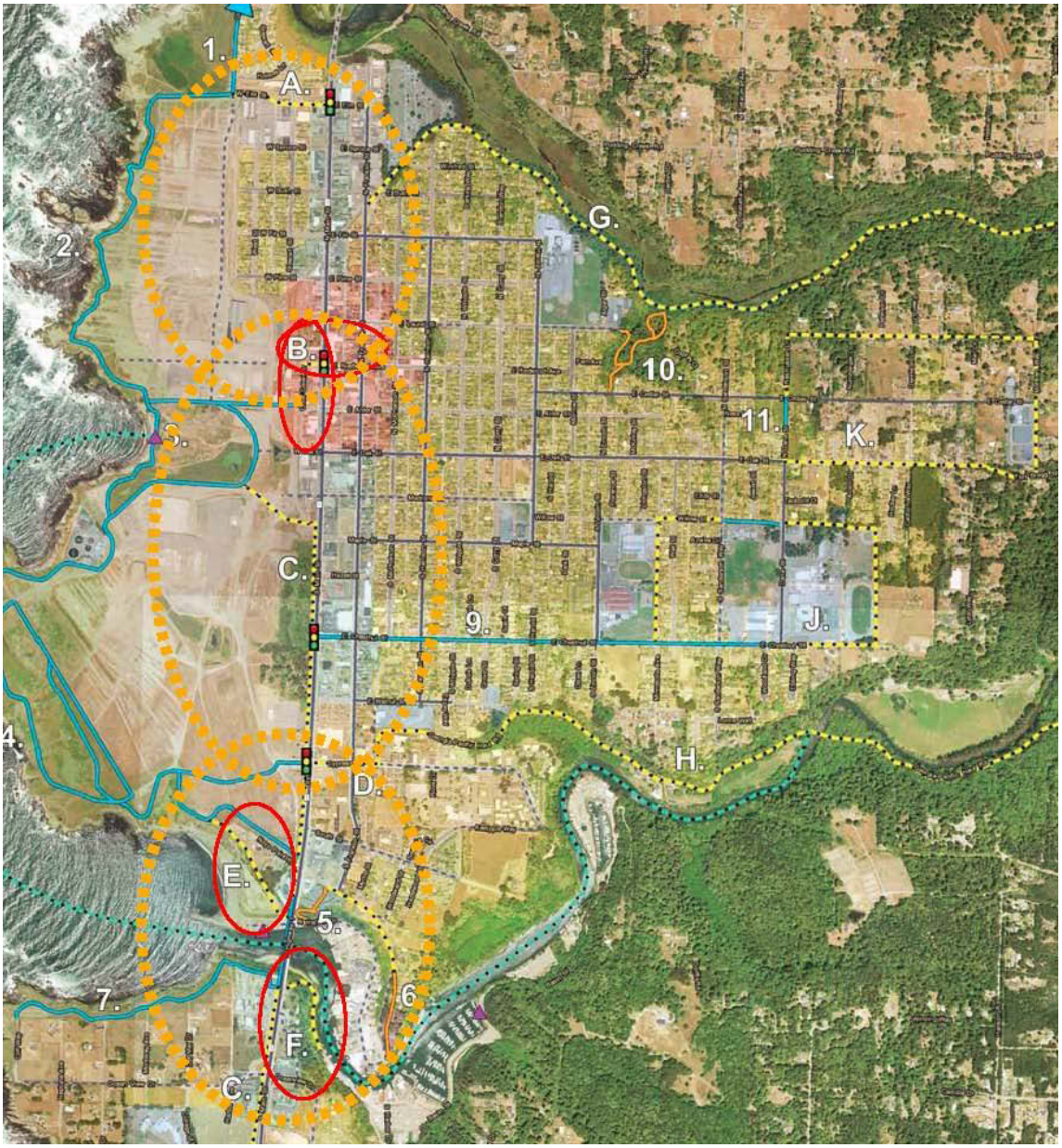


Figure 6: Fort Bragg City of Trails Map (Source: City of Trails Feasibility Study)

Table 6: Fort Bragg Area Trails That Address Pedestrian Needs

Trail	Description
Existing Trails & Approved Trails	
1. Haul Road to MacKerricher State Park	Beach-front link northward to MacKerricher State Park.
2. North Fort Bragg Coastal Trail	Allows direct coastal access and views, draws visitors.
3. Middle Fort Bragg Coastal Trail - Phase II	Ties northern and southern coastal trails together, with trail-head near Downtown and Parking at Alder Street.
4. South Fort Bragg Coastal Trail	High quality coastal access with loops and linkage to town via Cypress Street.
5. Harbor Light Lodge Trail (Existing)	Trail Link through Lodge from Upper to Lower N. Harbor Drive for harbor access links to opportunity E.
6. Noyo Harbor Inn Trail	Follows Casa Del Noyo Alignment for harbor access.
7. Pomo Bluffs Park Trail	Trail-head and Parking. Trail from Todd Point overlooks Noyo Bay to S. Main Street
8. Hare Creek Trail	Nature walk with beach access from S. Main St. and College of the Redwoods.
9. Chestnut Street Multi-use Trail (Existing)	Safe Routes to School, with ADA access. Widens narrow sidewalks to multi-use trail.
10. Otis Johnson Park Nature Trail	Nature walk and forest access.
11. Dana Street Multi-use Trail (Existing)	250' Safe Routes to School link between Cedar and Oak on Dana St. alignment.
Potential Opportunities	
A. Elm Street Improvements	Strengthen northern pedestrian linkage to Coastal Trail from downtown, Signage at Main Street, Link to Franklin Street
B. Redwood Street - Coastal Trail Linkage	Downtown linkage to Coastal Trail parking at Alder via Chief Celari Alley to Redwood and signalized crossing at Main Street.
C. Main Street Multi-Use Trail	Trail west of Main Street from Middle Coastal Trail to Highway 20. (Subject to Owner's Permission).
C1. Main Street Alternative	Use of Franklin or alleyways parallel to Main St as an alternative North South linkage.
D. Cypress Linkage (Existing)	Cross Main Street to Safeway at signalized intersection, ties to A&W Haul Road and Hospitals.
E. Noyo Harbor /Fort Bragg Coastal Trail Connection Trail	Improve existing road cut to multi-use trail, requires stabilization of landslide area.
F. South Noyo Harbor Trail	Access to Harbor with views on short walking trail. Could use passage under Highway 1 to extend Pomo Bluffs trail eastward to Southern Harbor.
G. Skunk Train Railroad Tracks Trail	Consider widening to include trail use.
H. A&W Haul Road	When logging trucks are not running, allow recreational use. (Subject to Owner Approval)
J. High school Multi-use Trail Loop	Connect soccer fields, ball fields, and stadium area in a loop to Chestnut Street Multi-Use trail. Use Minnesota Ave Alley to connect to CV Starr Center.

Trail	Description
K. East Fort Bragg Recreational Loop	Utilize relatively quiet streets for a recreational loop. Use Rasmussen Lane, Monsen Way, and Sherwood Rd. (Oak St).
L. Soldier Point- Noyo River Water Trail	Water put-ins at Middle Coastal Trail, River Access Road and boat ramp at Basin Street.

Fort Bragg Inland General Plan (2012)

One of the main objectives of the Circulation Element of the Inland General Plan is to "Plan for the balanced multi-modal transportation network that meets the needs of all users of the circulation system, including: bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transit users, and seniors". The plan attempts to provide guidance for achieving this objective in the context of future growth.

Specific Goals and Policies related to pedestrians include:

- Goal C-1 and Policies C-1.1, C-1.2, and C-1.3: Complete Street Planning – This goal and associated policies and programs outline the City's commitment to including pedestrian needs as part of a complete transportation network that supports community health and commercial viability.
- Goal C-3, Policy C-3.2: Roadway Standards – This goal and policy include recommendations that improve pedestrian safety, including traffic calming, sidwalks with curbs, gutters, and planting strips, bulb-outs, and tight intersection design.
- Goal C-5: Quality of Life and Community Identity – This goal and the associated policies specifically call out pedestrian access and safety as important components of future improvements to the Central Business District.
- Goal C-9, Policy C-9.2, Program C-9.2.2: Chestnut Street – this specific program recommends improving pedestrian facilities on Chestnut Street to improve east-west access across the city.
- Goal C-11: Pedestrian Safety – This Goal and associated Policies specifically address pedestrian safety, including: continuous sidewalks, sidewalk maintenance, sidewalk design, roadway crossings, and pedestrian paths.
- Goal C-13: ADA Access – This Goal and associated Policies address continued improvement for ADA access, including installation of curb cuts and ramps.

Residential Streets Safety Plan (2011)

Note: The Residential Streets Safety Plan is currently being updated. The public participation for the update is being coordinated with the public participation for the Pedestrian Needs Study.

From the Executive Summary:

The 2011 Residential Streets Safety Plan ("2011 RSSP") updates the 2005 Residential Streets Safety Plan and recommends infrastructure improvements that will enhance the safety of pedestrians, bicyclists and motorists in the residential neighborhoods of Fort Bragg. The 2011 RSSP responds to safety concerns identified through public input and City Council direction, and it incorporates the recommendations of transportation consultants, Fehr & Peers.

The 2011 RSSP also helps to implement key policies of the Fort Bragg General Plan and the 2009 Bicycle Master Plan. The 2011 RSSP focuses on the following residential streets:

- Fir Street (from Franklin Street to Harold Street)
- Cedar Street (from Harold Street to City Limits)
- Chestnut Street (from Franklin Street to Dana Street)
- Harold Street (from Fir Street to Maple Street)

The 2011 RSSP preparation process included:

1. Public open house and stakeholder meetings to receive community input;
2. Data collection of traffic and speed counts for streets with safety issues, and project area audits;
3. Analysis of traffic and speed data, field observations and street audits, and community, stakeholder and staff input;
4. Preparation of traffic calming plans for four streets and conceptual citywide traffic calming recommendations;
5. Preparation of a "crosswalk policy" to help guide implementation of crosswalks under varying conditions;
6. Identification of carry-over projects from the 2005 RSSP for inclusion in the 2011 RSSP;
7. Distribution of a Citizen Survey along the subject roadways and within a 300-foot radius to understand public sentiment, meeting with Fort Bragg Unified School District leadership and transportation officials; and
8. Compilation of the 2011 RSSP for Council review and acceptance.

The 2011 RSSP recommends general citywide safety improvement actions and provides a menu of specific traffic calming and infrastructure improvements to improve safety on four residential streets. Most of the recommended traffic and infrastructure improvements for the four streets of concern also can be applied to other streets in Fort Bragg. In addition to the general recommendations and the street-specific plans, funding options are identified.

Figure 7 reproduces a map showing the streets that the plan focuses on. The plan includes detailed conceptual improvement plans for each of the four streets, which propose consistent 6-foot wide sidewalks, alternatives for traffic circles and curb extensions, and a series of crossing improvements on Harold Street.

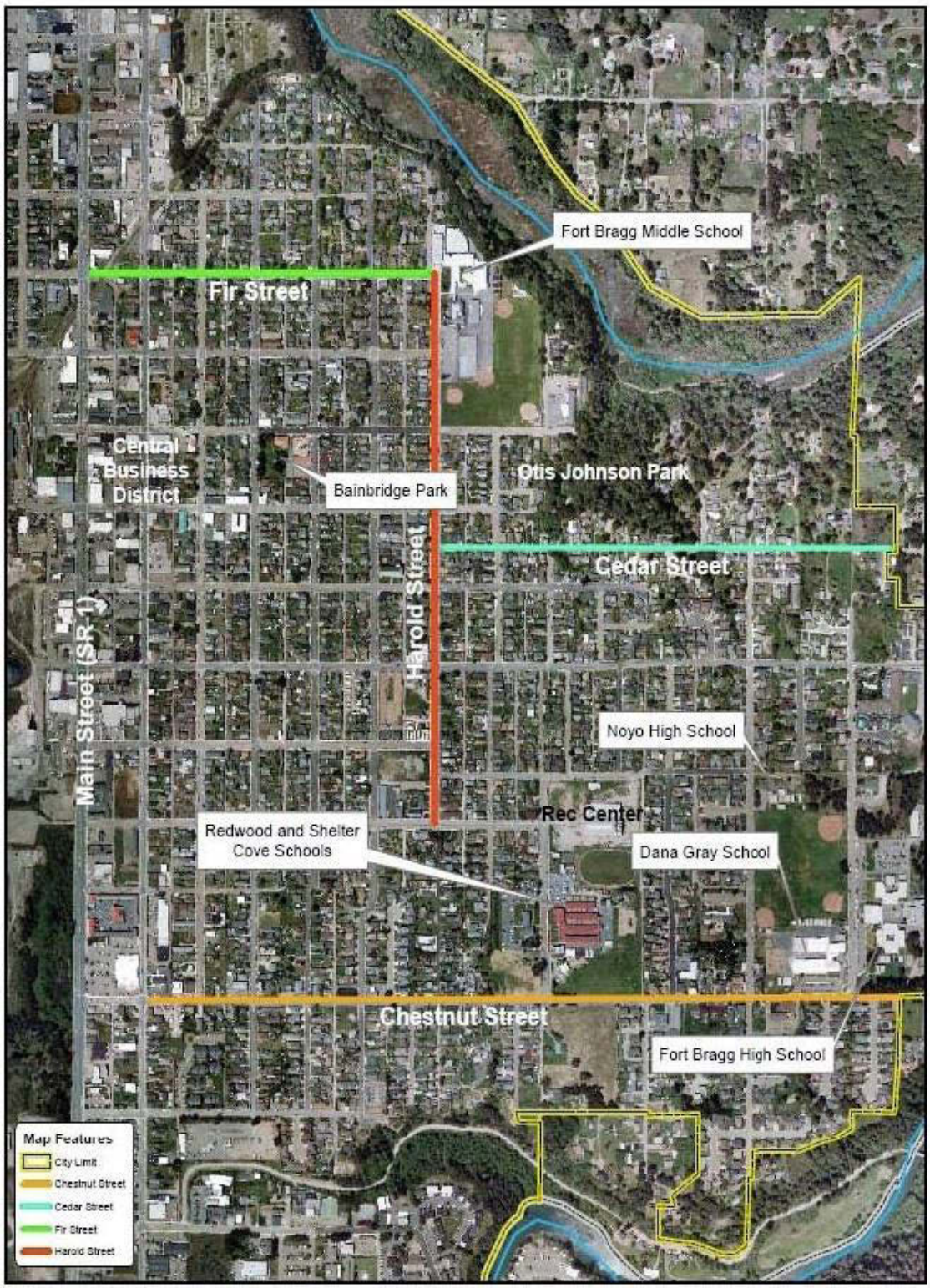


Figure 7: Fort Bragg Map of Focused Study Areas (Source: 2011 Residential Streets Safety Plan)

South Main Street Access & Beautification Plan, (2011)

This document is the outcome of a community-based planning process for the South Main Street Corridor in Fort Bragg. The project area includes an approximately 1.8 mile stretch of South Main Street – U.S. Highway 1 – between Oak Street and downtown Fort Bragg to the north and the Hare Creek Bridge to the south, as well as adjacent properties, landmarks, and destinations.

The primary purposes of this plan are:

- Improve safety, mobility, and access between central Fort Bragg and its southern business, recreational, and residential areas, with a focus on pedestrian and bicycle access for residents and visitors with limited choices, including local low income and Latino citizens.
- Improve the aesthetic qualities of the South Main corridor through design recommendations that positively impact the overall urban design of the project area – including the Highway 1/20 interchange which is a major gateway to the City of Fort Bragg – and to promote a high-quality environment for residents and visitors alike.

The plan includes two alternative levels of transportation improvements for the corridor, reproduced below – the "Baseline" and the "Alternative". Both alternatives include a continuous Class I path on the west side of Highway 1/Main Street, but the second alternative calls for a "road diet" to provide space for the path in the public right-of-way rather than requiring acquisition of private property. In addition to calling for completion of 5- to 8-foot-wide sidewalks throughout the corridor, both alternatives include detailed concepts for improved crossings at each intersection, as illustrated in the following example. The intersection improvements in the second alternative include two roundabouts. In addition to roadway, bicycle and pedestrian improvements, the plan includes guidelines for frontages and facades.

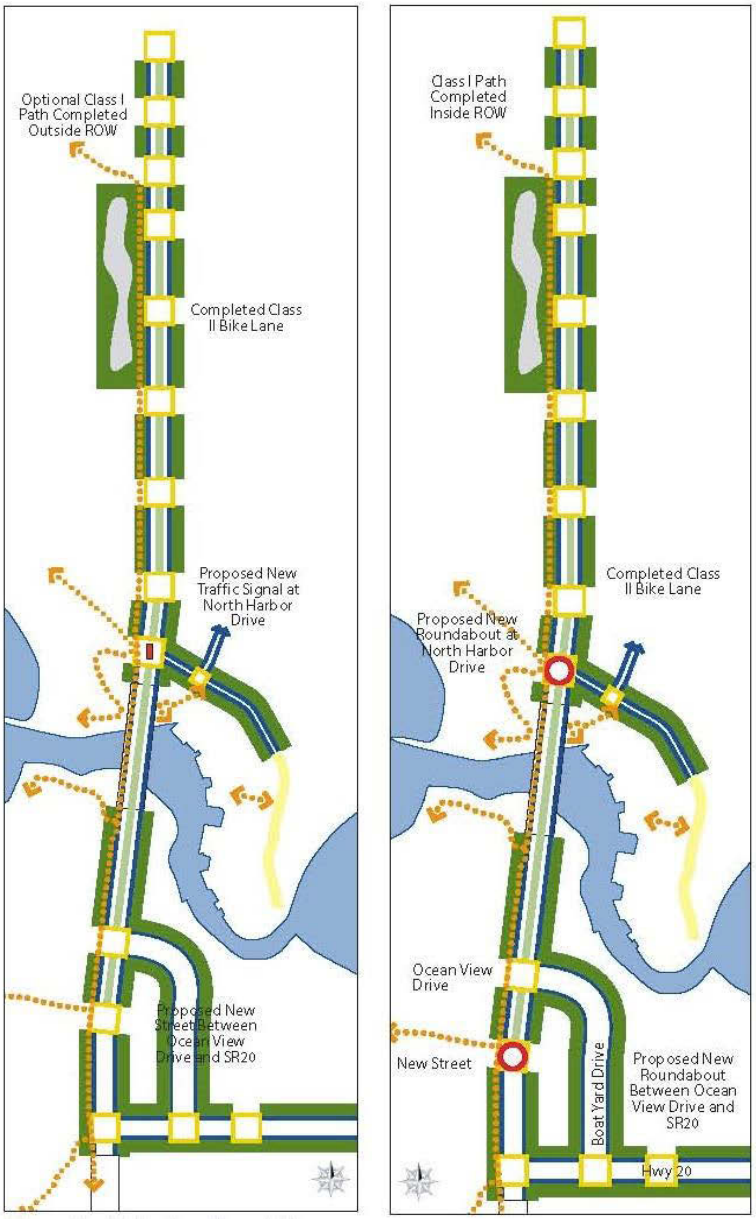
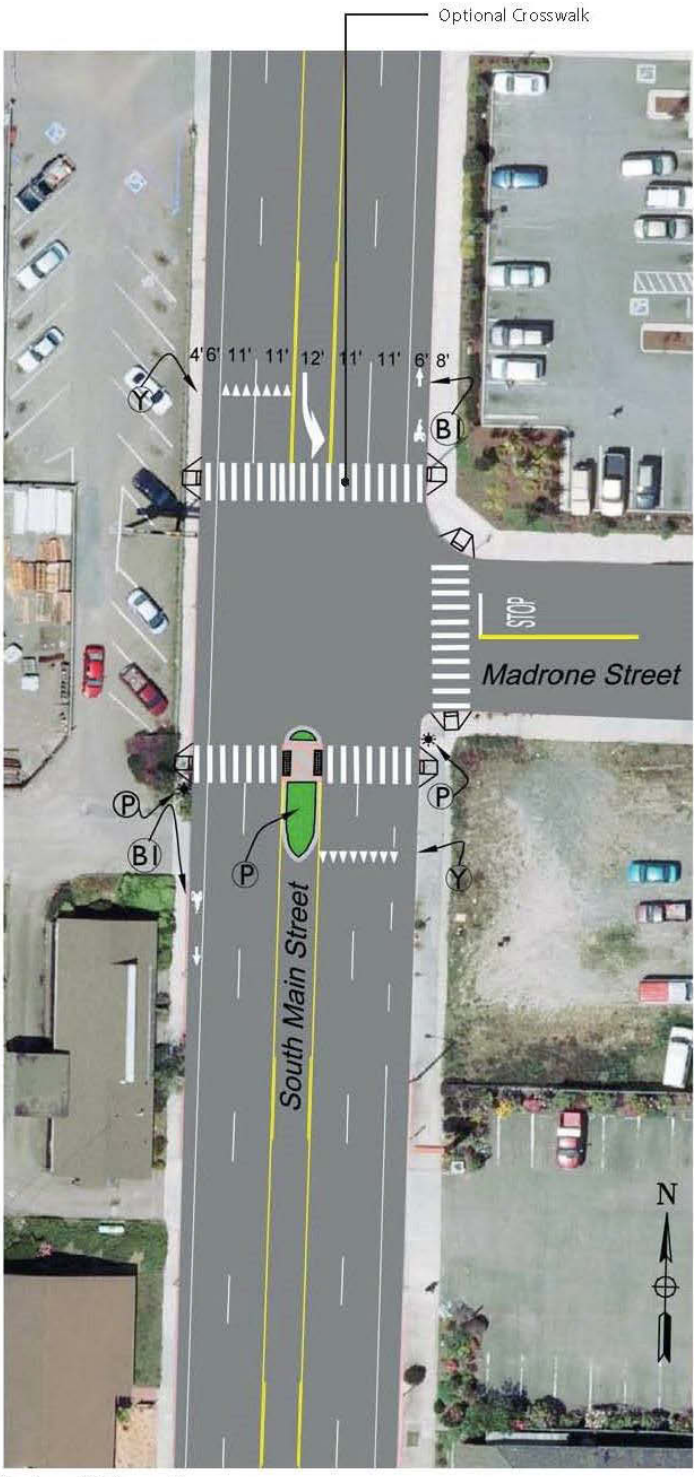


Figure 8: South Main Street "Baseline" Plan (left) with bike lanes and "Alternative" Plan (right) with Class I Trail and Roundabout (Source: South Main Street Access & Beautification Plan)

Existing Conditions

Signage, Lighting and Striping



Proposed Intersection

Figure 9: Example of Intersection Improvement (Source: South Main Street Access & Beautification Plan)

Fort Bragg Coastal General Plan (2008)

The Coastal General Plan's Circulation Element states that one of its main objectives is to "encourage public transportation, bicycle, and pedestrian movement, and other alternatives to the single-occupant vehicle" (p. 5-1). The community aims to accommodate these other modes in the context of future growth and development. The study recognizes that forecasted growth will cause an increase in trips. If an automobile-only approach is followed, established LOS standards would require extensive street widening on Main Street through the heart of the commercial district. This could have a great impact on businesses there due to the loss of on-street parking. Therefore, the plan recommends that the City of Fort Bragg improve public transportation, expand bicycle routes, provide safe sidewalks throughout the community, and adopt land use designations which reduce the need to drive. In addition to reducing the costs of constructing and maintaining roads and parking facilities, according to the plan, alternative transportation improvements will benefit individuals who lack access to a personal vehicle and those who prefer other modes of transport to conserve energy and reduce pollution.

The plan recommends several policies to encourage use of alternative modes. Policy C-2.4 establishes standards for public streets, including traffic calming measures; sidewalks with a buffer between the street and walking path; bulb-outs; continuation of the grid street system; and safe standards for radius returns. Policies C-2.8 and C-2.9 require the continuation of streets and bicycle and pedestrian paths through new developments wherever possible. Policy C-3.1 reduces vehicle through-traffic on local streets. Policy C-4.1 encourages traffic engineers and planners to prioritize pedestrian safety and sense of place when considering roadway improvements on Main Street. Finally, Policy C-10.1 establishes a comprehensive and safe network of bikeways connecting all parts of Fort Bragg, while also providing funds for rights-of-way acquisition needed to complete the system.

Fort Bragg Area Existing Pedestrian Facilities & Identified Needs

Table 7: Fort Bragg Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity	
Connecting Roads in Study Area	43.8	Miles
Highway 1 in Study Area	5.9	Miles
Existing Sidewalks	41.1	Miles
Existing Paths	12.3	Miles
Existing Crosswalks	359	
Existing Shoulders	n/a	
No Shoulder Roads/Gaps	6.1	Miles

Table 8: Fort Bragg Area Identified Pedestrian Improvement Projects

Fort Bragg Project Table		Planned Pedestrian Facilities						
Project ID	Project Name	Location	Sidewalks Identified Need (Feet)	Existing Crosswalks to be Improved (Count)	New Crosswalks (Count)	Class I Path Identified Need	Pedestrian Path Identified Need	Source
Sum Total			**5480**	**12**	**19**	**10001**	**12265**	
FB1	**Elm Street Improvements**	Coastal Trail to Main Street Through Elm Street	0	0	0	0	1073	*City of Trails Feasibility Study*
FB2	**Redwood Avenue - Coastal Trail Linkage**	From Alder St. via Chief Celery Drive to Redwood Avenue	0	0	0	0	405	*City of Trails Feasibility Study*
FB3	**Main Street Multi-Use Trail**	Trail west of Main Street from Oak Street to Maple Street and the Central Coastal Trail connection.	0	2	5	0	1139	*City of Trails Feasibility Study* *South Main Street Access & Beautification Plan*
FB4	**Main Street Multi-Use Trail**	Trail west of Main Street from Middle Coastal Trail to Highway 1	0	0	0	0	1139	*City of Trails Feasibility Study*
FB5	**Cedar Street Complete Sidewalk**	Complete sidewalks on Cedar Street from Morrow St to Fort	2547	0	0	0	0	*Residential Streets Safety Plan (2011)*
FB6	**East Fort Bragg Recreational Loop**	Willow St. connects CV Starr Center to playing fields	0	0	0	0	7396	*City of Trails Feasibility Study*
FB7	**High School Multi-use Trail Loop**	Use Rasmussen Lane, Monsen Way, and Sherwood Rd. (Oak St)	0	0	0	3216	0	*City of Trails Feasibility Study*
FB8	**Main Street Corridor Pedestrian Enhancement - Maple Street to North Harbor Drive**	Main Street from Maple Street to North Harbor Drive	0	8	6	3390	0	*City of Trails Feasibility Study; South Main Street Access & Beautification Plan*
FB9	**Main Street Corridor Pedestrian Enhancement - Noyo Bridge**	Noyo Bridge Class I Trail on west side of Main Street	0	0	0	1259	0	*South Main Street Access and Beautification Plan*
FB10	**South Noyo Harbor Trail**	Extend Pomo Bluffs trail eastward to Southern Harbor	0	0	0	0	1112	*City of Trails Feasibility Study*
FB11	**Chestnut Street Complete Sidewalk**	Complete sidewalks on Chestnut Street from Main Street to Sanderson Way	1903	0	0	0	0	*Residential Streets Safety Plan (2011)*
FB12	**Main Street Corridor Pedestrian Enhancement - Noyo Bridge to Ocean View Drive**	Noyo Bridge to Orean View Drive Pedestrian Enhancement	0	0	4	773	0	*South Main Street Access and Beautification Plan*
FB13	**Main Street Corridor Pedestrian Enhancement - Ocean View Drive to SR 20**	Main Street Pedestrian Enhancement from Ocean View Drive to SR 20	1030	2	4	1363	0	*South Main Street Access and Beautification Plan*

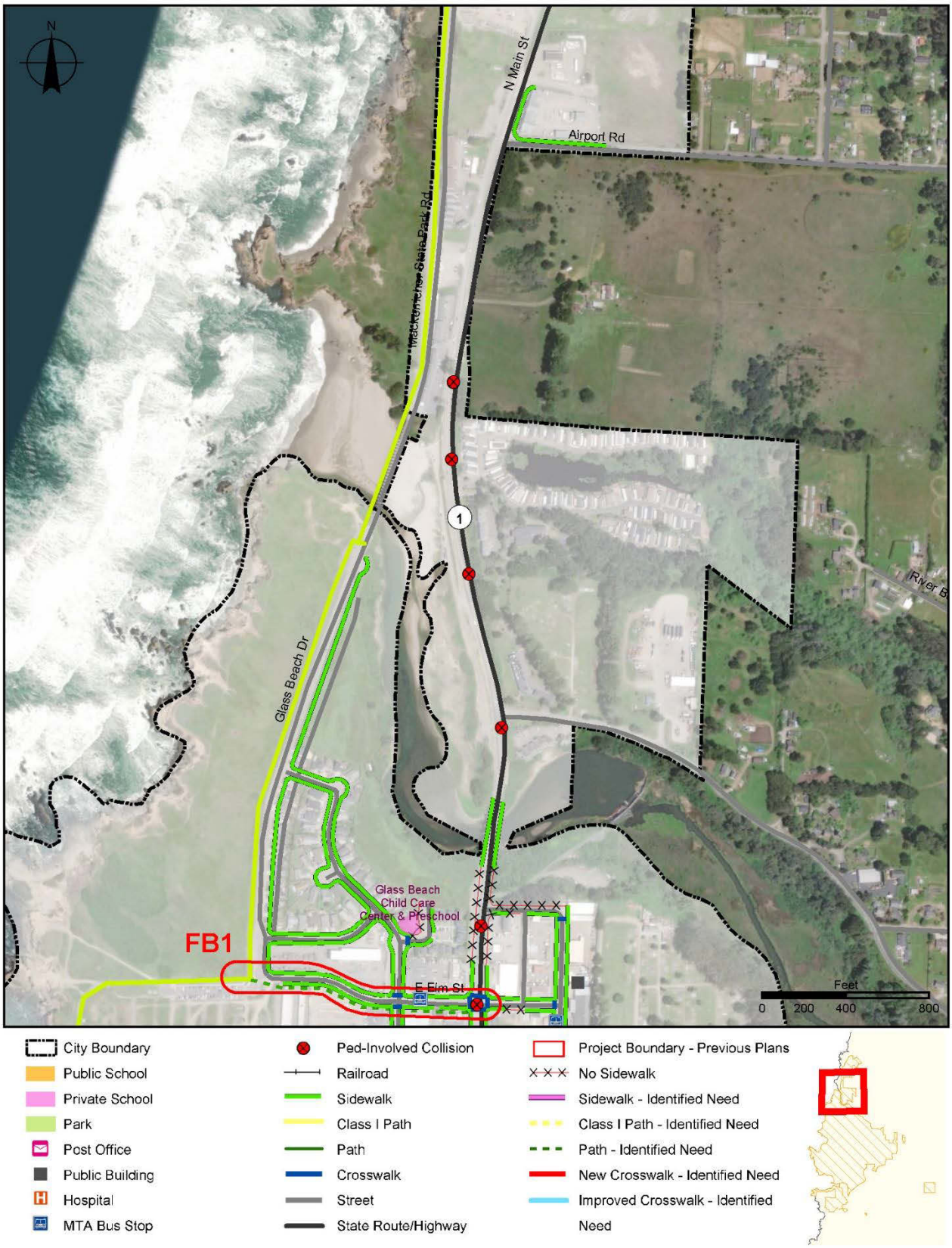


Figure 10: Fort Bragg Area Inventory Map, Part 1 of 8

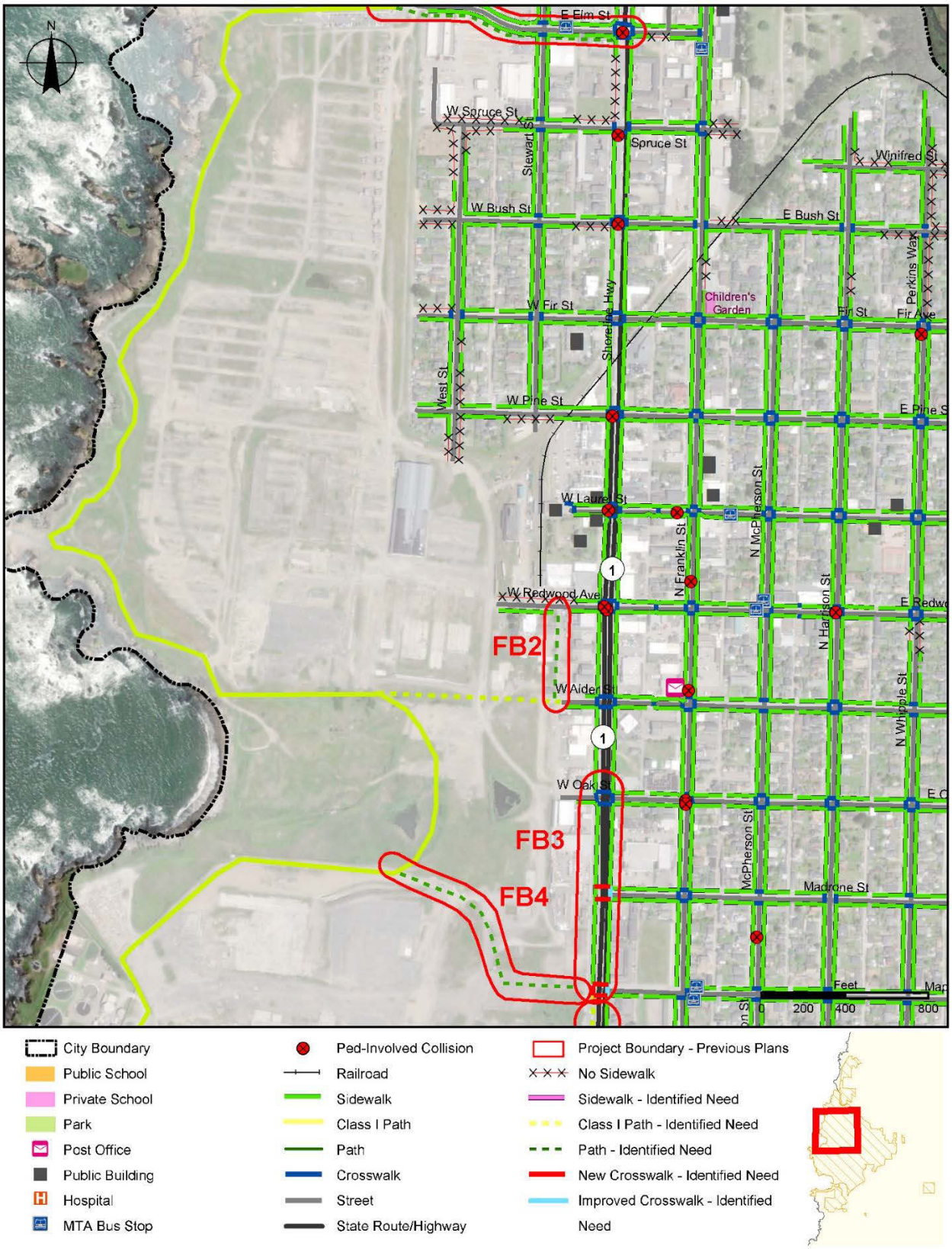


Figure 11: Fort Bragg Area Inventory Map, Part 2 of 8

Figure 12: Fort Bragg Area Inventory Map, Part 3 of 8

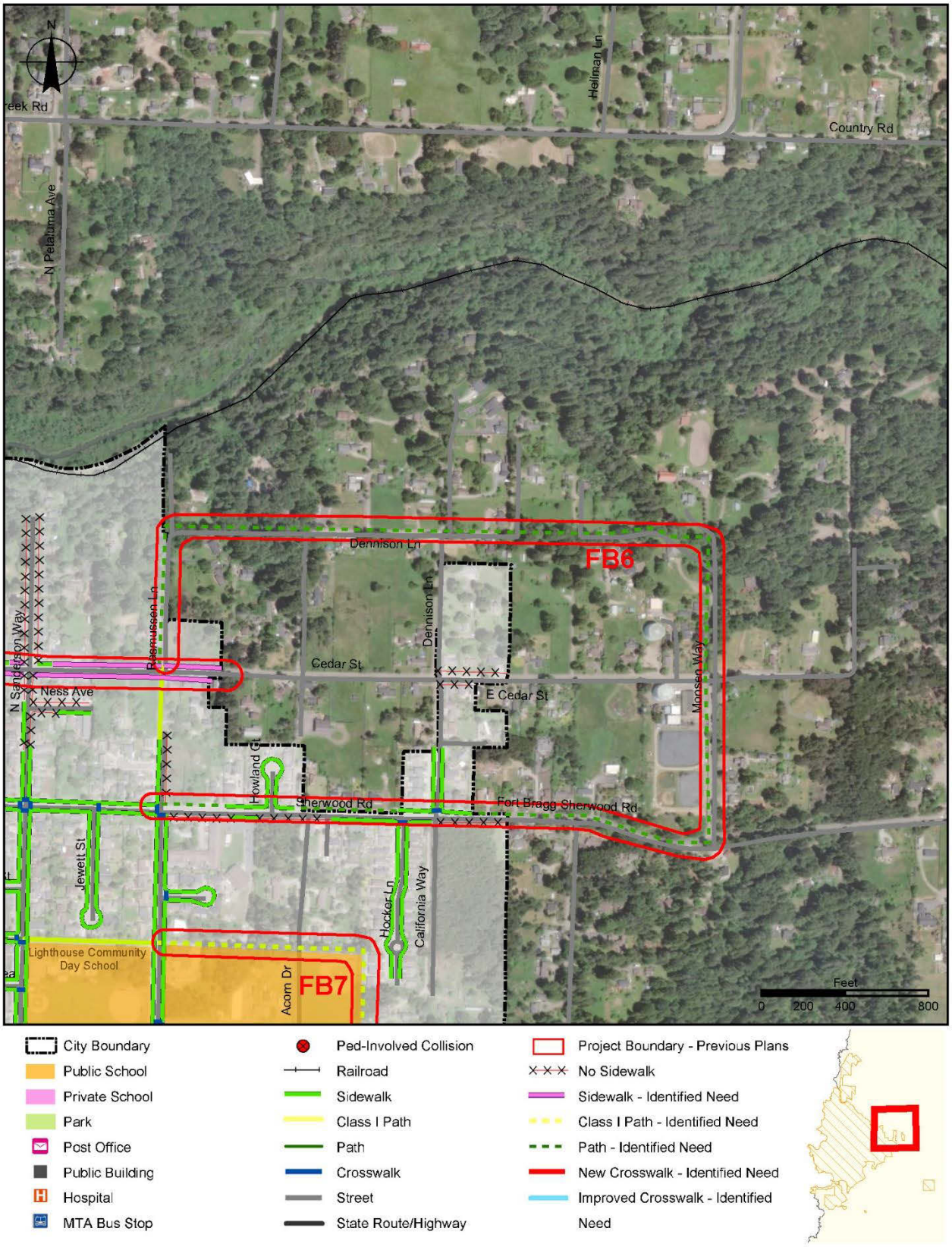


Figure 13: Fort Bragg Area Inventory Map, Part 4 of 8

Figure 14: Fort Bragg Area Inventory Map, Part 5 of 8

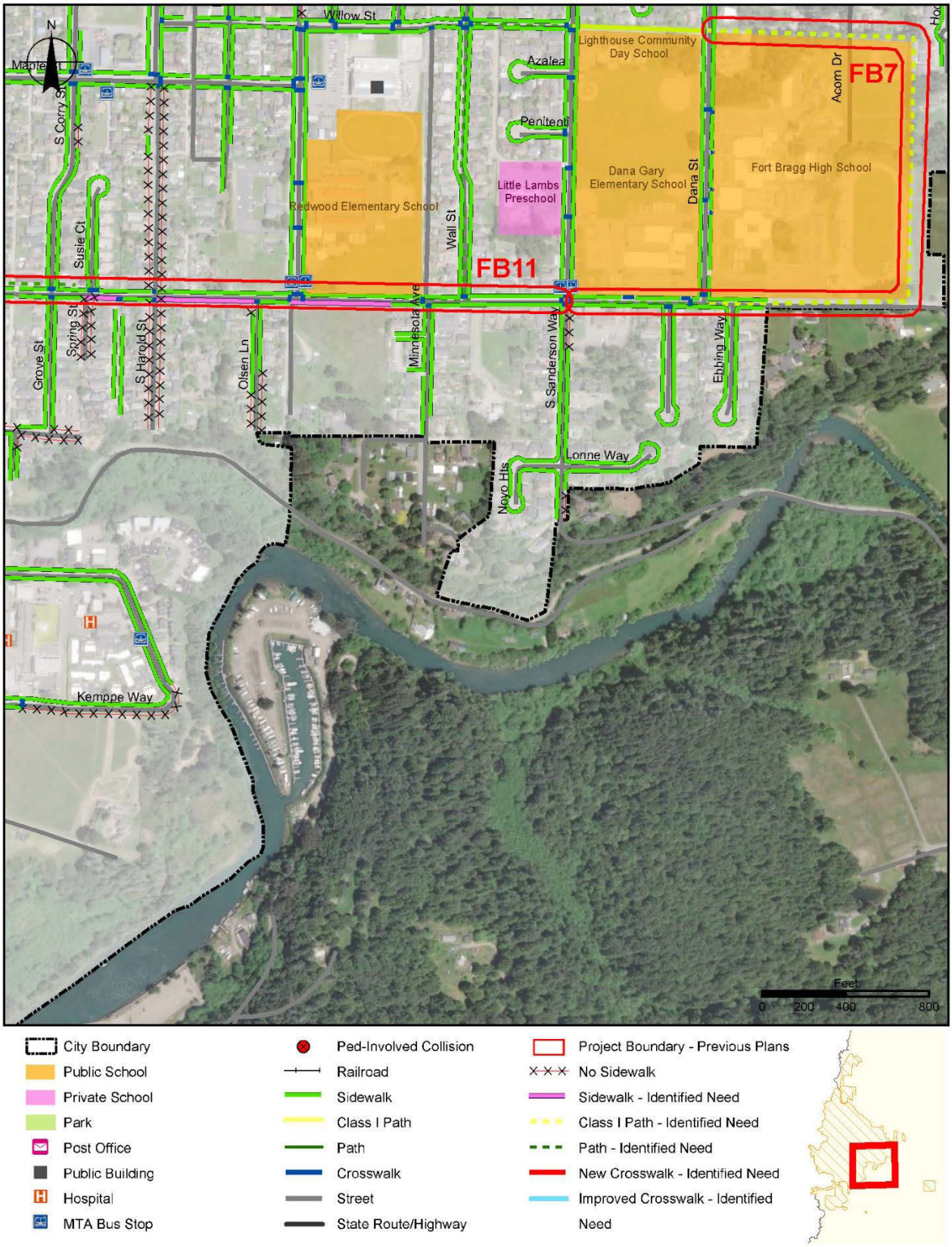


Figure 15: Fort Bragg Area Inventory Map, Part 6 of 8

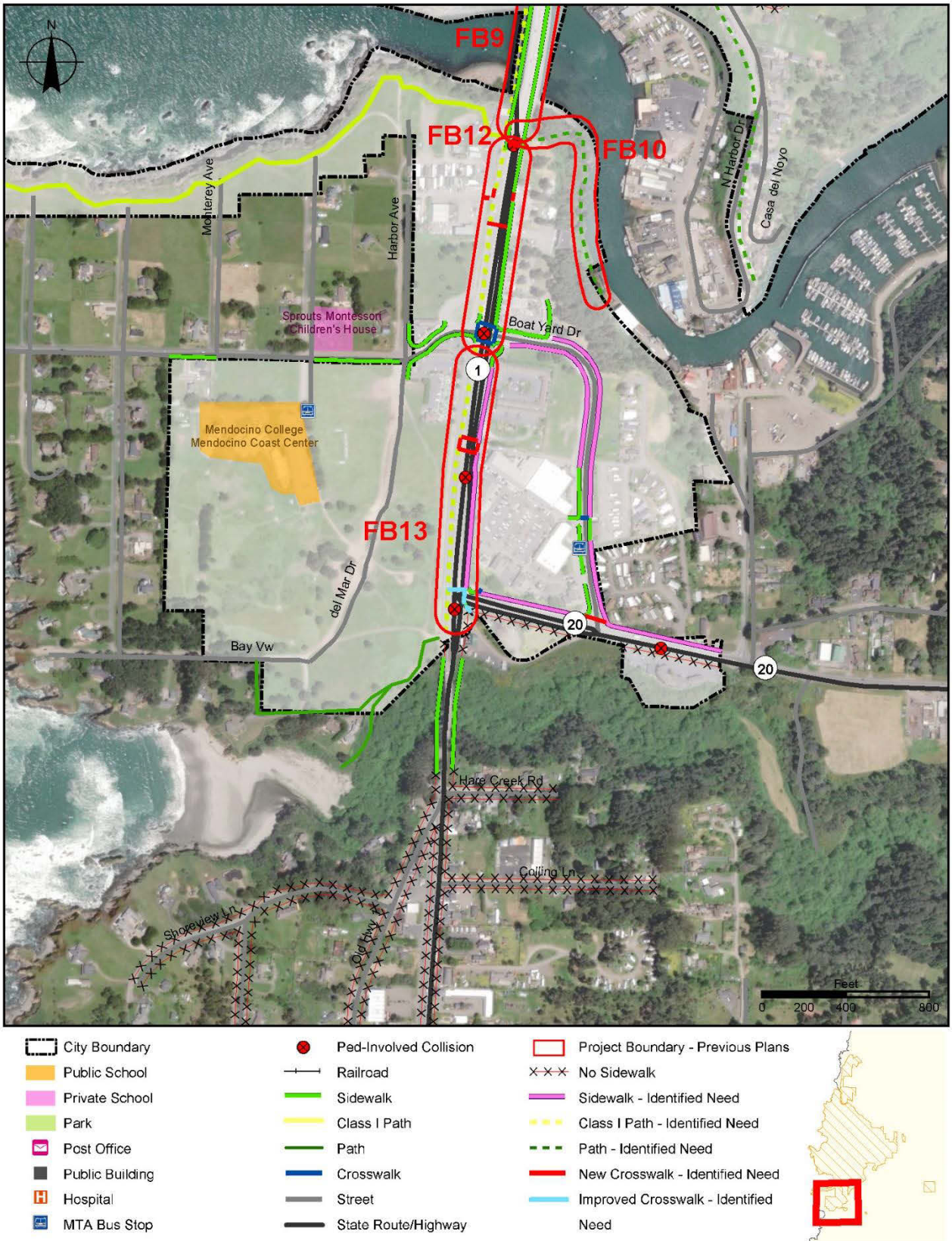


Figure 16: Fort Bragg Area Inventory Map, Part 7 of 8

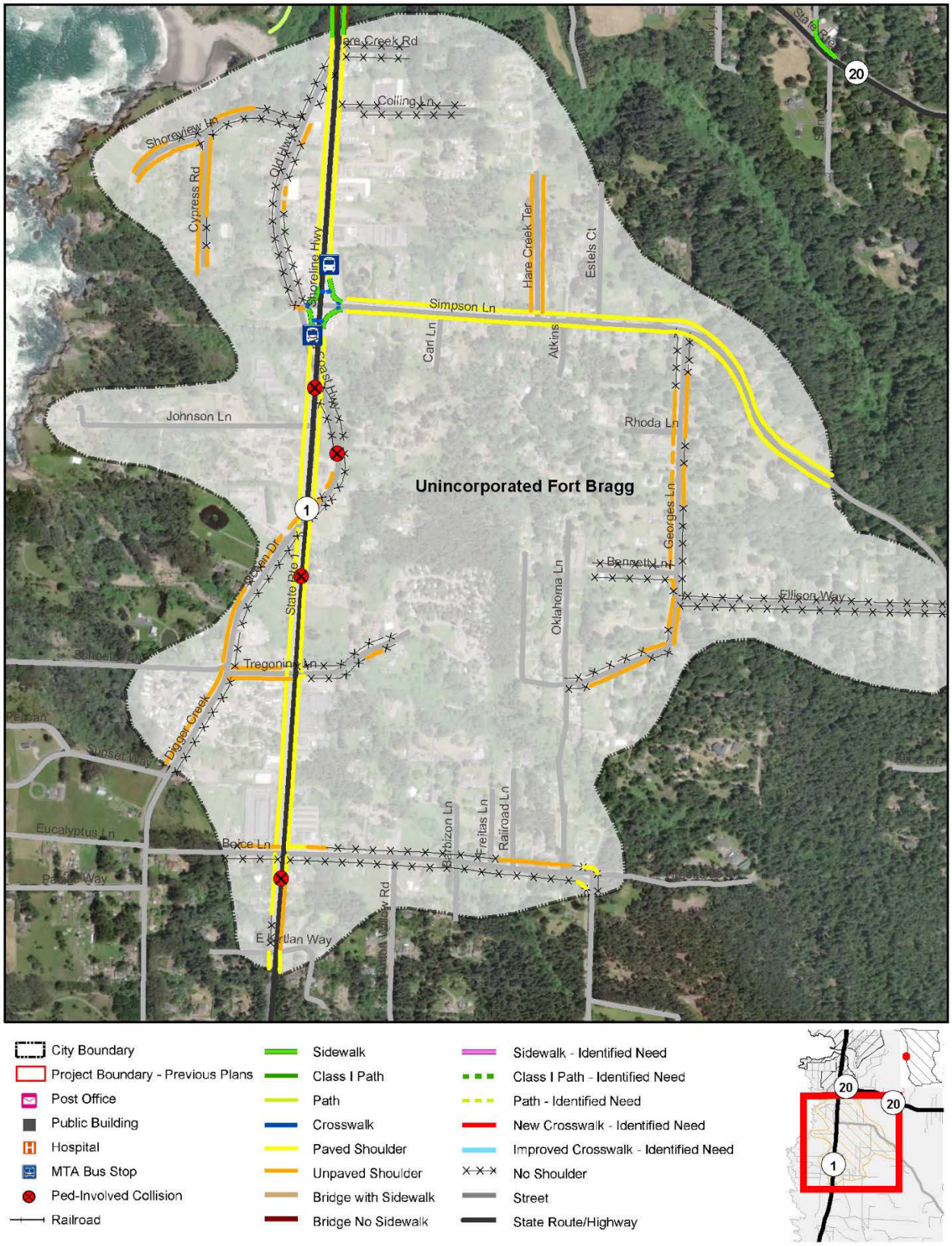


Figure 17: Fort Bragg Area Inventory Map, Part 8 of 8

City of Ukiah and Vicinity

Ukiah, the largest city in Mendocino County as well as its county seat, serves as the city center for Mendocino County as well as much of Lake County. Located along Highway 101 and several miles south of Highway 20, Ukiah is very accessible. It also hosts a major wine production industry and was previously known for pear production.

Ukiah	
Population	16,075
Elevation	633 feet
Land Area	4.76 sq. mi.

The Pinoleville Rancheria, located just north of Ukiah, and the Guidiville Rancheria, located to the east, are described separately in this document.

There are several nearby unincorporated communities that are close to, and, in some cases, directly connected to the city of Ukiah:

- The North State Street Corridor is a mostly commercial and industrial corridor paralleling U.S. 101 to the north of Ukiah.
- Lake Mendocino Suburban Residential Area includes residential and commercial areas below the Coyote Valley Dam.
- Deerwood Park and El Dorado Estates are residential developments in the hills to the east of Ukiah.

The maps and tables at the end of this section show the existing conditions that were inventoried for this Study in the Ukiah area.

Ukiah Area Background Documents

Mendocino County Regional Transportation Plan (2017)

See full description of the Transportation Plan under "County and Regional Background Documents".

Ukiah Area Short Range Priority Improvements

- Safe Routes to School Grace Hudson ($47,300) – Sidewalks on Jefferson between State and school entry; enhanced crosswalk across driveway
- Downtown Streetscape Project, Phase I – State Street from Henry to Mill, Standley & Perkins from School to Main, Henry from School to State ($1,102,199) – Sidewalk widening, curb ramps, bulb outs, relocation of drain inlets, relocation of street lights, installation of street furniture and landscaping.
- Downtown Streetscape Project, Phase II – State Norton to Henry and Mill to Gobbi ($1,521,000) – Sidewalk widening, curb ramps, bulb outs, relocation of drain inlets and street lights.
- Gobbi at South Dora ($175,000) – Enhanced intersection with "teaching rain garden"
- NWP Rail Trail, Phase III ($1,729,000) – 10' paved path, fencing, lighting from Clara Avenue to Ford Street, including bridge over Orr Creek.
- Orr Creek Trail Feasibility Study ($50,000) – Feasibility Study of multi-use path along Orr Creek from Low Gap Park to the Ukiah Sports Complex.

Ukiah Area Long Range Priority Improvements

- Rail Trail – Brush Street to Lake Mendocino Drive ($2,548,670) – 10-foot paved multi-use trail along the NWP rail line, 2.1 miles in length.

- Walking trail around Todd Grove Park ($400,000) – 8-foot wide concrete walking path, with curb, 0.5 mile in length.
- Orr Creek Trail design & construction (undetermined cost) – Design and construction of a two-mile long multi-use path along Orr Creek from Low Gap Park to the Ukiah Sports Complex.
- Pomolita Middle School Level 3 Access Improvements ($650,000) – Install 16 ADA curb ramps, three large curb extensions, and fill priority sidewalk gaps on Cypress Ave, Spring St, and Hazel Ave.
- NWP Rail Trail Phase IV ($2,600,000) – 10-foot wide paved path, fencing, and lighting, extending 1.07 miles from Commerce Drive to Norgard Lane.

Ukiah Bicycle and Pedestrian Master Plan (2015)

The *Ukiah Bicycle and Pedestrian Master Plan*, adopted in April 2016, is an important prior planning document for pedestrian improvements.

The report includes a map of existing pedestrian facilities (Figure 4 on page 22 of the Master Plan, reproduced below as **Figure 18**) that includes gaps in the sidewalk network, crosswalks with ramps, uncontrolled crosswalks, and Class I paths and footpaths in context with schools, parks and downtown. The project included a community survey and the report includes a map of the routes respondents found most challenging (Figure 12 on page 37).

Figure 14 on page 48 shows the location of bicycle and pedestrian-involved collisions from 2008 – 2012. Figure 16 on page 56 of the plan (reproduced below as **Figure 19**) shows proposed pedestrian improvements at a very conceptual level.

The report includes evaluation criteria for prioritizing projects in Table 26 on page 82 of the report, and a list of prioritized projects in Table 28 starting on page 84 of the report. The highest priority project, scoring 11 points, is a feasibility study of Orr Creek Trail and Greenway, which would extend from Low Gap Road to the Ukiah Sports Complex. The next tier of projects, scoring between 8 and 5 points, are all bike lane or route improvements. Pedestrian improvement projects follow, including sidewalk gap closure, crossing improvements, traffic signals, and pedestrian scale lighting. Per the scoring system in the plan, projects that score 4 to 5 points are Tier 2, intended for development within 6 to 10 years. All the pedestrian improvements in the plan are Tier 2 or lower. Pedestrian improvement projects that scored 4 or 5 points are shown on the GIS inventory map for Ukiah.

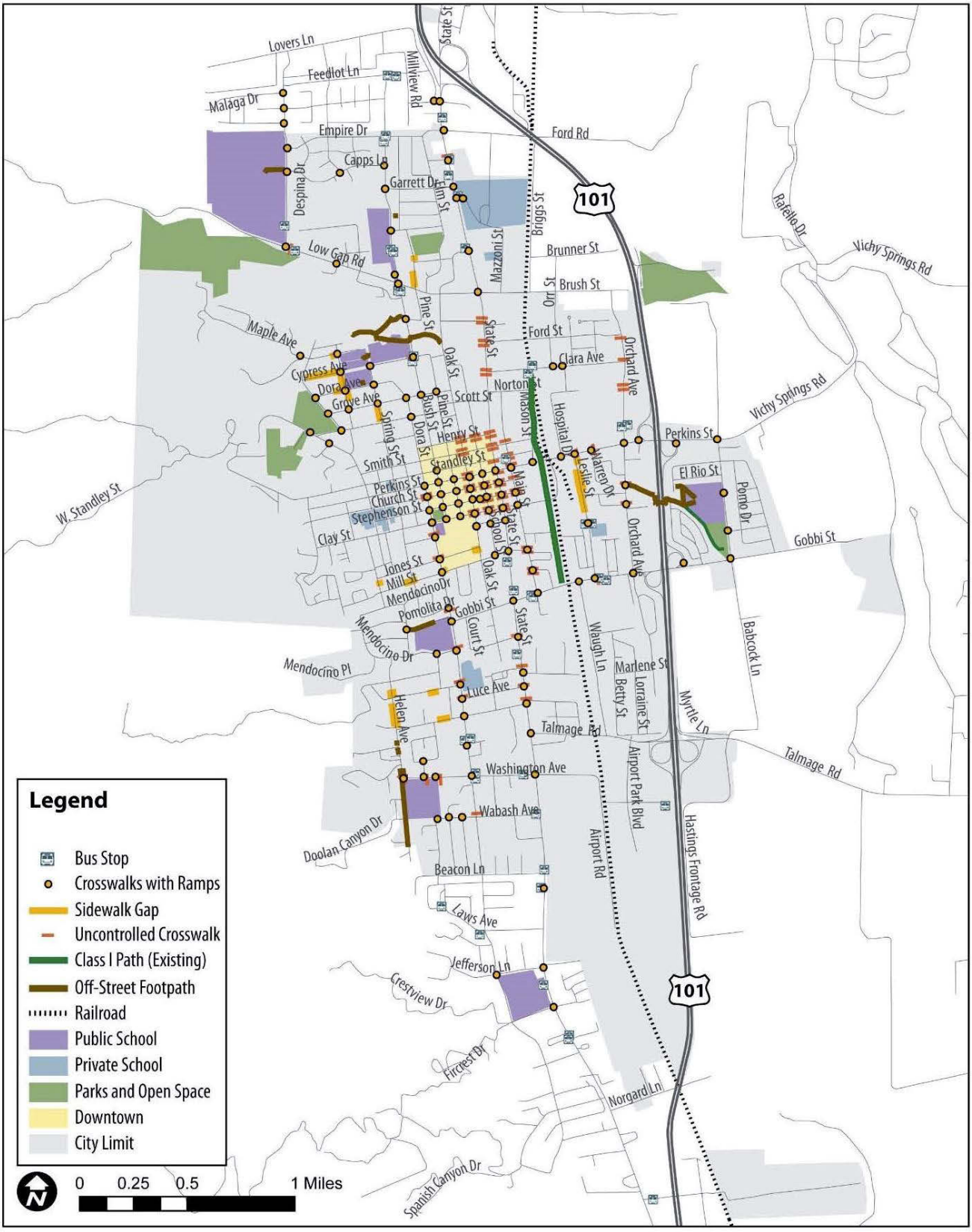


Figure 18: Existing Pedestrian Facilities Map (Source: Ukiah Bicycle and Pedestrian Master Plan)

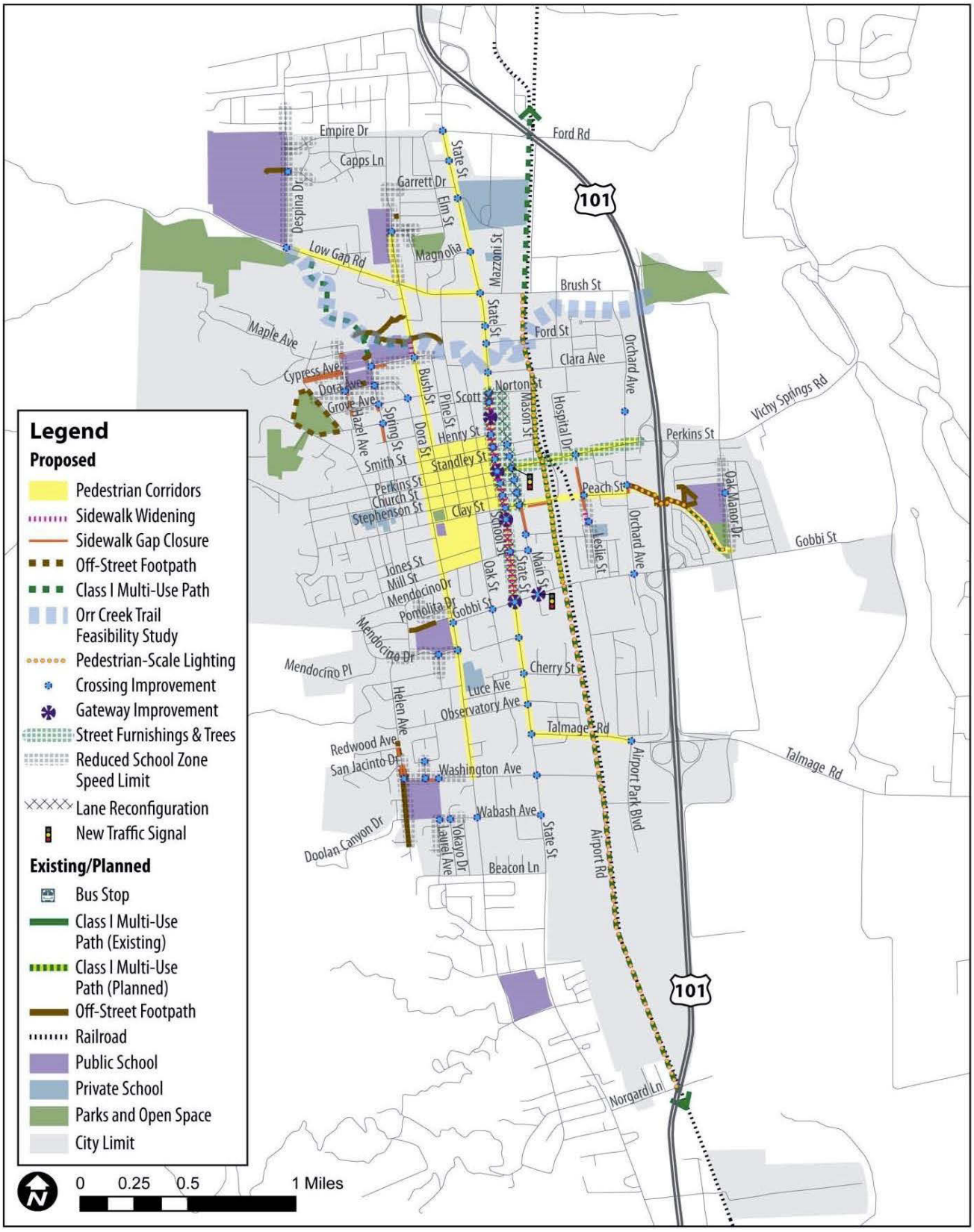


Figure 19: Proposed Pedestrian Facilities Map (Source: Ukiah Bicycle and Pedestrian Master Plan)

Mendocino County Safe Routes to School Plan (2014)

See full description of the Transportation Plan under "County and Regional Background Documents".

Recommendations for Grace Hudson Elementary School were primarily for off-site improvements. These included:

- Curb extensions, improved cross walks, and/or Rapid Flashing Beacons (RFBs) at the Jefferson Lane/S State Street, S State Street/Fircrest Drive, Fircrest Drive/S Dora Street, and S Dora Street/Jefferson Lane intersections;
- Provide Sidewalks and adjust parking restrictions on Jefferson Lane;
- Adjust access to drive-through coffee business; and
- Formalize access to school from S State Street south of the parking area.

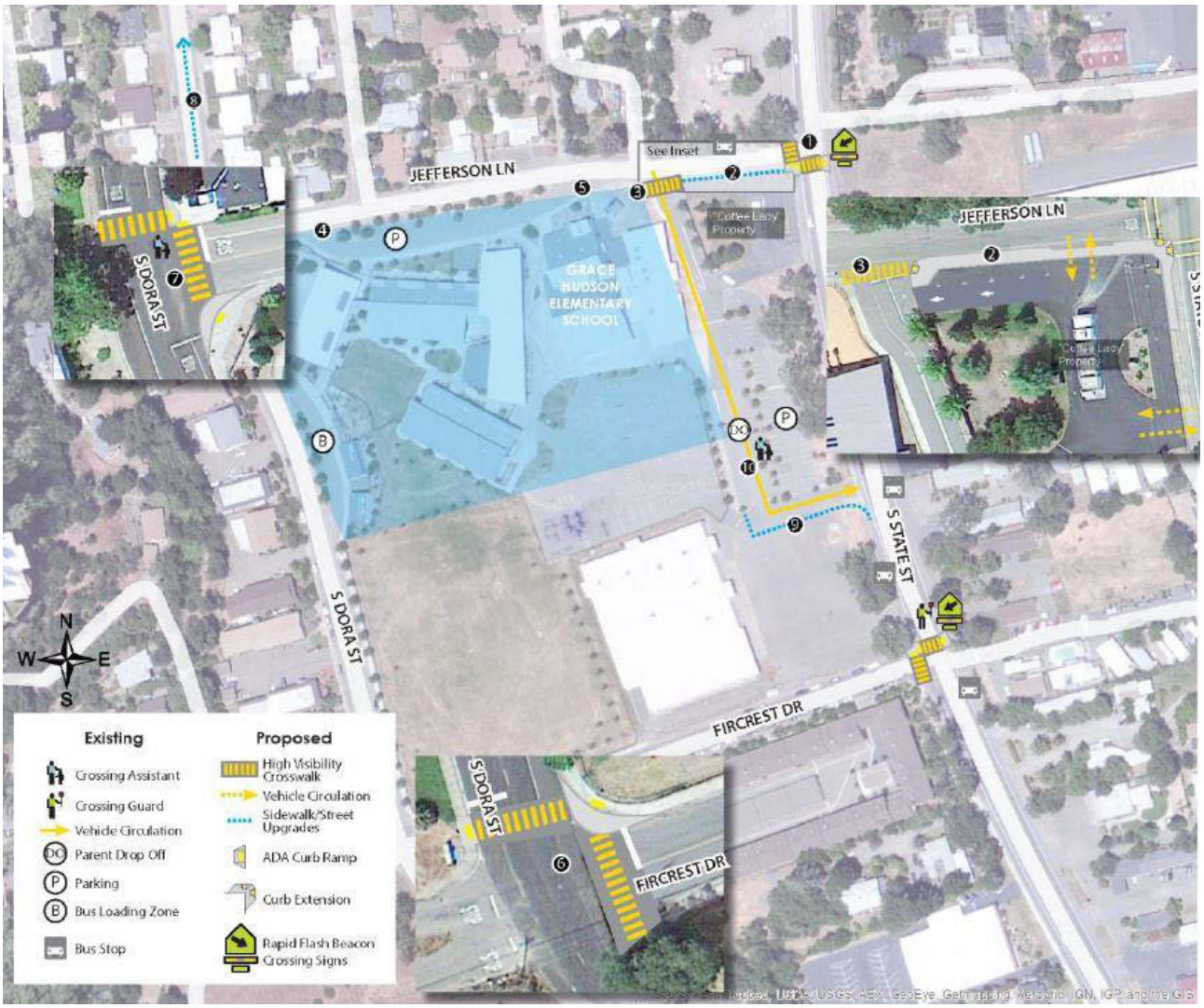


Figure 20: Grace Hudson Elementary School Recommendations (Source: Mendocino County Safe Routes to School Plan)

City of Ukiah Safe Routes to School Plan (2014)

This plan, finalized in August 2014, includes an overview of the need for and benefits of a Safe Routes to School Program, analysis of school travel patterns and collisions along those routes, design guidelines and criteria for evaluating improvement projects. It includes non-infrastructure programs for encouragement of alternatives to driving to school, and enforcement of traffic regulations. The plan includes a summary of high priority physical improvement projects for safe routes to schools across the City. Figure 8 on page 33, reproduced below as **Figure 21**, shows the high priority/tier 1 project locations.

Figure 21: Priority (Tier 1) Project Locations Map (Source: City of Ukiah Safe Routes to School Plan)

The high priority projects are addressed in detailed Individual School Travel Plans in Appendix A of the Safe Routes to School Plan. They include Frank Zeek Elementary, Nokomis Elementary, Oak Manor Elementary, Pomolita Middle School, River Oak Charter School, Ukiah High School, and Yokayo Elementary. The detailed plan for Frank Zeek Elementary is reproduced below as an example (see **Figure 22**).

Appendix B of the Safe Routes to School Plan provides an evaluation of individual project elements within the recommended improvements, and prioritization of those improvements by tier. The process and plans created for this document are far more detailed than the scope of the current County-wide pedestrian needs study, so they are assumed to carry forward into the pedestrian needs project list.

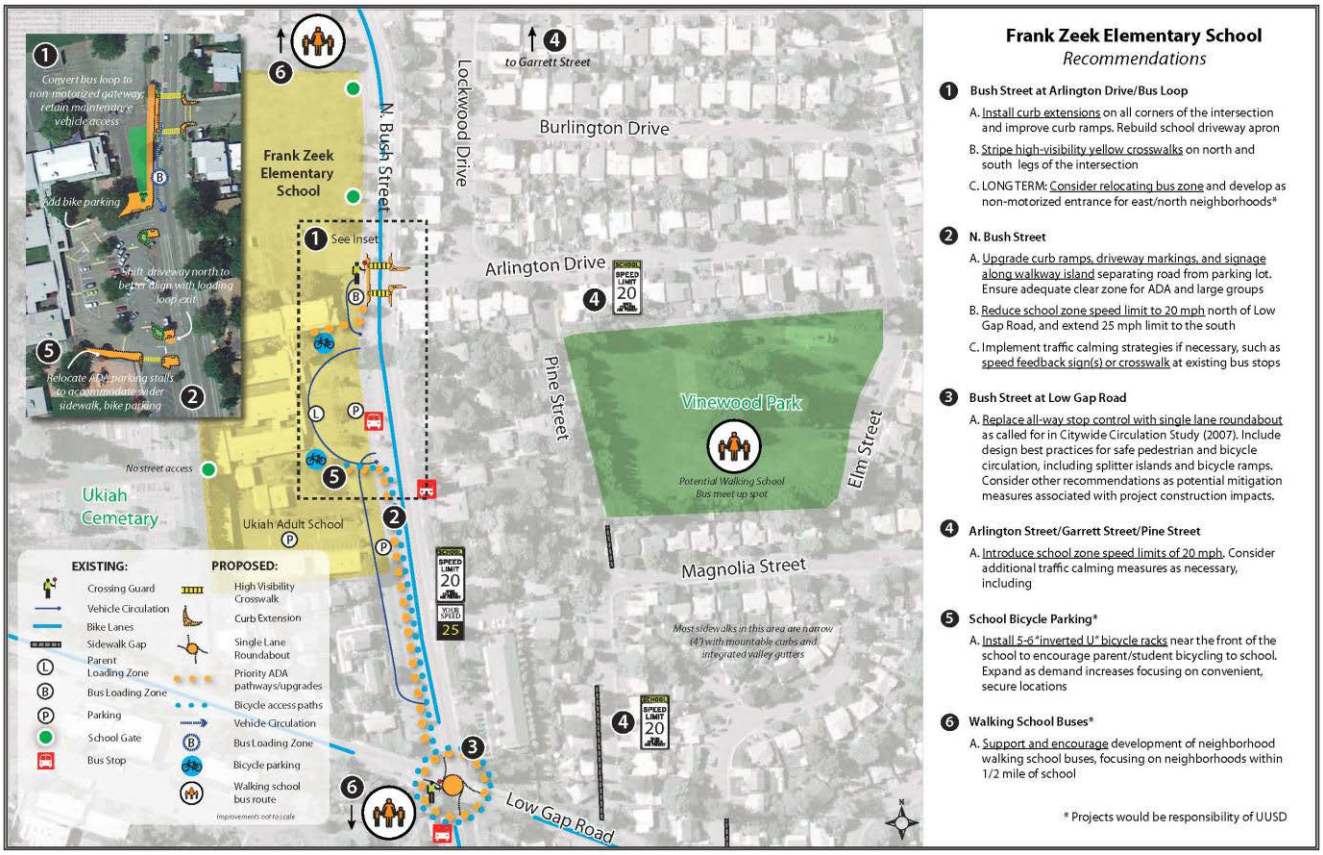


Figure 22: Example of Detailed School Route Improvement Plan (Source: City of Ukiah Safe Routes to School Plan)

Street Improvement Plans (2012–present)

There are several street improvement projects that include or consist of pedestrian improvements that have been preliminarily designed or for which construction documents have been prepared. These projects should generally be completed within the next 5 years.

Betty Street Improvements (plans completed 2013)

From Marlene Street south to Talmage frontage road. Includes adding 2.5 foot decomposed granite shoulders on west side and standard concrete sidewalk on east side, as well as sewer work and repaving.

Lorraine Street Improvements (plans completed 2013)

From Marlene Street south to Talmage frontage road. Includes adding 2.5 foot decomposed granite shoulders on east side and standard concrete sidewalk on west side, as well as sewer work and repaving.

Clara Ave Phase 2 Improvements (plans completed 2012)

From State Street east to N. Orchard Avenue. Includes adding sidewalks on both sides with curb extensions/bump-outs at corners, ADA compliant ramps.

Corridor Improvement on Airport Park Blvd (construction bids received Aug. 2017)

This project involves reconstructing approximately 2,400 linear feet of Airport Park Boulevard, and portions of Talmage Road. The project will reduce the width of Airport Park Boulevard north of Talmage Road and construction of new continuous sidewalks where there is currently only curb, gutter and landscape.

Downtown Streetscape Program (construction to begin 2018 – 2019)

This project will provide streetscape improvements in downtown Ukiah on State Street, Perkins Street, Standley Street, and Henry Street, including sidewalk widening, curb ramps and bulb outs, street lights, street furniture and tree planting.

Mendocino County Rail-with-Trail Corridor Plan (2012)

See full description of the Rail-with-Trail Plan under "County and Regional Background Documents".

Ukiah area Phase I Priority Projects (expected to be completed within 5 years) include:

- Segment S10 (East Gobbi Street to Clara Avenue) – The southern half of this segment between Gobbi Street and Perkins Street is currently in design and funded for construction in 2014-2015
- Segment C1 (Brush Street to Lake Mendocino Drive)

Ukiah area Phase II Priority Projects (expected to be completed within 10 years) include:

- Segments S8 (El Roble Road to Norgard Lane)
- Segment S9 (Norgard Lane to East Gobbi Street)
- Segment S11 (Clara Avenue to Brush Street)

  These segments would connect to the Phase I Ukiah pathway (East Gobbi Street-Clara Avenue) to the south, providing a connection from the south and north ends of the city.

Segment S11 could connect to Mazzoni Street which provides direct access to the current campus of Redwood Academy/Accelerated Achievement Academy.

Ukiah area Phase III Priority Projects (expected to be completed within 20 years) include:

- Segment S6 (Largo Road to Henry Station Road)
- Segment S7 (Henry Station Road to El Roble Road)

  These segments traverse a highly scenic, rolling countryside, including extensive vineyards. Most of the corridor is along US 101 and/or the Russian River. This would be an attractive facility for visitors to the area, and an alternative route for local bicyclists and pedestrians between Hopland and Ukiah.

Ukiah Downtown Streetscape Improvement Plan Final Report (2009)

The Ukiah Downtown Streetscape Improvement Plan is part of the City of Ukiah's efforts to resolve traffic, circulation, and urban design issues associated with its downtown area. The purpose of this plan is to upgrade State Street and Main Street from Norton Street to Gobbi Street to provide for a cohesive, pedestrian-friendly, attractive, and complete downtown core. The planned improvements to State Street include updates to the intersection of E. Gobbi Street and State, which serves as a connection for multiple schools in the City.

City of Ukiah ADA Right-of-Way Transition Plan (2006)

The City completed a study to update their transition plan and establish priorities for improvements to pedestrian sidewalks and to five city-owned parking lots. The data collection and plan focused on priority corridors in the City identified with public input. Some of these priority corridors for access improvements also directly serve schools. The plan identifies the potential for using Safe Routes to School programs as a funding source that can support some of the projects identified in the Plan. Notable deficiencies identified near schools include:

- Oak Manor Drive: Multiple ramps, driveways and crosswalks noted as deficient at or near Oak Manor Elementary School
- Perkins Street: Curb ramps at Leslie Street
- E. Gobbi Street: Ramps at intersections along the school route noted (Leslie Street, Orchard Avenue, Dora Street)
- S. Dora Street: Key intersections that serve Yokayo Elementary at Gobbi and Mendocino need curb ramp and crossing improvements. Another set of deficiencies at Washington Avenue and Dora Street have been addressed since the plan.

Ukiah NWP Rail Trail Feasibility Study (2002)

In 2002, the City adopted the Ukiah NWP Rail Trail Feasibility Study, which studied the feasibility of a rail-with-trail (RWT) along the NWP right-of-way from Brush Street to Talmage Street. The purpose of the study was to provide background on the project history and goals, identify opportunities and constraints associated with the RWT, provide design standards, estimate potential costs, and identify future funding opportunities. The RWT could provide connections to River Oak Charter School and provide a north–south routes connecting to bikeways and other routes that serve Pomolita Middle School and Ukiah High School.

Ukiah Area Existing Pedestrian Facilities & Identified Needs

Table 9: Ukiah Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity	
Connecting Roads in Study Area	71.3	Miles
Highway 101 in Study Area	2.1	Miles
Existing Sidewalks	76.5	Miles
Existing Paths	2.5	Miles
Existing Crosswalks	331	
Existing Shoulders	n/a	
No Shoulder Roads/Gaps	16.2	Miles

Table 10: Ukiah Area Identified Pedestrian Improvements Project

Ukiah Project Table		Planned Pedestrian Facilities						
Project ID	Project Name	Location	Sidewalks Identified Need (Feet)	Existing Crosswalks to be Improved (Count)	New Crosswalks (Count)	Class I Path Identified Need (feet)	Pedestrian Path Identified Need (Feet)	Source
Sum Total			**12226**	**79**	**17**	**13309**	**4956**	
U1	**Despina Drive Crossing Improvements**	Despina Dr from Capps Ln to Low Gap Rd	0	6	0	0	0	*BPMP Score - 3, SRTS - Ukiah High School*
U2	**Millview Road and Kuki Road Sidewalk Gap Closure**	Millview Road from Feed Lot Road to Kuki Road Kuki Road from Millview Road to N State Road	931	0	1	0	0	*Current Study*
U3	**N Bush St & Arlington Dr Crosswalk Enhancement**	N Bush St & Arlington Dr Intersection	0	2	0	0	0	*SRTS - Frank Zeek Elementary School*
U4	**N Pine Street Sidewalk Gap Closure**	N Pine Street north of Low Gap Rd	277	0	0	0	0	*Current Study*
U5	**Magnolia St Sidewalk and Crosswalk Improvements**	South Side of Magnolia St west of N State St Intersection of Magnolia St & N State St	188	1	0	0	0	*BPMP Score - 3, Current Study*
U6	**Elm St Sidewalk Gap Closure**	East Side of Elm St at Low Gap Rd	97	0	0	0	0	*Current Study*
U7	**Orr Creek Trail and Greenway West Segment**	Low Gap Road near Orr Creek School to Existing Trail at Pomolita Field	0	0	0	2063	0	*BPMP Score - 11*
U8	**Cypress Ave Pedestrian Facility Improvements**	Cypress Ave from N Bush St to N Spring St, south side sidewalks	325	2	0	0	0	*SRTS - Pomolita Middle School*
U9	**Orr Creek Trail and Greenway East Segment**	From N Oak St to US Highway 101	0	0	0	0	4956	*BPMP Score - 11*
U10	**Hazel Ave Pedestrian Improvements**	Hazel Ave from Walnut Ave to Maple Ave	476	1	0	0	0	*SRTS - Pomolita Middle School*
U11	**Dora Ave and Grove Ave Intersection Enhancement**	Dora Ave & Grove Ave	0	1	0	0	0	*SRTS - Pomolita Middle School*
U12	**N Spring St Improvements**	N Spring St from Willow Ave to Dora Ave	484	3	2	0	0	*SRTS - Pomolita Middle School*

Project ID	Project Name	Location	Sidewalks Identified Need (Feet)	Existing Crosswalks to be Improved (Count)	New Crosswalks (Count)	Class I Path Identified Need (feet)	Pedestrian Path Identified Need (Feet)	Source
U13	**Ukiah Downtown Streetscape Improvements Phase II North Segment** (sidewalk widening and beautification are not counted)	N State St from W Henry St to Norton St	0	4	0	0	0	*BPMP Score 4, Ukiah Downtown Sidewalk Beautification Phase 2*
U14	**Ukiah Downtown Streetscape Improvements Phase I** (sidewalk widening and beautification are not counted)	Downtown Ukiah on State Street, Perkins Street, Standley Street, and Henry Street	0	24	0	0	0	*BPMP - Score 4, BPMP - Score 5, Ukiah Downtown Sidewalk Beautification Phase 1*
U15	**Ukiah Rail with Trail North Segment**	Along the NWP Railline from Clara Ave to Brush St.	0	0	0	1382	0	*BPMP Score 4.5, MCOG Rail with Trail*
U16	**Clara Ave Neighborhood Enhancement Improvements**	Clara Ave from N State St to N Orchard Ave	1214	2	6	0	0	*Clara Ave Phase 2 Improvement Plans. BPMP Score 4*
U17	**E Clay St Sidewalk Gap Closure**	South Side of E Clay St from S Main St to NWP Railine	604	0	0	0	0	*BPMP score 4, SRTS - River Oak Charter School*
U18	**Leslie St Pedestrian Facility Improvements**	West Side of Leslie St from E Perkins St to River Oak Charter School	863	1	2	0	0	*SRTS - River Oak Charter School, BPMP*
U19	**S Main St Pedestrian Enhancement Project (Currently under construction)**	Sidewalk gap closure and crosswalk improvements on S Main St from E Stephenson St to	376	6	2	0	0	*BPMP score 4, BPMP Score 5*
U20	**Ukiah Downtown Streetscape Improvements Phase II South Segment** (sidewalk widening and beautification are not counted)	S State St from Mill St to E Gobbi St	0	4	0	0	0	*BPMP Score 5, Ukiah Downtown Sidewalk Beautification Phase 2*
U21	**S Main St Crosswalk Improvements**	S Main St from E Mill St to E Gobbi St	0	7	0	0	0	*BPMP score 4, BPMP Score 5*

Project ID	Project Name	Location	Sidewalks Identified Need (Feet)	Existing Crosswalks to be Improved (Count)	New Crosswalks (Count)	Class I Path Identified Need (feet)	Pedestrian Path Identified Need (Feet)	Source
U22	**W Gobbi St Crosswalk Improvements**	W Gobbi St & S Oak St, W Gobbi St & S Dora St	0	4	0	0	0	*SRTS - Yokayo Elementary School*
U23	**Mendocino Drive Crosswalk Improvements**	Mendocino & S Dora St, Mendocino & Alice Ave, near Yokayo Elementary School	0	1	1	0	0	*SRTS - Yokayo Elementary School*
U24	**Oak Manor Drive Pedestrian Improvements**	Oak Manor Drive from El Rio St to Oak Manor Elementary School	0	3	0	0	0	*SRTS - Oak Manor Elementary School*
U25	**S State St Pedestrian Crossing Enhancement**	S State St & Luce Ave, S State St & Observatory Ave	0	2	0	0	0	*BPMP Score 4*
U26	**Helen Ave Sidewalk Gap Closure**	Helen Ave from Observatory Ave to Washinton Ave	647	1	0	0	0	*SRTS-Nokomis Elementary School*
U27	**Washington Ave Sidewalk Gap Closure**	Washinton Ave near Nokomis Elementary School	304	0	0	0	0	*SRTS-Nokomis Elementary School*
U28	**Wabash Ave Pedestrian Crossing Improvements**	Wabash Ave & S Dora St, Wabash Ave & Yokayo Ct,	0	2	1	0	0	*SRTS-Nokomis Elementary School*
U29	**Betty Street Improvements**	Betty Street from marlene St to Talmage Rd	1014	1	0	0	0	*Spec13-05 Betty St Improvement Plans*
U30	**Lorraine Street Improvements**	Lorraine St from Marlene St to Talmage Rd	975	1	0	0	0	*Spec 13-04 Lorraine St Improvement Plans*
U31	**Talmage Rd Interchange Sidewalk Improvemens**	Talmage Rd and US Highway 101 Interchange	797	0	1	0	0	*City of Ukiah Priority Project*
U32	**Ukiah Rail with Trail South Segment**	Along the NWP Railine from E Gobbi St to Redwood Ave	0	0	0	9863	0	*Plan_Priority BPMP Score 3 or Lower,*
U33	**Airport Park Blvd Pedestrian Enhancement Project**	Airport Park Blvd	2091	0	0	0	0	*City of Ukiah Priority Project*
U34	**Jefferson Lane Pedestrian Gap Closure**	South Side of Jefferson Lane near S State St.	562	0	1	0	0	*SRTS Plans Priority, Current Study*

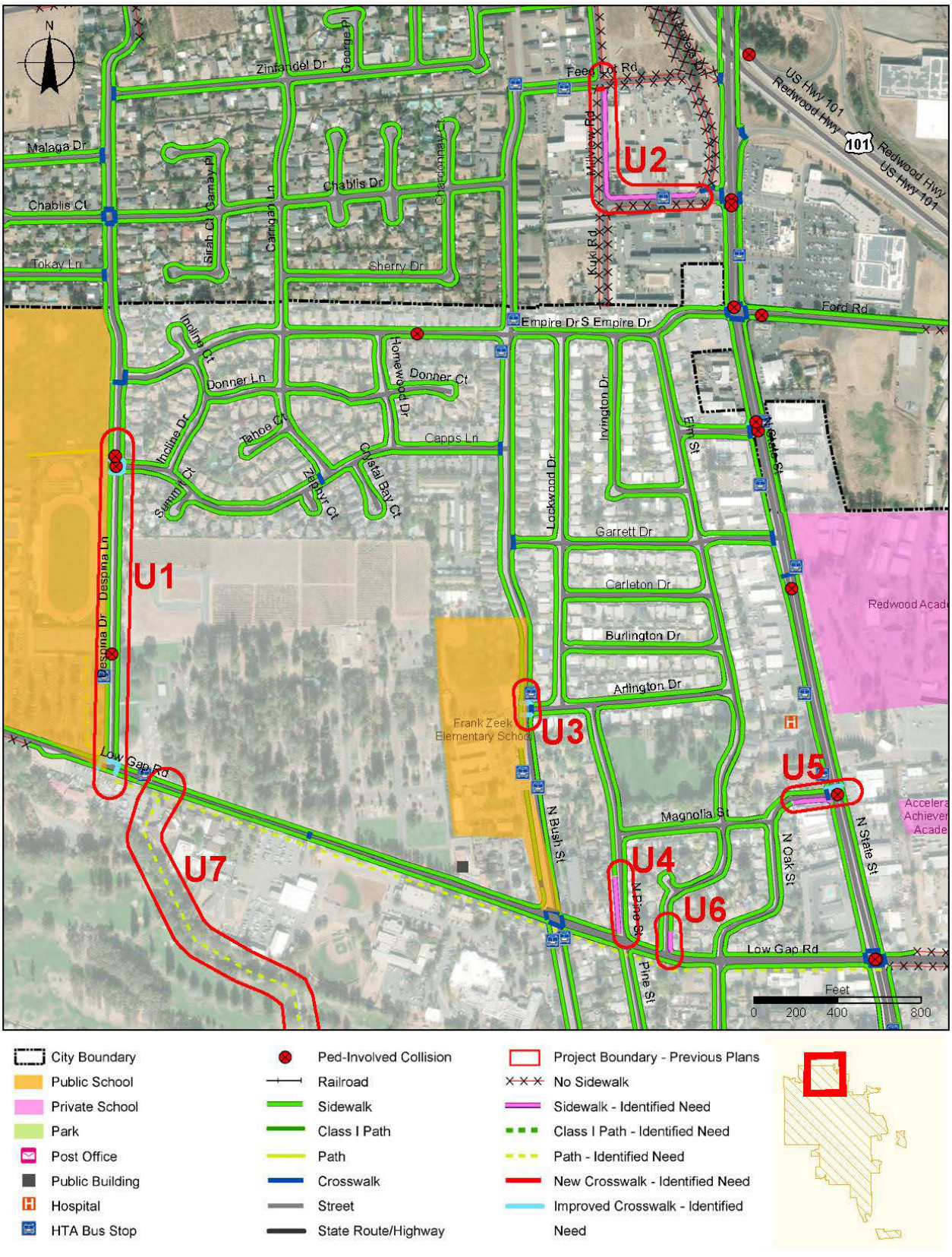


Figure 23: Ukiah Area Inventory Map, Part 1 of 7

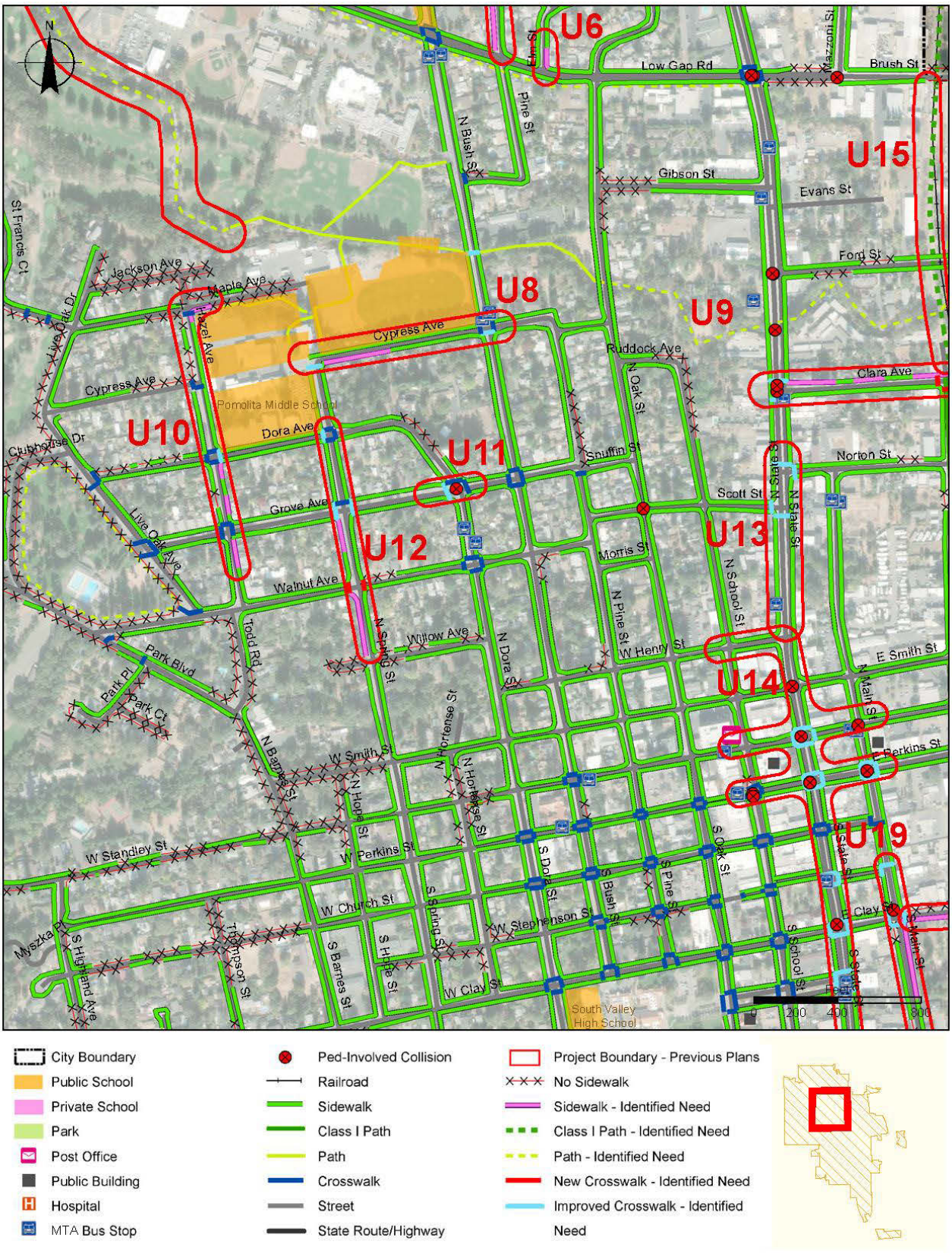


Figure 24: Ukiah Area Inventory Map, Part 2 of 7

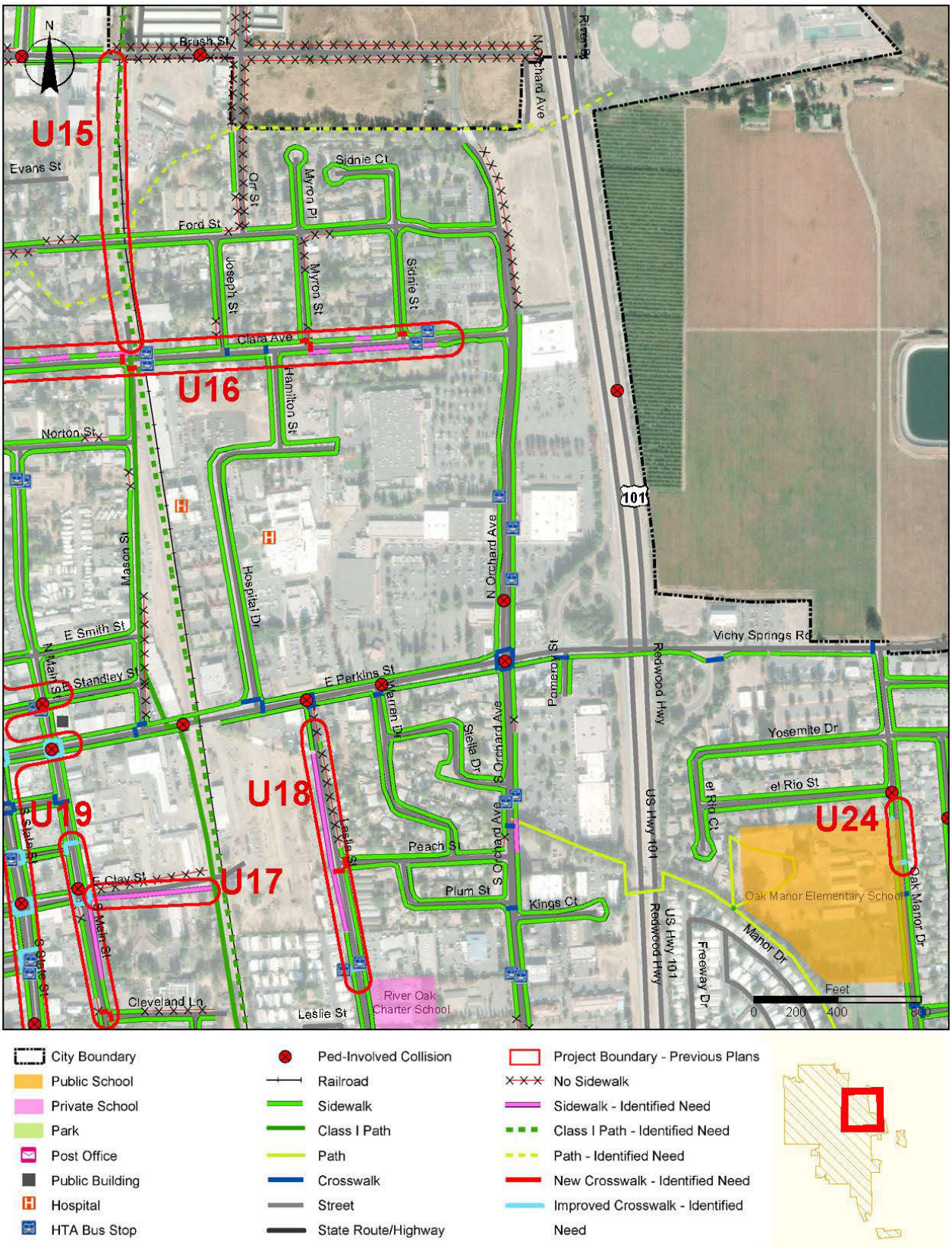


Figure 25: Ukiah Area Inventory Map, Part 3 of 7

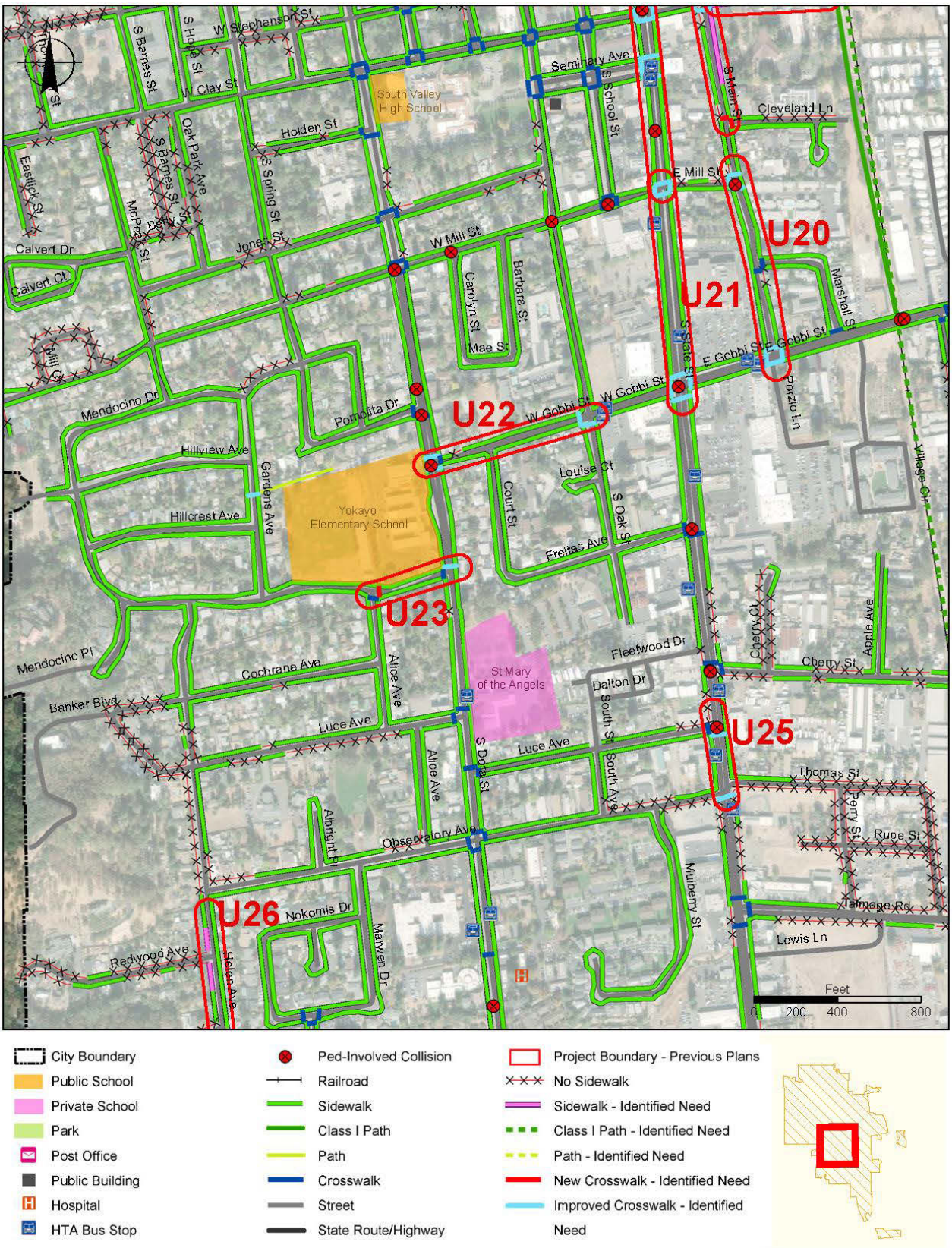


Figure 26: Ukiah Area Inventory Map, Part 4 of 7

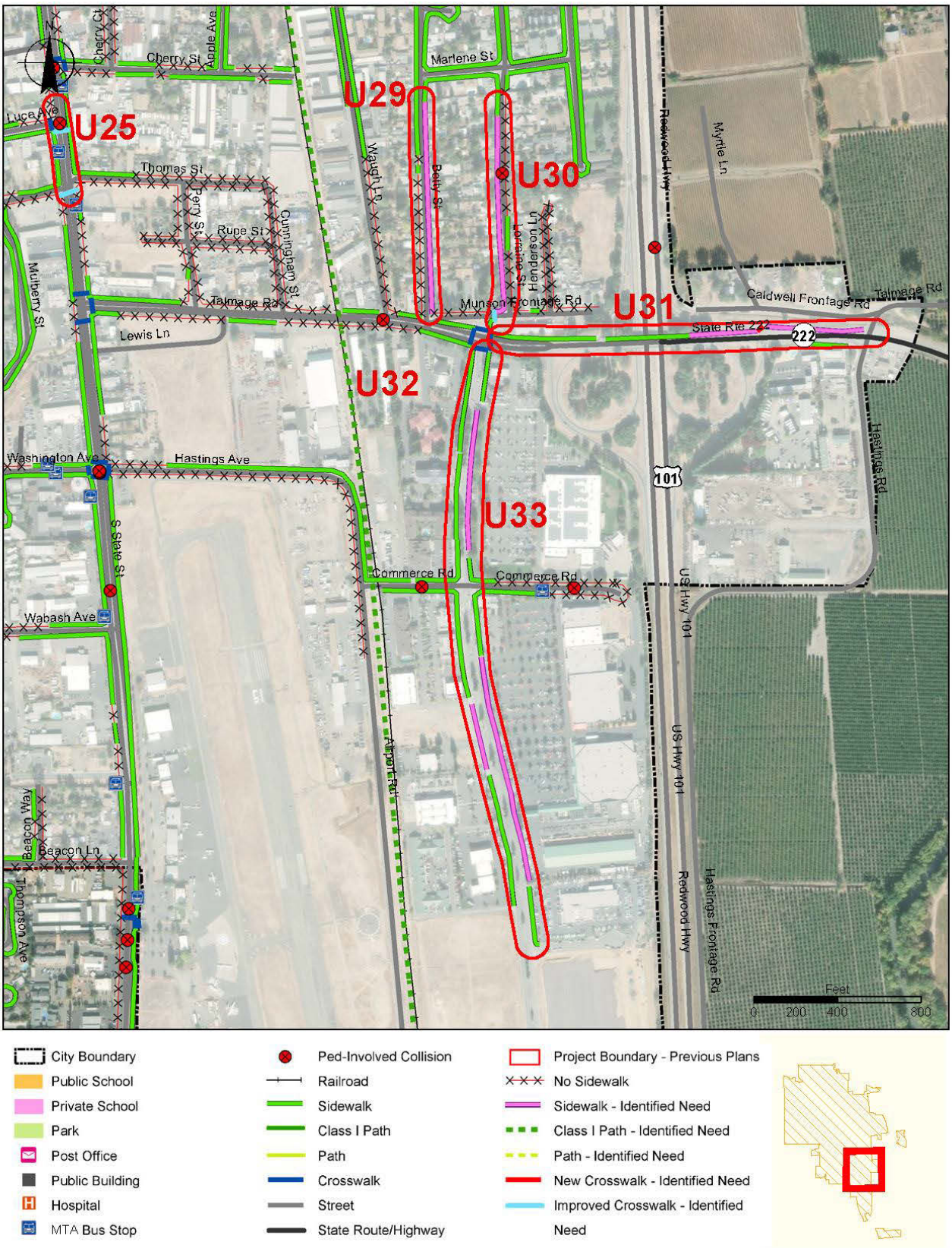


Figure 27: Ukiah Area Inventory Map, Part 5 of 7

Figure 28: Ukiah Area Inventory Map, Part 6 of 7

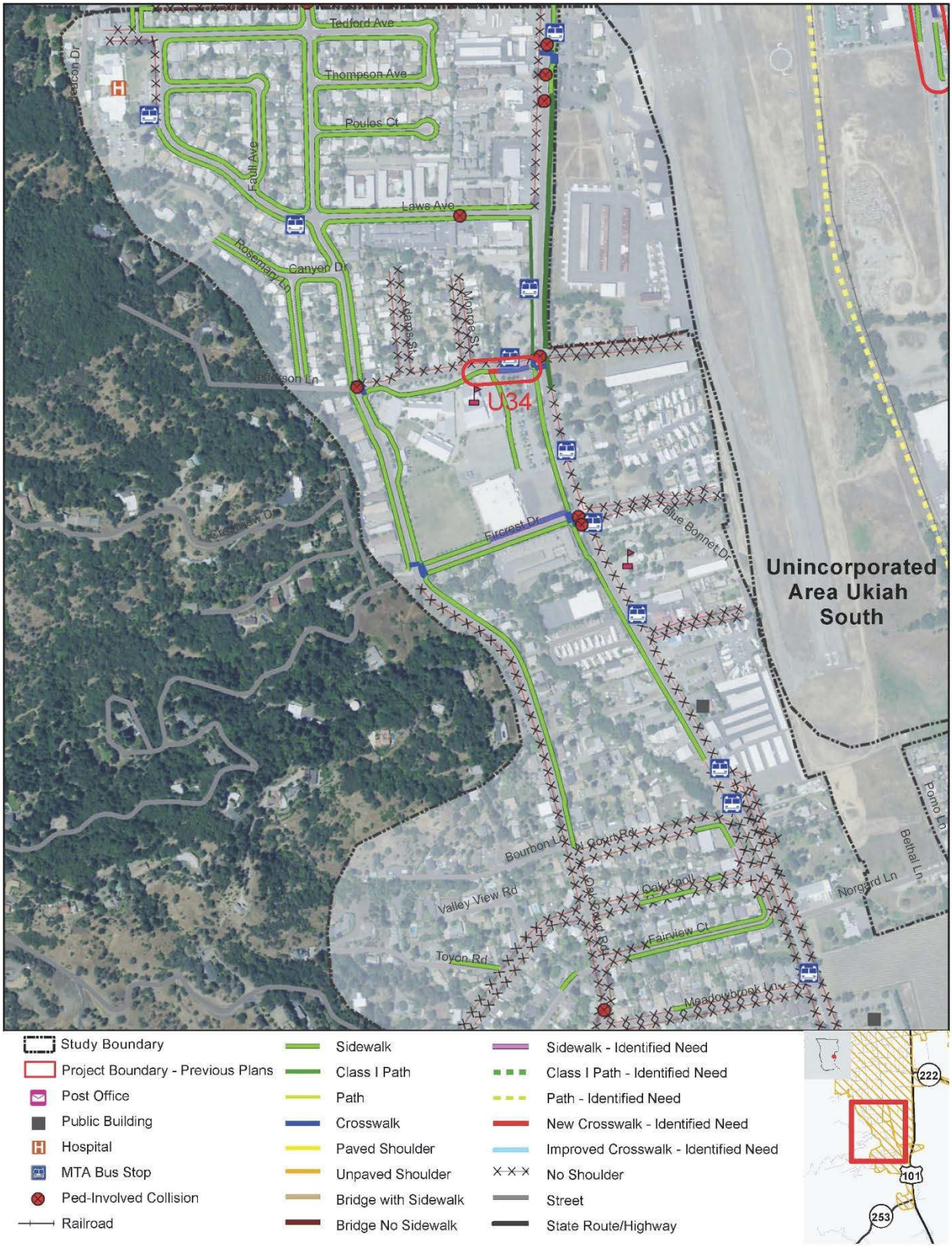


Figure 29: Ukiah Area Inventory Map, Part 7 of 7

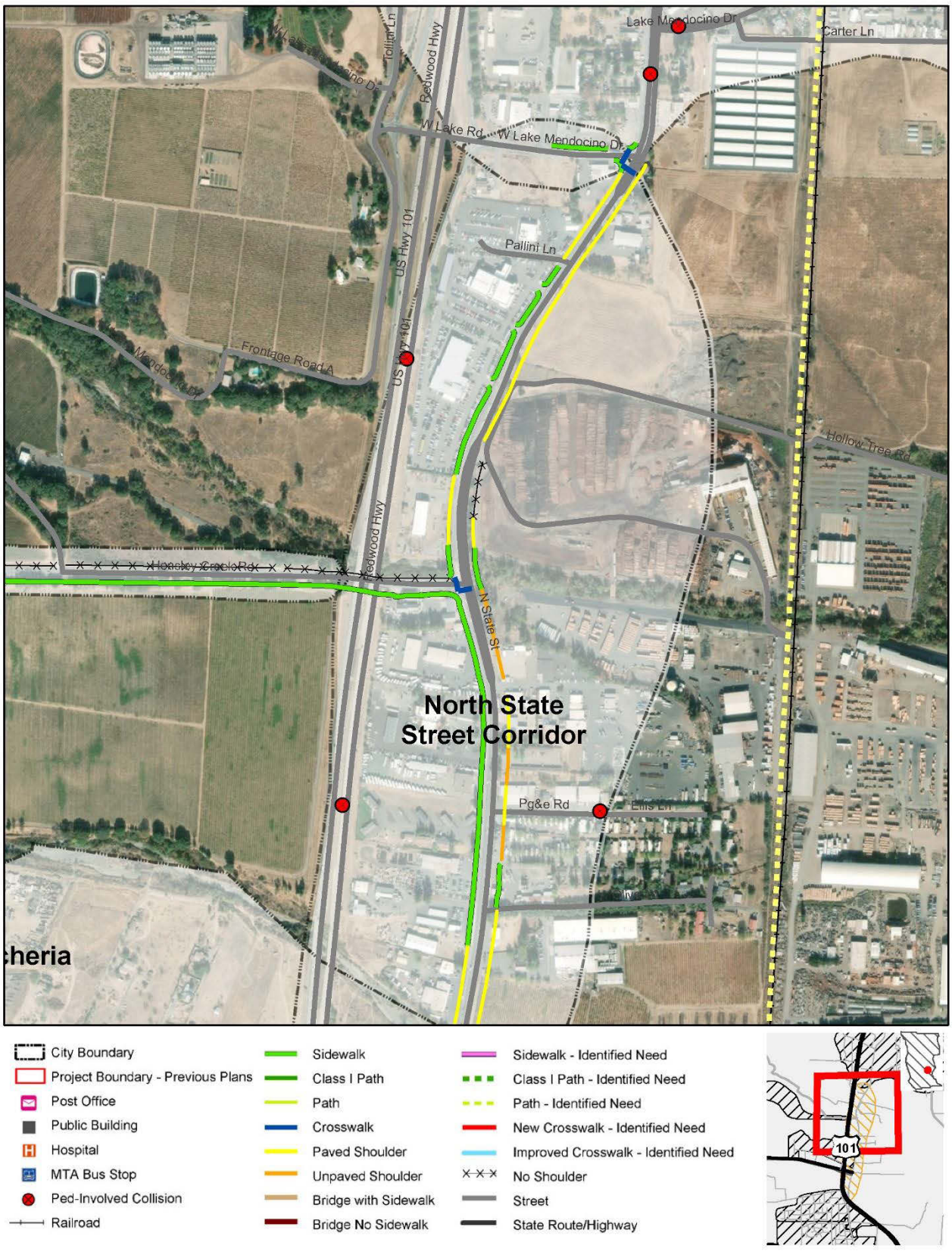


Figure 30: North State Street Corridor Area Inventory Map, Part 1 of 2

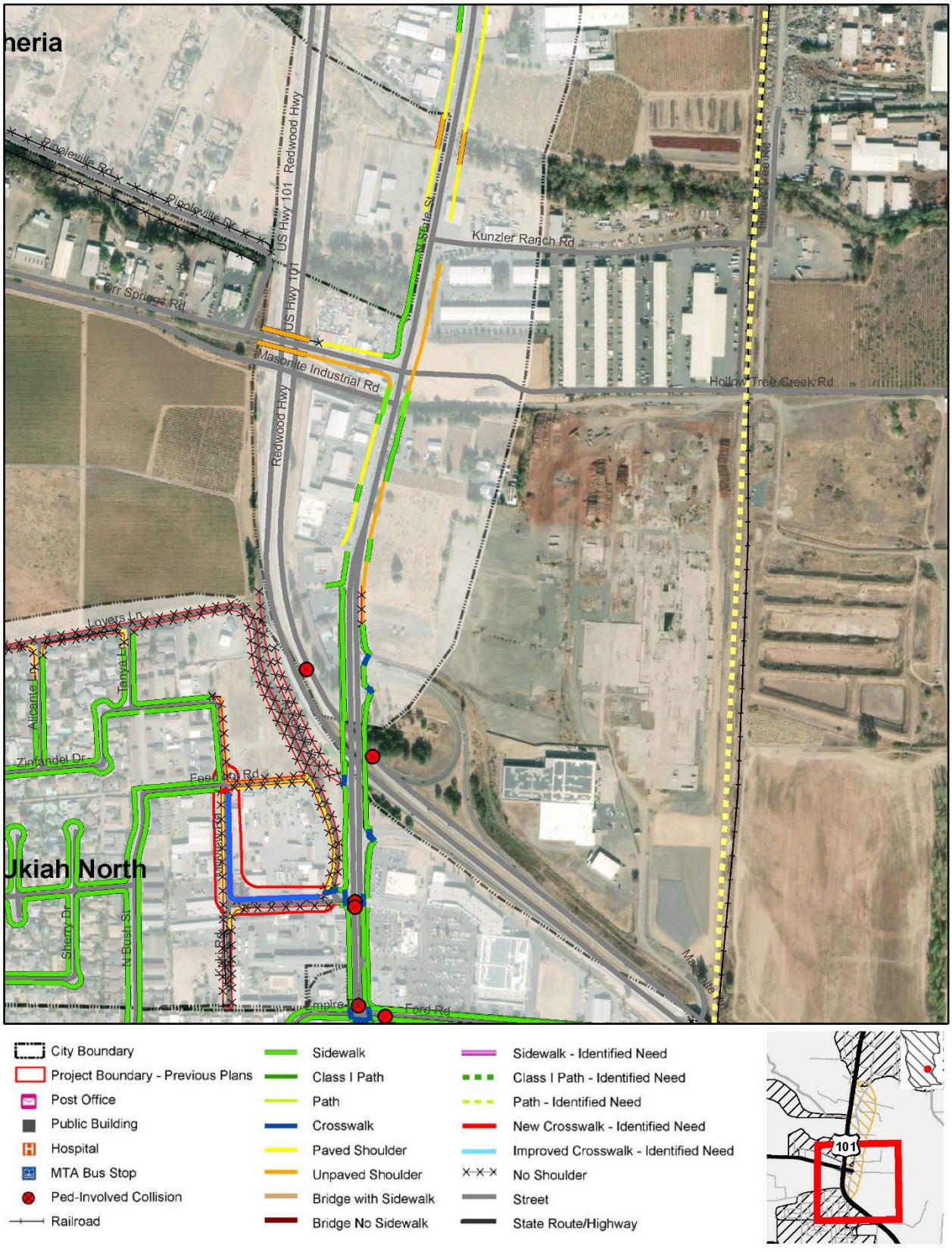


Figure 31: North State Street Corridor Area Inventory Map, Part 2 of 2

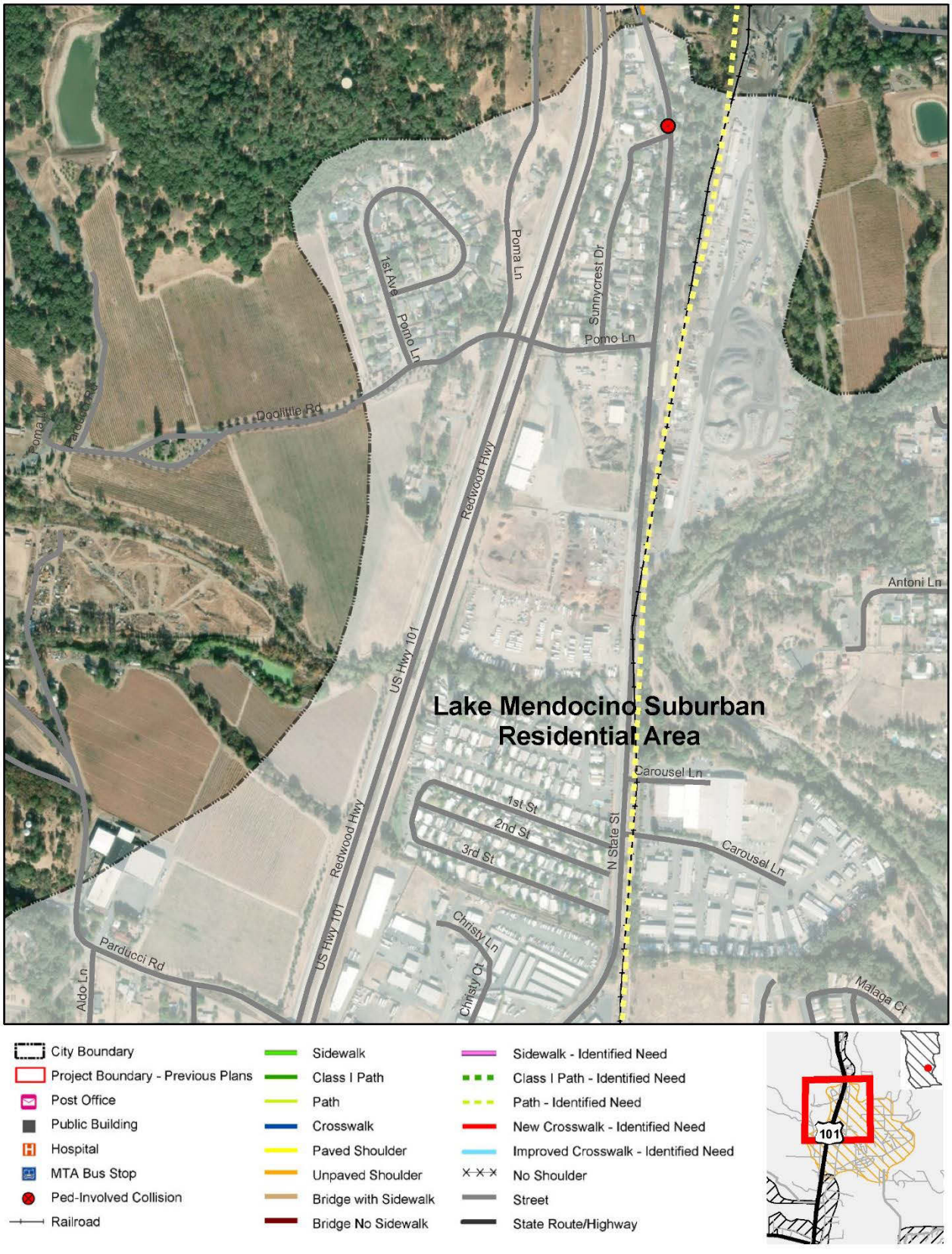


Figure 32: Lake Mendocino Area Inventory Map, Part 1 of 4

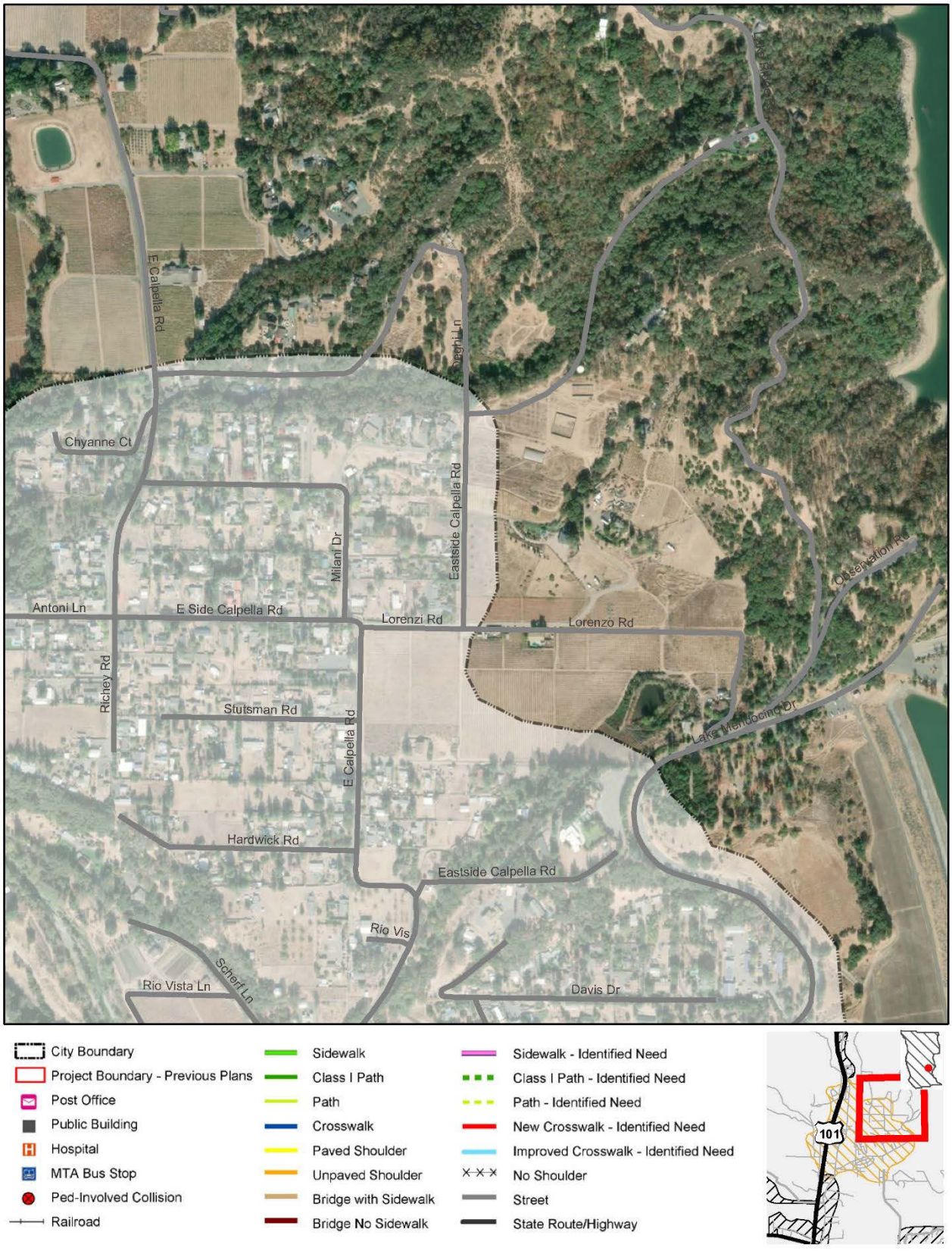


Figure 33: Lake Mendocino Area Inventory Map, Part 2 of 4

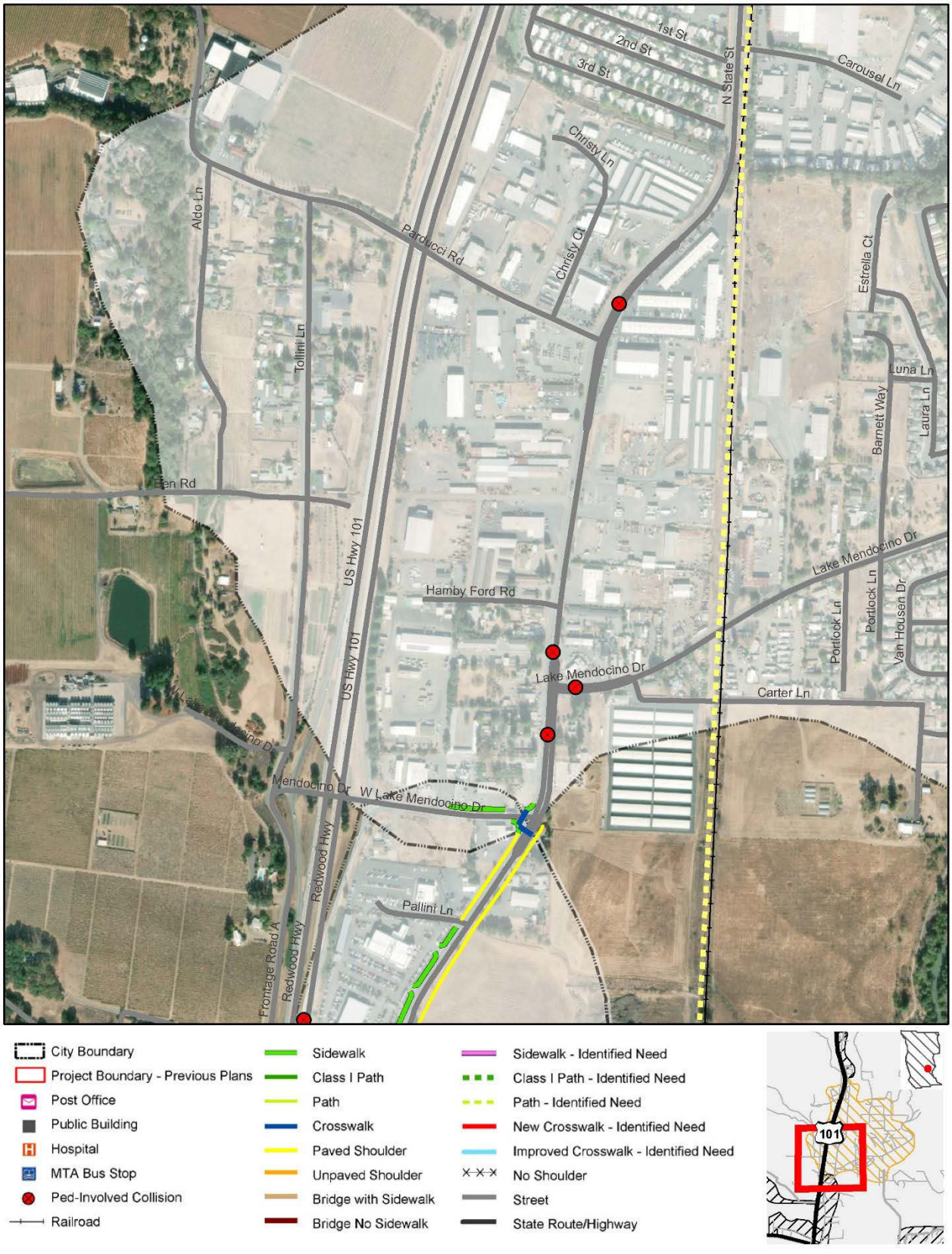


Figure 34: Lake Mendocino Area Inventory Map, Part 3 of 4

Figure 35: Lake Mendocino Area Inventory Map, Part 4 of 4

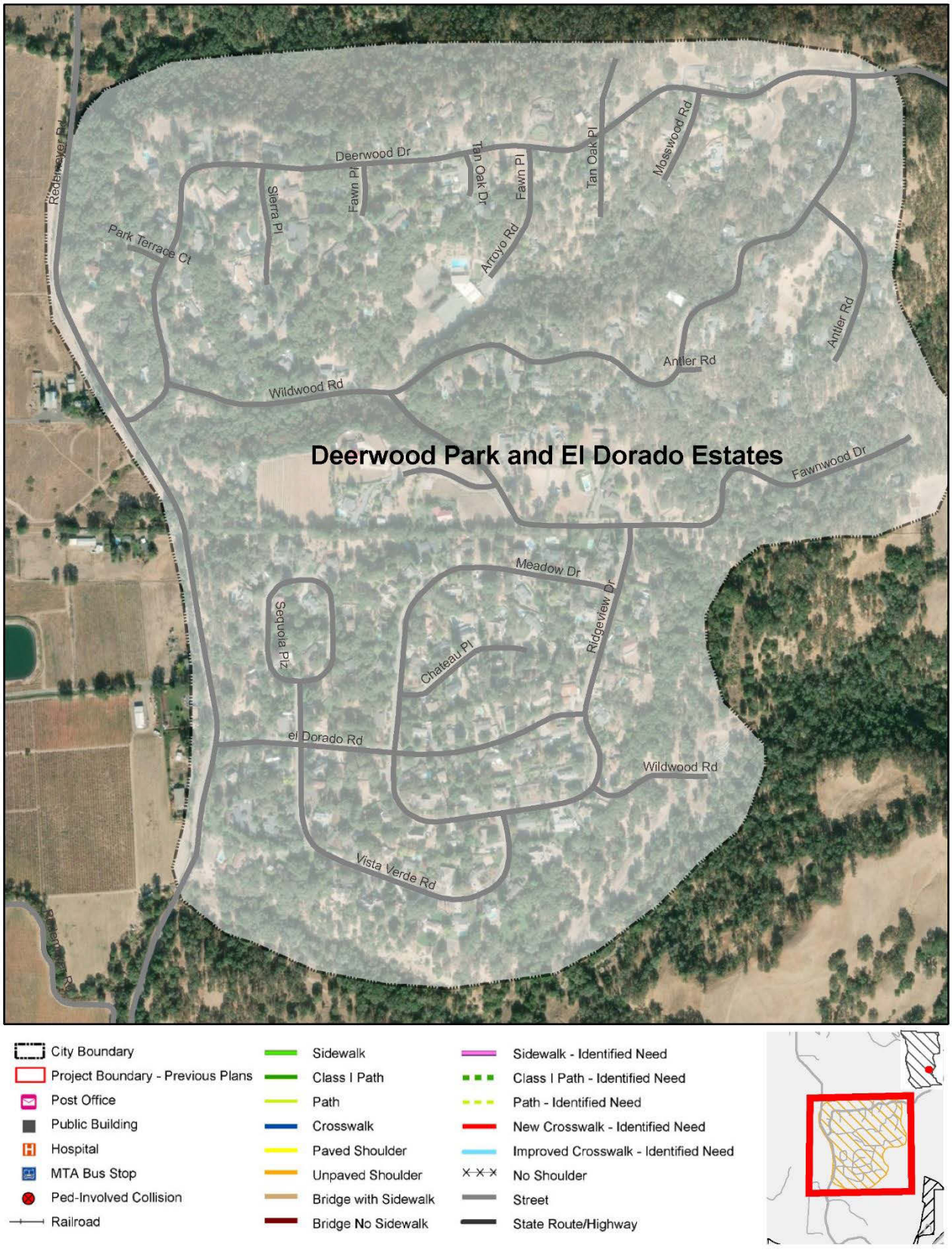


Figure 36:Deerwood Park and El Dorado Estates Area Inventory Map, Part 1 of 1

City of Willits and Vicinity

Willits	
Population	4,888
Elevation	1,391 feet
Land Area	2.80 sq. mi.

The city of Willits, formerly known as Little Lake and Willitsville, is located in the center of Mendocino County. Until recently U.S. 101 ran through the city's downtown. The U.S. 101 bypass opened in 2016 after many years of planning and controversy. The former alignment of U.S. 101 becomes Main Street through town. Willits is situated on the edge of Mendocino County's extensive redwood forests and the Eel River. Willits is also home to the headquarters of the Sherwood Valley Rancheria of Pomo Indians, and the tribe's reservation is located nearby. Willits is the eastern terminus of the California Western Railroad, or "Skunk Train", which provides scenic tours through the redwoods. The western terminus is in Fort Bragg.

The maps and tables at the end of this section show the existing conditions that were inventoried for this Study in the Willits area.

Willits Gateway Sign (Source: E. Beltz, Wikimedia Commons)

Willits Area Background Documents

Willits Rails with Trails Project (2018)

This project is a proposal for a multi-use trail parallel to the existing train tracks. The trail would provide a safe and attractive north-south route for pedestrians in Willits.

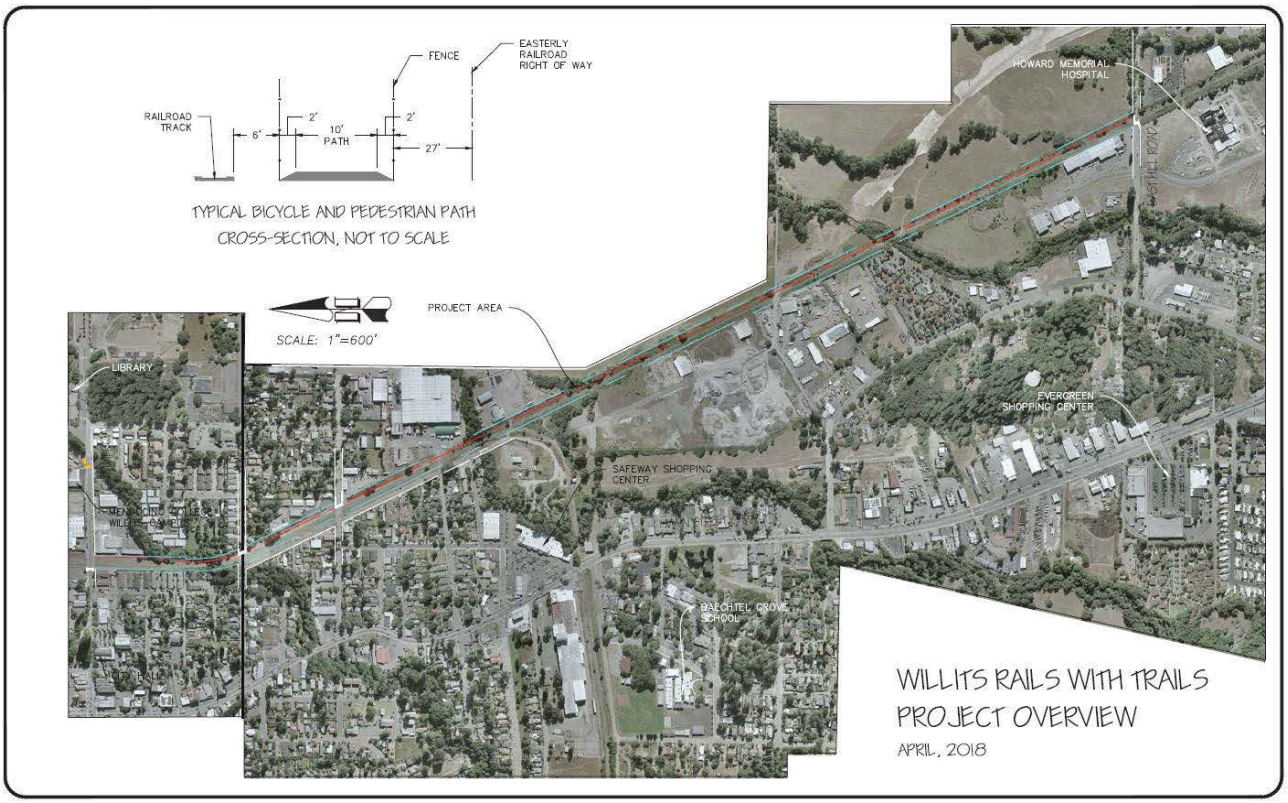


Figure 37: Willits Rails with Trails Project Overview Map (Source: Willits Rails with Trails Project)

Downtown Willits Street and Alleys Connectivity Study (2017)

This study was undertaken in anticipation of the transfer of ownership of the downtown segment of Highway 101 from Caltrans to the City of Willits. The intention for the recommendations prepared in this study is that they would be implemented in conjunction with separate, but directly-related improvements made through the Willits Main Street Corridor Enhancement Plan. Recommendations were developed through a series of workshops and on-site surveys.

Project design concepts were formulated for key routes in this study area, including portions Commercial Street, Van Lane, Muri Lane, Schmidbauer Lane, Mendocino Avenue and Wood Street. Chapter 5 highlights changes to the downtown area with renderings and design plans for key streets. The focus of the designs is to enhance safety, improve existing bicycle facilities, reconfigure driving lanes traffic to slow traffic and reduce stacking. Improvements include widening sidewalks, adding raised crosswalks and enhance curbs to improve the beauty, accessibility and safety of the downtown area. Chapter 6 evaluates the cost of these projects with a detailed breakdown for each project in Appendix C. The sum of the five segments combines would cost over $3.1 Million.

Figure 38: Rendering of proposed intersection at Van Lane and Main Street (Source: Downtown Willits Street and Alleys Connectivity Study)

Mendocino County Regional Transportation Plan (2017)

See full description of the Transportation Plan under "County and Regional Background Documents".

Willits Area Short Range Priority Improvements

- NWP Rail Trail, Phase I ($3,301,000) – From East Hill Road to East Commercial Street, ten-foot wide trail.
- East Hill Road ($400,000) – From Baechtel Road to the East City Limit, sidewalk infill and bike lanes.
- Blosser Lane Improvements ($691,000) – Sidewalk infill high visibility & raised crosswalks, curb extensions/bulb-outs, signage.
- Shell Lane Improvements ($430,000) – Connection to new NWP Rail Trail
- Various Pedestrian Improvements (unknown) - Install sidewalks and corner ramps in the vicinity of Brookside Elementary School, near the intersection of Pine & Mill Streets, and Elm Street.
- Coast Street Sidewalks ($300,000) – Class III bike lane signage and striping, sidewalks, crosswalks, curb extensions, and corner ramps on Coast Street between West San Francisco Street and Highway 20.
- Locust Street Improvements ($250,000) – Class III bike lane signage and striping, sidewalks, cross walks, and corner ramps on Locust Street in the vicinity of Baechtel Grove Middle School.
- Blosser Lane/Highway 20 Intersection Improvements ($36,000) – Interim traffic calming measures to improve crossing safety for pedestrians including striping, radar feedback signs and pedestrian lights.

Willits Area Long Range Priority Improvements

- Brooktrails to Willits Multi-Use Trail (unknown cost) – This is a recognized need, however, no route or details have been developed.
- Pedestrian crossing at Walnut and Main Streets (unknown cost) – Enhanced pedestrian crossing for students crossing from school area to shopping center and adjacent residential areas.
- Willits Main Street Corridor Enhancement Plan Projects (unknown cost) – This recently adopted plan identified general improvements such as sidewalk widening, bulb-outs, street plantings and furniture, enhanced crosswalks and refuge islands. Some improvements will be made prior to Caltrans relinquishing the former highway. Remaining improvements will be long range priorities.
- Roundabout/signal at Highway 20 and Blosser Lane in Willits Area (unknown costs) – Roundabout (or signal) as a long-term improvement for non-motorized traffic at this location.

Willits Safe Routes to School Action Plan (2017, not adopted)

This Safe Routes to School Action Plan is intended to guide the Willits community in strengthening, expanding, and sustaining a Safe Routes to School program that addresses local needs. The Action Plan was developed based on planning and input that took place at the Safe Routes to School Launch Workshop, the National Partnership's assessment of current conditions, community needs, and capacity in Willits, and a series of conversations with key stakeholders. Recommendations in the Action Plan are based upon the components needed to sustain a successful Safe Routes to School program. The most successful Safe Routes to School initiatives incorporate the Safe Routes to School Six E framework: education, encouragement, engineering, enforcement, evaluation, and equity.

Appendix G includes a table of "Recommended Changes and Additions to 2009 Safe Routes to School Plan Engineering Recommendations". This is an update of the list of recommended improvements in the 2009 Safe Routes to School Plan. This includes prioritization scores based on a set of criteria and scoring method described in Appendix H. Prioritization Criteria for Engineering Improvements.

In addition to these physical improvements, the plan includes many actions for organizing and implementing a program of education, encouragement and enforcement for safe routes to school.

Willits Main Street Corridor Enhancement Plan (2016)

This study was undertaken in response to Caltrans construction a new segment of Highway 101 that will detour around the City of Willits. The bypass is expected to reduce traffic congestion in the City and its downtown. This presents the opportunity to transform Main Street into a more pedestrian-oriented environment and business-friendly district with enhanced community character. The opening of the Willits Bypass has the potential to change the character of Main Street by diverting higher speed through traffic and trucks from the downtown area, and by "localizing" the northerly portion of Main Street once relinquishment is complete. The Highway 20 portion of Main Street will remain a state highway and will continue to serve as the southerly gateway to the community.

The Plan provides a framework of plan concepts for both short and long-term changes to the Main Street corridor, and clarifies phasing, levels of costs and resources for implementation. Specific recommendations are provided in Chapter 3: Design Strategies and Chapter 4: Implementation.

The planning process included expensive public engagement through a "planning fair" with focus group meetings, walking assessments, and workshops, and a subsequent "living preview" during which parts of the street were blocked off to simulate a more pedestrian-friendly future configuration.

The plan includes detailed conceptual plans for each segment of the corridor; and simulations, illustrations and examples of the future street configuration. 30% progress preliminary engineering plans and estimate for the improvements are included in an appendix to that plan.

The primary pedestrian improvements are wider sidewalks, higher visibility crosswalks with better lighting, sidewalk extensions, bulb-outs (curb extensions), median refuges for crosswalks, and signals with better pedestrian interval timing. Street trees, amenities, art and seating spaces are proposed to enhance the walking environment, along with building façade and signage improvements.

Figure 39: Example of 3D Model from Wood Street to Commercial Street (Source: Willits Main Street Corridor Plan)

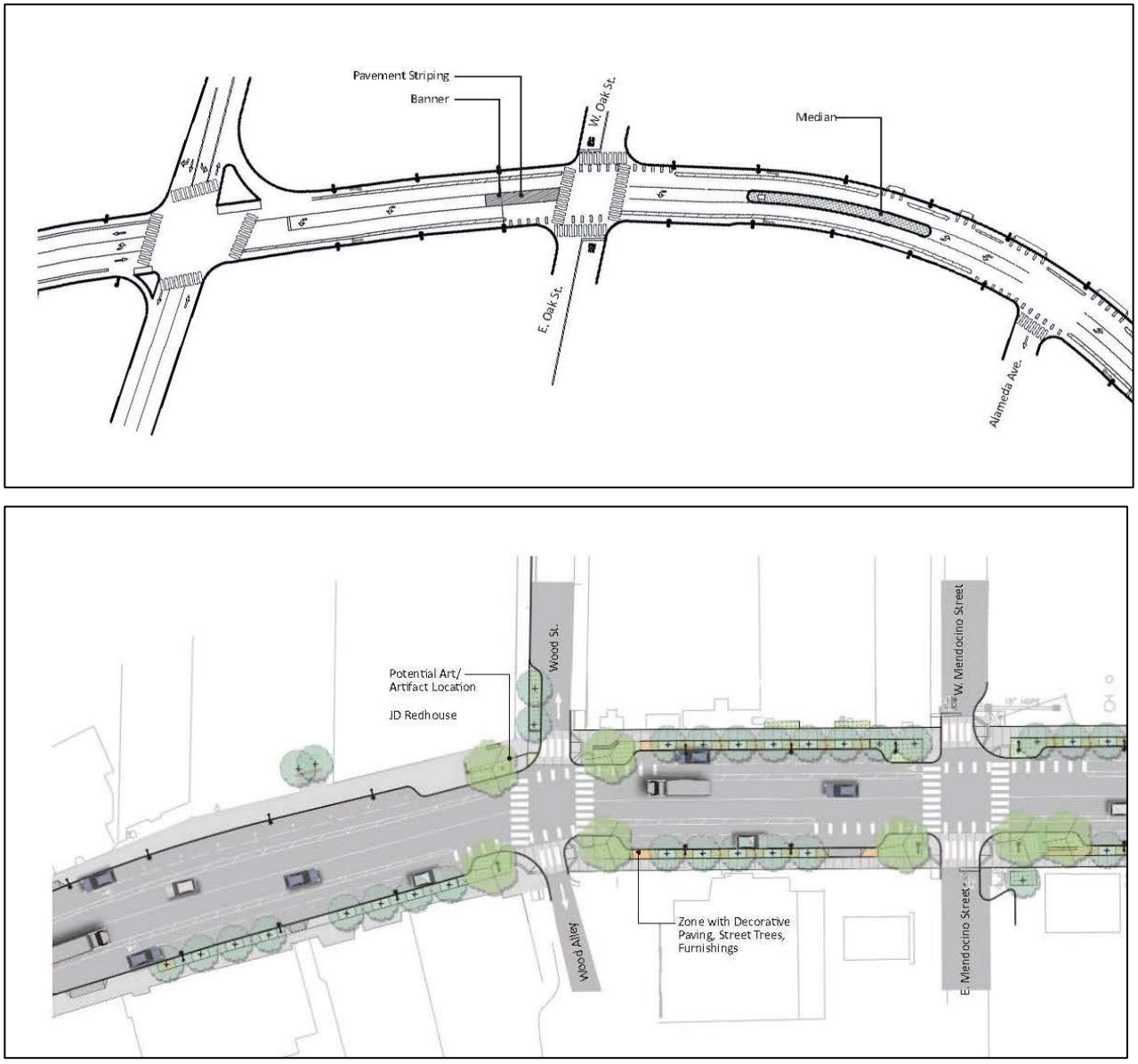


Figure 40: Conceptual Illustrative Plans, Oak Street to Valley Street (top) and Wood Street to Commercial Street (bottom) (Source: Willits Main Street Corridor Plan)

Caltrans Projects (2012—present)

Since 2012, the City of Willits has been coordinating with Caltrans on a relinquishment agreement that terminates their ownership of Main Street north of Highway 20 and returns it to the City's jurisdiction.

Relinquishment Plans

The Caltrans relinquishment project is defined by a relinquishment agreement (the "agreement") made effective between the City and Caltrans on January 25, 2012. The agreement outlines the responsibilities of Caltrans to bring the to-be-relinquished portion of US Highway 101/Main Street to a "state of good repair". The project is broken up into three parts: 1) Crosswalks/sidewalks/ADA accessibility from Highway 20 to Sherwood Road, 2) pedestrian accessibility improvements in front of Willits High School, and 3) major improvements to the Sherwood Road/Main Street intersection.

Throughout the course of the grant-funded Willits Main Street Corridor Enhancement project, the project team met with the relinquishment team to identify opportunities to coordinate the two projects. Ultimately, the following strategic areas of focus were identified as opportunities for design goals to be merged:

- New street tree locations
- Street light locations
- Street furniture locations
- Traffic calming (such as bulb-outs)
- Striping of travel lanes, parking, bike lanes
- Widening constrained sidewalk areas
- Road diets
- Green street concepts

With conceptual designs having been thoroughly vetted with the community and approved by the City Council, the City will continue to work with Caltrans to incorporate the conceptual designs with Caltrans' relinquishment project designs. The City is in on-going discussions with Caltrans to enter into a cooperative agreement whereby both parties will agree to share the cost of the work for the relinquishment project. There are a number of improvements that Caltrans will pay for as outlined in the previously referenced relinquishment agreement. Costs associated with additional improvements identified in the City's approved conceptual designs are expected to be borne by the City. Caltrans is also exploring opportunities to potentially assist the City with some of the complete streets elements found in the conceptual designs consistent with their own directives and polices in line with Caltrans Deputy Directive DD-64-R2 "Complete Streets - Integrating the Transportation System." An executed cooperative agreement is required prior to the exchange of any effort, funding, or materials. Construction of the relinquishment project was scheduled to begin in January 2018.

Mendocino County Rail-with-Trail Plan (2012)

See full description of the Rail-with-Trail Plan under "County and Regional Background Documents".

Willits area Phase I Priority Projects (expected to be completed within 5 years) include:

- Segment C7 (U.S. 101 to East Valley Street)

Willits area Phase II Priority Projects (expected to be completed within 10 years) include:

- Segment C6 (East Hill Road to East San Francisco Avenue)
- Segment C8 (East Valley Street to Casteel Lane)

  These two segments will connect to the Phase I segment in Willits (US 101 – East Valley Street) on the north and south, eventually providing a continuous pathway from East Hill Rd. on the south to Casteel Lane on the north. These three segments would provide connections into Willits from surrounding residential and commercial areas.

Willits area Phase III Priority Projects (expected to be completed within 20 years) include:

- Segment C4 (Laughlin Way to Ridgewood Summit)
- Segment C5 (Ridgewood Summit to East Hill Road)

  These two segments between Willits and Ukiah traverse steep but scenic terrain, and could be used by people traveling between the two main cities along the railroad corridor. A Class I pathway could be very expensive to construct on these segments, and the isolation of the route could cause some property owner and emergency access issues.

- Segment C9 (Casteel Lane to De Camp)
- Segment C10 (De Camp to Reynolds Highway)
- Segment C11 (Reynolds Highway to Arnold)
- Segment C12 (Arnold to Longvale)
- Segment N1 (Longvale to Shimmins Ridge Road)
- Segment N2 (Shimmins Ridge Road to Eel River)
- Segment N3 (Eel River to Dos Rios Road)

  These seven contiguous segments north of Willits follow Outlet Creek, US 101, and SR 162. Much of the terrain is rugged with numerous tunnels and bridges, significant landslides, and environmental constraints. However, these route segments are highly scenic and may be of interest to tourists and local residents. This facility could be constructed as a soft trail on the current tracks if rail service does not return within 20 years.

Willits Bicycle and Pedestrian Specific Plan (2009)

The bicycle and pedestrian plan provides specific observations for conditions on Main Street as well as for all seven school sites included in the 2009 Safe Routes to School Plan. The recommendations include at least 8’ sidewalks on Main Street due to less demand for on-street parking. The plan highlights school area pedestrian safety; stating a need to reduce traffic speeds in areas where children and seniors are present. Schools are identified as active centers for walking and bicycling in Willits.

Safe Routes to School Plan (2009)

This plan focuses on circulation issues and alternatives for schools in Willits, several of which are located on or near Main Street. On the west side of N. Main Street at Sanhedrin High School, the plan recommends the needs for signage and sidewalk construction. Sidewalks are also missing near Willits High School, and they are encouraged in this plan. Class 2 bicycle lanes are recommended for all of N. Main Street in order to provide a safe route to schools and provide connections with those off of Main Street as well.

Willits ADA Transition Plan – Sidewalks and Parking Lots (2006)

This study evaluated 22 miles of sidewalks along streets within the city and 11 parking lots for compliance with the Americans with Disabilities Act of 1992, which set standards for ramps and other access features. The study includes tables of street locations with sidewalk or ramp deficiencies and costs to correct them.

Baechtel Road- Railroad Avenue Corridor Community Design Study (2003)

While this study focused on Baechtel Road, it also described interventions that create a stronger relationship to South Main Street entry points. This project shows how a bicycle and pedestrian trail system connects through Main Street at intersections including Baechtel Road and Commercial Street. At North Baechtel Road, the plan shows a new crossing at Main Street including a pedestrian crosswalk and planted median. At South Baechtel Road, this plan proposes a "Gateway to Willits Roundabout," in order to mitigate circulation issues at this intersection and provide a gateway for the city.

Willits Circulation and Parking Improvement Study (2002)

The Willits Circulation and Parking Improvement Study focuses on several specific issues concerning Main Street. This study outlines safety issues south of Highway 20 including pedestrian access near the railroad tracks at the Willits arch and bicycle, pedestrian and vehicular coordination at the Main/Baechtel Road Intersection. The plan suggests a roundabout at Highway 20. North of Highway 20, the study outlines pedestrian safety issues at Main/Mendocino and Main/Valley. The plan also outlines the need for a left turn pocket at the Commercial/Main intersection. In terms of parking, the study concluded that occupancy tends to be higher during the week (82% capacity), however there is no demonstrated need for added parking spaces.

Willits Downtown Specific Plan (2000)

The Willits Downtown Specific Plan provides an overall strategy for expansion, reuse and revitalization of Downtown Willits. The plan addresses issues on downtown Main Street related to parking strategies, placemaking, and design ideas. Parking strategies include encouraging more legible parking lot signage and considering reuse of parking lots that border Main Street. The plan outlined the necessity for public gathering spaces on downtown Main Street as potential development sites. Design ideas for Main Street include bulbouts and intersection improvements at the Post Office, at Main and Wood Street, a gateway median north of Oak Street, and improved crosswalks on Main and Commercial Street.

General Plan Circulation Element, 1992

The Circulation Element of the Willits General Plan strives to create a transportation network that is safe and includes many transportation modes. The City's General Plan, including the Circulation Element, is overdue for an update. Policies and implementation methods related to walking are included below:

- **Policy CE 2.230** Enhance the availability and accessibility of alternative modes of transportation, such as walking, bicycling, carpools and buses. Incorporate mass transit facilities such as bus shelters and park and ride lots in the development of private and public development projects.

- **Policy CE 2.260** Accomplishing a 25% reduction in single occupancy vehicle trips by 2000 through the following methods: make the existing circulation network safer and more accessible for pedestrians, bicyclists, and carpoolers; study and implement methods for expanding existing busing service; reduce commuting by expanding jobs within close proximity of Willits residents.
- **Policy CE 2.270** Promote beautification efforts along city's roadways.
- **Implementation Methods CE 2.330** Improve signage to Willits airport, and existing parking facilities in the downtown area. Utilize signage to highlight gateways into the community.
- **Implementation Methods CE 2.380** Provide additional landscaping, including street trees along the roadways.

Willits Area Existing Pedestrian Facilities & Identified Needs

Table 11: Willits Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity	
Connecting Roads in Study Area	37.5	Miles
State Route in Study Area	5.1	Miles
Existing Sidewalks	23.4	Miles
Existing Paths	0	Miles
Existing Crosswalks	141	
Existing Shoulders	n/a	
No Shoulder Roads/Gaps	6.4	Miles

Table 12: Willits Area Identified Pedestrian Improvement Project

Willits Project Table		Planned Pedestrian Facilities						
Project ID	Project Name	Location	Sidewalks Identified Need (Feet)	Existing Crosswalks to be Improved (Count)	New Crosswalks (Count)	Class I Path Identified Need (feet)	Pedestrian Path Identified Need (feet)	Source
Sum Total			**24973**	**2**	**19**	**12887**	**0**	
W1	**Pedestrian Improvements vicinity of Brookside Elementary School**	Install sidewalks and corner ramps near Brookside Elementary School	2554	1	2	0	0	*Mendocino County Regional Transportation Plan (2017), Willits SRTS Program*
W2	**Pedestrian Improvements on W Mendocino Street**	W Mendocino Steet from Catherine Lane to Easy Street	312	0	0	0	0	*Safe Routes to School Plan (2009)*
W3	**Other Pedestrian Improvements near Brookside Elementary School**	Sidewalk Improvements on Easy Street, Spruce Street and Redwood Ave	1257	0	0	0	0	*Safe Routes to School Plan (2009)*
W4	**North Street Sidewalk Improvements**	Sidewalks on both sides of North Street from Laurel Street to W Commercial Street	1262	0	2	0	0	*Safe Routes to School Plan (2009)*
W5	**Mill Creek Drive Sidewalk Improvements**	Mill Creek Drive from Hillside Drive to W Commercial Street	656	0	0	0	0	*Safe Routes to School Plan (2009)*
W6	**North Willits Trail**	Suggested Planned Trail Connecion from S Main Street to Mill Creek Drive	0	0	0	1053	0	*Willits Main Street Corridor Enhancement Plan (2016)*
W7	**Mendocino County Rail with Trail C8 (Partial)**	From E Commercial Street to Casteel Lane	0	0	0	2237	0	*Willits Main Street Corridor Enhancement Plan (2016)*
W8	**Class I path on north side of Willits High School**	Path on Casteel Lane from 101/Redwood Highway to Railroad	0	0	0	1149	0	*Willits Main Street Corridor Enhancement Plan (2016)*
W9	**Pedestrian Improvements near near Pine & Mill Streets**	Add sidewalks on Mill Street from Pine to Harms	317	0	0	0	0	*Mendocino County Regional Transportation Plan (2017), Safe Routes to School Plan (2009)*
W10	**Pedestrian Improvements on Laurel Street**	Sidewalks and crossings on Laurel Street from North St. to Mill St..	201	0	2	0	0	*Safe Routes to School Plan (2009)*
W11	**Not included**	Project previously completed						
W12	**NWP Rail Trail, Phase I**	From East Hill Road to East Commercial Street, ten-foot wide trail	0	0	0	8448	0	*Mendocino County Regional Transportation Plan (2017)*
W13	**Coast Street Sidewalks**	Sidewalks, crosswalks, curb extensions, and corner ramps on Coast Street between West San Francisco Street and Highway 20	1978	0	2	0	0	*Mendocino County Regional Transportation Plan (2017)*
W14	**Pedestrian Improvements on Franklin Ave**	Franklin Avenue from Blosser Lane to Locust Street	1262	0	3	0	0	*Safe Routes to School Plan (2009)*
W15	**Blosser Lane Improvements**	Blosser Lane Sidewalk infill high visibility & raised crosswalks, curb extensions/bulb-outs, signage	1983	0	4	0	0	*Mendocino County Regional Transportation Plan (2017)*

Project ID	Project Name	Location	Sidewalks Identified Need (Feet)	Existing Crosswalks to be Improved (Count)	New Crosswalks (Count)	Class I Path Identified Need (feet)	Pedestrian Path Identified Need (feet)	Source
W16	**Walnut Street Sidewalk Improvements**	South Side of Walnut Street, Locust to Magnolia	686	0	0	0	0	*Safe Routes to School Plan (2009)*
W17	**Walnut and Main Streets Intersection Crossing Enhancement**	Walnut and Main Streets Intersection	0	1	0	0	0	*Mendocino County Regional Transportation Plan (2017)*
W18	**Locust Street Improvements**	Sidewalks, cross walks, and corner ramps on Locust Street in the vicinity of Baechtel Grove Middle School	1163	0	1	0	0	*Mendocino County Regional Transportation Plan (2017)*
W19	**Holly Street Sidewalk Improvements**	Sidewalk Improvements on both sides of Holly Street	2491	0	0	0	0	*Safe Routes to School Plan (2009)*
W20	**Poplar Street Sidewalk Improvements**	Sidewalk Improvements on East Side of Poplar Street from Furlong Road to Holly Street	202	0	0	0	0	*Safe Routes to School Plan (2009)*
W21	**Hazel Street Sidewalk Improvements**	North Side Sidewalk gap closure on Hazel Street	299	0	0	0	0	*Safe Routes to School Plan (2009)*
W22	**Della Ave Sidewalk Improvements**	Sidewalks on the North Side of Della Ave	1395	0	0	0	0	*Safe Routes to School Plan (2009)*
W24	**Baechtel Road Sidewalk Improvements**	South side of Baechtel Road	676	0	0	0	0	*Safe Routes to School Plan (2009)*
W25	**Shell Lane Improvements**	Connection to new NWP Rail Trail	2014	0	0	0	0	*Mendocino County Regional Transportation Plan (2017)*
W26	**East Hill Road**	From Baechtel Road to the East City Limit, sidewalk infill and bike lanes	2640	0	0	0	0	*Mendocino County Regional Transportation Plan (2017)*
W27	**Elm Street Sidewalk Gap Closure**	Sidwalk and corner ramp installation	104	0	0	0	0	*Mendocino County Regional Transportation Plan (2017)*
W28	**Manor Way and Main Street Intersection Pedestrian Improvements**	Manor Way and Main Street Intersection	245	0	1	0	0	*Safe Routes to School Plan (2009)*
W29	**Main Street to Sandy Lane Sidewalk Improvements**	Sidewalk connection from Manor Way and Main Street Intersection to Sandy Lane	1275	0	2	0	0	*Safe Routes to School Plan (2009)*

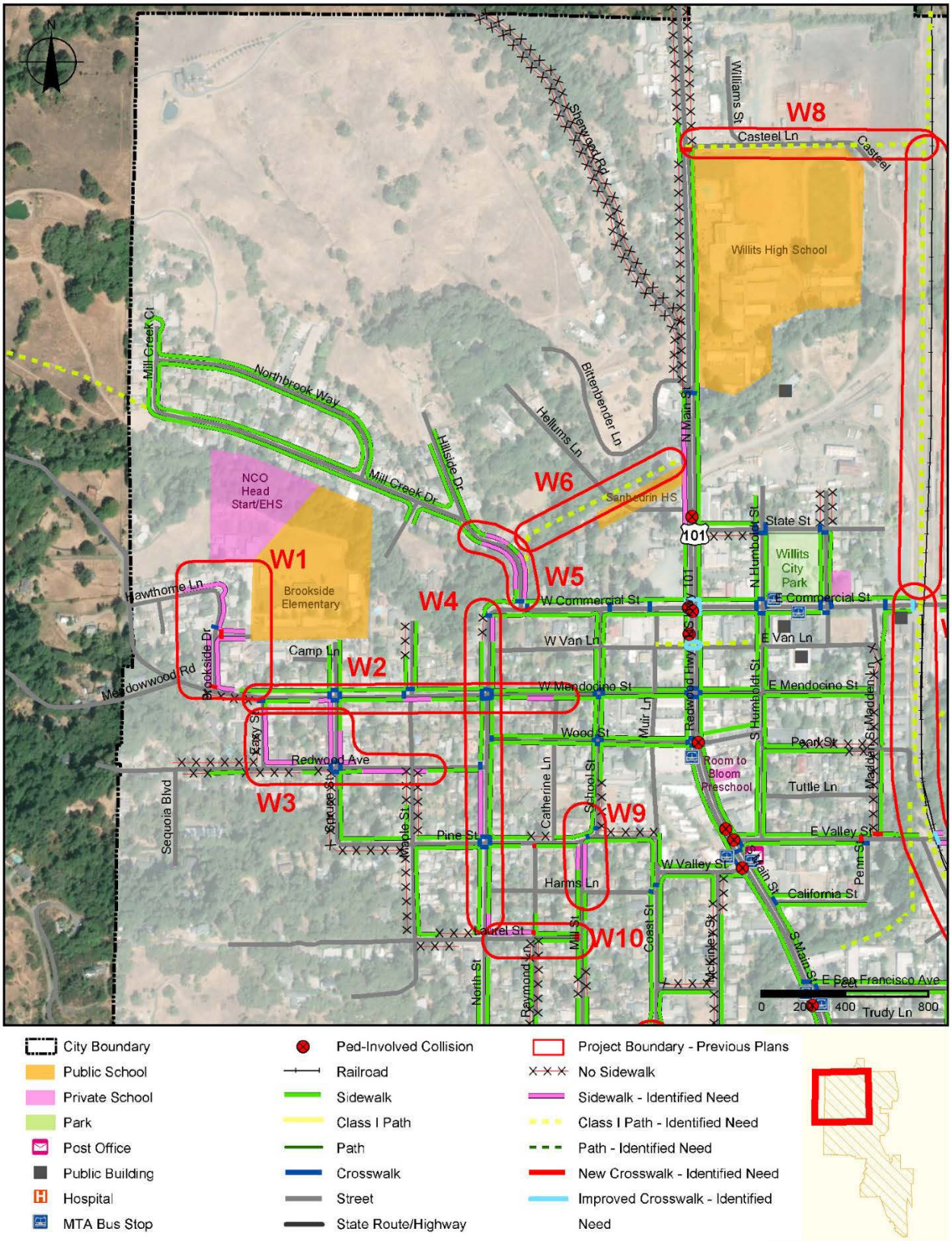


Figure 41: Willits Area Inventory Map, Part 1 of 5

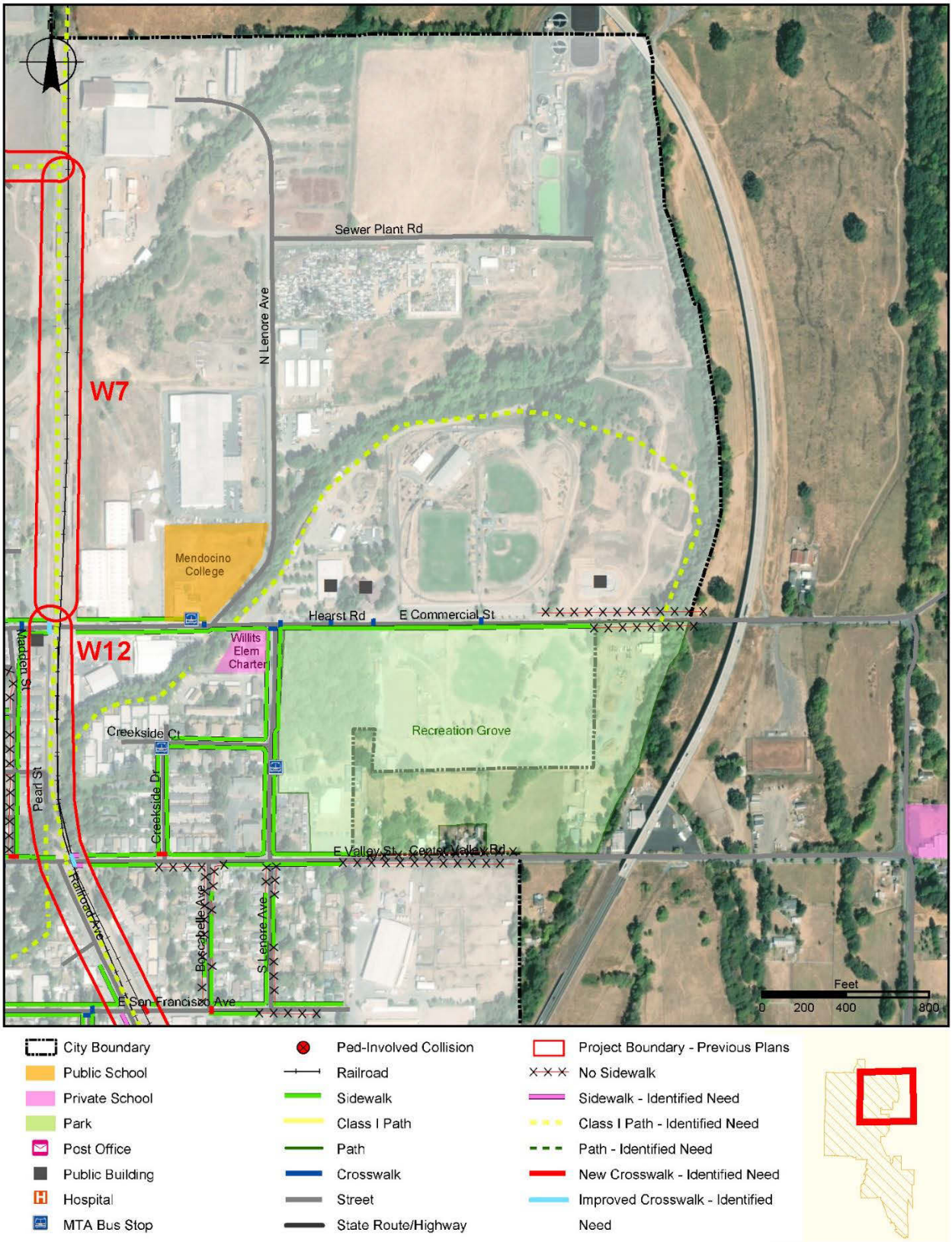


Figure 42: Willits Area Inventory Map, Part 2 of 5

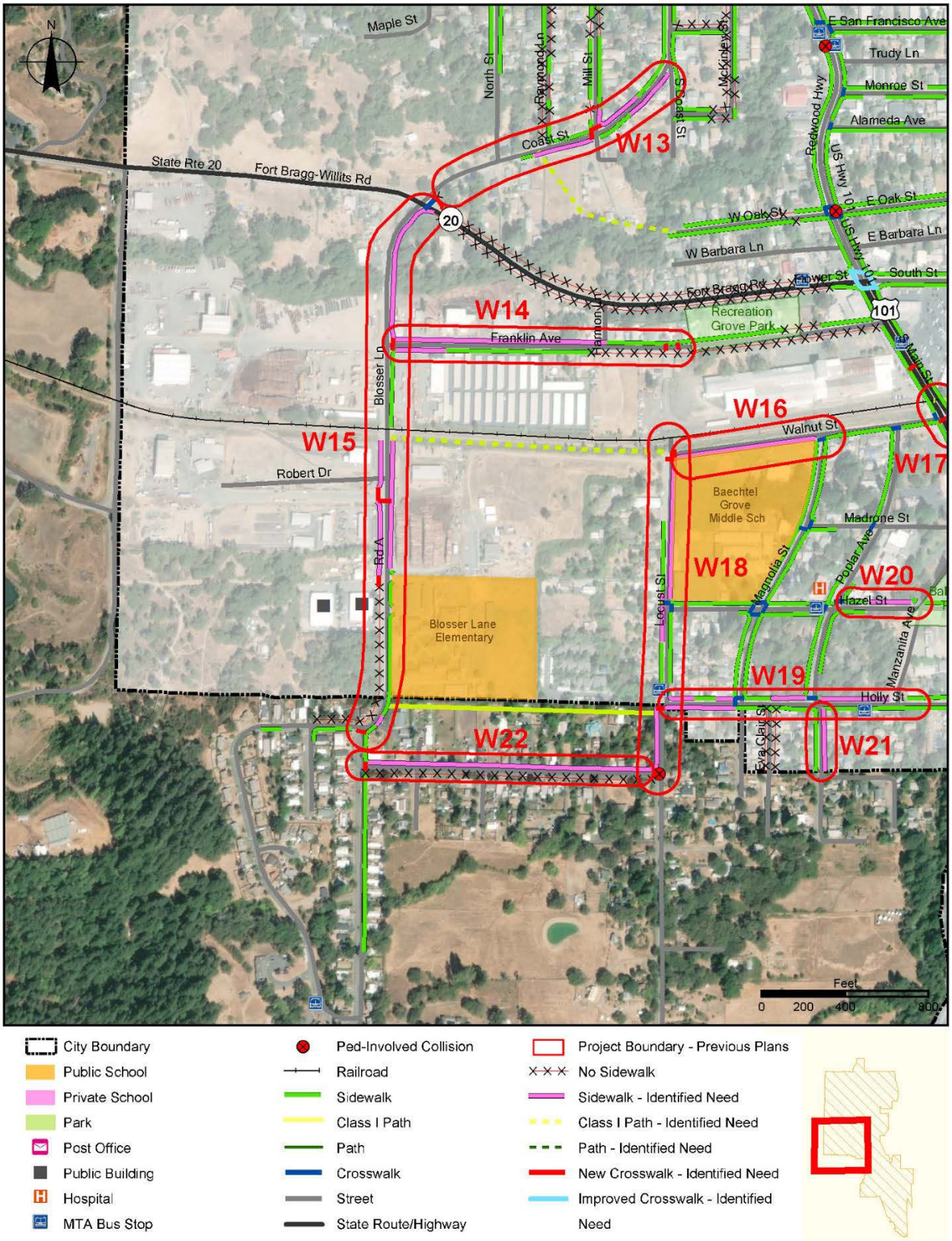


Figure 43: Willits Area Inventory Map, Part 3 of 5

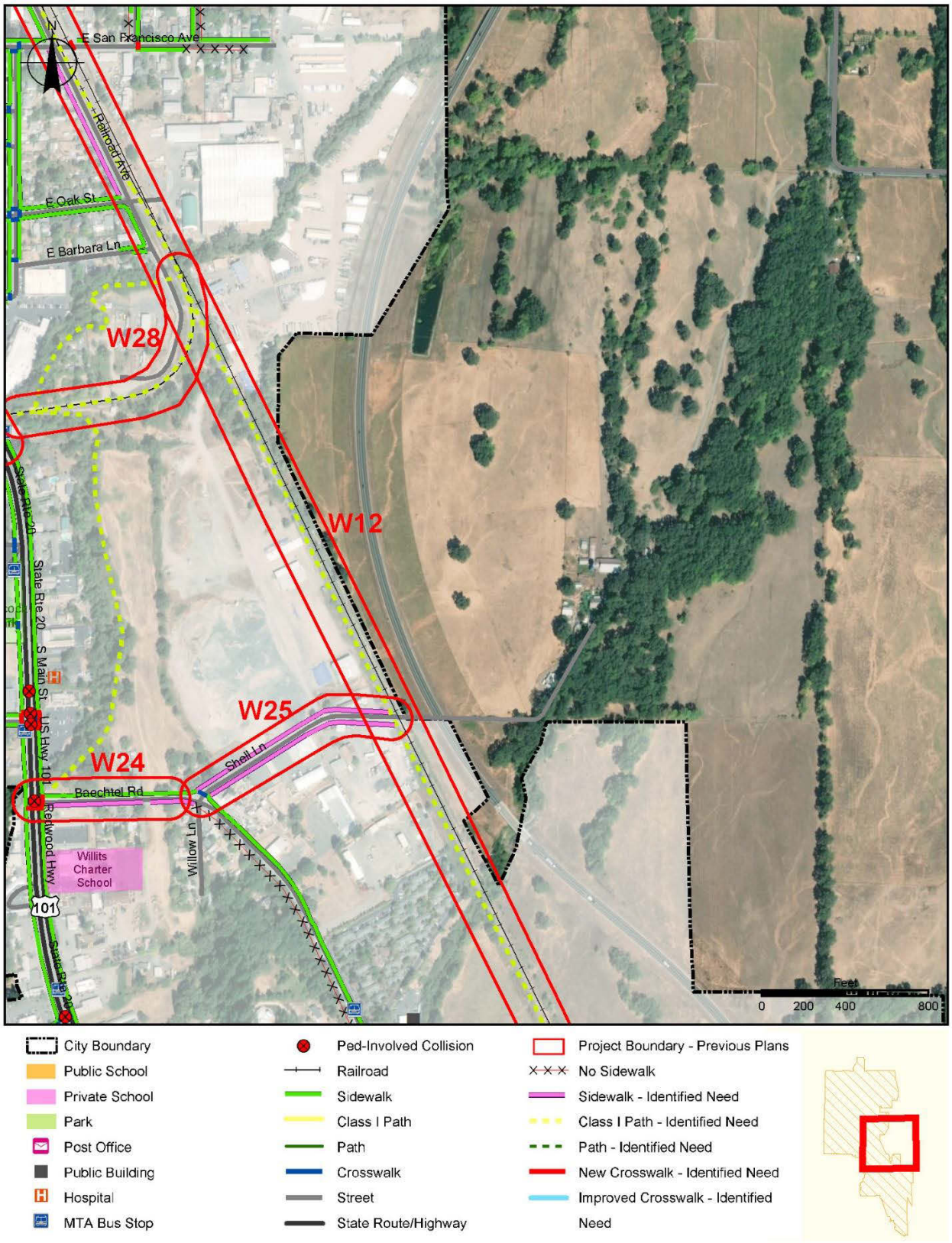


Figure 44: Willits Area Inventory Map, Part 4 of 5

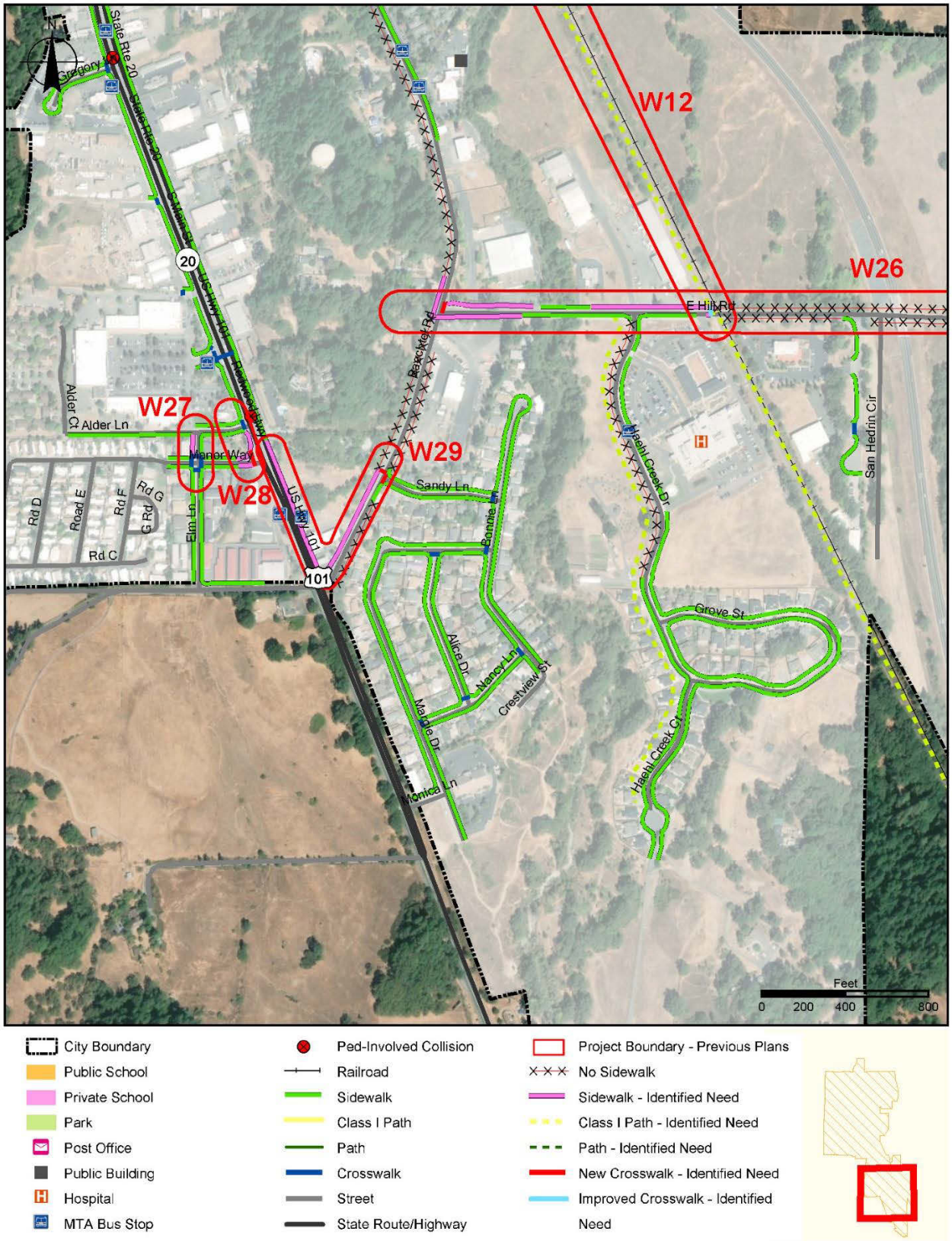


Figure 45: Willits Area Inventory Map, Part 5 of 5

Unincorporated Communities with "Cores"

Albion

The unincorporated community of Albion lies directly on Highway 1, located 15 miles south of Fort Bragg. Nearby is the Albion River, crossed by the Albion River Bridge. The bridge, built in 1944, is the last wooden bridge in use on Highway 1.

Albion	
Population	168
Elevation	174 feet
Land Area	1.8 sq. mi.

The map and tables at the end of this section show the existing conditions that were inventoried for this Study in the Albion area.

Albion Area Background Documents

Albion River Bridge Replacement (study in process)

Caltrans is currently evaluating rehabilitation and replacement alternatives for the Albion River Bridge on Highway 1 in Albion. The current trestle bridge, built in 1944, was constructed mainly from wood timbers with a steel truss over the river channel. The bridge is narrow and does not meet current standards for shoulders and bridge rails. Numerous alternatives for rehabilitation or replacement are under study. All replacement alternatives propose two 12-foot travel lanes, two eight-foot or six-foot shoulders, and a six-foot pedestrian walkway (with barrier) on west side.

Figure 46: Simulation of one of the proposed Albion River Bridge Replacement alternatives; (Source: Caltrans)

Four-foot shoulders are proposed for both sides of both approach roadways. The project is currently in environmental review. Projected construction is 2021—2024.

Salmon Creek Bridge Replacement study (study in process)

Caltrans is studying replacement options for the Salmon Creek Bridge, on Highway 1 south of Albion. This aging structure was built in 1950 and is in marginal and deteriorating condition. It is functionally obsolete, has a low road rating, is an inappropriate design for the environment, and does not meet current standards for shoulders and bridge railing. The bridge is a fracture critical structure because of the lack of redundancy of the steel deck truss. The proposed replacement options include wider shoulders and pedestrian facilities. Environmental review is currently underway.

Albion Area Existing Pedestrian Facilities & Identified Needs

Table 13: Albion Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity	
Connecting Roads in Study Area	1.74	Miles
State Route in Study Area	0.66	Miles
Existing Sidewalks	-	Feet
Existing Paths	-	Feet
Existing Crosswalks	-	

Table 14: Albion Area Identified Pedestrian Improvement Project

Project ID	Project Name	Location	Sidewalks (Feet)	Existing Crosswalks to be Improved (Count)	New Crosswalks (Count)	Class I Path Identified Need (Feet)	Pedestrian Path Identified Need (Feet)	Source
Sum Total			**0**	**0**	**0**	**0**	**1111**	
AL1	Albion River Bridge Replacement (study in process)	Salmon Creek Bridge Path	0	0	0	0	1111	*D-1 Salmon Creek Bridge and Albion River Bridge Replacement Projects*

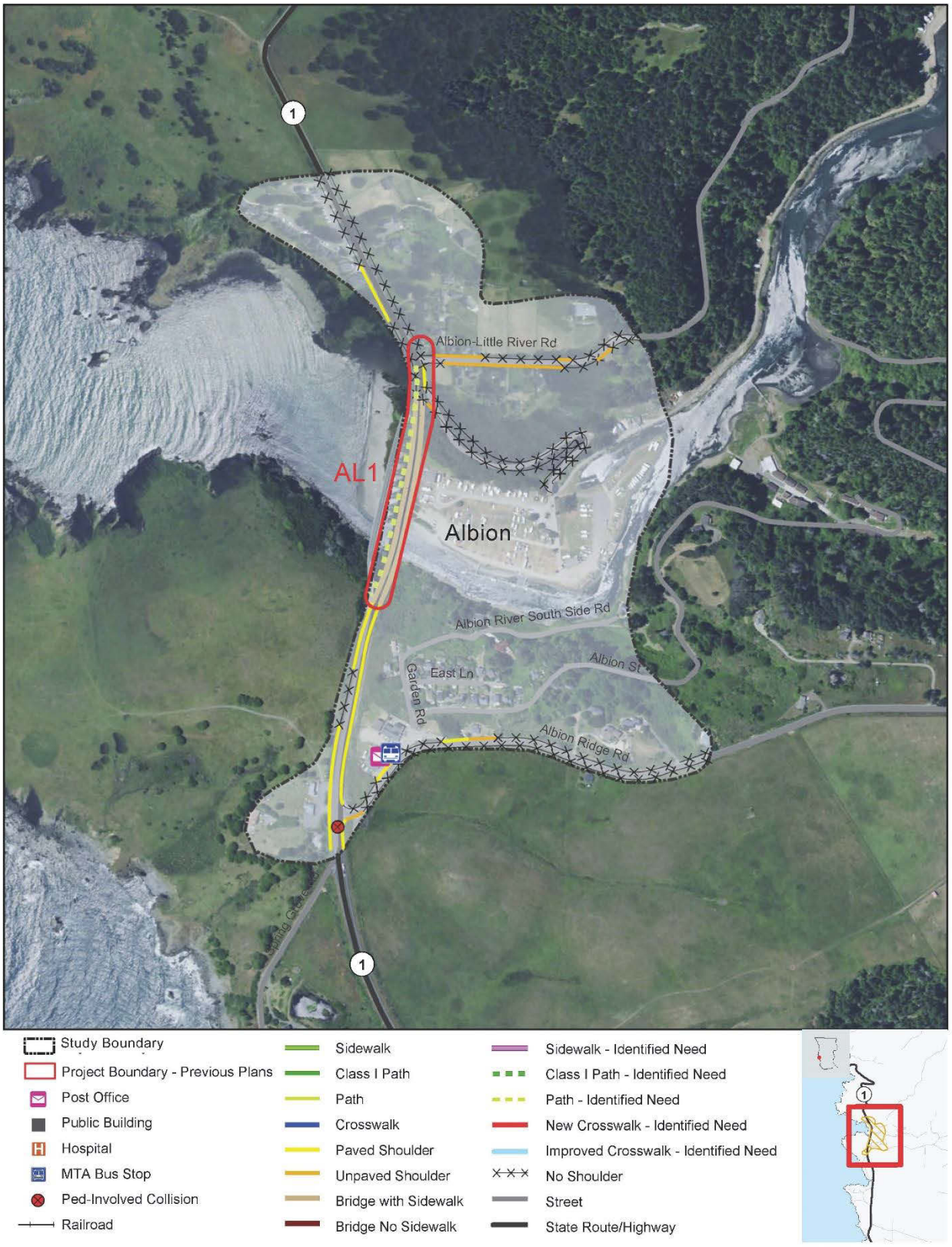


Figure 47: Albion Area Inventory Map

Boonville

The unincorporated community of Boonville, formerly known as The Corners and Kendall's City, is located 12.5 miles southwest of Ukiah on Highway 128 at the south end of Anderson Valley. It is host to several annual beer and wine festivals, as well as the Mendocino County Fair. It is the home of the Anderson Valley Brewing Company and there are many nearby wineries.

Boonville	
Population	1,035
Elevation	381 feet
Land Area	5.5 sq. mi.

The maps and tables at the end of this section show the existing conditions that were inventoried for this Study in the Boonville area.

Pedestrian Crossing Highway 128 in Boonville

Boonville Area Background Documents

Mendocino County Regional Transportation Plan (2017)

See full description of the Transportation Plan under "County and Regional Background Documents".

Boonville Area Short Range Priority Improvements

- Anderson Valley Way Class III Bike Route/Recreational Trail ($420,000) – Class III bike route along Anderson valley Way connecting to a recreational trail.

Boonville Area Long Range Priority Improvements

- Safe Routes to School Anderson Valley (unknown) – Class I multi-use path parallel to Highway 128 with connection to school.

State Route 128 Corridor Valley Trail Feasibility Study (2014)

See full description of the Feasibility Study under "County and Regional Background Documents".

Short-term (1–5 year) priority projects in and near Boonville included:

Class I Bike Path and Major Trailhead - Demonstration Project. This would include an approximate one-mile long bike path in the highway ROW and a major trailhead, or with access from an existing parking area that could function as a major trailhead, on the south side of the highway. Likely termini for the demonstration project would be from the Highway 128/County Road 150 intersection (near Anderson Valley Elementary School) to the Highway 128/Anderson Valley Way/Schoenahl Road intersection.

- Estimated cost for 1.1-mile long trail: $1,500,000.
- Estimated cost for prototypical major trailhead: $175,000.

Segment 3 Recreational Trail and Class III Bike Route along Anderson Valley Way. The recreational trail could be a relatively low-cost community-sponsored project that could cost less than the estimate. The signage and sharrows would require participation from County DOT and/or an outside funding source, but constitute a relatively inexpensive project.

- Estimated cost: $420,000

Boonville Traffic Calming and Crossing Improvements. This would include colored shoulders/bike lanes, sidewalks with street trees north and south of downtown (including a south-side sidewalk from the edge of downtown to the Senior Center), intersection improvements at Mountain View Road, advance warning signage and yield lines at all crosswalks, and curb extensions at crosswalks north and south of downtown.

The mid-range (5 to 10 years) project list included:

Downtown Boonville Improvements (sidewalks with street trees, parking delineation, bike lanes, curb extensions at crossings). This project depends on the support of the Boonville business community and on the ability to secure grants for the highway improvements.

- Estimated cost: $1,337,867

The above Class I bike path would also be a pedestrian facility that would connect from the local elementary school to residential areas and central Boonville. It also includes safe-route-to-school crossing improvements as illustrated below.

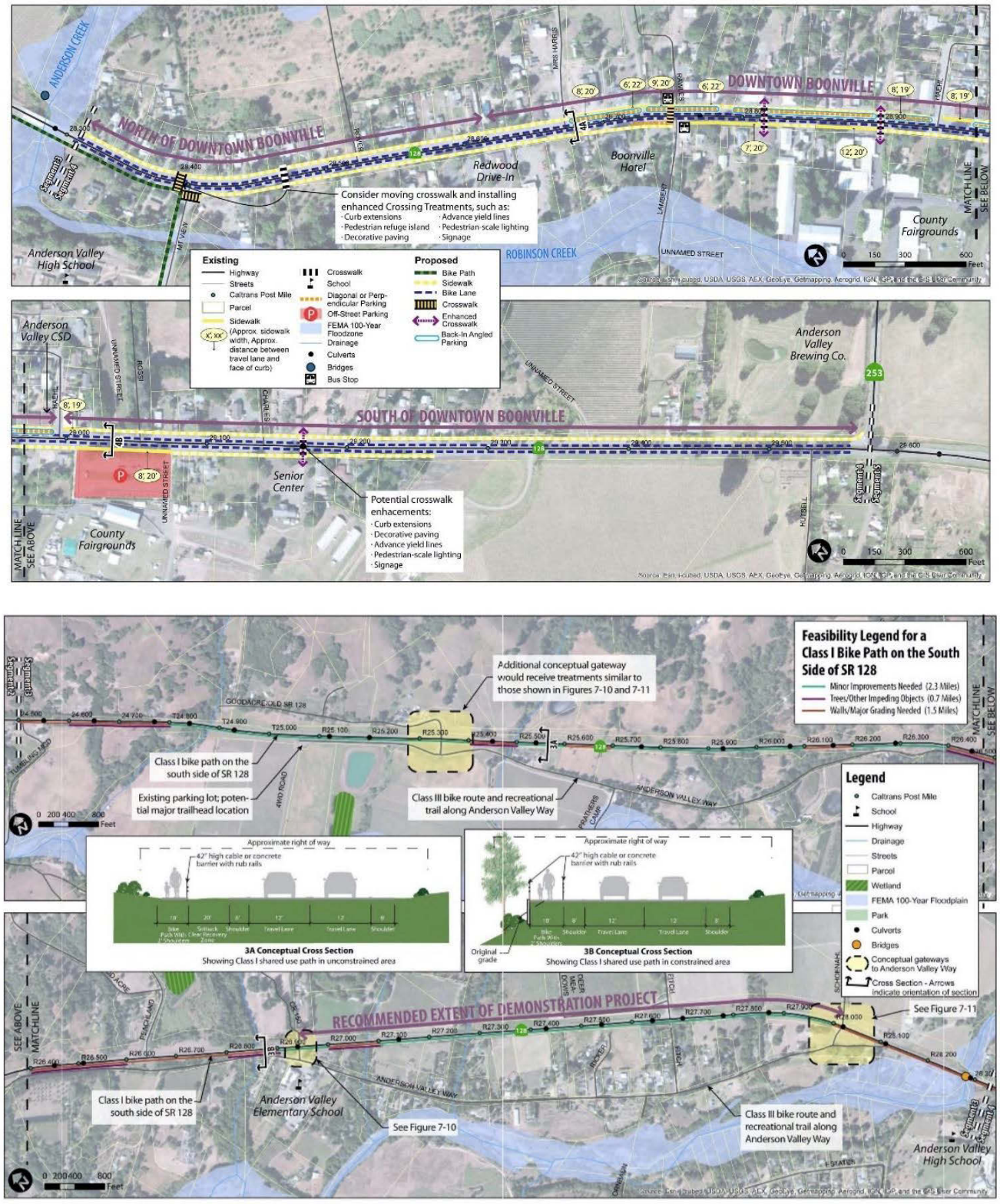


Figure 48: Improvement Recommendations for Valley Trail Near Boonville (Source: Highway 128 Valley Trail Feasibility Study)

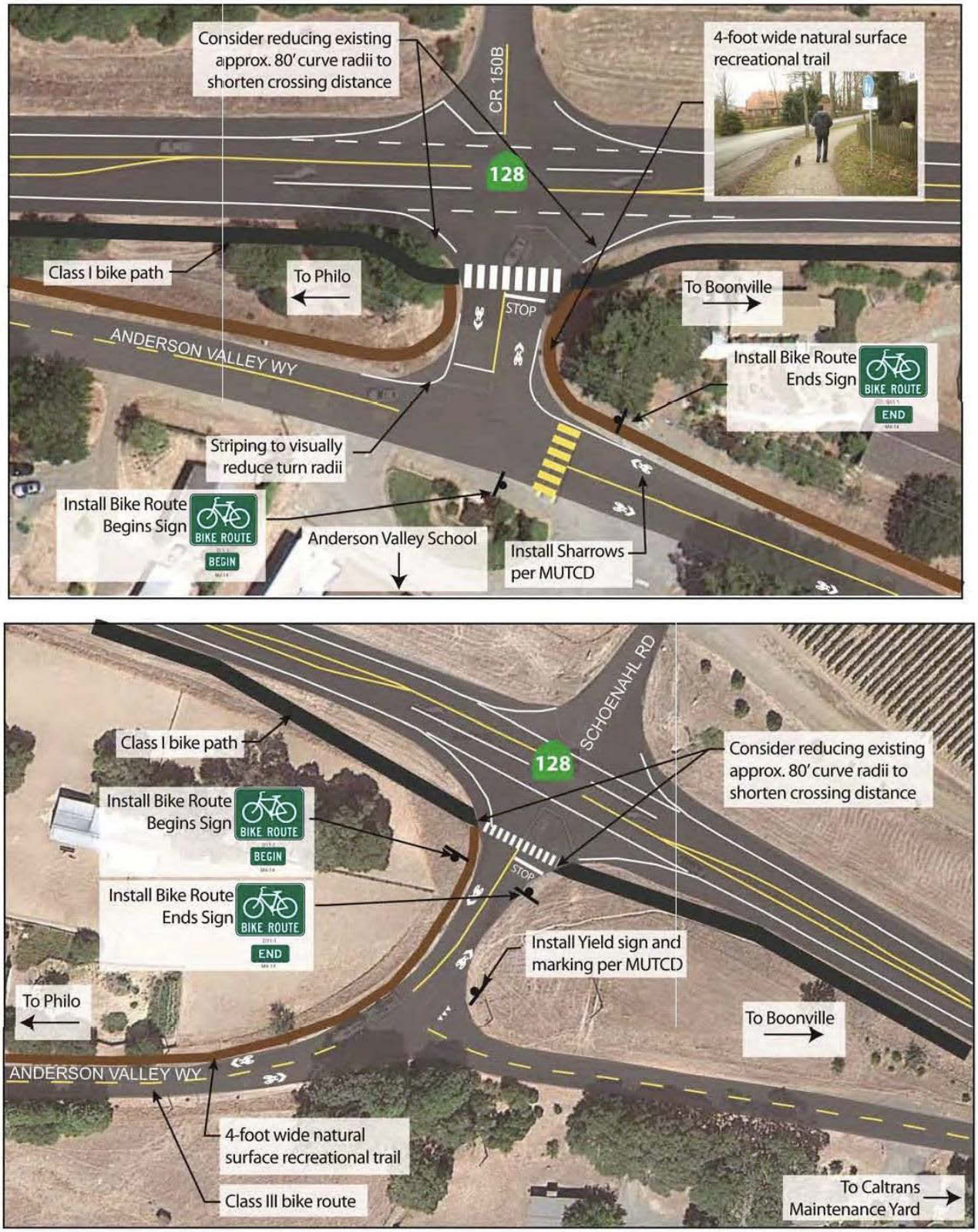


Figure 49: Improvement Recommendations for Class I Path and Crossings (bottom) (Source: Highway 128 Valley Trail Feasibility Study)

Mendocino County Safe Routes to School Plan (2014)

See full description of the Transportation Plan under "County and Regional Background Documents".

Most of the Boonville Tier 1 recommendations are for on-site circulation improvements. Other recommendations included: an

- Upgraded high-visibility crosswalk on Anderson Valley Way;
- Striping changes on Anderson Valley Way;
- Additional signage on Anderson Valley Way; and
- Connections to the future multi-use path along Highway 128.

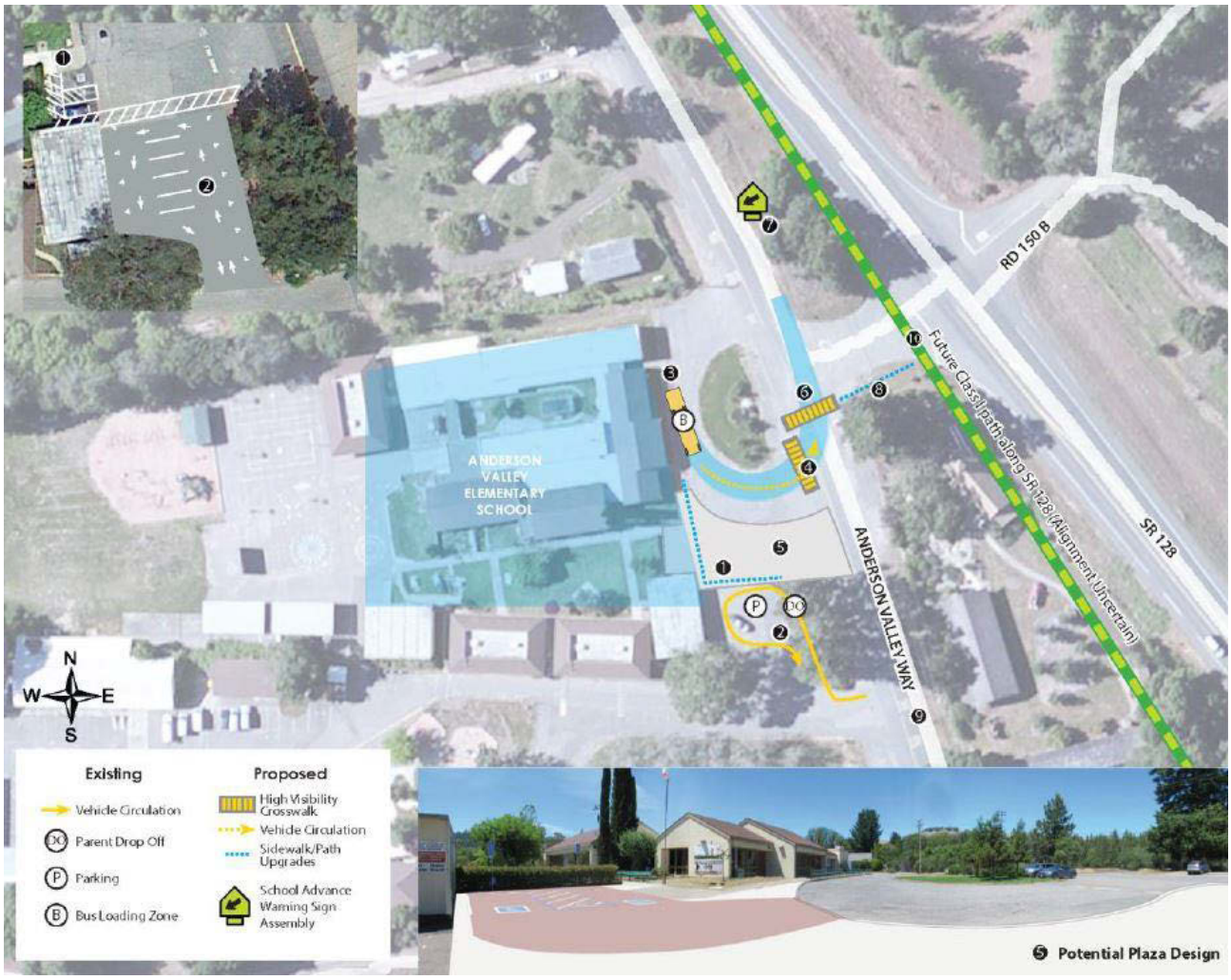


Figure 50: Anderson Valley Elementary School Recommendations (Source: Mendocino County Safe Routes to School Plan)

Boonville Area Existing Pedestrian Facilities & Identified Needs

Table 15: Boonville Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity	
Connecting Roads in Study Area	6.66	Miles
State Route in Study Area	3.02	Miles
Existing Sidewalks	1,900	Feet
Existing Paths	-	Feet
Existing Crosswalks	6	

Table 16: Boonville Area Identified Pedestrian Improvement Project

Project ID	Project Name	Location	Sidewalks (Feet)	Existing Crosswalks to be Improved (Count)	New Crosswalks (Count)	Class I Path Identified Need (Feet)	Pedestrian Path Identified Need (Feet)	Source
Sum Total			**9614**	**0**	**6**	**7625**	**14674**	
BV1	Anderson Valley Way Class III Bike Route/Recreational Trail	An informal pedestrian path along Anderson Valley Way	0	0	0	0	14674	*Mendocino County Regional Transportation Plan (2017),State Route 128 Corridor Valley Trail Feasibility Study (2014)*
BV2	Class I multi-use path parallel to Highway 128	Located in Hwy 128 ROW on south side, from County Road 150 to Mountain View Road	0	0	0	7625	0	*Mendocino County Regional Transportation Plan (2017)*
BV3	West Boonville Traffic Calming and Crossing Improvements	At the Highway 128/County Road 150 intersection and Highway 128/Schoenahl Rd intersection	0	0	3	0	0	*State Route 128 Corridor Valley Trail Feasibility Study (2014)*
BV4	Downtown Boonville Improvements	Various sidewalk and crossing improvements along SR128 in Downtown Boonville	9614	0	3	0	0	*State Route 128 Corridor Valley Trail Feasibility Study (2014)*

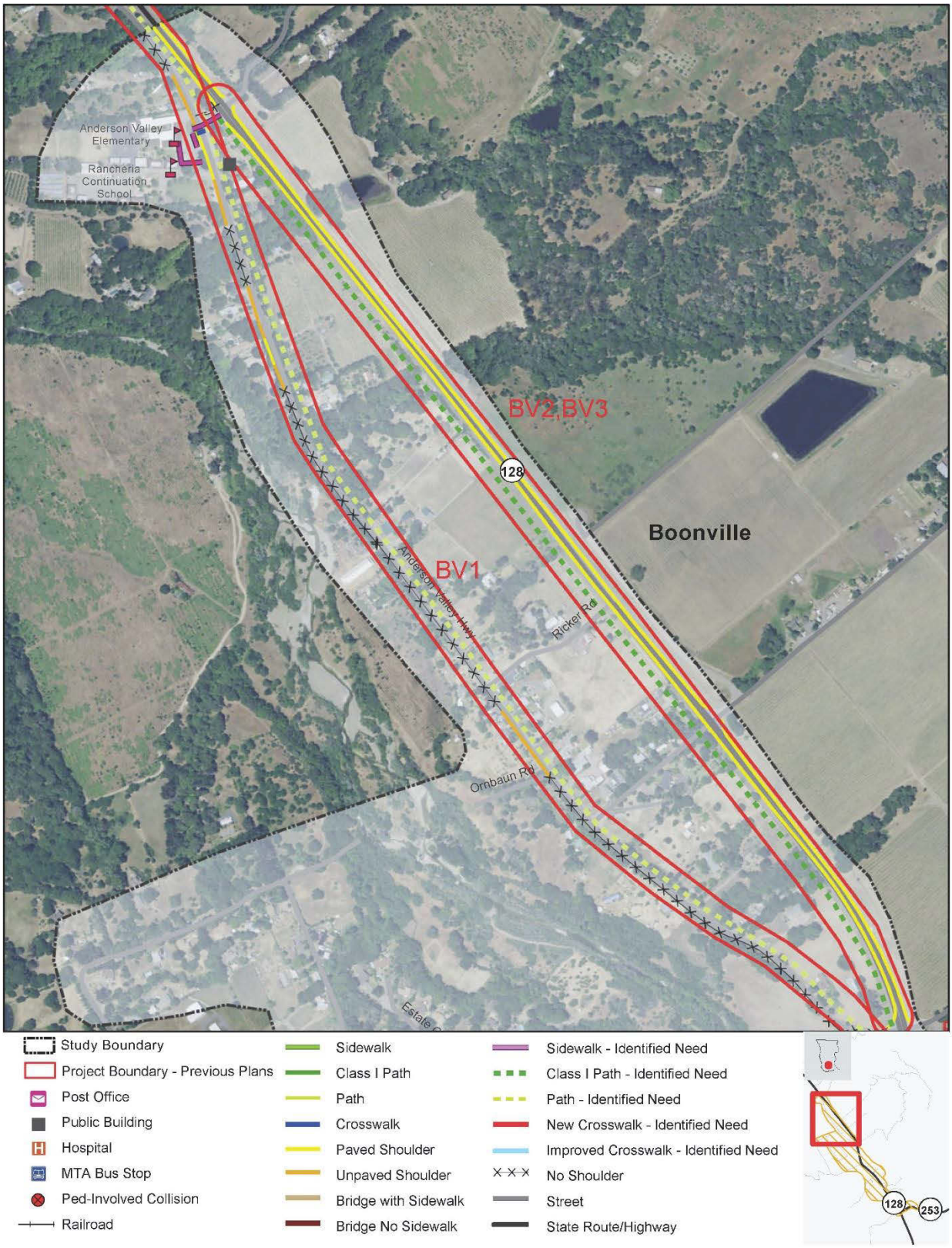


Figure 51: Boonville Area Inventory Map, Part 1 of 3

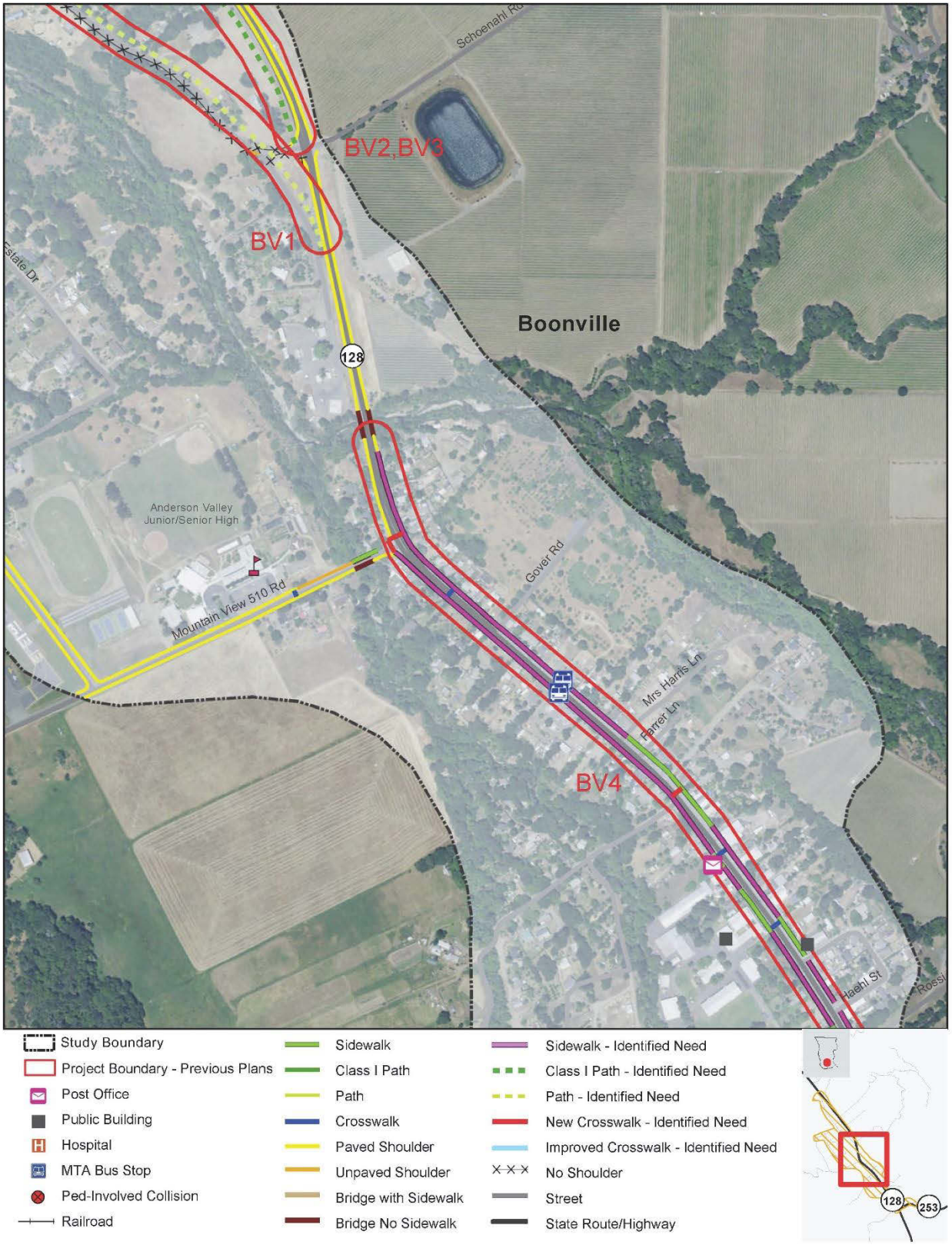


Figure 52: Boonville Area Inventory Map, Part 2 of 3

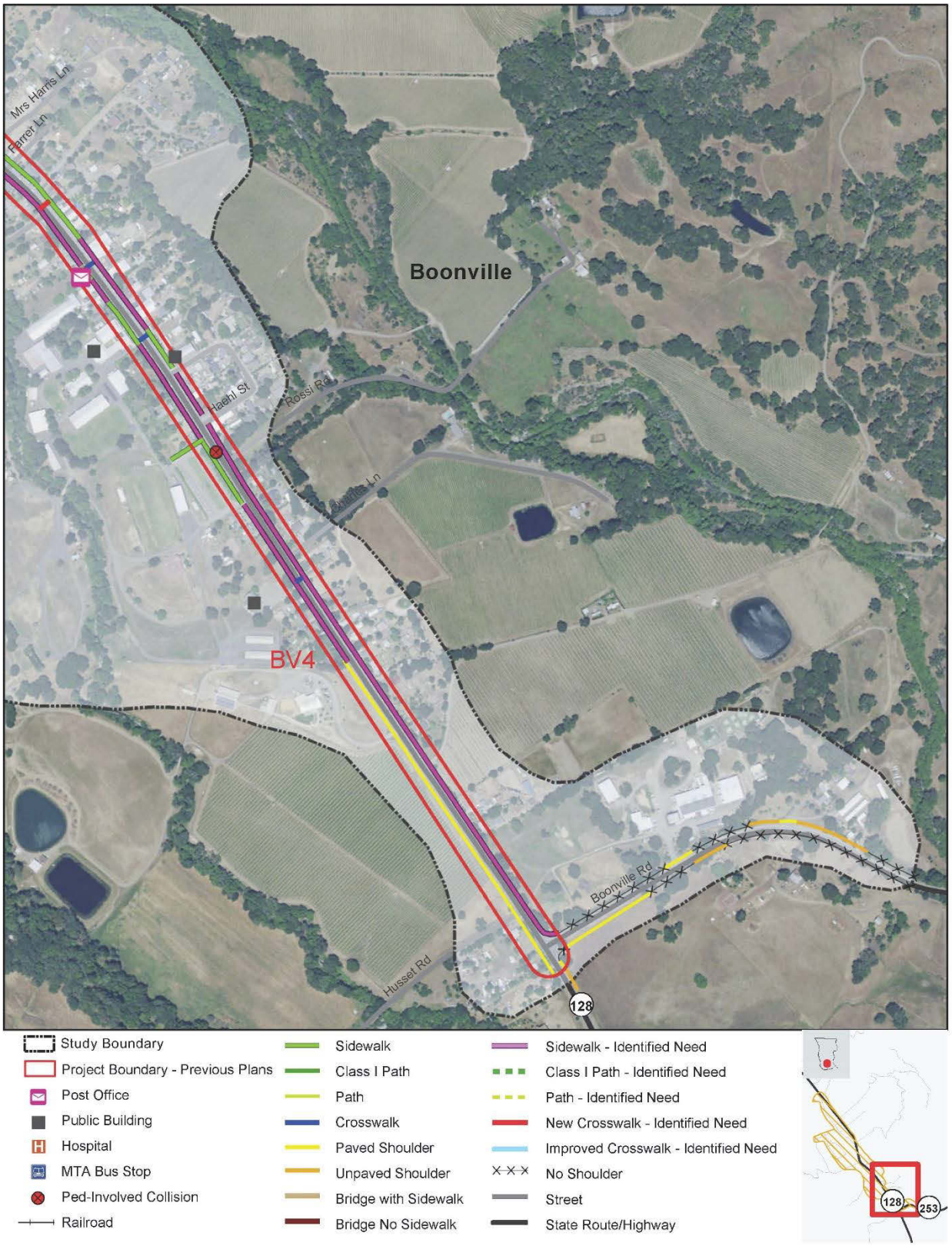


Figure 53: Boonville Area Inventory Map, Part 3 of 3

Calpella

Calpella is an unincorporated community located six miles north of Ukiah on the Russian River. It is the site of the Mendocino Redwood company's mill and offices. The small community is located near the intersection of U.S. 101 and Highway 20. U.S. The nearby Lake Mendocino is a local recreational draw.

Calpella	
Population	679
Elevation	682 feet
Land Area	2.5 sq. mi.

The map and tables at the end of this section show the existing conditions that were inventoried for this Study in the Calpella area.

Calpella Area Background Documents

Mendocino County Safe Routes to School Plan (2014)

See full description of the Transportation Plan under "County and Regional Background Documents".

Recommendations for Calpella Elementary School included both on-site and off-site improvements. These included:

- Sidewalk improvements on Moore Street and N State Street (completed);
- Intersection improvements at Moore Street/N State Street and Moore Street/Facklam Court;
- New access connection from Hopkins Street to school property; and
- Formalization of access from Facklam Court to school property.

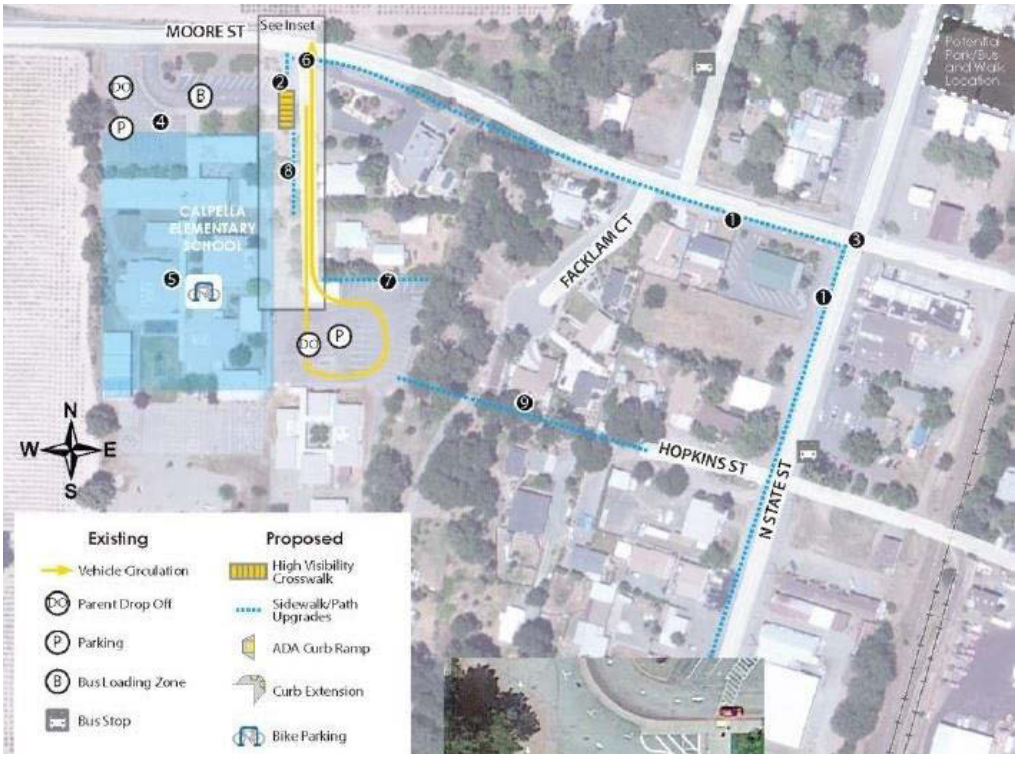


Figure 54: Calpella Elementary School Recommendations (Source: Mendocino County Safe Routes to School Plan)

Mendocino County Rail-with-Trail Plan (2012)

See full description of the Rail-with-Trail Plan under "County and Regional Background Documents".

Calpella area Phase II Priority Projects (expected to be completed within 10 years) include:

- Segment C2 (Lake Mendocino Drive to Highway 20)

  This segment, combined with Segment C3 in Redwood Valley, would provide a direct connection from Redwood Valley (Laughlin) into Ukiah, connecting to the Phase I segments between Brush St-Lake Mendocino Drive, and East Gobbi St. and Clara Avenue. These segments will serve residential, commercial areas and farmlands north of Ukiah. In addition, the segment could provide connections into Ukiah-area schools and businesses.

Calpella Community Design Project (2011)

The Calpella Community Design Project is a community visioning project for pedestrian circulation and safety and redevelopment opportunities. The project was funded with Redevelopment funds through the Mendocino County Department of Transportation. The study area centered on the North State Street/Moore Street intersection and the equivalent of one or two blocks in each direction. The report detailed recommended improvements in the right-of-way and grouped those recommendations into seven "packages". The packages are numbered by priority and planning-level cost estimates were included. A few of the recommendations have been completed, including:

Figure 55: North State Street/Moore Street Improvements (Source: Calpella Community Design Project)

- Sidewalk connections from the North State Street/Moore Street intersection to Calpella Elementary School;
- Sidewalk connections from the North State Street/Moore Street intersection to the apartments at the south edge of the community;
- Crosswalk on Moore Street at Facklam Courth/Third Street; and
- Bus stop improvements on North State Street near Hopkins Street.

Other recommended improvements that have not been completed include:

- Sidewalk connections on both sides of all streets (except the north side of Moore Street, west of Third Street and the south side of Moore Street east of the Superette);
- Crosswalks on Third Street and Facklam Street at Moore Street;
- Crosswalks on the east, west, and south legs of the Hopkins/North State Street intersection;
- Bulbouts at the North State Street/Moore Street intersection;
- Formalized parking on North State Street and Moore Street;

- Two formalized access pathways to Calpella Elementary School (from Facklam Street and from a point just north of the apartment buildings);
- Street trees and stormwater swales on North State Street and Moore Street; and
- Gateway elements at the north, south, and west approaches to the main intersection.

Calpella Area Existing Pedestrian Facilities & Identified Needs

Table 18: Calpella Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity	
Connecting Roads in Study Area	2.73	Miles
State Route in Study Area	-	Miles
Existing Sidewalks	2,345	Feet
Existing Paths	-	Feet
Existing Crosswalks	-	

Table 17: Calpella Area Identified Pedestrian Improvement Project

Project ID	Project Name	Location	Sidewalks (Feet)	Existing Crosswalks to be Improved (Count)	New Crosswalks (Count)	Class I Path Identified Need (Feet)	Pedestrian Path Identified Need (Feet)	Source
Sum Total			4509	0	8	2995	718	
CAL1	Calpella Elementary School Access Improvements	Pathway connections and crosswalk to improve pedestrian access to Calpella Elementary School; the sidewalks portion of SR2S plan is completed	0	0	1	0	718	*Mendocino County Safe Routes to School Plan (2014)*
CAL2	Mendocino County Rail-with-Trail Plan Segment C-2 (Partial)	Segment CAL 2 ultimately goes along railroad all the way to Ukiah	0	0	0	2995	0	*Mendocino County Rail-with-Trail Plan (2012)*
CAL3	Calpella 3rd Street Sidewalk Improvements	Both Sides of 3rd Street	1367.963241	0	0	0	0	*CALPELLA COMMUNITY DESIGN PROJECT 2011*
CAL4	Calpella State Street Sidewalk and Crossing Improvements	Sidewalks on both Sides of State St. Intersection of State St. & Moore St. and State St. & Hopkins St.	2325	0	5	0	0	*CALPELLA COMMUNITY DESIGN PROJECT 2011*
CAL5	Moore Street Sidewalk and Crossing Improvements	Both Sides of Moore Street, Intersection of Moore Street & State Street	816	0	2	0	0	*CALPELLA COMMUNITY DESIGN PROJECT 2011*

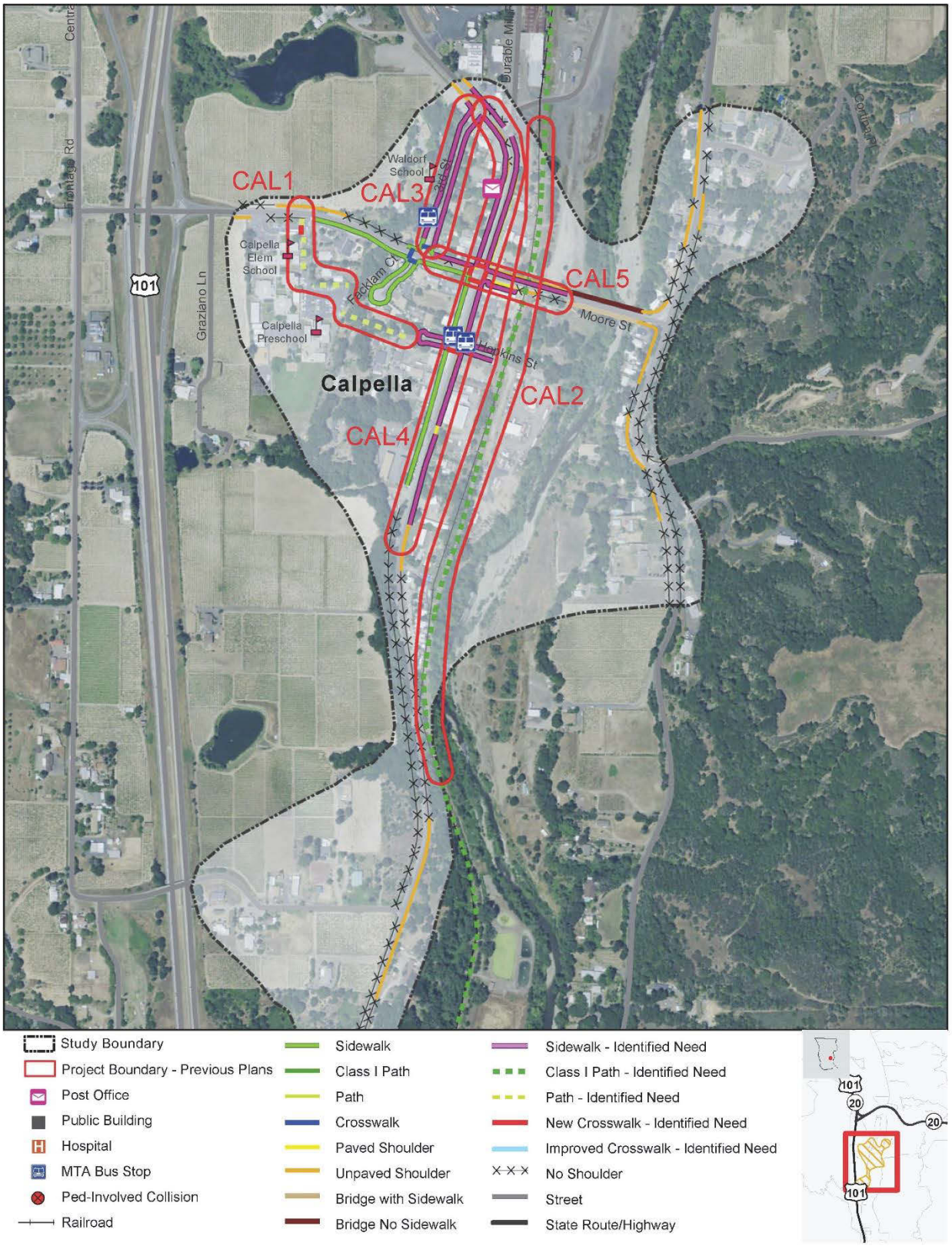


Figure 56: Calpella Area Inventory Map

Covelo/Round Valley

Covelo

The community of Covelo is located 14 miles east-northeast of Laytonville. Highway 162 becomes Covelo Road through most of the town, and Mendocino Pass Road as it heads to the northeast. Parts of Covelo are within the Round Valley Indian Reservation.

Covelo	
Population	1255
Elevation	1338 feet
Land Area	7 sq. mi.

Round Valley Indian Reservation

The Round Valley Indian Reservation is a federally recognized Indian Reservation. A small portion extends into Trinity County to the north, but it lies mostly in Mendocino County. A large portion of this is off-reservation trust land, some of which is in the community of Covelo. The community is made up of people of the Yuki, Concow Maidu, Nomlaki, Wailaki, Pit River, Cahto, and several Pomo tribes.

Round Valley Indian Reservation	
Elevation	3,094 feet
Land Area	36.3 sq. mi.

The map and tables at the end of this section show the existing conditions that were inventoried for this Study in the Covelo/Round Valley area.

Covelo/Round Valley Area Background Documents

Mendocino County Regional Transportation Plan (2017)

See full description of the Transportation Plan under "County and Regional Background Documents".

Covelo Area Short Range Priority Improvements

- Safe Routes to School Covelo ($780,000, $31,400, $181,000) – Sidewalk along airport road and south side of Howard, reconfigure the intersection of Howard & Airport Wy; Reconfigure parking area w/ ped walkway between school and path; Enhanced crossing of northern school driveway connecting with trail.
- SR 162 Corridor Multi-Purpose Trail ($2,578,000/Phase I, $1,252,000/Phase II) – Class I multi-use paved, 10-foot wide trail parallel to SR 162 through Covelo, with an east-west extension to Henderson Lane.

Covelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study (2014)

This study was built using several recent plans and other studies associated with the Covelo community and looked at the high priority, non-motorized corridors in an attempt to help identify fundable bicycle and pedestrian projects. This study consists of two separate projects intended to study different aspects of non-motorized needs within the community.

The purpose of this MCOG project, funded by a Caltrans Environmental Justice grant, was to prepare a non-motorized need technical study to identify bicycle and pedestrian improvement access to schools, services Tribal facilities and other destinations on county and Tribal roads. The

project area included the larger Covelo community and considered off-road trails and paths to complement the limited network of roads.

The purpose of the Caltrans State Planning & Research grant project was to prepare an engineered feasibility study for improvements to Highway 162 to include bicycle and pedestrian facilities in Round Valley and Covelo. The project limits include more than two miles of Highway 162 within the downtown Covelo area. The study identified the appropriate bicycle, pedestrian and parking facility improvements necessary to meet the non-motorized needs within the project area, in central Covelo.

The study divided the project areas into three primary segments (Highway 162 south of Howard, Howard Street, and Highway 162 north of Howard and trail connections to Henderson Lane). Each segment was split into various sub-sections to further analyze the concept and proposed improvements. The study reinforces the highest priority projects identified in previous studies and recommends improvements 1) along Highway 162 north of the Tribal Commerce Center, Health Center and Administrative Center; 2) connecting east-west from Highway 162 to the schools, Tribal housing area and residential areas of Covelo; and 3) along Howard Street from the schools east to Highway 162 (including Airport Road between Foothill Boulevard and Howard Street). **Figure 57** shows an overview of the Study Area and proposed improvements.

Note: In February 2016, Preliminary Engineering Services and Right-of-Way Services began for the Highway 162 Corridor Multi-Purpose Trail which, runs parallel to Highway 162 from Howard Street to Hurt Road with an east-west component connecting to Henderson Lane. The project is currently at a 35% complete level of design.

Mendocino County Safe Routes to School Plan (2014)

See full description of the Transportation Plan under "County and Regional Background Documents".

Recommendations for Round Valley Elementary School were primarily for off-site improvements. Several of these improvements were included in the Covelo/Round Valley Non-motorized Needs Assessment & Engineered Feasibility Study. SRTS plan improvements included:

- Reconfiguring the Howard Street/Airport Way intersection;
- Formalizing the pedestrian access to the school from Foothill Boulevard;
- Installing sidewalks on Foothill Boulevard, Airport Road, and Howard Street; and

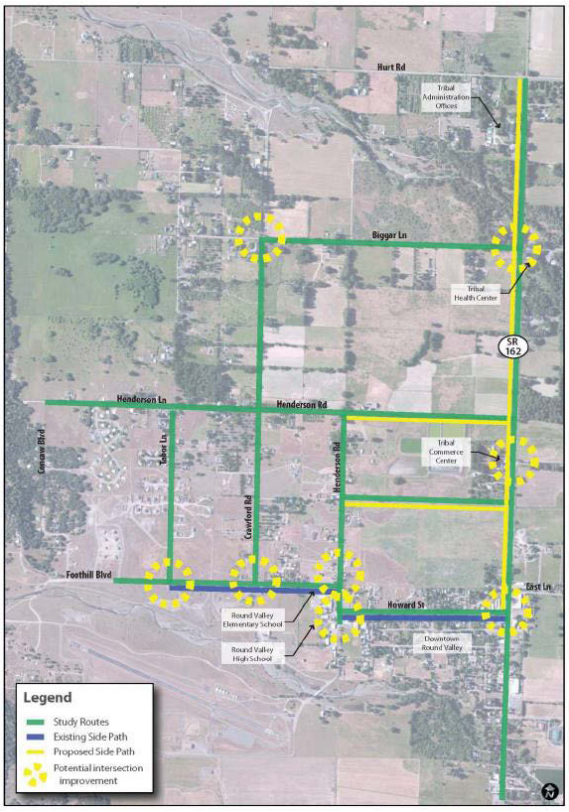


Figure 57: Study Area Overview (Source: Covelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study)

- Crosswalks and Rectangular Rapid Flashing Beacons (RRFBs) at the Foothill Boulevard/Airport Road/Henderson Lane intersection.

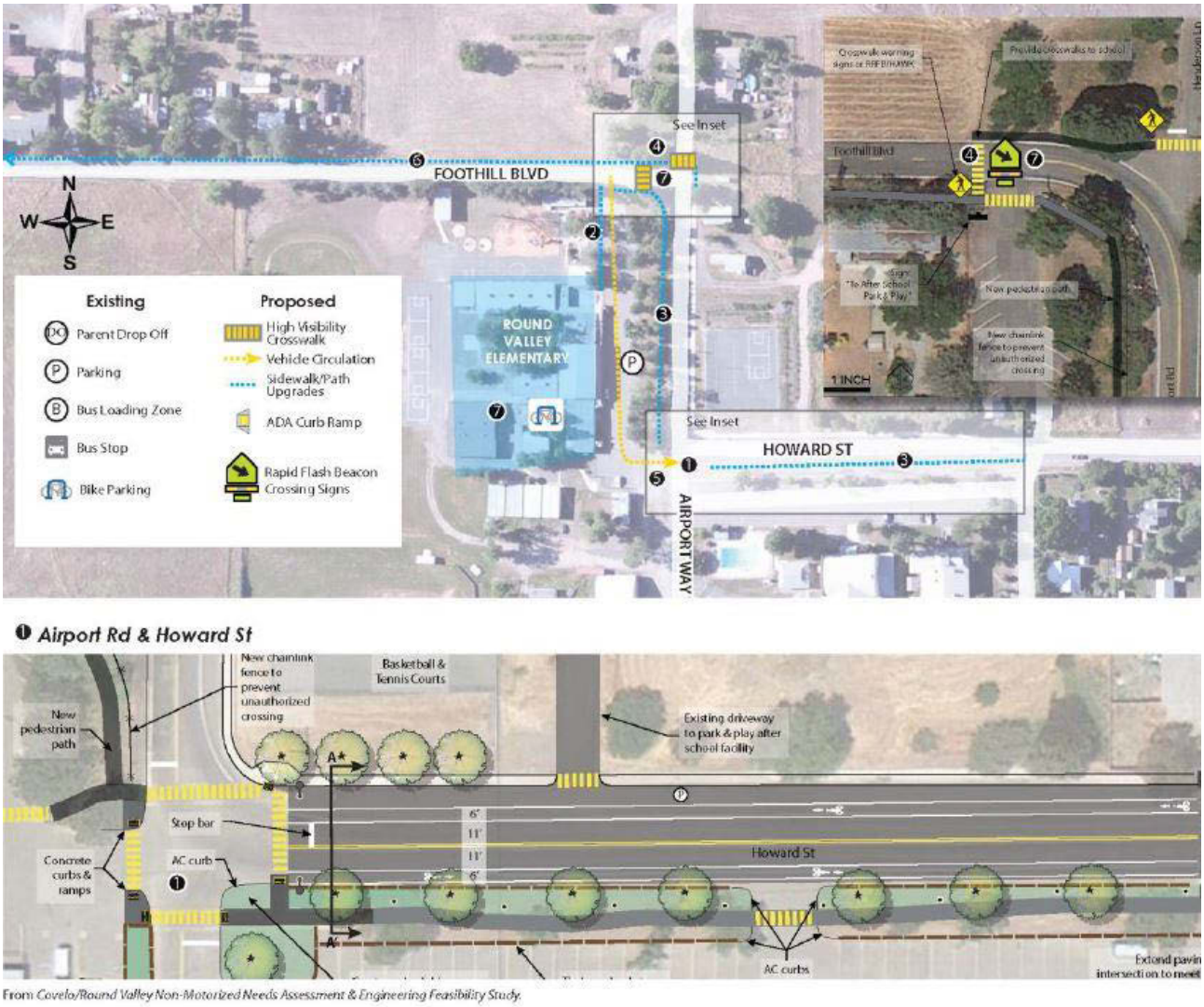


Figure 58: Round Valley Elementary School Recommendations (Source: Mendocino County Safe Routes to School Plan)

Making Safe & Healthy Community Connections in Round Valley Walk/Bike Path and Community Revitalization Strategy (2010)

The purpose of this study was to produce a conceptual plan for safely linking key community locations via pedestrian and bicycle connections, and for creating a Town Center plan for the unincorporated community of Covelo. The study area includes the 44 square mile Round Valley Indian Tribe Reservation, which has a population of around 4,000 people (approximately 2,800 of which are tribal members living in the area).

During the 2008 design charrette, many of the residents expressed their concerns for safety when walking or biking along Hwy 162 which, bisects the community. A conceptual plan was developed based on comments from the participants, studies and experience from the design team. The plan included goals, benefits, design options and preferences, and basic challenges and opportunities.

Safe pedestrian access for local residents (especially children and seniors) from their homes to vital destinations was identified as the highest priority need. As a result, three segments in central

Covelo were identified as High Priority Trails. The next level of priority was for trails that encourage health and recreational activities (such as walking, bicycling and equestrian access). Two segments near central Covelo area were identified. And lastly, three loop trail segments were identified on the outskirts of town as Low/Long-Tem projects meant for recreational use, but also to help attract tourism and economic growth. **Figure 59** shows an overview of the Study Area and recommended levels of priority.

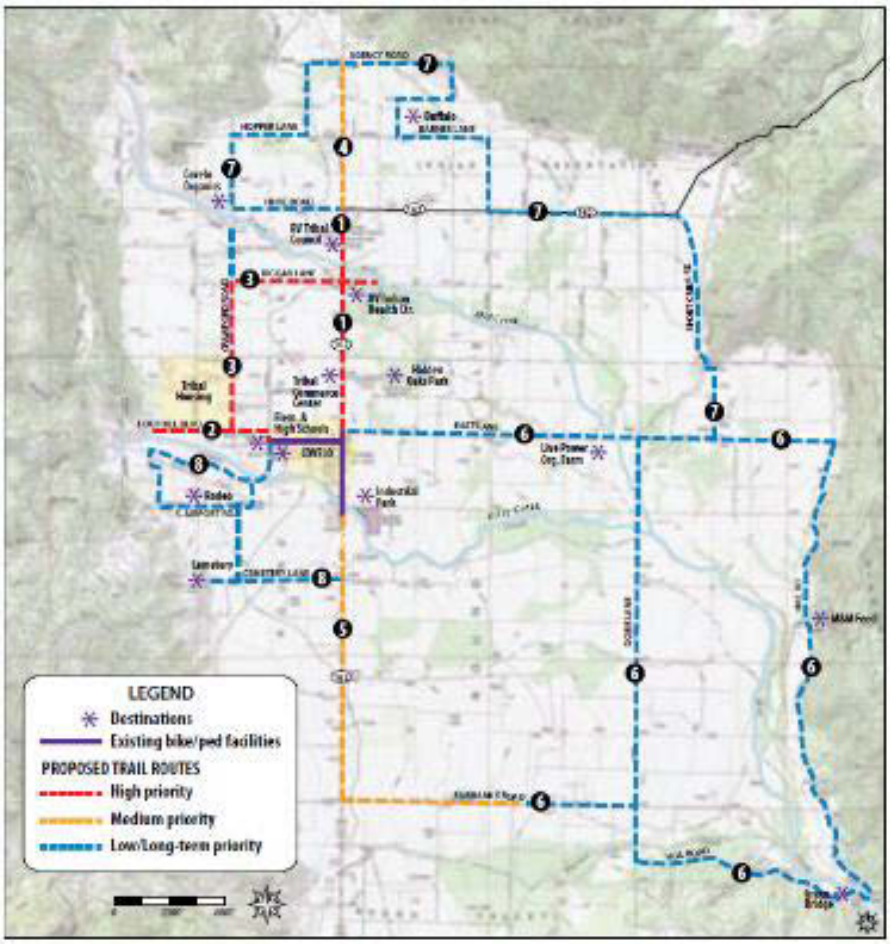


Figure 59: Study Area Overview and Priorities (Source: Making Safe & Healthy Community Connections in Round Valley Walk/Bike Path and Community Revitalization Strategy)

Covelo/Round Valley Area Existing Pedestrian Facilities & Identified Needs

Table 19: Covelo/Round Valley Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity	
Connecting Roads in Study Area	15.76	Miles
State Route in Study Area	2.46	Miles
Existing Sidewalks	11,123	Feet
Existing Paths	-	Feet
Existing Crosswalks	17	

Table 20: Covelo Area Identified Pedestrian Improvement Project

Project ID	Project Name	Location	Sidewalks (Feet)	Existing Crosswalks to be Improved (Count)	New Crosswalks (Count)	Class I Path Identified Need (Feet)	Pedestrian Path Identified Need (Feet)	Source
Sum Total			**7737**	**14**	**11**	**14950**	**0**	
CO1	Safe Routes to School Covelo	Sidewalk along Airport Road and south side of Howard; reconfigure the intersections of Howard & Airport Wy and Howard & High School St	1572.9508	8	2	0	0	*Mendocino County Regional Transportation Plan (2017)*
CO2	SR 162 Corridor Multi-Purpose Trail	10-foot wide trail parallel to SR 162 through Covelo, with an east-west extension along Biggar Lane to Henderson Lane	0	0	0	14949.7897	0	*Mendocino County Regional Transportation Plan (2017)*
CO3	South SR162 Pedestrian Improvements	SR-162 from Commercial Street to Howard Street and along Howard St to Community Center	4085	6	5	0	0	*Covelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study (2014)*
CO4	Foothill Boulevard Sidewalk Improvements	Foothill Boulevard from Crawford Road to Henderson Lane	1264	0	2	0	0	*Mendocino County Safe Routes to School Plan (2014)*
CAL5	Moore Street Sidewalk and Crossing Improvements	Both Sides of Moore Street, Intersection of Moore Street & State Street	816	0	2	0	0	*CALPELLA COMMUNITY DESIGN PROJECT 2011*

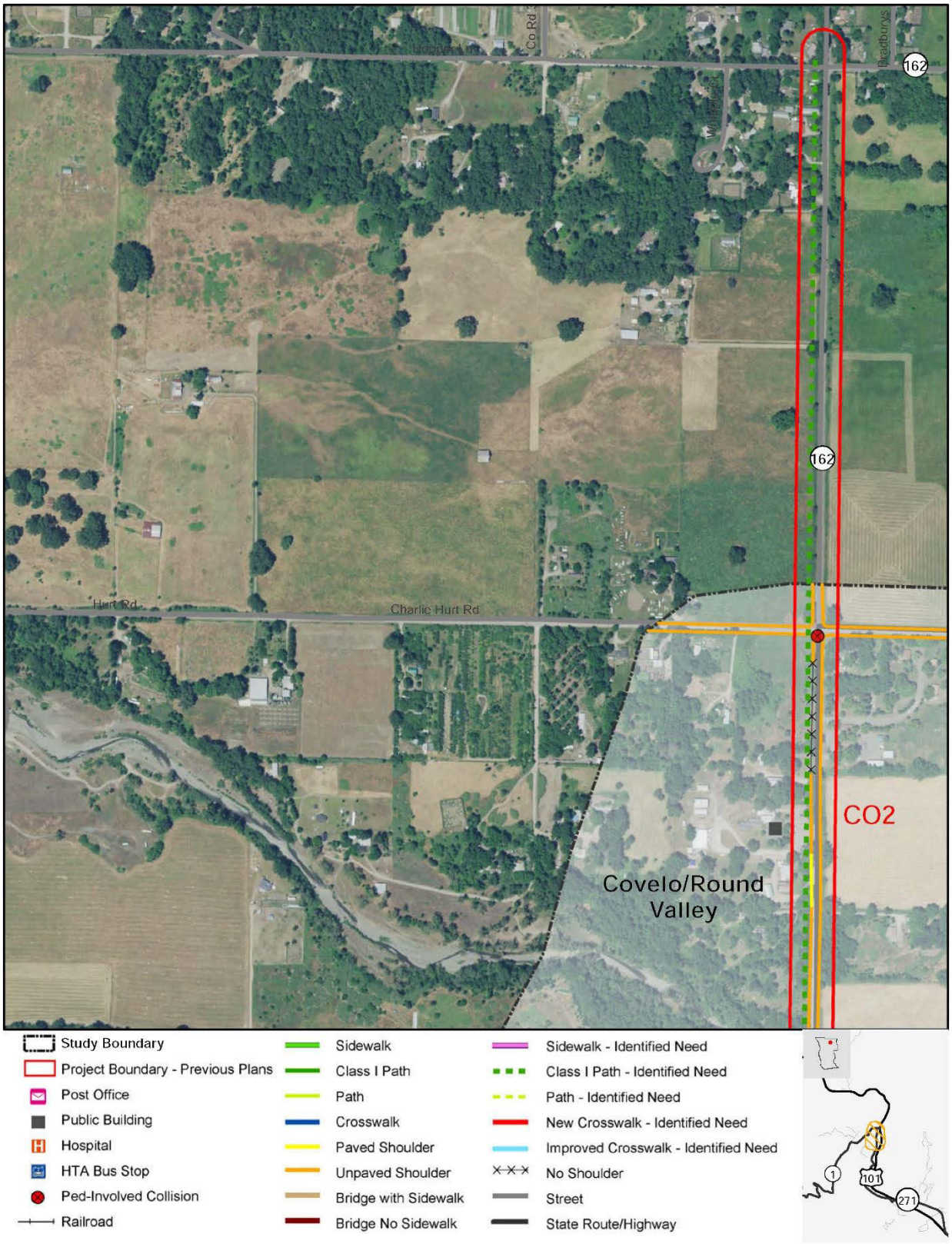


Figure 60: Covelo/Round Valley Area Inventory Map, Part 1 of 4

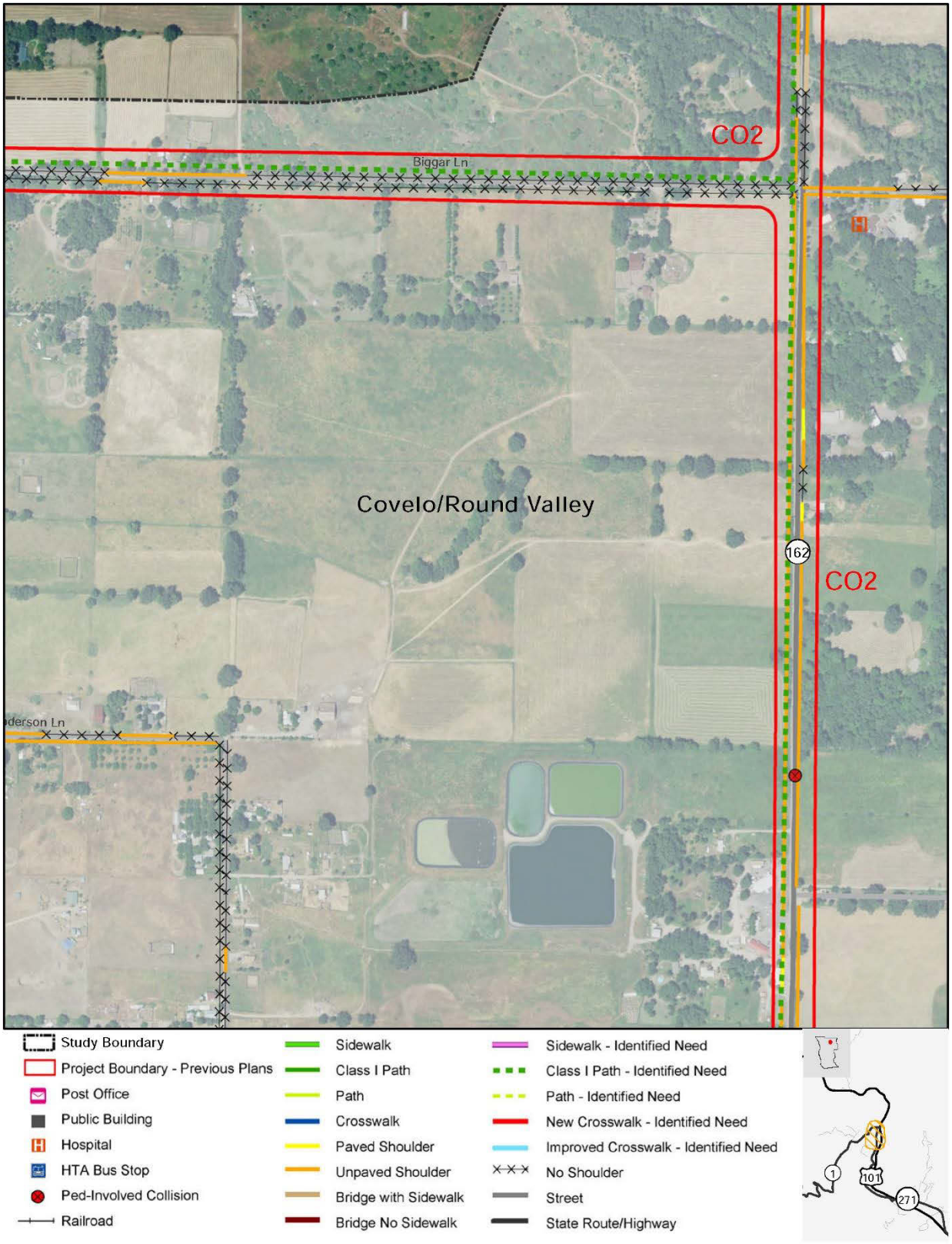


Figure 61: Covelo/Round Valley Area Inventory Map, Part 2 of 4

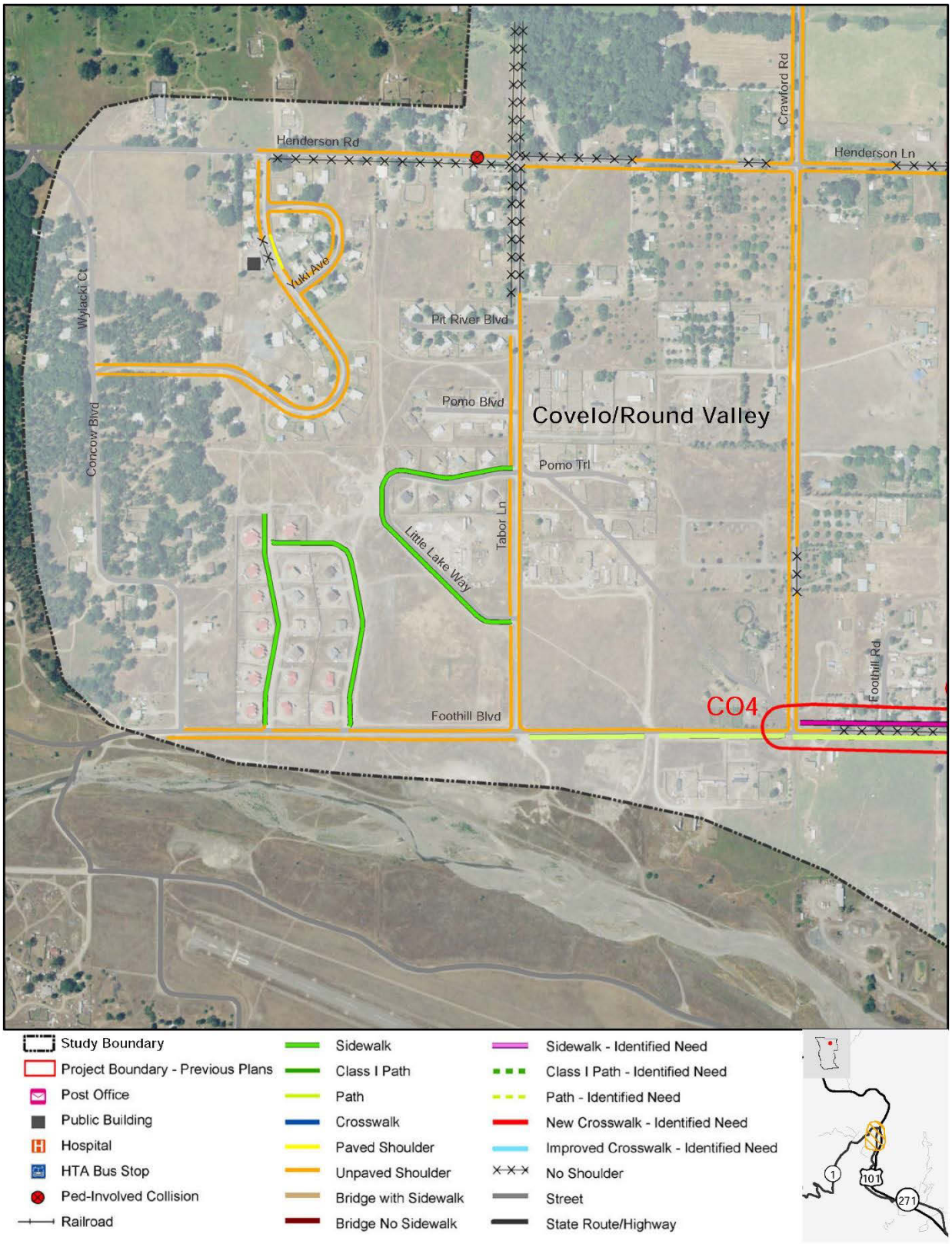


Figure 62: Covelo/Round Valley Area Inventory Map, Part 3 of 4

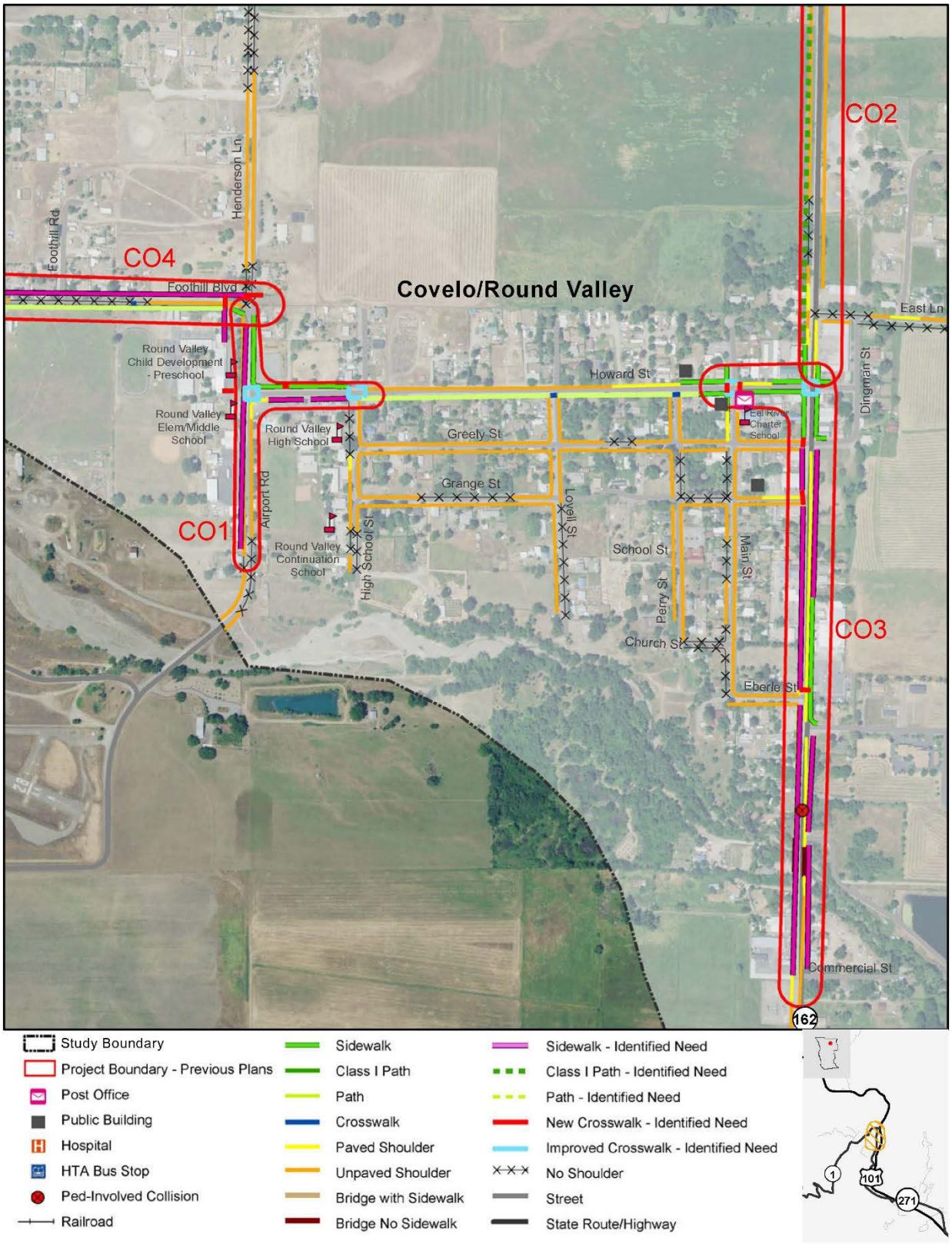


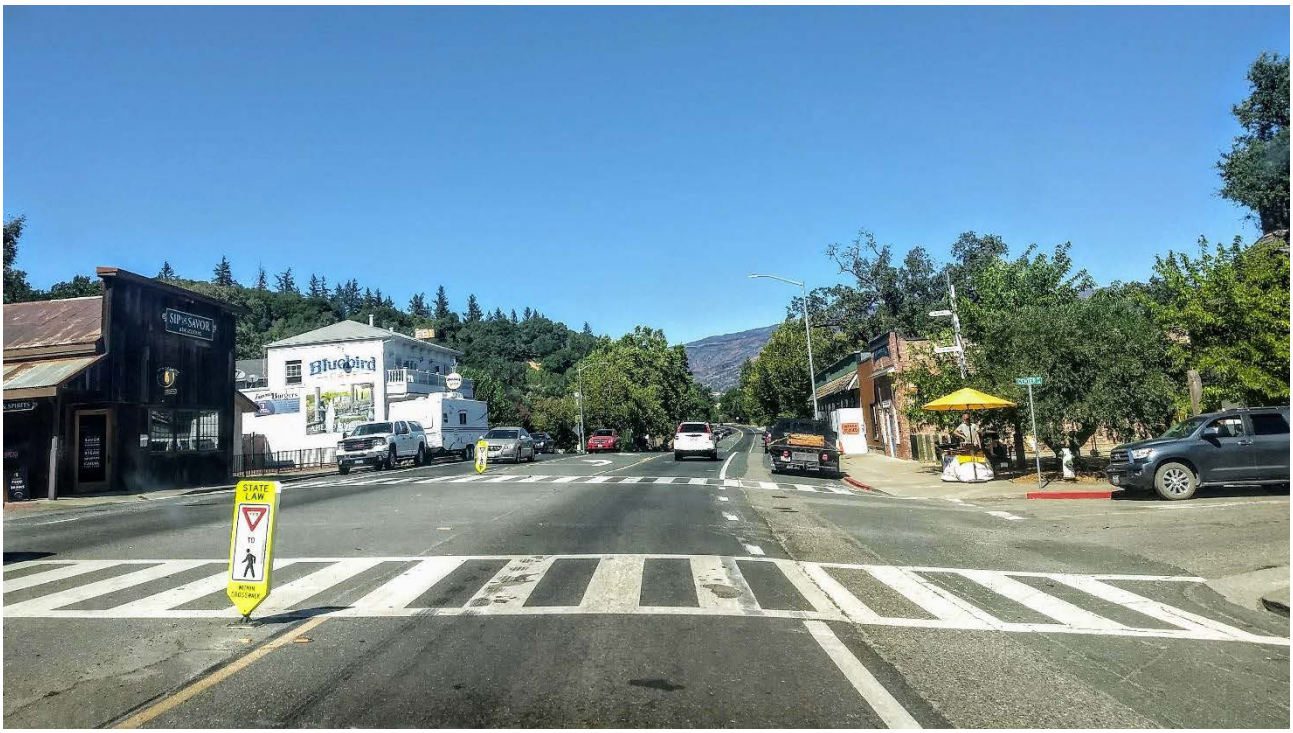
Figure 63: Covelo/Round Valley Area Inventory Map, Part 4 of 4

Hopland

Hopland, formerly known as Sanel, is an unincorporated community located on the west bank of the Russian River approximately 13 miles south-southeast of Ukiah. U.S. 101 runs through the community as it's only thoroughfare. The local Hopland Band of Pomo Indians operates the nearby Hopland Sho-Ka-Wah Casino, using it to fund their benefits. Besides this, Hopland is mostly a farming community.

Hopland	
Population	756
Elevation	502 feet
Land Area	3.6 sq. mi.

The maps and tables at the end of this section show the existing conditions that were inventoried for this Study in the Hopland area.



Highway 101 in Hopland

Hopland Area Background Documents

Mendocino County Regional Transportation Plan (2017)

See full description of the Transportation Plan under "County and Regional Background Documents".

Hopland Short Range Priority Improvements

- Hopland U.S. 101/Center Drive Crosswalk Improvements ($636,600) – Install new crosswalk approximately 100 feet south of the US 101/Center Drive intersection, replacing the existing the crosswalks, including bulbouts, refuge island, and user-activated lights.
- Central Hopland Medians ($407,600) – Along U.S. 101 through Hopland, install traffic calming/pedestrian refuge medians – approximately 100 ft north & 100 ft south of Highway 175.

Hopland Main Street Corridor Engineered Feasibility Study, (2015)

The purpose of the Hopland Main Street Corridor Engineering Feasibility Study was to examine transportation alternatives that would optimize the existing facility and provide a complete street environment on US 101 through the downtown Hopland area and on Highway 175-Main Street in the Old Hopland area. Improvements suggested were selected due to their potential to enhance mobility, connectivity, safety, and accessibility for roadway users of all ages and abilities, including automobiles, trucks, transit-users, bicyclists, and pedestrians.

The following goals were used as a guide in the decision-making process to determine the optimal set of improvements to implement within the study area:

- Optimize existing facilities on US 101 and Highway 175
- Accommodate through vehicle traffic, including trucks, for at least 20 years
- Provide corridor improvements and priorities in lieu of a bypass
- Address non-motorized needs
- Increase both vehicular and pedestrian safety
- Encourage "complete streets" functionality
- Develop traffic calming/speed reduction measures
- Recommend pedestrian crossing enhancements
- Identify pedestrian walkway needs
- Determine feasibility and potential locations for bicycle facilities
- Provide safe routes for children traveling to and from school transit
- Minimize right-of-way needs

There was a well-attended public workshop in Hopland to collect input for the study, preceded by walking tours of the two highway/main street segments. The study included detailed inventory of existing pedestrian facilities and conditions and plans for how to address gaps and needs.

Figure 64 and Figure 65, reproduced from the Main Street Study below, show the northern and southern portions of Hopland along Highway 101, including existing facilities and proposed improvements, which for pedestrians included relocated and added high-visibility crosswalks with "bump-out" curb extensions. Because of an extreme crown in the existing highway, the area around the central crosswalk would have to be re-graded and repaved in order to provide ADA-compliant gradients. The crosswalk at the south end included a median refuge.

Figure 66 shows concepts for the portion of the study along Highway 175 in "Old Hopland", located a few miles east of central Hopland. The pedestrian recommendations for this area included colored shoulders to act as *de facto* space for pedestrians and bicycles that precluded parked vehicles. Providing space for parking would require relocation or reconfiguration of existing drainage ditches.

Figure 67 shows a long-range concept for a multi-use trail on the south side of Highway 175 from central Hopland to Old Hopland. There is apparently room in the ROW of the highway, but bike/pedestrian bridges would be required over the Russian River and Dooley Creek to bypass the existing narrow bridges that lack sidewalks or shoulders. Acquisition of ROW might be required to accommodate the new bridges.

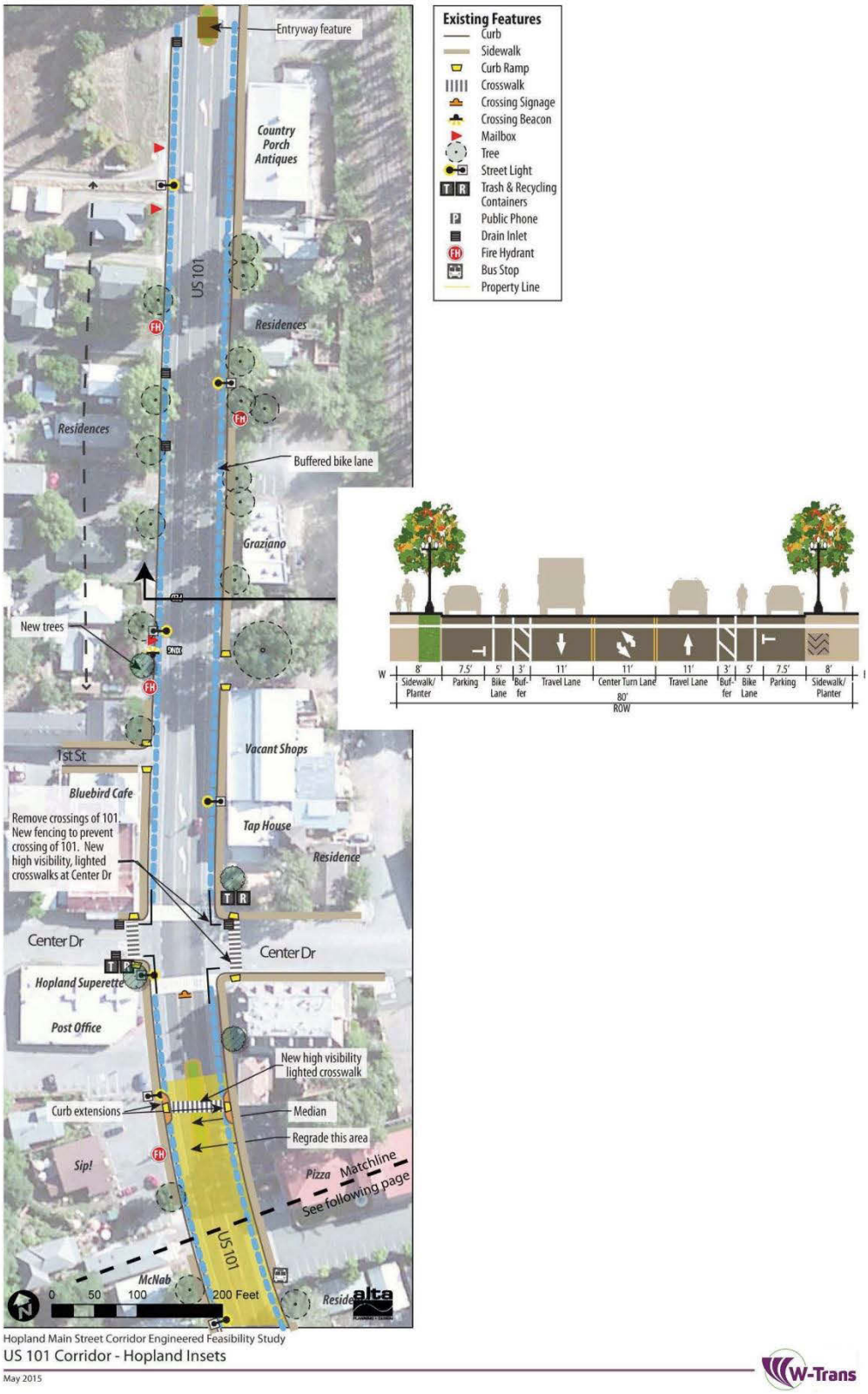


Figure 64: Proposed Improvements (Source: North Hopland, from Main Street Corridor Engineered Feasibility Study)

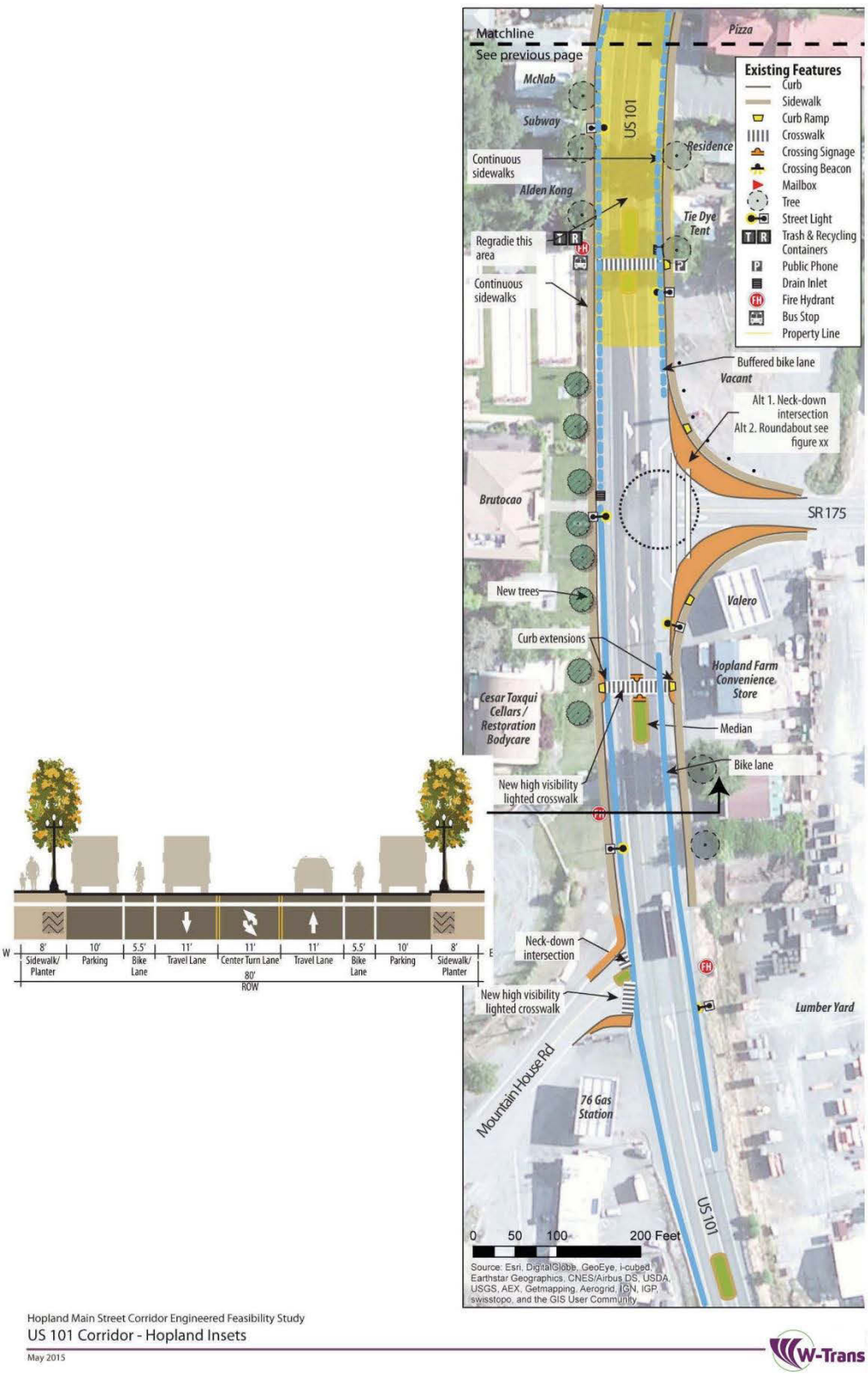


Figure 65: Proposed Improvements (Source: South Hopland, from Main Street Corridor Engineered Feasibility Study)

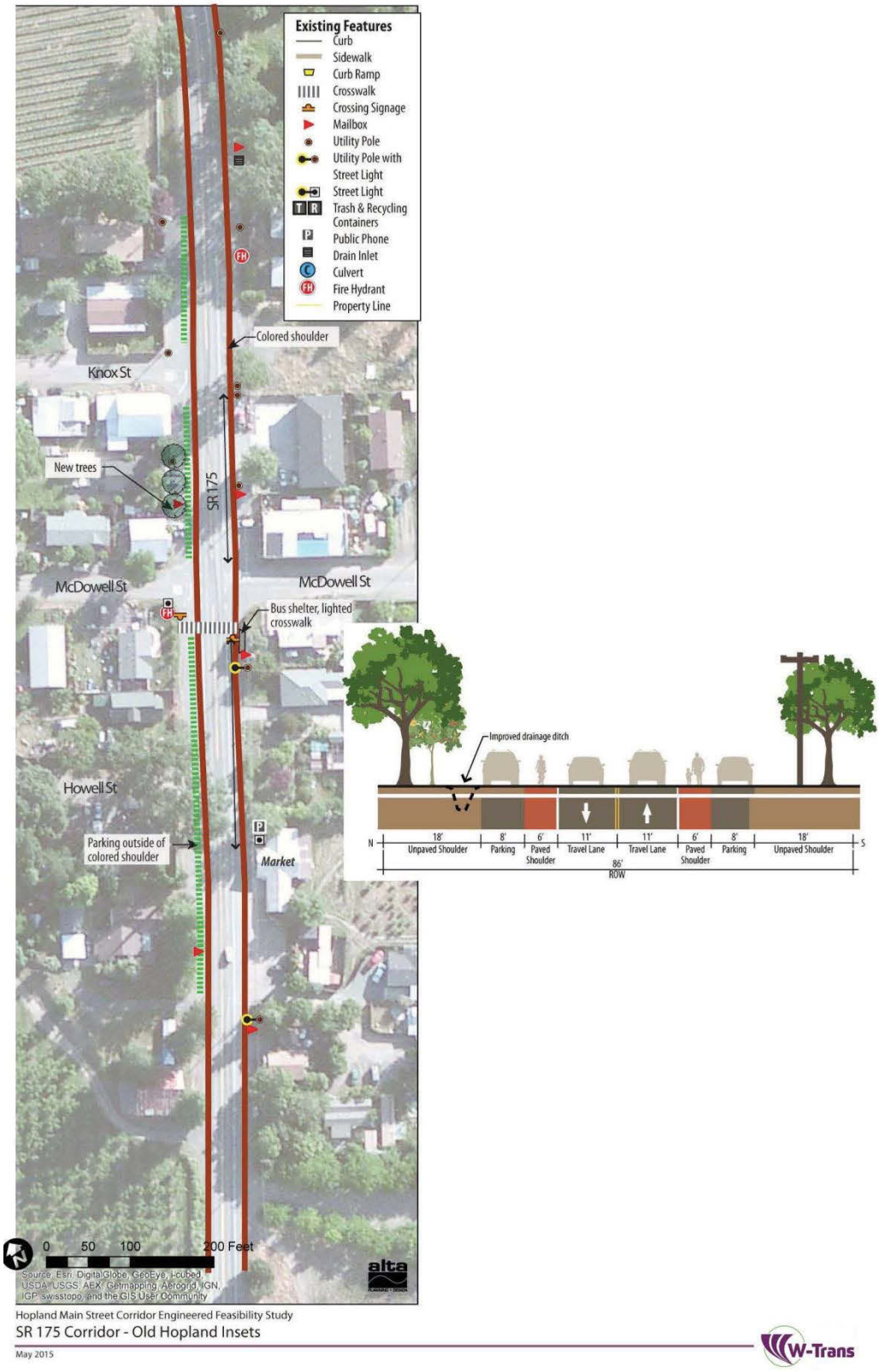


Figure 66: Proposed Improvements, Old Hopland/Hwy 175 (Source: Main Street Corridor Engineered Feasibility Study)

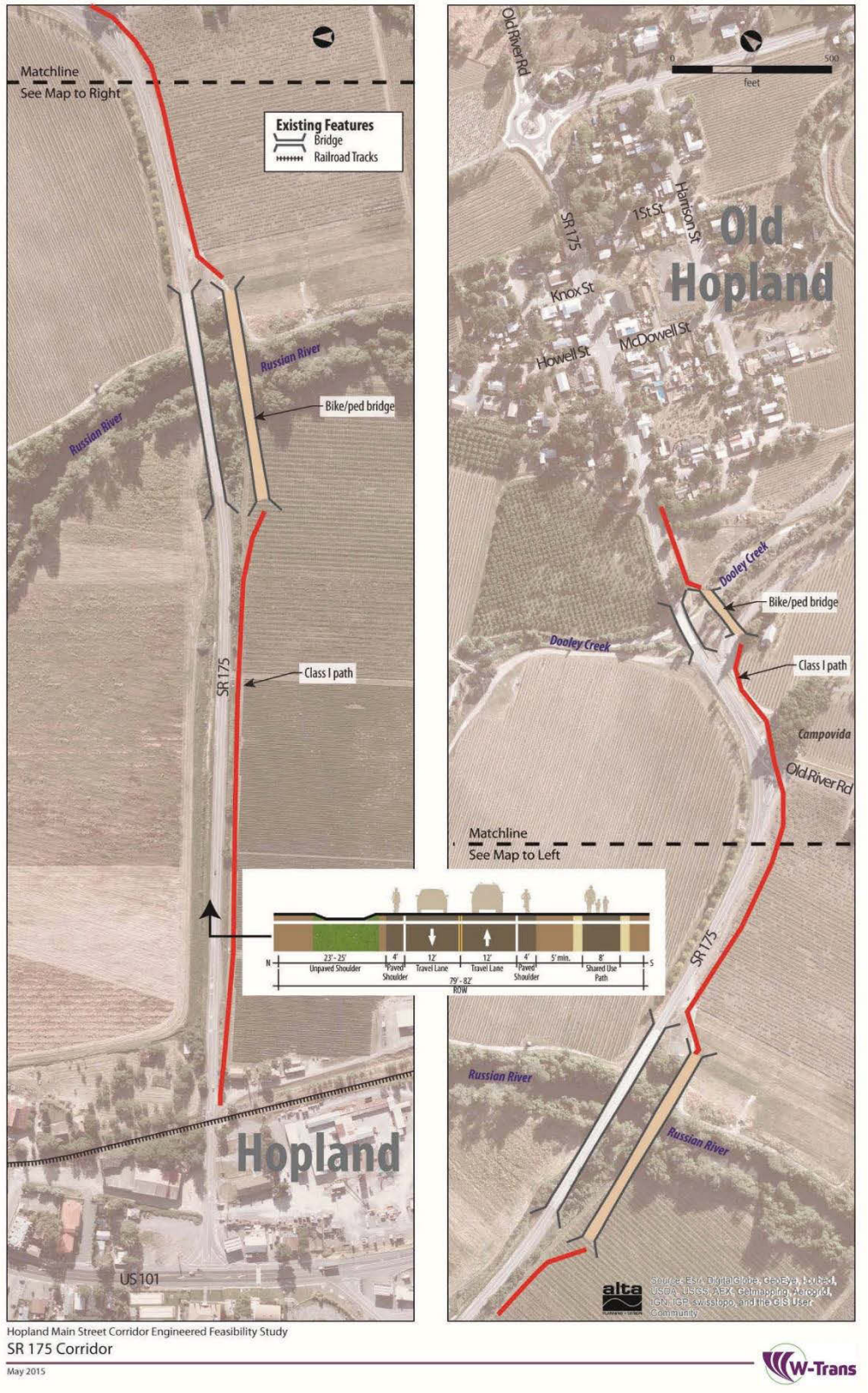


Figure 67: Proposed Improvements from Hopland to Old Hopland (Source: Main Street Corridor Engineered Feasibility Study)

Mendocino County Rail-with-Trail Plan (2012)

See full description of the Rail-with-Trail Plan under "County and Regional Background Documents".

Hopland area Phase II Priority Projects (expected to be completed within 10 years) include:

- Segment S3 (La Franchi Road to River Road/Highway 175)
- Segment S4 (River Road/Highway 175 to North Hopland)

  Segments S3 & S4 would provide a continuous 3.5 mile pathway through Hopland. The corridor would extend northward and southward into the surrounding residential and farming areas. This route could be popular with visitors as well since it connects to tourist businesses (including wineries) and the right-of-way traverses vineyards in the vicinity.

Hopland area Phase III Priority Projects (expected to be completed within 20 years) include:

- Segment S1 (McCray Road to Commisky Station Road)
- Segment S2 (Commisky Station Road to La Franchi Road)

  These two segments from Cloverdale (Sonoma County) northward to La Franchi Rd. south of Hopland traverse very steep and rugged terrain, including a tunnel and several bridges. However, the route is along the Russian River which is popular with fishermen and rafters, is close to population centers, and could attract a significant number of users.

- Segment S5 (North Hopland to Largo Road)

  This segment traverses a highly scenic, rolling countryside, including extensive vineyards. Most of the corridor is along US 101 and/or the Russian River. This would be an attractive facility for visitors to the area, and an alternative route for local bicyclists and pedestrians between Hopland and Ukiah.

Hopland Area Existing Pedestrian Facilities & Identified Needs

Table 21: Hopland Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity	
Connecting Roads in Study Area	3.79	Miles
State Route in Study Area	2.95	Miles
Existing Sidewalks	4,845	Feet
Existing Paths	-	Feet
Existing Crosswalks	13	

Table 22: Hopland Area Identified Pedestrian Improvement Project

Project ID	Project Name	Location	Sidewalks (Feet)	Existing Crosswalks to be Improved (Count)	New Crosswalks (Count)	Class I Path Identified Need (Feet)	Pedestrian Path Identified Need (Feet)	Source
Sum Total			3918	8	3	10611	0	
HOP1	US 101 Complete Street Improvements	Along US 101 from Mountain House Road to N. end of town: sidewalk upgrades and gap closures; crosswalk relocation and improvement	500	6	3	0	0	*Hopland Main Street Corridor Engineered Feasibility Study, (2015)*
HOP2	US 101 & SR 175 Intersection Crosswalk Improvements	Curb bump-outs, new sidewalks, and improved crosswalk	400	1	0	0	0	*Hopland Main Street Corridor Engineered Feasibility Study, (2015), Mendocino County Regional Transportation Plan (2017)*
HOP3	Long Term SR-175 Multi-use Path	Multi-use Path from US101 & SR175 Intersection to Old Hopland	0	0	0	4471.0371	0	*Hopland Main Street Corridor Engineered Feasibility Study, (2015)*
HOP4	US 101/SR-175 Intersection Improvements	Sidewalk Improvements around US101 & SR175 Intersection	668	0	0	0	0	*Hopland Main Street Corridor Engineered Feasibility Study, (2015)*
HOP5	Old Hopland Pedestrian Improvements	Colored Shoulder Improvements	2350.038223	1	0	0	0	*Hopland Main Street Corridor Engineered Feasibility Study, (2015)*
HOP6	Hopland Rail with Trail Segment S-3	South Part of Rail Trail Project in Hopland	0	0	0	4100.96568	0	*Mendocino County Rail-with-Trail Plan (2012)*
HOP7	Hopland Rail with Trail Segment S-4	North Part of Rail Trail Project in Hopland	0	0	0	2039	0	*Mendocino County Rail-with-Trail Plan (2012)*

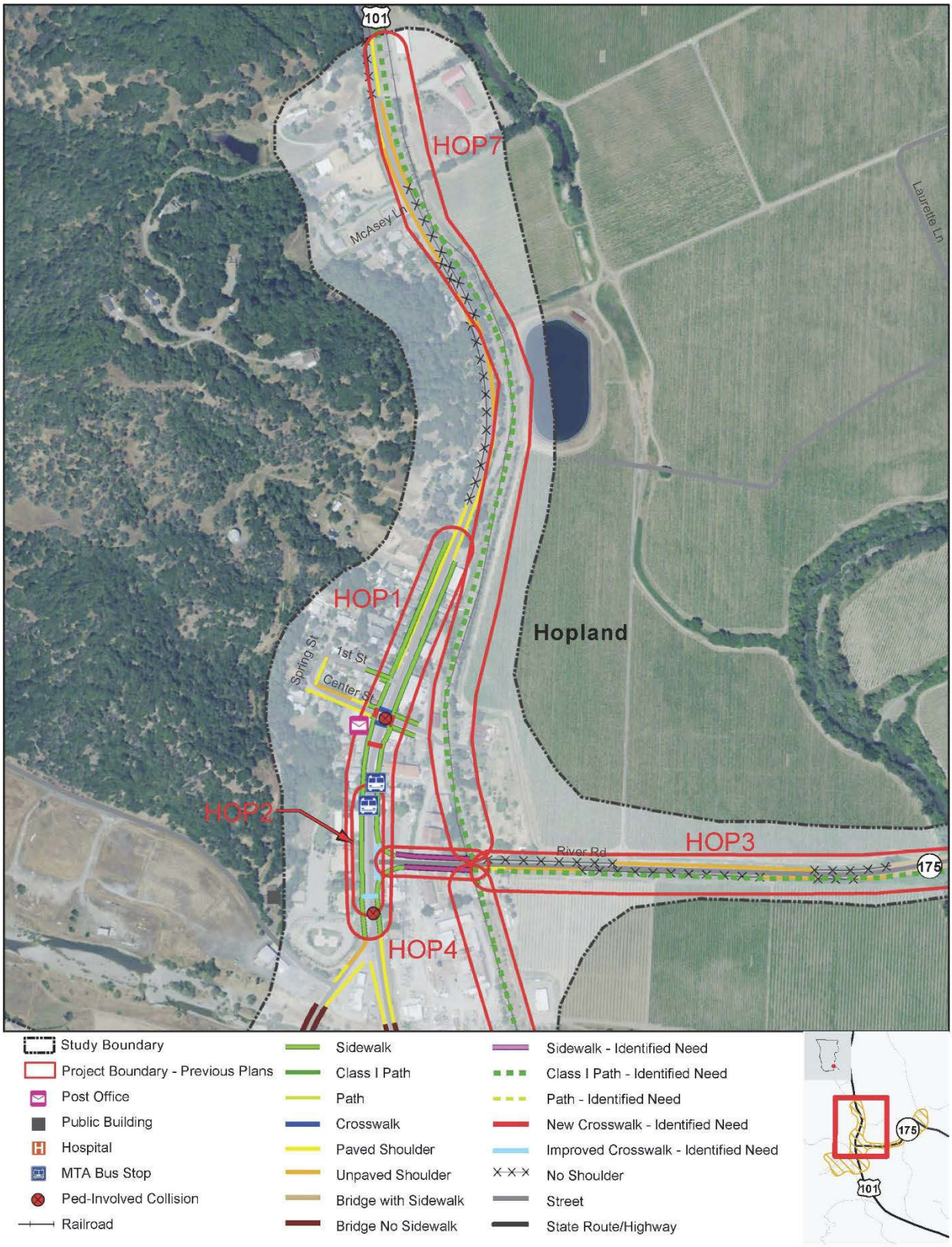


Figure 68: Hopland Area Inventory Map, Part 1 of 3

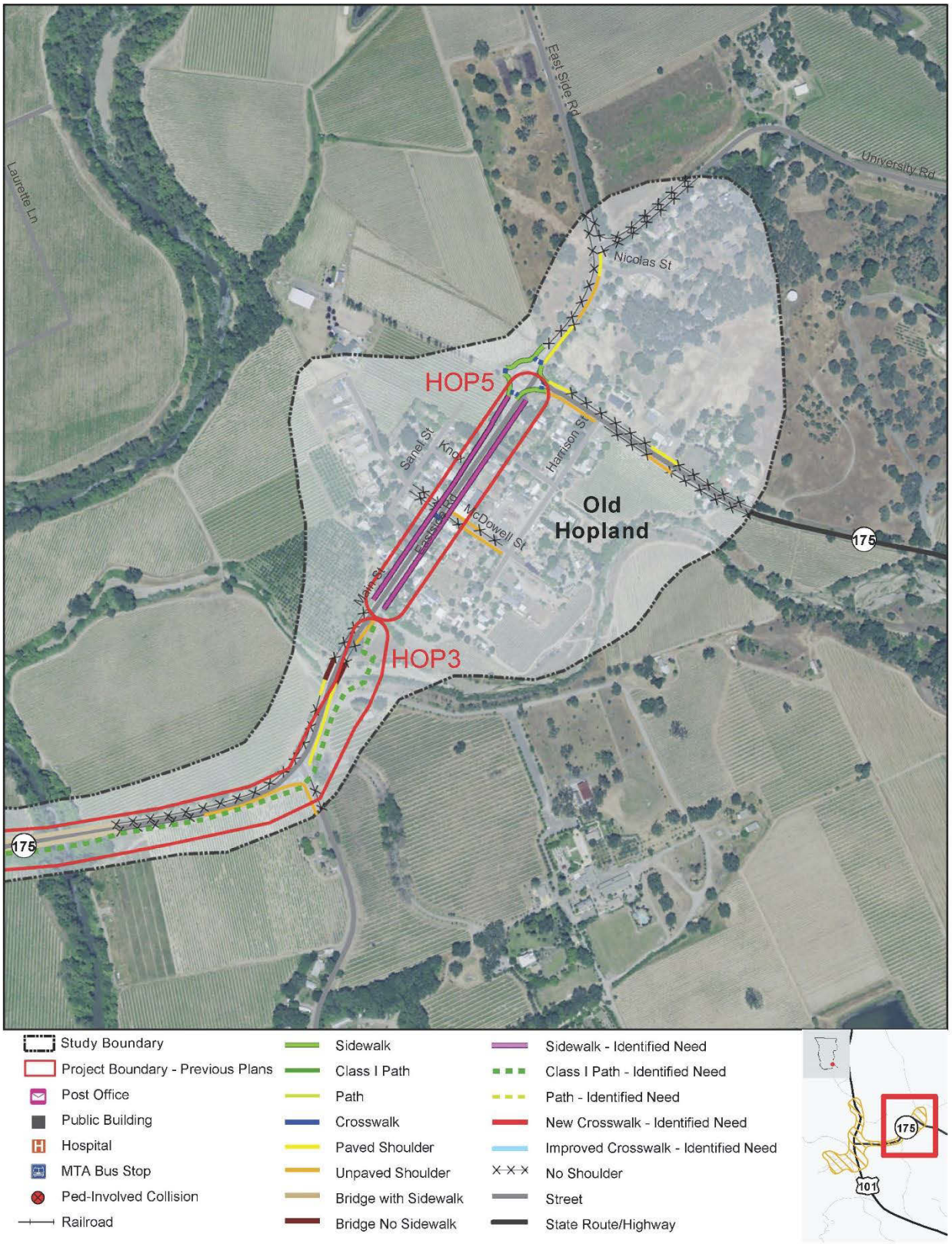


Figure 69: Hopland Area Inventory Map, Part 2 of 3

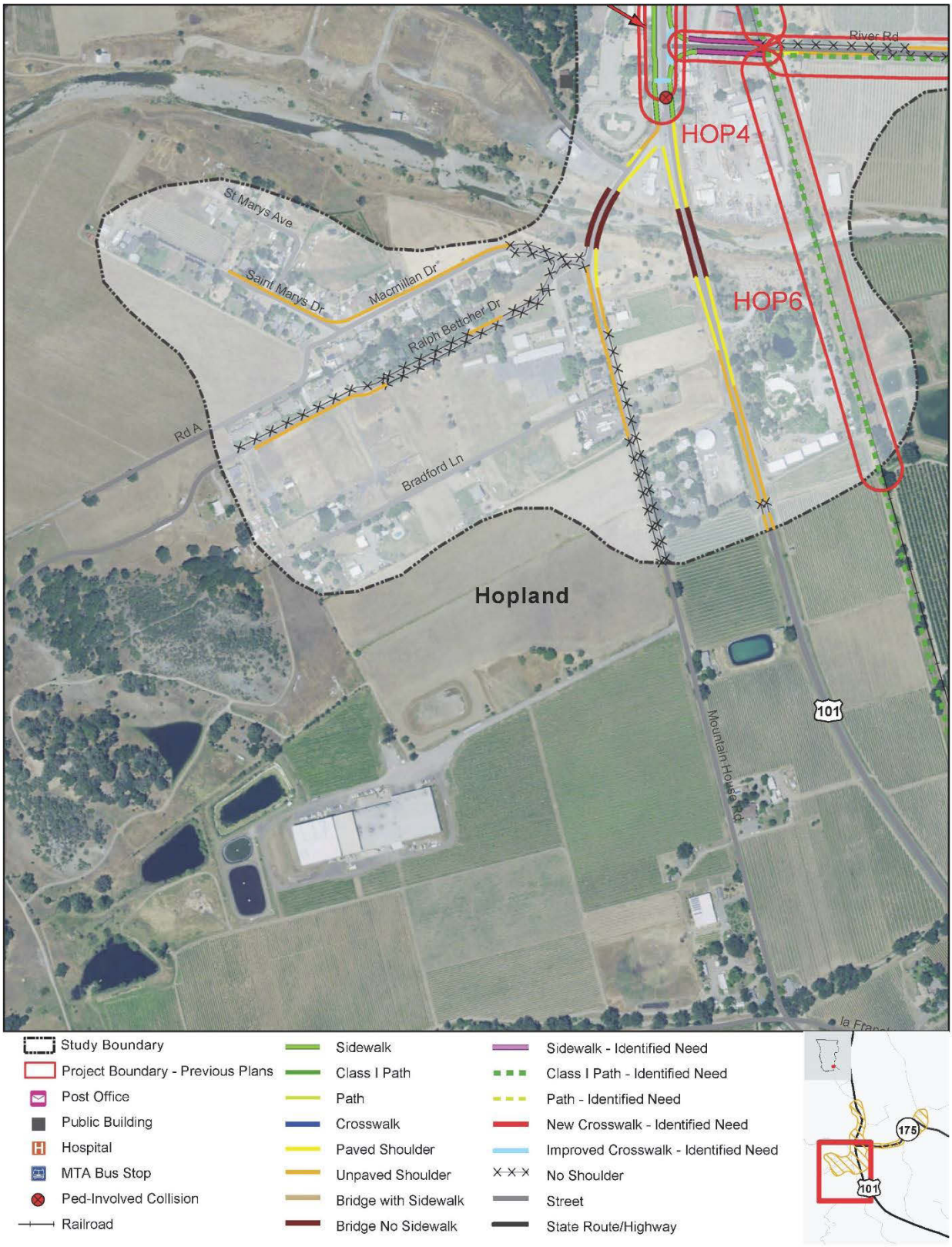


Figure 70: Hopland Area Inventory Map, Part 3 of 3

Laytonville & Laytonville Rancheria

Laytonville

The community of Laytonville Is located 20 miles north-northwest of Willits along U.S. 101. The highway is a local access road through the town, and functions as the main thoroughfare. Hog Farm, located in Laytonville, is considered to be the longest running hippie commune in the United States.

Laytonville	
Population	1,227
Elevation	1,670 feet
Land Area	5.4 sq. mi.

Laytonville Rancheria

The Cahto (sometimes spelled Kato) are a group of Native Americans, mostly enrolled as part of the Cahto Indian Tribe of the Laytonville Rancheria, though a small group of Cahto are part of the Round Valley Indian Tribes of the Round Valley Reservation, which is located near the community of Covelo. The Laytonville Rancheria is located west of Laytonville. The map and table below show the existing conditions that were inventoried for this Study in the Laytonville Rancheria area.

Laytonville Rancheria	
Population	259
Land Area	264 acres

Laytonville Area Background Documents

Mendocino County Regional Transportation Plan (2017)

See full description of the transportation Plan under "County and Regional Background Documents".

Laytonville Area Short Range Priority Improvements

- Branscomb Road Multi Use Bridge ($961,000) – Pre-fab 8'-wide bridge over Ten Mile Creek, alongside vehicular bridge. Construction has begun and is expected to be complete by the end of 2018.
- Safe Routes to School Laytonville ($7,100, $37,000) – Enhanced crosswalk across Ramsey Rd from parking lot to front of school, with ramp & signs; Sidewalk/walkway on east side of Willis Ave, between Ramsey & existing sidewalk near middle school.
- Laytonville Pedestrian Safety Improvements (unknown) – Traffic calming measures to improve pedestrian safety across US 101, including short term improvements such as signage or lighting.

Pedestrian Crossing U.S. 101 in Laytonville

Mendocino County Safe Routes to School Plan (2014)

See full description of the Transportation Plan under "County and Regional Background Documents".

Recommendations for Laytonville Elementary School were primarily for off-site improvements, including the informal parking area across the street. These included:

- Crosswalk enhancements for Ramsey Road;
- Provide sidewalks on Willis Avenue and Ramsey Road; and
- Improve curb ramps at the Willis Avenue/Ramsey Road intersection.

Laytonville Traffic Calming and Revitalization Plan (2008)

The purpose of this plan was to build on previous planning efforts in Laytonville and identify projects that work towards the community's vision for a livable, walkable community. The study limits begin at Boomer's Bar and Grill to the north and end at Long Valley Lumber at the south. The limits to the east and west are Harmon Drive and Willis Avenue, respectively. In addition, the study area was expanded to include Branscomb Road (from Hwy 101 to Laytonville Rancheria) in an effort to increase connectivity among the Rancheria, adjacent neighborhoods, Laytonville High School and the downtown area.

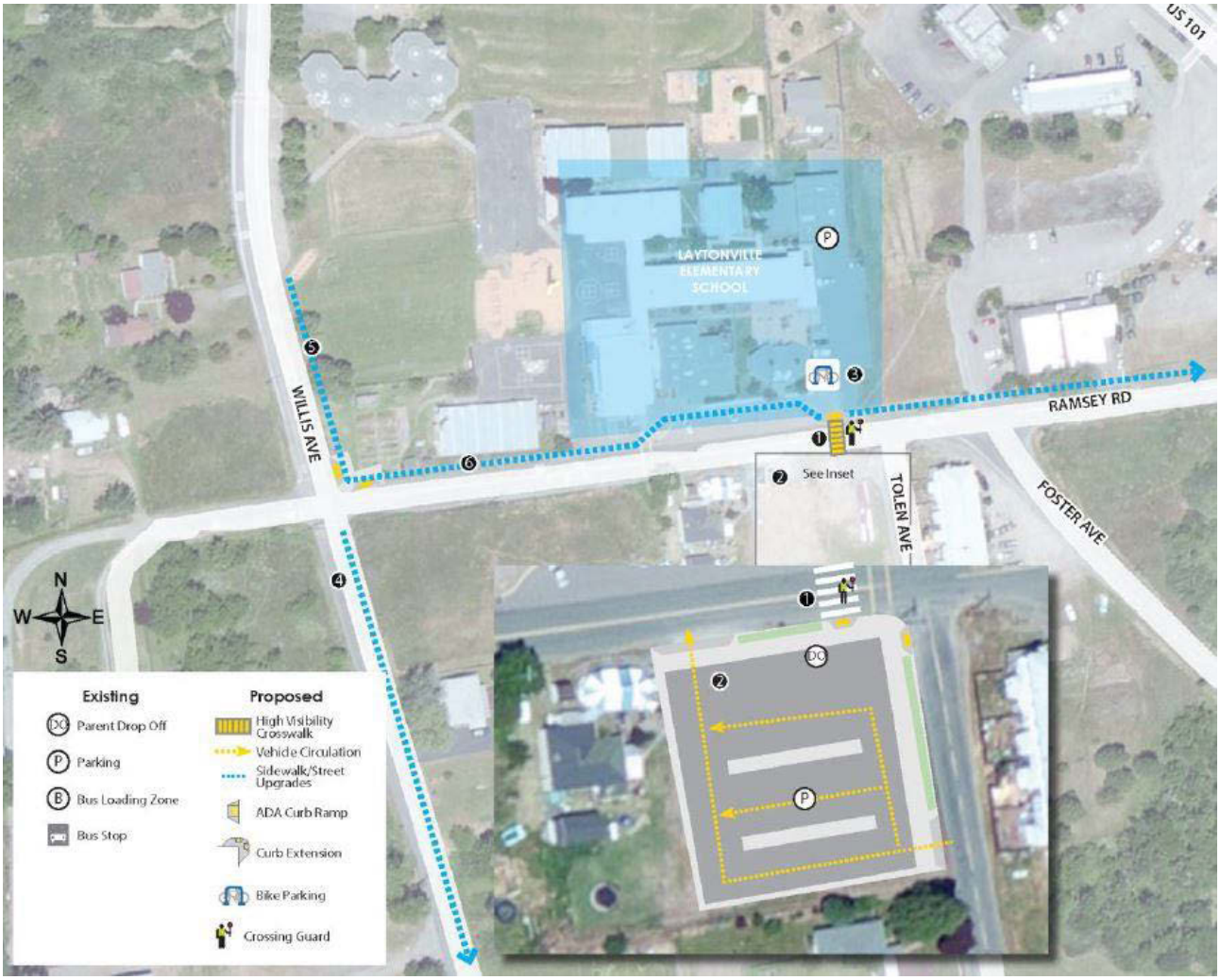


Figure 71: Laytonville Elementary School Recommendations (Source: Mendocino County Safe Routes to School Plan)

The final plan was comprised of six different elements, each with a set of recommendations. The first element, Connecting the Dots, focused on increasing transportation connectivity through the community for walking, biking, and equestrians, and improving accessibility. The highest priority recommendation, a path from the high school to the Rancheria along Branscomb Road, is complete. Other high priority projects include:

- Completing a gap in the sidewalk on Branscomb Road from the High School to U.S. 101.
- Extension of sidewalks, street trees, and pedestrian scale lighting on the west side of U.S. 101 from the Savings bank to Ramsey Road.
- Improvement and extension of Coyote Trail, including a bridge over Ten Mile Creek.

Figure 72 shows images from the community workshops where members of the public and local government shared their ideas and concerns.

The plan recommended identifying potential funding sources and Economic Development Opportunities to further implement the plan.

Figure 72: Images from Community Workshop (Source: Laytonville Traffic Calming and Revitalization Plan)

Laytonville Area Existing Pedestrian Facilities & Identified Needs

Table 23: Laytonville Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity	
Connecting Roads in Study Area	14.61	Miles
State Route in Study Area	1.12	Miles
Existing Sidewalks	13,492	Feet
Existing Paths	-	Feet
Existing Crosswalks	18	

Table 24: Laytonville Rancheria Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity	
Connecting Roads in Study Area	1.23	Miles
State Route in Study Area	-	Miles
Existing Sidewalks	5,637	Feet
Existing Paths	-	Feet
Existing Crosswalks	2	

Table 25: Laytonville Area Identified Pedestrian Improvement Project

Project ID	Project Name	Location	Sidewalks (Feet)	Existing Crosswalks to be Improved (Count)	New Crosswalks (Count)	Class I Path Identified Need (Feet)	Pedestrian Path Identified Need (Feet)	Source
Sum Total			**3416**	**1**	**1**	**0**	**4095**	
LTV1	Branscomb Road Multi Use Path Bridge (completed)	North side Branscormb Road at Ten Mile Creek	0	0	0	0	195	*Mendocino County Regional Transportation Plan (2017)*
LTV2	Safe Rotues to School Laytonville	Crosswalk enhancements for Ramsey Road; Provide sidewalks on Willis Avenue and Ramsey Road;	1757	0	1	0	0	*Mendocino County Regional Transportation Plan (2017), Mendocino County Safe Routes to School Plan (2014)*
LTV3	Laytonville Pedestrian Safety Improvements across 101	Install Paved Wide Shoulders along US-101	359	1	0	0	0	*Laytonville Traffic Calming and Revitalization Plan (2008)*
LTV4	Extension of Coyote Trail along Ten Mile Creek	Extend the current dirt trail along Ten Mile Creek	0	0	0	0	3771	*Laytonville Traffic Calming and Revitalization Plan (2008)*
LTV5	Extension of sidewalk from US 101 along Branscomb Road to the High School	South Side of Branscomb from 101 to Willis Ave	1300	0	0	0	0	*Laytonville Traffic Calming and Revitalization Plan (2008)*
LTV6	Coyote Trail Bridge over Ten Mile Creek	North End of current Coyote Trail	0	0	0	0	129	*City review Comments*

This page intentionally left blank.

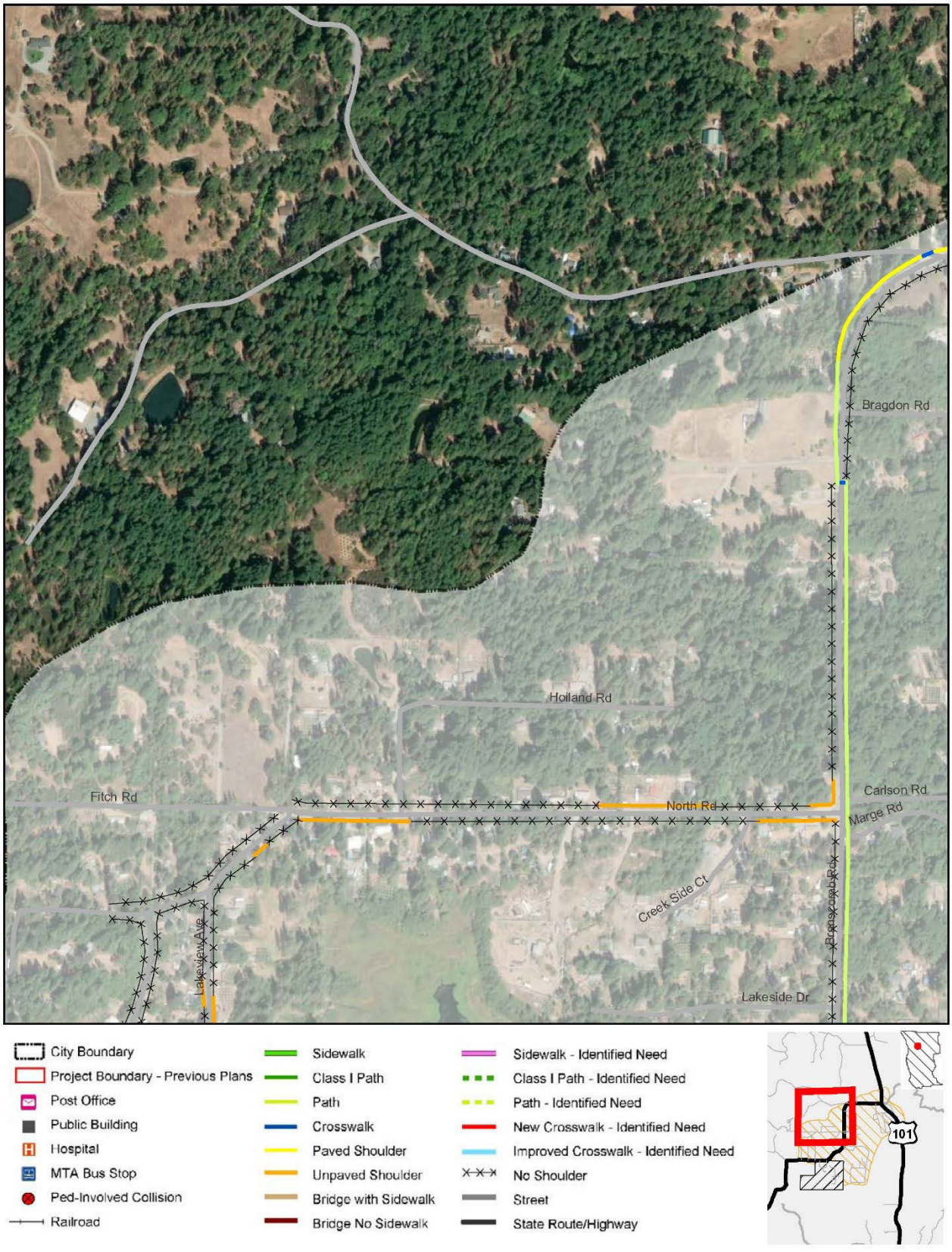


Figure 73: Laytonville Area Inventory Map, Part 1 of 3

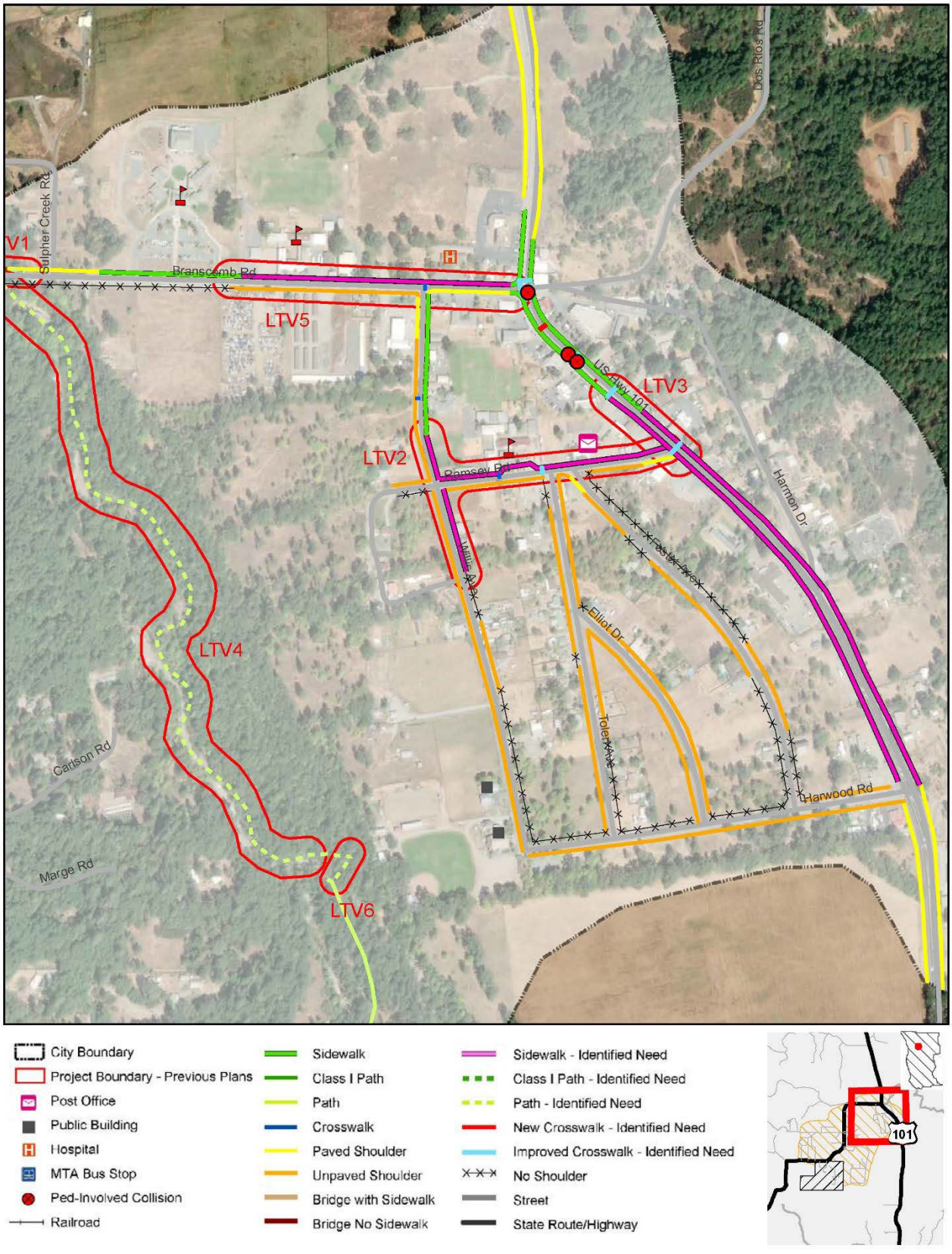


Figure 74: Laytonville Area Inventory Map, Part 2 of 3

Figure 75: Laytonville Area Inventory Map, Part 3 of 3

Leggett

The unincorporated community of Leggett is located on the South Fork of the Eel River to the northwest of Laytonville. Highway 1 terminates at U.S. 101 in Leggett. U.S. 101 passes through the community as a limited access freeway. It is home to some of the largest trees in the world. Also notable is the famous Drive-Through Chandelier tree.

Leggett
Population....122
Elevation.....984 feet
Land Area.....2.7 sq. mi.

The map and table below show the existing conditions that were inventoried for this Study in the Leggett area.

Leggett Area Existing Pedestrian Facilities & Identified Needs

Table 26: Leggett Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity	
Connecting Roads in Study Area	1.39	Miles
State Route in Study Area	0.76	Miles
Existing Sidewalks	-	Feet
Existing Paths	-	Feet
Existing Crosswalks	1	

(No Identified Pedestrian Improvement Projects)

Highway 271 in Leggett (Source: Google Streetview)

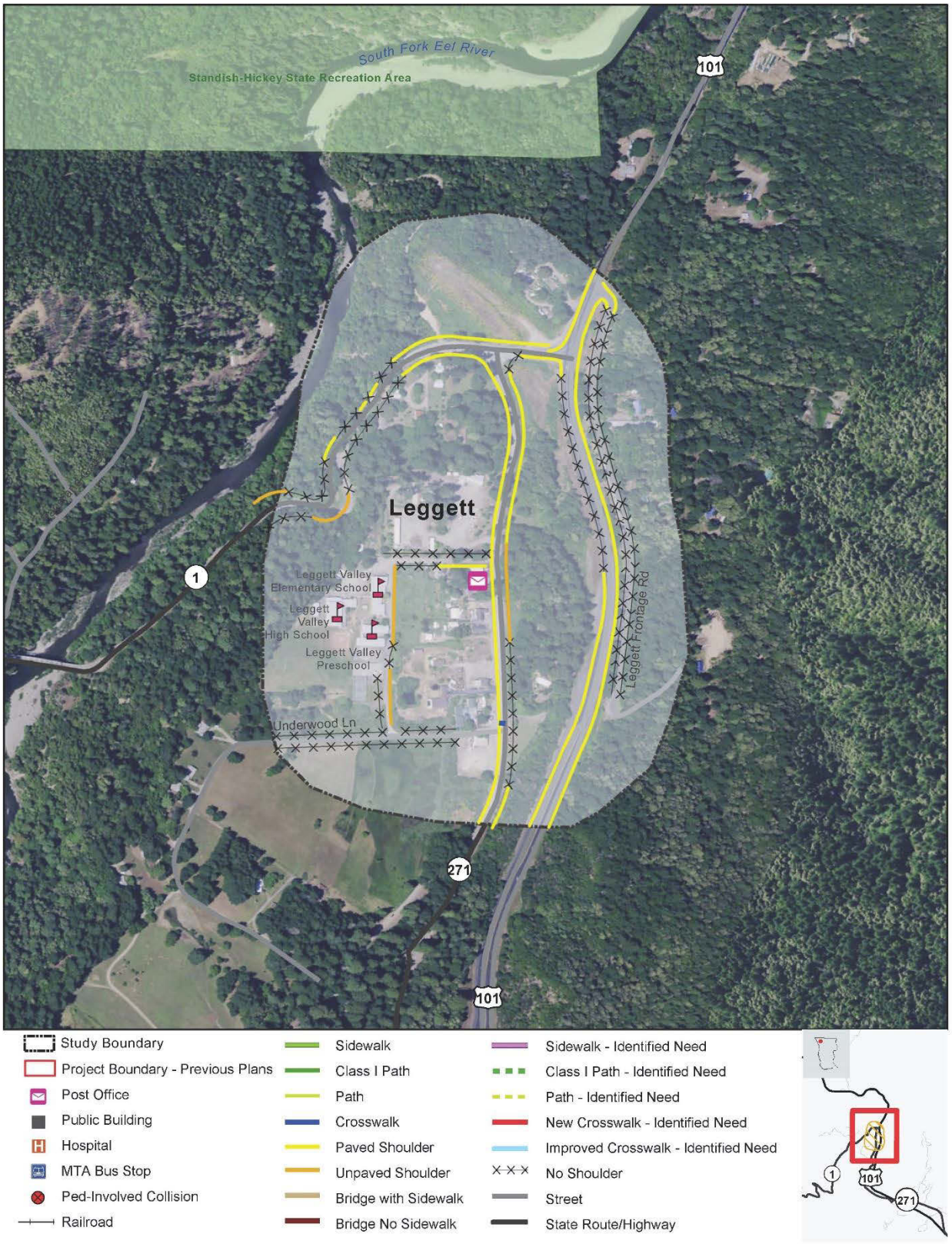


Figure 76: Leggett Area Inventory Map

Mendocino

The unincorporated community of Mendocino (formerly Big River, Meiggstown, and Mendocino City) is located on the coast south of Fort Bragg. A popular artist colony and vacation spot, it mostly caters to tourists. Most of the town was added to the National Register of Historic Places in 1971. Highway 1 passes through the community and several nearby state parks also attract visitors.

Mendocino
Population....894
Elevation.....154 feet
Land Area.....2.3 sq. mi.

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

Mendocino Area Background Documents

Bridge Rail Upgrade and Widening (study in process)

See full description of the Transportation Plan under "County and Regional Background Documents".

Caltrans is studying options for widening the shoulders and replacing the bridge rails to meet current design standards on the Jack Peters Creek Bridge. The Jack Peters Creek Bridge is located on Highway 1 just north of Mendocino. The study is also considering a pedestrian facility on the west (coastal) side of the bridge.

Mendocino Area Existing Pedestrian Facilities & Identified Needs

Table 27: Mendocino Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity	
Connecting Roads in Study Area	16.16	Miles
State Route in Study Area	1.12	Miles
Existing Sidewalks	9,042	Feet
Existing Paths	-	Feet
Existing Crosswalks		29

Table 28: Mendocino Area Identified Pedestrian Improvement Project

Project ID	Project Name	Location	Sidewalks (Feet)	Existing Crosswalks to be Improved (Count)	New Crosswalks (Count)	Class I Path Identified Need (Feet)	Pedestrian Path Identified Need (Feet)	Source
Sum Total			516	0	0	0	0	
ME1	Segment 1 Trail Improvements and Minor Trailhead(s) – the Navarro River Trail	Jack Peters Creek Bridge on Highway 1 just north of Mendocino	516	0	0	0	0	*Bridge Rail Upgrade and Widening (study in process)*

This page intentionally left blank.

Figure 77: Mendocino Area Inventory Map, Part 1 of 3

Figure 78: Mendocino Area Inventory Map, Part 2 of 3

Figure 79: Mendocino Area Inventory Map, Part 3 of 3

Philo

Philo is a small unincorporated community located 5.5 miles northwest of Boonville in Anderson Valley. It once had a thriving timber economy, but has now transitioned to become a center of the Anderson Valley wine region. Highway 128 is the main road through town. Two lumber mills still operate on the south end of the community and the nearby Hendy Woods State Park attracts visitors to the area. The maps and tables at the end of this section show the existing conditions that were inventoried for this Study in the Philo area.

Philo	
Population	349
Elevation	331 feet
Land Area	2 sq. mi.

Highway 128 in Philo (Source: Google Streetview)

Philo Area Background Documents

State Route 128 Corridor Valley Trail Feasibility Study, 2014

See full description of the Feasibility Study under "County and Regional Background Documents".

The mid-range (5 to 10 years) project list included:

> Shoulder Improvements between Philo and Philo-Greenwood Road. Philo residents place a high priority on improved access to Hendy Woods State Park. In order to minimize the need for pedestrians and bicyclists to cross Highway 128 to reach Hendy Woods S.P. and considering the high cost of the improvements, shoulder widening along the southbound shoulder only is recommended.
>
> - Estimated cost for three miles of widened shoulder: $6,371,500 (southbound shoulder only).

The long-range (10 to 20 years) project list included:

> Segment 2 Additional Shoulder Improvements and Major Trailhead. It is not recommended or anticipated that the entire 10.4 miles of shoulders would ever be widened. Limited additional portions of the shoulders should be widened over time, with a focus on

connections from the community of Philo east. A "placeholder" budget allowance is assumed for this purpose.

- Cost allowance for additional shoulder widening in priority locations: $2,000,000
- Prototypical major trailhead estimated cost: $175,000.

Segment 3 Class I Bike Path and Major Trailhead – Trail Completion. Completing this Class I bike path would have the greatest combined benefit for local residents as well as tourists.

- Estimated cost for an additional three miles of Class I path with bridge and road crossing improvements: $13,903,492 to $13,309,492.
- Prototypical major trailhead estimated cost: $175,000.

Philo Area Existing Pedestrian Facilities & Identified Needs

Table 29: Philo Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity	
Connecting Roads in Study Area	1.03	Miles
State Route in Study Area	0.71	Miles
Existing Sidewalks	-	Feet
Existing Paths	-	Feet
Existing Crosswalks	-	

Table 30: Philo Area Identified Pedestrian Improvement Project

Project ID	Project Name	Location	Sidewalks (Feet)	Existing Crosswalks to be Improved (Count)	New Crosswalks (Count)	Class I Path Identified Need (Feet)	Pedestrian Path Identified Need (Feet)	Source
Sum Total			0	0	0	0	0	
PH1	Shoulder Improvements between Philo and Philo-Greenwood Road (Post Miles 20.1 – 23.1)	From Philo (Post Mile 23.1) to Greenwood Road (Post Mile 20.1)	0	0	0	0	0	*State Route 128 Corridor Valley Trail Feasibility Study, 2014*

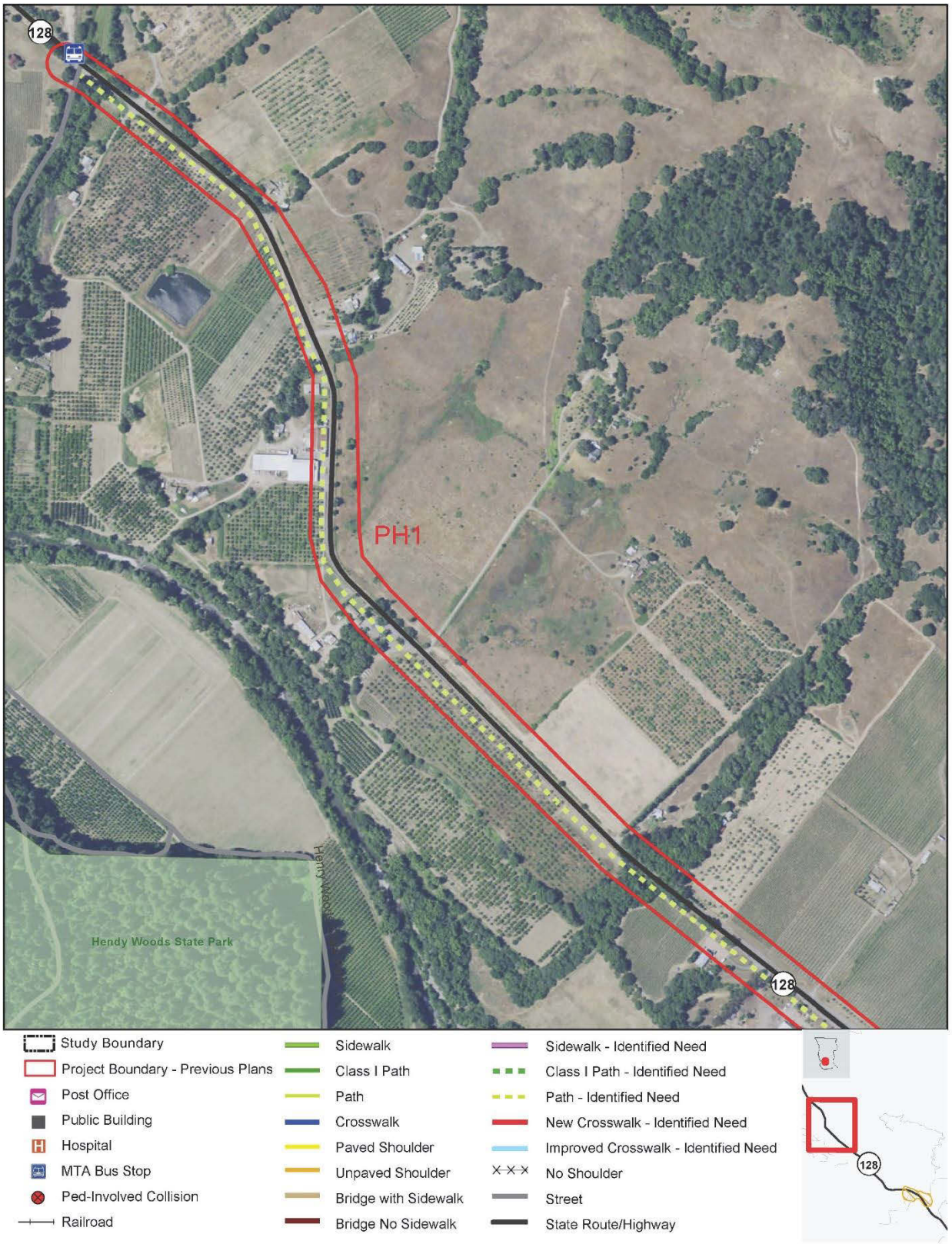


Figure 80: Philo Area Inventory Map, Part 1 of 3

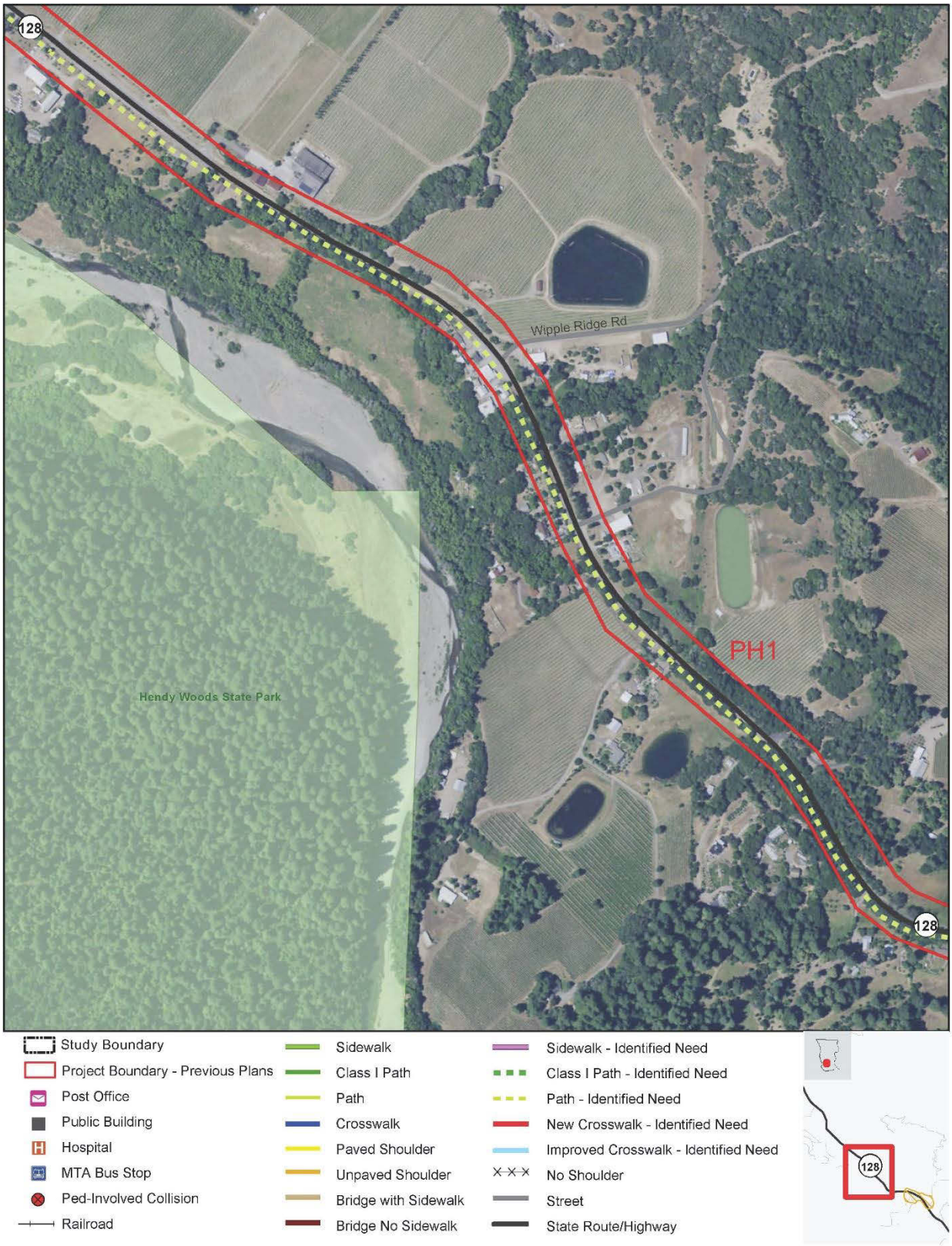


Figure 81: Philo Area Inventory Map, Part 2 of 3

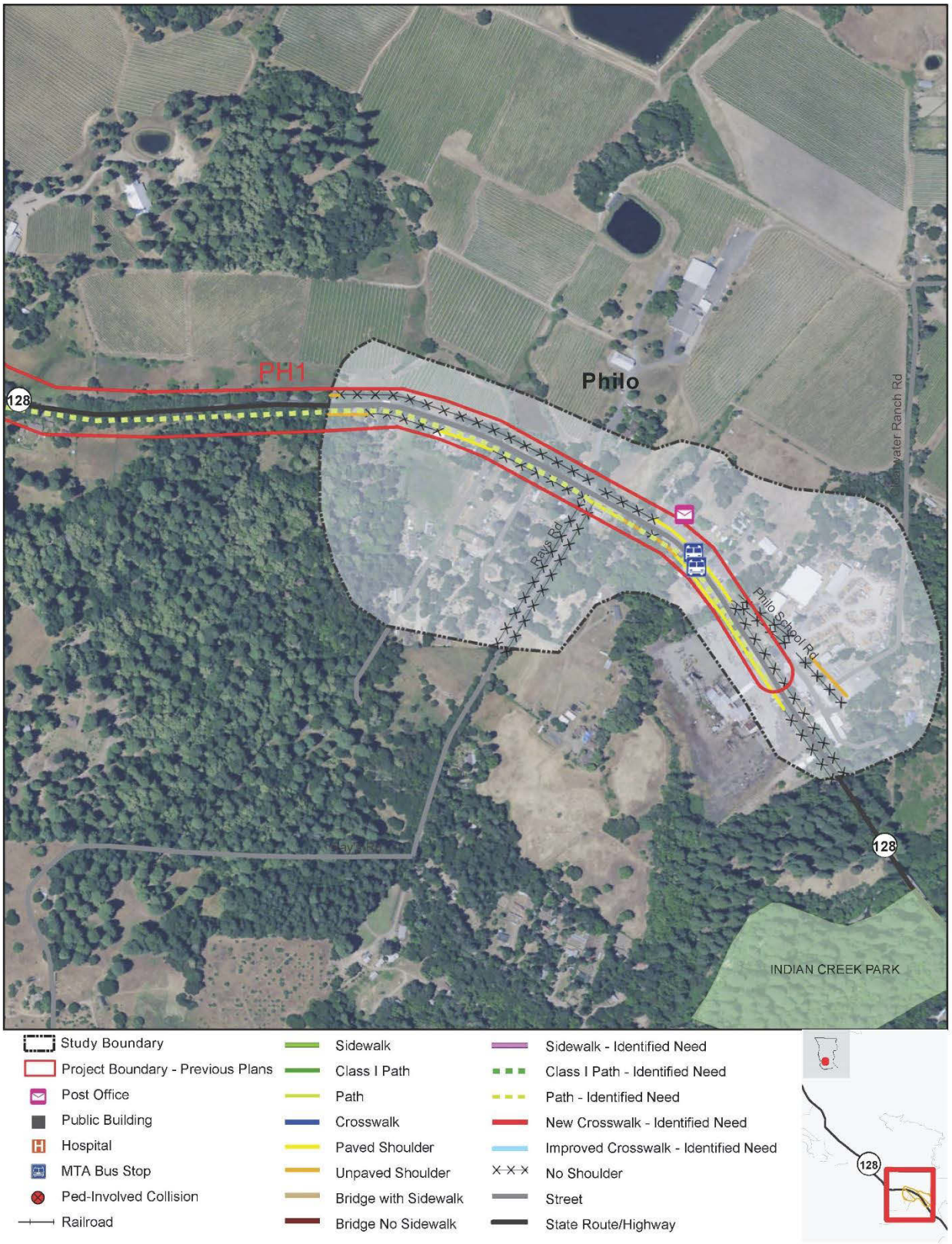


Figure 82: Philo Area Inventory Map, Part 3 of 3

Potter Valley

Potter Valley, an unincorporated community, is located just northeast of Ukiah, on the East Fork of the Russian River. Its main industry is agriculture, and it is home to the Potter Valley Tribe of Pomo Indians. Potter Valley is also the base of the Potter Valley Project, which delivers water from the Eel River to the headwaters of the Russian River. The hydroelectric plant that tunnels through the mountains to do so has sparked controversy over the negative impact of the water diversion on salmon and steelhead populations.

Potter Valley
Population....646
Elevation.....948 feet
Land Area.....4 sq. mi.

The map and table below show the existing conditions that were inventoried for this Study in the Potter Valley area.

Potter Valley Area Existing Pedestrian Facilities & Identified Needs

Table 31: Potter Valley Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity	
Connecting Roads in Study Area	5.26	Miles
State Route in Study Area	-	Miles
Existing Sidewalks	3,740	Feet
Existing Paths	-	Feet
Existing Crosswalks	2	

(No Identified Pedestrian Improvement Projects)

Main Street in Potter Valley (Source: Google Streetview)

Figure 83: Potter Valley Area Inventory Map

Redwood Valley, Redwood Valley Reservation, & Coyote Valley Reservation

Redwood Valley
Population....1,729
Elevation.....722 feet
Land Area.....2.7 sq. mi.

The unincorporated community of Redwood Valley (formerly known as Basil) is located around eight miles north of Ukiah. Today, Redwood Valley's primary industry is the production of wine grapes. It is home to the Coyote Valley Reservation, near Highway 101, and the Redwood Valley Rancheria to the northeast. U.S. 101 passes through the valley as a limited access freeway.

The maps and tables at the end of this section show the existing conditions that were inventoried for this Study in the Redwood Valley area, including the Redwood Valley Reservation and the Coyote Valley Reservation.

Redwood Valley Reservation

Redwood Valley Reservation
Land Area.....177 acres

The Redwood Valley Band of Pomo is a tribe of Pomo people, residing on the Redwood Valley Reservation. Also called the Redwood Valley Rancheria, it is located northeast of the census designated place of Redwood Valley.

Coyote Valley Reservation

Coyote Valley Reservation
Elevation.....692 feet

The Coyote Valley Reservation is home to the Coyote Valley band of the Pomo (a federally recognized tribe) and the Coyote Valley Shodakai Casino. They were once located at the Coyote Valley Rancheria, a few miles southeast, but were forced to relocate by the construction of the Coyote Dam and the subsequent creation of Lake Mendocino.

East Road in Redwood Valley (Source: Google Streetview)

Redwood Valley Area Background Documents

Mendocino County Rail-with-Trail Plan (2012)

See full description of the Rail-with-Trail Plan under "County and Regional Background Documents".

Redwood Valley area Phase II Priority Projects (expected to be completed within 10 years) include:

- Segment C3 (Highway 20 to Laughlin Way)

  This segment, combined with Segment C2 in Calpella, would provide a direct connection from Redwood Valley (Laughlin) into Ukiah, connecting to the Phase I segments between Brush St-Lake Mendocino Drive, and East Gobbi St. and Clara Avenue. These segments will serve residential, commercial areas and farmlands north of Ukiah. In addition, the segment could provide connections into Ukiah-area schools and businesses.

Redwood Valley Area Existing Pedestrian Facilities & Identified Needs

Table 32: Redwood Valley Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity	
Connecting Roads in Study Area	59.16	Miles
State Route in Study Area	1.83	Miles
Existing Sidewalks	10,150	Feet
Existing Paths	-	Feet
Existing Crosswalks	6	

Table 33: Coyote Valley Reservation Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity	
Connecting Roads in Study Area	1.39	Miles
State Route in Study Area	-	Miles
Existing Sidewalks	5,752	Feet
Existing Paths	-	Feet
Existing Crosswalks	2	

Table 34: Redwood Valley Reservation Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity	
Connecting Roads in Study Area	0.65	Miles
State Route in Study Area	-	Miles
Existing Sidewalks	-	Feet
Existing Paths	-	Feet
Existing Crosswalks	-	

Table 35: Redwood Valley Identified Pedestrian Improvement Project

Project ID	Project Name	Location	Sidewalks (Feet)	Existing Crosswalks to be Improved (Count)	New Crosswalks (Count)	Class I Path Identified Need (Feet)	Pedestrian Path Identified Need (Feet)	Source
Sum Total			0	0	0	13559	0	
RW1	Mendocino County Rail-with-Trail Plan Segment C3	Highway 20 to Laughlin Way	0	0	0	13559	0	

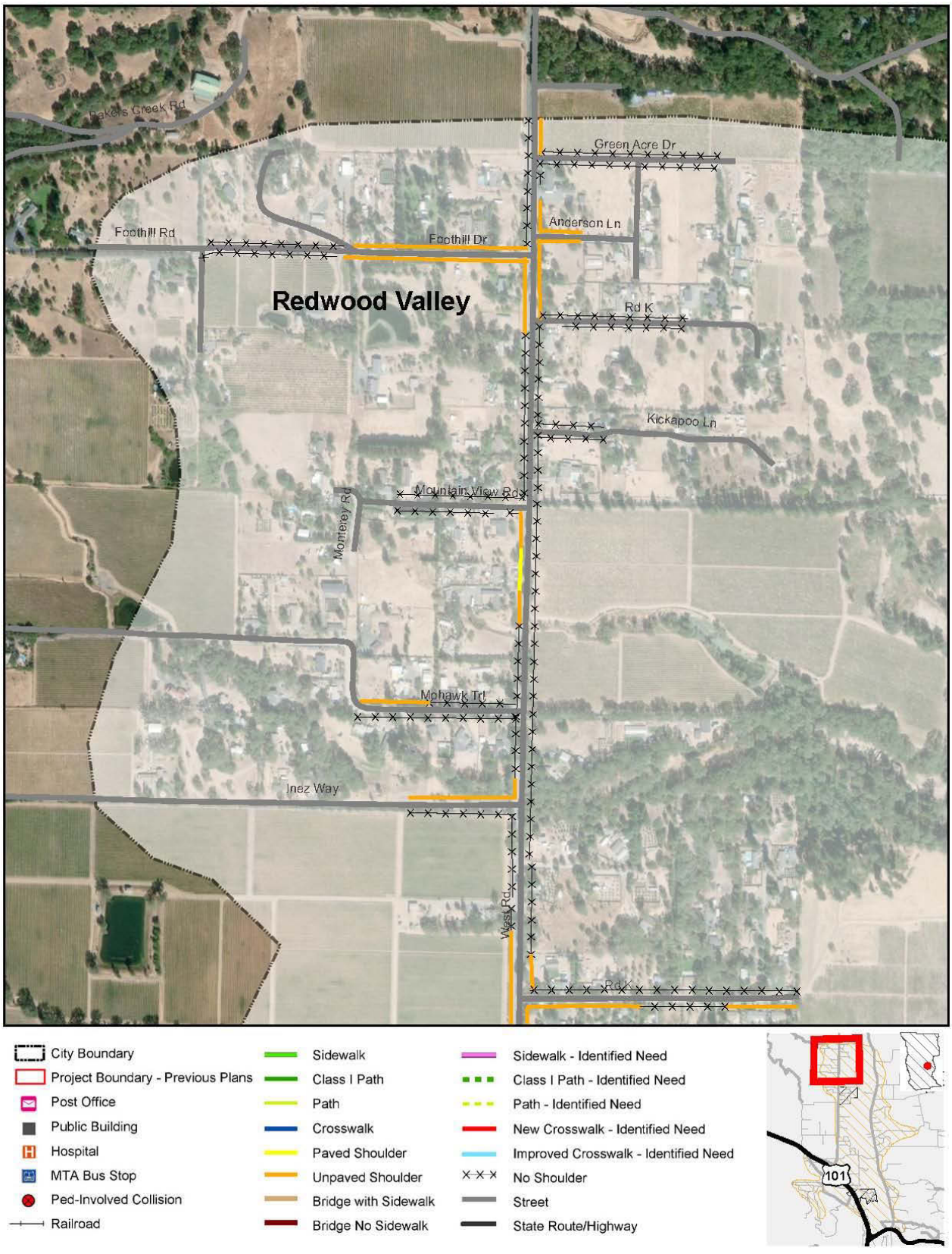


Figure 84: Redwood Valley Area Inventory Map, Part 1 of 10

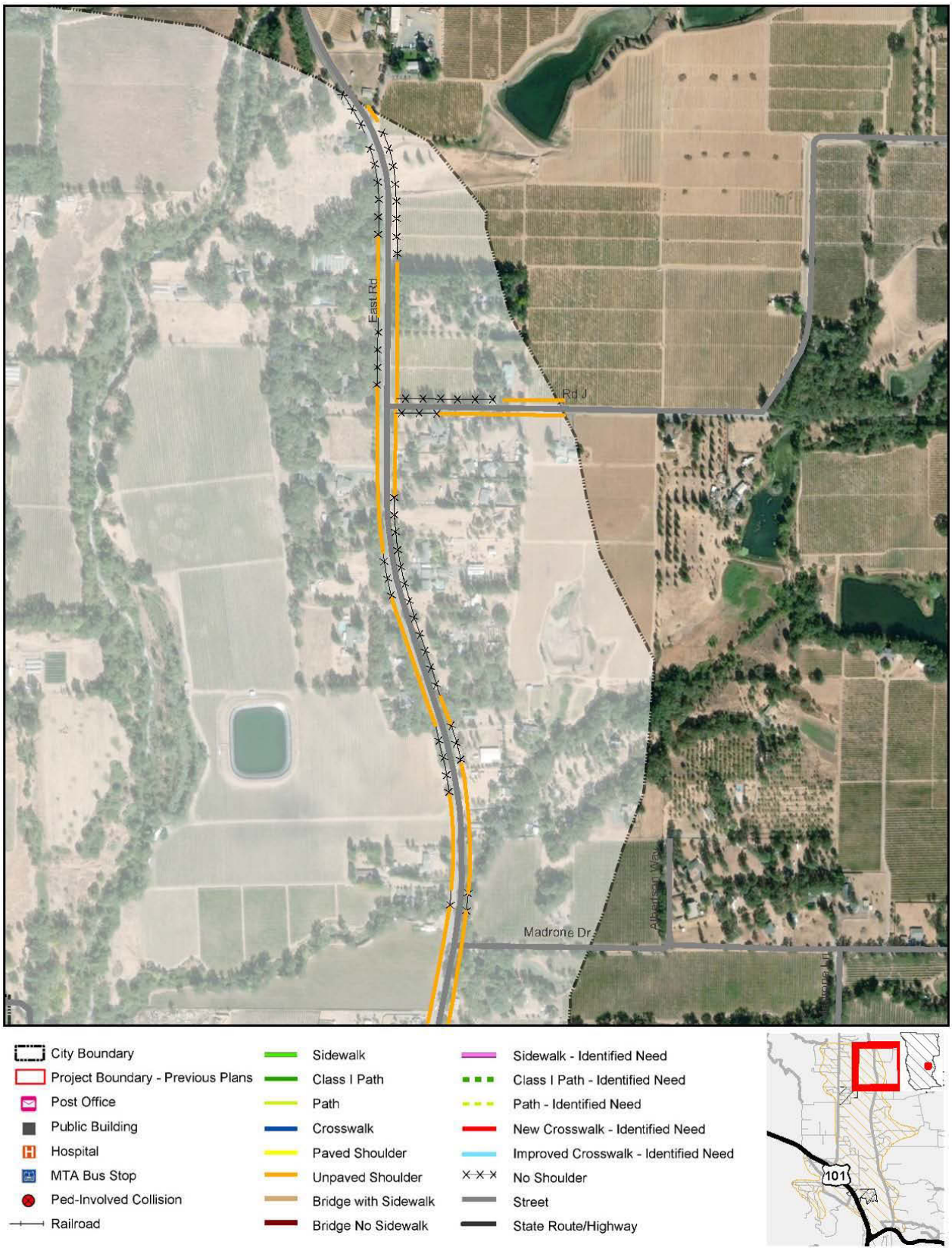


Figure 85: Redwood Valley Area Inventory Map, Part 2 of 10

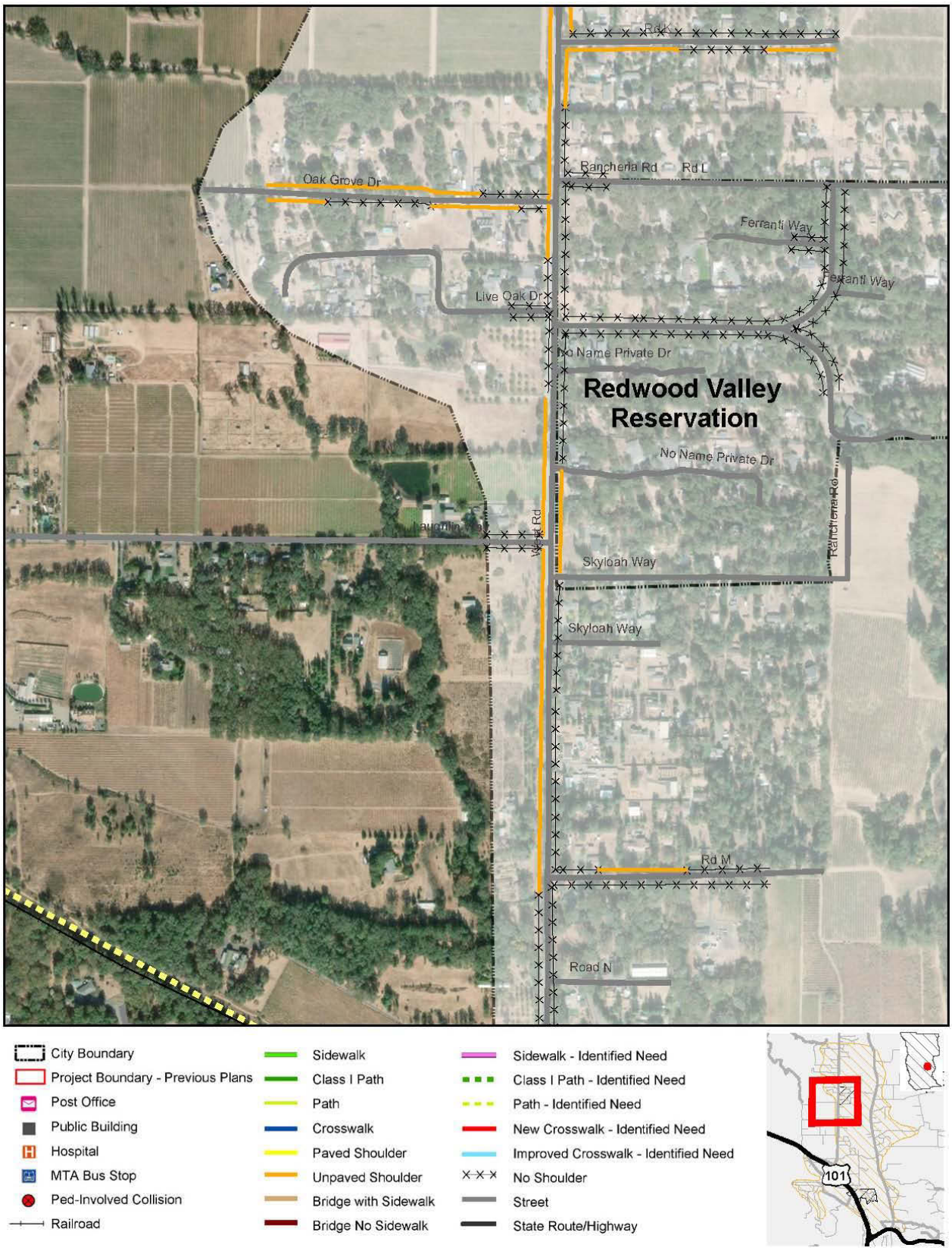


Figure 86: Redwood Valley Area Inventory Map, Part 3 of 10

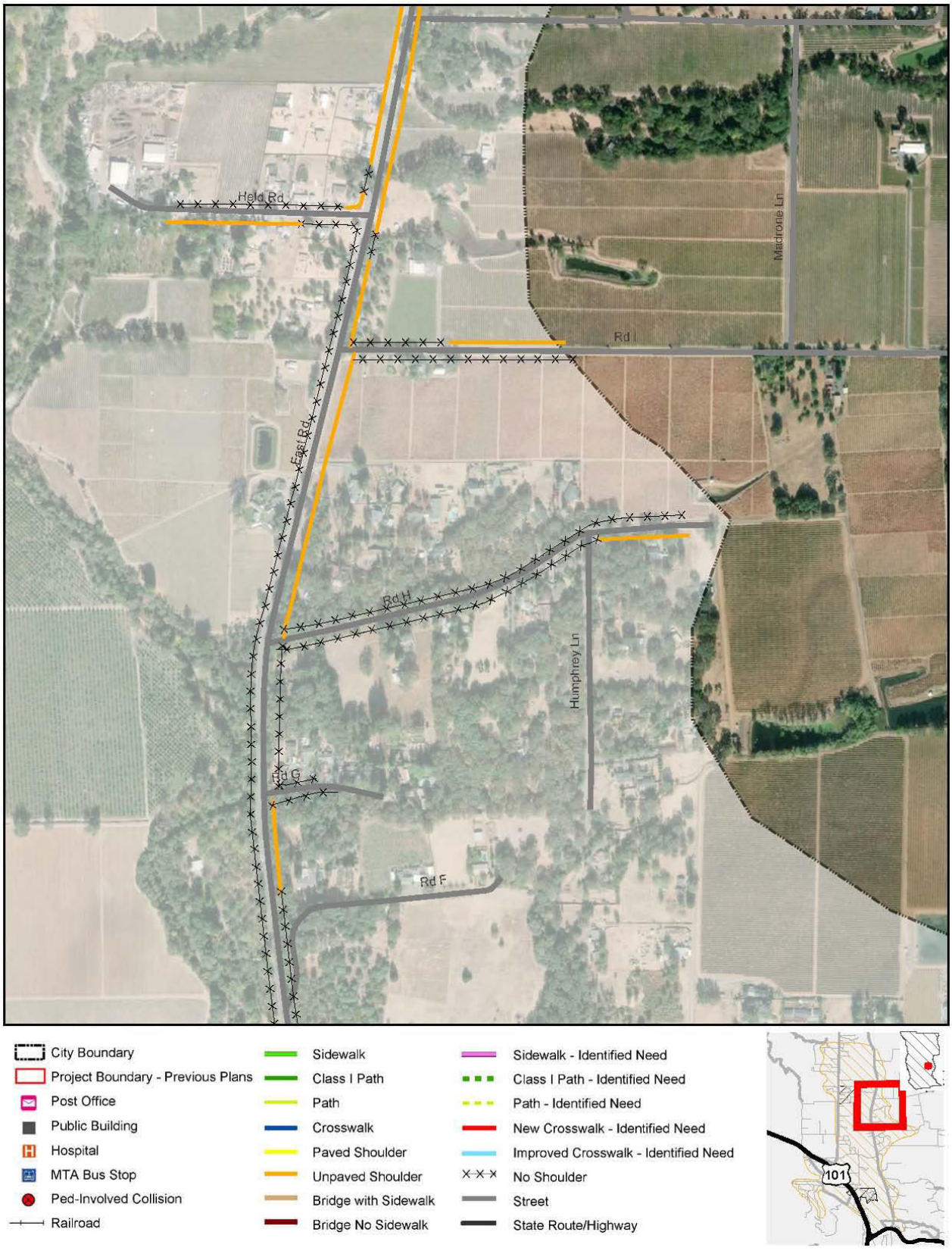


Figure 87: Redwood Valley Area Inventory Map, Part 4 of 10

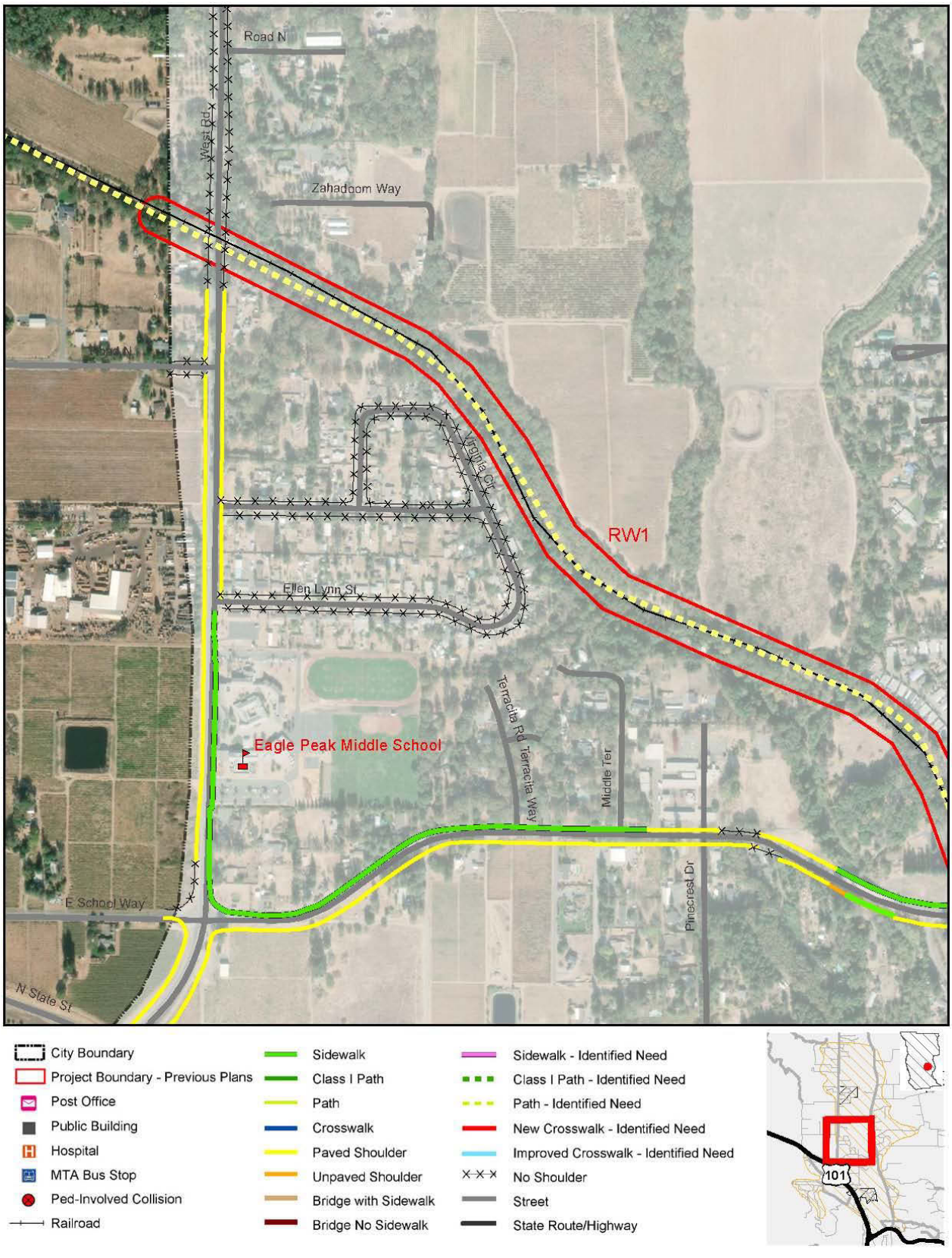


Figure 88: Redwood Valley Area Inventory Map, Part 5 of 10

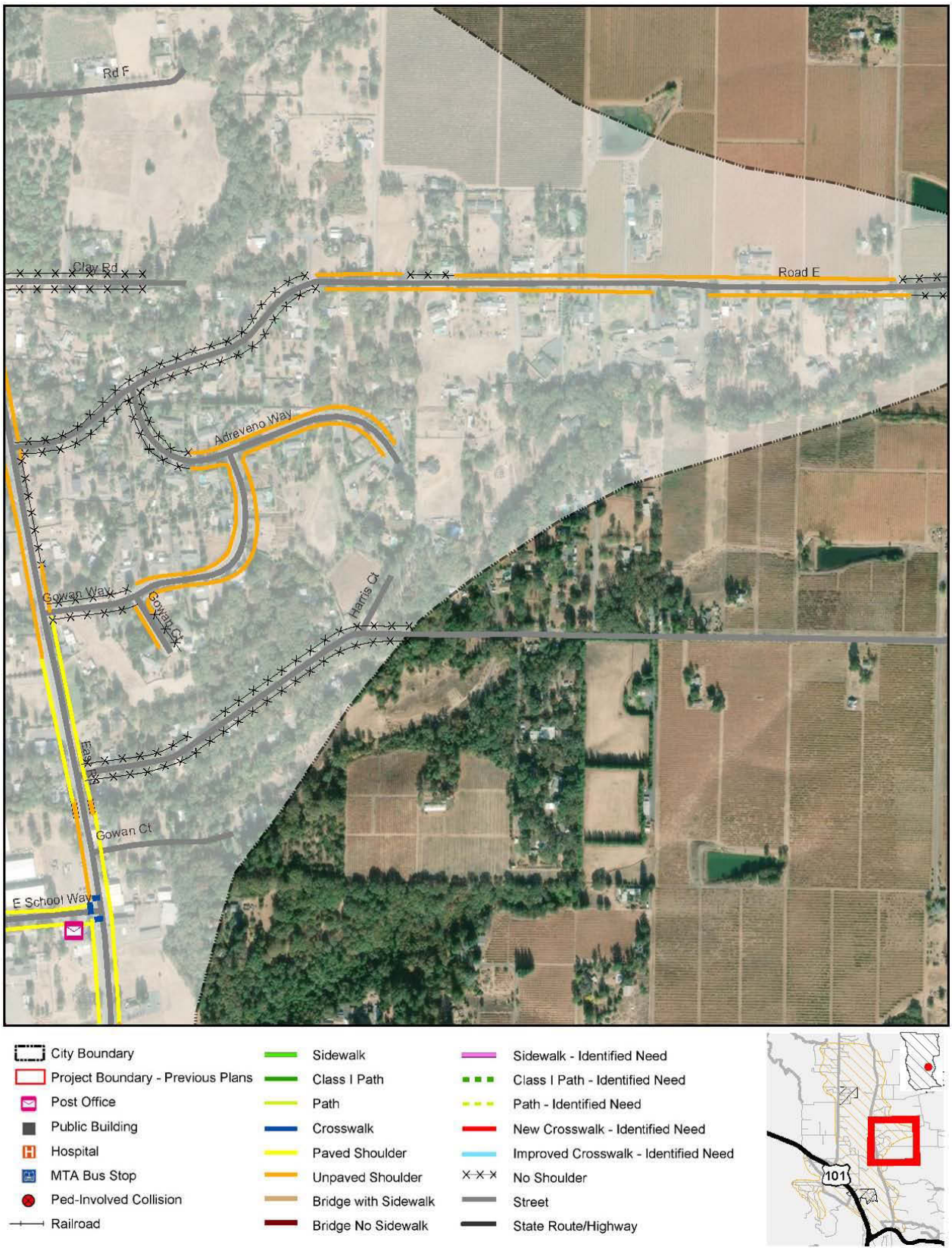


Figure 89: Redwood Valley Area Inventory Map, Part 6 of 10

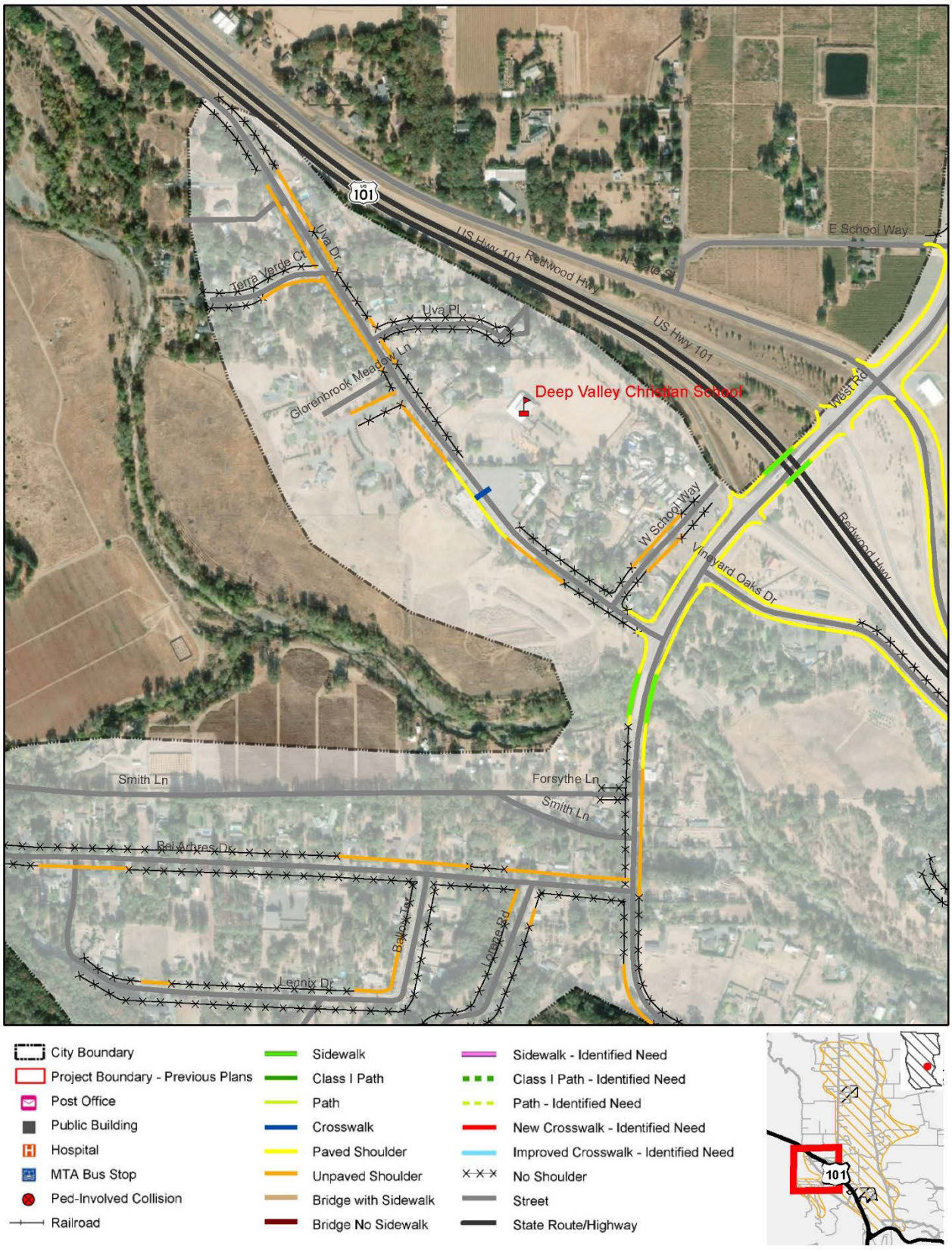


Figure 90: Redwood Valley Area Inventory Map, Part 7 of 10

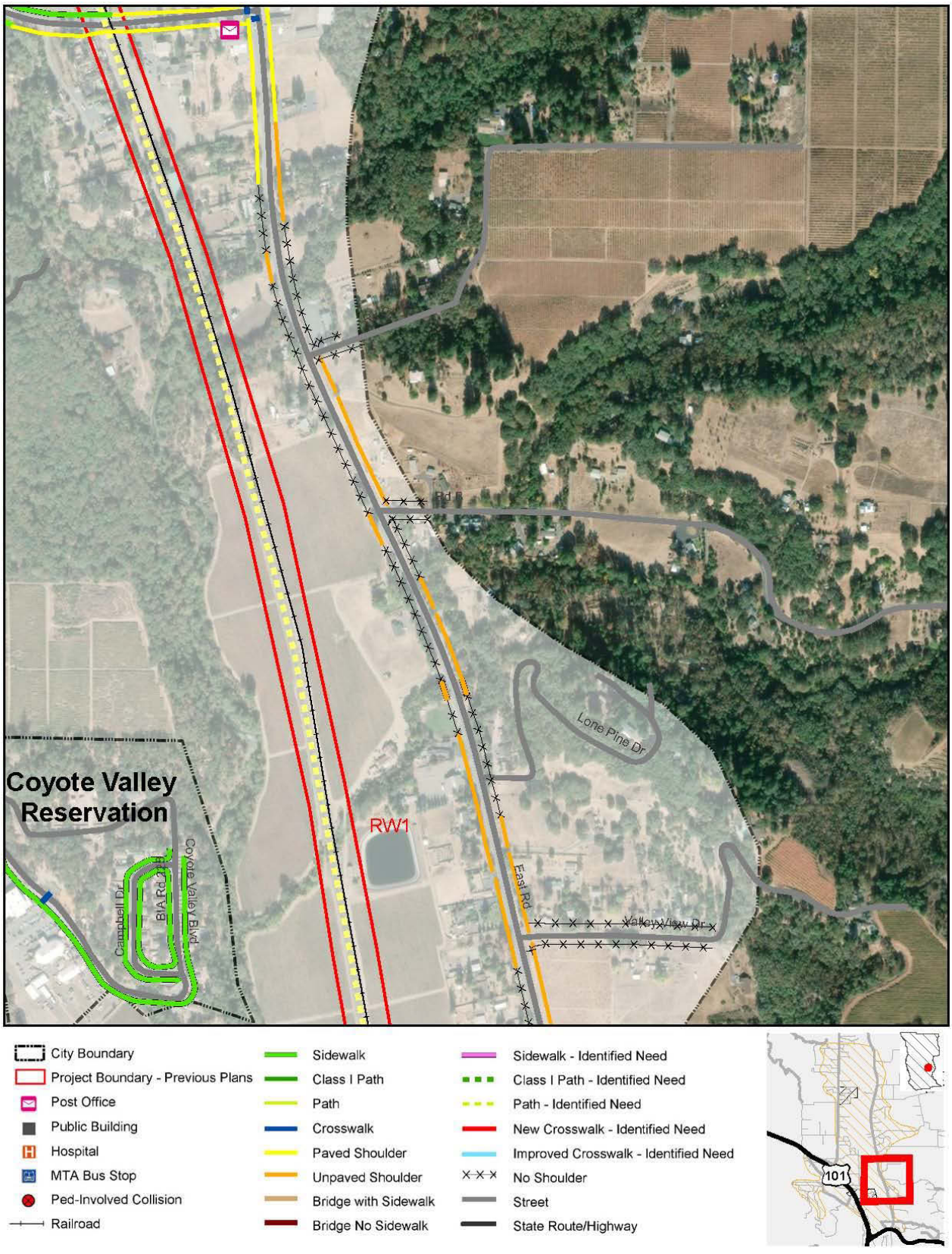


Figure 91: Redwood Valley Area Inventory Map, Part 8 of 10

Figure 92: Redwood Valley Area Inventory Map, Part 9 of 10

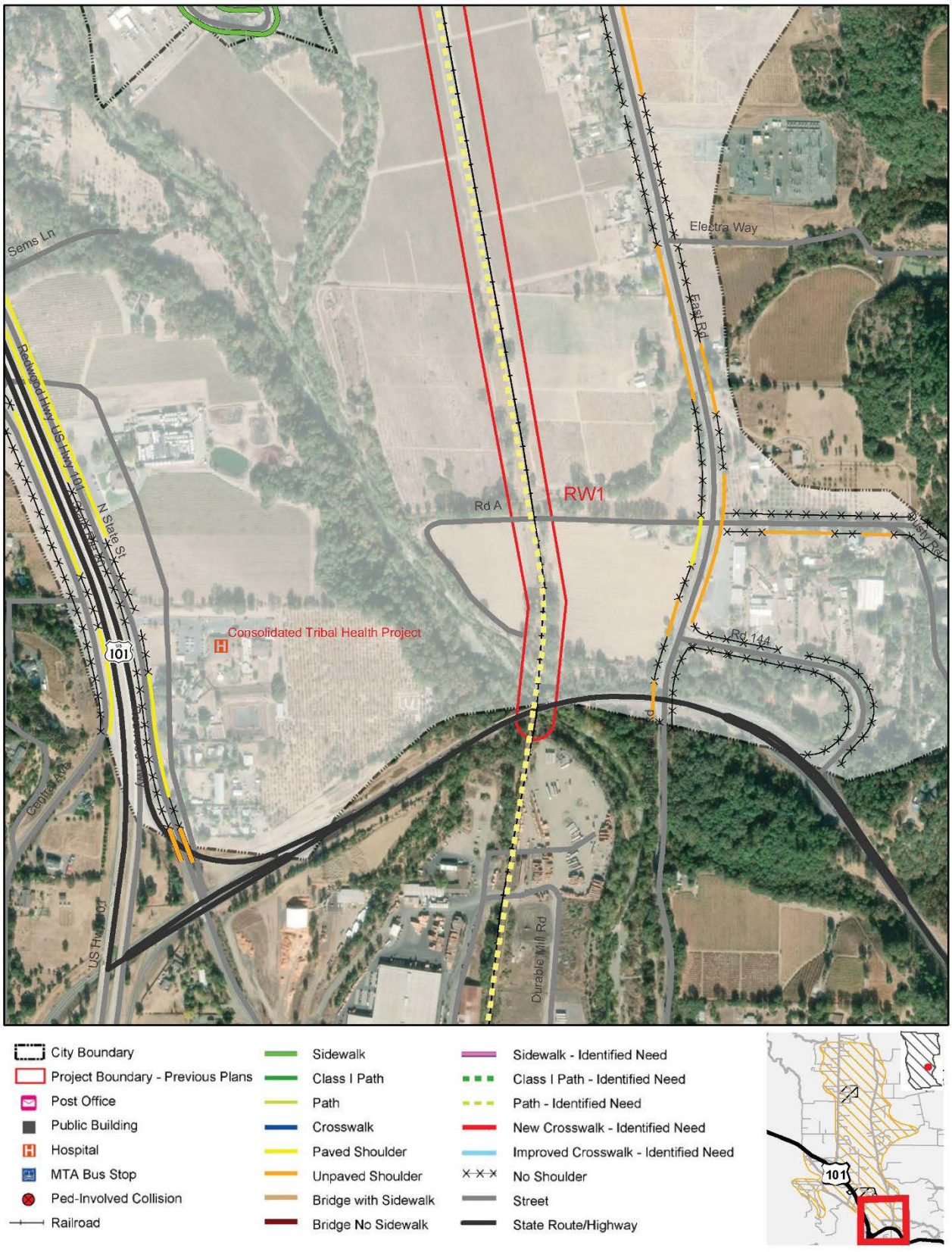


Figure 93: Redwood Valley Area Inventory Map, Part 10 of 10

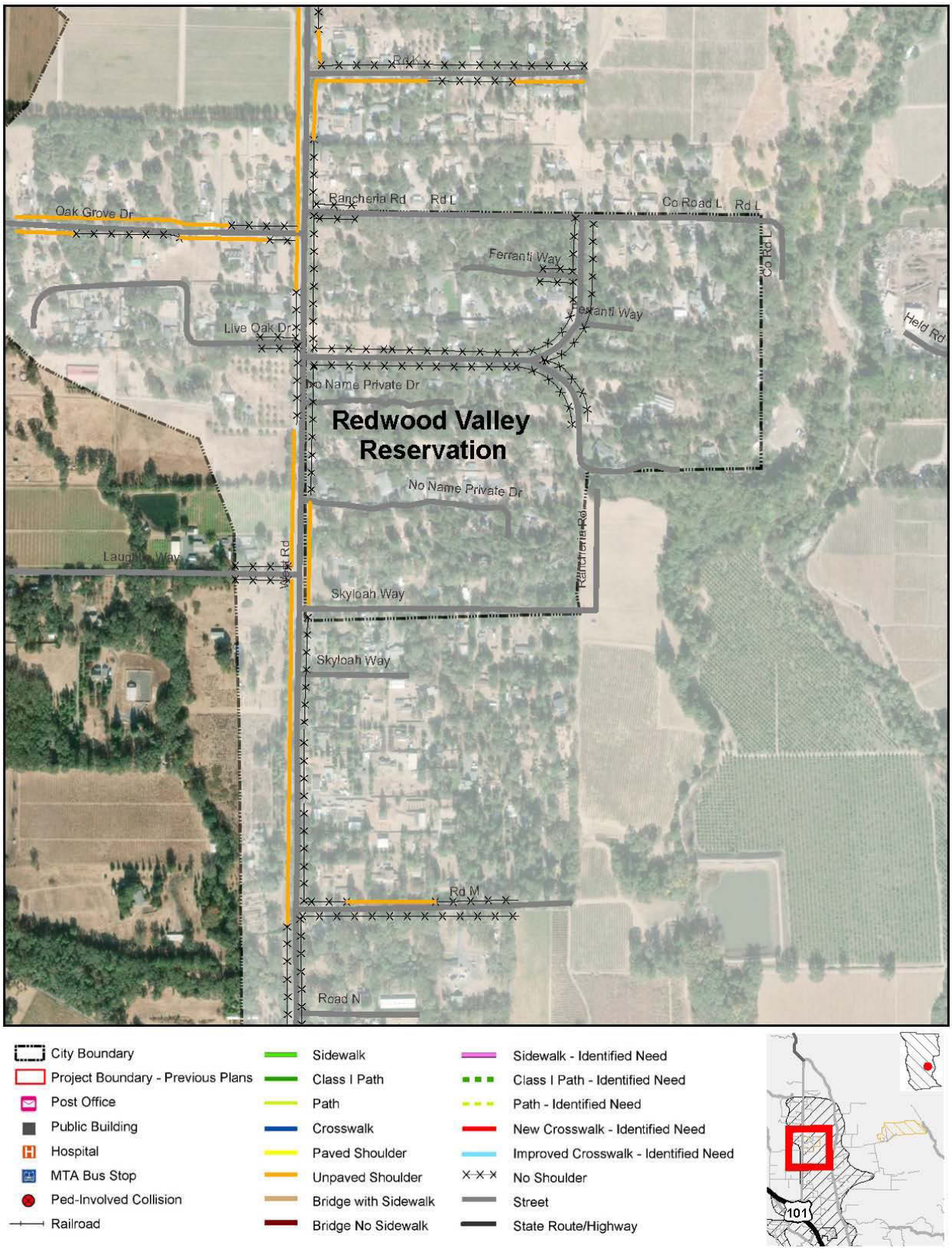


Figure 94: Redwood Valley Reservation Area Inventory Map, Part 1 of 2

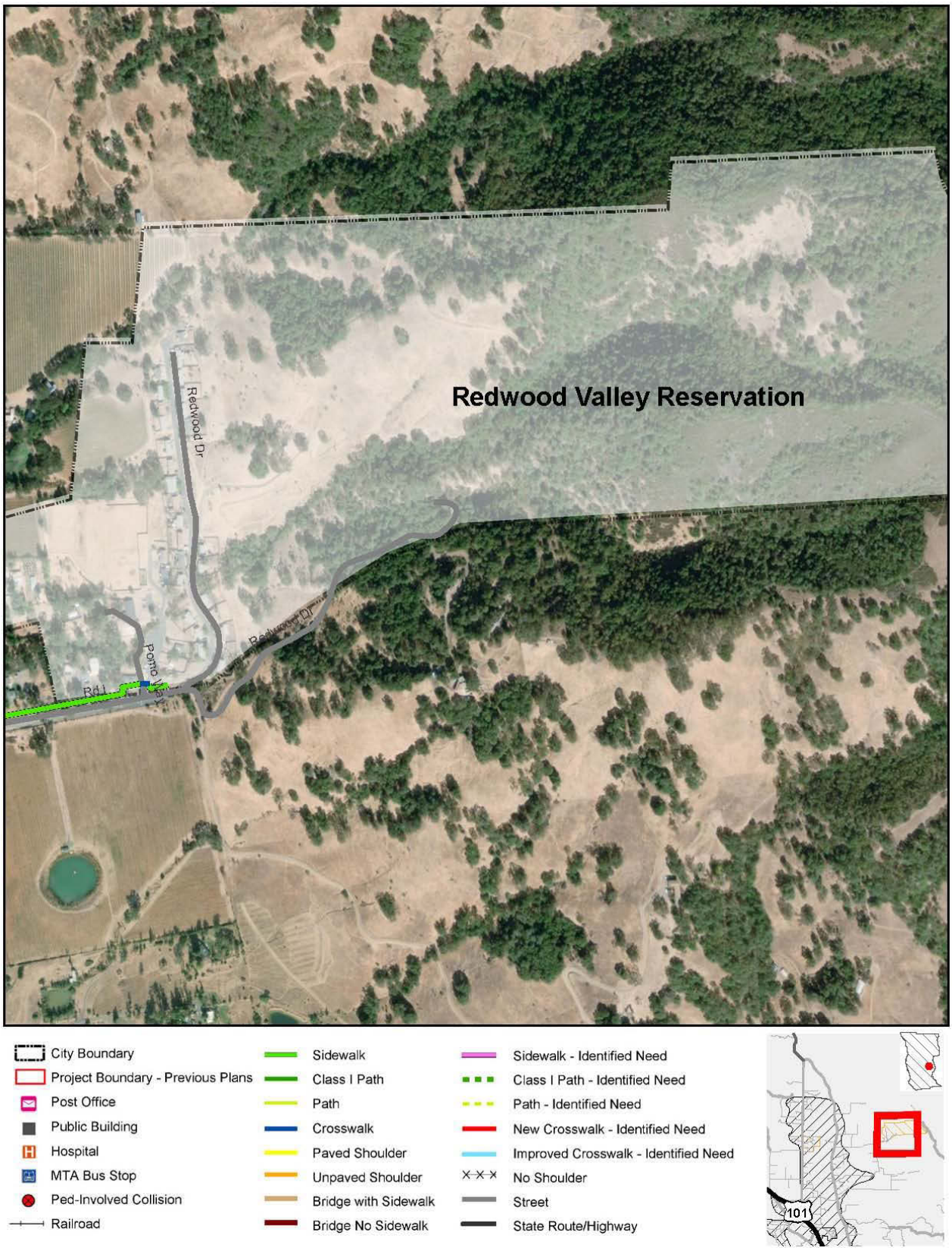


Figure 95: Redwood Valley Reservation Area Inventory Map, Part 2 of 2

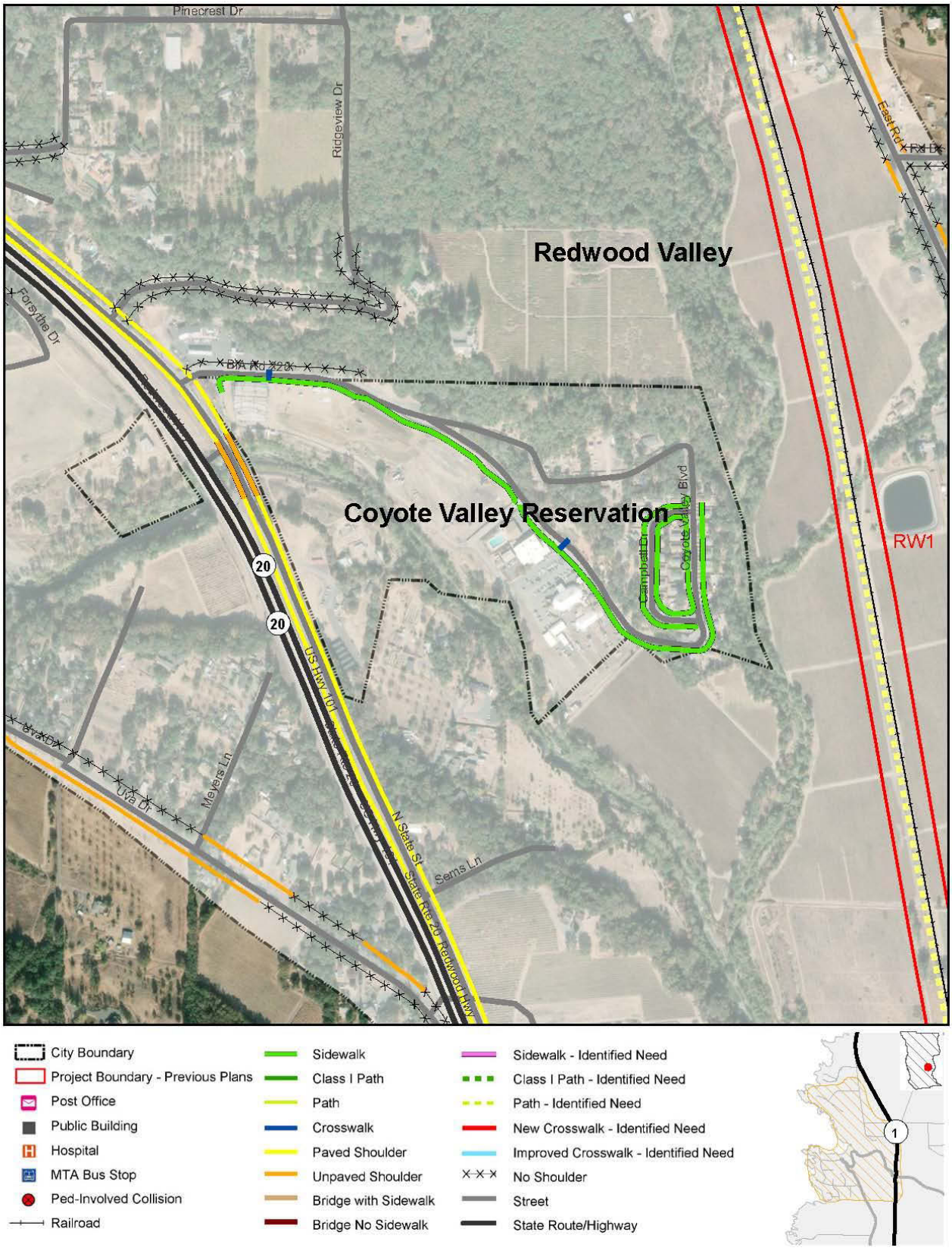


Figure 96: Coyote Valley Reservation Area Inventory Map

Talmage

The unincorporated community of Talmage is located 2.5 miles east-southeast of Ukiah. It is home to the world-famous City of Ten Thousand Buddhas, which is one of the largest Chinese Zen Buddhist temples in the United States.

Talmage
Population....1,130
Elevation.....627 feet
Land Area.....1.6 sq. mi.

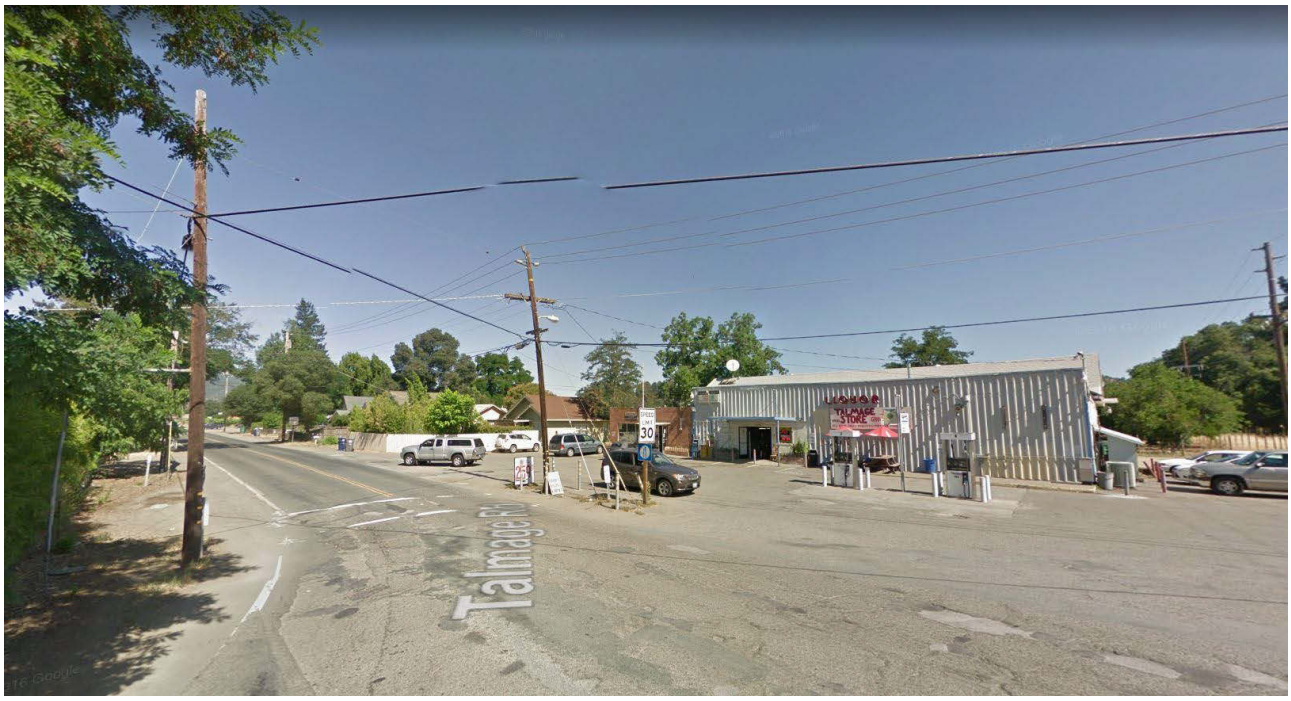
The maps and table below show the existing conditions that were inventoried for this Study in the Talmage area.

Talmage Area Existing Pedestrian Facilities & Identified Needs

Table 36: Talmage Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity	
Connecting Roads in Study Area	12.16	Miles
State Route in Study Area	1.77	Miles
Existing Sidewalks	20,760	Feet
Existing Paths	-	Feet
Existing Crosswalks	10	

(No Identified Pedestrian Improvement Projects)



Talmage Road in Talmage (Source: Google Streetview)

Figure 97: Talmage Area Inventory Map, Part 1 of 3

Figure 98: Talmage Area Inventory Map, Part 2 of 3

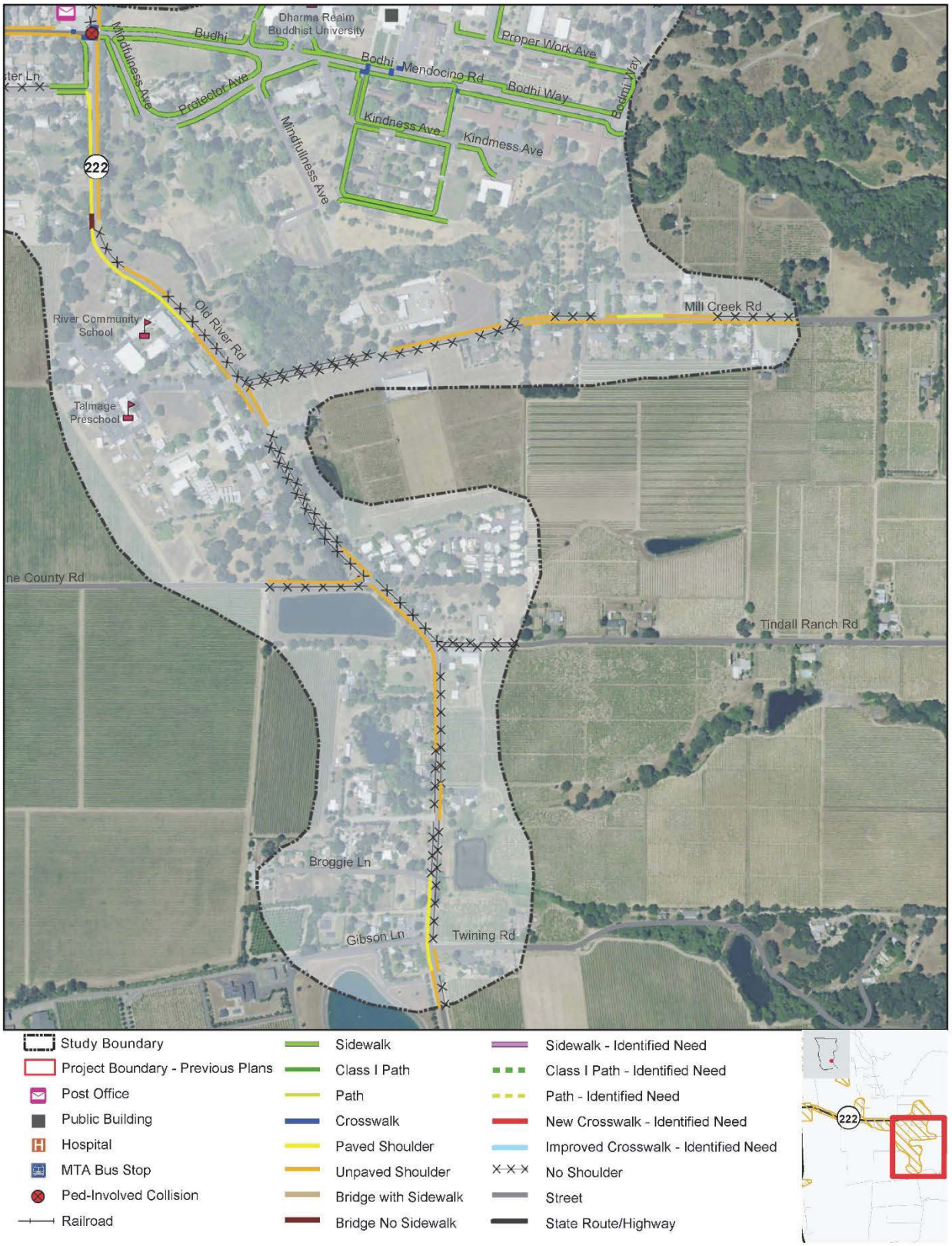


Figure 99: Talmage Area Inventory Map, Part 3 of 3

Westport

The unincorporated community of Westport (formerly known as Beall's landing) is located on Highway 1 near the ocean. It is located 13 miles north of Fort Bragg. The community is a popular destination for outdoor activities. The community includes a hotel, a small store, post office, and a church. The public elementary school closed in 2011.

Westport
Population....60
Elevation.....125 feet

The map and tables at the end of this section show the existing conditions that were inventoried for this Study in the Westport area.

Highway 1 in Westport (Source: Google Streetview)

Westport Area Background Documents

Westport Area Integrated Multi-Use Coastal Trail Plan (2011)

The purpose of the Westport Area Integrated Multi-Use Coastal Trail Plan is to consider options for providing non-motorized connectivity for transportation and recreational purposes along a 21-mile section of the Mendocino County coast between the intersection of Highway 1/Usal Road and the southern end of the Ten Mile Bridge. The plan proposed two primary configurations; one consisting of a multi-use path on (or near) the highway shoulder and the other, a separated alignment. Of the 21-mile total multi-use path, approximately 15.5 miles was recommended to be placed along the highway shoulder and about 5.5 miles was recommended to be separated. The plan was divided into 17 individual study areas based on parcel ownership, land use and terrain. The study areas were ranked and assigned a priority level (from Low to Highest), based on a number of variables such as terrain, easements, demand, cost, etc.; however, public input and anticipated user demand were noted as key factors used in determining priority.

The rural village of Westport lies near the center of the study area and makes up the most densely settled portion of the study corridor. Segments 2c, 3 and 4a were ranked as the highest priority project which center around Westport. The combined segments total 3.0 miles and extend outside the village limits to the north and south. These sections were stressed by the local community because they provide the critical transportation connection between the village and the outlying residential populations, address safety concerns and serve the greatest number of people. **Figure 100** shows an example of one of the maps that was used to illustrate the proposed improvements recommended in the Westport Village area.

Figure 100: Recommendations for Westport Village (Source: Westport Area Integrated Multi-Use Coastal Trail Plan)

Westport Area Existing Pedestrian Facilities & Identified Needs

Table 38: Westport Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity	
Connecting Roads in Study Area	1.02	Miles
State Route in Study Area	0.63	Miles
Existing Sidewalks	-	Feet
Existing Paths	-	Feet
Existing Crosswalks	1	

Table 37: Westport Area Identified Pedestrian Improvement Project

Project ID	Project Name	Location	Sidewalks (Feet)	Existing Crosswalks to be Improved (Count)	New Crosswalks (Count)	Class I Path Identified Need (Feet)	Pedestrian Path Identified Need (Feet)	Source
Sum Total			**0**	**0**	**0**	**1356**	**812**	
WP1	North Westport Area Shoulder Path	East Side of Highway 1 from Post Office to North End of Study Area	0	0	0	0	812	*Westport Area Integrated Multi-Use Coastal Trail Plan (2011)*
WP2	Westport Area Integrated Multi-Use Coastal Trail	From South End of Westport Study Area to the Existing Wide Shoulder on Highway 1	0	0	0	1356	0	*Westport Area Integrated Multi-Use Coastal Trail Plan (2011)*

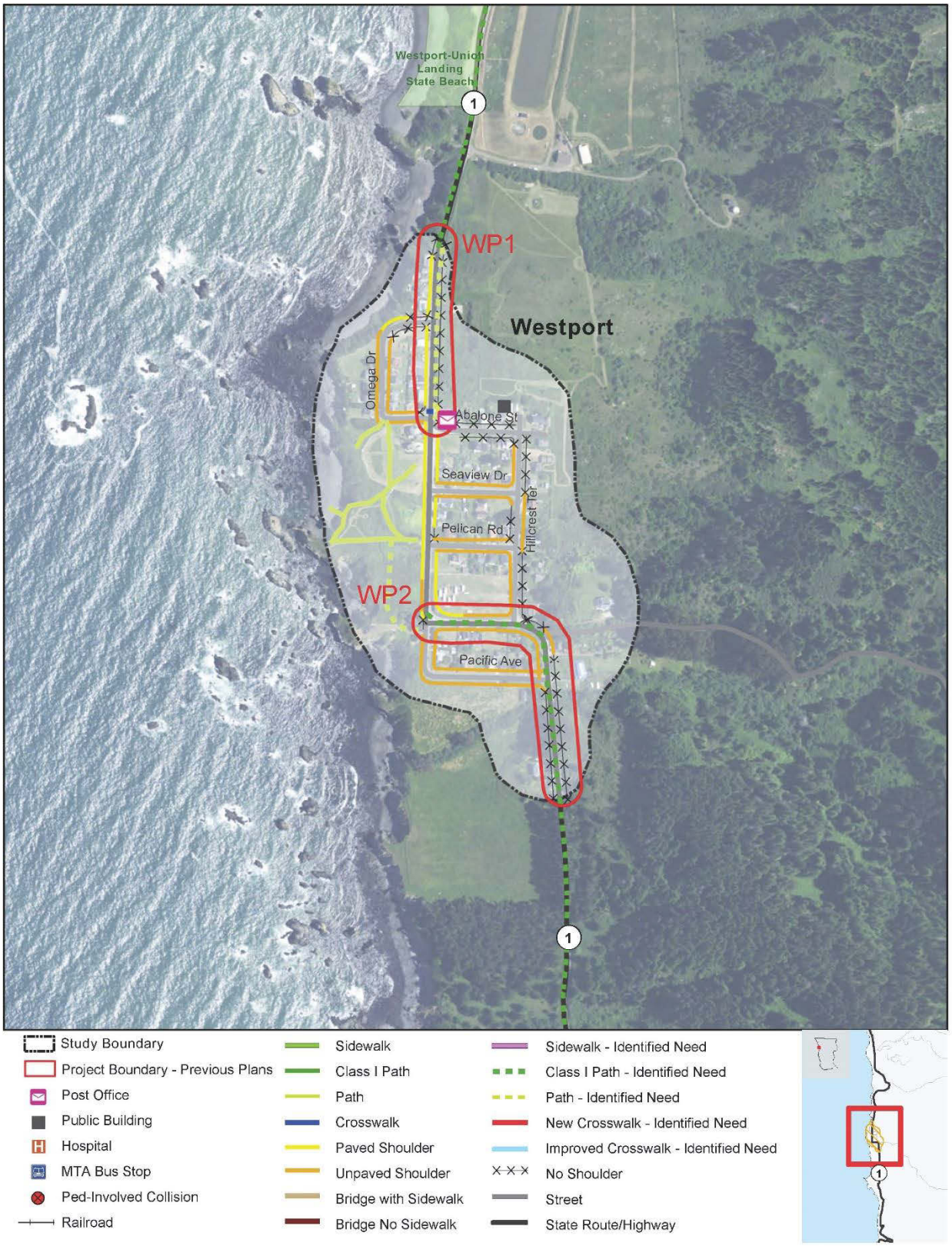


Figure 101: Westport Area Inventory Map

Rural Developments & Tribal Lands

Brooktrails Township

Brooktrails Township is an unincorporated community located just north of Willits. A former logging area, it is a planned community marketed in the 1970s as a vacation retreat with extensive recreation opportunities. It is now home to many permanent residents.

Brooktrails Township
Population....3,235
Elevation.....1,634 feet
Land Area.....7.3 sq. mi.

The maps and tables at the end of this section show the existing conditions that were inventoried for this Study in the Brooktrails Township area.

Brooktrails Area Background Documents

Mendocino County Regional Transportation Plan (2017)

See full description of the Transportation Plan under "County and Regional Background Documents".

Brooktrails Area Long Range Priority Improvements

- Brooktrails to Willits Multi-Use Trail (unknown cost) – This is a recognized need, however, no route or details have been developed.

Brooktrails Area Existing Pedestrian Facilities & Identified Needs

Table 39: Brooktrails Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity	
Connecting Roads in Study Area	58.20	Miles
State Route in Study Area	-	Miles
Existing Sidewalks	-	Feet
Existing Paths	-	Feet
Existing Crosswalks	-	

Table 40: Brooktrails Area Identified Pedestrian Improvement Project

Project ID	Project Name	Location	Sidewalks (Feet)	Existing Crosswalks to be Improved (Count)	New Crosswalks (Count)	Class I Path Identified Need (Feet)	Pedestrian Path Identified Need (Feet)	Source
Sum Total			0	0	0	10560	0	
	Brooktrails to Willits Multi-Use Trail	Brooktrails to Willits; alignment TBD	0	0	0	10560	0	

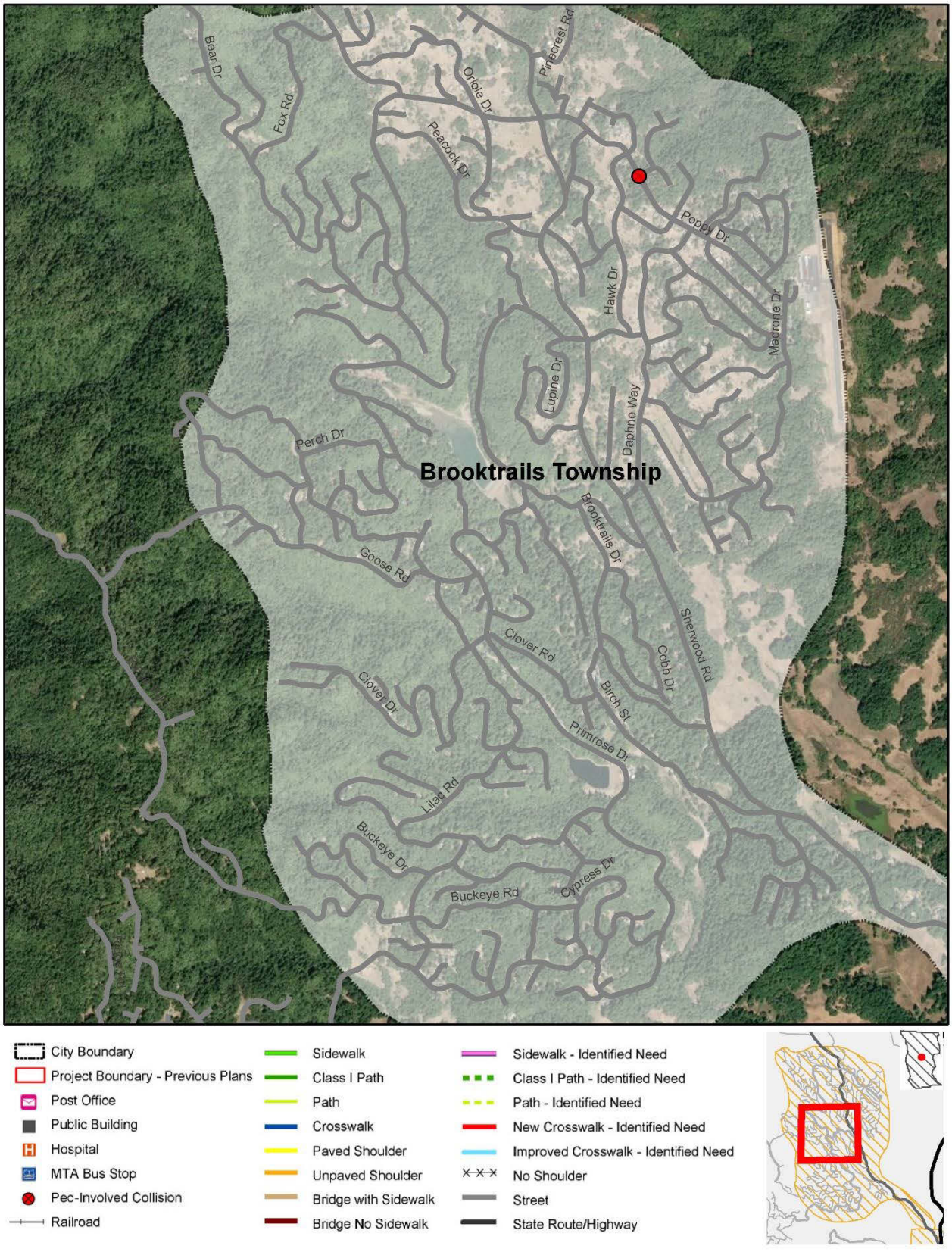


Figure 102: Brooktrails Township Area Inventory Map

Caspar

The unincorporated community of Caspar is located on the ocean, four miles north of Mendocino. It's bounded on three sides by state parks (Point Cabrillo Light Station to the south, Jug Handle State Natural Reserve to the north, and Caspar Headlands State Beach on the coast). It was originally founded as a logging town. The headlands, once also owned by the Cattle Company, have been acquired and transferred to California State parks.

Caspar
Population....509
Elevation.....82 feet
Land Area.....3 sq. mi.

The maps and table below show the existing conditions that were inventoried for this Study in the Caspar area.

Caspar Area Existing Pedestrian Facilities & Identified Needs

Table 41: Caspar Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity	
Connecting Roads in Study Area	8.82	Miles
State Route in Study Area	0.78	Miles
Existing Sidewalks	-	Feet
Existing Paths	-	Feet
Existing Crosswalks	-	

(No Identified Pedestrian Improvement Projects)

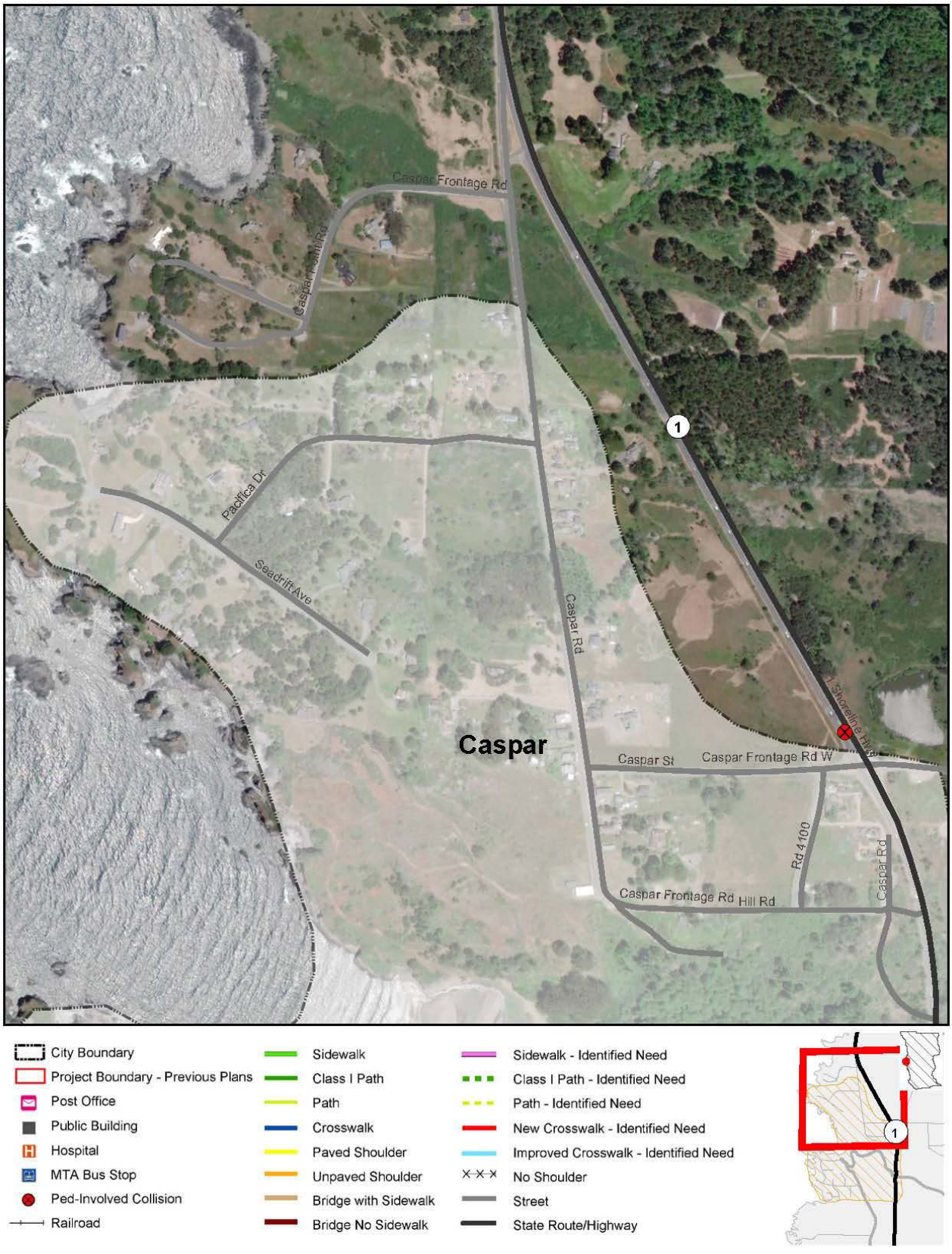


Figure 103: Caspar Area Inventory Map, Part 1 of 2

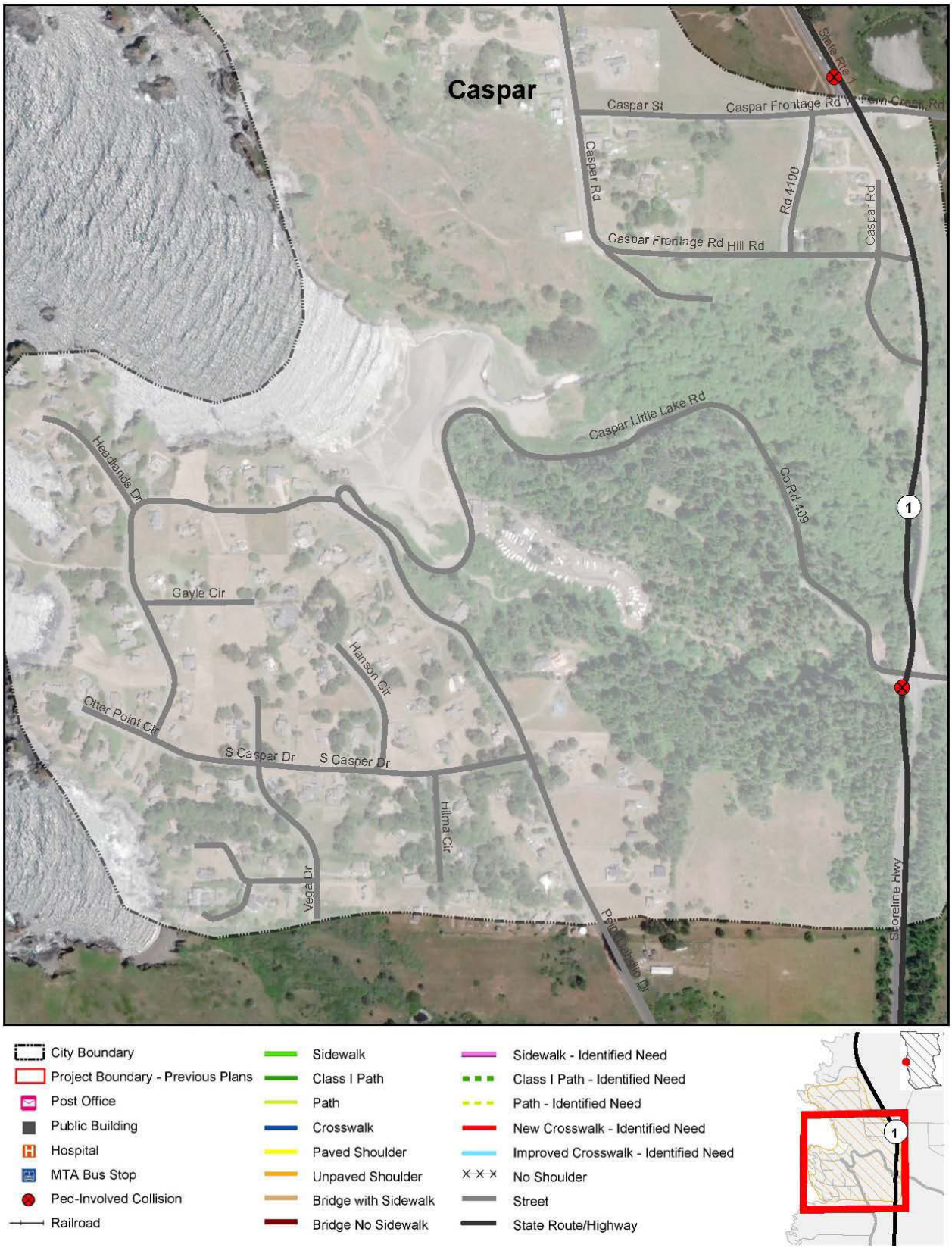


Figure 104: Caspar Area Inventory Map, Part 2 of 2

Guidiville Rancheria

Guidiville Rancheria
Elevation.....830 feet
Land Area.....0.1 sq. mi.

The Guidiville Rancheria of California is a Pomo tribe native to the Lake County area. They were driven from their lands by Gold Rush settlers and not given the land promised to them by the government. In 1991, a lawsuit was settled, returning trust lands to the Guidiville tribe. They have obtained a 44-acre parcel of land located two miles to the east of Ukiah. They are federally recognized. The Guidiville tribe is headquartered in Talmage.

The historic Vichy Springs Resort and the Vichy Estates residential development are located near the Guidiville Rancheria.

The maps and table below show the existing conditions that were inventoried for this Study in the Guidiville Rancheria area.

Guidiville Rancheria Area Existing Pedestrian Facilities & Identified Needs

Table 42: Guidiville Rancheria Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity	
Connecting Roads in Study Area	0.24	Miles
State Route in Study Area	-	Miles
Existing Sidewalks	-	Feet
Existing Paths	-	Feet
Existing Crosswalks	-	

(No Identified Pedestrian Improvement Projects)

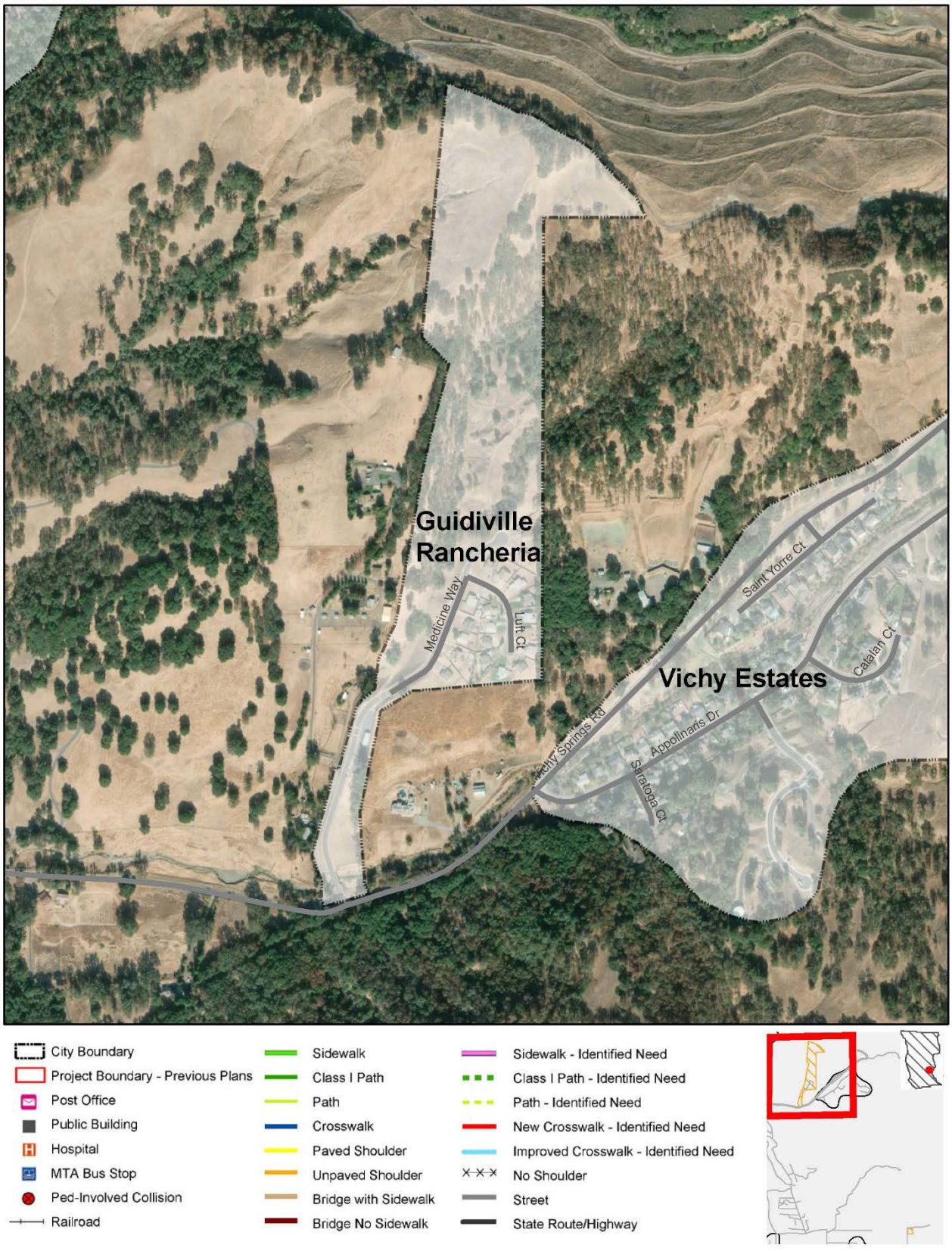


Figure 105: Guidiville Rancheria Area Inventory Map, Part 1 of 2

Figure 106: Guidiville Rancheria Area Inventory Map, Part 2 of 2

Hopland Rancheria

Hopland Band of Pomo Indians is a federally recognized tribe native to the Sanel Valley. Their reservation is the Hopland Rancheria, which, as the name suggests, is located near the unincorporated community of Hopland, and they operate the Hopland Sho-Ka-Wah Casino.

Hopland Band of Pomo
Population....700
Land Area.....0.63 sq. mi.

The map and table below show the existing conditions that were inventoried for this Study in the Hopland Rancheria area.

Hopland Rancheria Area Existing Pedestrian Facilities & Identified Needs

Table 43: Hopland Rancheria Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity	
Connecting Roads in Study Area	8.78	Miles
State Route in Study Area	-	Miles
Existing Sidewalks	-	Feet
Existing Paths	-	Feet
Existing Crosswalks	1	

(No Identified Pedestrian Improvement Projects)

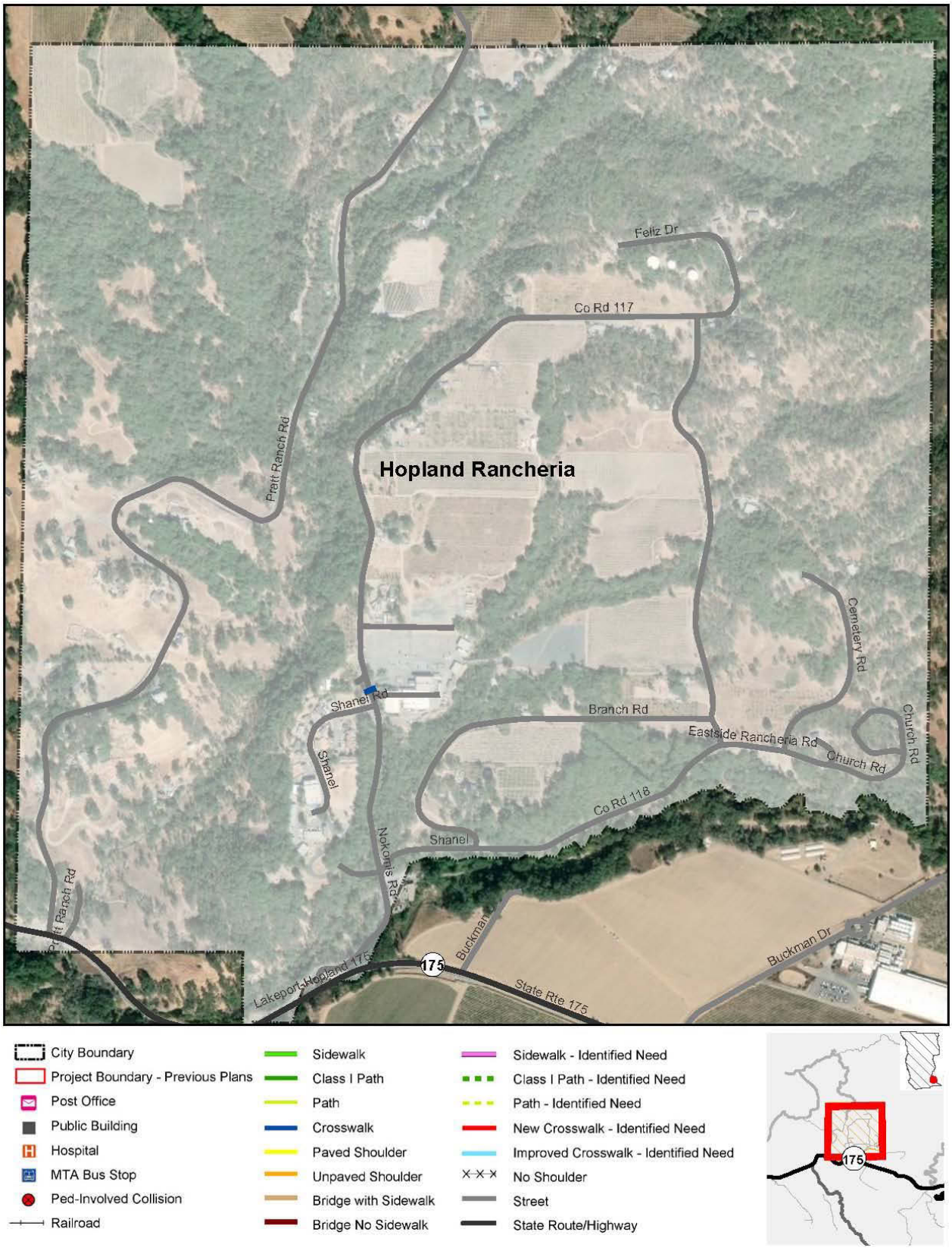


Figure 107: Hopland Rancheria Area Inventory Map

Little River

Little River (also known as Littleriver, Bell's Harbor, and Kent's Landing) is located on the coast, two miles south of Mendocino. Its main industry is tourism, thanks to the striking views available as well as several boutiques and bed & breakfasts. This unincorporated community hosts a grocery store, two gas pumps, a post office, and a restaurant within a single structure. The entrance to Van Damme State Park and the park's Visitor Center is located in Little River.

Little River
Population....117
Elevation.....66 feet
Land Area.....1.7 sq. mi.

The map and tables below show the existing conditions that were inventoried for this Study in the Little River area.

Bridge Rail Upgrade and Widening (study in process)

See full description of the Transportation Plan under "County and Regional Background Documents".

In Little River, Caltrans is studying options for replacing or widening shoulders and replacing the bridge rails on the Little River Bridge. The Little River Bridge is located on Highway 1 in Little River. The study is also considering a pedestrian facility on the south (coastal) side of the bridge.

Little River Area Existing Pedestrian Facilities & Identified Needs

Table 44: Little River Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity	
Connecting Roads in Study Area	0.84	Miles
State Route in Study Area	0.92	Miles
Existing Sidewalks	-	Feet
Existing Paths	-	Feet
Existing Crosswalks	-	

Project ID	Project Name	Location	Sidewalks (Feet)	Existing Crosswalks to be Improved (Count)	New Crosswalks (Count)	Class I Path Identified Need (Feet)	Pedestrian Path Identified Need (Feet)	Source
Sum Total			0	0	0	0	90	
LR1	Bridge Rail Upgrade and Widening (study in process)	South side of Little River Bridge	0	0	0	0	90	*Bridge Rail Upgrade and Widening (study in process)*

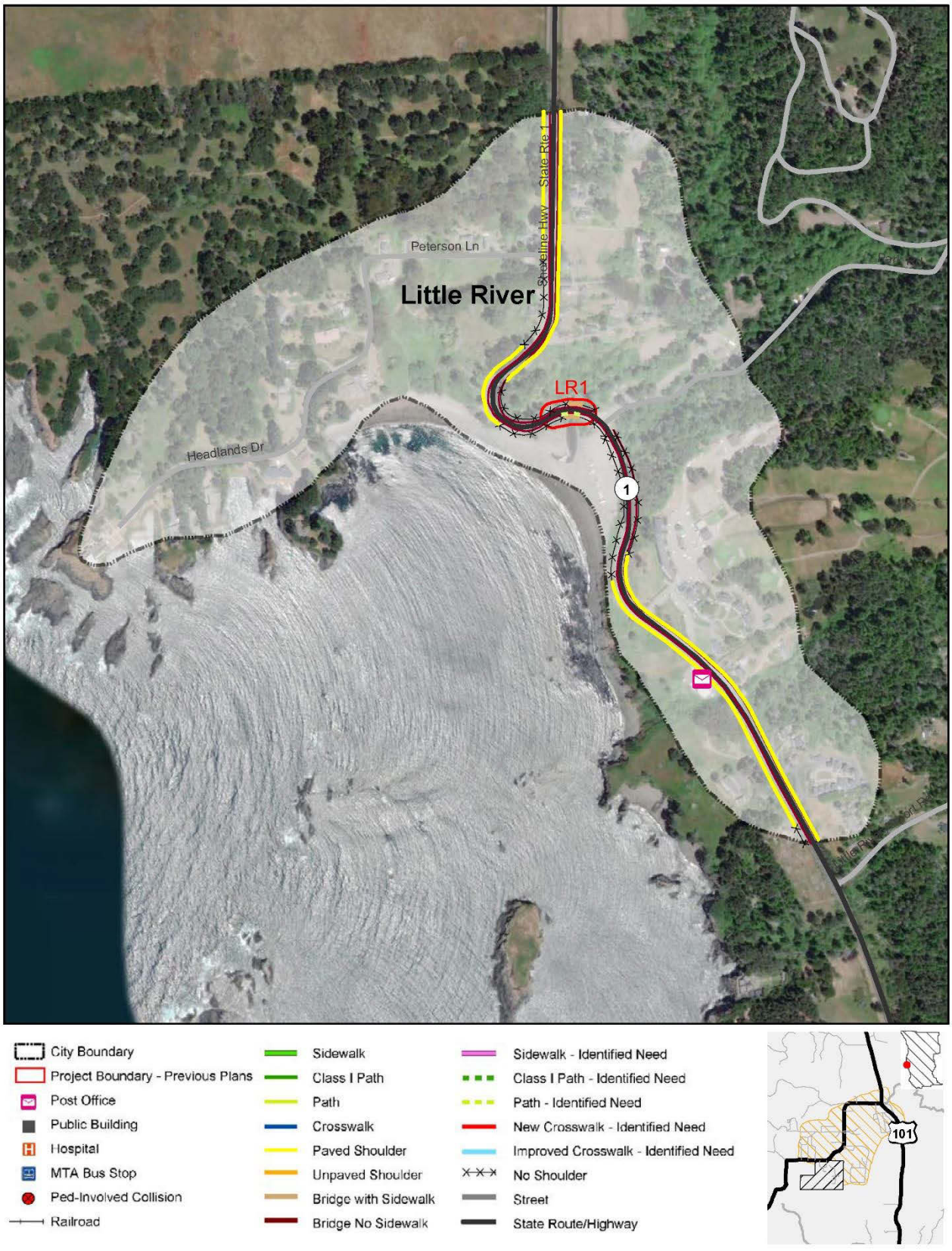


Figure 108: Little River Area Inventory Map

Navarro

Navarro
Elevation.....269 feet

Navarro, formerly known as Wendling, is a small unincorporated community located nine miles west of Philo, on State Route 128, which connects it to the Pacific coast to the west and to the Anderson Valley to the southeast. A former town named Navarro, with approximately 1,000 people, was founded in the 1860s approximately 14 miles to the west of the present town, at the mouth of the Navarro River in what is now Navarro River Redwoods State Park. In 1916 the Wendling Mill was bought by the Navarro Lumber Company, at which point Wendling became known as Navarro Mill or more simply Navarro. To reduce confusion, the dwindling seaside town of Navarro became known as Navarro-By-The-Sea.

The map and tables below show the existing conditions that were inventoried for this Study in the Navarro area.

Navarro Area Background Documents

State Route 128 Corridor Valley Trail Feasibility Study, 2014

See full description of the Feasibility Study under "County and Regional Background Documents".

The long-range (10 to 20 years) project list included:

> Segment 1 Trail Improvements and Minor Trailhead(s) – the Navarro River Trail. This project depends on local initiative and fund raising, and could be a nearer-term project, implemented in phases following a shorter demonstration project, or a very long-term project that might never be fully implemented. Construction of any minor trailheads would be in conjunctions with trail construction.
>
> - Estimated cost for 16 miles of paved, 4-foot to 8-foot wide trail: $16,061,000

Highway 128 in Navarro (Source: Google Streetview)

- Prototypical improved pullout estimated cost: an additional $25,000 each
- Cost range for 1-mile demonstration project including a minor trailhead, assuming relatively unconstrained area: $447,000 to $1,000,000 (cost increases exponentially in constrained areas requiring retaining walls, boardwalks, etc.)

Navarro Area Existing Pedestrian Facilities & Identified Needs

Table 45: Navarro Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity	
Connecting Roads in Study Area	0.69	Miles
State Route in Study Area	0.64	Miles
Existing Sidewalks	-	Feet
Existing Paths	-	Feet
Existing Crosswalks	-	

Table 46: Navarro Area Identified Pedestrian Improvement Project

Project ID	Project Name	Location	Sidewalks (Feet)	Existing Crosswalks to be Improved (Count)	New Crosswalks (Count)	Class I Path Identified Need (Feet)	Pedestrian Path Identified Need (Feet)	Source
Sum Total			0	0	0	0	3103	
	Segment 1 Trail Improvements and Minor Trailhead(s) - the Navarro River Trail	Along SR128 within Navarro Study Area	0	0	0	0	3,103	*State Route 128 Corridor Valley Trail Feasiblity*

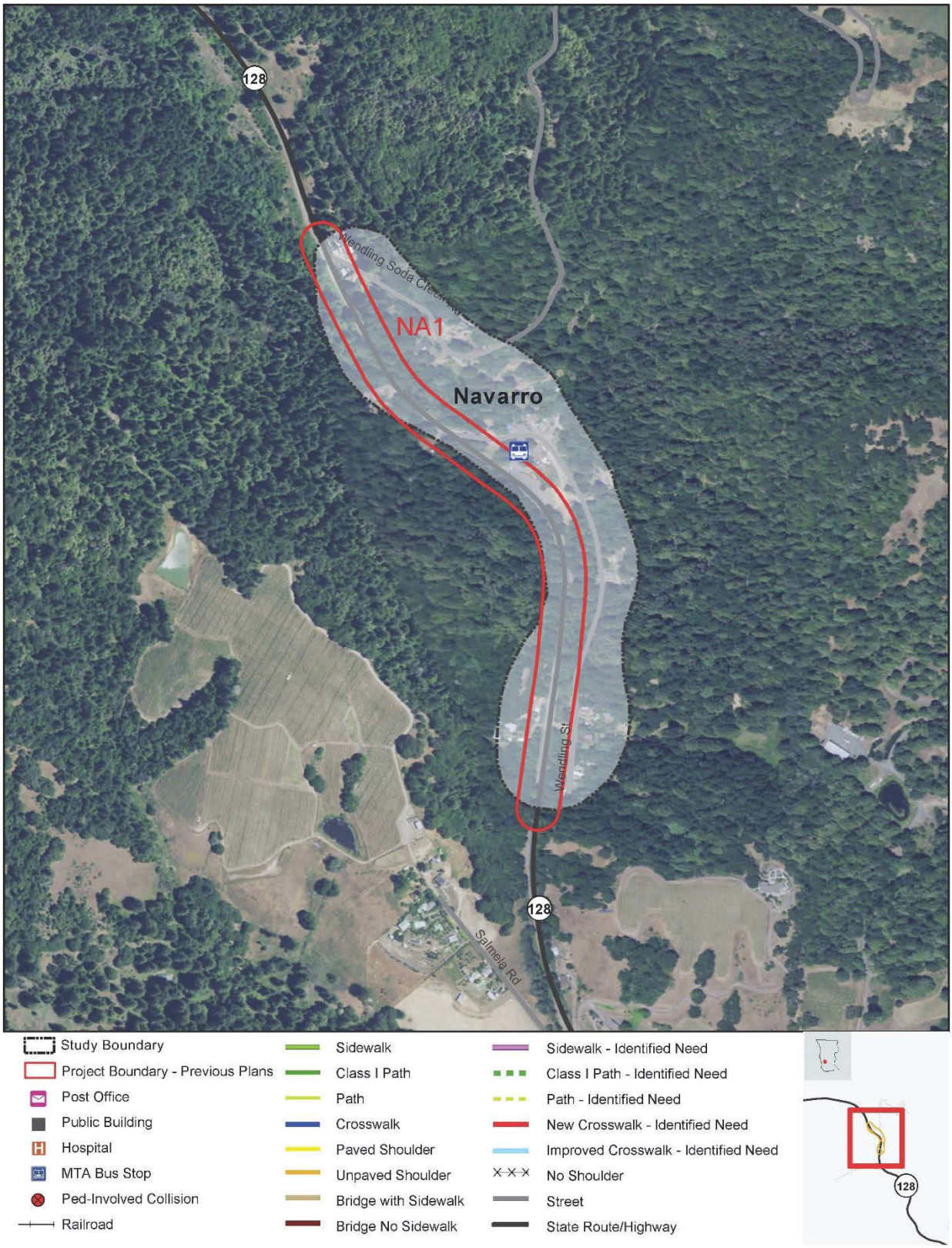


Figure 109: Navarro Area Inventory Map

Pinoleville Rancheria

Pinoleville Rancheria
Population....280
Land Area.....0.8 sq. mi.

The Pinoleville Rancheria is home to the Pinoleville Pomo Nation, which is a federally recognized tribe of Pomo people. They are originally from Potter Valley, however the Pinoleville Rancheria is located north of Ukiah.

The map and table below show the existing conditions that were inventoried for this Study in the Pinoleville Rancheria area.

Pinoleville Rancheria Area Existing Pedestrian Facilities & Identified Needs

Table 47: Pinoleville Rancheria Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity	
Connecting Roads in Study Area	0.98	Miles
State Route in Study Area	0.20	Miles
Existing Sidewalks	-	Feet
Existing Paths	-	Feet
Existing Crosswalks	-	

(No Identified Pedestrian Improvement Projects)

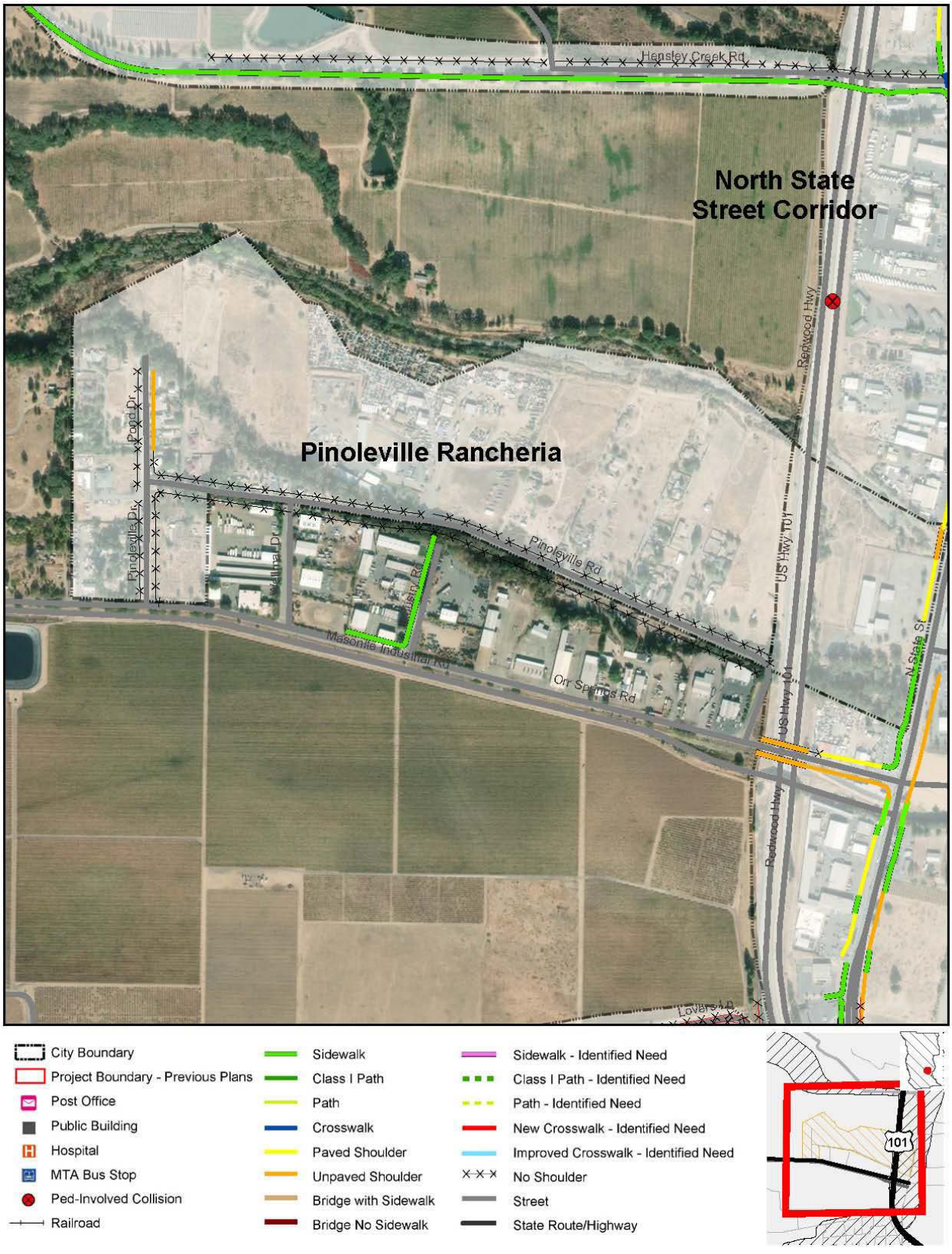


Figure 110: Pinoleville Rancheria Area Inventory Map

Sherwood Valley Rancheria

The Sherwood Valley Rancheria of Pomo Indians is a federally recognized tribe of Pomo people. The Sherwood Valley Rancheria, where the tribe resides, is located near Willits, on U.S. 101. The tribe traditionally lived along the upper course of the Eel River. The tribe owns the nearby Sherwood Valley Rancheria Casino and Creekside Café.

Sherwood Valley Rancheria
Population....350
Land Area.....356 acres

The maps and tables below show the existing conditions that were inventoried for this Study in the Sherwood Valley Rancheria area.

Sherwood Valley Rancheria Area Existing Pedestrian Facilities & Identified Needs

Table 48: Sherwood Valley Rancheria Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity	
Connecting Roads in Study Area	0.75	Miles
State Route in Study Area	-	Miles
Existing Sidewalks	-	Feet
Existing Paths	-	Feet
Existing Crosswalks	-	

(No Identified Pedestrian Improvement Projects)

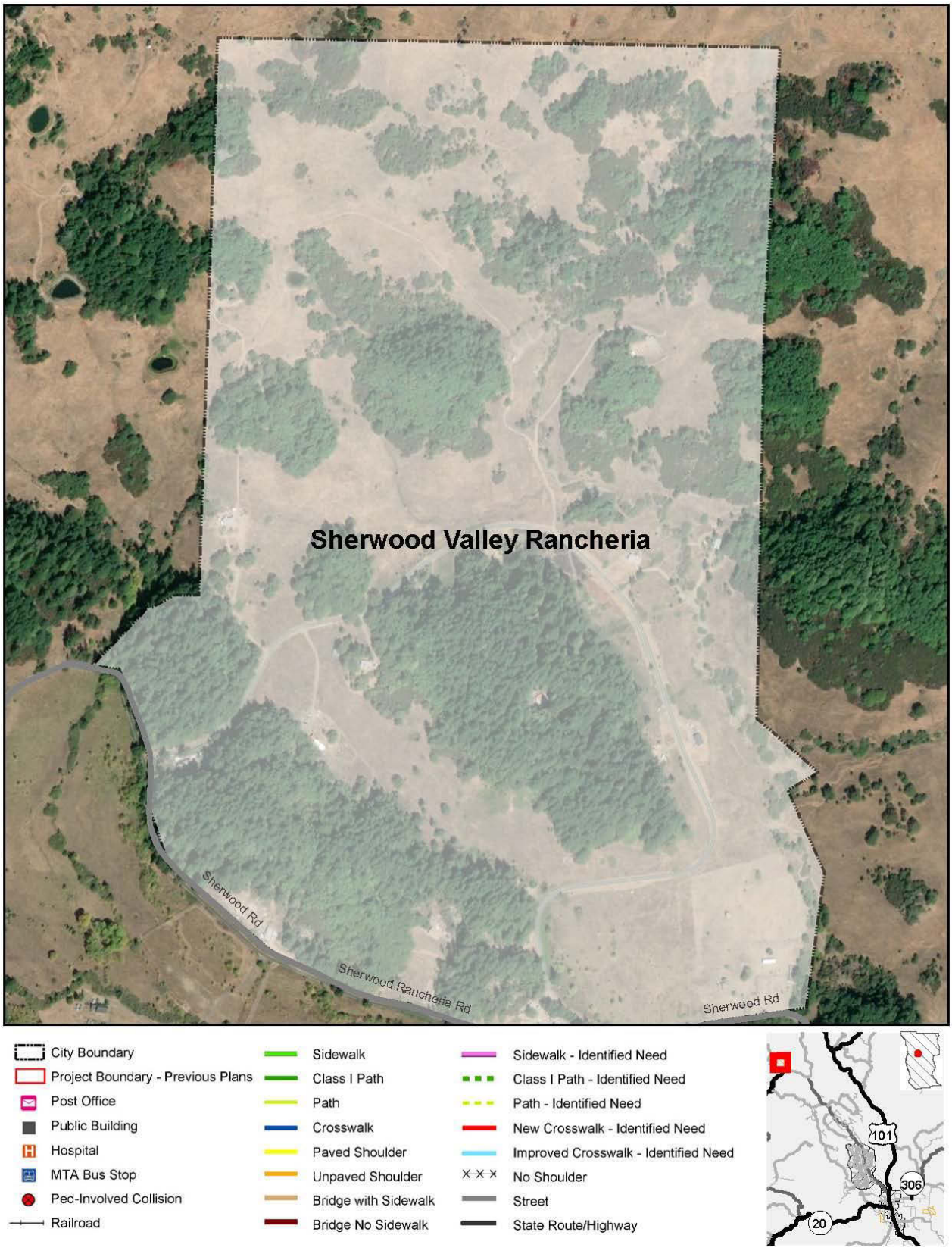


Figure 111: Sherwood Valley Rancheria Area Inventory Map, Part 1 of 3

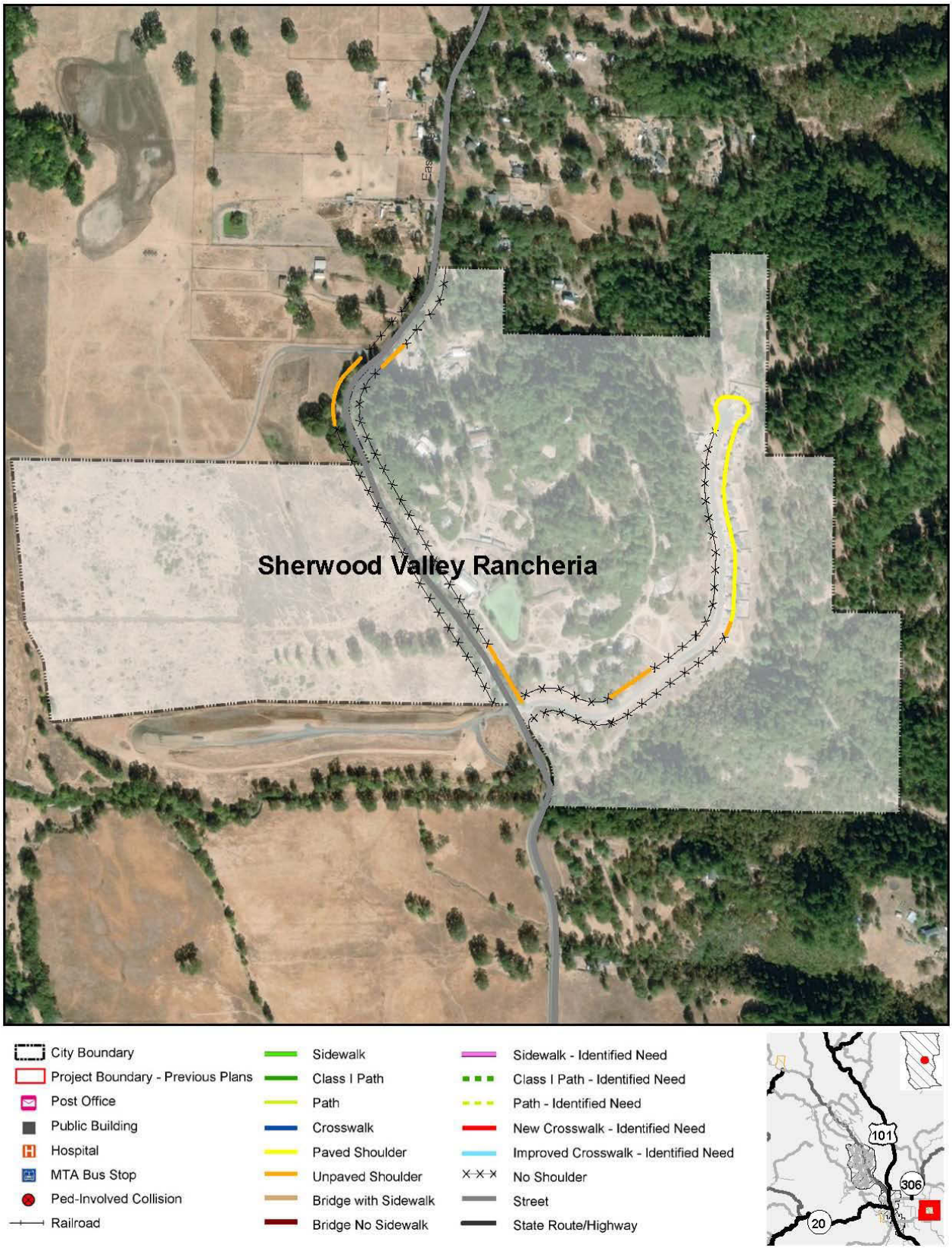


Figure 112: Sherwood Valley Rancheria Area Inventory Map, Part 2 of 3

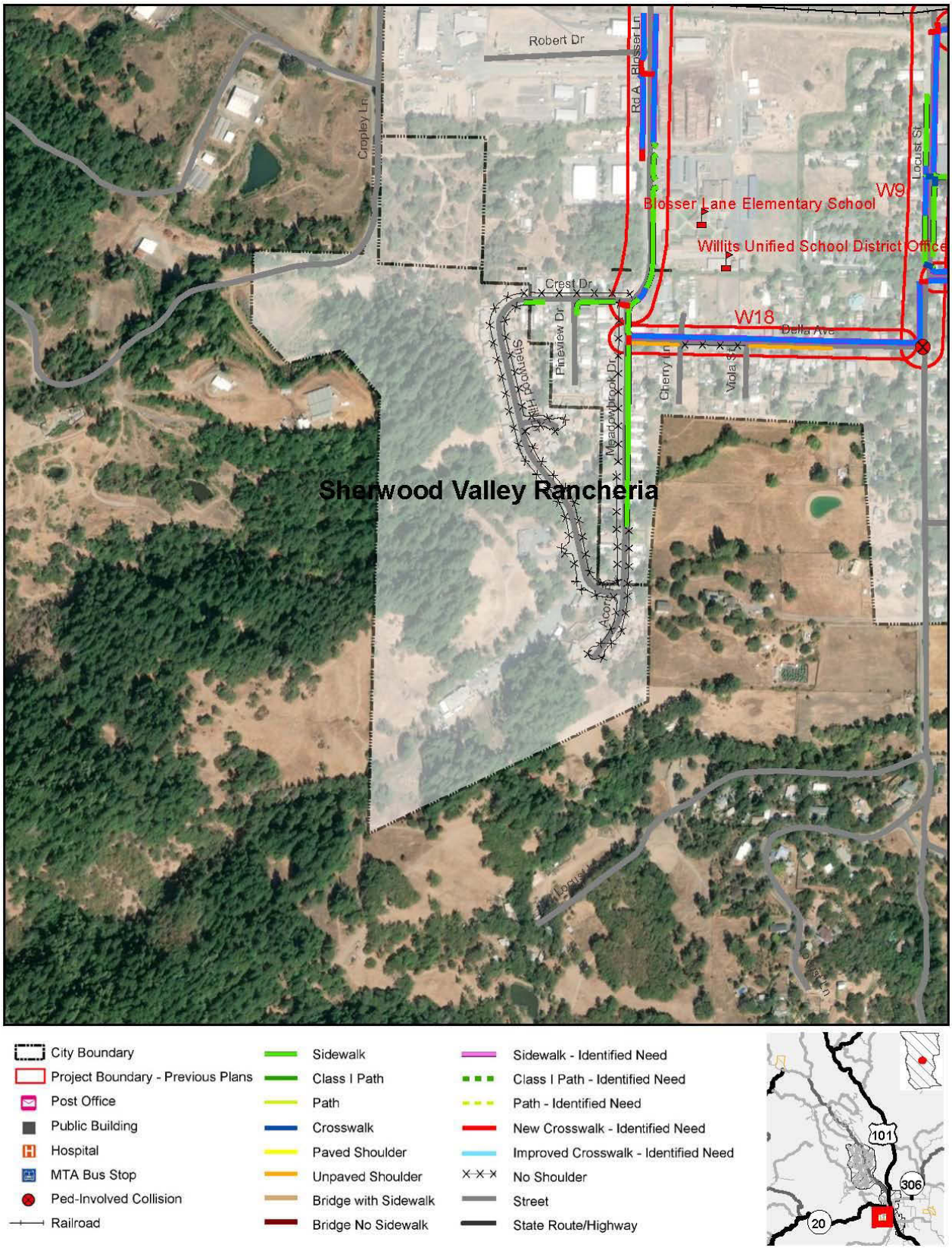


Figure 113: Sherwood Valley Rancheria Area Inventory Map, Part 3 of 3

Yorkville

Yorkville
Elevation.....922 feet

Yorkville is a small unincorporated community located approximately 12 miles east of Boonville on State Route 128. The community is centered on the only business, the Yorkville Market. The Yorkville Post Office is located about a mile northwest of the market on Highway 128. The Oaks, another small unincorporated community, is located between the Yorkville Post Office and the community of Yorkville.

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

Yorkville Area Background Documents

State Route 128 Corridor Valley Trail Feasibility Study, 2014

See full description of the Feasibility Study under "County and Regional Background Documents".

The mid-range (5 to 10 years) project list included:

> Shoulder Widening. Additional portions of the shoulders should be widened over time, potentially with a focus on connections in or near the community of Yorkville. A "placeholder" budget allowance is assumed for this purpose.
>
> - Cost allowance for additional shoulder widening in priority locations: $2,000,000

Yorkville Area Existing Pedestrian Facilities & Identified Needs

Table 49: Yorkville Area Existing Pedestrian Facilities

Existing Pedestrian Facilities	Quantity	
Connecting Roads in Study Area	0.01	Miles
State Route in Study Area	1.08	Miles
Existing Sidewalks	-	Feet
Existing Paths	-	Feet
Existing Crosswalks	-	

Table 50: Yorkville Area Identified Pedestrian Improvement Project

Project ID	Project Name	Location	Sidewalks (Feet)	Existing Crosswalks to be Improved (Count)	New Crosswalks (Count)	Class I Path Identified Need (Feet)	Pedestrian Path Identified Need (Feet)	Source
Sum Total			0	0	0	0	0	
	Yorkville Shoulder Widening Project	SR 128 in Yorkville Study Area	0	0	0	0	0	*State Route 128 Corridor Valley Trail Feasiblity*

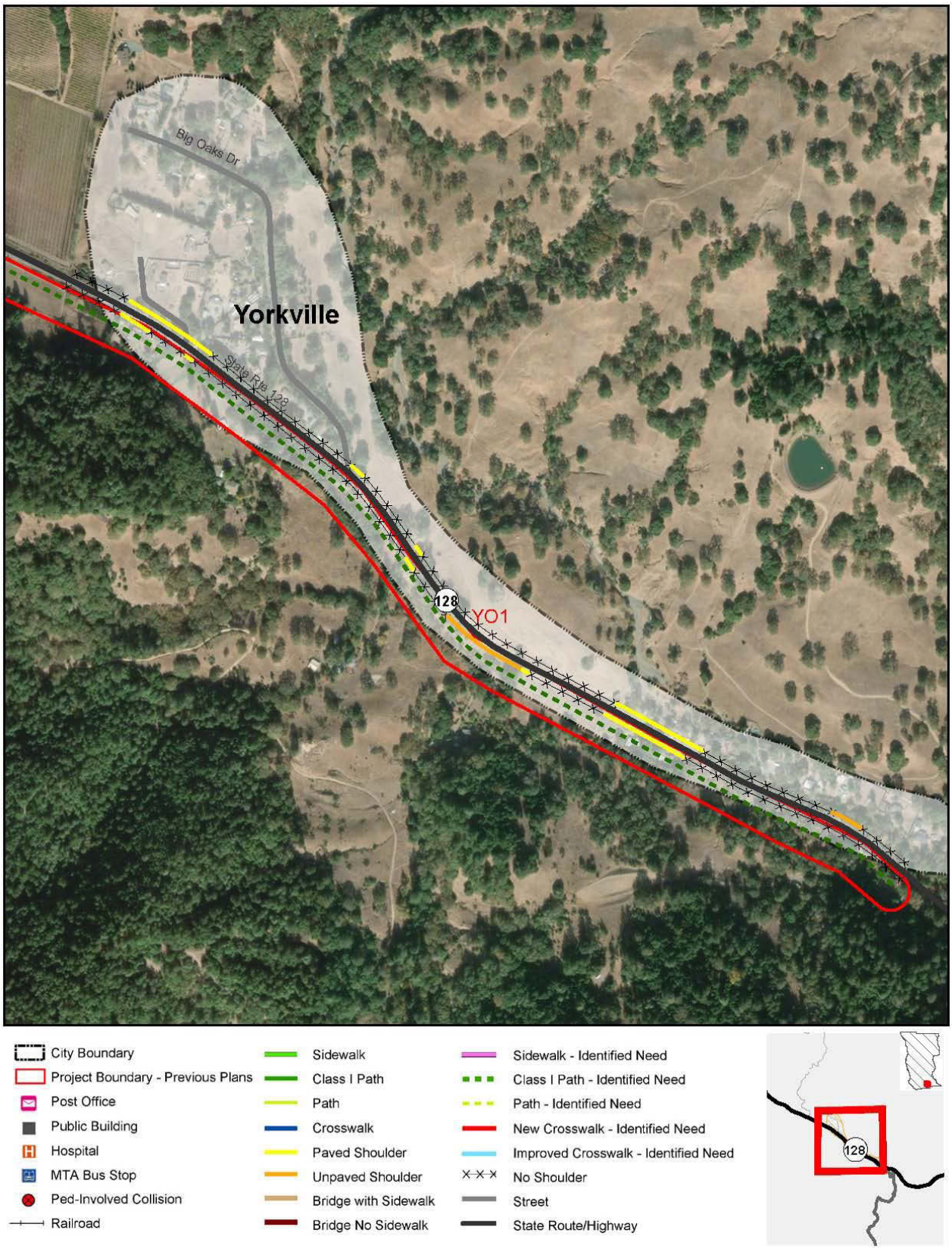


Figure 114: Yorkville Area Inventory Map

7.1 SUMMARY OF EXISTING FACILITIES AND IDENTIFIED NEEDS

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

Existing Pedestrian Facilities

Table 51: Summary of all North Coast/Inland Existing Pedestrian Facilities

Community Name	Connecting 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
Ft Bragg	43.8	5.9	41.1	12.3	359	n/a	6.1
Ukiah	71.3	2.1	76.5	2.5	331	n/a	16.2
Willits	37.5	5.1	23.4	-	141	n/a	6.4
Albion	1.74	0.66	-	-	-		
Boonville	6.66	3.02	1,900	-	6		
Calpella	2.73	-	2,345	-	-		
Covelo/Round Valley Area	15.76	2.46	11,123	-	17		
Hopland	3.79	2.95	4,845	-	13		
Laytonville Area	14.61	1.12	13,492	-			
Laytonville Rancheria	1.23	-	5,637	-	2		
Leggett	1.39	0.76	-	-	1		
Mendocino	16.16	1.12	9,042	-	29		
Philo	1.03	0.71	-	-	-		
Potter Valley	5.26	-	3,740	-	2		
Redwood Valley	59.16	1.83	10,150	-	6		
Coyote Valley Reservation	1.39	-	5,752	-	2		
Redwood Valley Reservation	0.65	-	-	-	-		
Talmage	12.16	1.77	20,760	-	10		

Westport	1.02	0.63	-	-	1		
Brooktrails	58.2	-	-	-	-		
Caspar	8.82	0.78	-	-	-		
Guidiville	0.24	-	-	-	-		
Hopland Rancheria	8.78	-	-	-	1		
Little River	0.84	0.92	-	-	-		
Navarro	0.69	0.64	-	-	-		
Pinoleville	0.98	0.2	-	-	-		
Sherwood Valley	0.75	-	-	-	-		
Yorkville	0.01	1.08	-	-	-		

Identified Pedestrian Needs/Projects

Table 52: Summary of all North Coast/Inland Identified Pedestrian Needs/Projects

Project ID	Project Name	Location	Sidewalks (Feet)	Existing Crosswalks to be Improved (Count)	New Crosswalks (Count)	Class I Path Identified Need (Feet)	Pedestrian Path Identified Need (Feet)	Source
Fort Bragg Area			**5480**	**12**	**7**	**6785**	**16088**	
FB1	Elm Street Improvements	Coastal Trail to Main Street Through Elm Street	0	0	0	0	1073	*City of Trails Feasibility Study*
FB2	Redwood Avenue - Coastal Trail Linkage	From Alder St. via Chief Celery Drive to Redwood Avenue	0	0	1	0	1011	*City of Trails Feasibility Study*
FB3	Main Street Multi-Use Trail	Trail west of Main Street from Oak Street to Maple Street and the Central Coastal Trail connection.	0	2	0	0	1139	*City of Trails Feasibility Study South Main Street Access & Beautification Plan*
FB4	Main Street Multi-Use Trail	Trail west of Main Street from Middle Coastal Trail to Highway 1	0	0	0	0	1139	*City of Trails Feasibility Study*
FB5	Cedar Street Complete Sidewalk	Complete sidewalks on Cedar Street from Morrow St to Fort Bragg City Limit	2547	0	0	0	0	*Residential Streets Safety Plan (2011)*
FB6	High School Multi-use Trail Loop	Use Rasmussen Lane, Monsen Way, and Sherwood Rd. (Oak St)	0	0	0	0	3216	*City of Trails Feasibility Study*
FB7	East Fort Bragg Recreational Loop	Willow St. connects CV Starr Center to playing fields	0	0	0	0	7396	*City of Trails Feasibility Study*
FB8	Main Street Corridor Pedestrian Enhancement - Maple Street to North Harbor Drive	Main Street from Maple Street to North Harbor Drive	0	8	0	3390	0	*City of Trails Feasibility Study; South Main Street Access & Beautification Plan*
FB9	Main Street Corridor Pedestrian Enhancement - Noyo Bridge	Noyo Bridge Class I Trail on west side of Main Street	0	0	0	1259	0	*South Main Street Access and Beautification Plan*
FB10	South Noyo Harbor Trail	Extend Pomo Bluffs trail eastward to Southern Harbor	0	0	0	0	1112	*City of Trails Feasibility Study*
FB11	Chestnut Street Complete Sidewalk	Complete sidewalks on Chestnut Street from Main Street to Sanderson Way	1903	0	0	0	0	*Residential Streets Safety Plan (2011)*
FB12	Main Street Corridor Pedestrian Enhancement - Noyo Bridge to Ocean View Drive	Noyo Bridge to Orean View Drive Pedestrian Enhancement	0	0	2	773	0	*South Main Street Access and Beautifi cation Plan*
FB13	Main Street Corridor Pedestrian Enhancement - Ocean View Drive to SR 20	Main Street Pedestrian Enhancement from Ocean View Drive to SR 20	1030	2	4	1363	0	*South Main Street Access and Beautifi cation Plan*

Project ID	Project Name	Location	Sidewalks (Feet)	Existing Crosswalks to be Improved (Count)	New Crosswalks (Count)	Class I Path Identified Need (Feet)	Pedestrian Path Identified Need (Feet)	Source
Ukiah Area			**12226**	**79**	**14**	**13309**	**4956**	
U1	Despina Drive Crossing Improvements	Despina Dr from Capps Ln to Low Gap Rd	0	6	0	0	0	*BPMP Score - 3, SRTS - Ukiah High School*
U2	Millview Road and Kuki Road Sidewalk Gap Closure	Millview Road from Feed Lot Road to Kuki Road Kuki Road from Millview Road to N State Road	931	0	0	0	0	*Current Study*
U3	N Bush St & Arlington Dr Crosswalk Enhancement	N Bush St & Arlington Dr Intersection	0	2	6	0	0	*SRTS - Frank Zeek Elementary School*
U4	N Pine Street Sidewalk Gap Closure	N Pine Street north of Low Gap Rd	277	0	0	0	0	*Current Study*
U5	Magnolia St Sidewalk and Crosswalk Improvements	South Side of Magnolia St west of N State St Intersection of Magnolia St & N State St	188	1	2	0	0	*BPMP Score - 3, Current Study*
U6	Elm St Sidewalk Gap Closure	East Side of Elm St at Low Gap Rd	97	0	2	0	0	*Current Study*
U7	Orr Creek Trail and Greenway West Segment	Low Gap Road near Orr Creek School to Existing Trail at Pomolita Field	0	0	0	2063	0	*BPMP Score - 11*
U8	Cypress Ave Pedestrian Facility Improvements	Cypress Ave from N Bush St to N Spring St, south side sidewalks	325	2	0	0	0	*SRTS - Pomolita Middle School*
U9	Orr Creek Trail and Greenway East Segment	From N Oak St to US Highway 101	0	0	0	0	4956	*BPMP Score - 11*
U10	Hazel Ave Pedestrian Improvements	Hazel Ave from Walnut Ave to Maple Ave	476	1	0	0	0	*SRTS - Pomolita Middle School*
U11	Dora Ave and Grove Ave Intersection Enhancement	Dora Ave & Grove Ave	0	1	1	0	0	*SRTS - Pomolita Middle School*
U12	N Spring St Improvements	N Spring St from Willow Ave to Dora Ave	484	3	0	0	0	*SRTS - Pomolita Middle School*
U13	Ukiah Downtown Streetscape Improvements Phase II North Segment (sidewalk widening and beautification are not counted)	N State St from W Henry St to Norton St	0	4	0	0	0	*BPMP Score 4, Ukiah Downtown Sidewalk Beautification Phase 2*
U14	Ukiah Downtown Streetscape Improvements Phase I (sidewalk widening and beautification are not counted)	Downtown Ukiah on State Street, Perkins Street, Standley Street, and Henry Street	0	24	0	0	0	*BPMP - Score 4, BPMP - Score 5, Ukiah Downtown Sidewalk Beautification Phase 1*
U15	Ukiah Rail with Trail North Segment	Along the NWP Railline from Clara Ave to Brush St.	0	0	1	1382	0	*BPMP Score 4.5, MCOG Rail with Trail*

Project ID	Project Name	Location	Sidewalks (Feet)	Existing Crosswalks to be Improved (Count)	New Crosswalks (Count)	Class I Path Identified Need (Feet)	Pedestrian Path Identified Need (Feet)	Source
Ukiah Area			**12226**	**79**	**14**	**13309**	**4956**	
U16	Clara Ave Neighborhood Enhancement Improvements	Clara Ave from N State St to N Orchard Ave	1214	2	0	0	0	*Clara Ave Phase 2 Improvement Plans. BPMP Score 4*
U17	E Clay St Sidewalk Gap Closure	South Side of E Clay St from S Main St to NWP Railine	604	0	0	0	0	*BPMP score 4, SRTS - River Oak Charter School*
U18	Leslie St Pedestrian Facility Improvements	West Side of Leslie St from E Perkins St to River Oak Charter School	863	1	1	0	0	*SRTS - River Oak Charter School, BPMP Score 5, BPMP Score 4*
U19	S Main St Pedestrian Enhancement Project (Currently under construction)	Sidewalk gap closure and crosswalk improvements on S Main St from E Stephenson St to Cleveland Lane	376	6	0	0	0	*BPMP score 4, BPMP Score 5*
U20	Ukiah Downtown Streetscape Improvements Phase II South Segment (sidewalk widening and beautification are not counted)	S State St from Mill St to E Gobbi St	0	4	0	0	0	*BPMP Score 5, Ukiah Downtown Sidewalk Beautification Phase 2*
U21	S Main St Crosswalk Improvements	S Main St from E Mill St to E Gobbi St	0	7	1	0	0	*BPMP score 4, BPMP Score 5*
U22	W Gobbi St Crosswalk Improvements	W Gobbi St & S Oak St, W Gobbi St & S Dora St	0	4	0	0	0	*SRTS - Yokayo Elementary School*
U23	Mendocino Drive Crosswalk Improvements	Mendocino & S Dora St, Mendocino & Alice Ave, near Yokayo Elementary School	0	1	0	0	0	*SRTS - Yokayo Elementary School*
U24	Oak Manor Drive Pedestrian Improvements	Oak Manor Drive from El Rio St to Oak Manor Elementary School	0	3	0	0	0	*SRTS - Oak Manor Elementary School*
U25	S State St Pedestrian Crossing Enhancement	S State St & Luce Ave, S State St & Observatory Ave	0	2	0	0	0	*BPMP Score 4*
U26	Helen Ave Sidewalk Gap Closure	Helen Ave from Observatory Ave to Washinton Ave	647	1	0	0	0	*SRTS-Nokomis Elementary School*
U27	Washington Ave Sidewalk Gap Closure	Washinton Ave near Nokomis Elementary School	304	0	0	0	0	*SRTS-Nokomis Elementary School*
U28	Wabash Ave Pedestrian Crossing Improvements	Wabash Ave & S Dora St, Wabash Ave & Yokayo Ct, Wabash Ave & Laurel Ave	0	2	0	0	0	*SRTS-Nokomis Elementary School*
U29	Betty Street Improvements	Betty Street from marlene St to Talmage Rd	1014	1	0	0	0	*Spec13-05 Betty St Improvement Plans*
U30	Lorraine Street Improvements	Lorraine St from Marlene St to Talmage Rd	975	1	0	0	0	*Spec 13-04 Lorraine St Improvement Plans*

Project ID	Project Name	Location	Sidewalks (Feet)	Existing Crosswalks to be Improved (Count)	New Crosswalks (Count)	Class I Path Identified Need (Feet)	Pedestrian Path Identified Need (Feet)	Source
Ukiah Area			**12226**	**79**	**14**	**13309**	**4956**	
U31	Talmage Rd Interchange Sidewalk Improvemens	Talmage Rd and US Highway 101 Interchange	797	0	0	0	0	*City of Ukiah Priority Project*
U32	Ukiah Rail with Trail South Segment	Along the NWP Railine from E Gobbi St to Redwood Ave	0	0	0	9863	0	*Plan_Priority BPMP Score 3 or Lower, MCOG Rail with Trail*
U33	Airport Park Blvd Pedestrian Enhancement Project	Airport Park Blvd	2091	0	0	0	0	*City of Ukiah Priority Project*
U34	Jefferson Lane Pedestrian Gap Closure	South Side of Jefferson Lane near S State St.	562	0	0	0	0	*SRTS Plans Priority, Current Study*
Willits Area			**24973**	**2**	**19**	**12887**	**0**	
W1	Pedestrian Improvements vicinity of Brookside Elementary School	Install sidewalks and corner ramps near Brookside Elementary School	2554	1	2	0	0	*Mendocino County Regional Transportation Plan (2017), Willits SRTS Program*
W2	Pedestrian Improvements on W Mendocino Street	W Mendocino Steet from Catherine Lane to Easy Street	312	0	0	0	0	*Safe Routes to School Plan (2009)*
W3	Other Pedestrian Improvements near Brookside Elementary School	Sidewalk Improvements on Easy Street, Spruce Street and Redwood Ave	1257	0	0	0	0	*Safe Routes to School Plan (2009)*
W4	North Street Sidewalk Improvements	Sidewalks on both sides of North Street from Laurel Street to W Commercial Street	1262	0	2	0	0	*Safe Routes to School Plan (2009)*
W5	Mill Creek Drive Sidewalk Improvements	Mill Creek Drive from Hillside Drive to W Commercial Street	656	0	0	0	0	*Safe Routes to School Plan (2009)*
W6	North Willits Trail	Suggested Planned Trail Connecion from S Main Street to Mill Creek Drive	0	0	0	1053	0	*Willits Main Street Corridor Enhancement Plan (2016)*
W7	Mendocino County Rail with Trail C8 (Partial)	From E Commercial Street to Casteel Lane	0	0	0	2237	0	*Willits Main Street Corridor Enhancement Plan (2016)*
W8	Class I path on north side of Willits High School	Path on Casteel Lane from 101/Redwood Highway to Railroad	0	0	0	1149	0	*Willits Main Street Corridor Enhancement Plan (2016)*
W9	Pedestrian Improvements near near Pine & Mill Streets	Add sidewalks on Mill Street from Pine to Harms	317	0	0	0	0	*Mendocino County Regional Transportation Plan (2017), Safe Routes to School Plan (2009)*
W10	Pedestrian Improvements on Laurel Street	Sidewalks and crossings on Laurel Street from North St. to Mill St..	201	0	2	0	0	*Safe Routes to School Plan (2009)*
W11	Not included	Project previously completed						
W12	NWP Rail Trail, Phase I	From East Hill Road to East Commercial Street, ten-foot wide trail	0	0	0	8448	0	*Mendocino County Regional Transportation Plan (2017)*

Project ID	Project Name	Location	Sidewalks (Feet)	Existing Crosswalks to be Improved (Count)	New Crosswalks (Count)	Class I Path Identified Need (Feet)	Pedestrian Path Identified Need (Feet)	Source
Willits Area			**24973**	**2**	**19**	**12887**	**0**	
W13	Coast Street Sidewalks	Sidewalks, crosswalks, curb extensions, and corner ramps on Coast Street between West San Francisco Street and Highway 20	1978	0	2	0	0	*Mendocino County Regional Transportation Plan (2017)*
W14	Pedestrian Improvements on Franklin Ave	Franklin Avenue from Blosser Lane to Locust Street	1262	0	3	0	0	*Safe Routes to School Plan (2009)*
W15	Blosser Lane Improvements	Blosser Lane Sidewalk infill high visibility & raised crosswalks, curb extensions/bulb-outs, signage	1983	0	4	0	0	*Mendocino County Regional Transportation Plan (2017)*
W16	Walnut Street Sidewalk Improvements	South Side of Walnut Street, Locust to Magnolia	686	0	0	0	0	*Safe Routes to School Plan (2009)*
W17	Walnut and Main Streets Intersection Crossing Enhancement	Walnut and Main Streets Intersection	0	1	0	0	0	*Mendocino County Regional Transportation Plan (2017)*
W18	Locust Street Improvements	Sidewalks, cross walks, and corner ramps on Locust Street in the vicinity of Baechtel Grove Middle School	1163	0	1	0	0	*Mendocino County Regional Transportation Plan (2017)*
W19	Holly Street Sidewalk Improvements	Sidewalk Improvements on both sides of Holly Street	2491	0	0	0	0	*Safe Routes to School Plan (2009)*
W20	Poplar Street Sidewalk Improvements	Sidewalk Improvements on East Side of Poplar Street from Furlong Road to Holly Street	202	0	0	0	0	*Safe Routes to School Plan (2009)*
W21	Hazel Street Sidewalk Improvements	North Side Sidewalk gap closure on Hazel Street	299	0	0	0	0	*Safe Routes to School Plan (2009)*
W22	Della Ave Sidewalk Improvements	Sidewalks on the North Side of Della Ave	1395	0	0	0	0	*Safe Routes to School Plan (2009)*
W24	Baechtel Road Sidewalk Improvements	South side of Baechtel Road	676	0	0	0	0	*Safe Routes to School Plan (2009)*
W25	Shell Lane Improvements	Connection to new NWP Rail Trail	2014	0	0	0	0	*Mendocino County Regional Transportation Plan (2017)*
W26	East Hill Road	From Baechtel Road to the East City Limit, sidewalk infill and bike lanes	2640	0	0	0	0	*Mendocino County Regional Transportation Plan (2017)*
W27	Elm Street Sidewalk Gap Closure	Sidwalk and corner ramp installation	104	0	0	0	0	*Mendocino County Regional Transportation Plan (2017)*

Project ID	Project Name	Location	Sidewalks (Feet)	Existing Crosswalks to be Improved (Count)	New Crosswalks (Count)	Class I Path Identified Need (Feet)	Pedestrian Path Identified Need (Feet)	Source
Willits Area			**24973**	**2**	**19**	**12887**	**0**	
W28	Manor Way and Main Street Intersection Pedestrian Improvements	Manor Way and Main Street Intersection	245	0	1	0	0	*Safe Routes to School Plan (2009)*
W29	Main Street to Sandy Lane Sidewalk Improvements	Sidewalk connection from Manor Way and Main Street Intersection to Sandy Lane	1275	0	2	0	0	*Safe Routes to School Plan (2009)*
Albion Area			**0**	**45**	**0**	**0**	**1111**	
AL1	Albion River Bridge Replacement (study in process)	Salmon Creek Bridge Path	0	0	0	0	1111	*D-1 Salmon Creek Bridge and Albion River Bridge Replacement Projects*
Boonville Area			**9614**	**0**	**6**	**7625**	**14674**	
BV1	Anderson Valley Way Class III Bike Route/Recreational Trail	An informal pedestrian path along Anderson Valley Way	0	0	0	0	14674	*Mendocino County Regional Transportation Plan (2017),State Route 128 Corridor Valley Trail Feasibility Study (2014)*
BV2	Class I multi-use path parallel to Highway 128	Located in Hwy 128 ROW on south side, from County Road 150 to Mountain View Road	0	0	0	7625	0	*Mendocino County Regional Transportation Plan (2017)*
BV3	West Boonville Traffic Calming and Crossing Improvements	At the Highway 128/County Road 150 intersection and Highway 128/Schoenahl Rd intersection	0	0	3	0	0	*State Route 128 Corridor Valley Trail Feasibility Study (2014)*
BV4	Downtown Boonville Improvements	Various sidewalk and crossing improvements along SR128 in Downtown Boonville	9614	0	3	0	0	*State Route 128 Corridor Valley Trail Feasibility Study (2014)*
Calpella Area			**4509**	**0**	**8**	**2995**	**718**	
CAL1	Calpella Elementary School Access Improvements	Pathway connections and crosswalk to improve pedestrian access to Calpella Elementary School; the sidewalks portion of SR2S plan is completed	0	0	1	0	718	*Mendocino County Safe Routes to School Plan (2014)*
CAL2	Mendocino County Rail-with-Trail Plan Segment C-2 (Partial)	Segment CAL 2 ultimately goes along railroad all the way to Ukiah	0	0	0	2995	0	*Mendocino County Rail-with-Trail Plan (2012)*
CAL3	Calpella 3rd Street Sidewalk Improvements	Both Sides of 3rd Street	1368	0	0	0	0	*CALPELLA COMMUNITY DESIGN PROJECT 2011*
CAL4	Calpella State Street Sidewalk and Crossing Improvements	Sidewalks on both Sides of State St. Intersection of State St. & Moore St. and State St. & Hopkins St.	2325	0	5	0	0	*CALPELLA COMMUNITY DESIGN PROJECT 2011*

Project ID	Project Name	Location	Sidewalks (Feet)	Existing Crosswalks to be Improved (Count)	New Crosswalks (Count)	Class I Path Identified Need (Feet)	Pedestrian Path Identified Need (Feet)	Source
Calpella Area			**4509**	**0**	**8**	**2995**	**718**	
CAL5	Moore Street Sidewalk and Crossing Improvements	Both Sides of Moore Street, Intersection of Moore Street & State Street	816	0	2	0	0	*CALPELLA COMMUNITY DESIGN PROJECT 2011*
Covelo Area			**6921**	**14**	**9**	**14950**	**0**	
CO1	Safe Routes to School Covelo	Sidewalk along Airport Road and south side of Howard; reconfigure the intersections of Howard & Airport Wy and Howard & High School St	1573	8	2	0	0	*Mendocino County Regional Transportation Plan (2017)*
CO2	SR 162 Corridor Multi-Purpose Trail	10-foot wide trail parallel to SR 162 through Covelo, with an east-west extension along Biggar Lane to Henderson Lane	0	0	0	14950	0	*Mendocino County Regional Transportation Plan (2017)*
CO3	South SR162 Pedestrian Improvements	SR-162 from Commercial Street to Howard Street and along Howard St to Community Center	4085	6	5	0	0	*Covelo/Round Valley Non-Motorized Needs Assessment & Engineered Feasibility Study (2014)*
CO4	Foothill Boulevard Sidewalk Improvements	Foothill Boulevard from Crawford Road to Henderson Lane	1264	0	2	0	0	*Mendocino County Safe Routes to School Plan (2014)*
Hopland Area			**3918**	**8**	**3**	**10611**	**0**	
HOP1	US 101 Complete Street Improvements	Along US 101 from Mountain House Road to N. end of town: sidewalk upgrades and gap closures; crosswalk relocation and improvement	500	6	3	0	0	*Hopland Main Street Corridor Engineered Feasibility Study, (2015)*
HOP2	US 101 & SR 175 Intersection Crosswalk Improvements	Curb bump-outs, new sidewalks, and improved crosswalk	400	1	0	0	0	*Hopland Main Street Corridor Engineered Feasibility Study, (2015), Mendocino County Regional Transportation Plan (2017)*
HOP3	Long Term SR-175 Multi-use Path	Multi-use Path from US101 & SR175 Intersection to Old Hopland	0	0	0	4471	0	*Hopland Main Street Corridor Engineered Feasibility Study, (2015)*
HOP4	US 101/SR-175 Intersection Improvements	Sidewalk Improvements around US101 & SR175 Intersection	668	0	0	0	0	*Hopland Main Street Corridor Engineered Feasibility Study, (2015)*
HOP5	Old Hopland Pedestrian Improvements	Colored Shoulder Improvements	2350	1	0	0	0	*Hopland Main Street Corridor Engineered Feasibility Study, (2015)*
HOP6	Hopland Rail with Trail Segment S-3	South Part of Rail Trail Project in Hopland	0	0	0	4101	0	*Mendocino County Rail-with-Trail Plan (2012)*

Project ID	Project Name	Location	Sidewalks (Feet)	Existing Crosswalks to be Improved (Count)	New Crosswalks (Count)	Class I Path Identified Need (Feet)	Pedestrian Path Identified Need (Feet)	Source
Hopland Area			**3918**	**8**	**3**	**10611**	**0**	
HOP7	Hopland Rail with Trail Segment S-4	North Part of Rail Trail Project in Hopland	0	0	0	2039	0	*Mendocino County Rail-with-Trail Plan (2012)*
Laytonville Area			**3416**	**1**	**1**	**0**	**4095**	
LTV1	Laytonville Pedestrian Safety Improvements across 101	Install Paved Wide Shoulders along US-101	0	0	0	0	195	*Mendocino County Regional Transportation Plan (2017)*
LTV2	Extension of Coyote Trail along Ten Mile Creek	Extend the current dirt trail along Ten Mile Creek	1757	0	1	0	0	*Mendocino County Regional Transportation Plan (2017), Mendocino County Safe Routes to School Plan (2014)*
LTV3	Extension of sidewalk from US 101 along Branscomb Road to the High School	South Side of Branscomb from 101 to Willis Ave	359	1	0	0	0	*Laytonville Traffic Calming and Revitalization Plan (2008)*
LTV4	Coyote Trail Bridge over Ten Mile Creek	North End of current Coyote Trail	0	0	0	0	3771	*Laytonville Traffic Calming and Revitalization Plan (2008)*
LTV5	Extension of sidewalk from US 101 along Branscomb Road to the High School	South Side of Branscomb from 101 to Willis Ave	1300	0	0	0	0	*Laytonville Traffic Calming and Revitalization Plan (2008)*
LTV6	Coyote Trail Bridge over Ten Mile Creek	North End of current Coyote Trail	0	0	0	0	129	*City review Comments*
Leggett Area (none)			**0**	**0**		**0**	**0**	
Mendocino Area			**516**	**0**	**0**	**82137**	**3249**	
ME1	Segment 1 Trail Improvements and Minor Trailhead(s) – the Navarro River Trail	Jack Peters Creek Bridge on Highway 1 just north of Mendocino	516	0	0	0	0	*Bridge Rail Upgrade and Widening (study in process)*
Philo Area			**0**	**0**	**0**	**41747**	**1624**	
PH1	Shoulder Improvements between Philo and Philo-Greenwood Road (Post Miles 20.1 – 23.1)	From Philo (Post Mile 23.1) to Greenwood Road (Post Mile 20.1)	0	0	0	0	0	*State Route 128 Corridor Valley Trail Feasibility Study, 2014*
Potter Valley Area (none)			**0**	**0**	**0**	**0**	**0**	
Redwood Valley Area			**0**	**0**	**0**	**26831**	**1624**	
RW1	Mendocino County Rail-with-Trail Plan Segment C3	Highway 20 to Laughlin Way	0	0	0	13559	0	
Talmage Area (none)			**0**	**0**	**0**	**0**	**0**	

Project ID	Project Name	Location	Sidewalks (Feet)	Existing Crosswalks to be Improved (Count)	New Crosswalks (Count)	Class I Path Identified Need (Feet)	Pedestrian Path Identified Need (Feet)	Source
Westport Area			**0**	**0**	**0**	**1356**	**812**	
WP1	North Westport Area Shoulder Path	East Side of Highway 1 from Post Office to North End of Study Area	0	0	0	0	812	*Westport Area Integrated Multi-Use Coastal Trail Plan (2011)*
WP2	Westport Area Integrated Multi-Use Coastal Trail	From South End of Westport Study Area to the Existing Wide Shoulder on Highway 1	0	0	0	1356	0	*Westport Area Integrated Multi-Use Coastal Trail Plan (2011)*
Brooktrails Township Area			**0**	**0**	**0**	**10560**	**0**	
	Brooktrails to Willits Multi-Use Trail	Brooktrails to Willits; alignment TBD	0	0	0	10560	0	
Caspar Area (None)			**0**	**0**	**0**	**0**	**0**	
Guidiville Area (None)			**0**	**0**	**0**	**0**	**0**	
Hopland Area (None)			**0**	**0**	**0**	**0**	**0**	
Little River Area			**0**	**0**	**0**	**0**	**0**	
LR1	Bridge Rail Upgrade and Widening (study in process)	South side of Little River Bridge	0	0	0	0	90	*Bridge Rail Upgrade and Widening (study in process)*
Navarro Area (None)			**0**	**0**	**0**	**0**	**0**	
NA1	Segment 1 Trail Improvements and Minor Trailhead(s) – the Navarro River Trail	South side of Little River Bridge	0	0	0	0	90	*Bridge Rail Upgrade and Widening (study in process)*
Sherwood Valley Rancheria Area (None)			**0**	**0**	**0**	**0**	**0**	
Yorkville Area			**0**	**0**	**0**	**0**	**0**	
YO1	Yorkville Shoulder Widening Project	SR 128 in Yorkville Study Area	0	0	0	0	0	*State Route 128 Corridor Valley Trail Feasibility Study, 2014*